DTC	P0741	Torque Converter Clutch Solenoid Performance (Shift Solenoid Valve DSL)

SYSTEM DESCRIPTION

The ECM uses the signals from the throttle position sensor, air-flow meter, turbine (input) speed sensor, intermediate (counter) shaft speed sensor 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 a mechanical problems of the shift solenoid valve DSL, 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 DSL remains open or closed • Valve body is blocked • Torque converter clutch • Automatic transaxle (clutch, brake or gear etc.) • Line pressure is too low

MONITOR DESCRIPTION

Torque converter lock-up is controlled by the ECM based on the speed sensor (NT), speed sensor (NC), engine rpm, engine load, engine temperature, vehicle speed, transmission temperature, and gear selection. The ECM determines the lock-up status of the torque converter by comparing the engine rpm (NE) to the input turbine rpm (NT). The ECM calculates the actual transmission gear by comparing input turbine rpm (NT) to counter gear rpm (NC). When conditions are appropriate, the ECM requests "lock-up" by applying control voltage to the shift solenoid DSL. When the DSL is turned on, it applies pressure to the lock-up relay valve and locks the torque converter clutch.
If the ECM detects no lock-up after lock-up has been requested or if it detects lock-up when it is not requested, the ECM interprets this as a fault in the shift solenoid valve DSL or lock-up system performance. The ECM will turn on the MIL and store the DTC.
HINT:
Example:
When any of the following is met, the system judges it as a malfunction.

- There is a difference in rotation between the input side (engine speed) and output side (input turbine speed) of the torque converter when the ECM commands lock-up.
  (Engine speed is at least 100 rpm greater than input turbine speed.)
- There is no difference in rotation between the input side (engine speed) and output side (input turbine speed) of the torque converter when the ECM commands lock-up off.
  (The difference between engine speed and input turbine speed is less than 35 rpm.)

AX

MONITOR STRATEGY

Related DTCs	P0741: Shift solenoid valve DSL/OFF malfunction Shift solenoid valve DSL/ON malfunction
Required sensors/Components	Shift solenoid valve DSL, Speed sensor (NT), Speed sensor (NC), Crankshaft position sensor (NE), Throttle position sensor (VPA1), Mass air flow sensor (MAF), Transmission temperature sensor (THO1), Engine coolant temperature sensor (ECT)
Frequency of operation	Continuous
Duration	OFF malfunction (A) Continuous. OFF malfunction (B) 1 sec. OFF malfunction (C) 3.5 sec. ON malfunction 1.8 sec.

MIL operation	2 driving cycles
Sequence of operation	None

TYPICAL ENABLING CONDITIONS

All:

The monitor will run whenever this DTC is not present.	P0115 - P0118 (ECT sensor) P0125 (Insufficient ECT for closed loop) P0500 (VSS) P0748, P0778, P0798 (Shift solenoid valve (range))
ECT (Engine coolant temperature)	10°C (50°F) or more
Transmission range	"D"
TFT (Transmission fluid temperature)	-20°C (-4°F) or more
TFT sensor circuit	Not circuit malfunction
ECT sensor circuit	Not circuit malfunction
Turbine speed sensor circuit	Not circuit malfunction
Intermediate shaft speed sensor circuit	Not circuit malfunction
Output speed sensor circuit	Not circuit malfunction
Shift solenoid valve SL1 circuit	Not circuit malfunction
Shift solenoid valve SL2 circuit	Not circuit malfunction
Shift solenoid valve SL3 circuit	Not circuit malfunction
Shift solenoid valve S4 circuit	Not circuit malfunction
Shift solenoid valve SR circuit	Not circuit malfunction
Shift solenoid valve DSL circuit	Not circuit malfunction
Electronic throttle system	Not circuit malfunction

OFF malfunction (A):

ECM selected gear	3rd
Throttle valve opening angle	4.5% or more at engine speed gear 1,900 rpm (varies with engine speed)

OFF malfunction (B):

ECM selected gear	5th
Vehicle speed	10 km/h (6.2 mph) or more

AX

OFF malfunction (C):

ECM lock-up command	ON
ECM selected gear	3rd, 4th or 5th
Vehicle speed	25 km/h (15.5 mph) or more

ON malfunction:

ECM lock-up command	OFF
ECM selected gear	3rd, 4th or 5th
Throttle valve opening angle	7% or more
Vehicle speed	25 to 60 km/h (15.5 to 37.3 mph)

TYPICAL MALFUNCTION THRESHOLDS

Either of the following conditions is met: OFF malfunction or ON malfunction OFF malfunction:

Engine Speed - Input (turbine) speed	100 rpm or more

ON malfunction:

Difference between engine speed and input (turbine) speed	Less than 35 rpm

INSPECTION PROCEDURE

HINT:

Using the intelligent tester to perform ACTIVE TEST allows relays, VSVs, actuators and other items to be operated without removing any parts. This non-intrusive functional inspection can be very useful because intermittent operation may be discovered before parts or wiring is disturbed. Performing ACTIVE TEST early in troubleshooting is one way to save diagnostic time. DATA LIST information can be displayed while performing ACTIVE TEST.

1. PERFORM ACTIVE TEST

(a) Warm up the engine.
(b) Turn the ignition switch off.
(c) Connect the intelligent tester together with the CAN VIM (controller area network vehicle interface module) to the DLC3.
(d) Turn the ignition switch to the ON position.
(e) Turn on the tester.
(f) Select the item "DIAGNOSIS / ENHANCED OBD II / ACTIVE TEST".
(g) According to the display on the tester, perform the "ACTIVE TEST".

Tester Display	Test Part	Control Range	Diagnostic Note
LOCK UP	[Test Details] Control the shift solenoid DSL to set the automatic transaxle to the lock-up condition. [Vehicle Condition] • Throttle valve opening angle: Less than 35 % • Vehicle Speed: 60 km/h (37 mph) or more, and 5th gear	ON/OFF	Possible to check the DSL operation.

HINT:

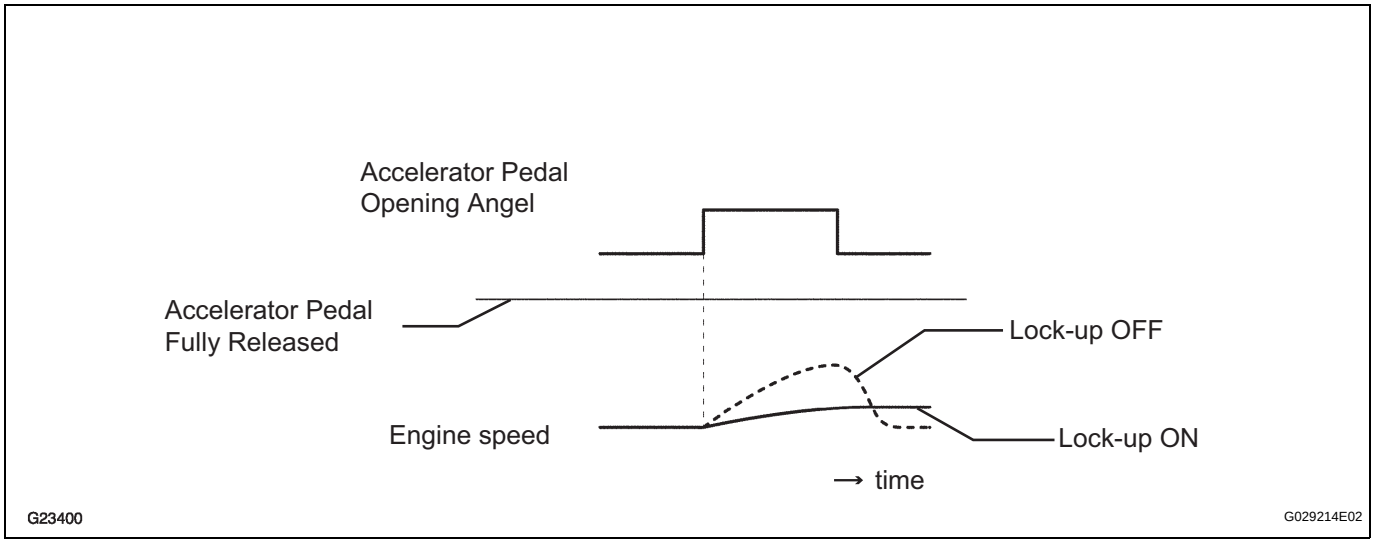
- This test can be conducted when the vehicle speed is 60 km/h (37 mph) or more.
- This test can be conducted in the 5th gear.

(h) Lightly depress the accelerator pedal and check that the engine speed does not change abruptly.

HINT:

- When changing the accelerator pedal opening angle while driving, if the engine speed does not change, lock-up is on.
- Slowly release, but not fully, the accelerator pedal in order to decelerate. (Fully releasing the pedal will close the throttle valve and lock-up may be turned off.)

AX



1	CHECK OTHER DTCS OUTPUT (IN ADDITION TO DTC P0741)

(a) Connect the intelligent tester together with the CAN VIM (controller area network vehicle interface module) to the DLC3.
(b) Turn the ignition switch to the ON position and turn the OBD II scan tool or the intelligent tester main switch ON.
(c) When you use intelligent tester:
Select the item "DIAGNOSIS / ENHANCED OBD II / DTC INFO / CURRENT CODES".
(d) Read the DTCs using the OBD II scan tool or the intelligent tester.

Result

Result	Proceed to
P0741	A
P0741 and other DTCs	B

HINT:
If any other codes besides "P0741" are output, perform the troubleshooting for those DTCs first.

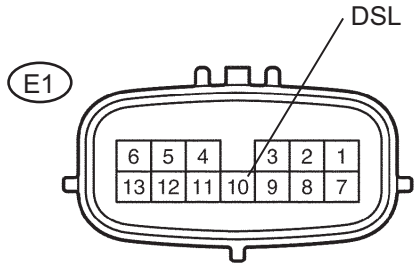
B → GO TO DTC CHART

A

2	INSPECT TRANSMISSION WIRE (DSL)

Transmission Wire Side:

(Connector Front View):



C113969E02

(a) Disconnect the transmission wire connector from the transaxle.
(b) Measure the resistance according to the value(s) in the table below.

Standard resistance

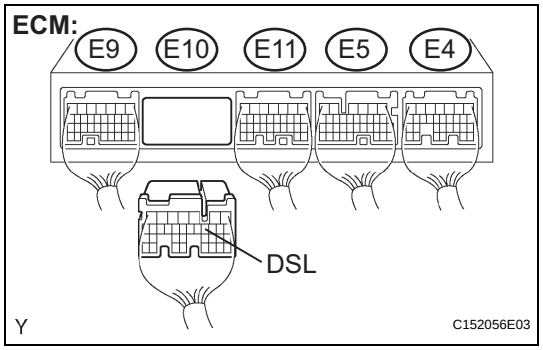
Tester Connection	Specified Condition 20°C (68°F)
10 (DSL) - Body ground	11 to 13 Ω

NG → Go to step 4

OK

AX

3 CHECK HARNESS AND CONNECTOR (TRANSMISSION WIRE - ECM)



(a) Connect the transmission wire connector.
(b) Disconnect the ECM connector.
(c) Measure the resistance according to the value(s) in the table below.

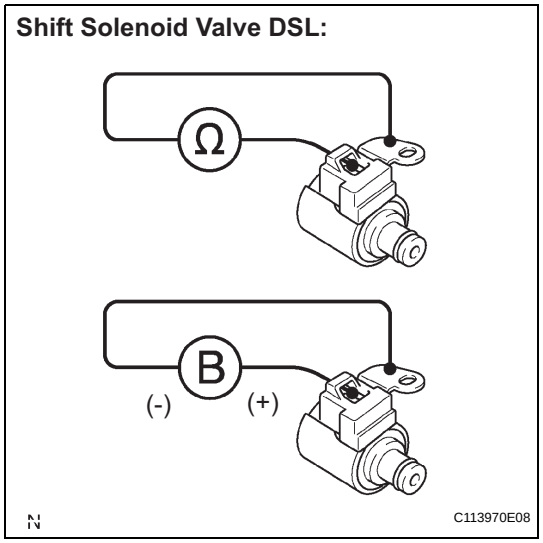
Standard resistance

Tester Connection	Specified Condition 20°C (68°F)
E10-11 (DSL) - Body ground	11 to 13 Ω

NG → **REPAIR OR REPLACE HARNESS OR CONNECTOR**

OK

4 INSPECT SHIFT SOLENOID VALVE DSL



(a) Remove the shift solenoid valve DSL.
(b) Measure the resistance according to the value(s) in the table below.

Standard resistance

Tester Connection	Specified Condition 20°C (68°F)
Solenoid Connector (DSL) - Solenoid Body (DSL)	11 to 13 Ω

(c) Connect the positive (+) lead to the terminal of the solenoid connector, and the negative (-) lead to the solenoid body.

OK:

The solenoid valve makes an operating sound.

NG → **REPLACE SHIFT SOLENOID VALVE DSL**

OK

5 CHECK TRANSMISSION WIRE

OK:

The connectors and pins are securely installed.
There is no open or short on the wire harness.

NG → **REPAIR OR REPLACE TRANSMISSION WIRE**

OK

AX

6	INSPECT TRANSMISSION VALVE BODY ASSEMBLY

OK:
There are no foreign objects on each valve and they operate smoothly.

NG → REPAIR OR REPLACE TRANSMISSION VALVE BODY ASSEMBLY

OK ↓

7	INSPECT TORQUE CONVERTER CLUTCH ASSEMBLY

OK:
The torque converter clutch operates normally.

NG → REPLACE TORQUE CONVERTER CLUTCH ASSEMBLY

OK ↓

REPAIR AUTOMATIC TRANSAXLE ASSEMBLY