

TRANSMISSION

Shift Lock Control - Canyon, Colorado

SCHEMATIC WIRING DIAGRAMS

SHIFT LOCK CONTROL WIRING SCHEMATICS

MYB

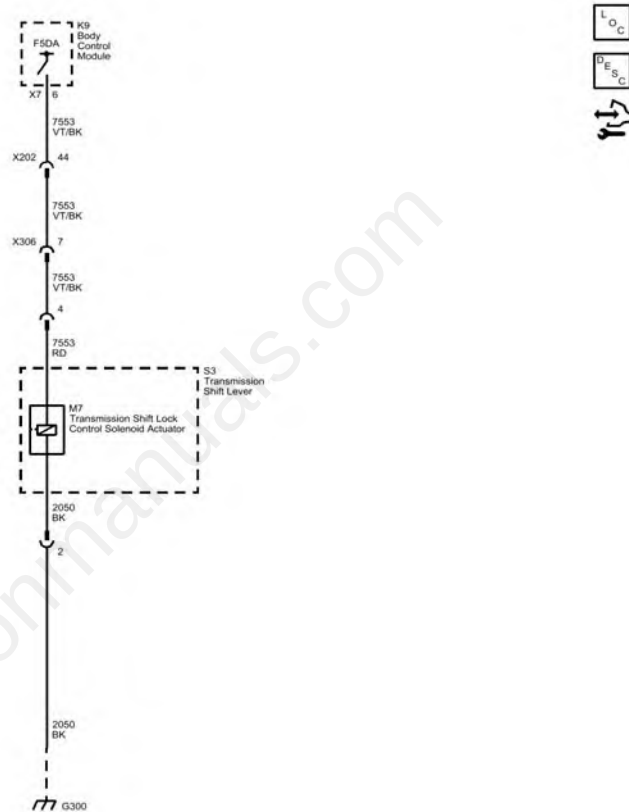


Fig. 1: MYB

Courtesy of GENERAL MOTORS COMPANY

DIAGNOSTIC INFORMATION AND PROCEDURES

DTC B270A: PARK LOCK SOLENOID

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

DTC Descriptors

DTC B270A 01

Park Lock Solenoid Control Circuit Short to Battery

12 Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Park Lock Solenoid Control Circuit Short to Ground				

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Fuse B+	B270A 01, B270A 02, 1	B270A 01, 1	-	-
Control	B270A 02, 1	1	B270A 01, 2	-
Ground	-	B270A 01, 1	-	-
1. Transmission shift control lever will not move from PARK with the brake pedal applied. 2. Transmission shift control lever will move from PARK without the brake pedal applied.				

Circuit/System Description

The body control module (BCM) controls the transmission shift lock control solenoid actuator by providing a battery positive voltage to the solenoid when the brake pedal is applied. The BCM monitors the voltage and current flow of the control circuit.

Conditions for Running the DTC

- The ignition switch is in the ON position.
- The brake pedal is applied.
- The transmission is in the PARK position.
- The DTC runs continuously once the above conditions are met.

Conditions for Setting the DTC

B270A 01

The body control module detects a short to voltage in the transmission shift lock control solenoid actuator control circuit for 1 s.

B270A 02

The body control module detects a short to ground in the transmission shift lock control solenoid actuator control circuit for 1 s.

Action Taken When the DTC Sets

The body control module will not attempt to enable the voltage supply circuit of the transmission shift lock control solenoid actuator until the next key cycle.

Conditions for Clearing the DTC

- A current DTC B270A will clear when the malfunction is no longer present and the ignition switch is cycled.
- A history DTC will clear after 100 ignition cycles with no current DTC active during the 100 ignition cycles.

Reference Information

ference

- [Body Control System Schematics](#)
- [Shift Lock Control Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Automatic Transmission Shift Lock Control Description and Operation](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

[Circuit/System Verification](#)

1. Ignition ON.
2. Verify the scan tool Brake Pedal Applied parameter changes from Inactive to Active when the brake pedal is applied.
 - **If the Brake Pedal Applied does not change**

Refer to [Stop Lamps Malfunction](#)

- **If the Brake Pedal Applied changes**
3. Verify the S3 Transmission Shift Lever moves out of the PARK position when the brake pedal is applied.
 - **If the S3 Transmission Shift Lever does not move out of the PARK position**

Refer to Circuit/System Testing.

- **If the S3 Transmission Shift Lever does move out of the PARK position**

All OK.

[Circuit/System Testing](#)

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S3 Transmission Shift Lever. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal 2 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.

- If less than 2 Ω , repair the open/high resistance in the ground connection.

- **If less than 10 Ω**

3. Ignition ON, connect a test lamp between the control circuit terminal 4 and the ground circuit terminal 2.
4. Verify the test lamp turns ON and OFF when commanding the Brake Transmission Shift Interlock Solenoid Actuator ON and OFF with a scan tool.

- **If the test lamp is always OFF**

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
4. Ignition ON.
5. Verify a test lamp illuminates between each B+ and ignition circuit terminal at the control module harness connector.
 - If the test lamp does not illuminate, repair the circuit or fuse as necessary.
 - If the test lamp illuminates at each B+ and ignition circuit, replace the K9 Body Control Module.

- **If the test lamp is always ON**

1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.

- **If the test lamp turns ON and OFF**

5. Test or replace the S3 Transmission Shift Lever.

Component Testing

1. Install a 10 A fused jumper wire between the control terminal 4 and 12 V. Momentarily install a jumper wire between the ground terminal 2 and ground.
2. Verify the solenoid turns on & off/clicks, etc.

- **If the solenoid does not turn on & off/clicks, etc.**

Replace the S3 Transmission Shift Lever.

- **If the solenoid does turn on & off/clicks, etc.**

3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Transmission Control Replacement](#)
- [Control Module References](#) for control module replacement, programming, and setup.

DTC B270A: PARK LOCK SOLENOID (RPO T4Z)

Instructions	Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
- Perform the Diagnostic System Check - Vehicle prior to using this diagnostic procedure. - Review Strategy Based Diagnosis for an overview of the diagnostic approach. Diagnostic Procedure Instructions provides an overview of each diagnostic category.					

DTC Descriptors

DTC B270A 01

Park Lock Solenoid Control Circuit Short to Battery

DTC B270A 02

Park Lock Solenoid Control Circuit Short to Ground

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Fuse B+	B270A 01, B270A 02, 1	B270A 01, 1	-	-
Control	B270A 02, 1	1	B270A 01, 2	-
Ground	-	B270A 01, 1	-	-
1. Transmission shift control lever will not move from PARK with the brake pedal applied. 2. Transmission shift control lever will move from PARK without the brake pedal applied.				

Circuit/System Description

The body control module (BCM) controls the transmission shift lock control solenoid actuator by providing a battery positive voltage to the solenoid when the brake pedal is applied. The BCM monitors the voltage and current flow of the control circuit.

Conditions for Running the DTC

- The ignition switch is in the ON position.
- The brake pedal is applied.
- The transmission is in the PARK position.
- The DTC runs continuously once the above conditions are met.

Conditions for Setting the DTC

B270A 01

The body control module detects a short to voltage in the transmission shift lock control solenoid actuator control circuit for 1 s.

B270A 02

The body control module detects a short to ground in the transmission shift lock control solenoid actuator control circuit for 1 s.

When the DTC Sets

The body control module will not attempt to enable the voltage supply circuit of the transmission shift lock control solenoid actuator until the next key cycle.

Conditions for Clearing the DTC

- A current DTC B270A will clear when the malfunction is no longer present and the ignition switch is cycled.
- A history DTC will clear after 100 ignition cycles with no current DTC active during the 100 ignition cycles.

Reference Information

Schematic Reference

- [Body Control System Schematics](#)
- [Shift Lock Control Schematics](#)

Connector End View Reference

[COMPONENT CONNECTOR END VIEWS - INDEX](#)

Description and Operation

[Automatic Transmission Shift Lock Control Description and Operation \(RPO T4Z\)](#)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[Control Module References](#) for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Brake Pedal Applied parameter changes from Inactive to Active when the brake pedal is applied.
 - **If the Brake Pedal Applied does not change**
Refer to [Stop Lamps Malfunction](#)
 - **If the Brake Pedal Applied changes**
3. Verify the scan tool Driver Seat Belt Status and Passenger Seat Belt Status parameter changes between Buckled and Unbuckled when the seat belt is buckled and unbuckled.
 - **If the Driver Seat Belt Status and Passenger Seat Belt Status parameter does not change**
Refer to [Symptoms - Seat Belts](#)
 - **If the Driver Seat Belt Status and Passenger Seat Belt Status parameter changes**
4. Verify the S3 Transmission Shift Lever moves out of the PARK position when the brake pedal is applied.

IOTE:

Vehicles with the Safety Belt Assurance System, will not allow the vehicle to shift out of PARK if the driver and front outboard passenger, if present, do not have safety belt(s) buckled. Buckle the safety belt(s) to unlock the shifter. This system may not allow the vehicle to shift out of PARK if an object such as a briefcase, handbag, grocery bag, laptop, or other electronic devices is on the front outboard passenger seat. If this happens, remove the object from the seat or buckle the safety belt.

-
- **If the S3 Transmission Shift Lever does not move out of the PARK position**

Refer to Circuit/System Testing.

- **If the S3 Transmission Shift Lever does move out of the PARK position**

All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S3 Transmission Shift Lever. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal 2 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON, connect a test lamp between the control circuit terminal 4 and the ground circuit terminal 2.
4. Verify the test lamp turns ON and OFF when commanding the Brake Transmission Shift Interlock Solenoid Actuator ON and OFF with a scan tool.
 - **If the test lamp is always OFF**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
 4. Ignition ON.
 5. Verify a test lamp illuminates between each B+ and ignition circuit terminal at the control module harness connector.
 - If the test lamp does not illuminate, repair the circuit or fuse as necessary.
 - If the test lamp illuminates at each B+ and ignition circuit, replace the K9 Body Control Module.
 - **If the test lamp is always ON**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.

test for less than 1 V between the control circuit and ground.

- If 1 V or greater, repair the short to voltage on the circuit.
- If less than 1 V, replace the K9.

- **If the test lamp turns ON and OFF**

5. Test or replace the S3 Transmission Shift Lever.

Component Testing

1. Install a 10 A fused jumper wire between the control terminal 4 and 12 V. Momentarily install a jumper wire between the ground terminal 2 and ground.
2. Verify the solenoid turns on & off/clicks, etc.

- **If the solenoid does not turn on & off/clicks, etc.**

Replace the S3 Transmission Shift Lever.

- **If the solenoid does turn on & off/clicks, etc.**

3. All OK

Repair Instructions

Perform the **Diagnostic Repair Verification** after completing the repair.

- **Transmission Control Replacement**
- **Control Module References** for control module replacement, programming, and setup.

SYMPTOMS - AUTOMATIC TRANSMISSION SHIFT LOCK CONTROL

NOTE: The following steps must be completed before using the symptom tables.

1. Perform the **Diagnostic System Check - Vehicle** before using the Symptom Tables in order to verify that all of the following are true:
 - There are no DTCs set.
 - The control modules can communicate via the serial data link.
2. Review the system operation in order to familiarize yourself with the system functions. Refer to **Automatic Transmission Shift Lock Control Description and Operation****Automatic Transmission Shift Lock Control Description and Operation (RPO T4Z)**.

Visual/Physical Inspection

- Inspect for aftermarket devices which could affect the operation of the automatic transmission shift lock control. Refer to **Checking Aftermarket Accessories**.
- Inspect the easily accessible or visible system components for obvious damage or conditions which could cause the symptom.

Intermittent

Faulty electrical connections or wiring may be the cause of intermittent conditions. Refer to **Testing for Intermittent Conditions and Poor Connections**

Symptom List

Refer to a symptom diagnostic procedure in order to diagnose the symptom:

<u>Control Lever Malfunction</u>					<u>Transmission Control Lever Malfunction (RPO T4Z)</u>				
Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance	Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
TRANSMISSION CONTROL LEVER MALFUNCTION									

TRANSMISSION CONTROL LEVER MALFUNCTION

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Fuse B+	B270A 01, B270A 02, 1	B270A 01, 1	-	-
Control	B270A 02, 1	1	B270A 01, 2	-
Ground	-	B270A 01, 1	-	-

1. Transmission shift control lever will not move from PARK with the brake pedal applied.
2. Transmission shift control lever will move from PARK without the brake pedal applied.

Circuit/System Description

The body control module (BCM) controls the transmission shift lock control solenoid actuator by providing a battery positive voltage to the solenoid when the brake pedal is applied. The BCM monitors the voltage and current flow of the control circuit.

Reference Information

Schematic Reference

- [Body Control System Schematics](#)
- [Shift Lock Control Schematics](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Automatic Transmission Shift Lock Control Description and OperationAutomatic Transmission Shift Lock Control Description and Operation (RPO T4Z)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

[File References](#) for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Brake Pedal Applied parameter changes from Inactive to Active when the brake pedal is applied.
 - **If the Brake Pedal Applied does not change**
Refer to [Stop Lamps Malfunction](#)
 - **If the Brake Pedal Applied changes**
3. Verify the S3 Transmission Shift Lever moves out of the PARK position when the brake pedal is applied.
 - **If the S3 Transmission Shift Lever does not move out of the PARK position**
Refer to Circuit/System Testing.
 - **If the S3 Transmission Shift Lever does move out of the PARK position**
All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S3 Transmission Shift Lever. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal 2 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON, connect a test lamp between the control circuit terminal 4 and the ground circuit terminal 2.
4. Verify the test lamp turns ON and OFF when commanding the Brake Transmission Shift Interlock Solenoid Actuator ON and OFF with a scan tool.
 - **If the test lamp is always OFF**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
4. Ignition ON.
5. Verify a test lamp illuminates between each B+ and ignition circuit terminal at the control module harness connector.
 - If the test lamp does not illuminate, repair the circuit or fuse as necessary.

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
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- If the test lamp illuminates at each Body Control Module, replace the K9 Body Control Module.
- **If the test lamp is always ON**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.
- **If the test lamp turns ON and OFF**
 5. Test or replace the S3 Transmission Shift Lever.

Component Testing

1. Install a 10 A fused jumper wire between the control terminal 4 and 12 V. Momentarily install a jumper wire between the ground terminal 2 and ground.
2. Verify the solenoid turns on & off/clicks, etc.
 - **If the solenoid does not turn on & off/clicks, etc.**
Replace the S3 Transmission Shift Lever.
 - **If the solenoid does turn on & off/clicks, etc.**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Transmission Control Replacement](#)
- [Control Module References](#) for control module replacement, programming, and setup.

TRANSMISSION CONTROL LEVER MALFUNCTION (RPO T4Z)

Diagnostic Instructions

- Perform the [Diagnostic System Check - Vehicle](#) prior to using this diagnostic procedure.
- Review [Strategy Based Diagnosis](#) for an overview of the diagnostic approach.
- [Diagnostic Procedure Instructions](#) provides an overview of each diagnostic category.

Diagnostic Fault Information

Circuit	Short to Ground	Open/High Resistance	Short to Voltage	Signal Performance
Fuse B+	B270A 01, B270A 02, 1	B270A 01, 1	-	-
Control	B270A 02, 1	1	B270A 01, 2	-
Ground	-	B270A 01, 1	-	-
1. Transmission shift control lever will not move from PARK with the brake pedal applied. 2. Transmission shift control lever will move from PARK without the brake pedal applied.				

Circuit/System Description

rol module (BCM) controls the transmission shift lock control solenoid actuator by providing a battery positive voltage to the solenoid when the brake pedal is applied. The BCM monitors the voltage and current flow of the control circuit.

Reference Information

Schematic Reference

- [Body Control System Schematics](#)
- [Shift Lock Control Schematics](#)

Connector End View Reference

COMPONENT CONNECTOR END VIEWS - INDEX

Description and Operation

Automatic Transmission Shift Lock Control Description and Operation (RPO T4Z)

Electrical Information Reference

- [Circuit Testing](#)
- [Connector Repairs](#)
- [Testing for Intermittent Conditions and Poor Connections](#)
- [Wiring Repairs](#)

Scan Tool Reference

Control Module References for scan tool information

Circuit/System Verification

1. Ignition ON.
2. Verify the scan tool Brake Pedal Applied parameter changes from Inactive to Active when the brake pedal is applied.
 - **If the Brake Pedal Applied does not change**
Refer to [Stop Lamps Malfunction](#)
 - **If the Brake Pedal Applied changes**
3. Verify the scan tool Driver Seat Belt Status and Passenger Seat Belt Status parameter changes between Buckled and Unbuckled when the seat belt is buckled and unbuckled.
 - **If the Driver Seat Belt Status and Passenger Seat Belt Status parameter does not change**
Refer to [Symptoms - Seat Belts](#)
 - **If the Driver Seat Belt Status and Passenger Seat Belt Status parameter changes**
4. Verify the S3 Transmission Shift Lever moves out of the PARK position when the brake pedal is applied.

NOTE:

Vehicles with the Safety Belt Assurance System, will not allow the vehicle to shift out of PARK if the driver and front outboard passenger, if present, do not have safety belt(s) buckled. Buckle the safety belt(s) to unlock the shifter. This system may not allow the vehicle to shift out

of PARK if an object such as a briefcase, handbag, grocery bag, laptop, or other electronic devices is on the front outboard passenger seat. If this happens, remove the object from the seat or buckle the safety belt.

-
- **If the S3 Transmission Shift Lever does not move out of the PARK position**

Refer to Circuit/System Testing.

- **If the S3 Transmission Shift Lever does move out of the PARK position**

All OK.

Circuit/System Testing

1. Ignition OFF and all vehicle systems OFF, disconnect the harness connector at the S3 Transmission Shift Lever. It may take up to 2 minutes for all vehicle systems to power down.
2. Test for less than 10 Ω between the ground circuit terminal 2 and ground.
 - **If 10 Ω or greater**
 1. Ignition OFF.
 2. Test for less than 2 Ω in the ground circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω , repair the open/high resistance in the ground connection.
 - **If less than 10 Ω**
3. Ignition ON, connect a test lamp between the control circuit terminal 4 and the ground circuit terminal 2.
4. Verify the test lamp turns ON and OFF when commanding the Brake Transmission Shift Interlock Solenoid Actuator ON and OFF with a scan tool.
 - **If the test lamp is always OFF**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module.
 2. Test for infinite resistance between the control circuit and ground.
 - If less than infinite resistance, repair the short to ground on the circuit.
 - If infinite resistance
 3. Test for less than 2 Ω in the control circuit end to end.
 - If 2 Ω or greater, repair the open/high resistance in the circuit.
 - If less than 2 Ω
 4. Ignition ON.
 5. Verify a test lamp illuminates between each B+ and ignition circuit terminal at the control module harness connector.
 - If the test lamp does not illuminate, repair the circuit or fuse as necessary.
 - If the test lamp illuminates at each B+ and ignition circuit, replace the K9 Body Control Module.
 - **If the test lamp is always ON**
 1. Ignition OFF, disconnect the harness connector at the K9 Body Control Module, ignition ON.
 2. Test for less than 1 V between the control circuit and ground.
 - If 1 V or greater, repair the short to voltage on the circuit.
 - If less than 1 V, replace the K9 Body Control Module.
 - **If the test lamp turns ON and OFF**

Replace the S3 Transmission Shift Lever.

Component Testing

1. Install a 10 A fused jumper wire between the control terminal 4 and 12 V. Momentarily install a jumper wire between the ground terminal 2 and ground.
2. Verify the solenoid turns on & off/clicks, etc.
 - **If the solenoid does not turn on & off/clicks, etc.**

Replace the S3 Transmission Shift Lever.

- **If the solenoid does turn on & off/clicks, etc.**
3. All OK

Repair Instructions

Perform the [Diagnostic Repair Verification](#) after completing the repair.

- [Transmission Control Replacement](#)
- [Control Module References](#) for control module replacement, programming, and setup.

DESCRIPTION AND OPERATION

AUTOMATIC TRANSMISSION SHIFT LOCK CONTROL DESCRIPTION AND OPERATION

The automatic transmission park lock control system is a safety device that prevents an inadvertent shift out of PARK. The driver must press the brake pedal before moving the park lever out of the PARK position. The system consists of the following components:

- The automatic transmission park lock solenoid (serviced as the automatic transmission shift lock actuator), is located within the floor shift control assembly.
- The body control module, which controls the voltage supply circuit of the park lock control solenoid.
- The engine control module.

The body control module controls the voltage to the park lock control solenoid through the park lock control solenoid controlled voltage circuit. The following conditions must be met before the body control module will supply voltage to the park lock solenoid:

- The ignition is in the ON position.
- The engine control module sends an input via GMLAN serial data to the body control module indicating the transmission is in the PARK position.
- The body control module determines the brake pedal is applied according the brake pedal position.

Since the park lock control solenoid is permanently grounded, the body control module supplies voltage to the automatic transmission park lock control solenoid, unlocking the park lever allowing the driver to move the park lever out of the PARK position as the solenoid energizes. When the brake pedal is not applied, the body control module turns the control voltage output of the park lock control solenoid OFF, de-energizing the park lock control solenoid. The de-energized solenoid mechanically locks the park lever in the PARK position.

AUTOMATIC TRANSMISSION SHIFT LOCK CONTROL DESCRIPTION AND OPERATION (RPO T4Z)

transmission park lock control system is a safety device that prevents an inadvertent shift out of PARK. Vehicles equipped with the Safety Belt Assurance System (RPO T4Z), the driver must press the brake pedal and have the driver and if present, the front outboard passenger safety belt(s) buckled before moving the park lever out of the PARK position. The system consists of the following components:

- The automatic transmission park lock solenoid (serviced as the automatic transmission shift lock actuator), is located within the floor shift control assembly.
- The body control module, which controls the voltage supply circuit of the park lock control solenoid.
- The engine control module.
- The inflatable restraint sensing and diagnostic module.

The body control module controls the voltage to the park lock control solenoid through the park lock control solenoid controlled voltage circuit. The following conditions must be met before the body control module will supply voltage to the park lock solenoid:

- The ignition is in the ON position.
- The engine control module sends an input via GMLAN serial data to the body control module indicating the transmission is in the PARK position.
- The body control module determines the brake pedal is applied according the brake pedal position.
- The inflatable restraint sensing and diagnostic module determines if the occupied driver and front outboard passenger, if present, have their safety belt(s) buckled.

Since the park lock control solenoid is permanently grounded, the body control module supplies voltage to the automatic transmission park lock control solenoid, unlocking the park lever allowing the driver to move the park lever out of the PARK position as the solenoid energizes. When the brake pedal is not applied, the body control module turns the control voltage output of the park lock control solenoid OFF, de-energizing the park lock control solenoid. The de-energized solenoid mechanically locks the park lever in the PARK position.

Vehicles with the Safety Belt Assurance System, will display the following message "Shift Locked, Buckle Seatbelt" if the driver and front outboard passenger, if present, do not have safety belt(s) buckled. The vehicle will not shift out of PARK. Buckle the safety belt(s) to unlock the shifter.

This system may not allow the vehicle to shift out of PARK if an object such as a briefcase, handbag, grocery bag, laptop, or other electronic devices is on the front outboard passenger seat. If this happens, remove the object from the seat or buckle the safety belt.

Vehicles with the Safety Belt Assurance System, will display the following message "Shift Unlocked, Brake To Shift" if the system times out and allows the vehicle to be shifted out of PARK after 30 s following brake applied.

The Safety Belt Assurance System can be disabled with a calibration file update in the K36 Inflatable Restraint Sensing and Diagnostic Module using SPS. This procedure should only be done to help resolve a customer dissatisfaction issue.
