

Wheels: Brad from Iowa wrote via e-mail with a problem on his 1995 Chevrolet pickup truck that occurs above 45 mph to 50 mph after the lock-up of the torque converter applies. At 1500 engine rpm, the transmission will start locking and unlocking the converter causing the rpm to jump up and down by 200. Any slight load on the engine or pressing on the accelerator will also cause it to unlock. The vehicle computer was replaced as well as the throttle position (TP) sensor. It seems to happen more during warm weather. Please help!

Halderman: In the valve body there is a TCC regulator valve and isolator valve that wears the regulator bushing/sleeve. This allows converter clutch apply oil (regulated line pressure) to exhaust to the sump and causes loss of oil pressure to the PWM. Ask your service technician to purchase a kit made by Sonnax (part #84754-01k for '93 and newer 4L60-E transmissions). After replacing the TCC regulator valve, TCC regulator sleeve and isolator valve, the truck should operate correctly.

