

DTC P0741 [FN4A-EL]

B3E050219090W18

DTC P0741	Torque converter clutch (TCC) stuck off
DETECTION CONDITION	<ul style="list-style-type: none"> When all conditions below are satisfied. <ul style="list-style-type: none"> ATF temperature 20 °C {68 °F} or more Driving in 4GR at D range Engine running Turbine speed within 225-4,987 rpm Vehicle speed within 60-100 km/h {37-62 mph} Torque converter clutch (TCC) operating Shift solenoid A duty value exceeds 99% Normal mode Difference between engine speed and turbine speed more than 100 rpm None of the following present: DTC P0500, P0706, P0707, P0708, P0712, P0713, P0715, P0751, P0752, P0753, P0756, P0757, P0758, P0761, P0762, P0763, P0766, P0767, P0768, P0771, P0772, P0773 <p>Diagnostic support note:</p> <ul style="list-style-type: none"> This is a continuous monitor (CCM). The MIL does not illuminate if PCM detects the above malfunction conditions during first the drive cycle. A PENDING CODE is not available. FREEZE FRAME DATA is not available. The AT warning light illuminates The DTC is stored in the PCM memory.
POSSIBLE CAUSE	<ul style="list-style-type: none"> ATF level low Deteriorated ATF Shift solenoids A, B, C, D, E, and pressure control solenoid stuck Line pressure low 2-4 brake band slipping 3-4 clutch slipping Control valve stuck PCM malfunction

Diagnostic procedure

STEP	INSPECTION	ACTION
1	VERIFY RELATED REPAIR INFORMATION AVAILABILITY	
	<ul style="list-style-type: none"> Verify related Service Bulletins and/or on-line repair information availability. Is any related repair information available? 	<div>Yes</div> Perform repair or diagnosis according to the available repair information. <ul style="list-style-type: none"> If the vehicle is not repaired, go to the next step.
2	INSPECT ATF CONDITION	
	<ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Inspect the ATF condition. <ul style="list-style-type: none"> Clear red: Normal Milky: Water mixed in fluid Reddish brown: Deteriorated ATF Is it normal? 	<div>Yes</div> Go to the next step. <div>No</div> If the ATF color is milky or reddish brown, replace ATF, then go to Step 4. (See AUTOMATIC TRANSAXLE FLUID (ATF) REPLACEMENT.)

	(See Automatic Transaxle Fluid (ATF) Condition Inspection.)		
3	INSPECT ATF LEVEL <ul style="list-style-type: none"> Start the engine. Warm up the ATX. Is the ATF level within the specification? (See Automatic Transaxle Fluid (ATF) Level Inspection.) 	Yes	Go to the next step.
		No	Add ATF to the specified level, then go to Step 6. (See Automatic Transaxle Fluid (ATF) Level Inspection.)
4	INSPECT LINE PRESSURE <ul style="list-style-type: none"> Start the engine. Measure the line pressure. Specification Idle: 330-470 kPa {3.4-4.7 kgf/cm², 48-68 psi} Stall: 1,090-1,250 kPa {11.2-12.7 kgf/cm², 159-181 psi} (Z6) 1,160-1,320 kPa {11.8-13.5 kgf/cm², 168-191 psi} (LF) <ul style="list-style-type: none"> Are the line pressures within the specifications? (See Line Pressure Test.) 	Yes	Go to the next step.
		No	<ul style="list-style-type: none"> All ranges: Replace the oil pump or control valve body, then go to Step 6. Any ranges: Replace the ATX, then go to Step 6. (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [Z6].) (See AUTOMATIC TRANSAXLE REMOVAL/INSTALLATION [LF].) (See ATX Workshop Manual FN4A-EL.)
5	INSPECT OPERATION OF EACH VALVE AND EACH SPRING <ul style="list-style-type: none"> Turn the ignition switch to the LOCK position. Remove the control valve body. Disassemble the control valve body. Is each valve operation normal and is the return spring normal? (See CONTROL VALVE BODY REMOVAL.) (See CONTROL VALVE BODY INSTALLATION.) (See ATX Workshop Manual FN4A-EL.) 	Yes	Replace the ATX, then go to the next step (See ATX Workshop Manual FN4A-EL.)
		No	Repair or replace the shift valve and return spring, then go to the next step. (See CONTROL VALVE BODY REMOVAL.) (See CONTROL VALVE BODY INSTALLATION.) (See ATX Workshop Manual FN4A-EL.)
6	VERIFY TROUBLESHOOTING OF DTC P0741 COMPLETED <ul style="list-style-type: none"> Make sure to reconnect all the disconnected connectors. Clear the DTC from the memory using the WDS or equivalent. Start the engine. Warm up engine and ATX. Drive the vehicle under the following conditions for 5 s or more. <ul style="list-style-type: none"> ATF temperature: 20 °C {68 °F} or more Drive in the D range, 4GR (TCC operation) Vehicle speed (VSS PID): within 60- 	Yes	Replace the PCM, then go to the next step. (See PCM REMOVAL/INSTALLATION [ZJ, Z6].) (See PCM REMOVAL/INSTALLATION [LF].)

	100 km/h {37-62 mph}	No	Go to the next step.
	• Are any DTCs present?		
7	VERIFY AFTER REPAIR PROCEDURE • Perform the "After Repair Procedure". (See AFTER REPAIR PROCEDURE [FN4A-EL] .) • Are any DTCs present?	Yes	Go to the applicable DTC inspection.
		No	DTC troubleshooting completed.