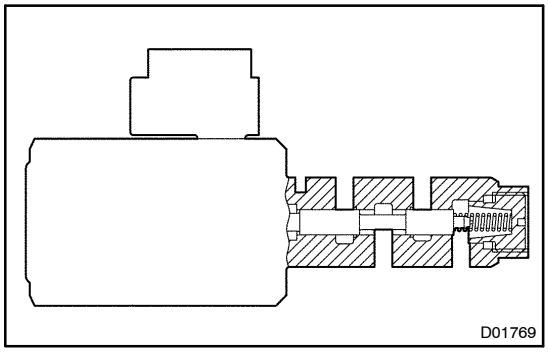
DIB8B–01

DTC	P2757	Torque Converter Clutch Pressure Control Solenoid Performance(Shift Solenoid Valve SLU)



SYSTEM DESCRIPTION

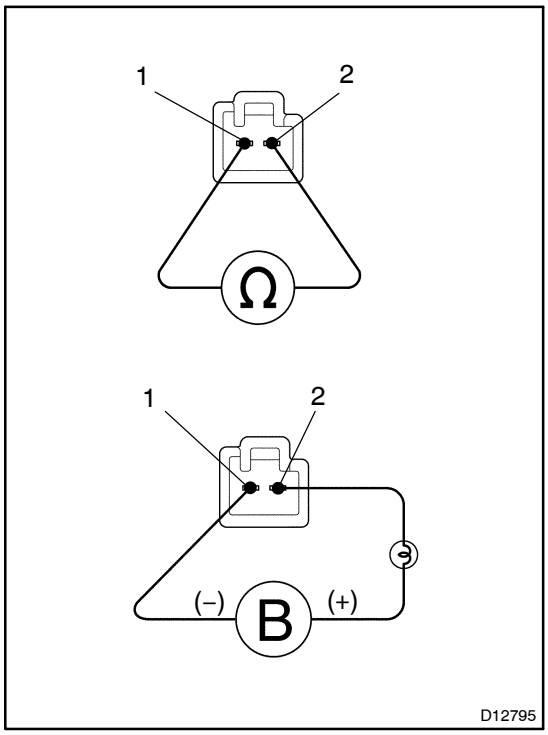
The ECM uses the signals from the Throttle Position Sensor and Air–flow Meter to monitor the engagement condition of the lock–up clutch.

Then the ECM compares the engagement condition of the lock–up clutch with the lock–up schedule in the ECM memory to detect mechanical trouble of the shift solenoid valve SLU, valve body, torque converter clutch and automatic transmission assembly (clutch, brake or gear etc.).

DTC No.	DTC Detecting Condition	Trouble Area
P2757	Lock–up does not occur when driving in the lock–up range (normal driving at 80 km/h [50 mph]), or lock–up remains ON in the lock–up OFF range. (2–trip detection logic)	• Shift solenoid valve SLU is stuck open or closed • Valve body blocked up or stuck • Lock–up clutch • Automatic transmission assembly

INSPECTION PROCEDURE

1	Check shift solenoid valve SLU operation.



PREPARATION:

(a) Jack up the vehicle.
(b) Remove the oil pan.
(c) Remove the shift solenoid valve SLU.

CHECK:

(a) Measure the resistance between terminals 1 and 2 of solenoid connector.
Standard: 5.0 to 5.6 Ω at 20°C (68°F)
(b) Connect the positive (+) lead with an 21 W bulb to terminal 2 of solenoid connector and negative (–) lead to terminal 1 of the solenoid valve connector, then check the movement of the valve.
Standard: Solenoid sounds operation noise.

OK:

Standard

NG → **Replace the shift solenoid valve SLU (See page AT–8).**

OK

2	Check valve body (See page DI–262).

NG → Replace the valve body (See page AT–8).

OK

3	Check torque converter clutch (See page AT–35).

OK → Repair or replace transmission (See page AT–30).

NG

Replace the torque converter clutch (See page AT–30).