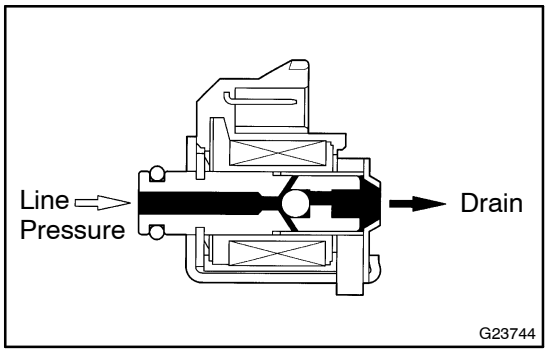
DTC	P0741	TORQUE CONVERTER CLUTCH SOLENOID PERFORMANCE (SHIFT SOLENOID VALVE SL)



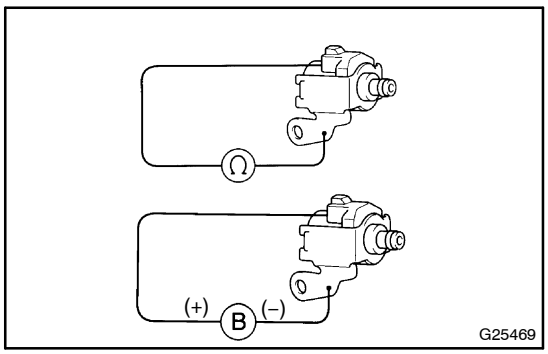
SYSTEM DESCRIPTION

The ECM uses the signals from the Throttle position sensor, Air–flow meter and crankshaft position sensor 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 SL, valve body and torque converter clutch.

DTC No.	DTC Detection Condition	Trouble Area
P0741	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 SL is stuck open or closed • Valve body blocked up or stuck • Lock–up clutch

INSPECTION PROCEDURE

1	INSPECT SHIFT SOLENOID VALVE(SL)



(a) Remove the shift solenoid valve SL.
(b) Measure the resistance between the solenoid connector and the solenoid body.
OK:
Resistance: 11 – 15 Ω at 20°C (68°F)
(c) Connect positive (+) lead to the terminal of solenoid connector, negative (–) lead to the solenoid body.
OK:
The solenoid makes an operating noise.

NG → **REPLACE SHIFT SOLENOID VALVE (See page 40–20)**

OK

2	INSPECT TRANSMISSION VALVE BODY ASSY(See chapter 2 in the problem symptoms table)(See page 05–299)

NG → **REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSY**

OK

REPAIR OR REPLACE AUTOMATIC TRANSMISSION ASSY(See page 40–3)