

GENERIC · POWERTRAIN

P0741

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P0741

Torque Converter Clutch Circuit Performance or Stuck Off

P0741 means the powertrain control module commanded the torque converter clutch to lock up, but the engine speed did not drop to match the transmission input speed as expected. The computer detected that the clutch inside the torque converter is slipping or stuck in the unlocked position when it should be fully engaged.

SYSTEM	CODE TYPE	SEVERITY	FIX DIFFICULTY	AREA
Powertrain	Generic (all makes)	Medium	Professional	Transmission

Symptoms you may notice

- Often no symptoms besides the warning light, especially during light-throttle cruising.
- A slight shudder or vibration during steady-speed driving when the clutch tries to engage.
- Poor fuel economy because the torque converter never locks and the engine runs at higher slip.
- Higher engine rpm than normal at highway speeds, as if the transmission is not shifting into its top effective gear.
- Transmission fluid overheating or discoloration after prolonged driving with the clutch unlocked.
- Harsh or delayed engagement when accelerating from a stop, though this is less common.

Common causes, most likely first

- 1 Degraded or contaminated automatic transmission fluid that prevents the clutch from applying fully.
- 2 A sticking or faulty torque converter clutch solenoid that cannot regulate hydraulic pressure correctly.
- 3 Internal hydraulic leakage in the valve body or clutch apply circuit, reducing pressure to the clutch.
- 4 A worn or damaged torque converter clutch lining that can no longer hold when applied.
- 5 A faulty engine coolant temperature sensor or transmission fluid temperature sensor giving incorrect inputs to the control module.
- 6 Wiring damage or poor electrical connections at the transmission solenoid pack or control module.
- 7 A failing powertrain control module, though this is rare compared with hydraulic and electrical causes.



How to diagnose and fix it

- 1 Check the transmission fluid level and condition; top off or replace fluid if it is low, dark, or smells burnt.
- 2 Scan all modules for stored and pending codes, and verify the engine coolant and transmission fluid temperature readings are plausible.
- 3 Inspect the wiring harness and connectors at the transmission solenoid pack for corrosion, chafing, or loose pins.
- 4 Command the torque converter clutch on and off with a scan tool while monitoring engine rpm and transmission input speed to confirm the fault.
- 5 Measure the resistance of the torque converter clutch solenoid and compare it with the manufacturer's specification.
- 6 Perform a hydraulic pressure test on the clutch apply circuit to check for internal leakage in the valve body or converter.
- 7 If electrical and hydraulic checks pass, remove the transmission and inspect or replace the torque converter and valve body as needed.

What P0741 does not always mean

- A P0741 code does not automatically condemn the torque converter; a sticking solenoid or low fluid pressure from a worn valve body often sets the same code.
- Many vehicles set P0741 only after a specific drive cycle at steady highway speed, so a test drive that reproduces those conditions is essential before parts are replaced.
- Engine misfires or a failing mass airflow sensor can alter engine torque calculations and cause the control module to misjudge clutch slip, setting P0741 even when the transmission is healthy.
- After a fluid and filter change, some vehicles need a relearn or adaptive reset procedure before the clutch strategy behaves correctly and the code stops returning.
- A restricted transmission cooler or a failing cooling fan can raise fluid temperature enough to affect clutch apply, so cooling system checks belong in the diagnostic path.

Can I keep driving with P0741?

You can usually drive the vehicle short distances at moderate speeds, but avoid heavy towing, aggressive acceleration, and long highway trips until the fault is diagnosed. Continued driving with the clutch stuck off can overheat the transmission fluid and turn a minor repair into a major one.

Tools that help

- OBD-II scan tool with live data and bidirectional control capability
- Digital multimeter for solenoid resistance and circuit testing
- Transmission fluid level gauge and fluid condition checker
- Hydraulic pressure gauge set for transmission line pressure testing
- Factory service information for torque converter clutch apply strategy and specifications



Reading P0741

- P** Powertrain: engine, transmission and emissions.
- 0** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 7** Transmission.
- 41** The exact fault within that area.

Often seen with

P0715 Input/Turbine Speed Sensor Circuit Malfunction · **P0720** Output Speed Sensor Circuit Malfunction · **P0740** Torque Converter Clutch Circuit Malfunction · **P0742** Torque Converter Clutch Circuit Stuck On · **P0894** Transmission Component Slipping

See it working

Watch the animated explainer [Manual Car Driving Simulator: Learn Clutch Control](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p0741/>

