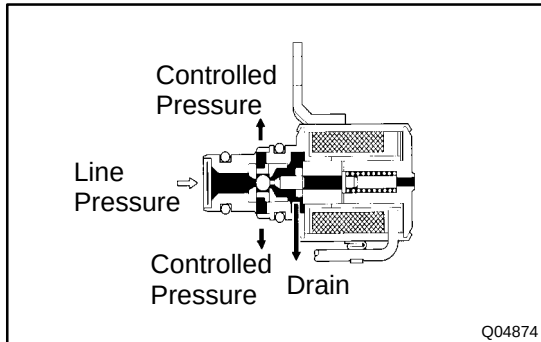


DTC	P0770	Shift Solenoid E Malfunction (Shift Solenoid Valve SL)
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SYSTEM DESCRIPTION

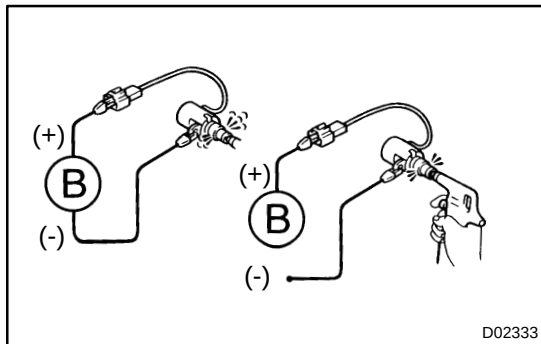
The ECM uses the signals from the throttle position sensor, air-flow meter and crankshaft position sensor to monitor the engagement condition of the lock-up clutch.

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 or automatic transaxle (clutch, brake or gear etc.).

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) - When lock-up is ON, clutch or brake slips or gear is broken. (2-trip detection logic)	- Shift solenoid valve SL is stuck open or closed - Valve body blocked up or stuck - Lock-up clutch - Automatic transaxle (clutch, brake or gear etc.)

INSPECTION PROCEDURE

1	Check solenoid valve SL operation.
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PREPARATION:

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

CHECK:

- Applying 490 kPa (5 kgf/cm², 71 psi) of compressed air, check that the solenoid valve does not leak air.
- When battery positive voltage is supplied to the shift solenoid valve, check that the solenoid valve opens.

OK:

- Solenoid valve does leak air.
- Solenoid valve opens.

NG

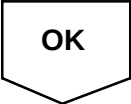
Replace the solenoid valve SL.

OK

2	Check valve body (See page DI-171).
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NG

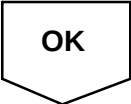
Repair or replace the valve body.

OK

3	Check the torque converter clutch (See page AX-31).
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Repair the torque converter clutch.

OKRepair the transaxle (See page [AX-25](#)).