

GENERIC · POWERTRAIN

P2642

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

P2642

Torque Management Feedback Signal 'B' Range/Performance

P2642 indicates that the powertrain control module (PCM) has detected an out-of-range or performance fault in the torque management feedback signal 'B' circuit, which is typically associated with the transmission's torque converter clutch or a related control solenoid. The PCM monitors this signal to ensure the actual torque delivery matches the commanded value, and when the signal deviates from expected parameters, it sets this code and may illuminate the malfunction indicator lamp (MIL).

SYSTEM

Powertrain

CODE TYPE

Generic (all makes)

SEVERITY

Medium

FIX DIFFICULTY

Intermediate

AREA

Computer and output circuits

Symptoms you may notice

- Illumination of the check engine light, often with no other noticeable symptoms
- Harsh or delayed transmission shifts, particularly during torque converter clutch engagement
- Slipping or shuddering during acceleration or at steady speeds
- Reduced engine power or limp mode in some vehicles
- Poor fuel economy due to improper torque management
- Intermittent transmission operation that may worsen over time

Common causes, most likely first

- 1 Faulty torque management feedback signal sensor or solenoid
- 2 Damaged or corroded wiring harness or connectors in the signal circuit
- 3 Failed transmission control module (TCM) or PCM
- 4 Internal transmission mechanical issues, such as a sticking valve body or worn clutch packs
- 5 Low or contaminated transmission fluid
- 6 Electrical interference or poor grounds affecting the signal



How to diagnose and fix it

- 1 Perform a visual inspection of the transmission wiring harness and connectors for damage or corrosion
- 2 Check transmission fluid level and condition, and service if necessary
- 3 Use a scan tool to monitor torque management feedback signal data and compare with manufacturer specifications
- 4 Test the feedback signal circuit for continuity, shorts, and resistance using a digital multimeter
- 5 Inspect and test the torque converter clutch solenoid or feedback sensor, replacing if faulty
- 6 Verify TCM/PCM operation and software updates, reprogramming or replacing if required
- 7 Perform a transmission pressure test and internal inspection if electrical checks pass

Overlooked Causes of P2642

- A weak or failing battery or charging system can cause voltage drops that disrupt the torque management feedback signal, leading to this code without any transmission fault.
- Aftermarket transmission tuning or performance modifications can alter torque management parameters and trigger P2642 even when all components are functioning correctly.
- The code may be set by a faulty brake pedal position sensor or cruise control switch, as these inputs are used by the torque management system to calculate expected torque.
- In some vehicles, P2642 is stored as a pending code after a single event and may not indicate a recurring problem; always check for history codes and freeze frame data.
- A clogged transmission filter can restrict fluid flow, causing the torque converter clutch to slip and the feedback signal to fall out of range, mimicking an electrical fault.

Can I keep driving with P2642?

It is generally safe to continue driving with P2642, but avoid aggressive acceleration or heavy towing until the fault is diagnosed, as prolonged driving with torque management issues can lead to transmission damage. If the vehicle enters limp mode or shifting becomes severely erratic, stop driving and seek professional service.

Tools that help

- OBD-II scan tool with live data capability
- Digital multimeter
- Transmission fluid level dipstick or service kit
- Wiring diagram for the specific vehicle
- Basic hand tools for connector and component access



Reading P2642

- P** Powertrain: engine, transmission and emissions.
- 2** Generic (SAE) code: it means the same thing on every OBD-II vehicle.
- 6** Computer and output circuits.
- 42** The exact fault within that area.

Often seen with

P0700 Transmission Control System Malfunction · **P0740** Torque Converter Clutch Circuit Malfunction · **P2641** Torque Management Feedback Signal 'B' · **P2643** Torque Management Feedback Signal 'B' Low · **P2764** Torque Converter Clutch Pressure Control Solenoid Control Ci

See it working

Watch the animated explainer [How a Boxer Engine Works: Flat Engine Cutaway](#) on Auto Veteran to see the parts involved moving.

Full guide, related articles and animations: <https://www.autoveteran.tech/dtc-codes/p2642/>

