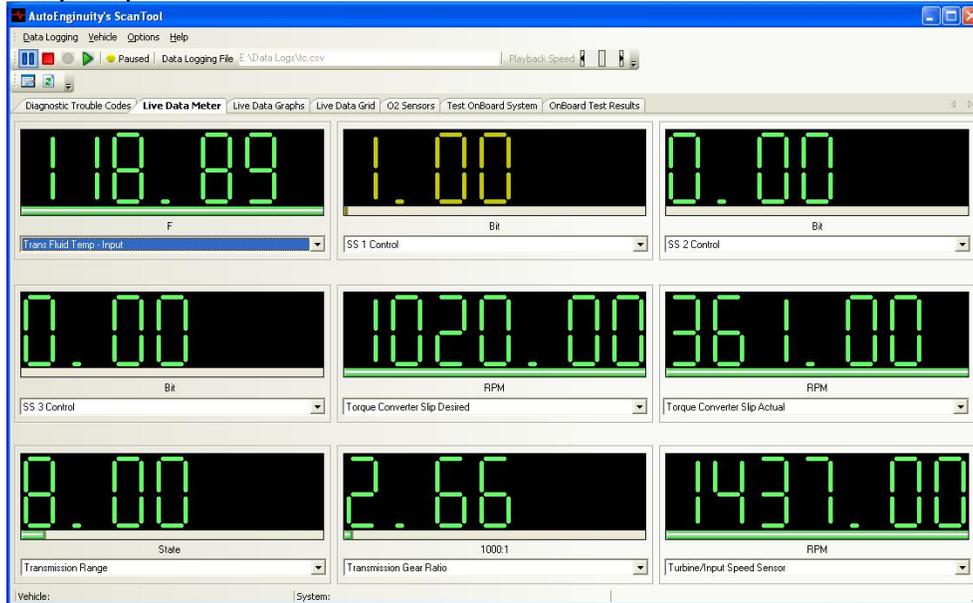


Torque Converter Slip

With the above sensors selected (at this point Vehicle Speed can be substituted for Transmission Range) start a datalog or have an assistant drive and watch Torque Converter Slip Actual (TCA) and Torque Converter Slip Desired (TCD). Desired is what the PCM is commanding and Actual is how much it is actually slipping measured in RPM.

In drive at 0 speed TCD should read 1020 rpm and TCA should be Engine RPM – Turbine Input Speed Sensor.



Once up to speed and the Shift Solenoids have been commanded through the gears the TC will lock and TCD will go to 0 and a healthy torque converter will have < 5 rpm of slip.

