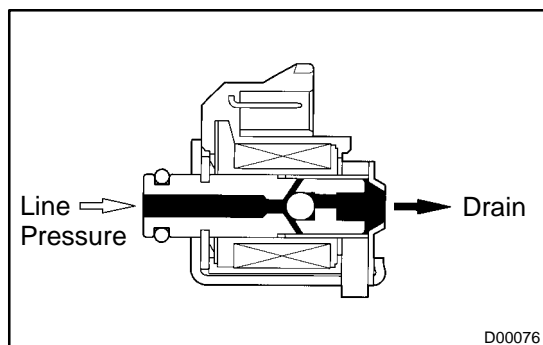


<b>DTC</b>	<b>P0770</b>	<b>Shift Solenoid "E" Malfunction</b>
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## SYSTEM DESCRIPTION

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.

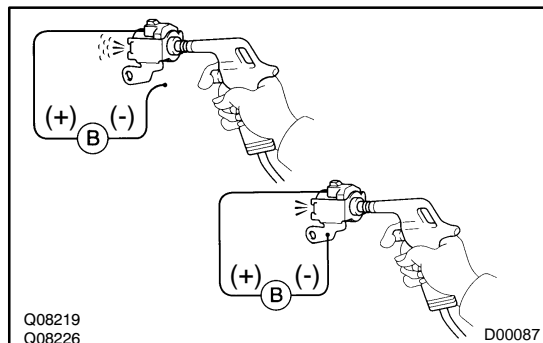
DTC No.	DTC Detecting Condition	Trouble Area
P0770	Lock-up does not occur when driving in the lock-up range (normal driving at 80 km/h [50 mph]), or lock-up remains ON in the lock-up OFF range (2 trip detection logic).	<ul style="list-style-type: none"> <li>Shift solenoid valve SL is stuck open or closed</li> <li>Valve body blocked up or stuck</li> <li>Lock-up clutch</li> </ul>

### HINT:

Check the shift solenoid valve SL when DTC P0770 (Shift Solenoid "E" Malfunction) is output.

## INSPECTION PROCEDURE

<b>1</b>	<b>Check solenoid valve SL operation.</b>
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### PREPARATION:

- Remove the oil pan.
- Remove the shift solenoid valve SL.

### CHECK:

- Applying 490 kPa (5 kgf/cm<sup>2</sup>, 71 psi) of compressed air, check that the solenoid valve does not leak air.
- When battery voltage is supplied to the shift solenoid valve, check that the solenoid valve opens.

### OK:

(a) Solenoid valve does not leak air.

(b) Solenoid valve opens.

**NG**

**Replace the solenoid valve SL.**

**OK**

**Check valve body (See page [DI-175](#) ).**

**Repair or replace the valve body.**

**Replace the torque converter clutch (See page [AT-18](#) and [AT-22](#) ).**