



Service Bulletin

PRELIMINARY INFORMATION

Subject: Diagnostic Tips for DTC P0741: Torque Converter Clutch Stuck Off

Models: 2015 Chevrolet Express, Silverado, Suburban, Tahoe
2015 GMC Savana, Sierra, Yukon, Yukon XL
Equipped with 6L80 or 6L90 Automatic Transmission (RPO MYC or MYD)

Attention: This PI also applies to any of the above models that may be Export vehicles.

This PI has been revised to update the Recommendation/Instructions. Please discard PI1393.

Condition/Concern

Some customers may comment on a Malfunction Indicator Lamp (MIL) on. Technicians may find DTC P0741 set as an active or history code. This condition may be caused by damaged torque converter clutch friction material.

Recommendation/Instructions

Important: As part of diagnosis of this condition, be sure to check transmission line pressure following the directions found in Line Pressure Check in SI. If loose torque converter clutch friction material passes through the pump, it can cause damage to the pump resulting in low line pressure and damaged clutches. If line pressure is below specifications the pump and the clutches must be disassembled and inspected for damage.

If the condition is determined to be caused by the torque converter, be sure to replace the transmission fluid filter assembly and flush and flow check the transmission oil cooler following SI directions found in Transmission Fluid Cooler Flushing and Flow Test.

The torque converter clutch friction material may also come loose or debond and not set a DTC P0741. Other symptoms of torque converter friction material debond in these vehicles include:

- Pump damage typically seen as scoring in the pump pocket of the torque converter housing or scoring of the pump cover. This damage can be the result of torque converter clutch friction material passing through the pump.
- Low line pressure as a result of a damaged pump.
- Distressed clutches due to low line pressure. The most likely clutch to experience distress is the 4-5-6 clutch. A DTC P0796 may be set as a result of a distressed and slipping 4-5-6 clutch.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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