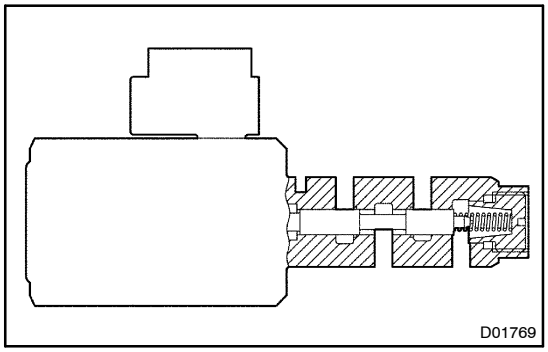
DTC	P2714	Pressure Control Solenoid "D" Performance (Shift Solenoid Valve SLT)


D01769

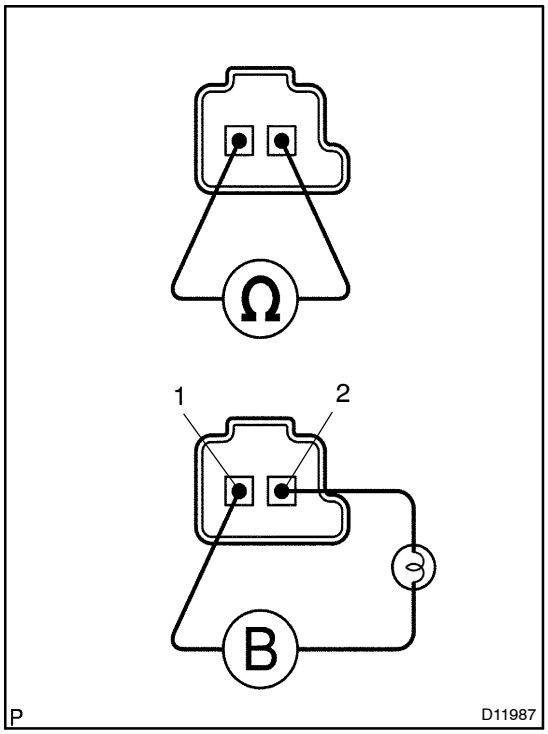
SYSTEM DESCRIPTION

The Engine and ECT ECU calculates the shifting condition by using the signals from the vehicle speed sensor, throttle position sensor, etc.. And compares this result with the signal that Engine and ECT ECU sends to SLT to detect mechanical trouble of the shift solenoid valve SLT, valve body, torque converter and automatic transmission assembly (clutch, brake or gear etc.).

DTC No.	DTC Detecting Condition	Trouble Area
P2714	Engine and ECT ECU detects a malfunction on SLT (ON side) according to the revolution difference of the turbine and the output shaft, and also by the oil pressure. (2–trip detection logic)	• Shift solenoid valve SLT is stuck open or closed • Valve body blocked up or stuck • Automatic transmission assembly

INSPECTION PROCEDURE

1	Check shift solenoid valve SLT operation.



PREPARATION:

(a) Jack up the vehicle.
(b) Remove the oil pan.
(c) Remove the shift solenoid valve SLT.

CHECK:

(a) Measure the resistance between terminals 1 and 2 of solenoid connector.
Standard: 5.0 – 5.6 Ω at 20°C (68°F)
(b) Connect the positive (+) lead with an 21 W bulb to terminal 2 of solenoid connector and negative (–) lead to terminal 1 of the solenoid valve connector, then check the movement of the valve.
Standard: Solenoid sounds operation noise.

OK:

Standard

NG	Replace the shift solenoid valve SLT (See page AT–8).

OK

2	Check valve body (See page DI–26).

NG → Replace the valve body (See page AT–8).

OK →

Repair or replace transmission (See page AT–31).