TSB 06.02.35.002 (Service Active Handling) Message

Diagnostic Trouble Code (DTC) C0710 Steering Wheel Position Sensor (SWPS) Signal, Service Stability System **(Service Active Handling)** Message on Driver Information Center (DIC) (Inspect and Secure Wires in SWPS Connector)

2005-2006 Chevrolet Corvette

with Steering Wheel - Tilt, Telescoping (RPO N37)

Condition
Some customers may comment on a Service Stability Message (**Service Active Handling**) on the DIC.

Diagnosis with a scan tool may reveal a DTC C0710.

Cause
The most likely cause of a DTC C0710 on a vehicle equipped with telescoping/tilt steering wheel is high resistance in SWPS connector C202.

Fretting terminal corrosion maybe present in the SWPS connector due to the telescoping motion of the steering column. When the steering column is telescoped in and out, the female terminals within the SWPS connector may move on the male terminals of the SWPS. This movement between the terminals may cause a high resistance condition in the SWPS connector.

Correction
Remove the driver's side close out panel. Locate the SWPS Connector

Notice: Unplug the connector, then assure that the wire pins are seated as far down the male connector as possible.

(1) Using electrical tape, tape from the (red) plastic strap up the wires a minimum of 2.5 cm (1 in).
(2) Install a small plastic strap (tie wrap) 2.5-3.5 mm (0.10-0.14 in) wide around the SWPS sensor connector so that it retains the wires to the connector as shown in the attached pics.
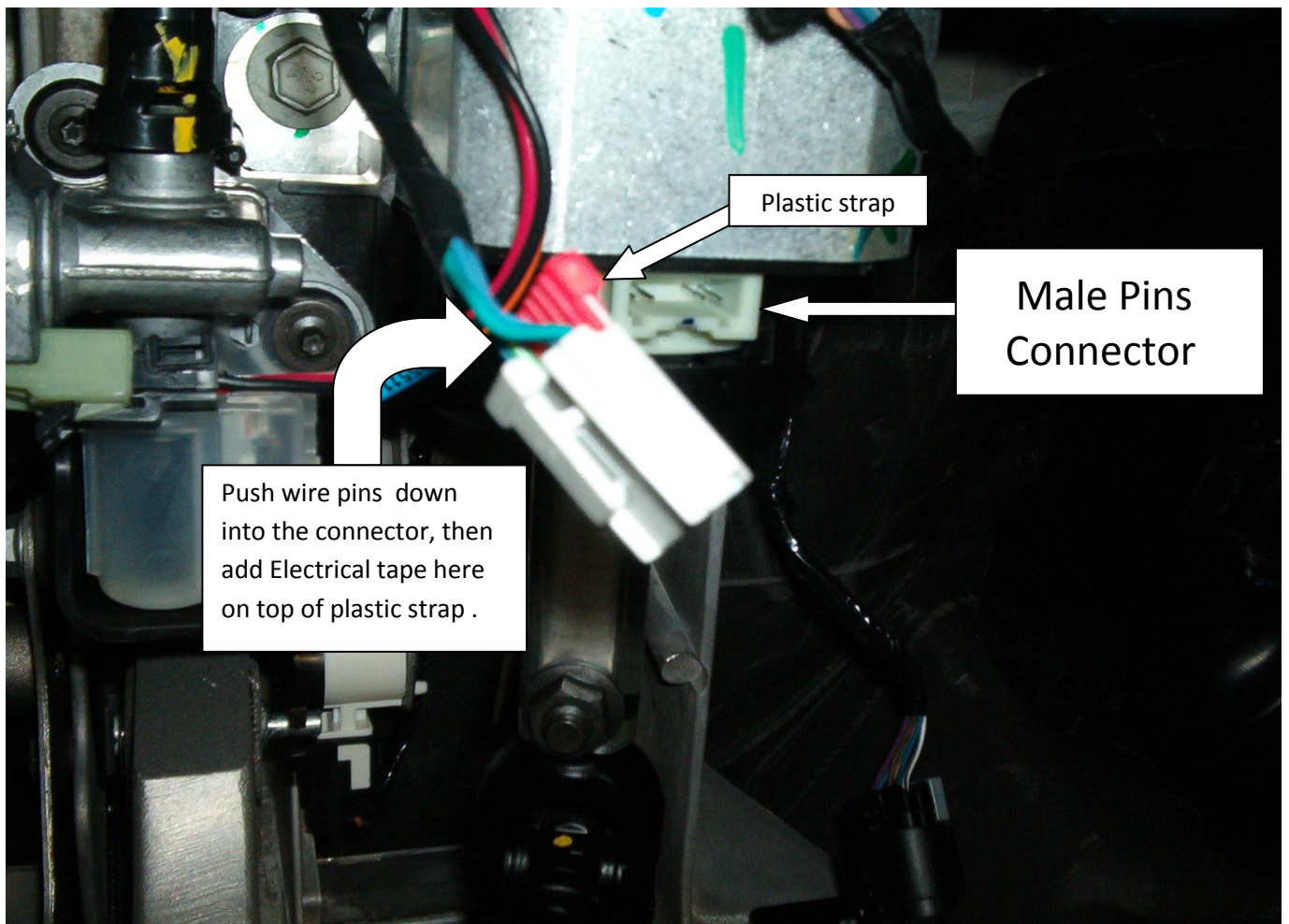
Important: Install and remove the SWPS connector a minimum of three times to remove any possible terminal corrosion.

Reinstall the SWPS connector.
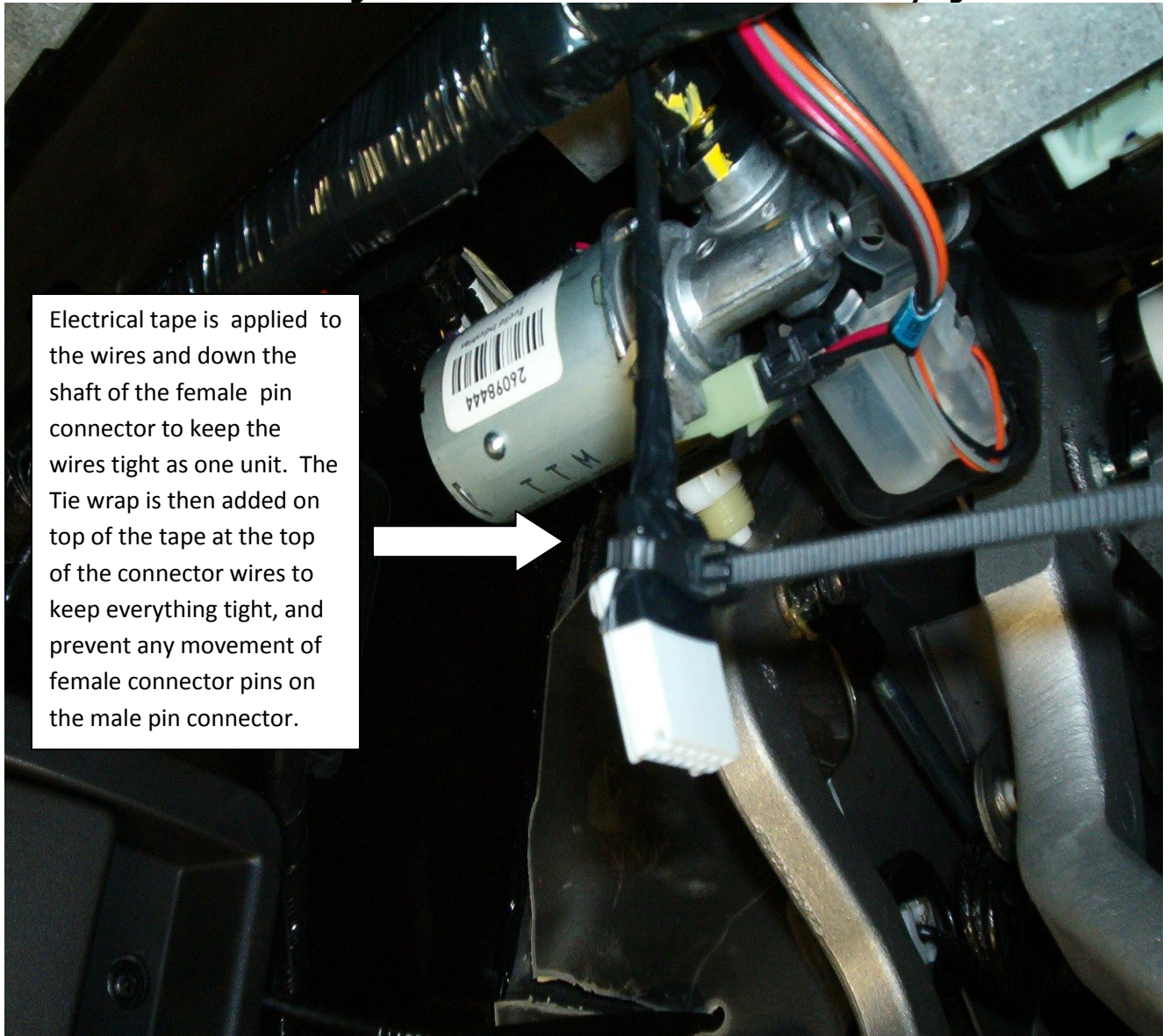Reinstall the close out panel

Pics attached...

Connector is 4 conductor...very cheaply made...

Plastic strap

Male Pins Connector

Push wire pins down into the connector, then add Electrical tape here on top of plastic strap .
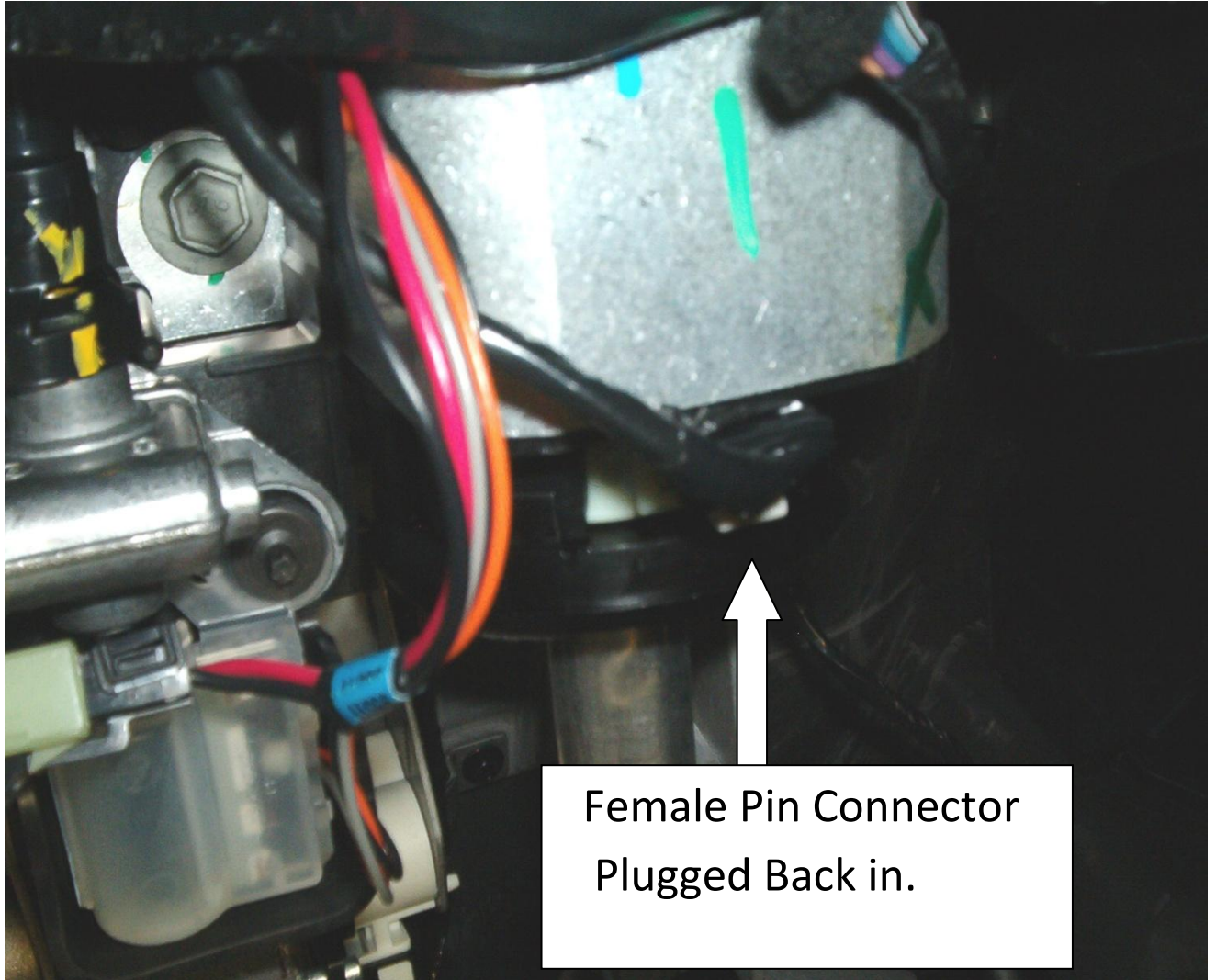
Here's my interpretation of the TSB fix (didn't have a pic). **I also suggest putting the zip tie connector to the side not the face as it interfered with the aluminum housing and I had to cut it back to get the connector to fit on the sensor easily again.**

Electrical tape is applied to the wires and down the shaft of the female pin connector to keep the wires tight as one unit. The Tie wrap is then added on top of the tape at the top of the connector wires to keep everything tight, and prevent any movement of female connector pins on the male pin connector.

Here's the connector re-plugged into the steering angle sensor....

Female Pin Connector
Plugged Back in.