

Wheels: Dewey writes by e-mail, "In your article in Dayton Daily News April 12, 2008, titled "The Case of the Stalling Buick," Judy wrote about her father's 1997 Buick. You diagnosed the case as could be a defective TCC solenoid in the transmission. The reason that article is interesting to me, I own a 1986 Monte Carlo, 146,000 original miles, appearance like new, and only drive it around the block to keep things lubricated now and then. I had trouble with the automatic transmission when coming to a stop sign or light. It acted like it would not downshift when slowing down coming to a stop, stalled, and left me in middle of intersection a few times. It would quit but would start up immediately. This happened after it was driven a few minutes in hot weather and the motor would be rather warm by then. It was diagnosed at shop as being the torque converter going bad. It would cost around \$2,000 to rebuild the transmission and since it is not driven much, I agreed for them to disconnect something about the transmission. I think that may have been the TCC solenoid but you probably know, which is OK if not driven on long drives and that cured my problem, probably temporary. I only drive it short distance anymore and that has worked for now over a year. I'm not all that thrilled paying around \$2,000 to rebuild the transmission but if it was only the torque converter would have to be replaced, I could manage that before parts for a 1986 gets too hard to find. I plan on keeping the car but not for my regular auto use, just as a keepsake to become classic in a few years since it looks as good appearance wise as it did when new. I would appreciate any comment you may have.

Halderman: By unplugging the electrical connector, the torque converter clutch will not work and because this solved your problem, I can assume that it was the TCC solenoid that was defective. The transmission does not need to be overhauled. The only part that needs to be changed is the TCC solenoid. It requires that the oil pan be removed, then the solenoid, and the oil pan replaced and filled with fluid. This can cost over \$100 and maybe \$200 but it should not cost \$2000.

The only concern about leaving it unplugged is that it is hard on the transmission if driven on the highway in overdrive and the fuel economy will drop by about 4-5 mpg. It depends on how often you drive it as to what the pay back period will be.

