

GM 6T30/40/45/50 GENERATION I & II INFORMATION



Example: 90 to 100 psi of shop air is connected to the air inlet fitting. When the shift solenoid is off, no flow on the pressure gauge connected to port D should be seen. When SS is turned on there should be full flow to the gauge.



Using the DT-48616 Solenoid Test Plate

With the key on engine off, the TCM will normally cycle some of the transmissions solenoids on and off to facilitate keeping the ports and solenoids clean and free of debris. This dither function is a normal activity and will cause the valves to cycle open and closed quickly when the TCM is powered up. This can cause the psi gauge to flicker high and low as the valves open and close. This may cause some air to exit the ports where the psi gauge is not connected as those solenoids cycle on and off.

Test Port	Solenoid	On	Off
A	LPSC (N.H.)	Low	High
B	2-6 (N.L. PCS 4)	Max	0
Gen 1 - F Gen 2 - C	3-5-R (N.H. PCS 2) 3-5-R (N.L. PCS 2)	0 Max	Max 0
D	SS (N.C.)	Max	0
E	TCC (N.L.)	Max	0
Gen 1 - C Gen 2 - F	1-2-3-4 (N.L. PCS 5) 1-2-3-4 (N.H. PCS 5)	Max	0
G	R1/4-5-6 (N.H. PCS 3)	0	Max

Figure 24