

# AUTOMATIC TRANSMISSION

## SECTION **AT**

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## When you read wiring diagrams:

- Read GI section, "HOW TO READ WIRING DIAGRAMS".
  - See EL section, "POWER SUPPLY ROUTING" for power distribution circuit.
- When you perform trouble diagnoses, read GI section, "HOW TO FOLLOW FLOW CHART IN TROUBLE DIAGNOSES" and "HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT".

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# DIAGNOSTIC TROUBLE CODE INDEX

## Alphabetical & P No. Index for DTC

### ALPHABETICAL INDEX FOR DTC

Items (CONSULT screen terms)	DTC		Reference page
	ECM*1	CONSULT GST*2	
A/T 1ST GR FNCTN	1103	P0731	AT-94
A/T 2ND GR FNCTN	1104	P0732	AT-99
A/T 3RD GR FNCTN	1105	P0733	AT-103
A/T 4TH GR FNCTN	1106	P0734	AT-107
A/T TCC S/V FNCTN	1107	P0744	AT-119
ATF TEMP SEN/CIRC	1208	P0710	AT-84
ENGINE SPEED SIG	1207	P0725	AT-91
L/PRESS SOL/CIRC	1205	P0745	AT-126
O/R CLTCH SOL/CIRC	1203	P1760	AT-144
PNP SW/CIRC	1101	P0705	AT-80
SFT SOL A/CIRC*3	1108	P0750	AT-130
SFT SOL B/CIRC*3	1201	P0755	AT-134
TCC SOLENOID/CIRC	1204	P0740	AT-115
TP SEN/CIRC A/T*3	1206	P1705	AT-138
VEH SPD SEN/CIR AT*4	1102	P0720	AT-88

### P NO. INDEX FOR DTC

DTC		Items (CONSULT screen terms)	Reference page
CONSULT GST*2	ECM*1		
P0705	1101	PNP SW/CIRC	AT-80
P0710	1208	ATF TEMP SEN/CIRC	AT-84
P0720	1102	VEH SPD SEN/CIR AT	AT-88
P0725	1207	ENGINE SPEED SIG	AT-91
P0731	1103	A/T 1ST GR FNCTN	AT-94
P0732	1104	A/T 2ND GR FNCTN	AT-99
P0733	1105	A/T 3RD GR FNCTN	AT-103
P0734	1106	A/T 4TH GR FNCTN	AT-107
P0740	1204	TCC SOLENOID/CIRC	AT-115
P0744	1107	A/T TCC S/V FNCTN	AT-119
P0745	1205	L/PRESS SOL/CIRC	AT-126
P0750	1108	SFT SOL A/CIRC*3	AT-130
P0755	1201	SFT SOL B/CIRC*3	AT-134
P1705	1206	TP SEN/CIRC A/T*3	AT-138
P1760	1203	O/R CLTCH SOL/CIRC	AT-144

\*1: In Diagnostic Test Mode II (Self-diagnostic results), these numbers are controlled by NISSAN.

\*2: These numbers are prescribed by SAE J2012.

\*3: When the fail-safe operation occurs, the MIL illuminates.

\*4: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

## PRECAUTIONS AND PREPARATION

### Precautions for Supplemental Restraint System (SRS) “AIR BAG” and “SEAT BELT PRE-TENSIONER”

The Supplemental Restraint System “AIR BAG” and “SEAT BELT PRE-TENSIONER”, used along with a seat belt, help to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and on the instrument panel on the passenger side), seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.

In addition to the supplemental air bag modules for a frontal collision, the supplemental side air bag used along with the seat belt helps to reduce the risk or severity of injury to the driver and front passenger in a side collision. The supplemental side air bag consists of air bag modules (located in the outer side of front seats), satellite sensor, diagnosis sensor unit (which is one of components of supplemental air bags for a frontal collision), wiring harness, warning lamp (which is one of components of supplemental air bags for a frontal collision). Information necessary to service the system safely is included in the **RS section** of this Service Manual.

#### WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses (except “SEAT BELT PRE-TENSIONER” connector) can be identified with yellow harness connector (and with yellow harness protector or yellow insulation tape before the harness connectors).

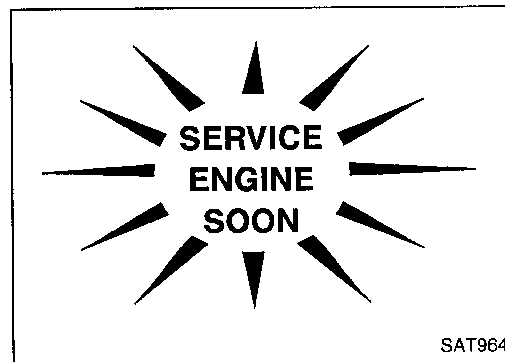
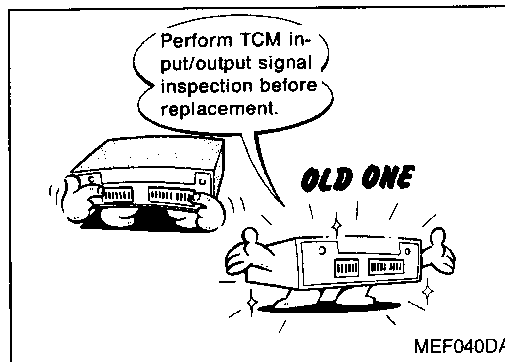
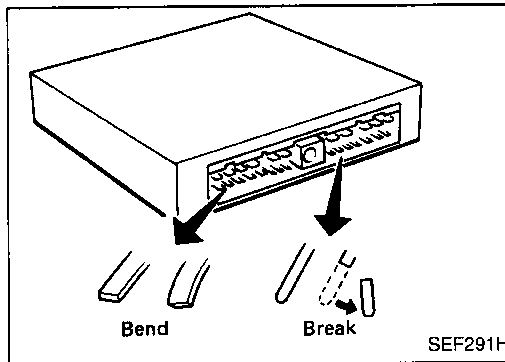
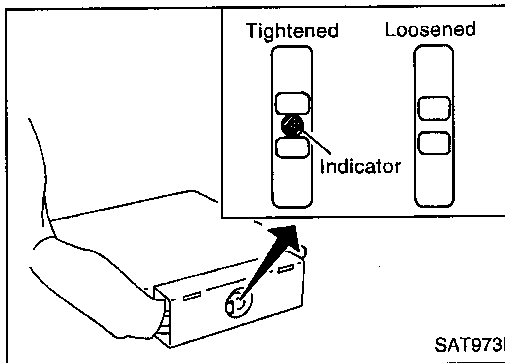
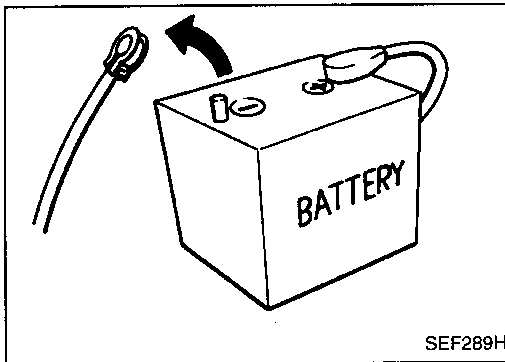
### Precautions for On Board Diagnostic (OBD) System of A/T and Engine

The ECM has an on board diagnostic system. It will light up the malfunction indicator lamp (MIL) to warn the driver of a malfunction causing emission deterioration.

#### CAUTION:

- Be sure to turn the ignition switch “OFF” and disconnect the negative battery terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the EGR system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the TCM and ECM before returning the vehicle to the customer.

# PRECAUTIONS AND PREPARATION



## Precautions

- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the TCM. Because battery voltage is applied to TCM even if ignition switch is turned off.
- When connecting TCM harness connector, tighten securing bolt until the orange indicator appears.  
⚙️ : 3 - 5 N·m (0.3 - 0.5 kg-m, 26 - 43 in-lb)
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break).  
Make sure that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.
- Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. (See page AT-76.)
- After performing each TROUBLE DIAGNOSIS, perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE".  
The DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE" if the repair is completed.

# PRECAUTIONS AND PREPARATION

## Precautions (Cont'd)

- Before proceeding with disassembly, thoroughly clean the outside of the transmission. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
  - Disassembly should be done in a clean work area.
  - Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
  - Place disassembled parts in order for easier and proper assembly.
  - All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
  - Gaskets, seals and O-rings should be replaced any time the transmission is disassembled.
  - It is very important to perform functional tests whenever they are indicated.
  - The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
  - Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
  - Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
  - Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
  - Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to "ATF COOLER SERVICE" (Refer to AT-6).
  - After overhaul, refill the transmission with new ATF.
  - When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.
- Always follow the procedures under "Changing A/T Fluid" in the MA section when changing A/T fluid.

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## Service Notice or Precautions

PD

### FAIL-SAFE

The TCM has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.

FA

Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of "1", "2" or "D". The customer may complain of sluggish or poor acceleration.

RA

When the ignition key is turned "ON" following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. (For "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", refer to AT-48.)

Fail-Safe may occur without electrical circuit damage if the vehicle is driven under extreme conditions (such as excessive wheel spin followed by sudden braking). To recover normal shift pattern, turn the ignition key "OFF" for 5 seconds, then "ON".

BR

The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.

ST

Always follow the "WORK FLOW" (Refer to AT-57).

The SELF-DIAGNOSIS results will be as follows:

RS

The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.

During the next SELF-DIAGNOSIS, performed after checking the sensor, no damages will be indicated.

BT

### TORQUE CONVERTER SERVICE

The torque converter should be replaced under any of the following conditions:

HA

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.
- Steel particles are found after flushing the cooler and cooler lines.
- Pump is damaged or steel particles are found in the converter.
- Vehicle has TCC shudder and/or no TCC apply. Replace only after all hydraulic and electrical diagnoses have been made. (Converter clutch material may be glazed.)
- Converter is contaminated with engine coolant containing antifreeze.
- Internal failure of stator roller clutch.
- Heavy clutch debris due to overheating (blue converter).
- Steel particles or clutch lining material found in fluid filter or on magnet when no internal parts in unit are worn or damaged — indicates that lining material came from converter.

EL

IDX

The torque converter should not be replaced if:

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.

## PRECAUTIONS AND PREPARATION

### Service Notice or Precautions (Cont'd)

- Transmission failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

### ATF COOLER SERVICE

Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer.

Replace radiator lower tank (which includes ATF cooler) with a new one and flush cooler line using cleaning solvent and compressed air.

### OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the O/D OFF indicator or the malfunction indicator lamp (MIL). Refer to the table on AT-42 for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

**Always perform the procedure "HOW TO ERASE DTC" on AT-39 to complete the repair and avoid unnecessary blinking of the MIL.**

- The following self-diagnostic items can be detected using ECM self-diagnostic results mode\* only when the O/D OFF indicator lamp does not indicate any malfunctions.
  - PNP switch
  - A/T 1st, 2nd, 3rd, or 4th gear function
  - A/T TCC S/V function (lock-up).

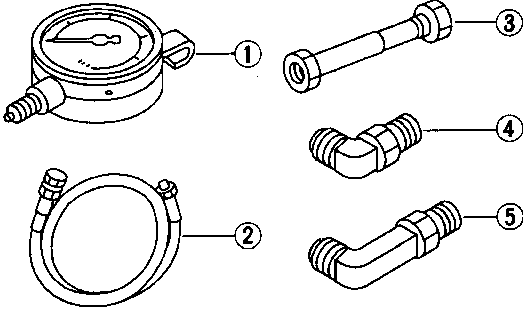
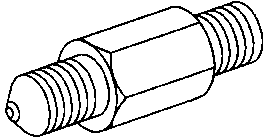
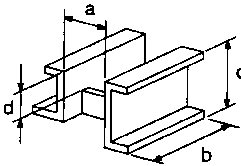
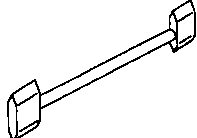
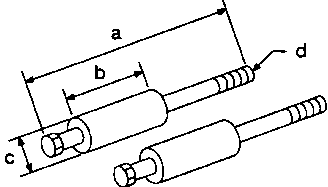
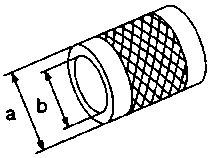
\*: For details of OBD-II, refer to EC section ("ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to EL section, "Description", "HARNES CONNECTOR".**

# PRECAUTIONS AND PREPARATION

## Special Service Tools

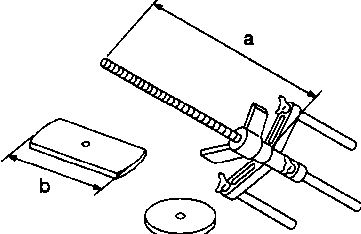
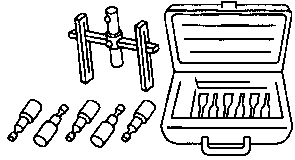
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
ST2505S001 (J34301-C) Oil pressure gauge set ① ST25051001 ( — ) Oil pressure gauge ② ST25052000 ( — ) Hose ③ ST25053000 ( — ) Joint pipe ④ ST25054000 ( — ) Adapter ⑤ ST25055000 ( — ) Adapter	 <p>Measuring line pressure</p> <p>NT097</p>	GI MA EM LC EC FE
KV31101201 ( — ) Oil pressure gauge adapter	 <p>Measuring line pressure</p> <p>NT093</p>	AT PD
ST07870000 (J37068) Transmission case stand	 <p>Disassembling and assembling A/T</p> <p>NT421</p> <p>                     a: 182 mm (7.17 in)                      b: 282 mm (11.10 in)                      c: 230 mm (9.06 in)                      d: 100 mm (3.94 in)                 </p>	FA RA BR
KV31102100 (J37065) Torque converter one- way clutch check tool	 <p>Checking one-way clutch in torque converter</p> <p>NT098</p>	ST RS
ST25850000 (J25721-A) Sliding hammer	 <p>Removing oil pump assembly</p> <p>NT422</p> <p>                     a: 179 mm (7.05 in)                      b: 70 mm (2.76 in)                      c: 40 mm (1.57 in) dia.                      d: M12 x 1.75P                 </p>	BT HA
ST33200000 (J26082) Drift	 <p>Installing oil pump housing oil seal Installing rear oil seal</p> <p>NT091</p> <p>                     a: 60 mm (2.36 in) dia.                      b: 44.5 mm (1.752 in) dia.                 </p>	EL IDX



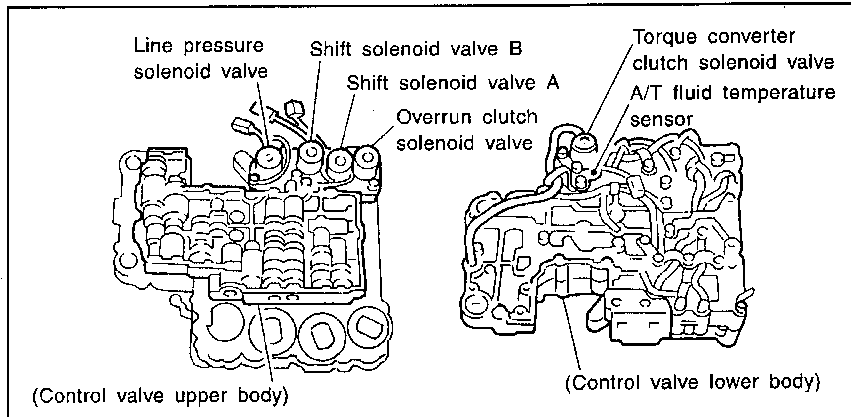
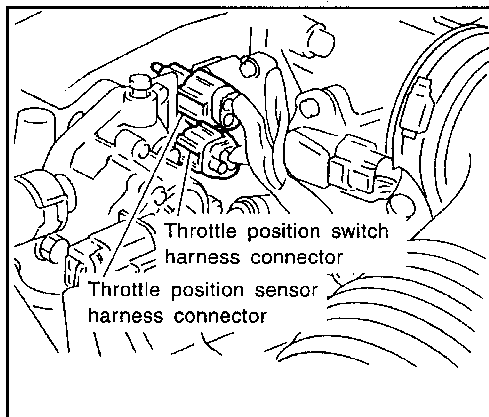
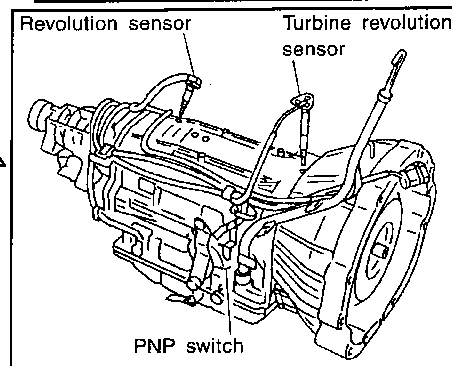
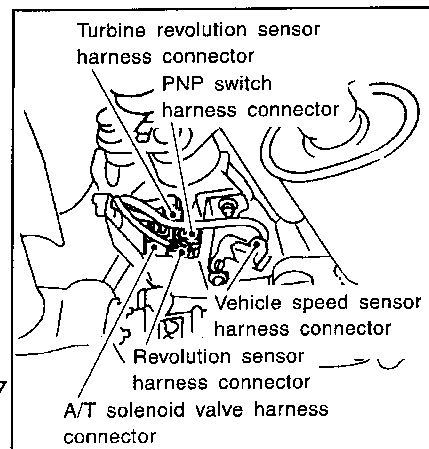
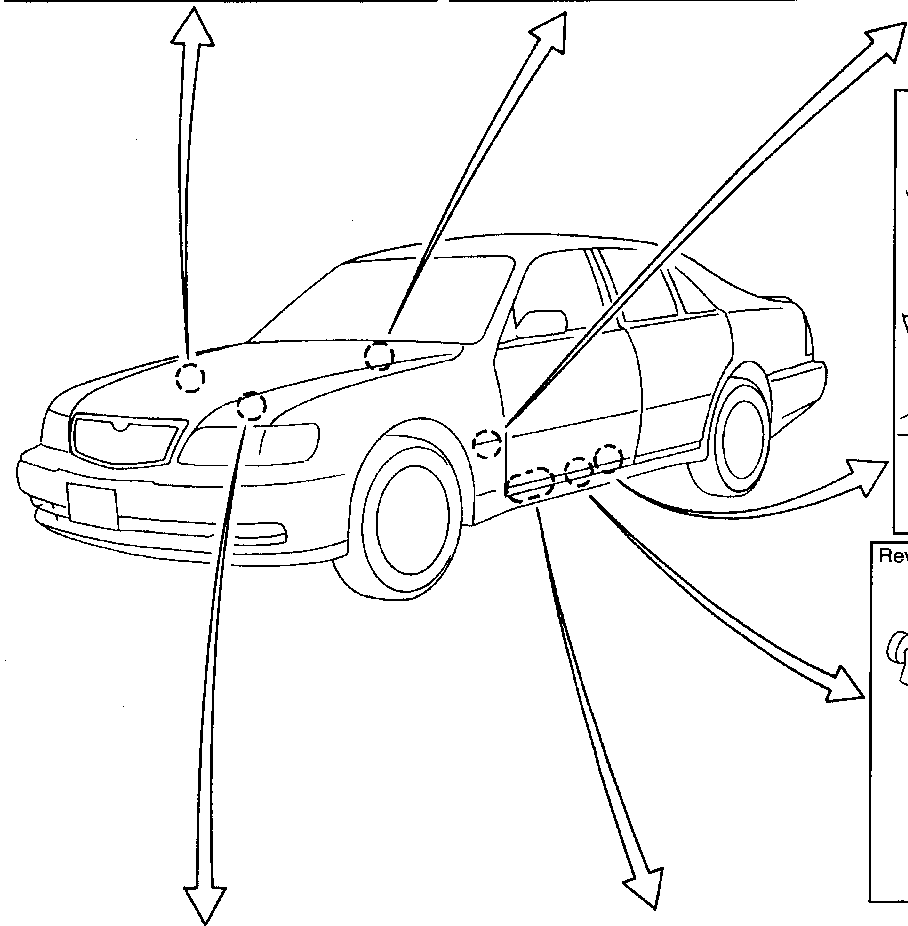
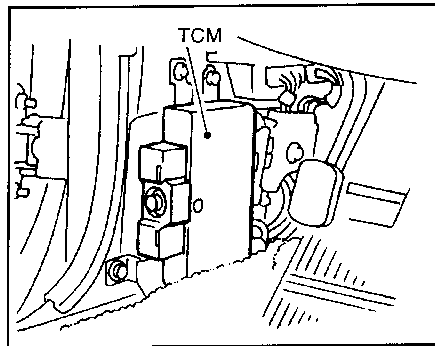
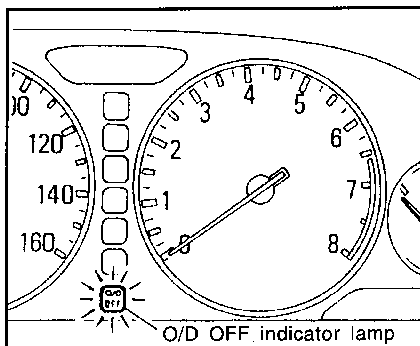
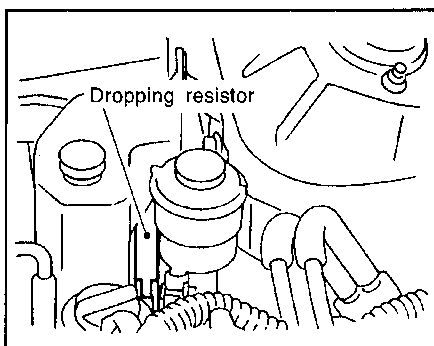
# PRECAUTIONS AND PREPARATION

## Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description
KV31102400 (J34285 and J34285-87) Clutch spring compressor	 <p data-bbox="998 247 1388 304">Removing and installing clutch return springs</p> <p data-bbox="998 483 1226 535"><b>a: 320 mm (12.60 in)</b> <b>b: 174 mm (6.85 in)</b></p>
(J34291) Shim setting gauge set	 <p data-bbox="998 552 1437 604">Selecting oil pump cover bearing race and oil pump thrust washer</p> <p data-bbox="430 741 487 762">NT101</p>

# OVERALL SYSTEM

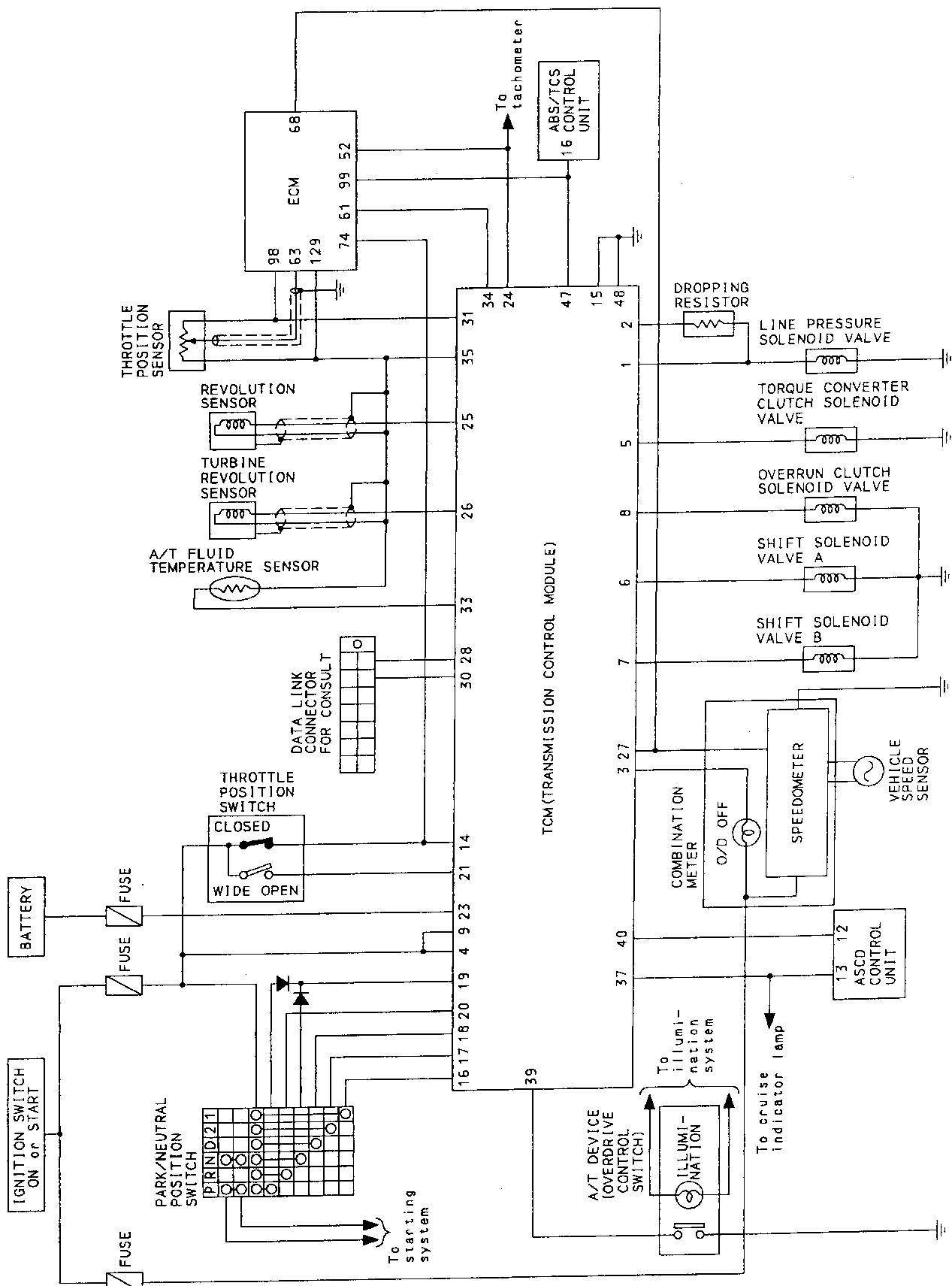
## A/T Electrical Parts Location



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# OVERALL SYSTEM

## Circuit Diagram



# OVERALL SYSTEM

## Wiring Diagram

AT-A/T-01

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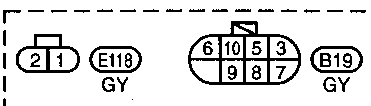
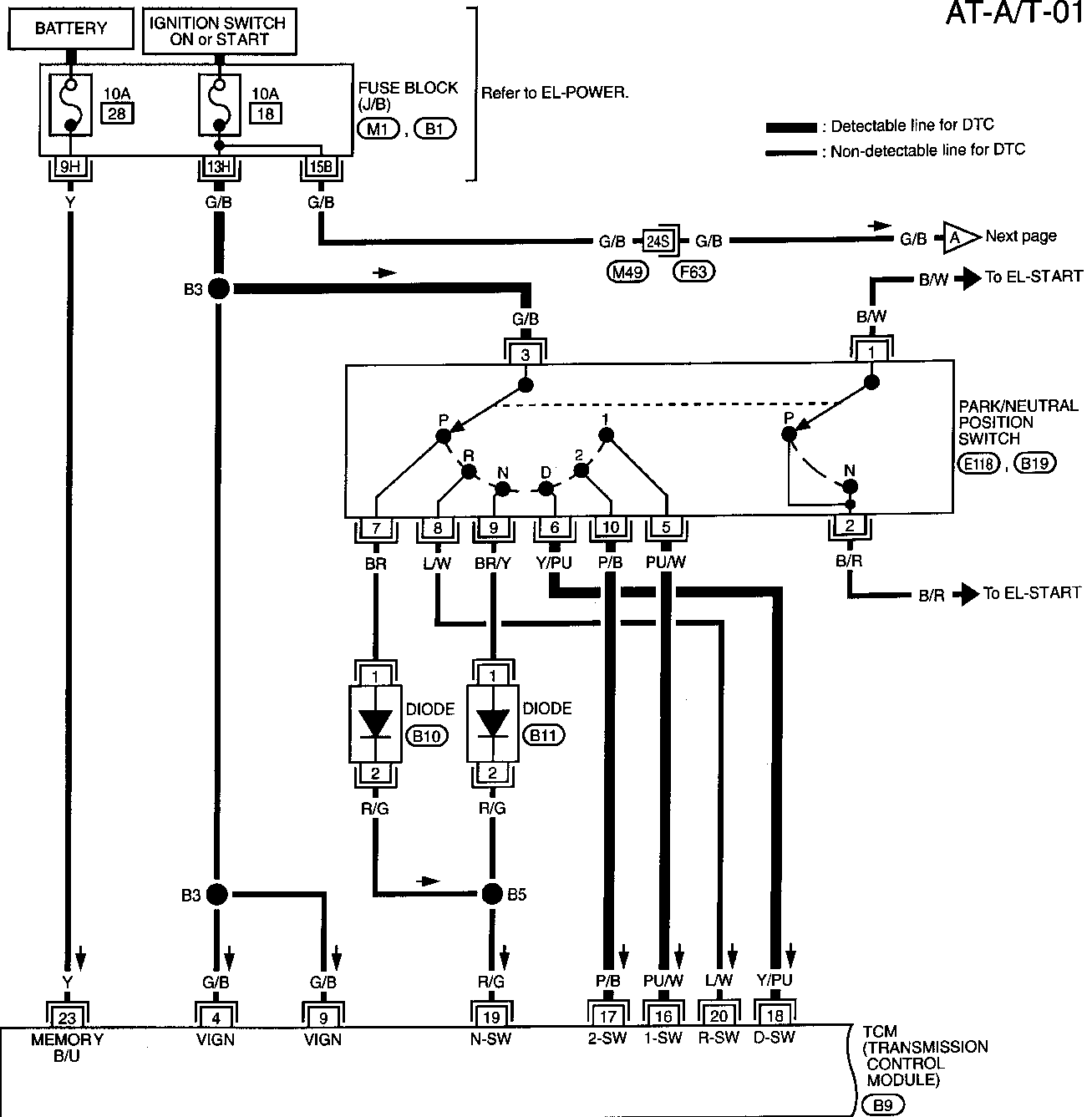
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Refer to last page (Foldout page).

M49, F63

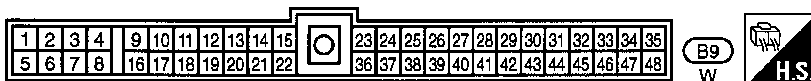
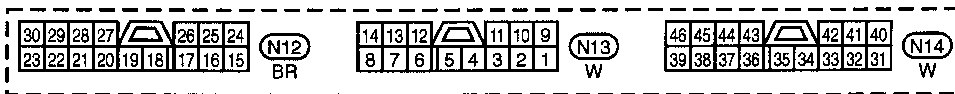
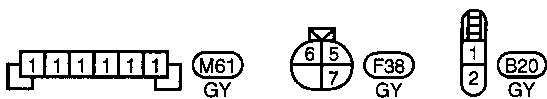
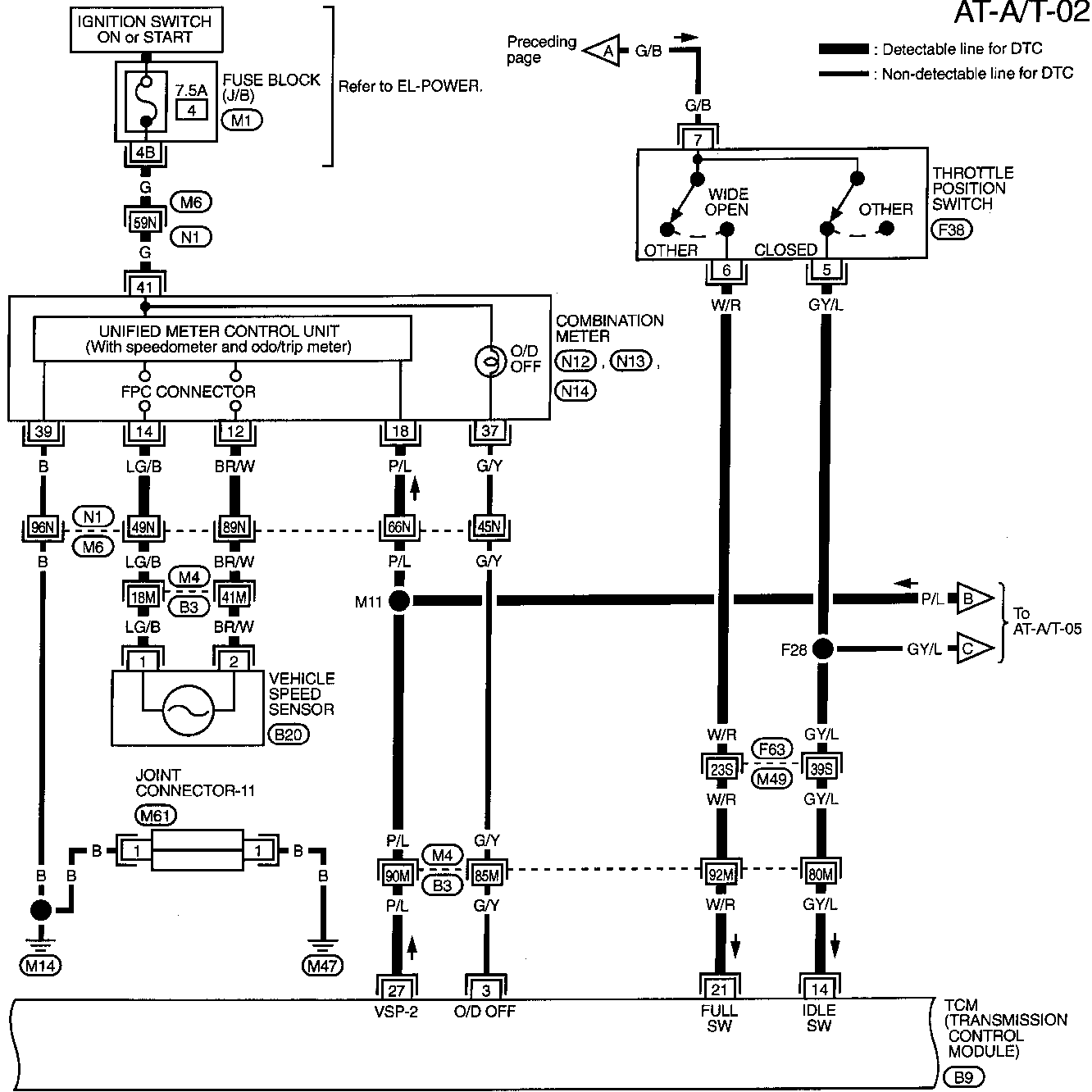
M1

B1



# OVERALL SYSTEM Wiring Diagram (Cont'd)

AT-A/T-02



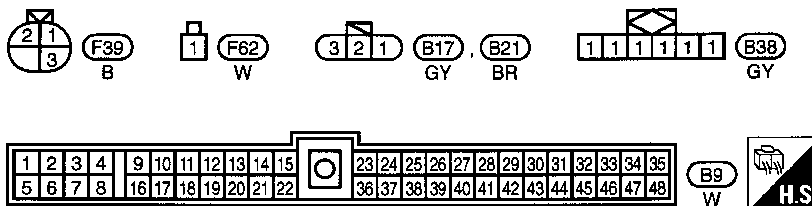
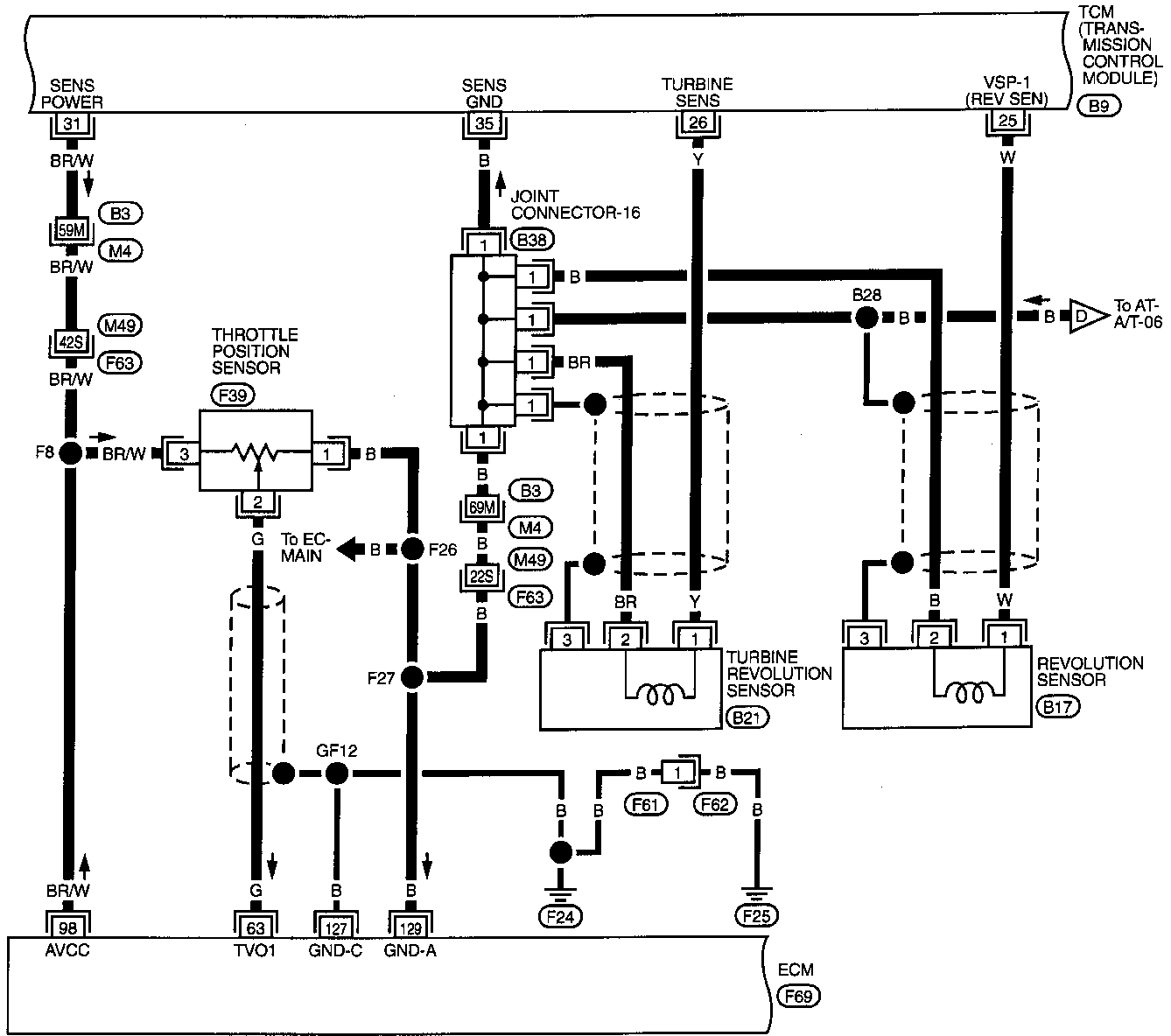
Refer to last page (Foldout page).

- (M4), (B3)
- (M6), (N1)
- (M49), (F63)
- (M1)

# OVERALL SYSTEM Wiring Diagram (Cont'd)

AT-A/T-03

: Detectable line for DTC  
 : Non-detectable line for DTC



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 (M4), (B3)  
 (M49), (F63)  
 (F69)

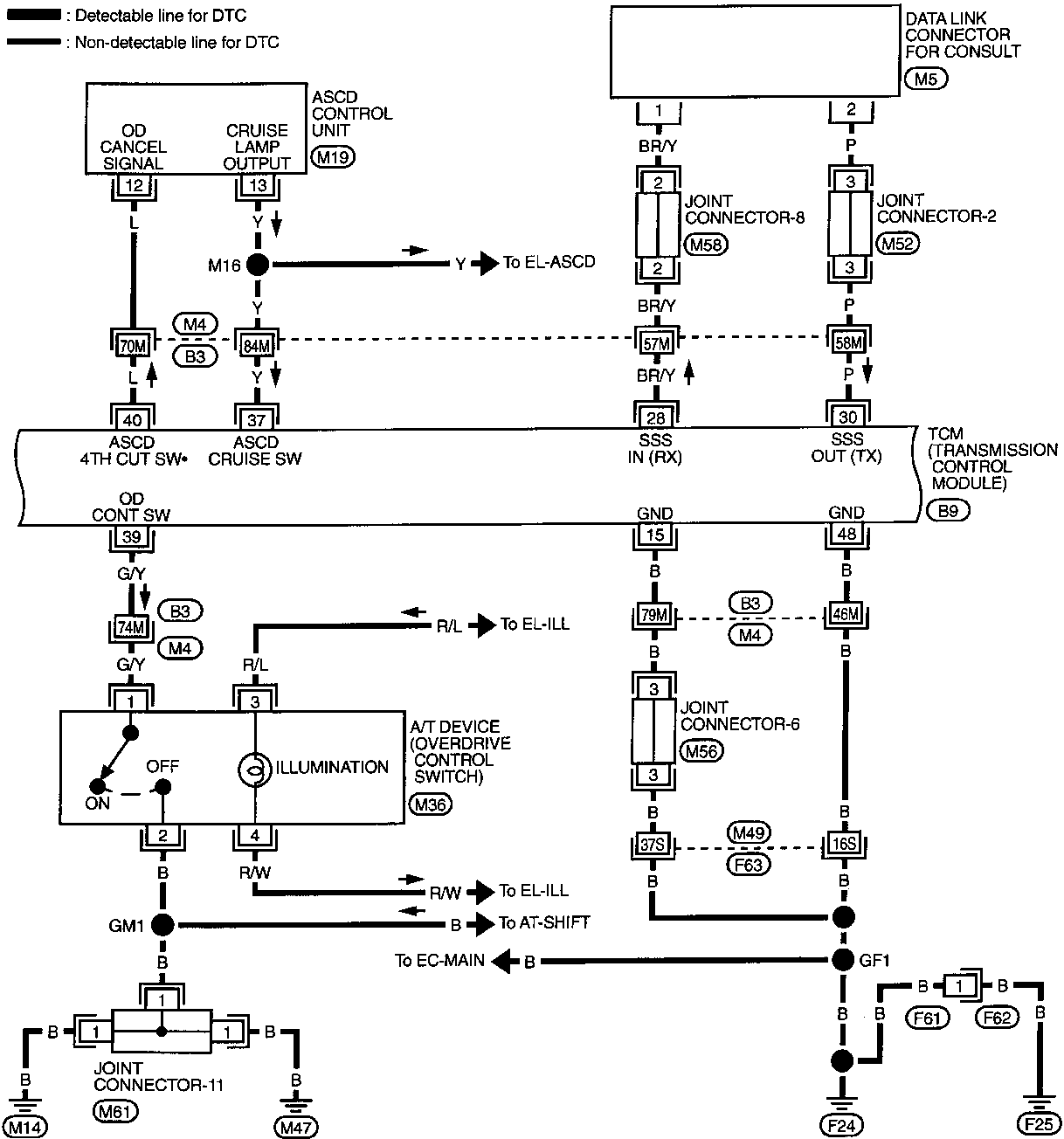
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# OVERALL SYSTEM Wiring Diagram (Cont'd)

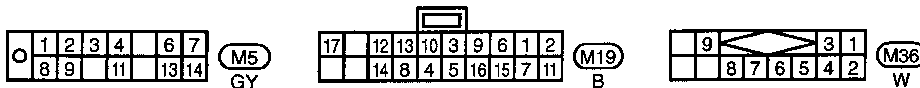
AT-A/T-04

— : Detectable line for DTC

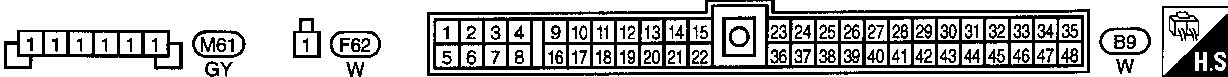
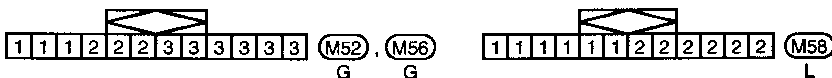
— : Non-detectable line for DTC



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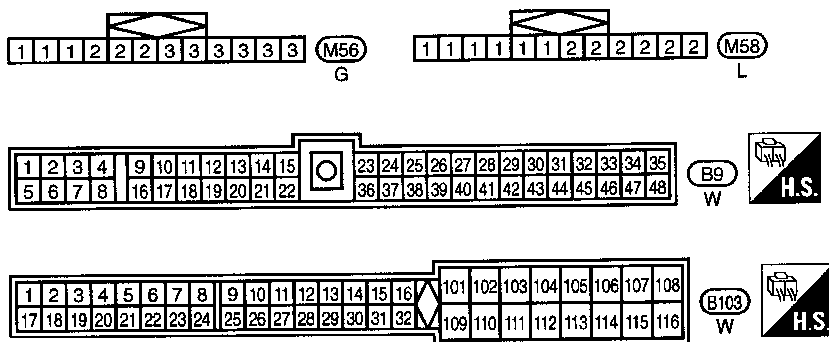
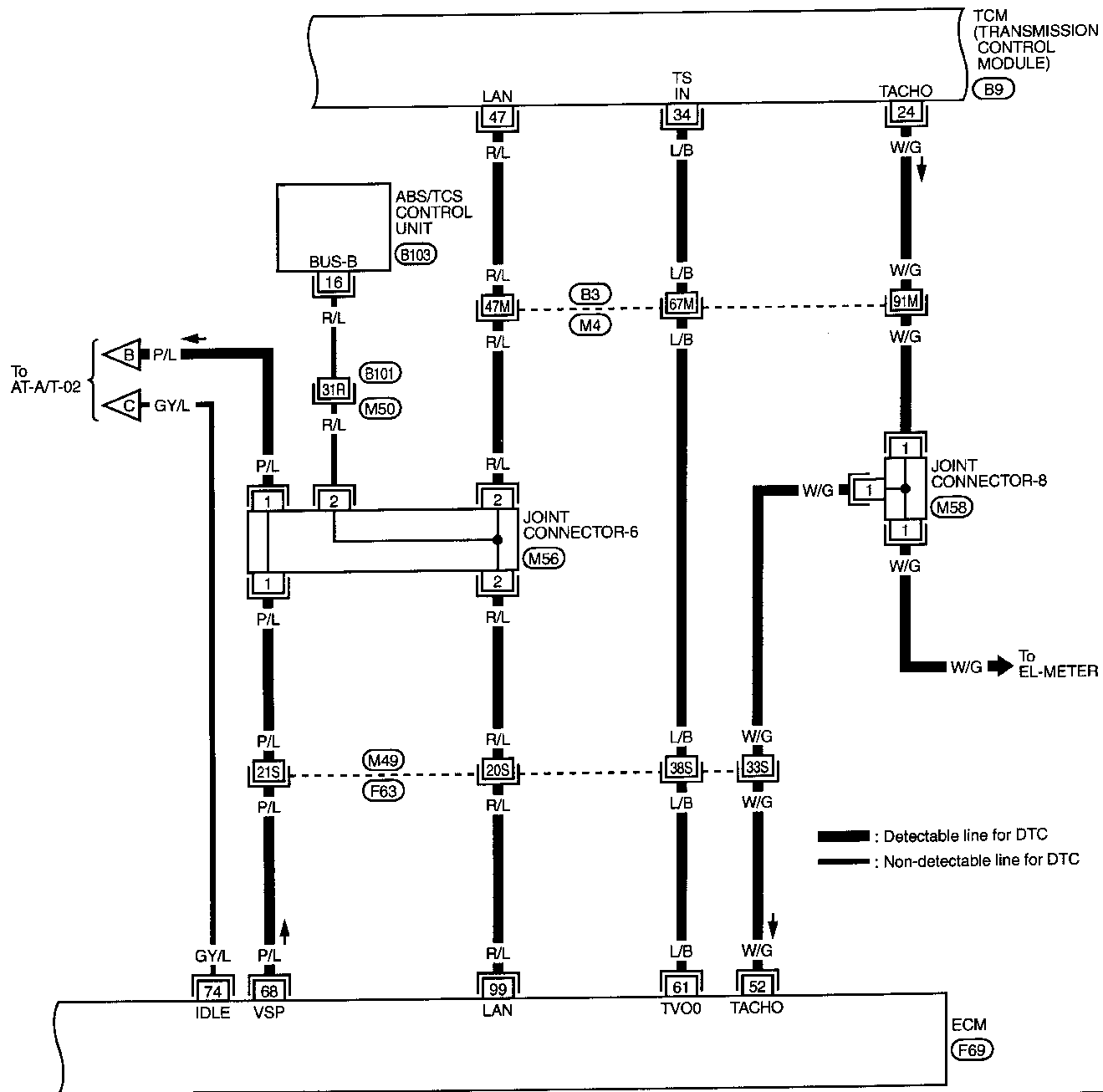


M4, B3  
M49, F63



# OVERALL SYSTEM Wiring Diagram (Cont'd)

AT-A/T-05



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- (M4) (B3)
- (M49) (F63)
- (M50) (B101)
- (F69)

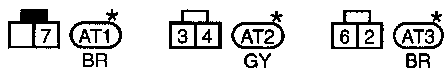
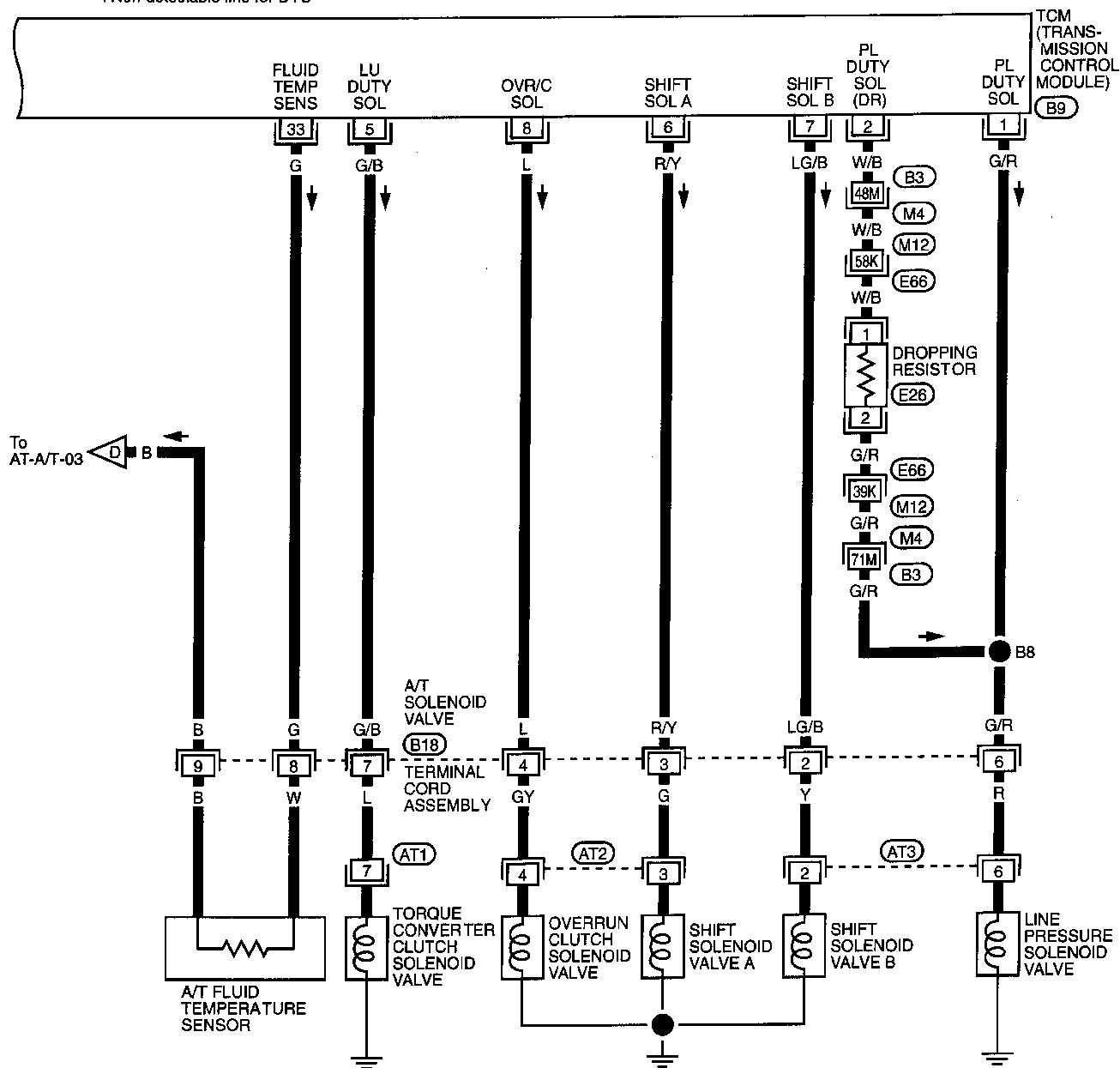
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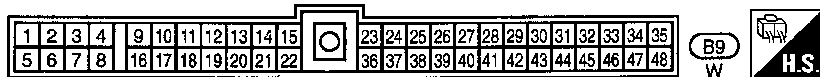
# OVERALL SYSTEM Wiring Diagram (Cont'd)

AT-A/T-06

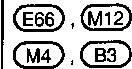
: Detectable line for DTC  
 : Non-detectable line for DTC



\*: This connector is not shown in "HARNESS LAYOUT", EL section.

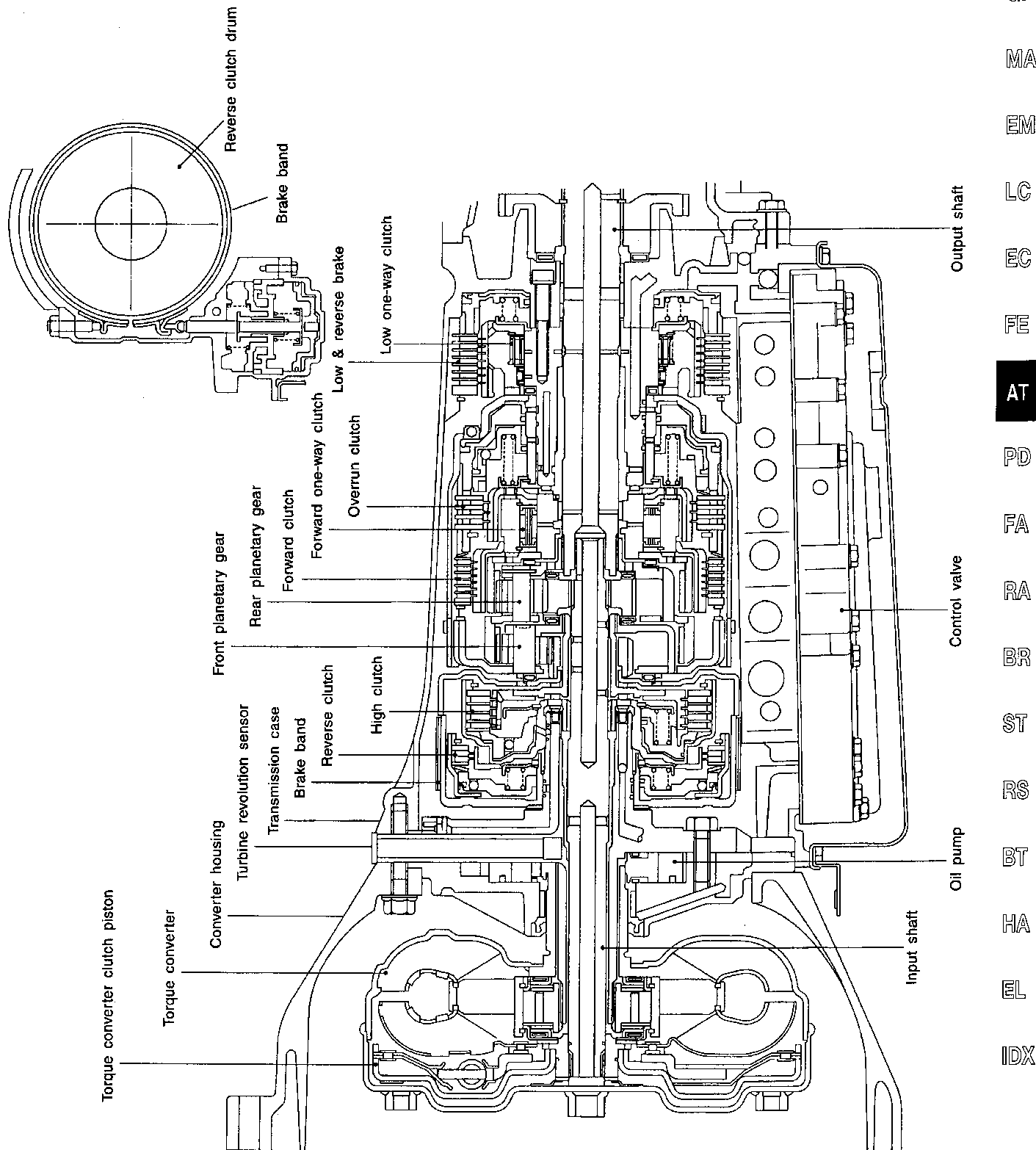


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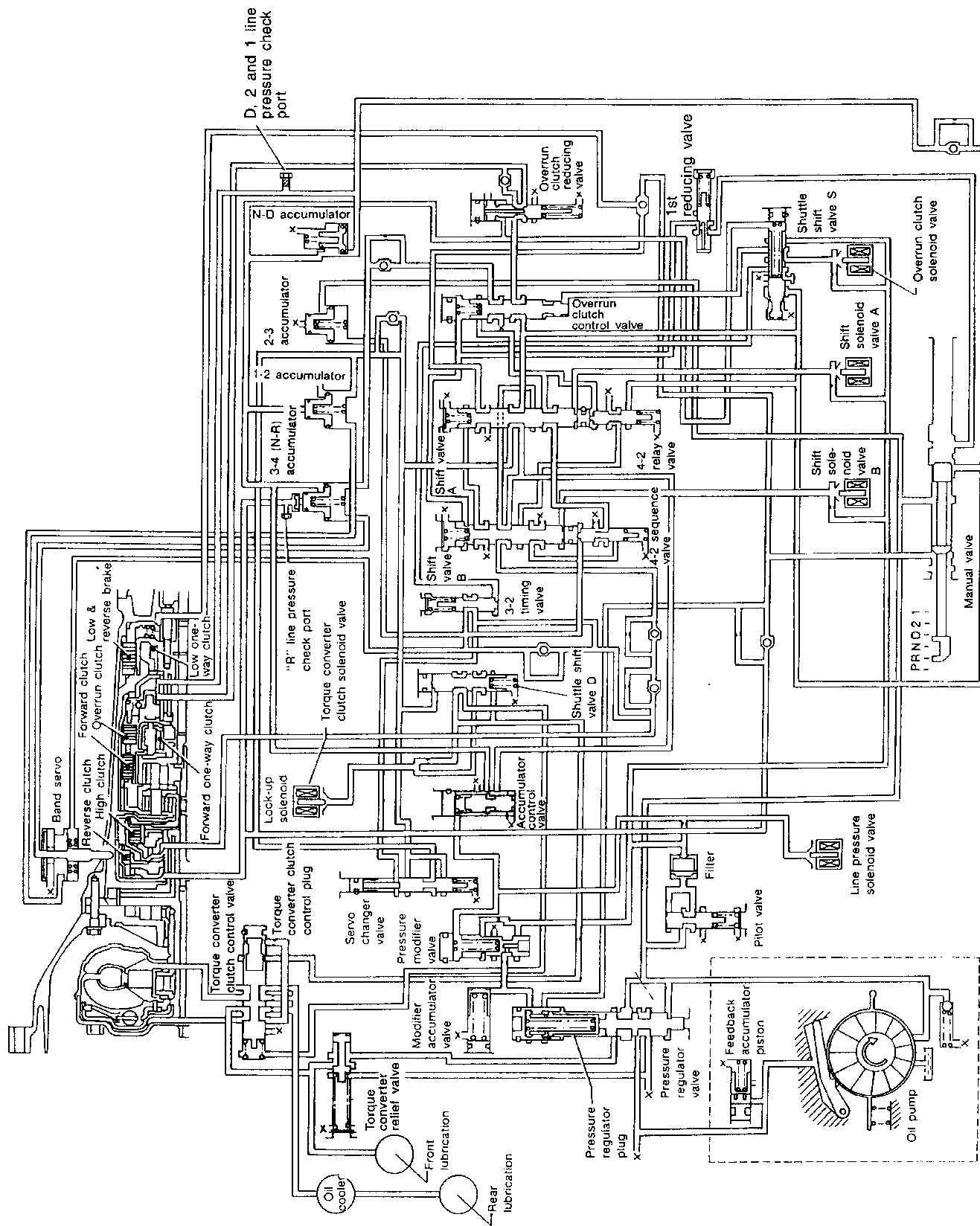
# OVERALL SYSTEM

## Cross-sectional View



# OVERALL SYSTEM

## Hydraulic Control Circuits



# OVERALL SYSTEM

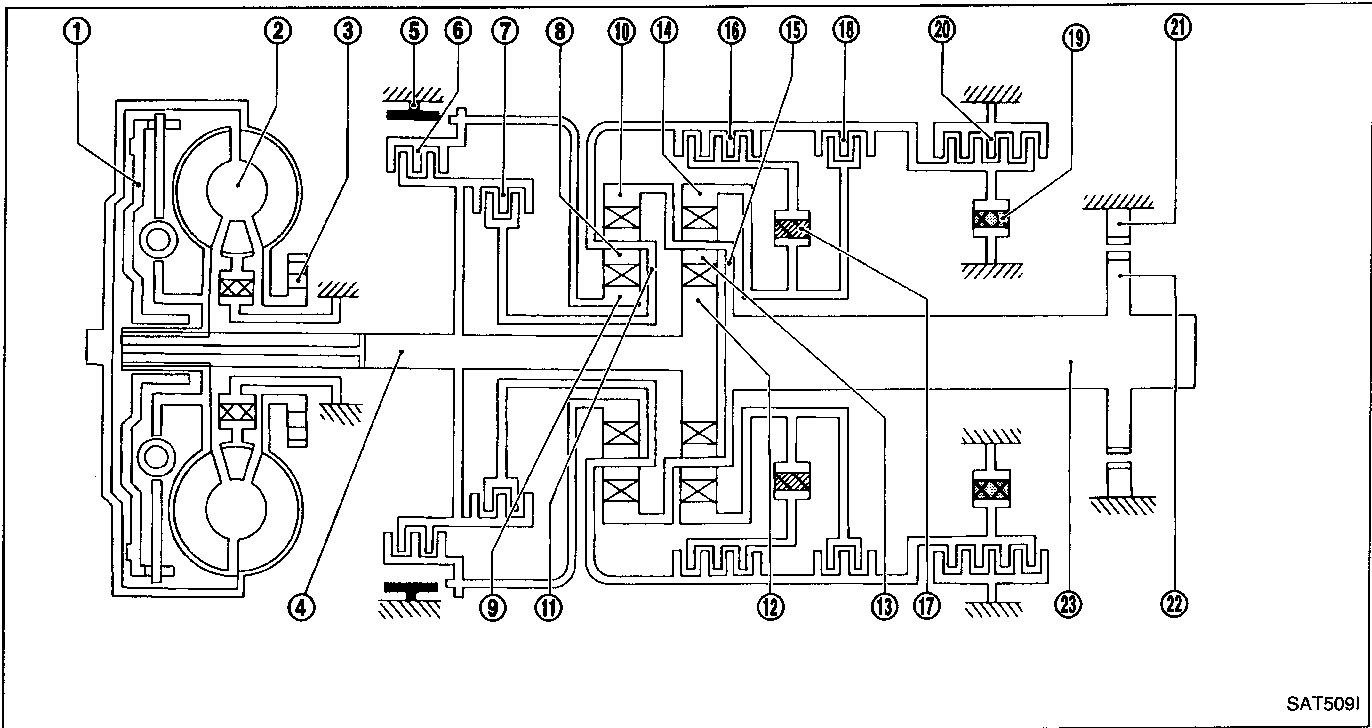
## Shift Mechanism

The automatic transmission uses compact, dual planetary gear systems to improve power-transmission efficiency, simplify construction and reduce weight.

It also employs an optimum shift control and superwide gear ratios. They improve starting performance and acceleration during medium and high-speed operation.

Two one-way clutches are also employed: one is used for the forward clutch and the other for the low clutch. These one-way clutches, combined with four accumulators, reduce shifting shock to a minimum.

### CONSTRUCTION



- ① Torque converter clutch piston
- ② Torque converter
- ③ Oil pump
- ④ Input shaft
- ⑤ Brake band
- ⑥ Reverse clutch
- ⑦ High clutch
- ⑧ Front pinion gear

- ⑨ Front sun gear
- ⑩ Front internal gear
- ⑪ Front planetary carrier
- ⑫ Rear sun gear
- ⑬ Rear pinion gear
- ⑭ Rear internal gear
- ⑮ Rear planetary carrier
- ⑯ Forward clutch

- ⑰ Forward one-way clutch
- ⑱ Overrun clutch
- ⑲ Low one-way clutch
- ⑳ Low & reverse brake
- ㉑ Parking pawl
- ㉒ Parking gear
- ㉓ Output shaft

# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

### FUNCTION OF CLUTCH AND BRAKE

Control members	Abbr.	Function
⑥ Reverse clutch	R/C	To transmit input power to front sun gear ⑨.
⑦ High clutch	H/C	To transmit input power to front planetary carrier ⑪.
⑯ Forward clutch	F/C	To connect front planetary carrier ⑪ with forward one-way clutch ⑰.
⑱ Overrun clutch	O/C	To connect front planetary carrier ⑪ with rear internal gear ⑭.
⑤ Brake band	B/B	To lock front sun gear ⑨.
⑰ Forward one-way clutch	F/O.C	When forward clutch is engaged, to stop rear internal gear ⑭ from rotating in opposite direction.
⑲ Low one-way clutch	L/O.C	At D <sub>1</sub> position, to prevent rear internal gear ⑭ from rotating in opposite direction.
⑳ Low & reverse brake	L & R/B	To lock rear internal gear ⑭ (2, 1 <sub>2</sub> and 1 <sub>1</sub> ), to lock front planetary carrier ⑪ (R position).

### CLUTCH AND BAND CHART

Shift position	Reverse clutch ⑥	High clutch ⑦	Forward clutch ⑯	Overrun clutch ⑱	Band servo			Forward one-way clutch ⑰	Low one-way clutch ⑲	Low & reverse brake ⑳	Lock-up	Remarks
					2nd apply	3rd release	4th apply					
P												PARK POSITION
R	○									○		REVERSE POSITION
N												NEUTRAL POSITION
D*4	1st		○	*1 ⊗				●	●			Automatic shift 1 ↔ 2 ↔ 3 ↔ 4
	2nd		○	*1 ⊙	○			●				
	3rd		○	*1 ⊙	*2 ⊗	⊗		●			*5 ○	
	4th		○	⊗		*3 ⊗	⊗	○			○	
2	1st		○	⊗				●	●			Automatic shift 1 ↔ 2 ← 3
	2nd		○	⊙	○			●				
1	1st		○	○				●		○		Locks (held stationary) in 1st speed 1 ← 2 ← 3
	2nd		○	○	○			●				

\*1: Operates when overdrive control switch is being set in "OFF" position.

\*2: Oil pressure is applied to both 2nd "apply" side and 3rd "release" side of band servo piston. However, brake band does not contract because oil pressure area on the "release" side is greater than that on the "apply" side.

\*3: Oil pressure is applied to 4th "apply" side in condition \*2 above, and brake band contracts.

\*4: A/T will not shift to 4th when overdrive control switch is set in "OFF" position.

\*5: Operates when overdrive control switch is "OFF".

○ : Operates.

⊙ : Operates when throttle opening is less than 3/16, activating engine brake.

● : Operates during "progressive" acceleration.

⊗ : Operates but does not affect power transmission.

⊗ : Operates when throttle opening is less than 3/16, but does not affect engine brake.

# OVERALL SYSTEM

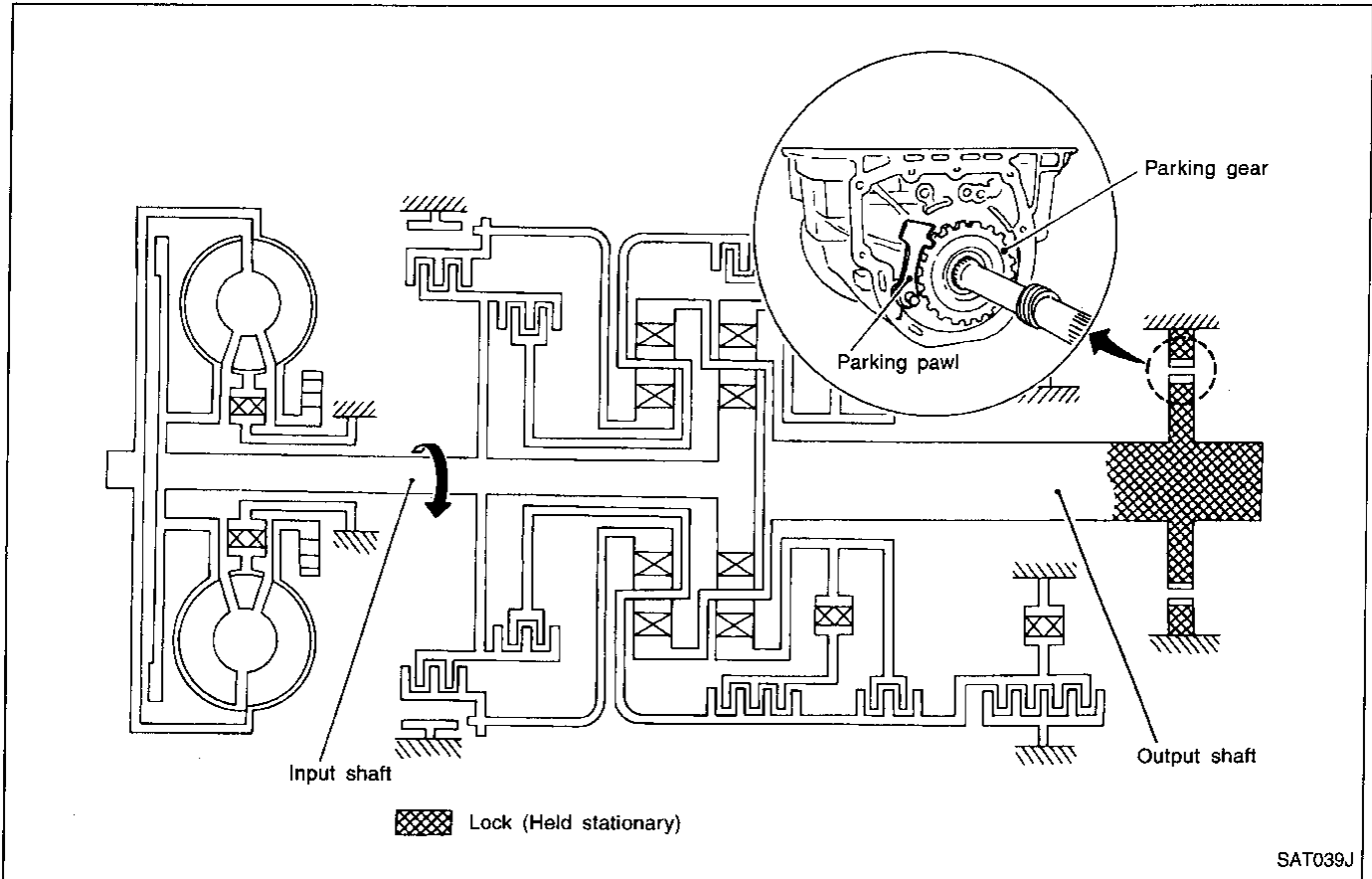
## Shift Mechanism (Cont'd)

### POWER TRANSMISSION

#### "N" and "P" positions

- "N" position  
No control members operate. Power from the input shaft is not transmitted to the output shaft since the clutch does not operate.
- "P" position  
Similar to the "N" position, no control members operate. The parking pawl interconnected with the select lever engages with the parking gear to mechanically hold the output shaft so that the powertrain is locked.

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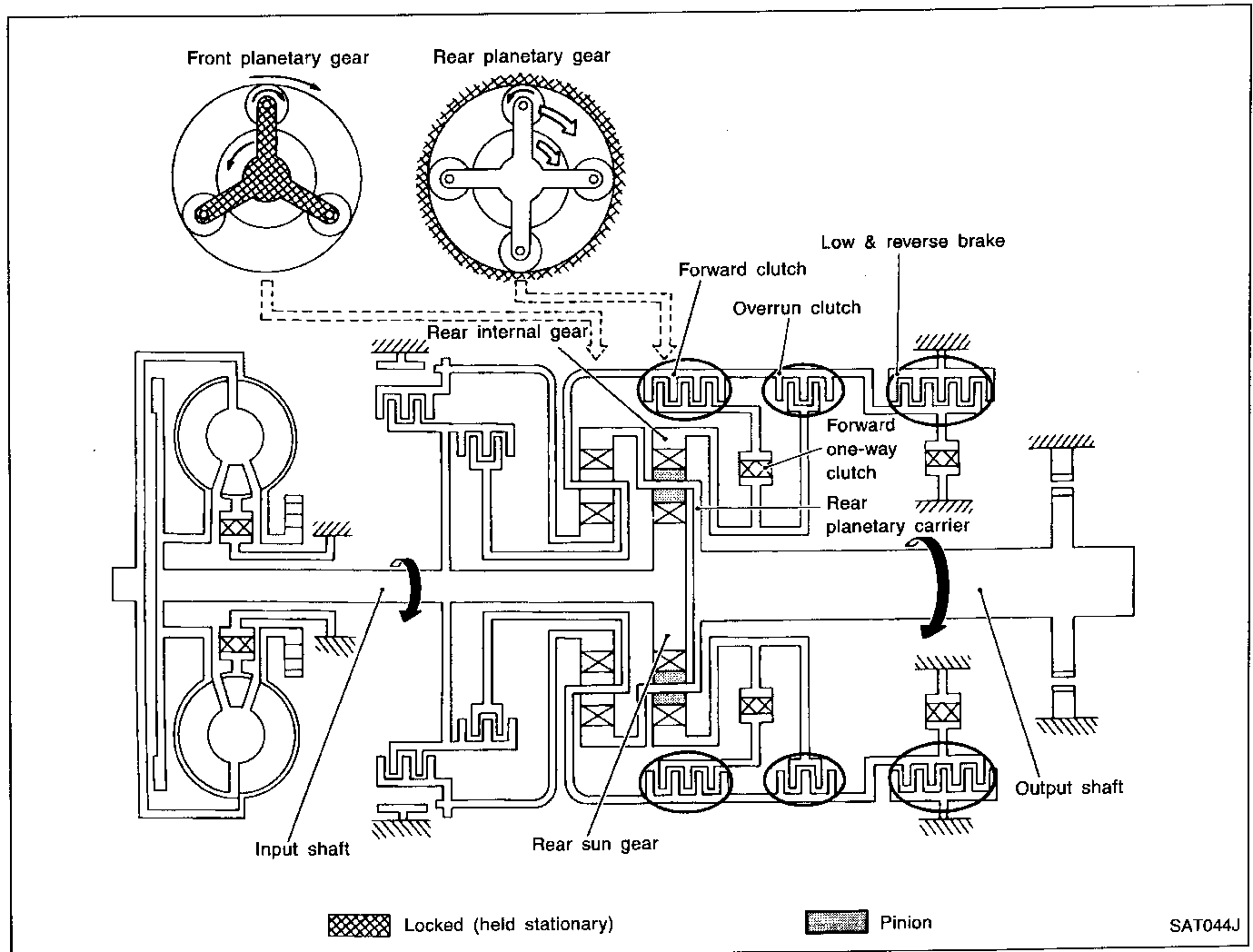


# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

**"1<sub>1</sub>" position**

<b>Forward clutch</b> <b>Forward one-way clutch</b> <b>Overrun clutch</b> <b>Low and reverse brake</b>	As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D <sub>1</sub> and 2 <sub>1</sub> .
<b>Engine brake</b>	Overrun clutch always engages, therefore engine brake can be obtained when decelerating.
<b>Power flow</b>	Input shaft ↓ Rear sun gear ↓ Rear planetary gear → Output shaft



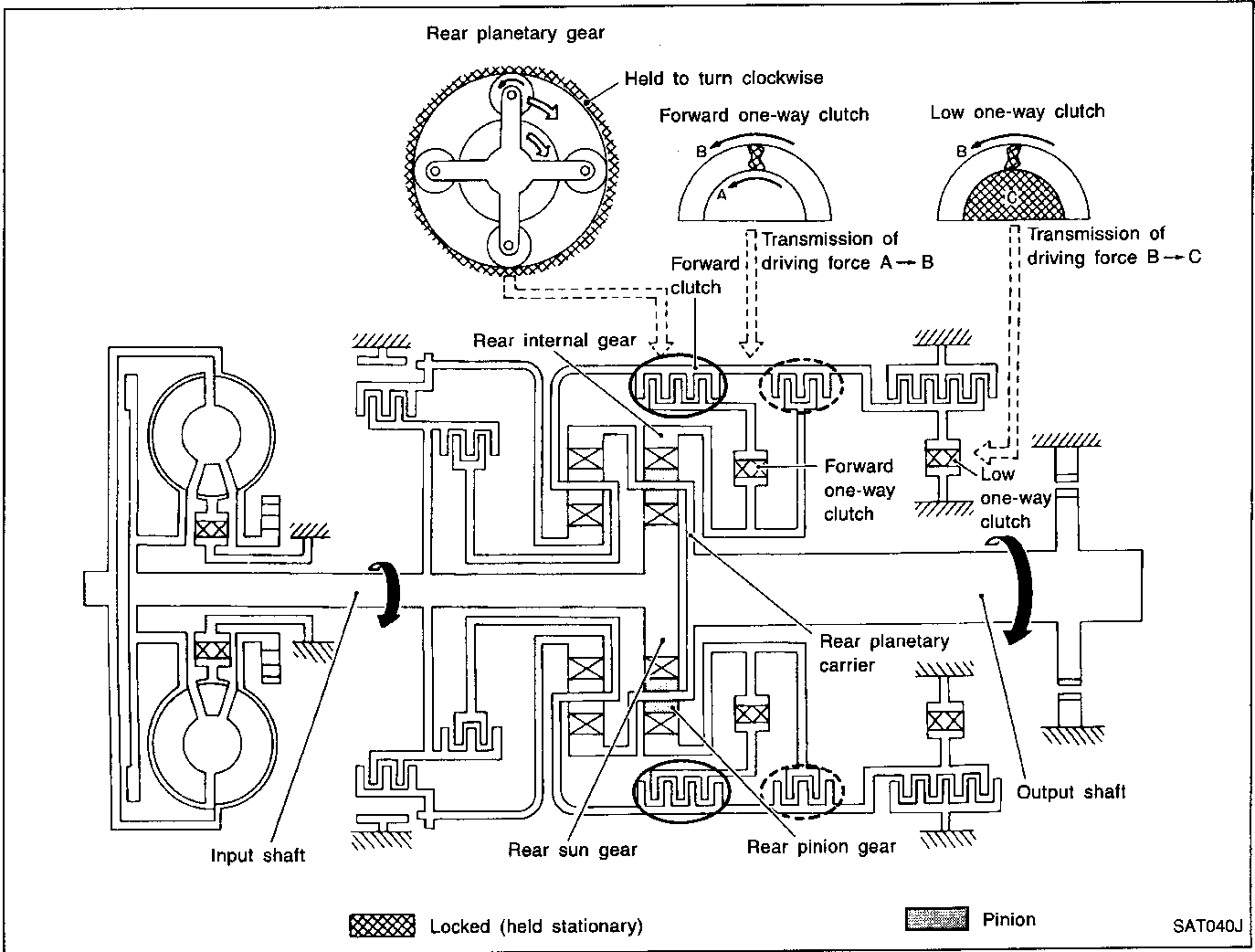
# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

### "D<sub>1</sub>" and "2<sub>1</sub>" positions

<b>Forward one-way clutch</b> <b>Forward clutch</b> <b>Low one-way clutch</b>	Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches. (Start-up at D <sub>1</sub> )
<b>Overrun clutch</b> engagement conditions (Engine brake)	D <sub>1</sub> : Overdrive control switch in "OFF" Throttle opening less than 3/16 2 <sub>1</sub> : Throttle opening less than 3/16 At D <sub>1</sub> and 2 <sub>1</sub> positions, engine brake is not activated due to free turning of low one-way clutch.
Power flow	Input shaft ↓ Rear sun gear ↓ Rear pinion gear ↓ Rear planetary carrier → Output shaft

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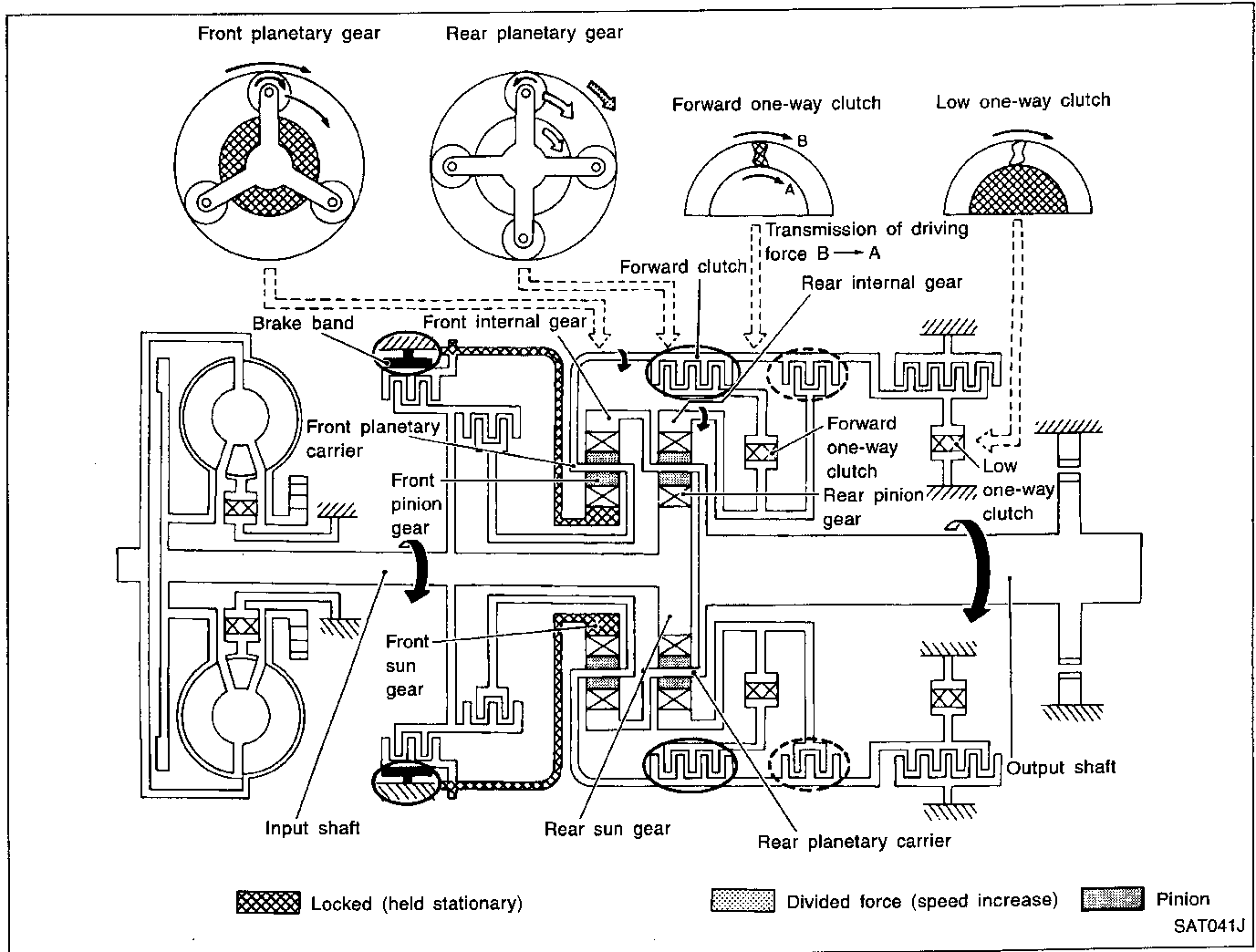




# OVERALL SYSTEM Shift Mechanism (Cont'd)

**"D<sub>2</sub>", "2<sub>2</sub>" and "1<sub>2</sub>" positions**

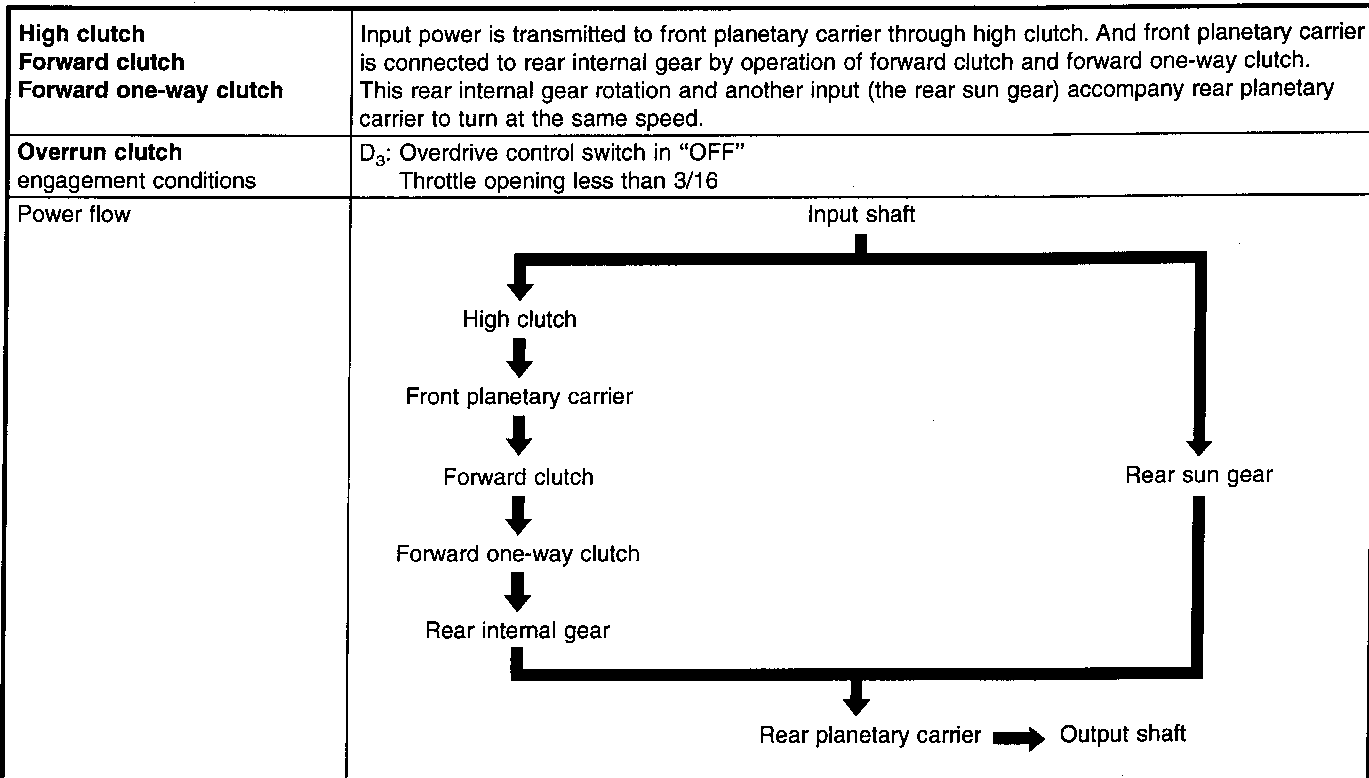
<p><b>Forward clutch</b> <b>Forward one-way clutch</b> <b>Brake band</b></p>	<p>Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier.</p> <p>As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.</p>
<p><b>Overrun clutch</b> engagement conditions</p>	<p>D<sub>2</sub>: Overdrive control switch in "OFF" Throttle opening less than 3/16</p> <p>2<sub>2</sub>: Throttle opening less than 3/16</p> <p>1<sub>2</sub>: Always engaged</p>
<p>Power flow</p>	<pre> graph TD     IS[Input shaft] --&gt; RSG[Rear sun gear]     RSG --&gt; FIG[Front internal gear]     FIG --&gt; RPC[<b>Rear planetary carrier</b> Front internal gear]     RPC --&gt; OS[Output shaft]     RPC --&gt; FPC[Front planetary carrier]     FPC --&gt; RIG[Rear internal gear]     RIG --&gt; IS     </pre>



# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

"D<sub>3</sub>" position



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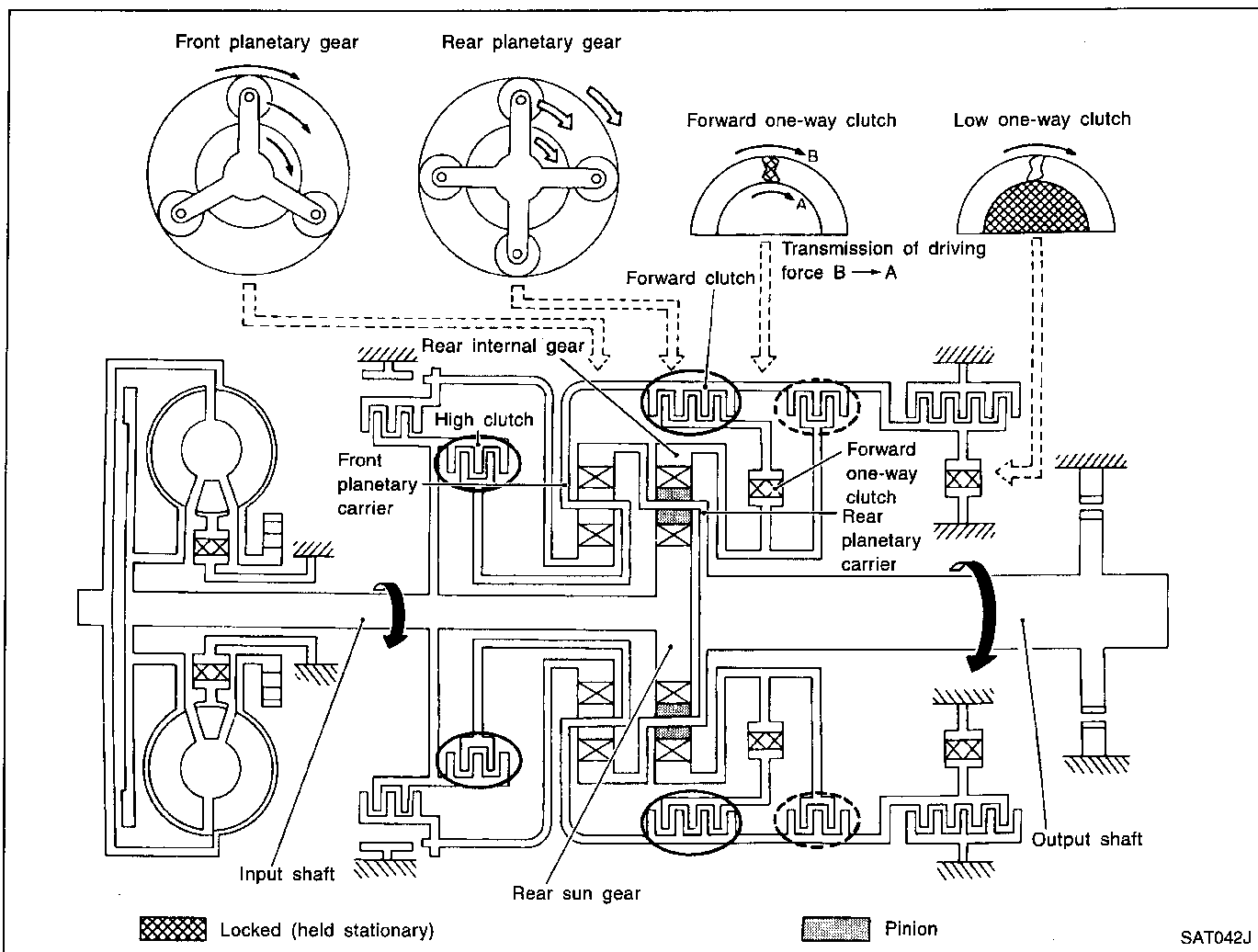
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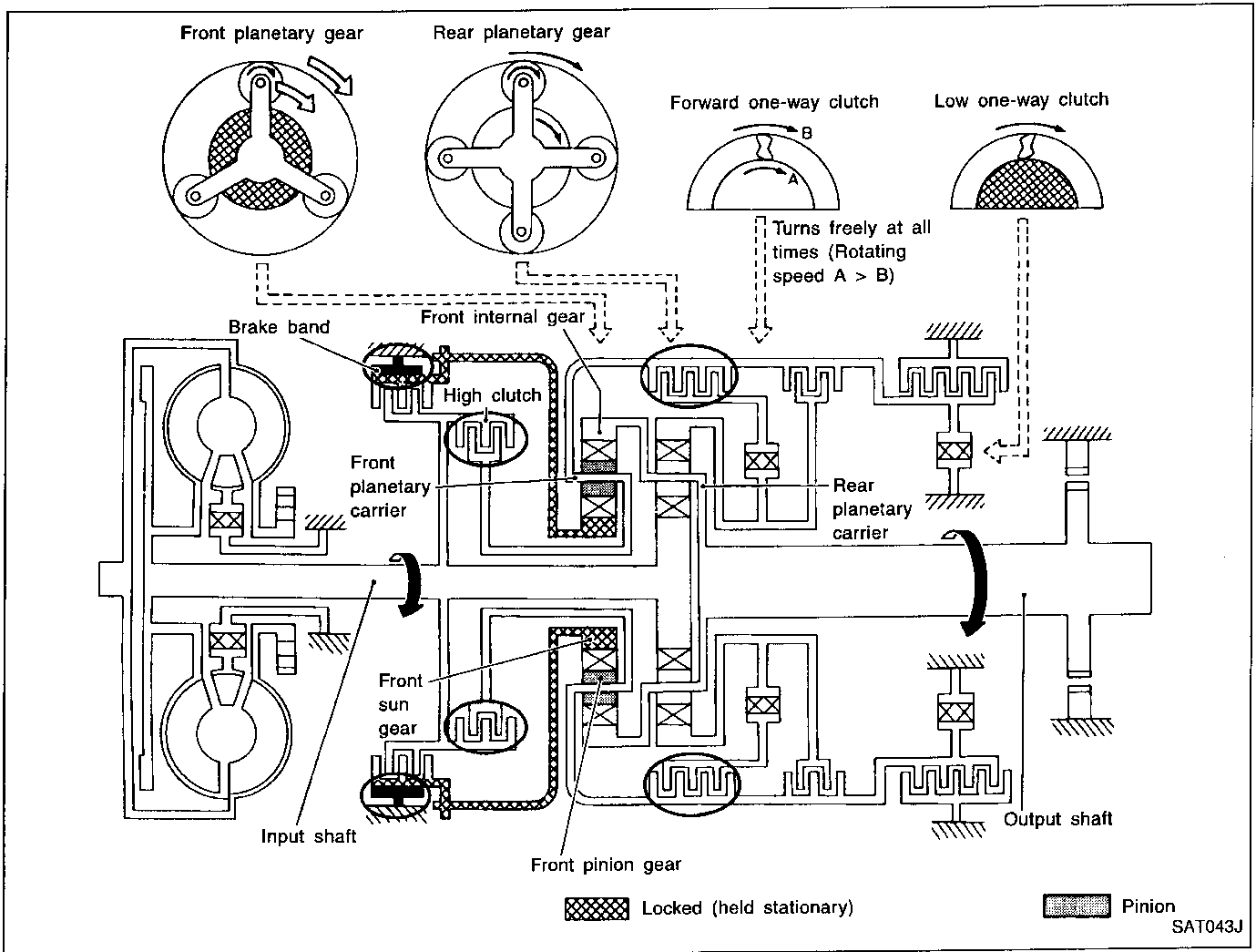


# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

### "D<sub>4</sub>" (OD) position

<p><b>High clutch</b>  <b>Brake band</b>  <b>Forward clutch</b>          (Does not affect power transmission)</p>	<p>Input power is transmitted to front carrier through high clutch. This front planetary carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.</p>
<p>Engine brake</p>	<p>At D<sub>4</sub> position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>
<p>Power flow</p>	<pre>             graph TD             IS[Input shaft] --&gt; HC[High clutch]             HC --&gt; FPC[Front planetary carrier]             FPC --&gt; FPG[Front pinion gear]             FPG --&gt; FIG[Front internal gear]             FIG --&gt; RPC[Rear planetary carrier]             RPC --&gt; OS[Output shaft]             </pre>

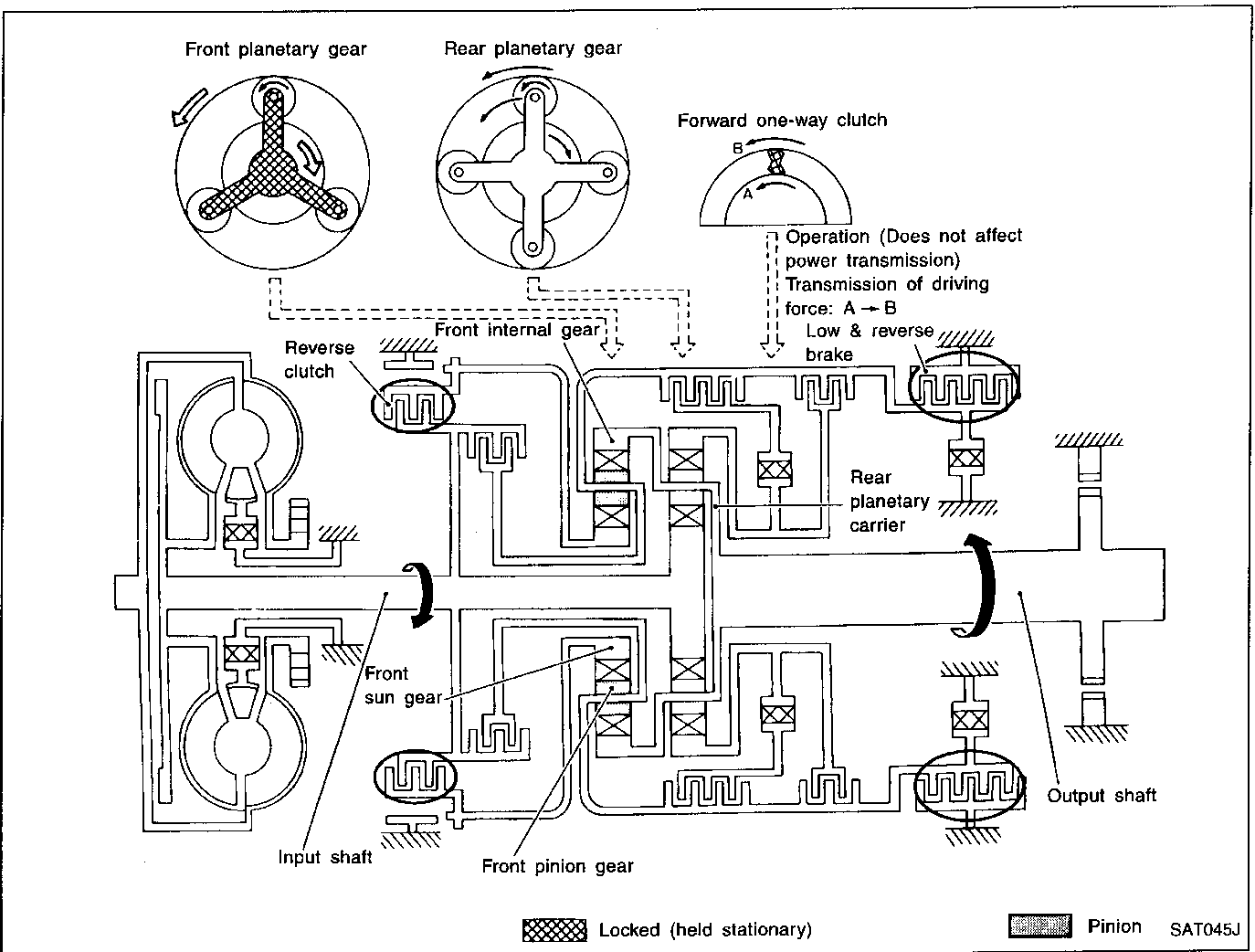


# OVERALL SYSTEM

## Shift Mechanism (Cont'd)

### "R" position

<b>Reverse clutch</b> <b>Low and reverse brake</b>	Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.
Engine brake	As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.
Power flow	<div style="text-align: center;">                     Input shaft                      ↓                      Reverse clutch                      ↓                      Front pinion gear ← Front sun gear                      ↓                      Front internal gear → Output shaft                 </div>



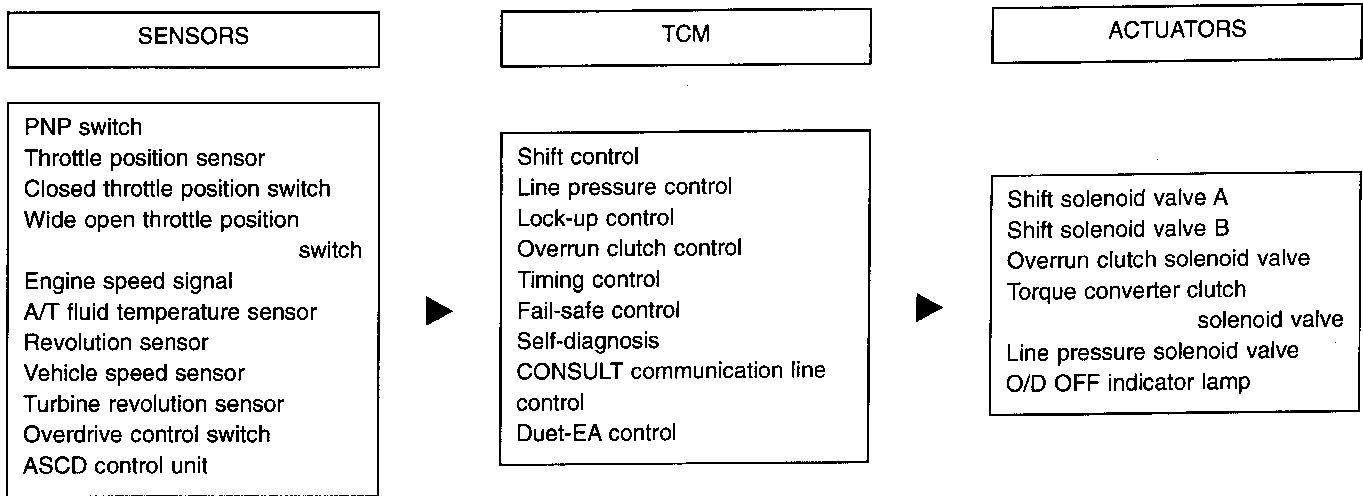
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# OVERALL SYSTEM

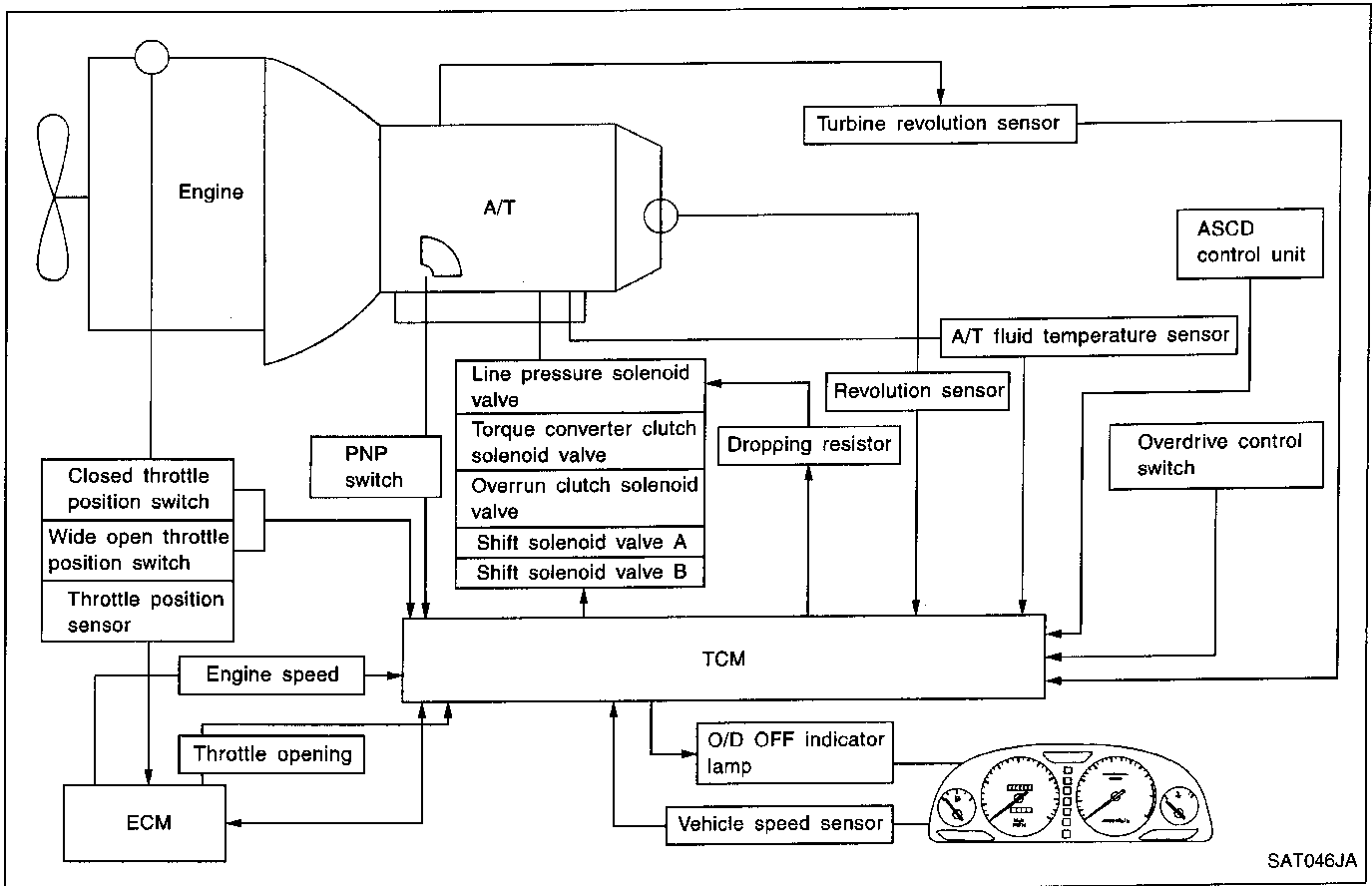
## Control System

### OUTLINE

The automatic transmission senses vehicle operating conditions through various sensors. It always controls the optimum shift position and reduces shifting and lock-up shocks.



### CONTROL SYSTEM



SAT046JA

# OVERALL SYSTEM

## Control System (Cont'd)

### TCM FUNCTION

The function of the TCM is to:

- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

### INPUT/OUTPUT SIGNAL OF TCM

	Sensors and solenoid valves	Function
Input	PNP switch	Detects select lever position and sends a signal to TCM.
	Throttle position sensor	Detects throttle valve position and sends a signal to TCM.
	Closed throttle position switch	Detects throttle valve's fully-closed position and sends a signal to TCM.
	Wide open throttle position switch	Detects a throttle valve position of greater than 1/2 of full throttle and sends a signal to TCM.
	Engine speed signal	From ECM.
	A/T fluid temperature sensor	Detects transmission fluid temperature and sends a signal to TCM.
	Revolution sensor	Detects output shaft rpm and sends a signal to TCM.
	Turbine revolution sensor	Sends an input shaft revolution signal.
	Vehicle speed sensor	Used as an auxiliary vehicle speed sensor. Sends a signal when revolution sensor (installed on transmission) malfunctions.
	Overdrive control switch	Sends a signal, which prohibits a shift to "D <sub>4</sub> " (overdrive) position, to the TCM.
ASCD control unit	Sends a cruise signal or "D <sub>4</sub> " (overdrive) cancel signal to TCM.	
Output	Shift solenoid valve A/B	Selects shifting point suited to driving conditions in relation to a signal sent from TCM.
	Line pressure solenoid valve	Regulates (or decreases) line pressure suited to driving conditions in relation to a signal sent from TCM.
	Torque converter clutch solenoid valve	Regulates (or decreases) lock-up pressure suited to driving conditions in relation to a signal sent from TCM.
	Overrun clutch solenoid valve	Controls an "engine brake" effect suited to driving conditions in relation to a signal sent from TCM.
	O/D OFF indicator lamp	Shows TCM faults, when A/T control components malfunction.

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## Control Mechanism

### LINE PRESSURE CONTROL

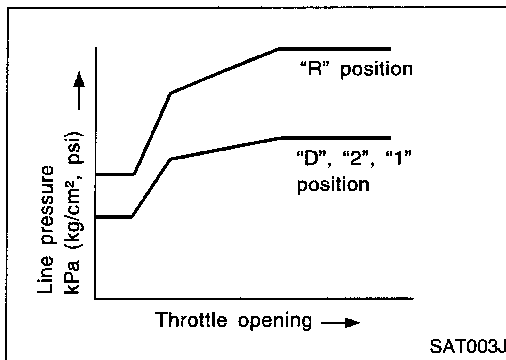
TCM has the various line pressure control characteristics to meet the driving conditions.

An ON-OFF duty signal is sent to the line pressure solenoid valve based on TCM characteristics.

Hydraulic pressure on the clutch and brake is electronically controlled through the line pressure solenoid valve to accommodate engine torque. This results in smooth shift operation.

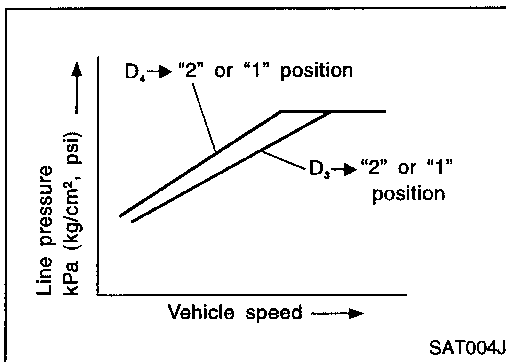
### Normal control

The line pressure to throttle opening characteristics is set for suitable clutch operation.



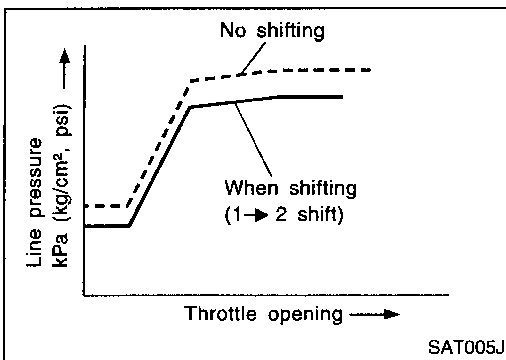
### Back-up control (Engine brake)

If the selector lever is shifted to "2" position while driving in D<sub>4</sub> (OD) or D<sub>3</sub>, great driving force is applied to the clutch inside the transmission. Clutch operating pressure (line pressure) must be increased to deal with this driving force.



### During shift change

The line pressure is temporarily reduced corresponding to a change in engine torque when shifting gears (that is, when the shift solenoid valve is switched for clutch operation) to reduce shifting shock.

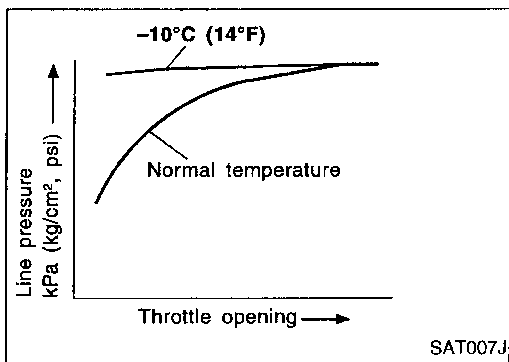
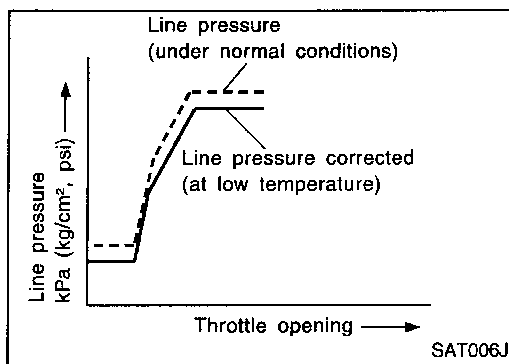


### At low fluid temperature

- Fluid viscosity and frictional characteristics of the clutch facing change with fluid temperature. Clutch engaging or band-contacting pressure is compensated for, according to fluid temperature, to stabilize shifting quality.

# OVERALL SYSTEM

## Control Mechanism (Cont'd)



- The line pressure is reduced below 60°C (140°F) to prevent shifting shock due to low viscosity of automatic transmission fluid when temperature is low.

- Line pressure is increased to a maximum irrespective of the throttle opening when fluid temperature drops to -10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.

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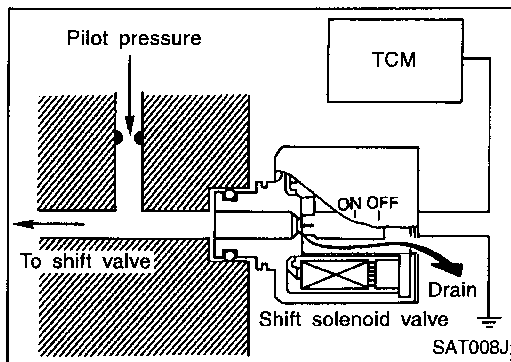
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## SHIFT CONTROL

The shift is regulated entirely by electronic control to accommodate vehicle speed and varying engine operations. This is accomplished by electrical signals transmitted by the revolution sensor and throttle position sensor. This results in improved acceleration performance and fuel economy.



## Control of shift solenoid valves A and B

The TCM activates shift solenoid valves A and B according to signals from the throttle position sensor and revolution sensor to select the optimum gear position on the basis of the shift schedule memorized in the TCM.

The shift solenoid valve performs simple ON-OFF operation. When set to "ON", the drain circuit closes and pilot pressure is applied to the shift valve.

## Relation between shift solenoid valves A and B and gear positions

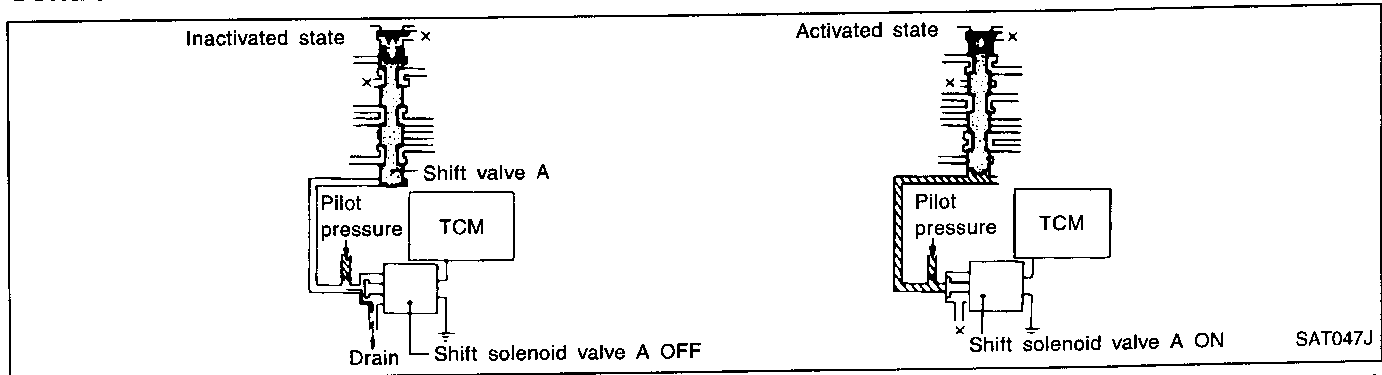
Gear position	D <sub>1</sub> , 2 <sub>1</sub> , 1 <sub>1</sub>	D <sub>2</sub> , 2 <sub>2</sub> , 1 <sub>2</sub>	D <sub>3</sub>	D <sub>4</sub> (OD)	N-P
Shift solenoid valve					
A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)	ON (Closed)
B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)



# OVERALL SYSTEM

## Control Mechanism (Cont'd)

### Control of shift valves A and B



Pilot pressure generated by the operation of shift solenoid valves A and B is applied to the end face of shift valves A and B.

The drawing above shows the operation of shift valve B. When the shift solenoid valve is "ON", pilot pressure applied to the end face of the shift valve overcomes spring force, moving the valve upward.

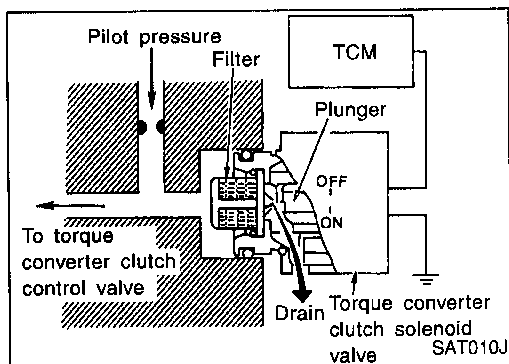
### LOCK-UP CONTROL

The torque converter clutch piston in the torque converter is locked to eliminate torque converter slip to increase power transmission efficiency. The solenoid valve is controlled by an ON-OFF duty signal sent from the TCM. The signal is converted to oil pressure signal which controls the torque converter clutch piston.

### Conditions for lock-up operation

When vehicle is driven in 4th gear position, vehicle speed and throttle opening are detected. If the detected values fall within the lock-up zone memorized in the TCM, lock-up is performed.

Overdrive control switch	ON	OFF
Selector lever	"D" position	
Gear position	D <sub>4</sub>	D <sub>3</sub>
Vehicle speed sensor	More than set value	
Throttle position sensor	Less than set opening	
Closed throttle position switch	OFF	
A/T fluid temperature sensor	More than 40°C (104°F)	



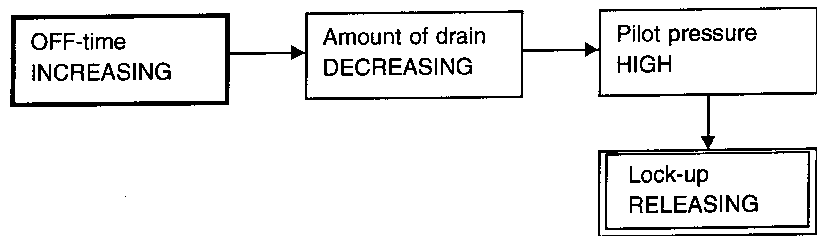
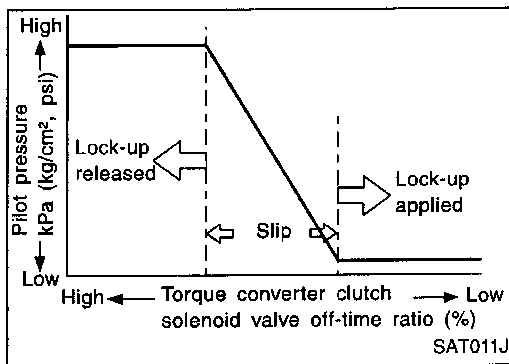
### Torque converter clutch solenoid valve control

The torque converter clutch solenoid valve is controlled by the TCM. The plunger closes the drain circuit during the "OFF" period, and opens the circuit during the "ON" period. If the percentage of OFF-time increases in one cycle, the pilot pressure drain time is reduced and pilot pressure remains high.

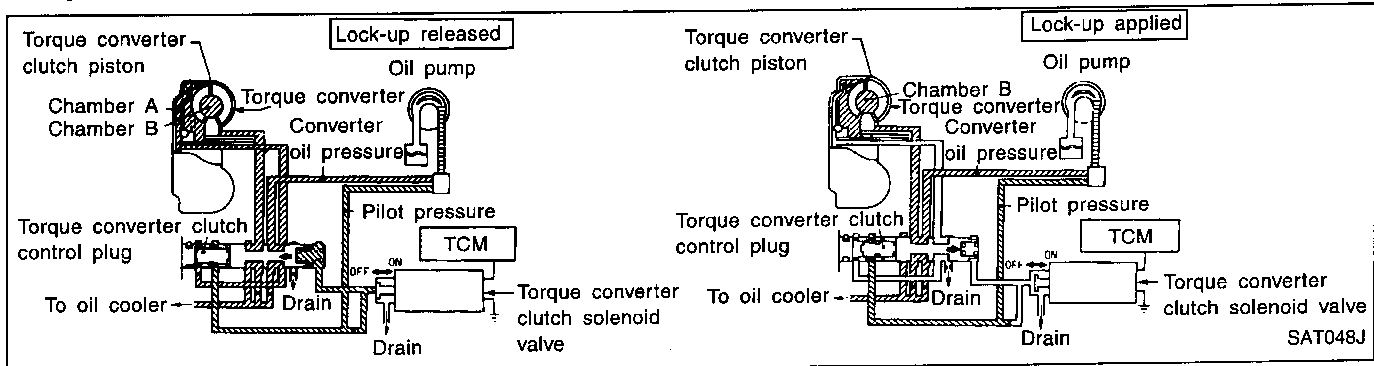
The torque converter clutch piston is designed to slip to adjust the ratio of ON-OFF, thereby reducing lock-up shock.

# OVERALL SYSTEM

## Control Mechanism (Cont'd)



## Torque converter clutch control valve operation



### Lock-up released

The OFF-duration of the torque converter clutch solenoid valve is long, and pilot pressure is high. The pilot pressure pushes the end face of the torque converter clutch control valve in combination with spring force to move the valve to the left. As a result, converter pressure is applied to chamber A (torque converter clutch piston release side). Accordingly, the torque converter clutch piston remains unlocked.

### Lock-up applied

When the OFF-duration of the torque converter clutch solenoid valve is short, pilot pressure drains and becomes low. Accordingly, the control valve moves to the right by the pilot pressure of the other circuit and converter pressure. As a result, converter pressure is applied to chamber B, keeping the torque converter clutch piston applied.

Also smooth lock-up is provided by transient application and release of the lock-up.

## OVERRUN CLUTCH CONTROL (ENGINE BRAKE CONTROL)

Forward one-way clutch is used to reduce shifting shocks in downshifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

The overrun clutch operates when the engine brake is needed.

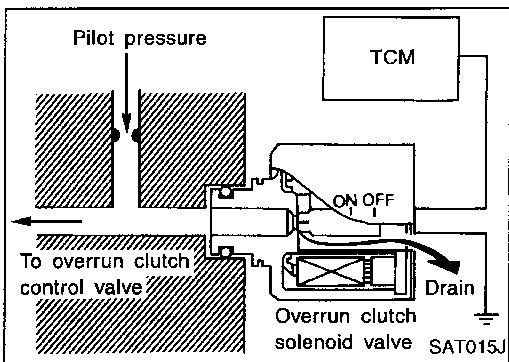
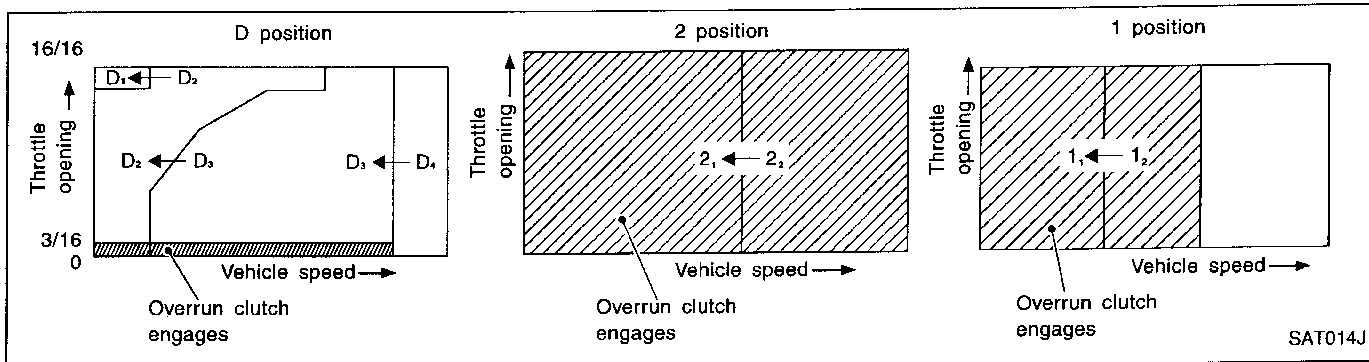
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# OVERALL SYSTEM

## Control Mechanism (Cont'd)

### Overrun clutch operating conditions

	Gear position	Throttle opening
"D" position	D <sub>1</sub> , D <sub>2</sub> , D <sub>3</sub> gear position	Less than 3/16
"2" position	2 <sub>1</sub> , 2 <sub>2</sub> gear position	
"1" position	1 <sub>1</sub> , 1 <sub>2</sub> gear position	At any position

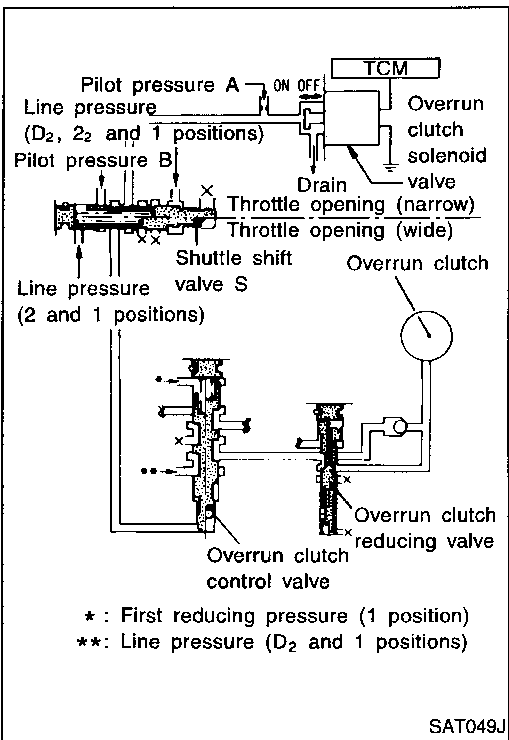


### Overrun clutch solenoid valve control

The overrun clutch solenoid valve is operated by an ON-OFF signal transmitted by the TCM to provide overrun clutch control (engine brake control).

When this solenoid valve is "ON", the pilot pressure drain port closes. When it is "OFF", the drain port opens.

During the solenoid valve "ON" pilot pressure is applied to the end face of the overrun clutch control valve.



### Overrun clutch control valve operation

When the solenoid valve is "ON", pilot pressure A is applied to the overrun clutch control valve through shuttle shift valve S. This pushes up the overrun clutch control valve. The line pressure, which is routed by the overrun clutch reducing valve, is then shut off so that the clutch does not engage.

When the solenoid valve is "OFF", pilot pressure A is not generated. At this point, the overrun clutch control valve moves downward by spring force. As a result, overrun clutch operation pressure is provided by the overrun clutch reducing valve. This causes the overrun clutch to engage.

In the "1" position, the overrun clutch control valve remains pushed down so that the overrun clutch is engaged at all times.

# OVERALL SYSTEM

## Control Valve

### FUNCTION OF CONTROL VALVES

Valve name	Function																															
Pressure regulator valve Pressure regulator plug Pressure regulator sleeve plug	Regulate oil discharged from the oil pump to provide optimum line pressure for all driving conditions.																															
Pressure modifier valve	Used as a signal supplementary valve to the pressure regulator valve. Regulates pressure-modifier pressure (signal pressure) which controls optimum line pressure for all driving conditions.																															
Modifier accumulator piston	Smooths hydraulic pressure regulated by the pressure modifier valve to prevent pulsations.																															
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, 3-2 timing required for shifting.																															
Accumulator control valve Accumulator control sleeve	Regulate accumulator backpressure to pressure suited to driving conditions.																															
Manual valve	<p>Directs line pressure to oil circuits corresponding to select positions.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th rowspan="2">Position</th> <th colspan="3">Circuit</th> </tr> <tr> <th>①</th> <th>②</th> <th>③</th> </tr> </thead> <tbody> <tr> <td>P</td> <td></td> <td></td> <td></td> </tr> <tr> <td>R</td> <td></td> <td></td> <td style="text-align: center;">○</td> </tr> <tr> <td>N</td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td style="text-align: center;">○</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> <td></td> </tr> <tr> <td>1</td> <td style="text-align: center;">○</td> <td style="text-align: center;">○</td> <td></td> </tr> </tbody> </table> <div style="margin-left: 20px; margin-top: 10px;"> </div> <p>Hydraulic pressure drains when the shift lever is in Neutral.</p>	Position	Circuit			①	②	③	P				R			○	N				D	○			2	○	○		1	○	○	
Position	Circuit																															
	①	②	③																													
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1	○	○																														
Shift valve A	<p>Simultaneously switches three oil circuits using output pressure of shift solenoid valve A to meet driving conditions (vehicle speed, throttle opening, etc.).</p> <p>Provides automatic downshifting and up-shifting (1st→2nd→3rd→4th gears/4th→3rd→2nd→1st gears) in combination with shift valve B.</p>																															
Shift valve B	<p>Simultaneously switches three oil circuits using output pressure of shift solenoid valve B in relation to driving conditions (vehicle speed, throttle opening, etc.).</p> <p>Provides automatic downshifting and up-shifting (1st→2nd→3rd→4th gears/4th→3rd→2nd→1st gears) in combination with shift valve A.</p>																															
Shuttle shift valve S	<p>Switches hydraulic circuits to provide 3-2 timing control and overrun clutch control in relation to the throttle opening.</p> <p>Inactivates the overrun clutch to prevent interlocking in "D" (D<sub>4</sub>) position when the throttle is wide open.</p>																															
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in "D" position. (Interlocking occurs if the overrun clutch engages during D <sub>4</sub> operation.)																															
4-2 relay valve	Memorizes that the transmission is in "D" (D <sub>4</sub> ) position. Prevents the transmission from downshifting from "D" (D <sub>4</sub> ) to "2" position in combination with 4-2 sequence valve and shift valves A and B when downshifting from "D" (D <sub>4</sub> ) to "2" position.																															
4-2 sequence valve	Prevents band servo pressure from draining before high clutch operating pressure and band servo releasing pressure drain (from the same circuit) during downshifting from "D" (D <sub>4</sub> ) to "2" position.																															
Servo charger valve	<p>An accumulator and a one-way orifice are used in the "2" position band servo oil circuit to dampen shifting shock when shifting from "1" to "2" position.</p> <p>To maintain adequate flowrate when downshifting from "D" position to "2" position, the servo charger valve directs "2" position band servo hydraulic pressure to the circuit without going through the one-way orifice when downshifting from "D" position.</p>																															

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## OVERALL SYSTEM

### Control Valve (Cont'd)

Valve name	Function
3-2 timing valve	Prevents a late operation of the brake band when shifting selector lever from "D" to "1" or "2" position while driving in D <sub>3</sub> .
"1" reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when downshifting from the "1" position 1 <sub>2</sub> to 1 <sub>1</sub> .
Overrun clutch reducing valve	Reduces oil pressure directed to the overrun clutch and prevents engine-brake shock. In "1" and "2" positions, line pressure acts on the overrun clutch reducing valve to increase the pressure-regulating point, with resultant engine brake capability.
Torque converter relief valve	Prevents an excessive rise in torque converter pressure.
Torque converter clutch control valve Torque converter clutch control plug Torque converter clutch control sleeve	Activate or inactivate the lock-up function. Also provide smooth lock-up through transient application and release of the lock-up system.
Shuttle shift valve D	Switches hydraulic circuits so that output pressure of the torque converter clutch solenoid valve acts on the lock-up valve in the "D" position of D <sub>2</sub> , D <sub>3</sub> and D <sub>4</sub> . ("1" or "R" position, lock-up is inhibited.) Lock-up control is not affected in "D" position D <sub>2</sub> , D <sub>3</sub> or D <sub>4</sub> , unless output pressure of the torque converter clutch solenoid valve is generated by a signal from the TCM.

## Introduction

The A/T system has two self-diagnostic systems.

The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory but not the TCM memory.

The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to AT-51.

## OBD-II Function for A/T System

The ECM provides emission-related on board diagnostic (OBD-II) functions for the A/T system. One function is to receive a signal from the TCM used with OBD-related parts of the A/T system. The signal is sent to the ECM when a malfunction occurs in the corresponding OBD-related part. The other function is to indicate a diagnostic result by means of the MIL (malfunction indicator lamp) on the instrument panel. Sensors, switches and solenoid valves are used as sensing elements.

The MIL automatically illuminates in One or Two Trip Detection Logic when a malfunction is sensed in relation to A/T system parts.

## One or Two Trip Detection Logic of OBD-II

### ONE TRIP DETECTION LOGIC

If a malfunction is sensed during the first test drive, the MIL will illuminate and the malfunction will be stored in the ECM memory as a DTC. The TCM is not provided with such a memory function.

### TWO TRIP DETECTION LOGIC

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL will not illuminate. — First Trip  
If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — Second Trip

A/T-related parts for which the MIL illuminates during the first or second test drive are listed below.




Items	MIL	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750 (1108)	X	
Shift solenoid valve B — DTC: P0755 (1201)	X	
Throttle position sensor or switch — DTC: P1705 (1206)	X	
Except above		X

The “trip” in the “One or Two Trip Detection Logic” means a driving mode in which self-diagnosis is performed during vehicle operation.

## OBD-II Diagnostic Trouble Code (DTC)

### How to read DTC and 1st trip DTC

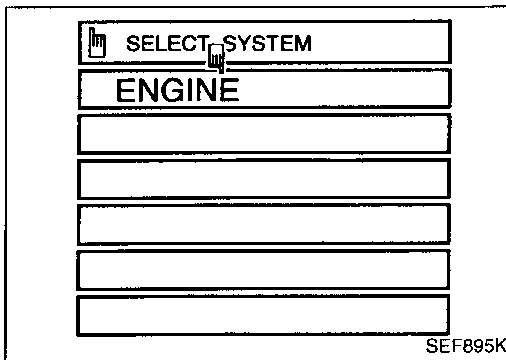
DTC and 1st trip DTC can be read by the following methods.

-  1. The number of blinks of the malfunction indicator lamp in the Diagnostic Test Mode II (Self-Diagnostic Results) Examples: 1101, 1102, 1103, 1104, etc. For details, refer to EC section [“Malfunction Indicator Lamp (MIL)”, “ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION”].  
These DTCs are controlled by NISSAN.
-  2. CONSULT or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.  
These DTCs are prescribed by SAE J2012.
-  (CONSULT also displays the malfunctioning component or system.)

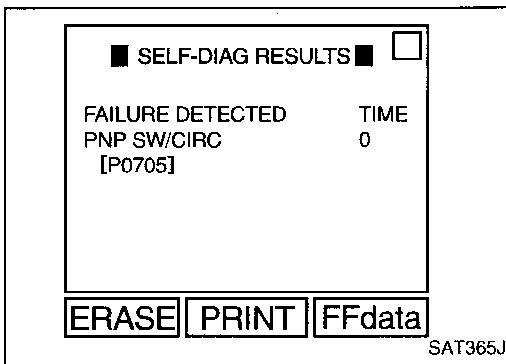
# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## OBD-II Diagnostic Trouble Code (DTC) (Cont'd)

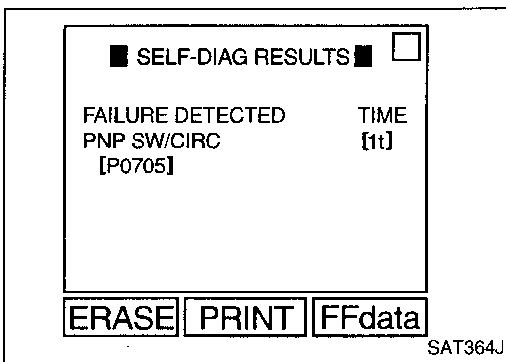
- 1st trip DTC No. is the same as DTC No.
- Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal. CONSULT can identify them as shown below. Therefore, using CONSULT (if available) is recommended.



A sample of CONSULT display for DTC is shown at left. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode for "ENGINE" with CONSULT. Time data indicates how many times the vehicle was driven after the last detection of a DTC.



If the DTC is being detected currently, the time data will be "0".



If a 1st trip DTC is stored in the ECM, the time data will be "[1t]".

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## OBD-II Diagnostic Trouble Code (DTC) (Cont'd)

### FREEZE FRAME DATA AND 1ST TRIP FREEZE FRAME DATA

The ECM has a memory function, which stores the driving condition such as fuel system status, calculated load value, engine coolant temperature, short term fuel trim, long term fuel trim, engine speed and vehicle speed at the moment the ECM detects a malfunction.

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT or GST. The 1st trip freeze frame data can only be displayed on the CONSULT screen, not on the GST. For detail, refer to EC section ("CONSULT", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

Only one set of freeze frame data (either 1st trip freeze frame data or freeze frame data) can be stored in the ECM. 1st trip freeze frame data is stored in the ECM memory along with the 1st trip DTC. There is no priority for 1st trip freeze frame data and it is updated each time a different 1st trip DTC is detected. However, once freeze frame data (2nd trip detection/MIL on) is stored in the ECM memory, 1st trip freeze frame data is no longer stored. Remember, only one set of freeze frame data can be stored in the ECM. The ECM has the following priorities to update the data.

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0306 (0701, 0603 - 0608) Fuel Injection System Function — DTC: P0171 (0115), P0172 (0114), P0174 (0209), P0175 (0210)
2		Except the above items (Includes A/T related items)
3	1st trip freeze frame data	

Both 1st trip freeze frame data and freeze frame data (along with the DTCs) are cleared when the ECM memory is erased.

### HOW TO ERASE DTC

The diagnostic trouble code can be erased by CONSULT, GST or ECM DIAGNOSTIC TEST MODE as described following.

- If the battery terminal is disconnected, the diagnostic trouble code will be lost within 24 hours.
- When you erase the DTC, using CONSULT or GST is easier and quicker than switching the mode selector on the ECM.

The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to EC section ("Emission-related Diagnostic Information", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

- Diagnostic trouble codes (DTC)
- 1st trip diagnostic trouble codes (1st trip DTC)
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values

#### HOW TO ERASE DTC (With CONSULT)

- If a DTC is displayed for both ECM and TCM, it needs to be erased for both ECM and TCM.
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
  2. Turn CONSULT "ON" and touch "A/T".
  3. Touch "SELF-DIAG RESULTS".
  4. Touch "ERASE". (The DTC in the TCM will be erased.) Then touch "BACK" twice.
  5. Touch "ENGINE".
  6. Touch "SELF-DIAG RESULTS".
  7. Touch "ERASE". (The DTC in the ECM will be erased.)



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## OBD-II Diagnostic Trouble Code (DTC) (Cont'd)

### How to erase DTC (With CONSULT)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.

SELECT SYSTEM
ENGINE
A/T

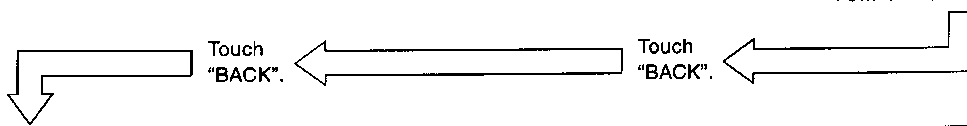
2. Turn CONSULT "ON", and touch "A/T".

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

3. Touch "SELF-DIAG RESULTS".

SELF-DIAG RESULTS
FAILURE DETECTED
SHIFT SOLENOID/V A
ERASE
PRINT

4. Touch "ERASE". (The DTC in the TCM will be erased.)



SELECT SYSTEM
ENGINE
A/T

5. Touch "ENGINE".

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC CONFIRMATION
ECM PART NUMBER

6. Touch "SELF-DIAG RESULTS".

SELF-DIAG RESULTS
FAILURE DETECTED
SFT SOL A/CIRC
[P0750]
TIME
0
ERASE
PRINT
FFdata

7. Touch "ERASE". (The DTC in the ECM will be erased.)

SAT383J



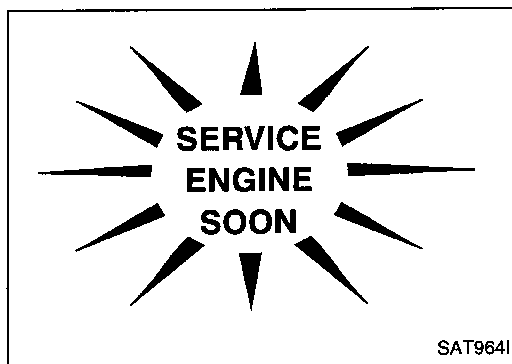
### HOW TO ERASE DTC (With GST)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform "OBD-II SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-48. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to EC section ["Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



### HOW TO ERASE DTC (No Tools)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-48. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Change the diagnostic test mode from Mode II to Mode I by turning the mode selector on the ECM. Refer to EC section ["HOW TO SWITCH DIAGNOSTIC TEST MODES", "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



## Malfunction Indicator Lamp (MIL)

1. The malfunction indicator lamp will light up when the ignition switch is turned ON without the engine running. This is for checking the blown lamp.
  - If the malfunction indicator lamp does not light up, refer to EL section ("WARNING LAMPS"). (Or see MIL & Data Link Connectors in EC section.)
2. When the engine is started, the malfunction indicator lamp should go off. If the lamp remains on, the on board diagnostic system has detected an emission-related (OBD-II) malfunction. For detail, refer to EC section ("ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

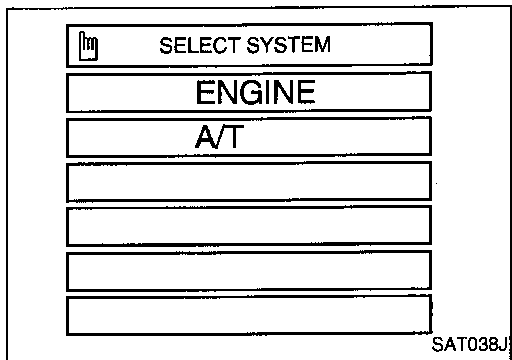
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## CONSULT

### NOTICE

1. The CONSULT electrically displays shift timing and lock-up timing (that is, operation timing of each solenoid).  
Check for time difference between actual shift timing and the CONSULT display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
2. Shift schedule (which implies gear position) displayed on CONSULT and that indicated in Service Manual may differ slightly. This occurs because of the following reasons:
  - Actual shift schedule has more or less tolerance or allowance,
  - Shift schedule indicated in Service Manual refers to the point where shifts start, and
  - Gear position displayed on CONSULT indicates the point where shifts are completed.
3. Shift solenoid valve "A" or "B" is displayed on CONSULT at the start of shifting. Gear position is displayed upon completion of shifting (which is computed by TCM).
4. Additional CONSULT information can be found in the Operation Manual supplied with the CONSULT unit.

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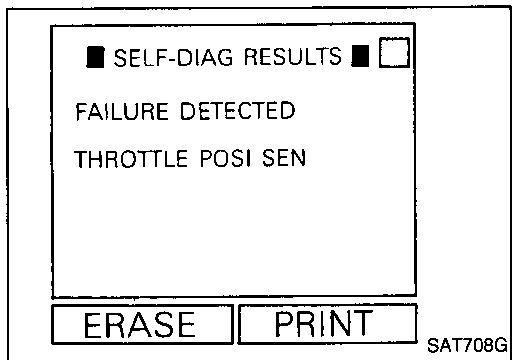
### SELF-DIAGNOSIS

After performing this procedure, place check marks for results on the "DIAGNOSTIC WORKSHEET", AT-55. Reference pages are provided following the items.

#### SELF-DIAGNOSTIC PROCEDURE (With CONSULT)

1. Turn on CONSULT and touch "ENGINE" for OBD-II detected items or touch "A/T" for TCM self-diagnosis.  
If A/T is not displayed, check TCM power supply and ground circuit. Refer to AT-76. If result is NG, refer to EL section ("POWER SUPPLY ROUTING").
2. Touch "SELF-DIAG RESULTS".  
Display shows malfunction experienced since the last erasing operation.  
CONSULT performs REAL-TIME SELF-DIAGNOSIS.  
Also, any malfunction detected while in this mode will be displayed at real time.



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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## CONSULT (Cont'd)

### SELF-DIAGNOSTIC RESULT TEST MODE

Detected items  (Screen terms for CONSULT, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
			 Available by O/D OFF indicator lamp or "A/T" on CONSULT	 Available by malfunction indicator lamp*2, "ENGINE" on CONSULT or GST
"A/T"	"ENGINE"			
PNP switch circuit		● TCM does not receive the correct voltage signal (based on the gear position) from the switch.	—	P0705
—	PNP SW/CIRC			
Revolution sensor		● TCM does not receive the proper voltage signal from the sensor.	X	P0720
VHCL SPEED SEN-A/T	VEH SPD SEN/CIR AT			
Vehicle speed sensor (Meter)		● TCM does not receive the proper voltage signal from the sensor.	X	—
VHCL SPEED SEN-MTR	—			
A/T 1st gear function		● A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	—	P0731*1
—	A/T 1ST GR FNCTN			
A/T 2nd gear function		● A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	—	P0732*1
—	A/T 2ND GR FNCTN			
A/T 3rd gear function		● A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	—	P0733*1
—	A/T 3RD GR FNCTN			
A/T 4th gear function		● A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	—	P0734*1
—	A/T 4TH GR FNCTN			
A/T TCC S/V function (Lock-up)		● A/T cannot perform lock-up even if electrical circuit is good.	—	P0744*1
—	A/T TCC S/V FNCTN			
Shift solenoid valve A		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0750
SHIFT SOLENOID/V A	SFT SOL A/CIRC			
Shift solenoid valve B		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0755
SHIFT SOLENOID/V B	SFT SOL B/CIRC			
Overrun clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P1760
OVERRUN CLUTCH S/V	O/R CLUCH SOL/CIRC			
T/C clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0740
T/C CLUTCH SOL/V	TCC SOLENOID/CIRC			
Line pressure solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0745
LINE PRESSURE S/V	L/PRESS SOL/CIRC			
Throttle position sensor Throttle position switch		● TCM receives an excessively low or high voltage from the sensor.	X	P1705
THROTTLE POSI SEN	TP SEN/CIRC A/T			
Engine speed signal		● TCM does not receive the proper voltage signal from the ECM.	X	P0725
ENGINE SPEED SIG	—			
A/T fluid temperature sensor		● TCM receives an excessively low or high voltage from the sensor.	X	P0710
BATT/FLUID TEMP SEN	ATF TEMP SEN/CIRC			
Turbine revolution sensor		● TCM does not receive the proper voltage signal from the sensor.	X	—
TURBINE REV	—			
Engine control		● The ECM-A/T communication line is open or shorted.	X	EC section*3
A/T COMM LINE	—			
TCM (RAM)		● TCM memory (RAM) is malfunctioning.	—	—
CONTROL UNIT (RAM)	—			
TCM (ROM)		● TCM memory (ROM) is malfunctioning.	—	—
CONTROL UNIT (ROM)	—			
Initial start		● This is not a malfunction message (Whenever shutting off a power supply to the TCM, this message appears on the screen.)	X	—
INITIAL START	—			
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		● No failure has been detected.	X	X

X : Applicable

— : Not applicable

\*1 : These malfunctions cannot be displayed by MIL  if another malfunction is assigned to MIL.

\*2 : Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

\*3 : Refer to EC section ("TROUBLE DIAGNOSIS FOR DTC P0600").

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## CONSULT (Cont'd)

### DATA MONITOR MODE (A/T)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE:AT [km/h] or [mph]	X	—	● Vehicle speed computed from signal of revolution sensor is displayed.	When racing engine in "N" or "P" position with vehicle stationary, CONSULT data may not indicate 0 km/h (0 mph).
Vehicle speed sensor 2 (Meter)	VHCL/S SE:MTR [km/h] or [mph]	X	—	● Vehicle speed computed from signal of vehicle speed sensor is displayed.	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor	THRTL POS SEN [V]	X	—	● Throttle position sensor signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	● A/T fluid temperature sensor signal voltage is displayed. ● Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	● Source voltage of TCM is displayed.	
Engine speed	ENGINE SPEED [rpm]	X	X	● Engine speed, computed from engine speed signal, is displayed.	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.
Turbine revolution sensor	TURBINE REV [rpm]	X	—	● Turbine revolution computed from signal of turbine revolution sensor is displayed.	Error may occur under approx. 800 rpm and will not indicate 0 rpm even if engine is not running.
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	● ON/OFF state computed from signal of overdrive control SW is displayed.	
P/N position switch	P/N POSI SW [ON/OFF]	X	—	● ON/OFF state computed from signal of P/N position SW is displayed.	
R position switch	R POSITION SW [ON/OFF]	X	—	● ON/OFF state computed from signal of R position SW is displayed.	
D position switch	D POSITION SW [ON/OFF]	X	—	● ON/OFF state computed from signal of D position SW is displayed.	
2 position switch	2 POSITION SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of 2 position SW, is displayed.	
1 position switch	1 POSITION SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of 1 position SW, is displayed.	
ASCD cruise signal	ASCD:CRUISE [ON/OFF]	X	—	● Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state	● This is displayed even when no ASCD is mounted.
ASCD OD cut signal	ASCD:OD CUT [ON/OFF]	X	—	● Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released	● This is displayed even when no ASCD is mounted.
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of kickdown SW, is displayed.	● This is displayed even when no kickdown switch is equipped.
Closed throttle position switch	CLOSED THL/SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of closed throttle position SW, is displayed.	
Wide open throttle position switch	W/O THRL/P-SW [ON/OFF]	X	—	● ON/OFF status, computed from signal of wide open throttle position SW, is displayed.	
Gear position	GEAR	—	X	● Gear position data used for computation by TCM, is displayed.	

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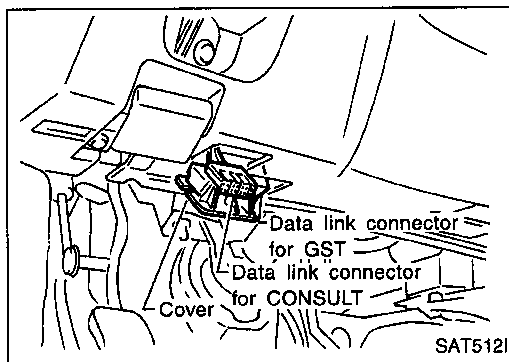
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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## CONSULT (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Selector lever position	SLCT LVR POSI	—	X	• Selector lever position data, used for computation by TCM, is displayed.	• A specific value used for control is displayed if fail-safe is activated due to error.
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	• Vehicle speed data, used for computation by TCM, is displayed.	
Throttle position	THROTTLE POSI [8]	—	X	• Throttle position data, used for computation by TCM, is displayed.	• A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	• Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed.	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	• Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed.	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	• Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed.	Control value of solenoid is displayed even if solenoid circuit is disconnected. The "OFF" signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	• Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed.	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	• Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed.	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	• Control status of O/D OFF indicator lamp is displayed.	

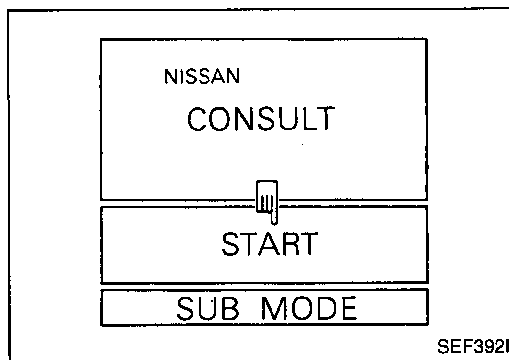
X: Applicable  
—: Not applicable



### DTC WORK SUPPORT MODE WITH CONSULT

#### CONSULT setting procedure

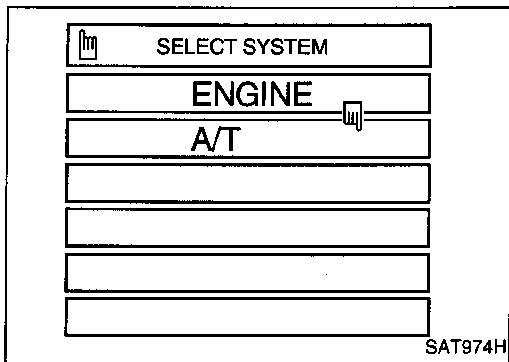
1. Turn ignition switch "OFF".
2. Connect CONSULT to Data link connector for CONSULT. Data link connector for CONSULT is located behind the cover.



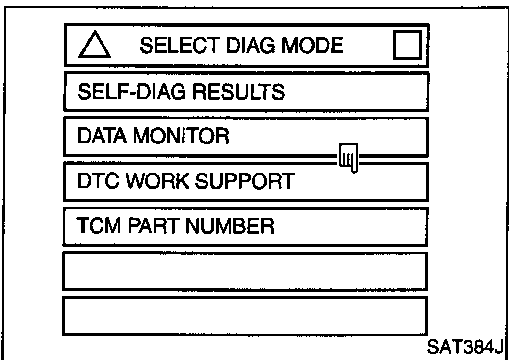
3. Turn ignition switch "ON".
4. Touch "START".

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

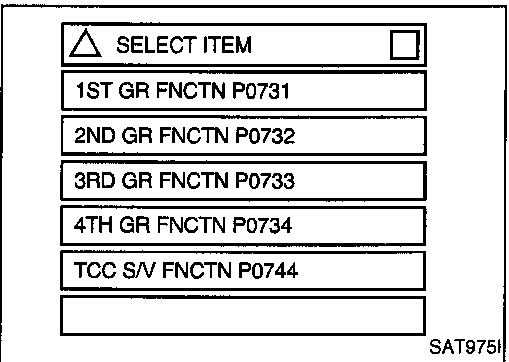
## CONSULT (Cont'd)



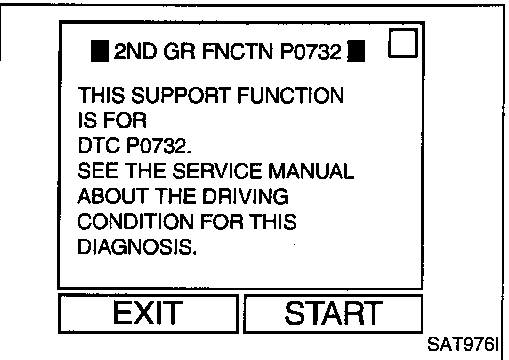
5. Touch "A/T".



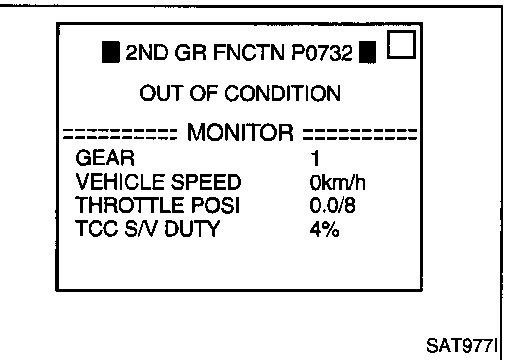
6. Touch "DTC WORK SUPPORT".



7. Touch select item menu (1ST, 2ND, etc.).



8. Touch "START".



9. Perform driving test according to "DTC CONFIRMATION PROCEDURE" in "TROUBLE DIAGNOSIS FOR DTC".

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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## CONSULT (Cont'd)

■ 2ND GR FNCTN P0732 ■

**TESTING**

----- MONITOR -----

GEAR	2
VEHICLE SPEED	50km/h
THROTTLE POSI	8.0/8
TCC S/V DUTY	4%

SAT978I

- When testing conditions are satisfied, CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

■ 2ND GR FNCTN P0732 ■

**STOP  
VEHICLE**

SAT979I

- Stop vehicle. If "NG" appears on the screen, malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".

■ 2ND GR FNCTN P0732 ■

COMPLETED

■ RESULTS ■

\*\*\*\* **NG** \*\*\*\*

**END**    **PRINT**

SAT980I

- Perform test drive to check gear shift feeling in accordance with instructions displayed.

■ 2ND GR FNCTN P0732 ■

DRIVE VHCL IN D RANGE  
SHIFTING 1+2+3+4 UNDER  
NORMAL ACCELERATION.  
DOES A/T SHFT NORMAL  
CHECK FOR PROPER SHF  
TIMING AND SHFT SHOCK

----- MONITOR -----

ENGINE SPEED	672rpm
GEAR	1
VEHICLE SPEED	0km/h

SAT981I

- Touch "YES" or "NO".

■ 2ND GR FNCTN P0732 ■

DRIVE VHCL IN D RANGE  
SHIFTING 1+2+3+4 UNDER  
NORMAL ACCELERATION.  
DOES A/T SHFT NORMAL  
CHECK FOR PROPER SHF  
TIMING AND SHFT SHOCK

----- MONITOR -----

ENGINE SPEED	672rpm
GEAR	1
VEHICLE SPEED	0km/h

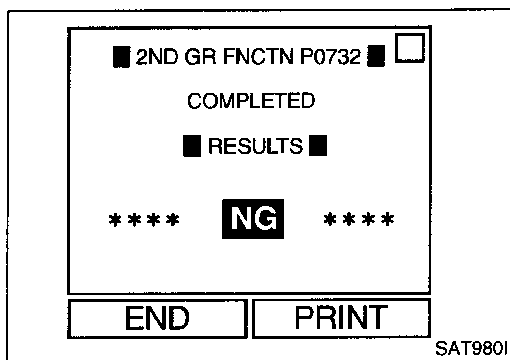
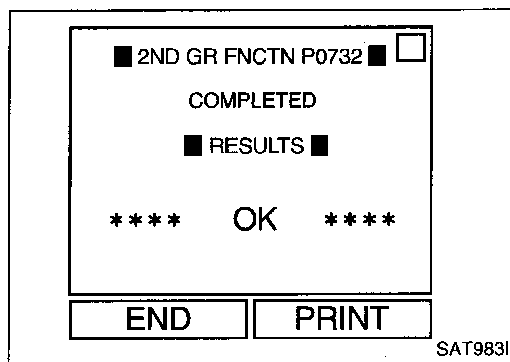
**YES**    **NO**

SAT982I

# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## CONSULT (Cont'd)

13. CONSULT procedure ended.  
If "NG" appears on the screen, a malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".



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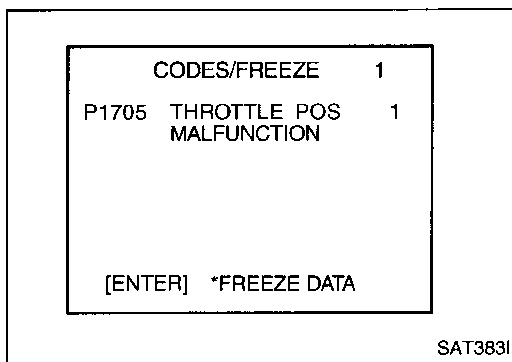
## DTC WORK SUPPORT MODE

DTC work support item	Description	Check item
1ST GR FNCTN P0731	Following items for "A/T 1st gear function (P0731)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
2ND GR FNCTN P0732	Following items for "A/T 2nd gear function (P0732)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
3RD GR FNCTN P0733	Following items for "A/T 3rd gear function (P0733)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit
4TH GR FNCTN P0734	Following items for "A/T 4th gear function (P0734)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Overrun clutch solenoid valve ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit
TCC S/V FNCTN P0744	Following items for "A/T TCC S/V function (lock-up) (P0744)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Torque converter clutch solenoid valve ● Each clutch ● Hydraulic control circuit

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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION



## Diagnostic Procedure without CONSULT



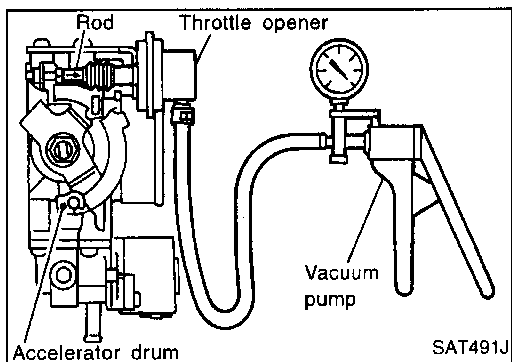
### OBD-II SELF-DIAGNOSTIC PROCEDURE (With GST)

Refer to EC section ["Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



### OBD-II SELF-DIAGNOSTIC PROCEDURE (No Tools)

Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].



### TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)

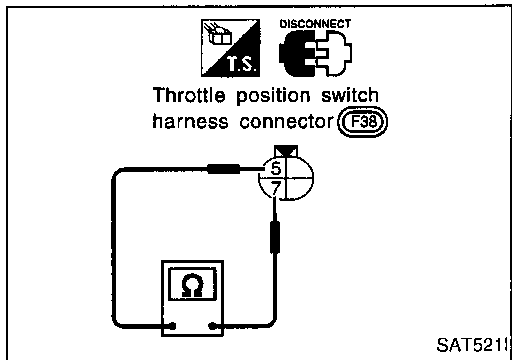
#### Preparation

1. Turn ignition switch to "OFF" position.
2. Connect the handy type vacuum pump to the throttle opener and apply vacuum  $-25.3 \text{ kPa}$  ( $-190 \text{ mmHg}$ ,  $-7.48 \text{ inHg}$ ).
3. Disconnect the throttle position switch harness connector.
4. Turn ignition switch to "ON" position.
5. Check continuity of the closed throttle position switch.

**Continuity should exist.**

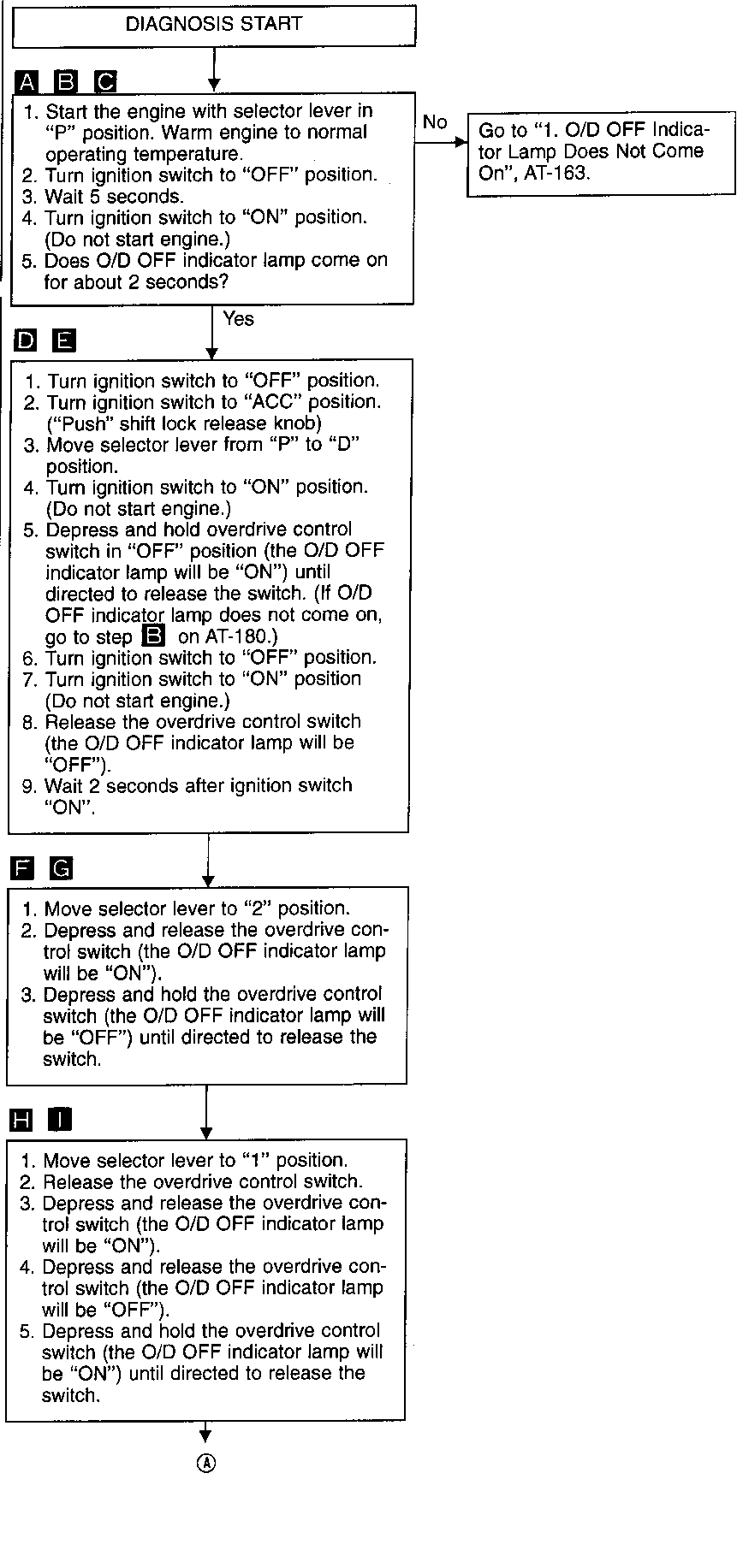
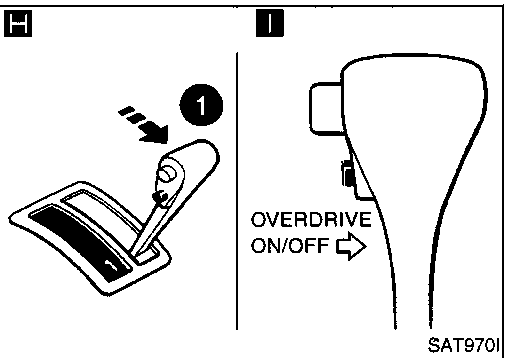
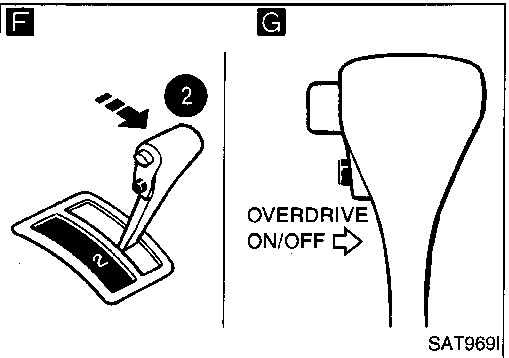
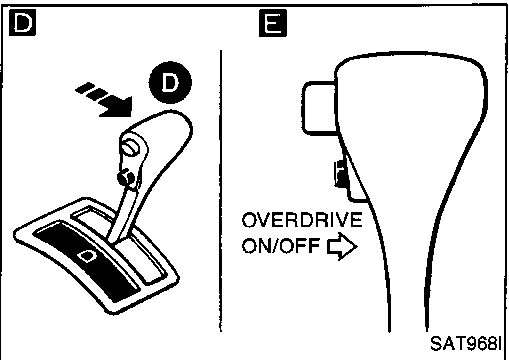
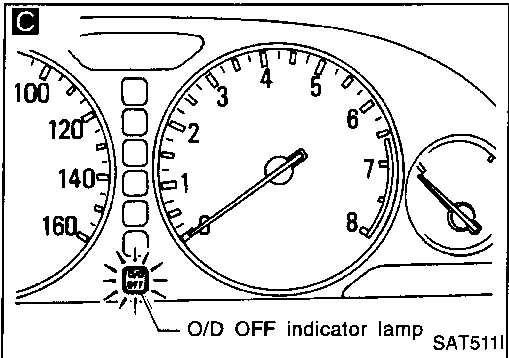
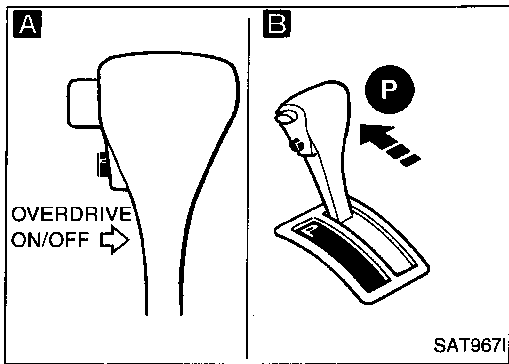
**(If continuity does not exist, check throttle opener and closed throttle position switch. Then increase vacuum until closed throttle position switch shows continuity.)**

6. Go to "DIAGOSIS START" on next page.



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

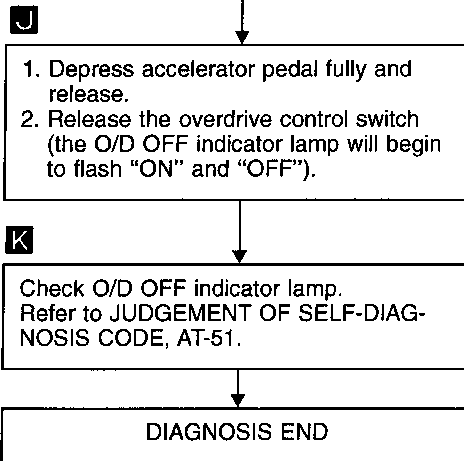
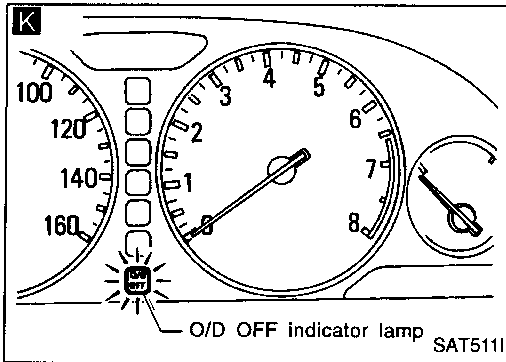
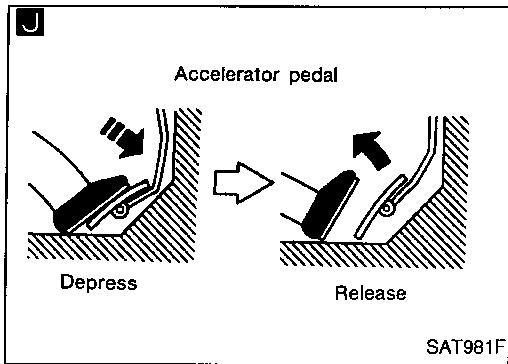
## Diagnostic Procedure without CONSULT (Cont'd)



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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

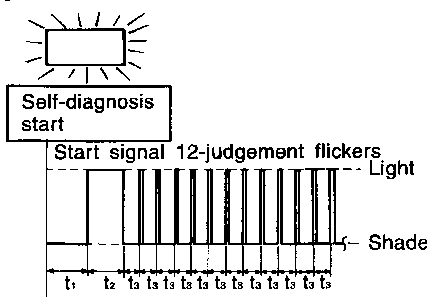
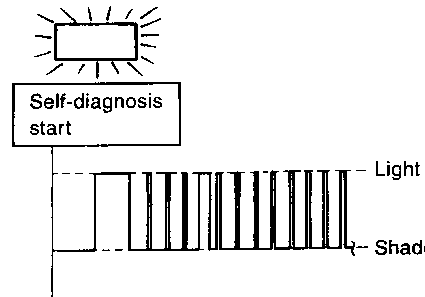
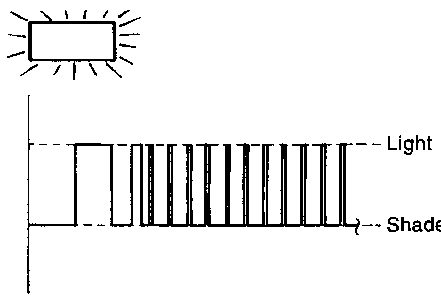
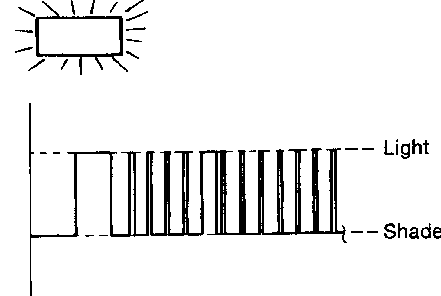
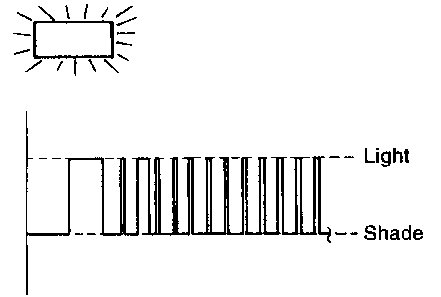
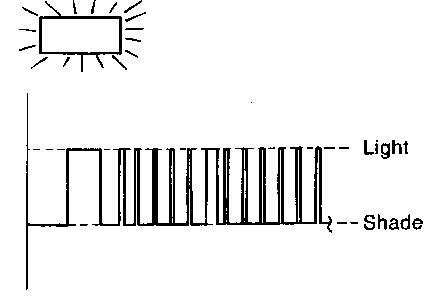
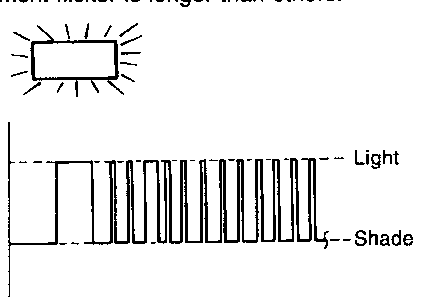
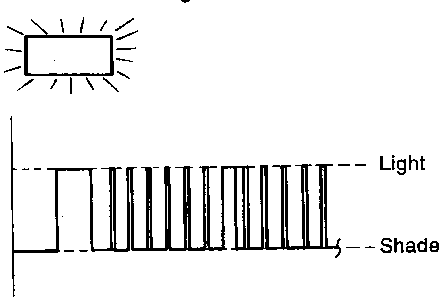
## Diagnostic Procedure without CONSULT (Cont'd)



# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## Diagnostic Procedure without CONSULT (Cont'd)

### JUDGEMENT OF SELF-DIAGNOSIS CODE

O/D OFF indicator lamp	
<p>All judgement flickers are same.</p>  <p>Self-diagnosis start</p> <p>Start signal 12-judgement flickers</p> <p>Light</p> <p>Shade</p> <p><math>t_1</math> <math>t_2</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math> <math>t_3</math></p> <p>All circuits that can be confirmed by self-diagnosis are OK. <span style="float: right;">SAT666I</span></p>	<p>4th judgement flicker is longer than others.</p>  <p>Self-diagnosis start</p> <p>Light</p> <p>Shade</p> <p>Shift solenoid valve A circuit is short-circuited or disconnected. <span style="float: right;">SAT670I</span>  <b>Go to Shift Solenoid Valve A (DTC: 1108), AT-130.</b></p>
<p>1st judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Revolution sensor circuit is short-circuited or disconnected. <span style="float: right;">SAT667I</span>  <b>Go to Vehicle Speed Sensor A/T (Revolution Sensor) (DTC: 1102), AT-88.</b></p>	<p>5th judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Shift solenoid valve B circuit is short-circuited or disconnected. <span style="float: right;">SAT671I</span>  <b>Go to Shift Solenoid Valve B (DTC: 1201), AT-134.</b></p>
<p>2nd judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Vehicle speed sensor circuit is short-circuited or disconnected. <span style="float: right;">SAT668I</span>  <b>Go to Vehicle Speed Sensor MTR, AT-152.</b></p>	<p>6th judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Overrun clutch solenoid valve circuit is short-circuited or disconnected. <span style="float: right;">SAT672I</span>  <b>Go to Overrun Clutch Solenoid Valve (DTC: 1203), AT-144.</b></p>
<p>3rd judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Throttle position sensor circuit is short-circuited or disconnected. <span style="float: right;">SAT669I</span>  <b>Go to Throttle Position Sensor (DTC: 1206), AT-138.</b></p>	<p>7th judgement flicker is longer than others.</p>  <p>Light</p> <p>Shade</p> <p>Torque converter clutch solenoid valve circuit is short-circuited or disconnected. <span style="float: right;">SAT673I</span>  <b>Go to Torque Converter Clutch Solenoid Valve (DTC: 1204), AT-115.</b></p>

$t_1 = 2.5$  seconds     $t_2 = 2.0$  seconds     $t_3 = 1.0$  second

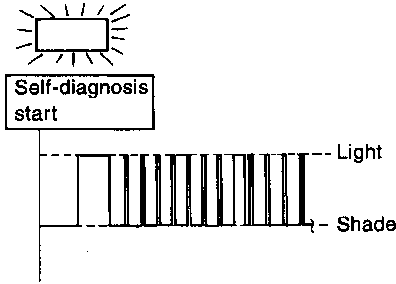
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# ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

## Diagnostic Procedure without CONSULT (Cont'd)

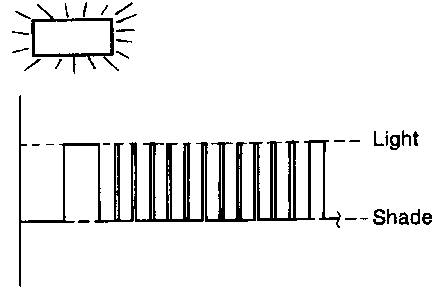
O/D OFF indicator lamp

8th judgement flicker is longer than others.



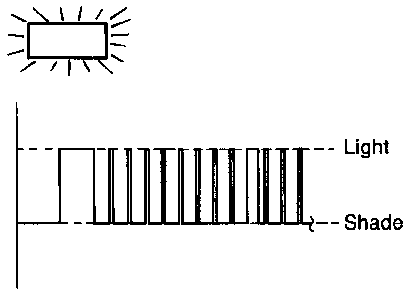
A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.  
 ➤ Go to A/T Fluid Temperature Sensor and TCM Power Source, AT-148. SAT674I

12th judgement flicker is longer than others.



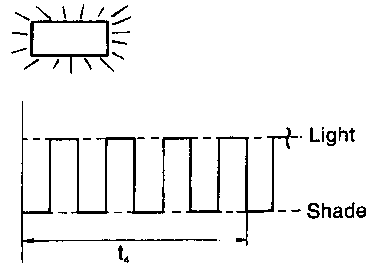
The ECM-A/T communication line is open or shorted.  
 ➤ Go to Harness or Connector (DTC: P0504), AT-158. SAT678I

9th judgement flicker is longer than others.



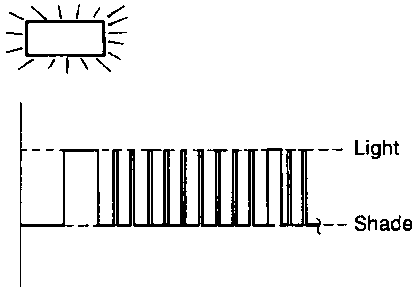
Engine speed signal circuit is short-circuited or disconnected.  
 ➤ Go to Engine Speed Signal (DTC: 1207), AT-91. SAT675I

Flickers as shown below.



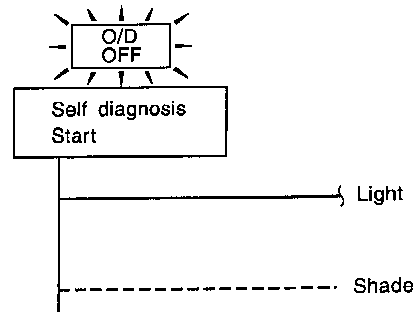
Battery power is low.  
 Battery has been disconnected for a long time.  
 Battery is connected conversely.  
 (When reconnecting TCM connectors. — This is not a problem.) SAT679I

10th judgement flicker is longer than others.



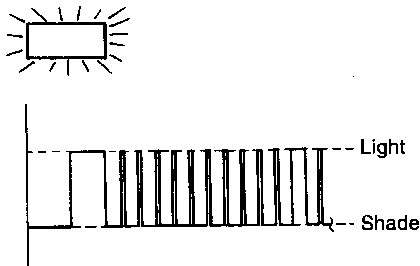
Turbine revolution sensor circuit is short-circuited or disconnected.  
 ➤ Go to Turbine Revolution Sensor, AT-155. SAT676I

Lamp comes on.

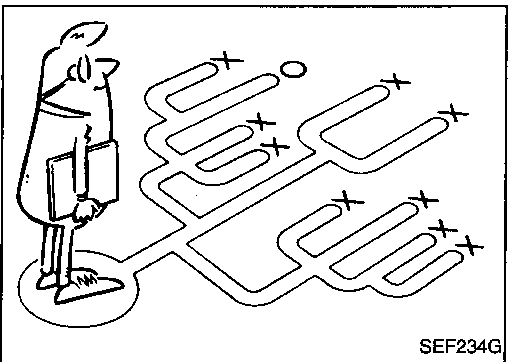
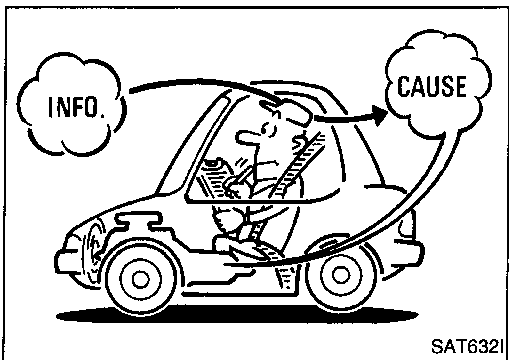
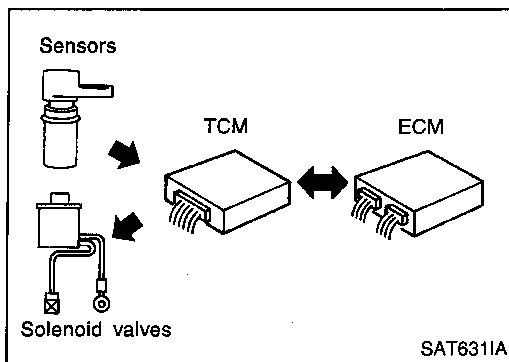


PNP switch, overdrive control switch or throttle position switch circuit is disconnected, or TCM is damaged.  
 ➤ Go to 21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches), AT-178. SAT367J

11th judgement flicker is longer than others.



Line pressure solenoid valve circuit is short-circuited or disconnected.  
 ➤ Go to Line Pressure Solenoid Valve (DTC: 1205), AT-126. SAT677I



### Introduction

The TCM receives a signal from the vehicle speed sensor, throttle position sensor or PNP switch and provides shift control or lock-up control via A/T solenoid valves.

The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

Input and output signals must always be correct and stable in the operation of the A/T system. The A/T system must be in good operating condition and be free of valve seizure, solenoid valve malfunction, etc.

It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only may not find the cause of the problems. A road test with CONSULT (or GST) or a circuit tester connected should be performed. Follow the "Work Flow". Refer to AT-57.

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example (AT-54) should be used.

Start your diagnosis by looking for "conventional" problems first. This will help troubleshoot driveability problems on an electronically controlled engine vehicle.

Also check related Service bulletins.

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**Diagnostic Worksheet**

**INFORMATION FROM CUSTOMER**

**KEY POINTS**

**WHAT** ..... Vehicle & A/T model

**WHEN** ..... Date, Frequencies

**WHERE** ..... Road conditions

**HOW** ..... Operating conditions, Symptoms

Customer name MR/MS	Model & Year	VIN
Trans. model	Engine	Mileage
Incident Date	Manuf. Date	In Service Date
Frequency	<input type="checkbox"/> Continuous <input type="checkbox"/> Intermittent ( times a day)	
Symptoms	<input type="checkbox"/> Vehicle does not move. ( <input type="checkbox"/> Any position <input type="checkbox"/> Particular position)	
	<input type="checkbox"/> No up-shift ( <input type="checkbox"/> 1st → 2nd <input type="checkbox"/> 2nd → 3rd <input type="checkbox"/> 3rd → O/D)	
	<input type="checkbox"/> No down-shift ( <input type="checkbox"/> O/D → 3rd <input type="checkbox"/> 3rd → 2nd <input type="checkbox"/> 2nd → 1st)	
	<input type="checkbox"/> Lockup malfunction	
	<input type="checkbox"/> Shift point too high or too low.	
	<input type="checkbox"/> Shift shock or slip ( <input type="checkbox"/> N → D <input type="checkbox"/> Lockup <input type="checkbox"/> Any drive position)	
	<input type="checkbox"/> Noise or vibration	
	<input type="checkbox"/> No kickdown	
	<input type="checkbox"/> No pattern select	
	<input type="checkbox"/> Others ( )	
O/D OFF indicator lamp	Blinks for about 8 seconds.	
	<input type="checkbox"/> Continuously lit	<input type="checkbox"/> Not lit
Malfunction indicator lamp (MIL)	<input type="checkbox"/> Continuously lit	<input type="checkbox"/> Not lit

# TROUBLE DIAGNOSIS — Introduction

## Diagnostic Worksheet (Cont'd)

### DIAGNOSTIC WORKSHEET

1.	<input type="checkbox"/> Read the Fail-safe and listen to customer complaints.	AT-5
2.	<input type="checkbox"/> CHECK A/T FLUID <input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level	AT-58
3.	<input type="checkbox"/> Perform STALL TEST and LINE PRESSURE TEST. <input type="checkbox"/> Stall test — Mark possible damaged components/others. <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <input type="checkbox"/> Torque converter one-way clutch  <input type="checkbox"/> Reverse clutch  <input type="checkbox"/> Forward clutch  <input type="checkbox"/> Overrun clutch  <input type="checkbox"/> Forward one-way clutch                             </div> <div style="width: 45%;"> <input type="checkbox"/> Low &amp; reverse brake  <input type="checkbox"/> Low one-way clutch  <input type="checkbox"/> Engine  <input type="checkbox"/> Line pressure is low  <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK                             </div> </div> <input type="checkbox"/> Line pressure test — Suspected parts:	AT-58, 61
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures. 4-1. Check before engine is started <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <input type="checkbox"/> PNP switch, AT-80. <input type="checkbox"/> A/T fluid temperature sensor, AT-84. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-88. <input type="checkbox"/> Engine speed signal, AT-91. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-115. <input type="checkbox"/> Line pressure solenoid valve, AT-126. <input type="checkbox"/> Shift solenoid valve A, AT-130. <input type="checkbox"/> Shift solenoid valve B, AT-134. <input type="checkbox"/> Throttle position sensor, AT-138. <input type="checkbox"/> Overrun clutch solenoid valve, AT-144. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-178. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-148. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-152. <input type="checkbox"/> Turbine revolution sensor, AT-155. <input type="checkbox"/> Battery <input type="checkbox"/> Others	AT-63 AT-63
	4-2. Check at idle <input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-163. <input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, AT-164. <input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-164. <input type="checkbox"/> 4. In "N" Position, Vehicle Moves, AT-165. <input type="checkbox"/> 5. Large Shock. "N" → "R" Position, AT-166. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, AT-167. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-168.	AT-64
	4-3. Cruise test Part-1 <input type="checkbox"/> 8. Vehicle Cannot Be Started From D <sub>1</sub> , AT-169. <input type="checkbox"/> 9. A/T Does Not Shift: D <sub>1</sub> → D <sub>2</sub> Or Does Not Kickdown: D <sub>4</sub> → D <sub>2</sub> , AT-170. <input type="checkbox"/> 10. A/T Does Not Shift: D <sub>2</sub> → D <sub>3</sub> , AT-171. <input type="checkbox"/> 11. A/T Does Not Shift: D <sub>3</sub> → D <sub>4</sub> , AT-172. <input type="checkbox"/> 12. A/T Does Not Perform Lock-up, AT-173. <input type="checkbox"/> 13. A/T Does Not Hold Lock-up Condition, AT-174. <input type="checkbox"/> 14. Lock-up Is Not Released, AT-174. <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D <sub>4</sub> → D <sub>3</sub> ), AT-175.	AT-66, AT-69

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**TROUBLE DIAGNOSIS — Introduction**  
**Diagnostic Worksheet (Cont'd)**

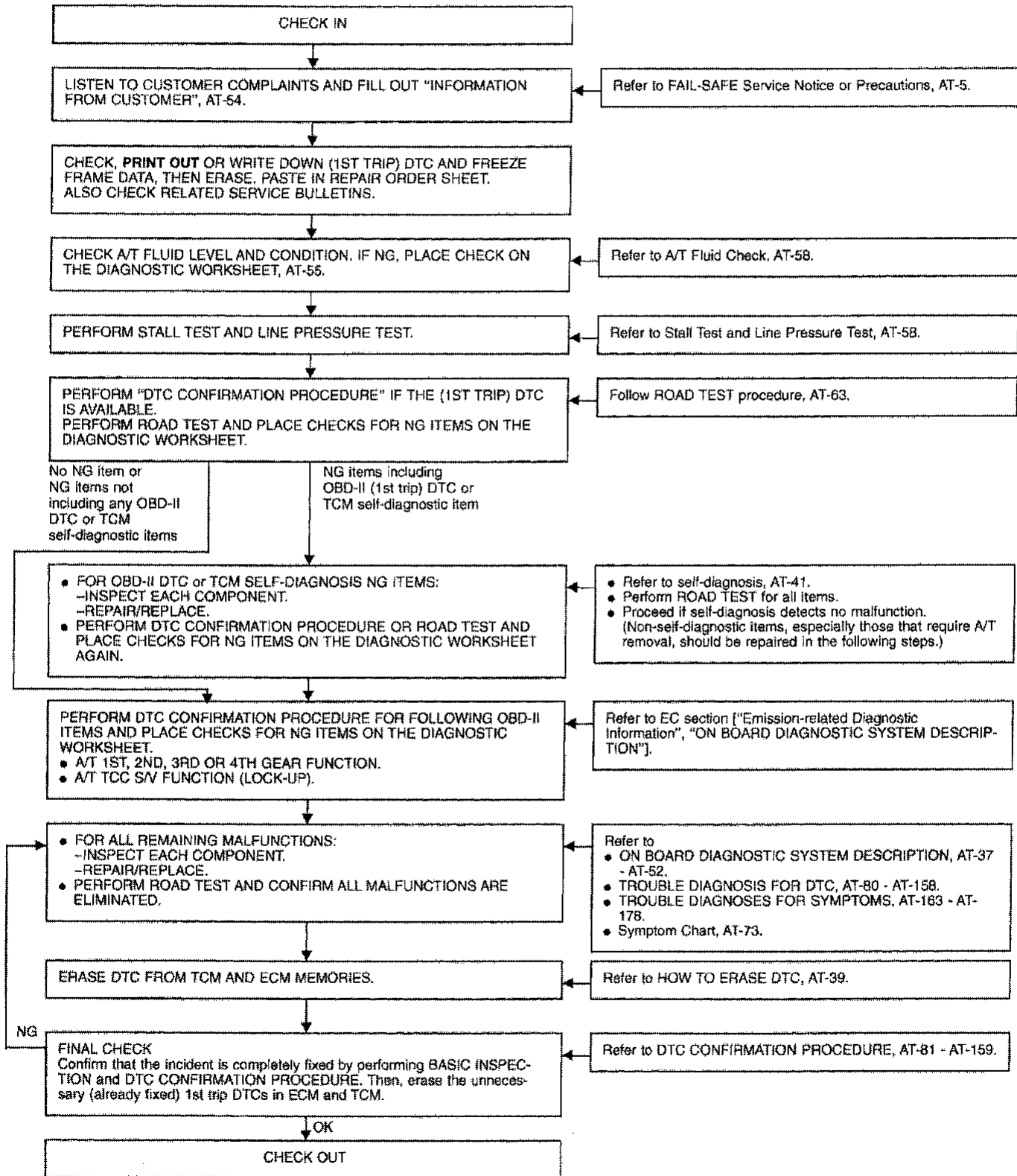
4.	<p>Part-2</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 16. Vehicle Does Not Start From D<sub>1</sub>, AT-176.</li> <li><input type="checkbox"/> 9. A/T Does Not Shift: D<sub>1</sub> → D<sub>2</sub> Or Does Not Kickdown: D<sub>4</sub> → D<sub>2</sub>, AT-170.</li> <li><input type="checkbox"/> 10. A/T Does Not Shift: D<sub>2</sub> → D<sub>3</sub>, AT-171.</li> <li><input type="checkbox"/> 11. A/T Does Not Shift: D<sub>3</sub> → D<sub>4</sub>, AT-172.</li> </ul>	AT-71
	<p>Part-3</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 17. A/T Does Not Shift: D<sub>4</sub> → D<sub>3</sub> When Overdrive Control Switch "ON" → "OFF", AT-176.</li> <li><input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In D<sub>3</sub>), AT-175.</li> <li><input type="checkbox"/> 18. A/T Does Not Shift: D<sub>3</sub> → 2<sub>2</sub>, When Selector Lever "D" → "2" Position, AT-177.</li> <li><input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In 2<sub>2</sub>), AT-175.</li> <li><input type="checkbox"/> 19. A/T Does Not Shift: 2<sub>2</sub> → 1<sub>1</sub>, When Selector Lever "2" → "1" Position, AT-177.</li> <li><input type="checkbox"/> 20. Vehicle Does Not Decelerate By Engine Brake, AT-178.</li> <li><input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <ul style="list-style-type: none"> <li><input type="checkbox"/> PNP switch, AT-80.</li> <li><input type="checkbox"/> A/T fluid temperature sensor, AT-84.</li> <li><input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-88.</li> <li><input type="checkbox"/> Engine speed signal, AT-91.</li> <li><input type="checkbox"/> Torque converter clutch solenoid valve, AT-115.</li> <li><input type="checkbox"/> Line pressure solenoid valve, AT-126.</li> <li><input type="checkbox"/> Shift solenoid valve A, AT-130.</li> <li><input type="checkbox"/> Shift solenoid valve B, AT-134.</li> <li><input type="checkbox"/> Throttle position sensor, AT-138.</li> <li><input type="checkbox"/> Overrun clutch solenoid valve, AT-144.</li> <li><input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-178.</li> <li><input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-148.</li> <li><input type="checkbox"/> Vehicle speed sensor-MTR, AT-152.</li> <li><input type="checkbox"/> Turbine revolution sensor, AT-155.</li> <li><input type="checkbox"/> Battery</li> <li><input type="checkbox"/> Others</li> </ul> </li> </ul>	AT-72
5.	<ul style="list-style-type: none"> <li><input type="checkbox"/> For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.</li> </ul>	AT-42
6.	<ul style="list-style-type: none"> <li><input type="checkbox"/> Perform all ROAD TEST and re-mark required procedures.</li> </ul>	AT-63
7.	<ul style="list-style-type: none"> <li><input type="checkbox"/> Perform DTC CONFIRMATION PROCEDURE for following MIL indicating items and check out NG items. Refer to EC section ["Emission-related Diagnostic Information", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].</li> <li><input type="checkbox"/> DTC (P0731, 1103) A/T 1st gear function, AT-94.</li> <li><input type="checkbox"/> DTC (P0732, 1104) A/T 2nd gear function, AT-99.</li> <li><input type="checkbox"/> DTC (P0733, 1105) A/T 3rd gear function, AT-103.</li> <li><input type="checkbox"/> DTC (P0734, 1106) A/T 4th gear function, AT-107.</li> <li><input type="checkbox"/> DTC (P0744, 1107) A/T TCC S/V function (lock-up), AT-119.</li> </ul>	EC section
8.	<ul style="list-style-type: none"> <li><input type="checkbox"/> Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures. (The chart also shows some other possible symptoms and the component inspection orders.)</li> </ul>	AT-76 AT-73
9.	<ul style="list-style-type: none"> <li><input type="checkbox"/> Erase DTC from TCM and ECM memories.</li> </ul>	AT-39

## Work Flow

### HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions for a customer complaint.

Make good use of the two sheets provided, "INFORMATION FROM CUSTOMER" (AT-54) and "DIAGNOSTIC WORKSHEET" (AT-55), to perform the best troubleshooting possible.



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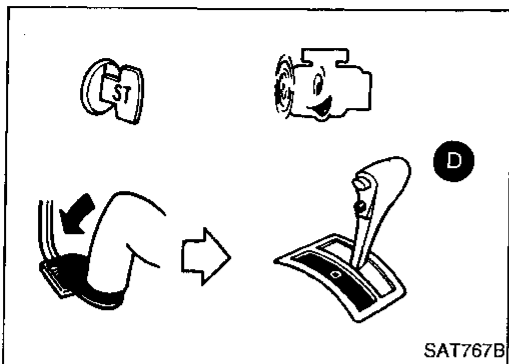
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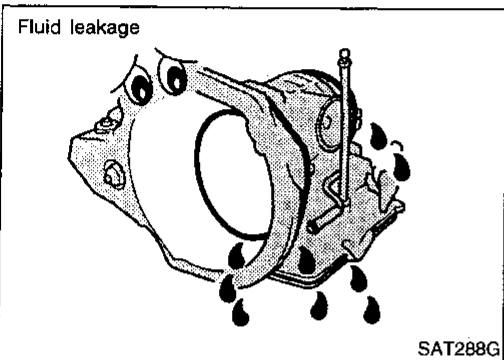
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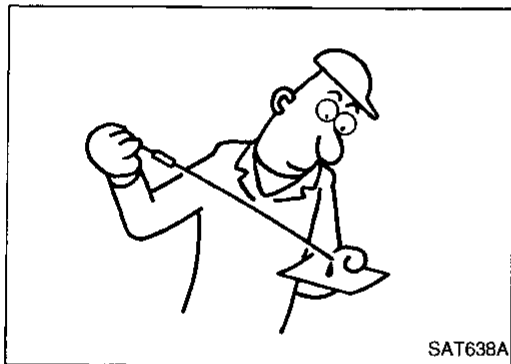
## A/T Fluid Check

### FLUID LEAKAGE CHECK

1. Clean area suspected of leaking — for example, mating surface of converter housing and transmission case.
2. Start engine, apply foot brake, place selector lever in “D” position and wait a few minutes.
3. Stop engine.



4. Check for fresh leakage.

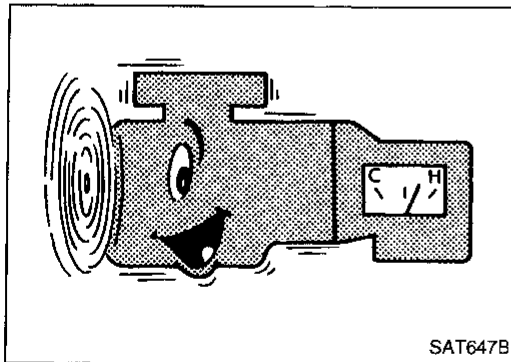


### FLUID CONDITION CHECK

Fluid color	Suspected problem
Dark or black with burned odor	Wear of frictional material
Milky pink	Water contamination — Road water entering through filler tube or breather
Varnished fluid, light to dark brown and tacky	Oxidation — Over or under filling, — Overheating

### FLUID LEVEL CHECK

Refer to MA section (“Checking A/T Fluid”, “CHASSIS AND BODY MAINTENANCE”).

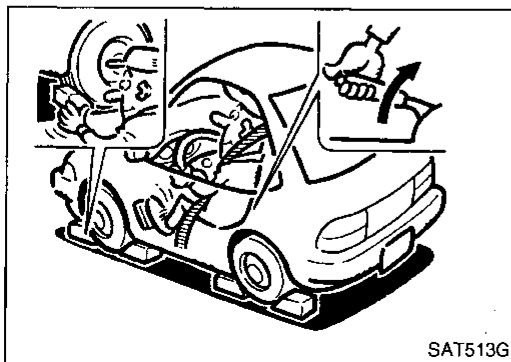


### Stall Test

#### STALL TEST PROCEDURE

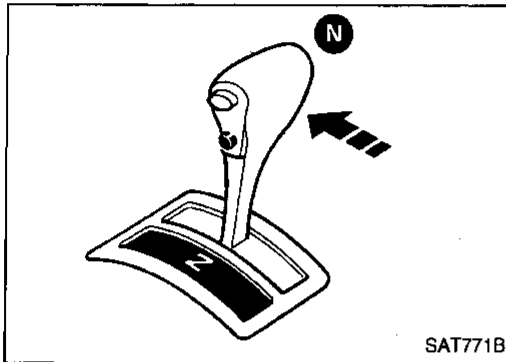
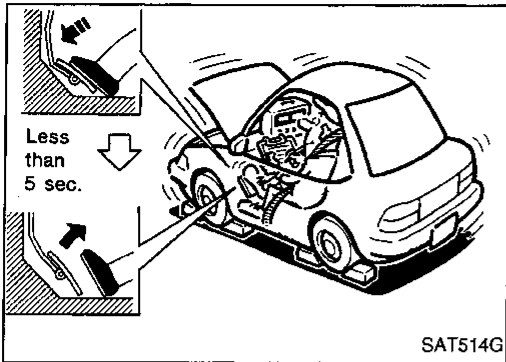
1. Check A/T and engine fluid levels. If necessary, add.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.

**ATF operating temperature:**  
50 - 80°C (122 - 176°F)



3. Set parking brake and block wheels.
  4. Install a tachometer where it can be seen by driver during test.
- It is good practice to mark the point of specified engine rpm on indicator.

## Stall Test (Cont'd)



5. Start engine, apply foot brake, and place selector lever in D position.
6. Accelerate to wide open throttle gradually while applying foot brake.
7. Quickly note the engine stall revolution and immediately release throttle.

- **During test, never hold throttle wide open for more than 5 seconds.**

**Stall revolution:  
2,300 - 2,500 rpm**

8. Move selector lever to "N" position.
9. Cool off ATF.
- **Run engine at idle for at least one minute.**
10. Repeat steps 5 through 9 with selector lever in "2", "1" and "R" positions.

### JUDGEMENT OF STALL TEST

The test result and possible damaged components relating to each result are shown in the illustration. In order to pinpoint the possible damaged components, follow the Work Flow shown in AT-57.

#### Note

#### Stall revolution is too high in "D" or "2" position:

- Slippage occurs in 1st gear but not in 2nd and 3rd gears. .... Low one-way clutch slippage
- Slippage occurs at the following gears:  
1st through 3rd gears in "D" position and engine brake functions.  
1st and 2nd gears in "2" position and engine brake functions with accelerator pedal released (fully closed throttle). .... Forward clutch or forward one-way clutch slippage

#### Stall revolution is too high in "R" position:

- Engine brake does not function in "1" position. .... Low & reverse brake slippage
- Engine brake functions in "1" position. .... Reverse clutch slippage

#### Stall revolution within specifications:

- Vehicle does not achieve speed of more than 80 km/h (50 MPH). .... One-way clutch seizure in torque converter housing

#### CAUTION:

**Be careful since automatic fluid temperature increases abnormally.**

- Slippage occurs in 3rd and 4th gears in "D" position. .... High clutch slippage
- Slippage occurs in 2nd and 4th gear in "D" position. .... Brake band slippage

#### Stall revolution less than specifications:

- Poor acceleration during starts. .... One-way clutch seizure in torque converter

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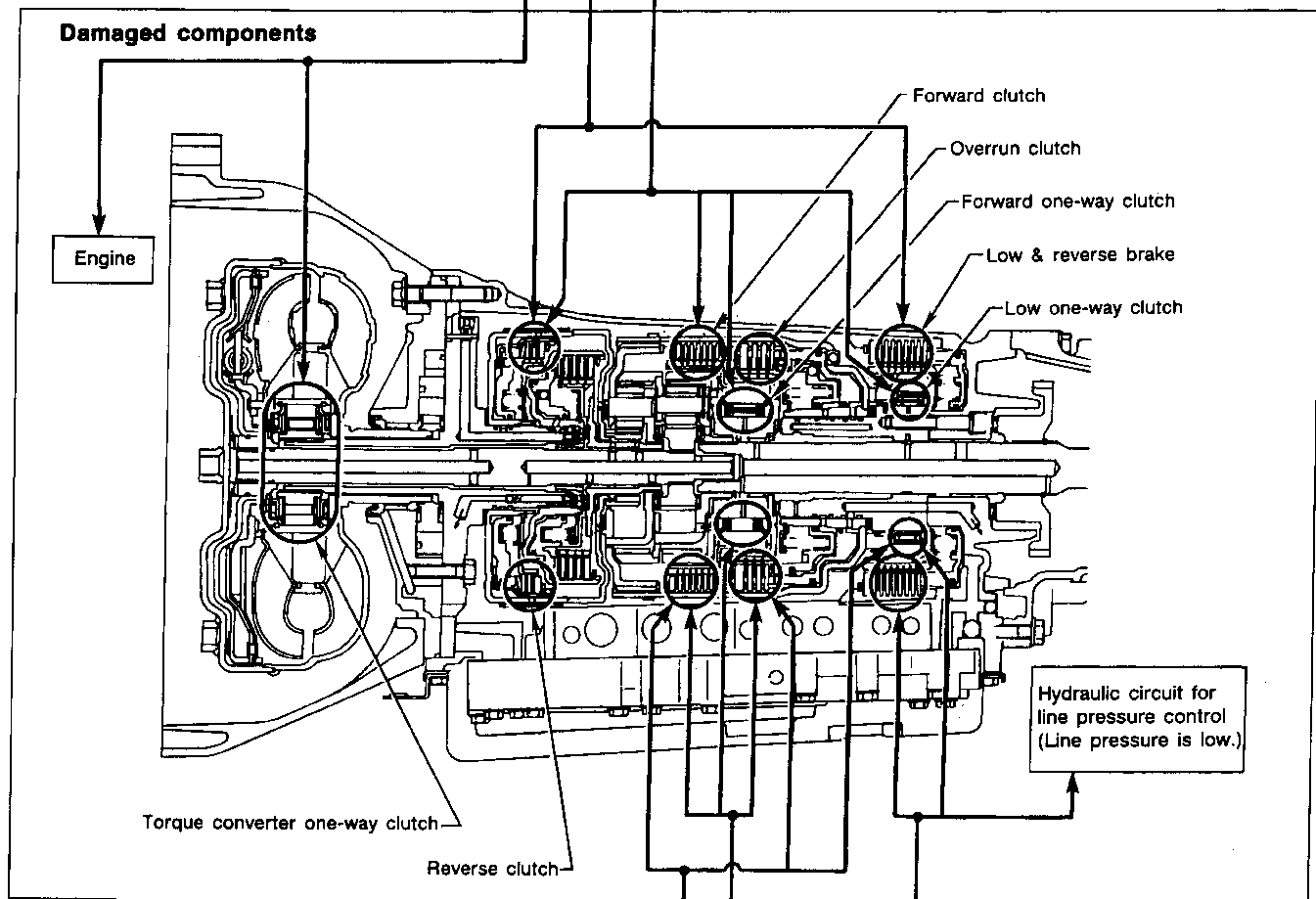
# TROUBLE DIAGNOSIS — Basic Inspection

## Stall Test (Cont'd)

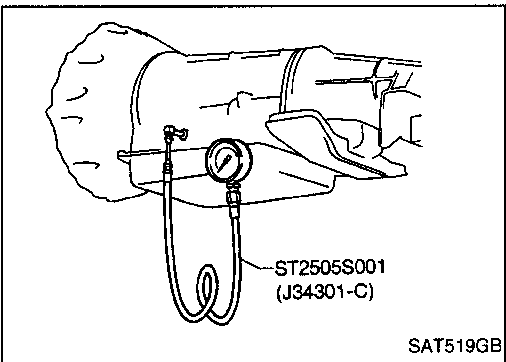
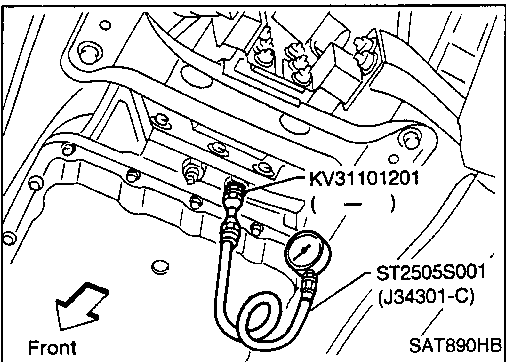
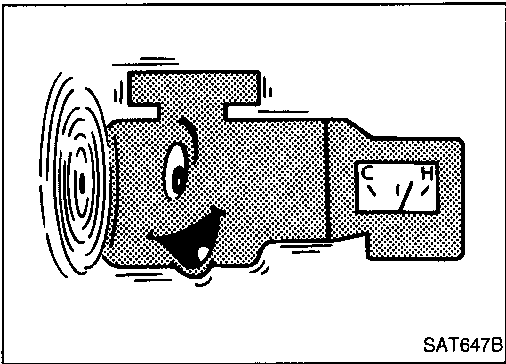
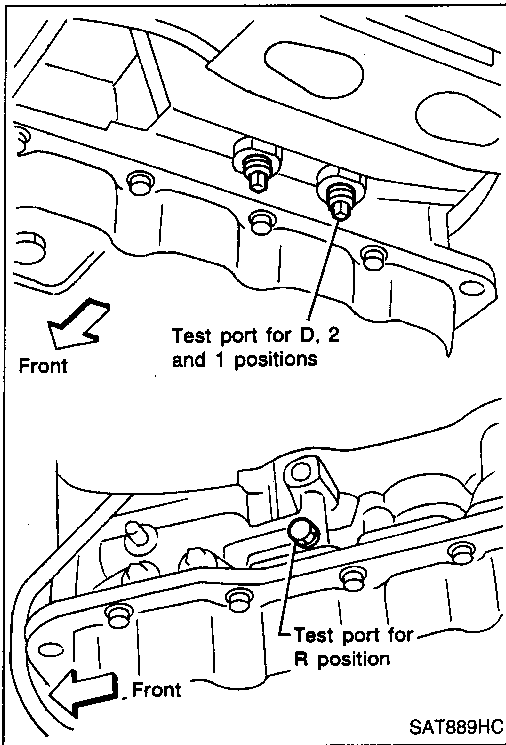
### JUDGEMENT OF STALL TEST

Selector lever position	Judgement		
	L	O	H
D	L	O	H
2	L	O	H
1	L	O	O
R	L	H	H

- O : Stall revolution is normal.
- H : Stall revolution is higher than specified.
- L : Stall revolution is lower than specified.



D	H	H	H	O
2	H	H	H	O
1	O	H	H	O
R	O	O	H	O
Selector lever position	Judgement			



## Line Pressure Test

### LINE PRESSURE TEST PORTS

- Location of line pressure test ports.
- Always replace line pressure plugs as they are self-sealing bolts.

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### LINE PRESSURE TEST PROCEDURE

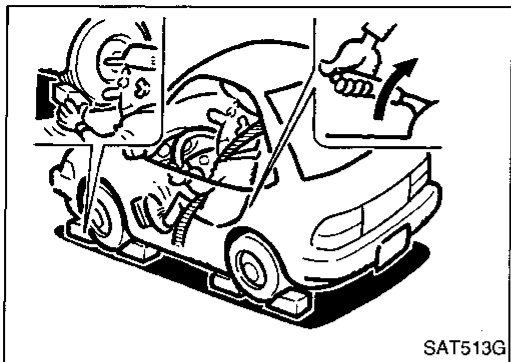
1. Check A/T fluid and engine oil levels. If necessary, add fluid.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.

**ATF operating temperature:**  
50 - 80°C (122 - 176°F)

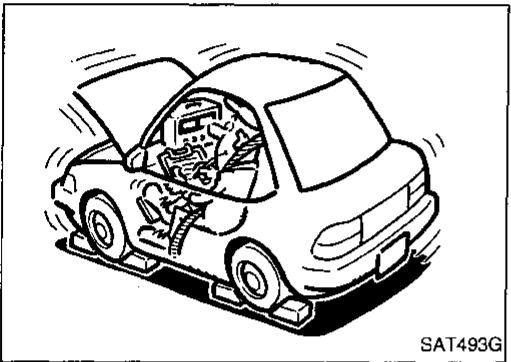
3. Install pressure gauge to corresponding line pressure port.

## TROUBLE DIAGNOSIS — Basic Inspection

### Line Pressure Test (Cont'd)



SAT513G



SAT493G

4. Set parking brake and block wheels.
  - Continue to depress brake pedal fully while line pressure test is being performed at stall speed.

5. Start engine and measure line pressure at idle and stall speed.
  - When measuring line pressure at stall speed, follow the stall test procedure.

Line pressure:

Refer to SDS, AT-277.

### JUDGEMENT OF LINE PRESSURE TEST

Judgement		Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> <li>● Oil pump wear</li> <li>● Control piston damage</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Spring for pressure regulator valve damaged</li> <li>● Fluid pressure leakage between oil strainer and pressure regulator valve</li> <li>● Clogged strainer</li> </ul>
	Line pressure is low in particular position.	<ul style="list-style-type: none"> <li>● Fluid pressure leakage between manual valve and particular clutch</li> <li>● For example, line pressure is:                             <ul style="list-style-type: none"> <li>– Low in "R" and "1" positions, but</li> <li>– Normal in "D" and "2" positions.</li> </ul> </li> <li>Therefore, fluid leakage exists at or around low and reverse brake circuit.</li> <li>Refer to "CLUTCH AND BAND CHART", AT-20.</li> </ul>
	Line pressure is high.	<ul style="list-style-type: none"> <li>● Maladjustment of throttle position sensor</li> <li>● A/T fluid temperature sensor damaged</li> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure modifier valve sticking</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Open in dropping resistor circuit</li> </ul>
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> <li>● Maladjustment of throttle position sensor</li> <li>● Line pressure solenoid valve sticking</li> <li>● Short circuit of line pressure solenoid valve circuit</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Pressure modifier valve sticking</li> <li>● Pilot valve sticking</li> </ul>

## ROAD TEST PROCEDURE

1. Check before engine is started.

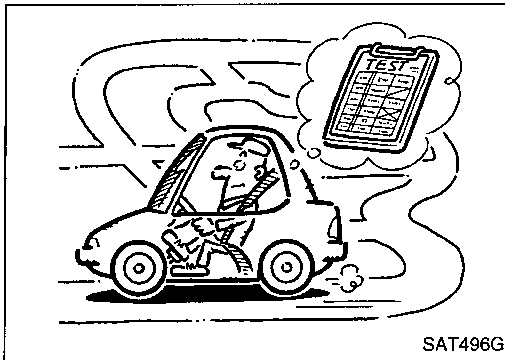


2. Check at idle.



3. Cruise test.

SAT786A



SAT496G

## Road Test

### DESCRIPTION

- The purpose of the test is to determine overall performance of A/T and analyze causes of problems.
- The road test consists of the following three parts:
  1. Check before engine is started
  2. Check at idle
  3. Cruise test
- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION" and "TROUBLE DIAGNOSES FOR SYMPTOMS", AT-37 - AT-52 and AT-163 - AT-178.

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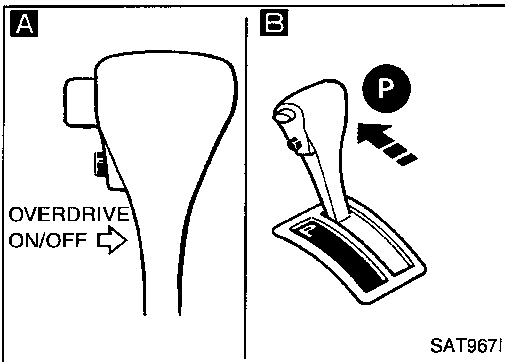
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SAT967I

### 1. CHECK BEFORE ENGINE IS STARTED

#### A B C

1. Park vehicle on flat surface.
2. Move selector lever to "P" position.
3. Turn ignition switch to "OFF" position. Wait at least 5 seconds.
4. Turn ignition switch to "ON" position. (Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?

No

Stop ROAD TEST. Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-163.

Yes

#### D

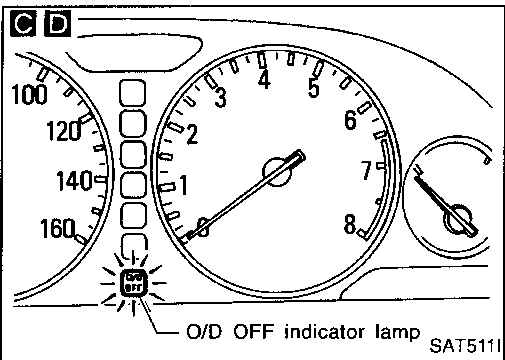
Does O/D OFF indicator lamp flicker for about 8 seconds?

Yes

Perform self-diagnosis and check NG items on the DIAGNOSTIC WORKSHEET, AT-55. Refer to TCM SELF-DIAGNOSIS PROCEDURE (No Tools), AT-48.

No

1. Turn ignition switch to "OFF" position.
2. Perform self-diagnosis and note NG items. Refer to TCM SELF-DIAGNOSIS PROCEDURE (No Tools), AT-48.
3. Go to "2. CHECK AT IDLE", AT-64.

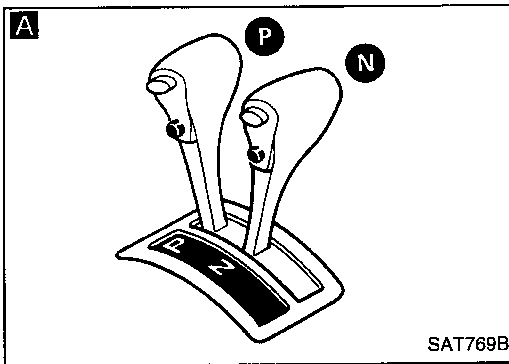


SAT511I



## Road Test (Cont'd)

### 2. CHECK AT IDLE



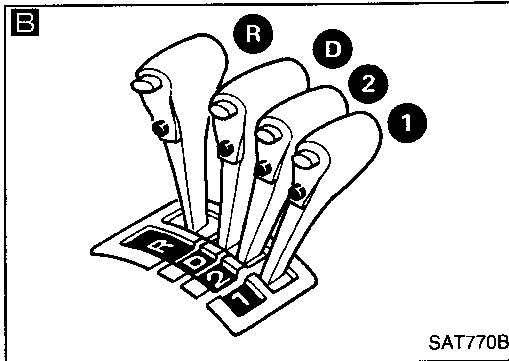
- A**
1. Park vehicle on flat surface.
  2. Move selector lever to "P" position.
  3. Turn ignition switch to "OFF" position.
  4. Turn ignition switch to "START" position.
  5. Is engine started?

No

Mark the box on the DIAGNOSTIC WORKSHEET. Go to "2. Engine Cannot Be Started In "P" and "N" Position", AT-164. Continue ROAD TEST.

Yes

Turn ignition switch to "ACC" position.



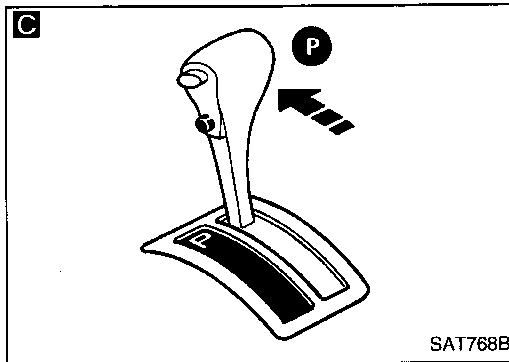
- B**
1. Move selector lever to "D", "1", "2" or "R" position.
  2. Turn ignition switch to "START" position.
  3. Is engine started?

Yes

Mark the box on the DIAGNOSTIC WORKSHEET. Go to "2. Engine Cannot Be Started In "P" and "N" Position", AT-164. Continue ROAD TEST.

No

- C**
1. Move selector lever to "P" position.
  2. Turn ignition switch to "OFF" position.
  3. Release parking brake.



- D**
1. Push vehicle forward or backward.
  2. Does vehicle move when it is pushed forward or backward?
  3. Apply parking brake.

Yes

Mark the box on the DIAGNOSTIC WORKSHEET. Go to "3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed", AT-164. Continue ROAD TEST.

No

- E**
1. Start engine.
  2. Move selector lever to "N" position.
  3. Release parking brake.
  4. Does vehicle move forward or backward?

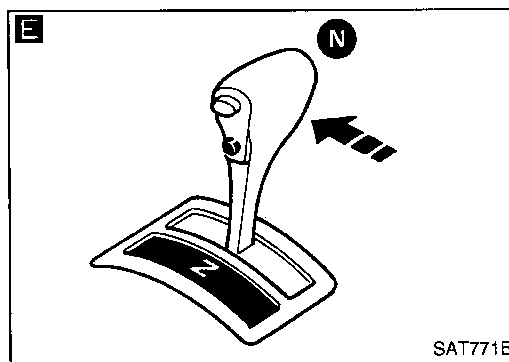
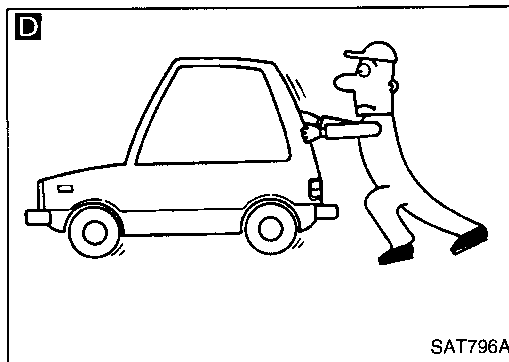
Yes

Mark the box on the DIAGNOSTIC WORKSHEET. Go to "4. In "N" Position, Vehicle Moves", AT-165. Continue ROAD TEST.

No

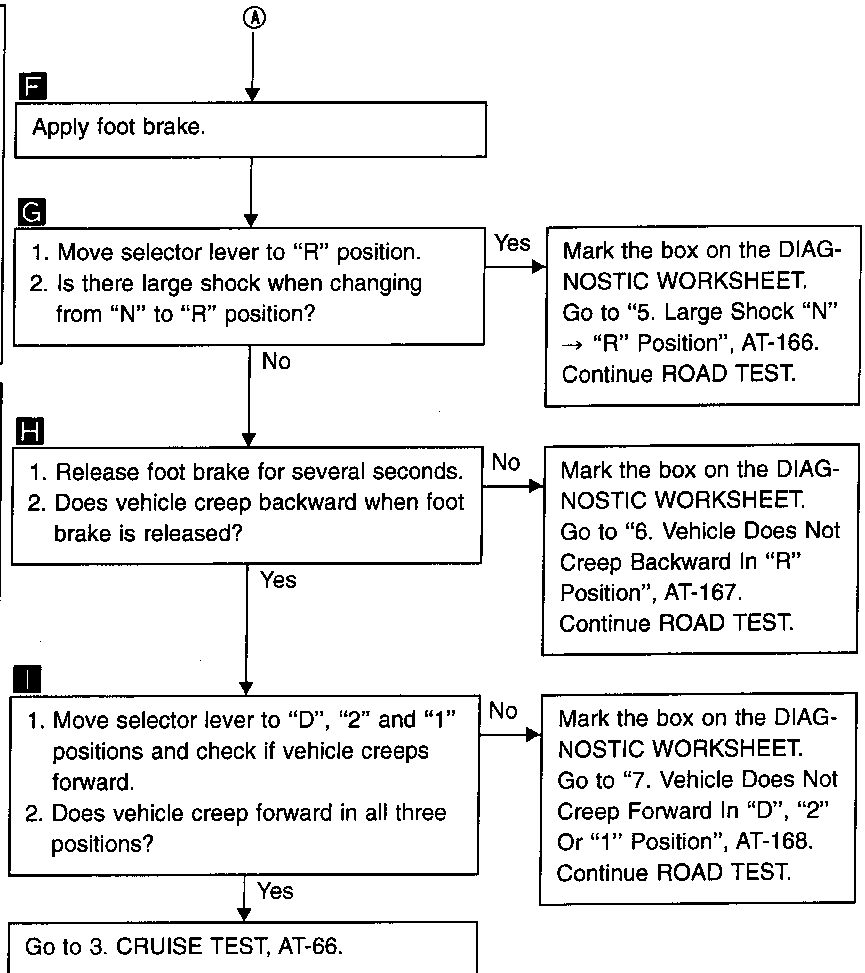
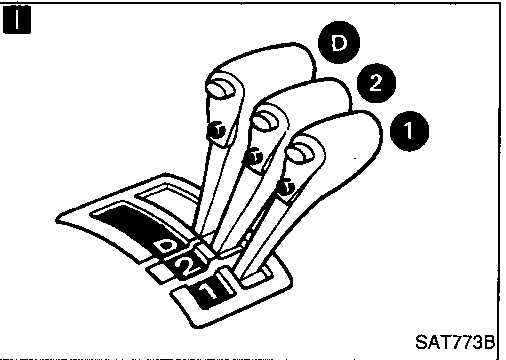
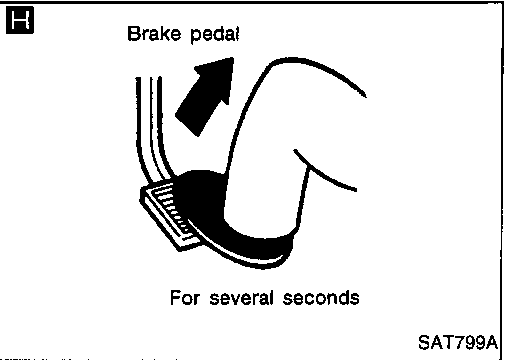
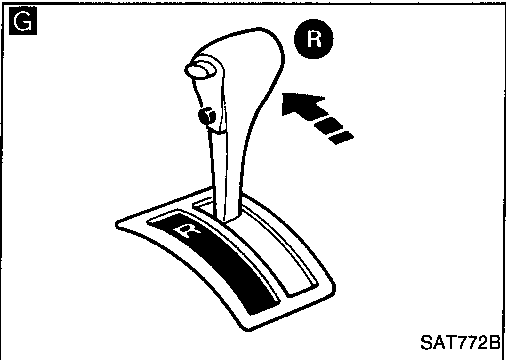
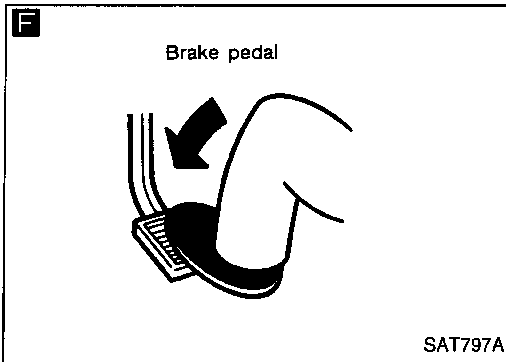
A

(Go to next page.)



# TROUBLE DIAGNOSIS — Basic Inspection

## Road Test (Cont'd)



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# TROUBLE DIAGNOSIS — Basic Inspection

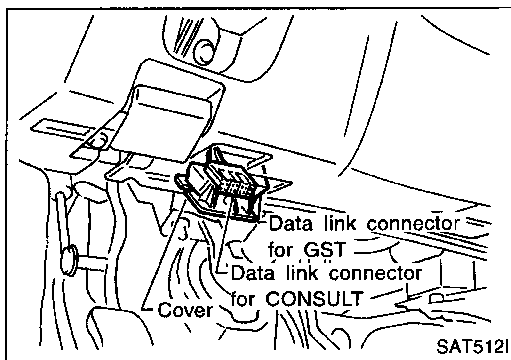
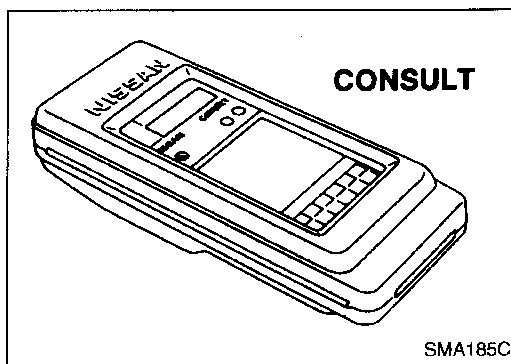
## Road Test (Cont'd)

### 3. CRUISE TEST

- Check all items listed in Parts 1 through 3.

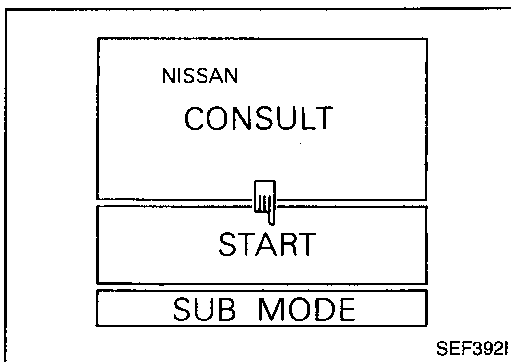
#### With CONSULT

- Using CONSULT, conduct a cruise test and record the result.
- Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.

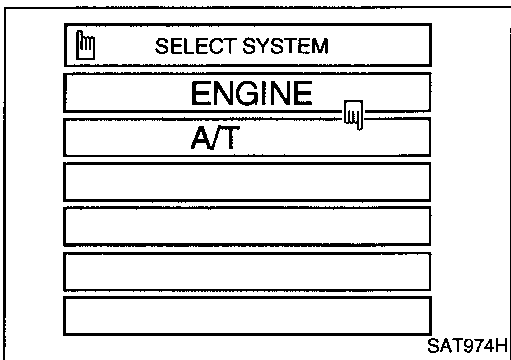


### CONSULT setting procedure

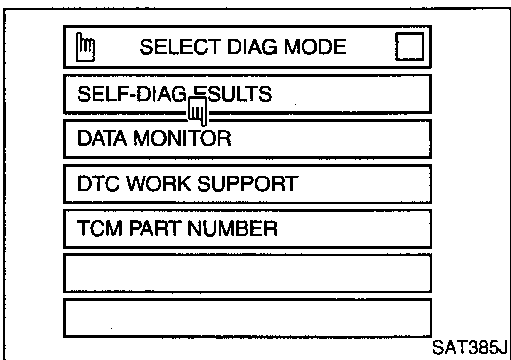
1. Turn ignition switch "OFF".
2. Connect CONSULT to Data link connector for CONSULT. Data link connector for CONSULT is located behind the cover.



3. Turn ignition switch "ON".
4. Touch "START".



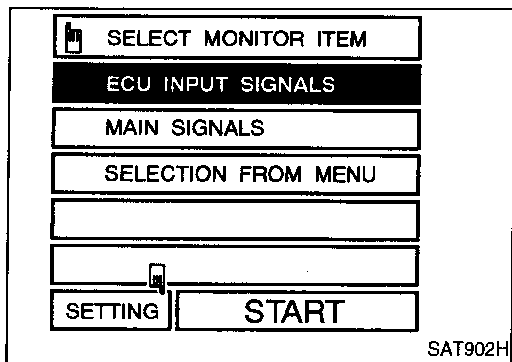
5. Touch "A/T".



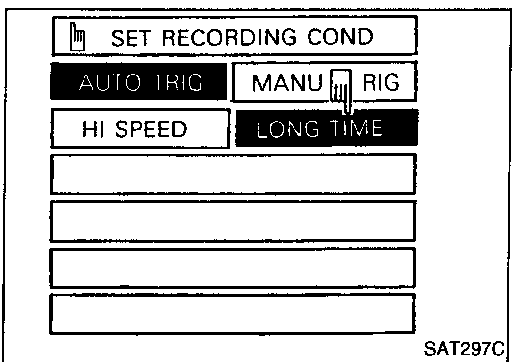
6. Touch "DATA MONITOR".

# TROUBLE DIAGNOSIS — Basic Inspection

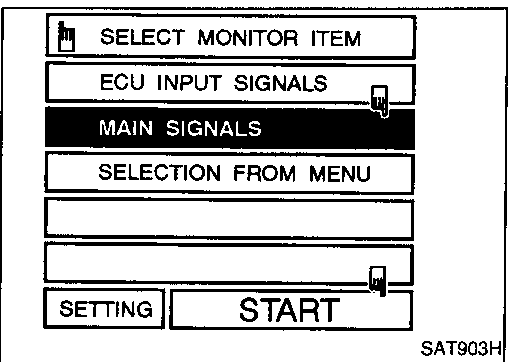
## Road Test (Cont'd)



7. Touch "SETTING" to set recording condition.

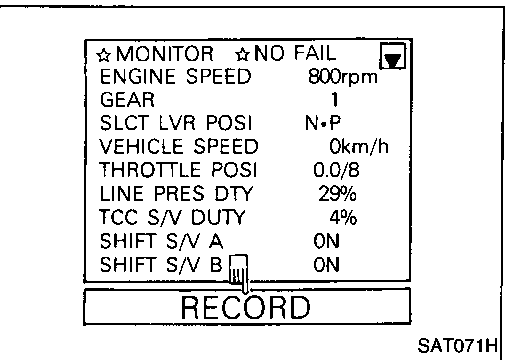


8. Touch "LONG TIME" and "ENTER" key.

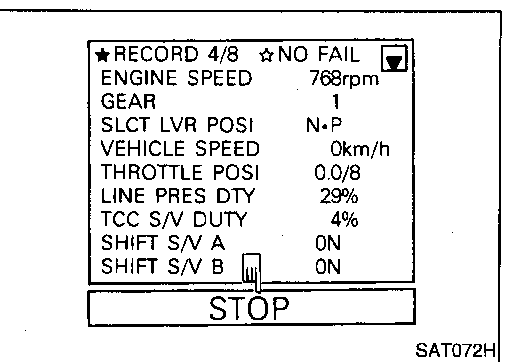


9. Go back to SELECT MONITOR ITEM and touch "MAIN SIGNALS".

10. Touch "START".



11. When performing cruise test, touch "RECORD".



12. After finishing cruise test part 1, touch "STOP".

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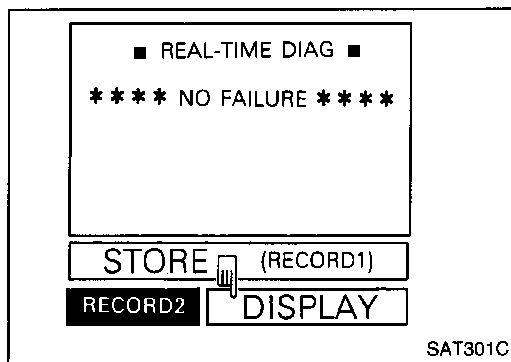
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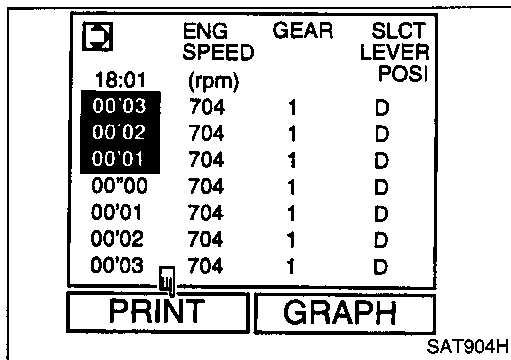
# TROUBLE DIAGNOSIS — Basic Inspection

## Road Test (Cont'd)

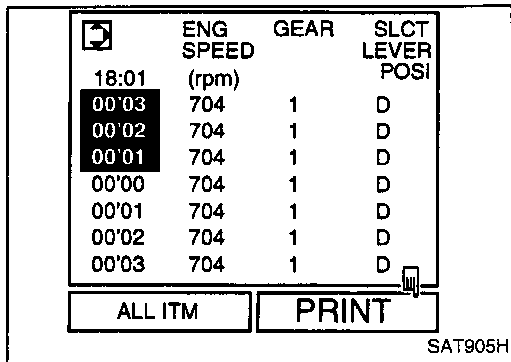
13. Touch "DISPLAY".



14. Touch "PRINT".

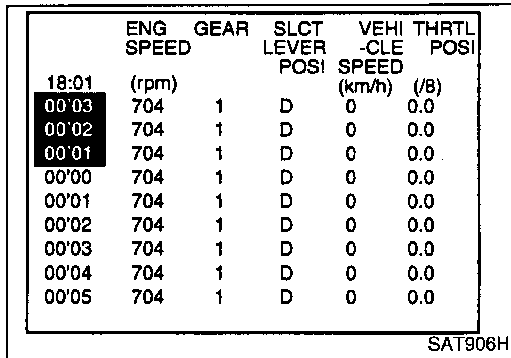


15. Touch "PRINT" again.



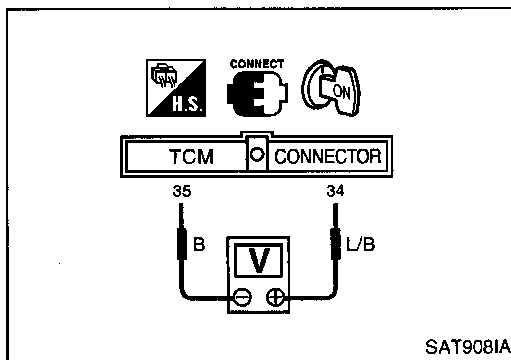
16. Check the monitor data printed out.

17. Continue cruise test part 2 and 3.



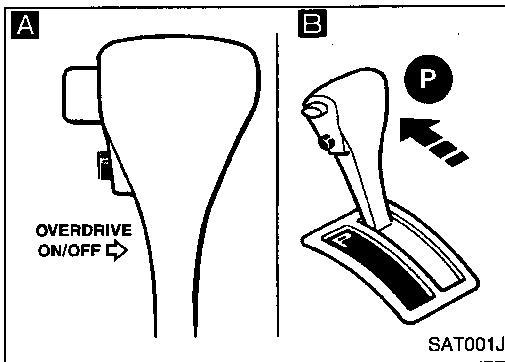
Without CONSULT

- Throttle position sensor can be checked by voltage across terminals ③④ and ③⑤ of TCM.



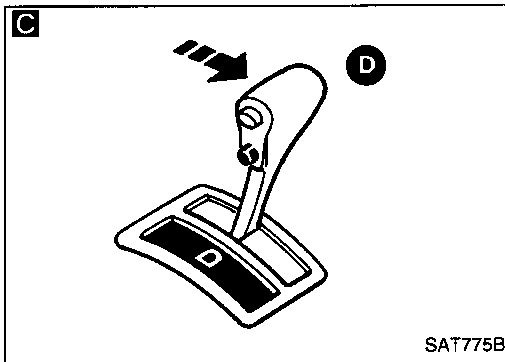
## Road Test (Cont'd)

### CRUISE TEST — Part 1



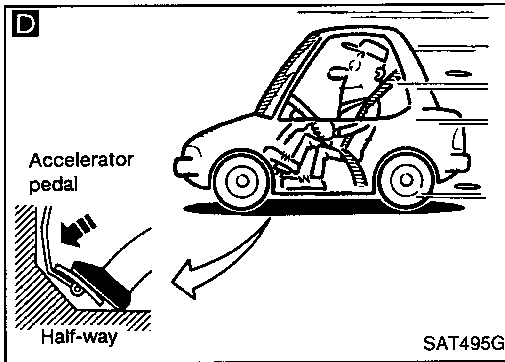
1. Drive vehicle for approx. 10 minutes to warm engine oil and ATF up to operating temperature.  
**ATF operating temperature:**  
50 - 80°C (122 - 176°F)

- A B**
1. Park vehicle on flat surface.
  2. Set overdrive control switch to "ON" position.
  3. Move selector lever to "P" position.
  4. Start engine.



**C**  
Move selector lever to "D" position.

**D**  
Accelerate vehicle by constantly depressing accelerator pedal half-way.

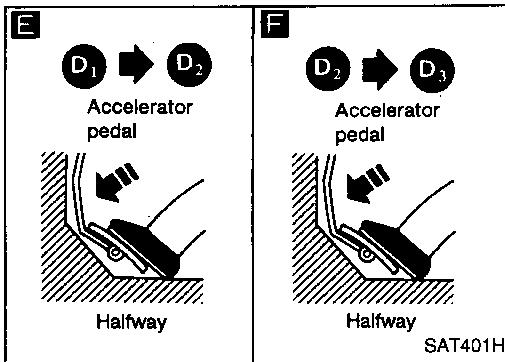


Does vehicle start from "D<sub>1</sub>"?  
**Read gear position.**

No → Go to "8. Vehicle Cannot Be Started From D<sub>1</sub>", AT-169. Continue ROAD TEST.

**E**  
Does A/T shift from "D<sub>1</sub>" to "D<sub>2</sub>" at the specified speed?  
**Read gear position, throttle opening and vehicle speed.**  
Specified speed when shifting from "D<sub>1</sub>" to "D<sub>2</sub>":  
Refer to Shift schedule, AT-277.

No → Go to "9. A/T Does Not Shift: D<sub>1</sub> → D<sub>2</sub> Or Does Not Kickdown: D<sub>4</sub> → D<sub>2</sub>", AT-170. Continue ROAD TEST.



**F**  
Does A/T shift from "D<sub>2</sub>" to "D<sub>3</sub>" at the specified speed?  
**Read gear position, throttle position and vehicle speed.**  
Specified speed when shifting from "D<sub>2</sub>" to "D<sub>3</sub>":  
Refer to Shift schedule, AT-277.

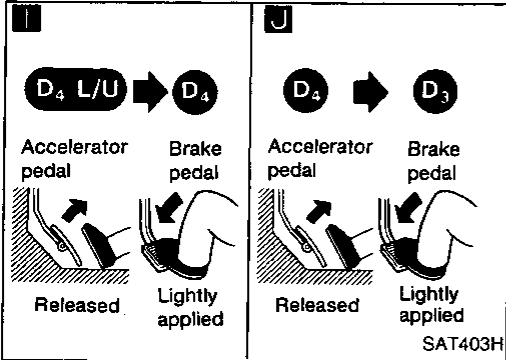
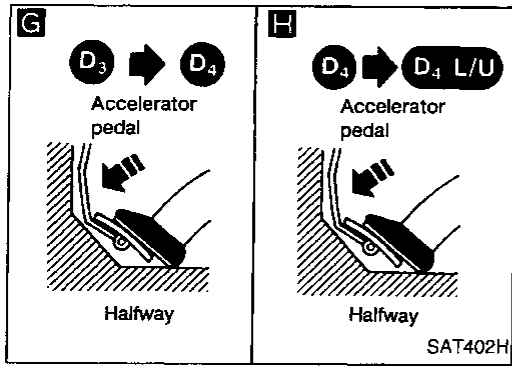
No → Go to "10. A/T Does Not Shift: D<sub>2</sub> → D<sub>3</sub>", AT-171. Continue ROAD TEST.

Yes  
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# TROUBLE DIAGNOSIS — Basic Inspection

## Road Test (Cont'd)



**G** Does A/T shift from "D<sub>3</sub>" to "D<sub>4</sub>" at the specified speed?  
 Read gear position, throttle position and vehicle speed.  
 Specified speed when shifting from D<sub>3</sub> to D<sub>4</sub>:  
 Refer to Shift schedule, AT-277.

No → Go to "11. A/T Does Not Shift: D<sub>3</sub> → D<sub>4</sub>", AT-172. Continue ROAD TEST.

Yes →

**H** Does A/T perform lock-up at the specified speed?  
 Read vehicle speed, throttle position when lock-up duty becomes 94%.  
 Specified speed when lock-up occurs:  
 Refer to Shift schedule, AT-277.

No → Go to "12. A/T Does Not Perform Lock-up", AT-173. Continue ROAD TEST.

Yes →

Does A/T hold lock-up condition for more than 30 seconds?

No → Go to "13. A/T Does Not Hold Lock-up Condition", AT-174.

Yes →

1. Release accelerator pedal.  
 2. Is lock-up released when accelerator pedal is released?

No → Go to "14. Lock-up Is Not Released", AT-174. Continue ROAD TEST.

Yes →

**J** 1. Decelerate vehicle by applying foot brake lightly.  
 2. Does engine speed return to idle smoothly when A/T is shifted from "D<sub>4</sub>" to "D<sub>3</sub>"?  
 Read gear position and engine speed.

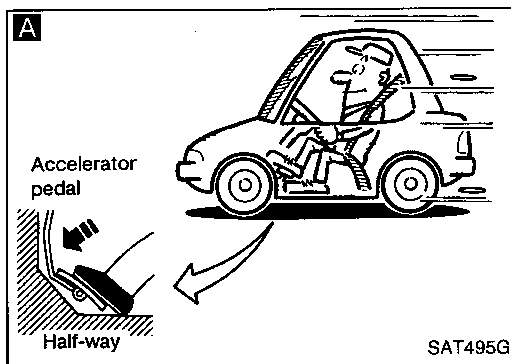
No → Go to "15. Engine Speed Does Not Return To Idle (Light Braking D<sub>4</sub> → D<sub>3</sub>)", AT-175. Continue ROAD TEST.

Yes →

1. Stop vehicle.  
 2. Go to "CRUISE TEST — Part 2", AT-71.

Road Test (Cont'd)

CRUISE TEST — Part 2



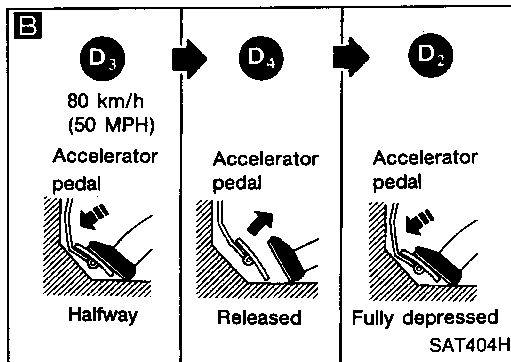
1. Confirm overdrive control switch is in "ON" position.
2. Confirm selector lever is in "D" position.

**A**

1. Accelerate vehicle by half throttle again.
2. Does vehicle start from "D<sub>1</sub>"?

**Read gear position.**

No → Go to "16. Vehicle Does Not Start From D<sub>1</sub>", AT-176. Continue ROAD TEST.

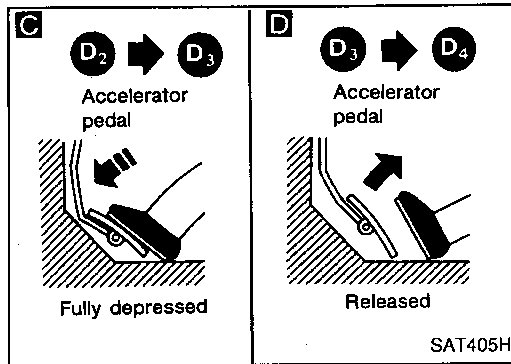


**B**

1. Accelerate vehicle to 80 km/h (50 MPH) as shown in illustration.
2. Release accelerator pedal and then quickly depress it fully.
3. Does A/T shift from "D<sub>4</sub>" to "D<sub>2</sub>" as soon as accelerator pedal is depressed fully?

**Read gear position and throttle position.**

No → Go to "9. A/T Does Not Shift: D<sub>1</sub> → D<sub>2</sub> Or Does Not Kickdown: D<sub>4</sub> → D<sub>2</sub>", AT-170. Continue ROAD TEST.



**C**

Does A/T shift from "D<sub>2</sub>" to "D<sub>3</sub>" at the specified speed?

**Read gear position, throttle position and vehicle speed.**

**Specified speed when shifting from "D<sub>2</sub>" to "D<sub>3</sub>":**  
Refer to Shift schedule, AT-277.

No → Go to "10. A/T Does Not Shift: D<sub>2</sub> → D<sub>3</sub>", AT-171. Continue ROAD TEST.

**D**

Release accelerator pedal after shifting from "D<sub>2</sub>" to "D<sub>3</sub>". Does A/T shift from "D<sub>3</sub>" to "D<sub>4</sub>" and does vehicle decelerate by engine brake?

**Read gear position, throttle position and vehicle speed.**

No → Go to "11. A/T Does Not Shift: D<sub>3</sub> → D<sub>4</sub>", AT-172. Continue ROAD TEST.

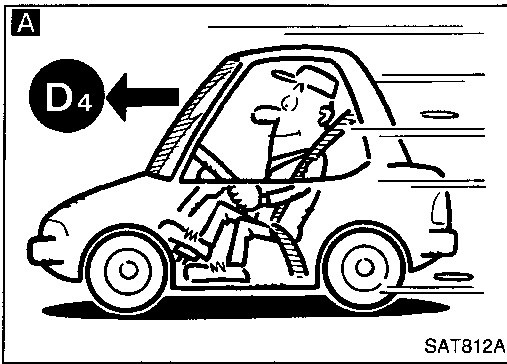
1. Stop vehicle.
2. Go to "CRUISE TEST — Part 3", AT-72.

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Road Test (Cont'd)

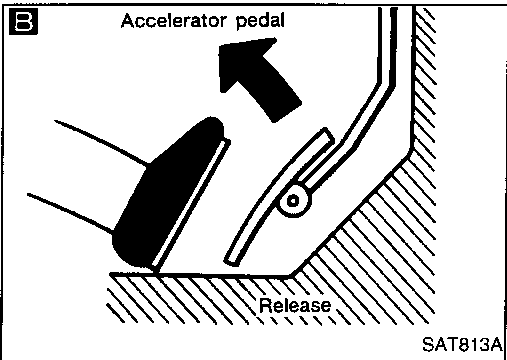
CRUISE TEST — Part 3



1. Confirm overdrive control switch is in "ON" position.
2. Confirm selector lever is in "D" position.

**A**  
Accelerate vehicle using half-throttle to "D<sub>4</sub>".

**B**  
Release accelerator pedal.



**C**  
Set overdrive control switch to "OFF" position while driving in "D<sub>4</sub>".

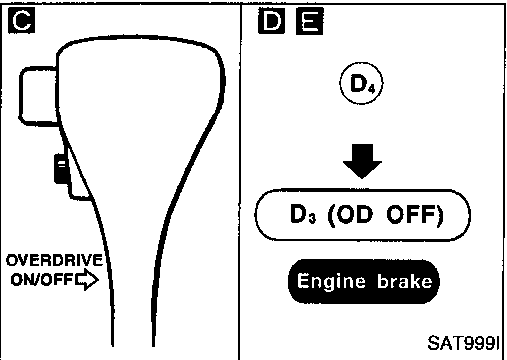
**D**  
Does A/T shift from "D<sub>4</sub>" to "D<sub>3</sub>" (O/D OFF)?  
**Read gear position and vehicle speed.**

No  
Go to "17. A/T Does Not Shift: D<sub>4</sub> → D<sub>3</sub>, When Overdrive Control Switch "ON" → "OFF", AT-176. Continue ROAD TEST.

**E**  
Does vehicle decelerate by engine brake?

No  
Go to "15. Engine Speed Does Not Return To Idle (Light Braking D<sub>4</sub> → D<sub>3</sub>)", AT-175. Continue ROAD TEST.

Yes

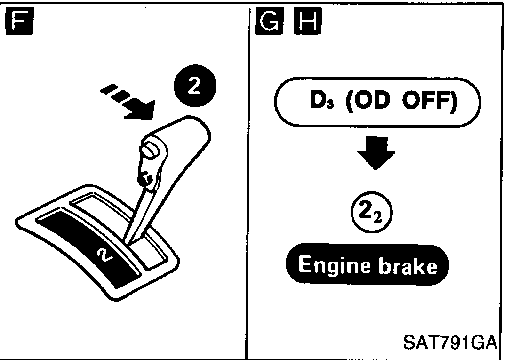


**F**  
Move selector lever from "D" to "2" position while driving in "D<sub>3</sub>" (O/D OFF).

**G**  
Does A/T shift from "D<sub>3</sub>" (O/D OFF) to "2"?  
**Read gear position.**

No  
Go to "18. A/T Does Not Shift: D<sub>3</sub> → D<sub>2</sub>, When Selector Lever "D" → "2" Position", AT-177. Continue ROAD TEST.

Yes



**H**  
Does vehicle decelerate by engine brake?

No  
Go to "15. Engine Speed Does Not Return To Idle (Light Braking D<sub>4</sub> → D<sub>3</sub>)", AT-175. Continue ROAD TEST.

Yes

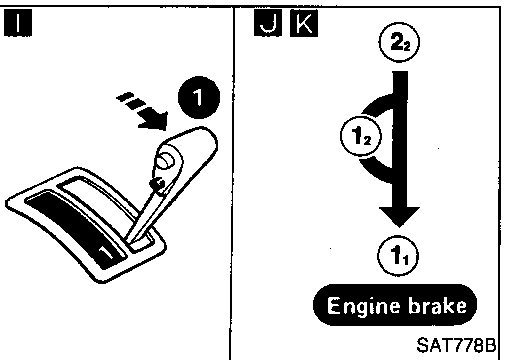
**I J**  
1. Move selector lever from "2" to "1" position while driving in "2".  
2. Does A/T shift from "2<sub>2</sub>" to "1<sub>1</sub>" position?  
**Read gear position.**

No  
Go to "19. A/T Does Not Shift: 2<sub>2</sub> → 1<sub>1</sub>, When Selector Lever "2" → "1" Position", AT-177. Continue ROAD TEST.

**K**  
Does vehicle decelerate by engine brake?

No  
Go to "20. Vehicle Does Not Decelerate By Engine Brake", AT-178. Continue ROAD TEST.

Yes



1. Stop vehicle.
2. Perform self-diagnosis. Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

# TROUBLE DIAGNOSIS — General Description

## Symptom Chart

Reference page (AT- )		ON vehicle										OFF vehicle																								
		58, 198	198, 138	88, 91, 152	61	130, 222	134, 129	115, 144	84, 196	196	196	206, 218	235, 239	241, 251	241, 249	210, 245	157, 257																			
Reference page (AT- )	Numbers are arranged in the order of inspection. Perform inspections starting with number one and work up. Circled numbers indicate that the transmission must be removed from the vehicle.	Fluid level	Control linkage adjustment	PNP switch adjustment	Throttle position sensor (Adjustment)	Revolution sensor and vehicle speed sensor	Engine speed signal	Engine idling speed	Line pressure	Control valve assembly	Shift solenoid valve A	Shift solenoid valve B	Line pressure solenoid valve	Torque converter clutch solenoid valve	Overrun clutch solenoid valve	A/T fluid temperature sensor	Accumulator N-D	Accumulator 1-2	Accumulator 2-3	Accumulator 3-4 (N-R)	Ignition switch and starter	Torque converter	Oil pump	Reverse clutch	High clutch	Forward clutch	Forward one-way clutch	Overrun clutch	Low one-way clutch	Low & reverse brake	Brake band	Turbine revolution sensor	Parking components			
164	Engine does not start in "N", "P" positions.	2	3																	1																
164	Engine starts in position other than "N" and "P".	1	2																																	
—	Transmission noise in "P" and "N" positions.	1	3	4	5	2																7	6													
164	Vehicle moves when changing into "P" position or parking gear does not disengage when shifted out of "P" position.	1																															2			
165	Vehicle runs in "N" position.	1																						4	3	5										
167	Vehicle will not run in "R" position (but runs in "D", "2" and "1" positions). Clutch slips. Very poor acceleration.	1				2	4			3													5	6	7	8	9									
—	Vehicle braked when shifting into "R" position.	1	2			3	5			4													6	8	9				7							
—	Sharp shock in shifting from "N" to "D" position.			2	5	1	3	7		6			4	8											10						9					
—	Vehicle will not run in "D" and "2" positions (but runs in "1" and "R" position).	1																										2								
168	Vehicle will not run in "D", "1" and "2" positions (but runs in "R" position). Clutch slips. Very poor acceleration.	1				2	4			3			5										6	7	8	9	10									
—	Clutches or brakes slip somewhat in starting.	1	2	3		4	6			5			7		8							10	10	10	9				11							
—	Excessive creep.					1																														
167 - 168	No creep at all.	1				2	3															6	5		4											
—	Failure to change gear from "D <sub>1</sub> " to "D <sub>2</sub> ".	2	1	5		4	3																								6					
—	Failure to change gear from "D <sub>2</sub> " to "D <sub>3</sub> ".	2	1	5		4	3																	6							7					
—	Failure to change gear from "D <sub>3</sub> " to "D <sub>4</sub> ".	2	1	4			3					5																			6					
170 - 171, 172	Too high a gear change point from "D <sub>1</sub> " to "D <sub>2</sub> ", from "D <sub>2</sub> " to "D <sub>3</sub> ", from "D <sub>3</sub> " to "D <sub>4</sub> ".			1	2					3	4																									
—	Gear change directly from "D <sub>1</sub> " to "D <sub>3</sub> " occurs.	1																2													3					
—	Engine stops when shifting lever into "R", "D", "2" and "1".					1	3					2										4														
—	Too sharp a shock in change from "D <sub>1</sub> " to "D <sub>2</sub> ".			1		2	4						5	3																		6				
—	Too sharp a shock in change from "D <sub>2</sub> " to "D <sub>3</sub> ".			1		2	4																	5								6				

GI  
 MA  
 EM  
 LC  
 EC  
 FE  
**AT**  
 PD  
 FA  
 RA  
 BR  
 ST  
 RS  
 BT  
 HA  
 EL  
 IDX

# TROUBLE DIAGNOSIS — General Description

## Symptom Chart (Cont'd)

Reference page (AT- )		ON vehicle										OFF vehicle																					
		58, 198	198, 138	88, 91, 152	61	130, 222	134, 129	115, 144	84, 196	196	196	206, 218	235, 239	241, 251	241, 249	210, 245	157, 257																
Reference page (AT- )	Numbers are arranged in the order of inspection. Perform inspections starting with number one and work up. Circled numbers indicate that the transmission must be removed from the vehicle.	Fluid level	Control linkage adjustment	PNP switch adjustment	Throttle position sensor (Adjustment)	Revolution sensor and vehicle speed sensor	Engine speed signal	Engine idling speed	Line pressure	Control valve assembly	Shift solenoid valve A	Shift solenoid valve B	Line pressure solenoid valve	Torque converter clutch solenoid valve	Overrun clutch solenoid valve	A/T fluid temperature sensor	Accumulator N-D	Accumulator 1-2	Accumulator 2-3	Accumulator 3-4 (N-R)	Ignition switch and starter	Torque converter	Oil pump	Reverse clutch	High clutch	Forward clutch	Forward one-way clutch	Overrun clutch	Low one-way clutch	Low & reverse brake	Brake band	Turbine revolution sensor	Parking components
—	Too sharp a shock in change from "D <sub>3</sub> " to "D <sub>4</sub> ".	.	.	1	.	.	2	4	.	.	.	.	.	.	.	.	.	.	.	3	.	.	.	.	.	.	6	.	.	5	.	.	
—	Almost no shock or clutches slipping in change from "D <sub>1</sub> " to "D <sub>2</sub> ".	1	.	2	.	.	3	5	.	.	.	.	.	.	.	.	.	4	.	.	.	.	.	.	.	.	.	.	.	6	.	.	
—	Almost no shock or slipping in change from "D <sub>2</sub> " to "D <sub>3</sub> ".	1	.	2	.	.	3	5	.	.	.	.	.	.	.	.	.	.	.	4	.	.	.	6	.	.	.	.	.	7	.	.	
—	Almost no shock or slipping in change from "D <sub>3</sub> " to "D <sub>4</sub> ".	1	.	2	.	.	3	5	.	.	.	.	.	.	.	.	.	.	.	4	.	.	.	6	.	.	.	.	.	7	.	.	
—	Vehicle braked by gear change from "D <sub>1</sub> " to "D <sub>2</sub> ".	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	4	.	.	5	3	.	.	.	
—	Vehicle braked by gear change from "D <sub>2</sub> " to "D <sub>3</sub> ".	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	.	
—	Vehicle braked by gear change from "D <sub>3</sub> " to "D <sub>4</sub> ".	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	4	.	3	2	.	.	.	.	.	
—	Maximum speed not attained. Acceleration poor.	1	.	2	.	.	.	5	3	4	.	.	.	.	.	.	.	.	.	.	.	11	10	6	7	.	.	.	9	8	.	.	
—	Failure to change gear from "D <sub>4</sub> " to "D <sub>3</sub> ".	1	.	2	.	.	.	6	4	5	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	7	.	.	.	.		
—	Failure to change gear from "D <sub>3</sub> " to "D <sub>2</sub> " or from "D <sub>4</sub> " to "D <sub>2</sub> ".	1	.	2	.	.	.	5	3	4	.	.	.	.	.	.	.	.	.	.	.	.	.	6	.	.	.	.	7	.	.	.	
—	Failure to change gear from "D <sub>2</sub> " to "D <sub>1</sub> " or from "D <sub>3</sub> " to "D <sub>1</sub> ".	1	.	2	.	.	.	5	3	4	.	.	.	.	.	.	.	.	.	.	.	.	.	7	.	.	6	8	.	.	.	.	
—	Gear change shock felt during deceleration by releasing accelerator pedal.	.	.	1	.	.	2	4	.	.	.	.	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
—	Too high a change point from "D <sub>4</sub> " to "D <sub>3</sub> ", from "D <sub>3</sub> " to "D <sub>2</sub> ", from "D <sub>2</sub> " to "D <sub>1</sub> ".	.	.	1	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
—	Kickdown does not operate when depressing pedal in "D <sub>4</sub> " within kickdown vehicle speed.	.	.	1	2	.	.	3	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
—	Kickdown operates or engine overruns when depressing pedal in "D <sub>4</sub> " beyond kickdown vehicle speed limit.	.	.	2	1	.	.	3	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
—	Races extremely fast or slips in changing from "D <sub>4</sub> " to "D <sub>3</sub> " when depressing pedal.	1	.	2	.	.	3	5	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	7	.	.	.	.	.	.	.	
—	Races extremely fast or slips in changing from "D <sub>4</sub> " to "D <sub>2</sub> " when depressing pedal.	1	.	2	.	.	3	6	5	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	.	.	.	7	.	.	.	
—	Races extremely fast or slips in changing from "D <sub>3</sub> " to "D <sub>2</sub> " when depressing pedal.	1	.	2	.	.	3	5	4	.	.	.	6	7	.	.	.	.	.	.	.	.	.	10	9	.	.	8	.	.	.	.	
—	Races extremely fast or slips in changing from "D <sub>4</sub> " or "D <sub>3</sub> " to "D <sub>1</sub> " when depressing pedal.	1	.	2	.	.	3	5	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	7	.	8	.	.	.	.	.	
—	Vehicle will not run in any position.	1	2	.	.	.	3	.	4	.	.	.	.	.	.	.	.	.	.	.	.	9	5	6	.	.	.	.	8	7	.	10	
—	Transmission noise in "D", "2", "1" and "R" positions.	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	

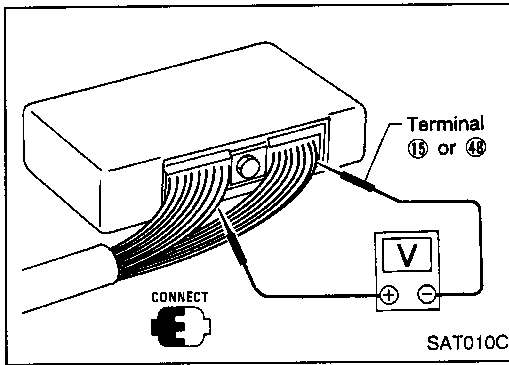
# TROUBLE DIAGNOSIS — General Description

## Symptom Chart (Cont'd)

Reference page (AT- )		ON vehicle										OFF vehicle																								
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175	Failure to change from "D <sub>3</sub> " to "2" when changing lever into "2" position.	7	1 2						6 5	4			3																							
—	Gear change from "2 <sub>2</sub> " to "2 <sub>3</sub> " in "2" position.		1																																	
176	Engine brake does not operate in "1" position.	2	1 3 4						6 5				7																							
—	Gear change from "1 <sub>1</sub> " to "1 <sub>2</sub> " in "1" position.	2	1																																	
—	Does not change from "1 <sub>2</sub> " to "1 <sub>1</sub> " in "1" position.		1	2					4 3				5																							
—	Large shock changing from "1 <sub>2</sub> " to "1 <sub>1</sub> " in "1" position.								1																											
—	Transmission overheats.	1		3		2 4			6		5												⑩ ⑦	⑧ ⑨	⑩ ⑪	⑫	⑬	⑭	⑮	⑯						
—	ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	1																						② ③	④ ⑤		⑥		⑦ ④							
—	Offensive smell at fluid charging pipe.	1																					② ③	④ ⑤	⑦		⑧		⑨ ⑥							
—	Torque converter is not locked up.		3 1	2 4		6 8							7 5										⑥													
—	Torque converter clutch piston slip	1		2		3 6		5 4															⑦													
173	Lock-up point is extremely high or low.			1 2				4					3																							
—	A/T does not shift to "D <sub>4</sub> " when driving with overdrive control switch "ON".		2 1	3		8 6 4							5 7																							
—	Engine is stopped at "R", "D", "2" and "1" positions.	1							5 4 3				2																							

GI  
 MA  
 EM  
 LC  
 EC  
 FE  
**AT**  
 PD  
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 RA  
 BR  
 ST  
 RS  
 BT  
 HA  
 EL  
 IDX

# TROUBLE DIAGNOSIS — General Description

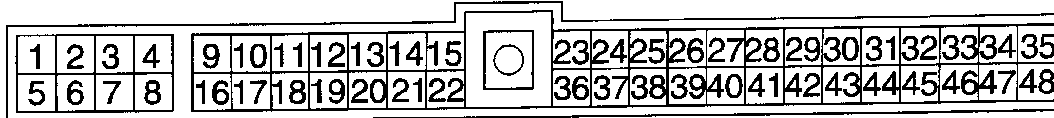


## TCM Terminals and Reference Value

### PREPARATION

- Measure voltage between each terminal and terminal ⑮ or ④⑧ by following "TCM INSPECTION TABLE".

### TCM HARNESS CONNECTOR TERMINAL LAYOUT



SAT2071

## TCM INSPECTION TABLE

(Data are reference values.)

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	G/R	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	W/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
3	G/Y	O/D OFF indicator lamp		When setting overdrive control switch in "OFF" position.	1V or less
				When setting overdrive control switch in "ON" position.	Battery voltage
4	G/B	Power source	or	When turning ignition switch to "ON".	Battery voltage
				When turning ignition switch to "OFF".	1V or less

# TROUBLE DIAGNOSIS — General Description













## TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition	Judgement standard	
5	G/B	Torque converter clutch solenoid valve	When A/T performs lock-up.	8 - 15V	GI
			When A/T does not perform lock-up.	1V or less	
6	R/Y	Shift solenoid valve A	When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage	MA
			When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less	EM
7	LG/B	Shift solenoid valve B	When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage	LC
			When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less	EC
8	L	Overrun clutch solenoid valve	When overrun clutch solenoid valve operates.	Battery voltage	FE
			When overrun clutch solenoid valve does not operate.	1V or less	AT
9	G/B	Power source	Same as No. 4		PD
10	—	—	—	—	
11	—	—	—	—	FA
12	—	—	—	—	
13	—	—	—	—	RA
14	GY/L	Closed throttle position switch (in throttle position switch)	When releasing accelerator pedal after warming up engine. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)	Battery voltage	BR
			When depressing accelerator pedal after warming up engine. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)	1V or less	ST
15	B	Ground	—	—	RS
16	PU/W	PNP switch "1" position	When setting selector lever to "1" position.	Battery voltage	BT
			When setting selector lever to other positions.	1V or less	HA
17	P/B	PNP switch "2" position	When setting selector lever to "2" position.	Battery voltage	EL
			When setting selector lever to other positions.	1V or less	IDX
18	Y/PU	PNP switch "D" position	When setting selector lever to "D" position.	Battery voltage	
			When setting selector lever to other positions.	1V or less	



# TROUBLE DIAGNOSIS — General Description







## TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item		Condition	Judgement standard
19	R/G	PNP switch "N" or "P" position		When setting selector lever to "N" or "P" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
20	L/W	PNP switch "R" position	 	When setting selector lever to "R" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
21	W/R	Wide open throttle position switch (in throttle position switch)		When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
				When releasing accelerator pedal after warming up engine.	1V or less
22	—	—		—	—
23	Y	Power source (Memory back-up)	 or 	When turning ignition switch to "OFF".	Battery voltage
				When turning ignition switch to "ON".	Battery voltage
24	W/G	Engine speed signal	 	When engine runs at idle speed.	Approximately 1.2V
				When engine runs at 3,000 rpm.	Approximately 3.4V
25	W	Revolution sensor (Measure in AC range)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.
				When vehicle parks.	0V
26	Y	Turbine revolution sensor (Measure in AC range)	 	When engine is running at 1,000 rpm	Approximately 1.2V Voltage rises gradually in response to engine speed.
27	P/L	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V
28*	BR/Y	—		—	—
29	—	—		—	—
30*	P	—		—	—
31	BR/W	Throttle position sensor (Power source)		—	4.5 - 5.5V
32	—	—		—	—

\*: These terminals are connected to the Data link connector for CONSULT.

# TROUBLE DIAGNOSIS — General Description

## TCM Terminals and Reference Value (Cont'd)

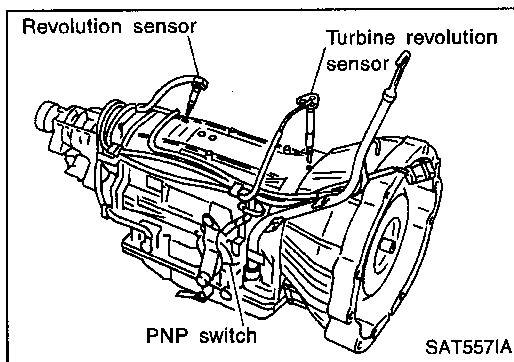
Terminal No.	Wire color	Item	Condition	Judgement standard		
33	G	A/T fluid temperature sensor	When ATF temperature is 20°C (68°F).	Approximately 1.5V	GI	
			When ATF temperature is 80°C (176°F).	Approximately 0.5V	MA	
34	L/B	Throttle position sensor	 	When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V	EM LC
				—	—	EC
35	B	Throttle position sensor (Ground)	—	—	FE	
36	—	—	—	—	FE	
37	Y	ASCD cruise signal		When ASCD cruise is being performed. ("CRUISE" light comes on.)	Battery voltage	AT
				When ASCD cruise is not being performed. ("CRUISE" light does not come on.)	1V or less	PD
38	—	—	—	—	FA	
39	G/Y	Overdrive control switch	 	When setting overdrive control switch in "ON" position	Battery voltage	FA
				When setting overdrive control switch in "OFF" position	1V or less	RA
40	L	ASCD OD cut signal		When "ACCEL" set switch on ASCD cruise is released.	5 - 8V	BR
				When "ACCEL" set switch on ASCD cruise is applied.	1V or less	ST
41	—	—	—	—	RS	
42	—	—	—	—	BT	
43	—	—	—	—	BT	
44	—	—	—	—	BT	
45	—	—	—	—	BT	
46	—	—	—	—	BT	
47*	R/L	LAN	—	—	HA	
48	B	Ground	—	—	EL	

\* This terminal is connected to the ECM.

IDX



# TROUBLE DIAGNOSIS FOR DTC P0705



## Park/Neutral Position (PNP) Switch

### DESCRIPTION

- The PNP switch assemble includes a transmission range switch.
- The transmission range switch detects the selector position and sends a signal to the TCM.

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
16	PU/W	PNP switch "1" position	When setting selector lever to "1" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
17	P/B	PNP switch "2" position	When setting selector lever to "2" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
18	Y/PU	PNP switch "D" position	When setting selector lever to "D" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
19	R/G	PNP switch "N" or "P" position	When setting selector lever to "N" or "P" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
20	L/W	PNP switch "R" position	When setting selector lever to "R" position.	Battery voltage
			When setting selector lever to other positions.	1V or less



### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: PNP SW/CIRC : P0705 : MIL Code No. 1101	TCM does not receive the correct voltage signal from the switch based on the gear position.	<ul style="list-style-type: none"> <li>• Harness or connectors (The PNP switch circuit is open or shorted.)</li> <li>• PNP switch</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0705

## Park/Neutral Position (PNP) Switch (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

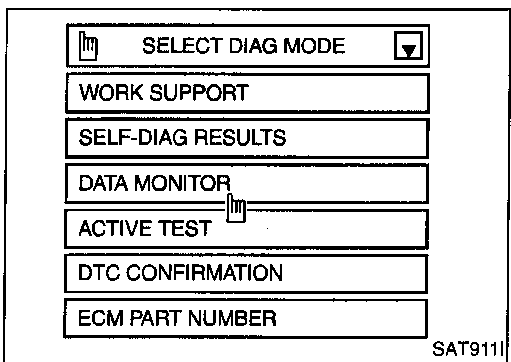
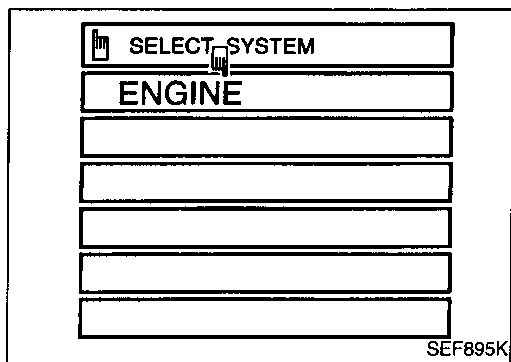
#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.



- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode for "ENGINE" with CONSULT.
- 3) Start engine and maintain the following conditions for at least 5 consecutive seconds.
  - VHCL SPEED SE: 10 km/h (6 MPH) or more**
  - THRTL POS SEN: More than 1.3V**
  - Selector lever: D position (OD "ON" or "OFF")**

- 
- OR
- 1) Start engine.
  - 2) Drive vehicle under the following conditions:
    - Selector lever in "D", overdrive control switch in "ON" or "OFF" position, vehicle speed higher than 10 km/h (6 MPH), throttle position sensor more than 1.3V and driving for more than 5 seconds.
  - 3) Select "MODE 7" with GST.

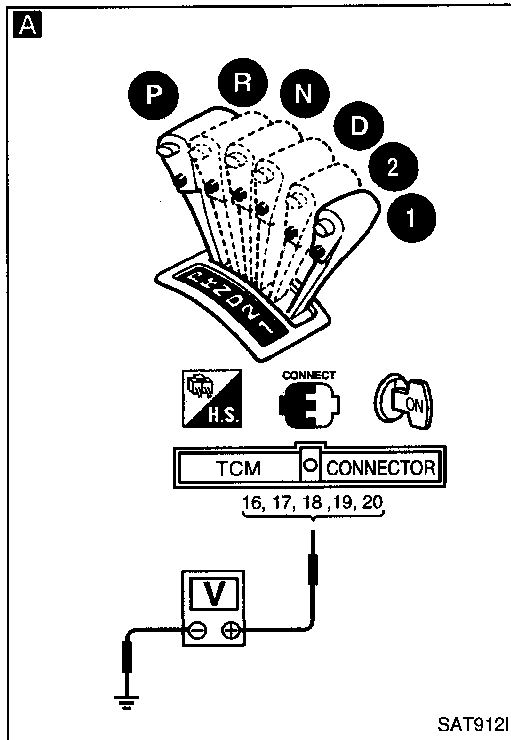
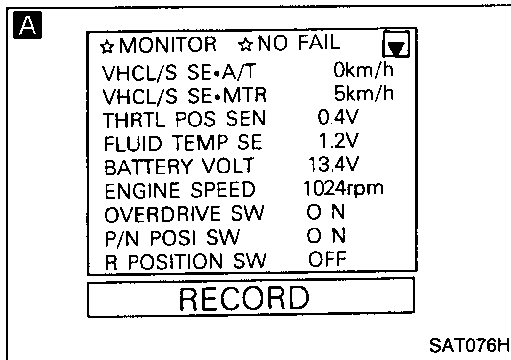
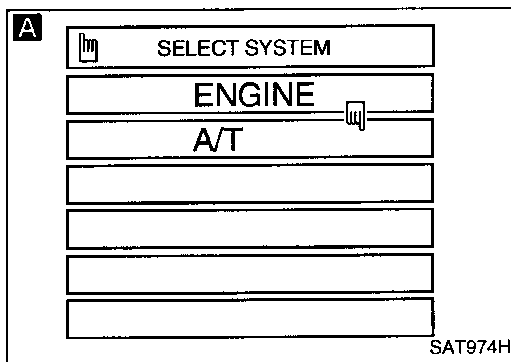
- 
- OR
- 1) Start engine.
  - 2) Drive vehicle under the following conditions:
    - Selector lever in "D", overdrive control switch in "ON" or "OFF" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 5 seconds.
  - 3) Perform self-diagnosis for ECM.
    - Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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# TROUBLE DIAGNOSIS FOR DTC P0705

## Park/Neutral Position (PNP) Switch (Cont'd)

### DIAGNOSTIC PROCEDURE



INSPECTION START

**A**

#### CHECK PARK/NEUTRAL POSITION SWITCH CIRCUIT.

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
3. Read out "P/N", "R", "D", "2" and "1" position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly.

OR

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Check voltage between TCM terminals 16, 17, 18, 19, 20 and ground while moving selector lever through each position.

#### Voltage:

**B: Battery voltage**  
**0: 0V**

Lever position	Terminal No.				
	16	20	18	17	16
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-81.

OK

INSPECTION END

NG

Check the following items:

- 10A fuse [No. 18], located in the fuse block (J/B)]
- PNP switch  
Refer to "Component Inspection", AT-83.
- Harness for short or open between ignition switch and PNP switch (Main harness)
- Harness for short or open between PNP switch and TCM (Main harness)
- Ignition switch  
Refer to EL section ("POWER SUPPLY ROUTING").
- Diode (P, N positions)

NG

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

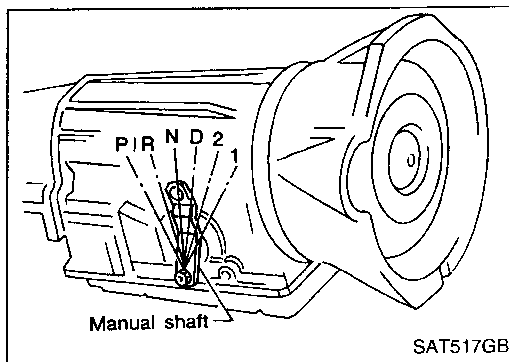
# TROUBLE DIAGNOSIS FOR DTC P0705

## Park/Neutral Position (PNP) Switch (Cont'd)

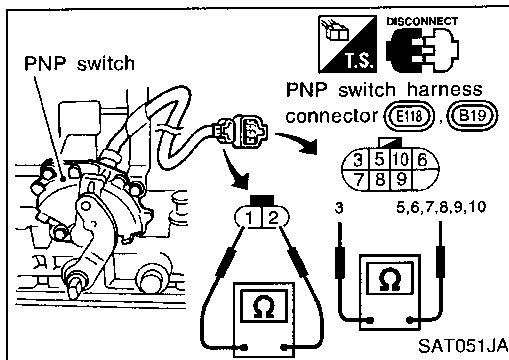
### COMPONENT INSPECTION

#### Park/neutral position switch

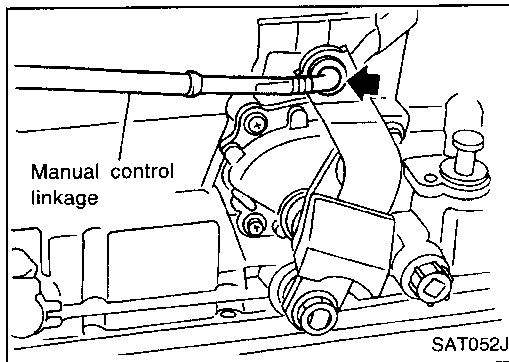
1. Check continuity between terminals ① and ② and between terminals ③ and ⑤, ⑥, ⑦, ⑧, ⑨, ⑩ while moving manual shaft through each position.



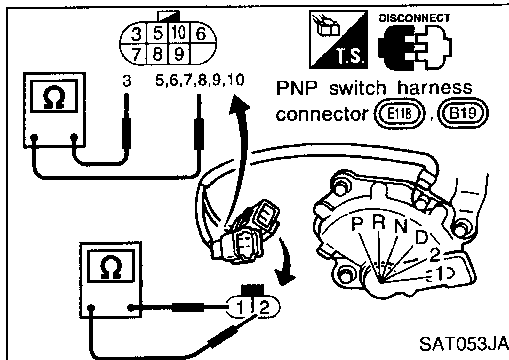
SAT517GB



SAT051JA



SAT052J



SAT053JA

Lever position	Terminal No.	
P	① — ②	③ — ⑦
R	③ — ⑧	
N	① — ②	③ — ⑨
D	③ — ⑥	
2	③ — ⑩	
1	③ — ⑤	

2. If NG, check again with manual control linkage disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control linkage. Refer to AT-198.

4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to AT-198.
6. If NG on step 4, replace PNP switch.

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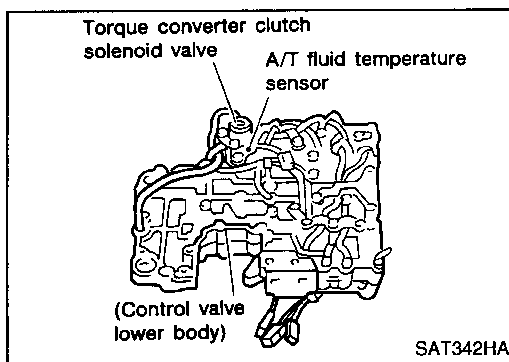
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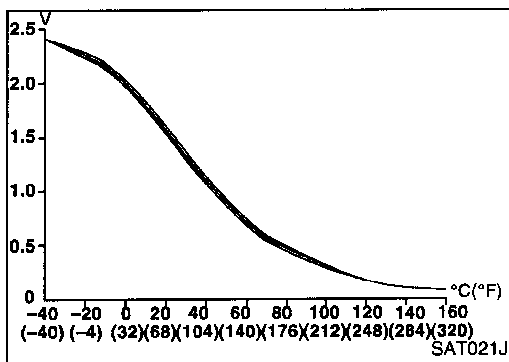
# TROUBLE DIAGNOSIS FOR DTC P0710



## A/T Fluid Temperature Sensor

### DESCRIPTION

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.





### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.




Monitor item	Condition	Specification
A/T fluid temperature sensor	Cold [20°C (68°F)]	Approximately 1.5V
	↓	↓
	Hot [80°C (176°F)]	Approximately 0.5V

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
33	G	A/T fluid temperature sensor	 When ATF temperature is 20°C (68°F).	Approximately 1.5V
			When ATF temperature is 80°C (176°F).	Approximately 0.5V
35	B	Throttle position sensor (Ground)		—

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : ATF TEMP SEN/CIRC  : P0710  : MIL Code No. 1208	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● A/T fluid temperature sensor</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0710

## A/T Fluid Temperature Sensor (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE


#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:



If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

 SELECT SYSTEM

**ENGINE**


SEF895K

 SELECT DIAG MODE 

WORK SUPPORT

SELF-DIAG RESULTS


DATA MONITOR


**ACTIVE TEST** 


DTC CONFIRMATION

ECM PART NUMBER

SAT911I

-  1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.
- 2) Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)
- CMPS-RPM (REF): 450 rpm or more**  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (OD "ON")**

- OR
-  1) Start engine.
- 2) Drive vehicle under the following conditions:  
 Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes (Total).
- 3) Select "MODE 7" with GST.

- OR
-  1) Start engine.
- 2) Drive vehicle under the following conditions:  
 Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes (Total).
- 3) Perform self-diagnosis for ECM.  
 Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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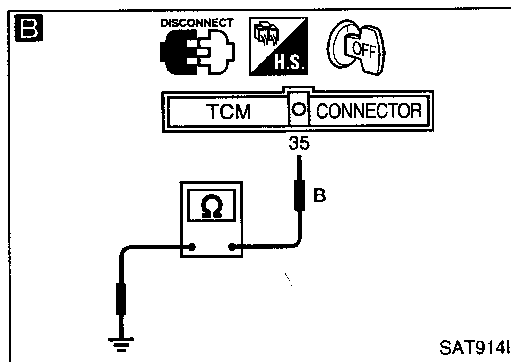
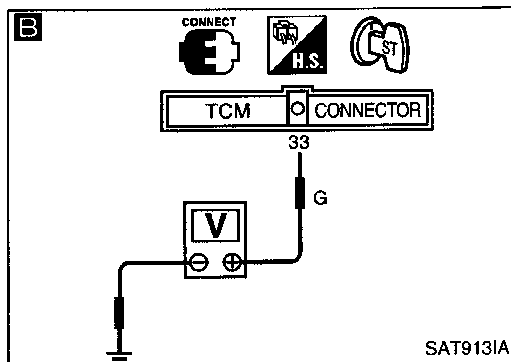
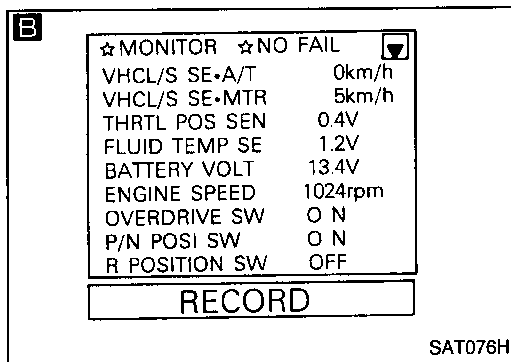
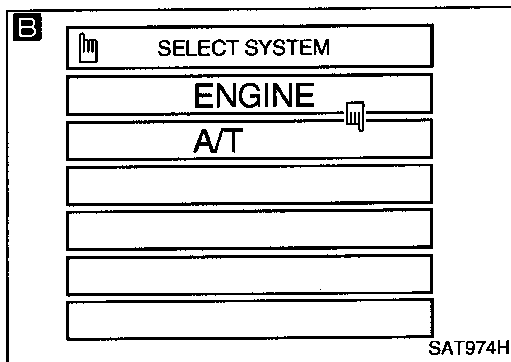
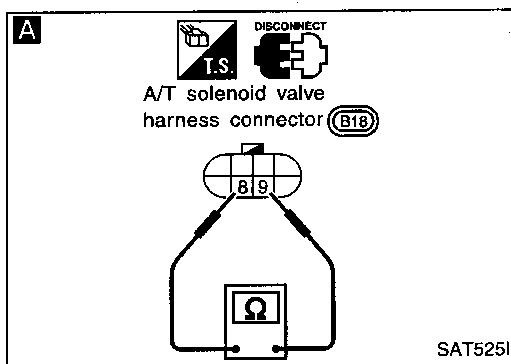
EL

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# TROUBLE DIAGNOSIS FOR DTC P0710

## A/T Fluid Temperature Sensor (Cont'd)

### DIAGNOSTIC PROCEDURE



INSPECTION START

**A**

**CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY.**

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector at the end of A/T assembly.
3. Check resistance between terminals ⑧ and ⑨ when A/T is cold.  
**Resistance:**  
Cold [20°C (68°F)]  
Approximately 2.5 kΩ
4. Reinstall any part removed.

NG

1. Remove oil pan.
2. Check the following items:
  - A/T fluid temperature sensor  
Refer to "Component Inspection", AT-87.
  - Harness of terminal cord assembly for short or open

OK

**B**

**CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR.**

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
3. Read out the value of "FLUID TEMP SE".  
**Voltage:**  
Cold [20°C (68°F)] →  
Hot [80°C (176°F)]:  
Approximately  
1.5V → 0.5V

NG

Check the following item:

- Harness for short to ground or short to power or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM  
Refer to EC section ("TROUBLE DIAGNOSIS FOR POWER SUPPLY").

OR

1. Start engine.
2. Check voltage between TCM terminal ⑩ and ground while warming up A/T.  
**Voltage:**  
Cold [20°C (68°F)] →  
Hot [80°C (176°F)]:  
Approximately  
1.5V → 0.5V
3. Turn ignition switch to "OFF" position.
4. Disconnect TCM harness connector.
5. Check continuity between terminal ⑩ and ground.  
**Continuity should exist.**  
If OK, check harness for short to ground and short to power.

OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-85.

NG

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

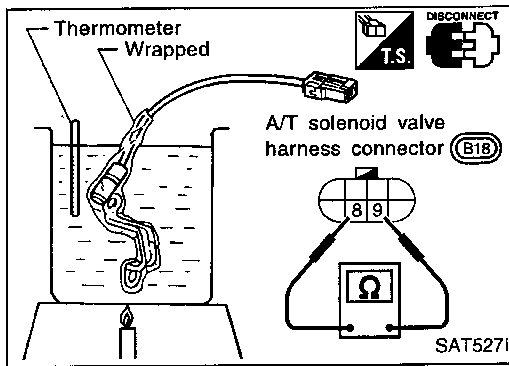
# TROUBLE DIAGNOSIS FOR DTC P0710

## A/T Fluid Temperature Sensor (Cont'd)

### COMPONENT INSPECTION

#### A/T fluid temperature sensor

- For removal, refer to AT-196.
- Check resistance between terminals ⑧ and ⑨ while changing temperature as shown at left.



Temperature °C (°F)	Resistance
20 (68)	Approximately 2.5 kΩ
80 (176)	Approximately 0.3 kΩ

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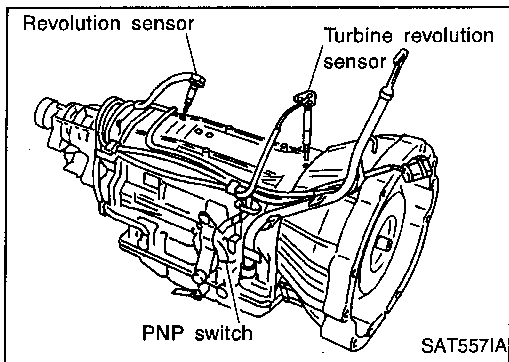
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# TROUBLE DIAGNOSIS FOR DTC P0720



## Vehicle Speed Sensor-AT (Revolution sensor)

### DESCRIPTION

The revolution sensor detects the revolution of the output shaft parking pawl lock gear and emits a pulse signal. The pulse signal is sent to the TCM which converts it into vehicle speed.

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard
25	W	Revolution sensor (Measure in AC range)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.
				When vehicle parks.	0V
35	B	Throttle position sensor (Ground)		—	—

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: VEH SPD SEN/CIR AT : P0720 : MIL Code No. 1102	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Revolution sensor</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0720

## Vehicle Speed Sensor A/T (Revolution sensor) (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

SAT974H

SAT385J

SEF895K

SAT911I

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT.

- 2) Drive vehicle and check for an increase of "VHCL/S SE:A/T" value in response to "VHCL/S SE:MTR" value increase.

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-154.

If the check result is OK, go to following step.

- 3) Select "DATA MONITOR" mode for "ENGINE" with CONSULT.

- 4) Start engine and maintain the following conditions for at least 5 consecutive seconds.

**VHCL SPEED SE: 30 km/h (19 MPH) or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (OD "ON")**

**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-90.

If the check result is OK, go to following step.

- 5) Maintain the following conditions for at least 5 consecutive seconds.

**CMPS RPM (REF): 3,500 rpm or more**

**THRTL POS SEN: More than 1.2V**

**Selector lever: D position (OD "ON")**

**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D" (OD "ON"), vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.

- 3) Select "MODE 7" with GST.

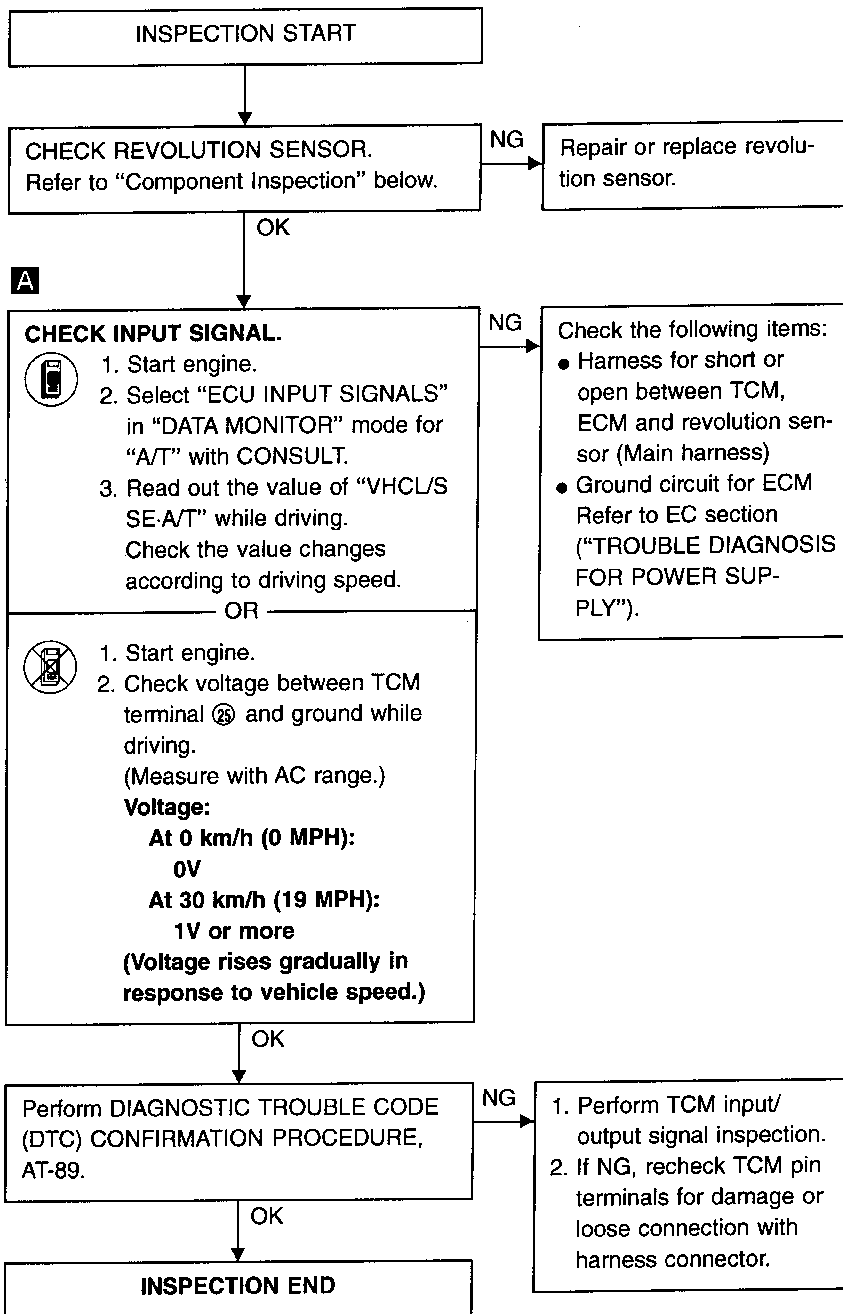
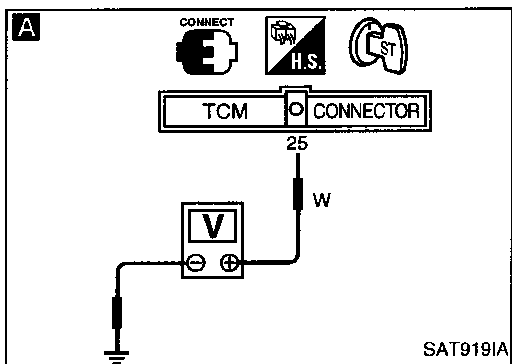
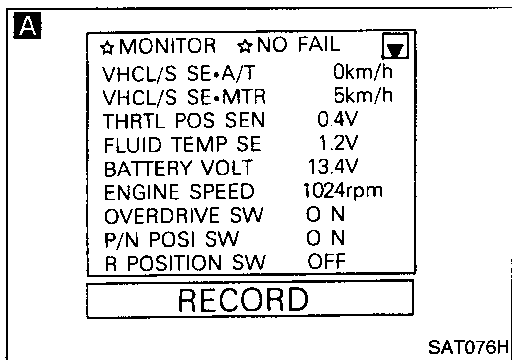
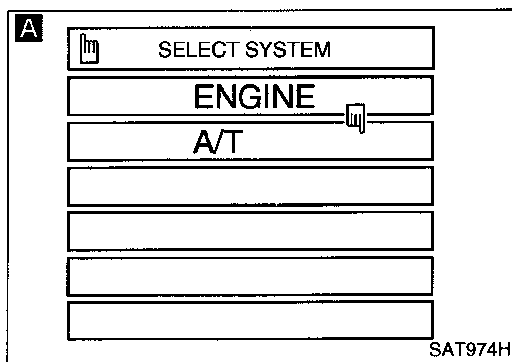
OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D" (OD "ON"), vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
- 3) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

# TROUBLE DIAGNOSIS FOR DTC P0720

## Vehicle Speed Sensor A/T (Revolution sensor) (Cont'd)

### DIAGNOSTIC PROCEDURE

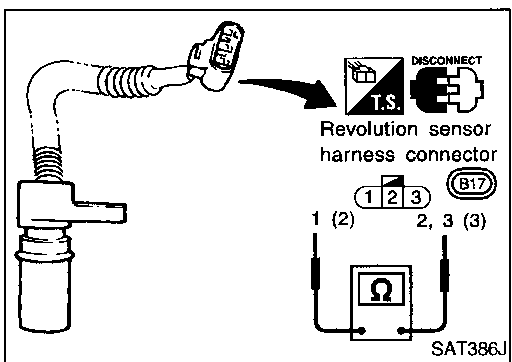


### COMPONENT INSPECTION

#### Revolution sensor

- For removal, refer to AT-196.
- Check resistance between terminals ①, ② and ③.

Terminal No.		Resistance
①	②	500 - 650Ω
②	③	No continuity
①	③	No continuity



# TROUBLE DIAGNOSIS FOR DTC P0725


## Engine Speed Signal

### DESCRIPTION




The engine speed signal is sent from the ECM to the TCM.

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
24	W/G	Engine speed signal		When engine runs at idle speed.	Approximately 1.2V
				When engine runs at 3,000 rpm.	Approximately 3.4V

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : ENGINE SPEED SIG  : P0725  : MIL Code No. 1207	TCM does not receive the proper voltage signal from ECM.	<ul style="list-style-type: none"> <li>Harness or connectors (The sensor circuit is open or shorted.)</li> </ul>

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## TROUBLE DIAGNOSIS FOR DTC P0725

### Engine Speed Signal (Cont'd)

#### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

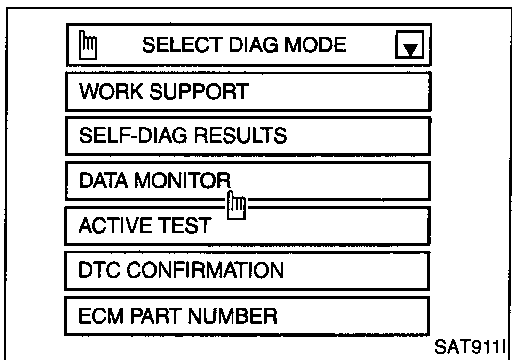
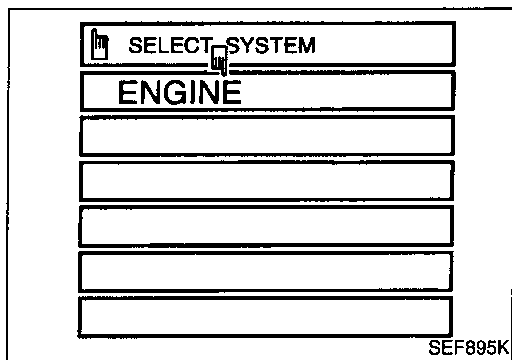
**CAUTION:**


Always drive vehicle at a safe speed.

**NOTE:**


If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.




-  1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.
- 2) Start engine and maintain the following conditions for at least 10 consecutive seconds.  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.2V**  
**Selector lever: D position (OD "ON")**

OR

-  1) Start engine.
- 2) Drive vehicle under the following conditions:  
 Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 consecutive seconds.
- 3) Select "MODE 7" with GST.

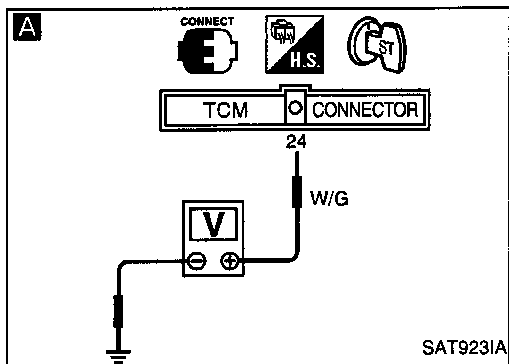
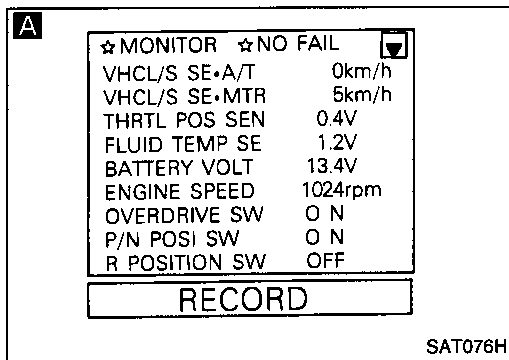
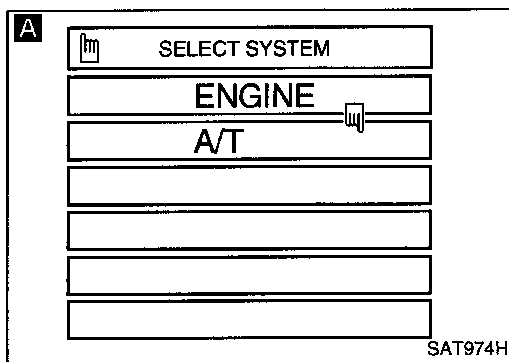
OR

-  1) Start engine.
- 2) Drive vehicle under the following conditions:  
 Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 consecutive seconds.
- 3) Perform self-diagnosis for ECM.  
 Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

# TROUBLE DIAGNOSIS FOR DTC P0725

## Engine Speed Signal (Cont'd)

### DIAGNOSTIC PROCEDURE



INSPECTION START

Perform diagnostic test mode II (self-diagnostic results) for engine control. Check ignition signal circuit condition.

NG → Check ignition signal circuit for engine control. Refer to EC section ["Ignition Signal (DTC: 0201)", "TROUBLE DIAGNOSIS FOR DTC P1320"].

OK

**A**

**CHECK INPUT SIGNAL.**

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
3. Read out the value of "ENGINE SPEED". Check engine speed changes according to throttle position.

OR

NG → Check the following items:

- Harness for short or open between TCM and ECM
- Resistor and ignition coil

Refer to EC section ["Ignition Signal (DTC: 0201)", "TROUBLE DIAGNOSIS FOR DTC P1320"].

1. Start engine.
2. Check voltage between TCM terminal 24 and ground.  
**Voltage: 1.2 (idle speed) - 3.4 (3,000 rpm) V**

OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-92.

NG →

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

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# TROUBLE DIAGNOSIS FOR DTC P0731

## A/T 1st Gear Function



### DESCRIPTION

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
6	R/Y	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less	
7	LG/B	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less	

### ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (1st) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.




This malfunction will be caused when either shift solenoid valve A is stuck open or shift solenoid valve B is stuck open.

# TROUBLE DIAGNOSIS FOR DTC P0731

## A/T 1st Gear Function (Cont'd)

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck open	②	2	3	3
In case of gear position with shift solenoid valve B stuck open	④	3	3	4

○: P0731 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T 1ST GR FNCTN  : P0731  : MIL Code No. 1103	A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>• Shift solenoid valve A</li> <li>• Shift solenoid valve B</li> <li>• Each clutch</li> <li>• Hydraulic control circuit</li> </ul>

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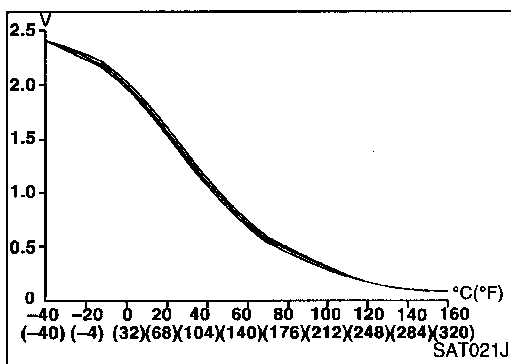
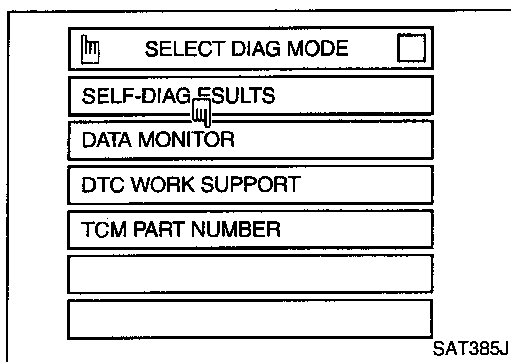
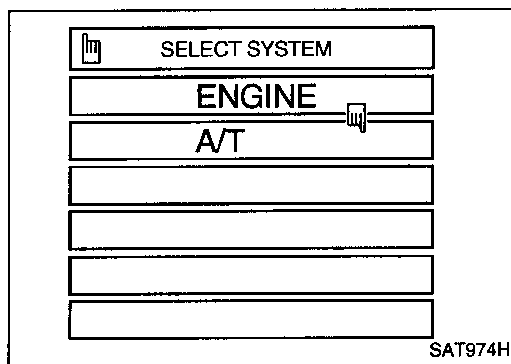
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### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

#### TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT.
  - 2) Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
  - 3) Select "1ST GR FNCTN P0731" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT and touch "START".
  - 4) Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**
- Check that "GEAR" shows "2" after releasing pedal.



# TROUBLE DIAGNOSIS FOR DTC P0731

## A/T 1st Gear Function (Cont'd)

- 5) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 20 to 25 km/h (12 to 16 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)  
If the check result NG appears on CONSULT screen, go to "DIAGNOSTIC PROCEDURE", AT-97.  
If "STOP VEHICLE" appears on CONSULT screen, go to the following step.
  - Check that "GEAR" shows "1" when depressing accelerator pedal to WOT.
  - If "TESTING" does not appear on CONSULT for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0731 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0731 exists.	2 → 2 → 3 → 3
	4 → 3 → 3 → 4

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
Refer to "DIAGNOSTIC PROCEDURE", AT-97.  
Refer to shift schedule, AT-277.

OR



- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8**  
**Selector lever: D position (OD "ON")**  
Refer to shift schedule, AT-277.
- 3) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 20 to 25 km/h (12 to 16 MPH). (It will take approximately 3 seconds.)
- 4) Select "MODE 7" with GST.

OR

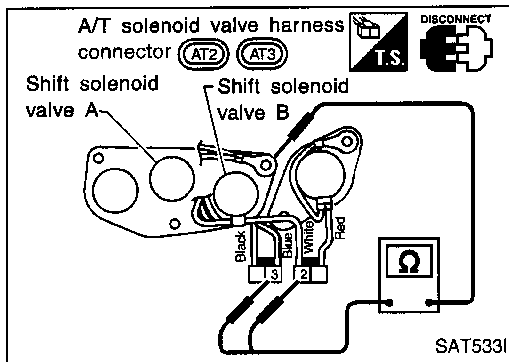
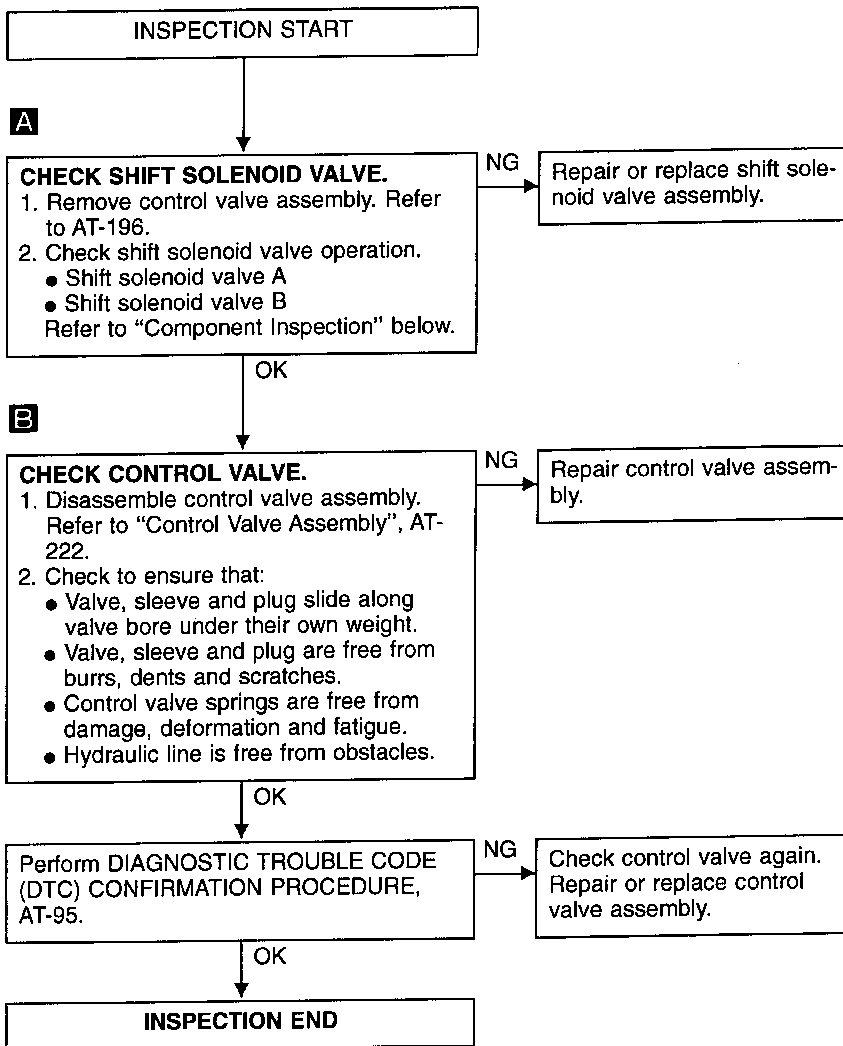
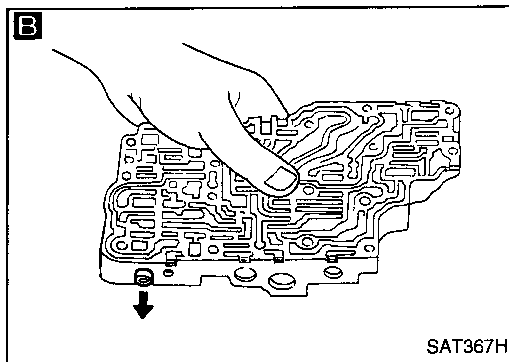
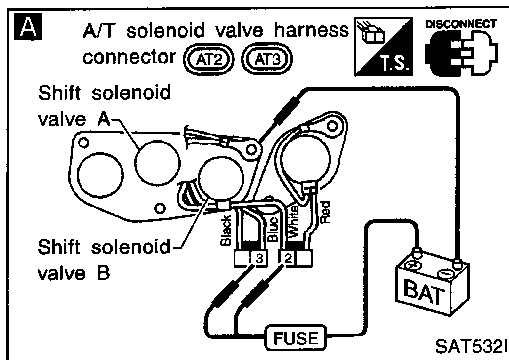


- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8**  
**Selector lever: D position (OD "ON")**  
Refer to shift schedule, AT-277.
- 3) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 20 to 25 km/h (12 to 16 MPH). (It will take approximately 3 seconds.)
- 4) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

# TROUBLE DIAGNOSIS FOR DTC P0731

## A/T 1st Gear Function (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

#### Shift solenoid valve A and B

- For removal, refer to AT-196.

#### Resistance check

- Check resistance between two terminals.

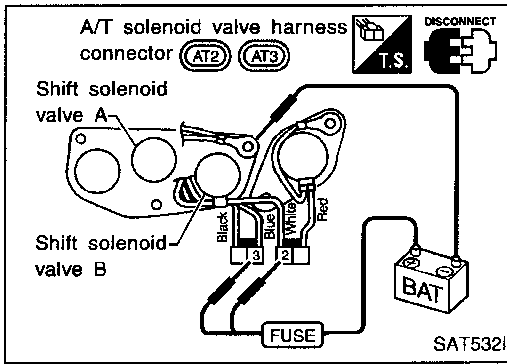
Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	③	Ground	20 - 40Ω
Shift solenoid valve B	②		

## TROUBLE DIAGNOSIS FOR DTC P0731

### A/T 1st Gear Function (Cont'd)

#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



# TROUBLE DIAGNOSIS FOR DTC P0732

## A/T 2nd Gear Function

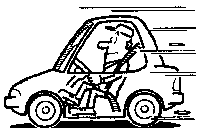
### DESCRIPTION

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
7	LG/B	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less

### ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

$$\text{Torque converter slip ratio} = A \times C/B$$

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM




C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (2nd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck open.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck open	4	③	3	4

○: P0732 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T 2ND GR FNCTN  : P0732  : MIL Code No. 1104	A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>• Shift solenoid valve B</li> <li>• Each clutch</li> <li>• Hydraulic control circuit</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0732

## A/T 2nd Gear Function (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

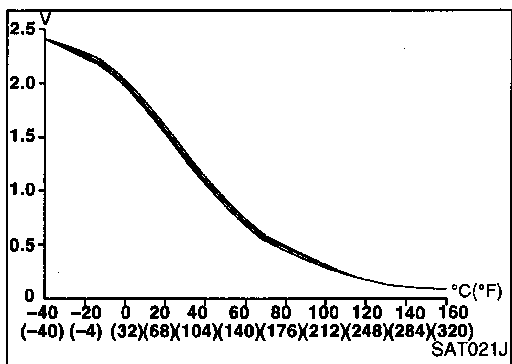
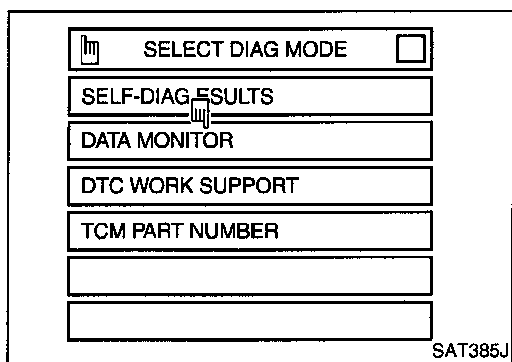
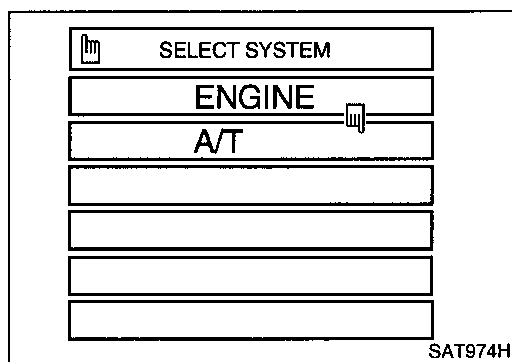
If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

#### TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT.
- 2) Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
- 3) Select "2ND GR FNCTN P0732" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT and touch "START".
- 4) Accelerate vehicle to 70 to 75 km/h (43 to 47 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**
  - Check that "GEAR" shows "3" or "4" after releasing pedal.
- 5) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 70 to 75 km/h (43 to 47 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)  
If the check result NG appears on CONSULT screen, go to "DIAGNOSTIC PROCEDURE", AT-102.  
If "STOP VEHICLE" appears on CONSULT screen, go to following step.
  - Check that "GEAR" shows "2" when depressing accelerator pedal to WOT.
  - If "TESTING" does not appear on CONSULT for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0732 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)



Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0732 exists.	4 → 3 → 3 → 4

# TROUBLE DIAGNOSIS FOR DTC P0732

## AT 2nd Gear Function (Cont'd)

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
Refer to "DIAGNOSTIC PROCEDURE", AT-102.  
Refer to shift schedule, AT-277.

OR



- 1) Start engine and warm up ATF.  
2) Accelerate vehicle to 70 to 75 km/h (43 to 47 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1/8**

**Selector lever: D position (OD "ON")**

Refer to shift schedule, AT-277.

- 3) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 70 to 75 km/h (43 to 47 MPH). (It will take approximately 3 seconds.)  
4) Select "MODE 7" with GST.

OR



- 1) Start engine and warm up ATF.  
2) Accelerate vehicle to 70 to 75 km/h (43 to 47 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1/8**

**Selector lever: D position (OD "ON")**

Refer to shift schedule, AT-277.

- 3) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 70 to 75 km/h (43 to 47 MPH). (It will take approximately 3 seconds.)  
4) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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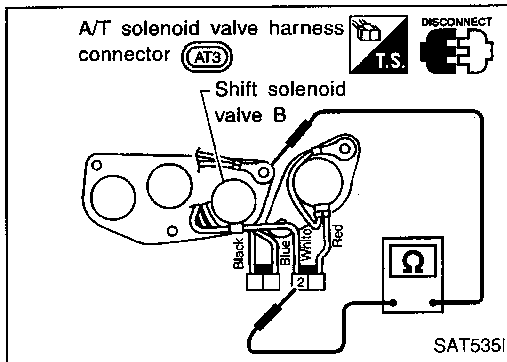
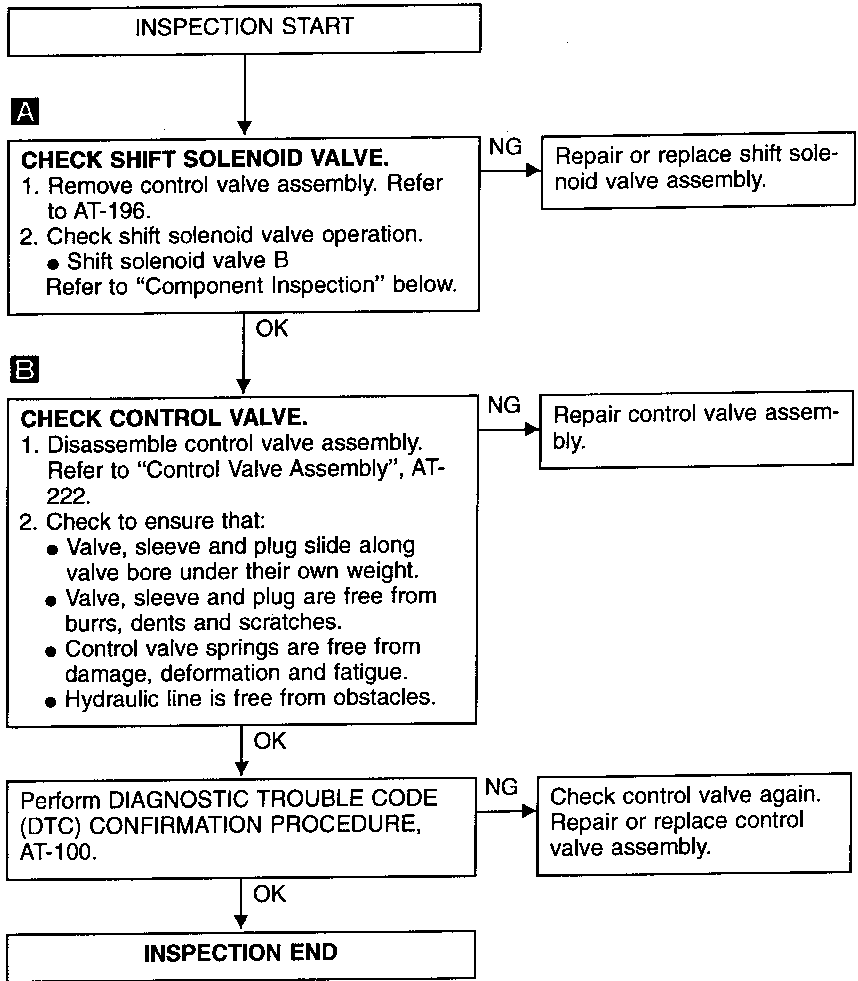
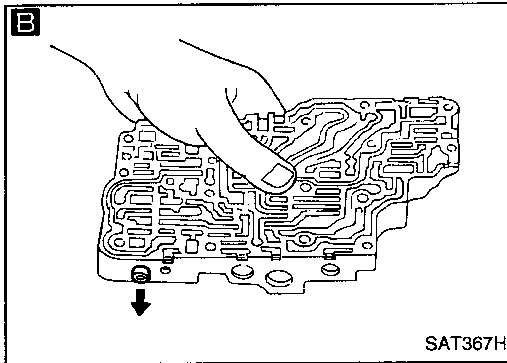
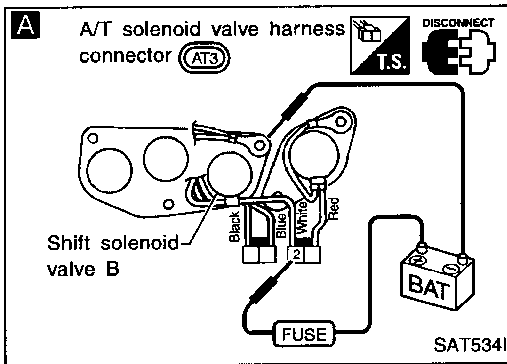
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# TROUBLE DIAGNOSIS FOR DTC P0732

## A/T 2nd Gear Function (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

#### Shift solenoid valve B

- For removal, refer to AT-196.

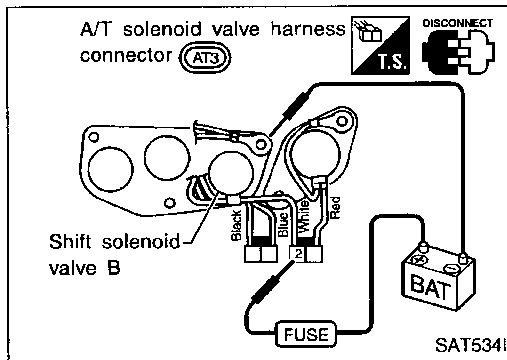
#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	②	Ground	20 - 40Ω

#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



# TROUBLE DIAGNOSIS FOR DTC P0733

## A/T 3rd Gear Function


### DESCRIPTION

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
6	R/Y	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less	

### ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

$$\text{Torque converter slip ratio} = A \times C/B$$

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM




C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (3rd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve A is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck closed	1	1	④	4

○: P0733 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T 3RD GR FNCTN  : P0733  : MIL Code No. 1105	A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> </ul>



# TROUBLE DIAGNOSIS FOR DTC P0733

## A/T 3rd Gear Function (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

#### TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT.

- 2) Make sure that output voltage of A/T fluid temperature sensor is within the range below.

**FLUID TEMP SEN: 0.4 - 1.5V**

If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).

- 3) Select "3RD GR FNCTN P0733" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT and touch "START".

- 4) Accelerate vehicle to 82 to 97 km/h (51 to 60 MPH) under the following condition and release the accelerator pedal completely.

**THROTTLE POSI: Less than 1/8 (at all times during step 4)**

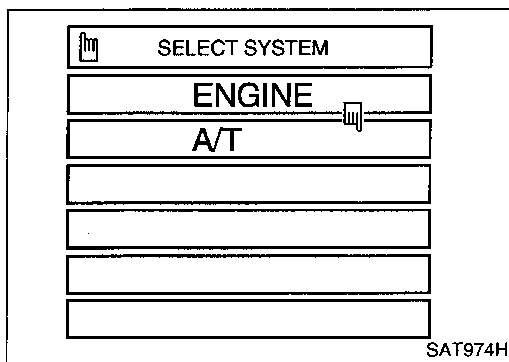
**Selector lever: D position (OD "ON")**

- Check that "GEAR" shows "4" after releasing pedal.
- 5) Depress accelerator pedal steadily with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 82 to 97 km/h (51 to 60 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)

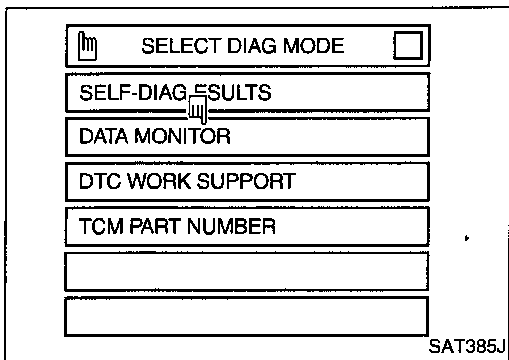
If the check result NG appears on CONSULT screen, go to "DIAGNOSTIC PROCEDURE", AT-106.

If "STOP VEHICLE" appears on CONSULT screen, go to following step.

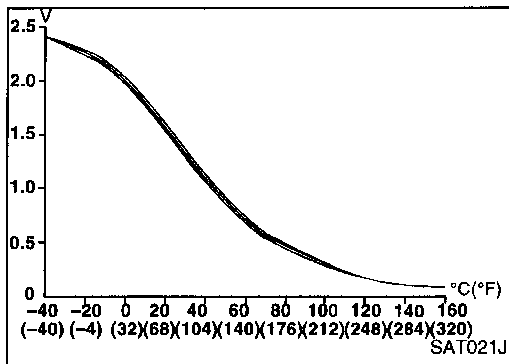
- Check that "GEAR" shows "3" when depressing accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI".
  - If "TESTING" does not appear on CONSULT for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0733 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
  - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)



SAT974H



SAT385J



SAT021J

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists.	1 → 2 → 3 → 4
Malfunction for P0733 exists.	1 → 1 → 4 → 4

# TROUBLE DIAGNOSIS FOR DTC P0733

## AT 3rd Gear Function (Cont'd)

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
Refer to "DIAGNOSTIC PROCEDURE", AT-106.  
Refer to shift schedule, AT-277.

OR



- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 82 to 97 km/h (51 to 60 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8**  
**Selector lever: D position (OD "ON")**  
Refer to shift schedule, AT-277.
- 3) Depress accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 82 to 97 km/h (51 to 60 MPH). (It will take approximately 3 seconds.)
- 4) Select "MODE 7" with GST.

OR



- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 82 to 97 km/h (51 to 60 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 1/8**  
**Selector lever: D position (OD "ON")**  
Refer to shift schedule, AT-277.
- 3) Depress accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 82 to 97 km/h (51 to 60 MPH). (It will take approximately 3 seconds.)
- 4) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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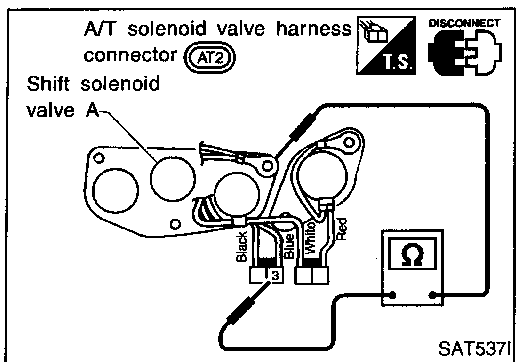
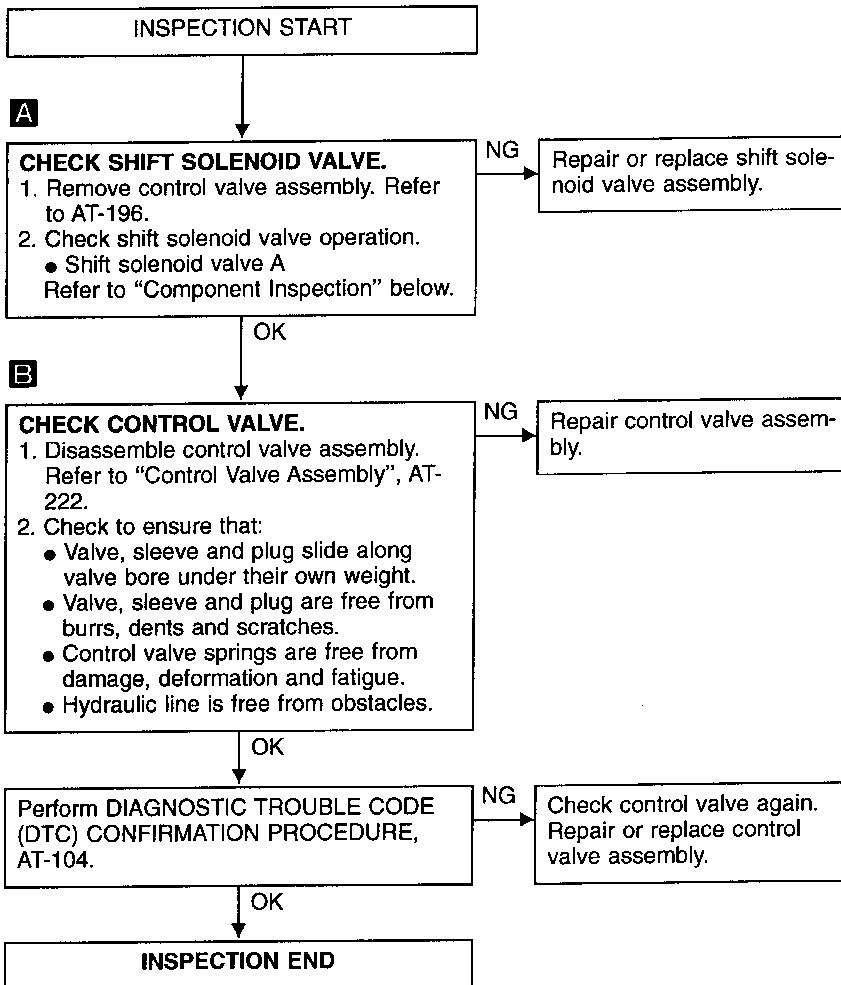
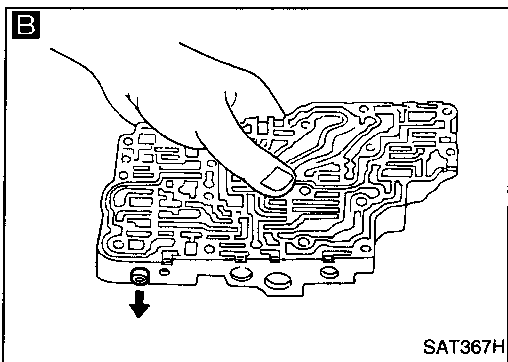
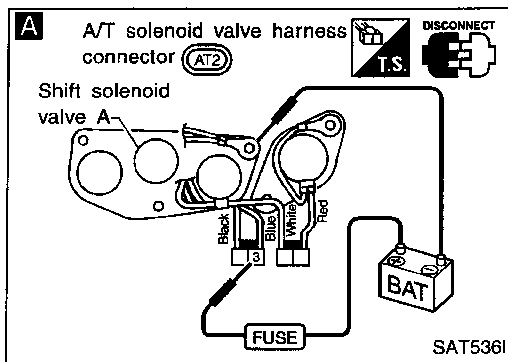
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# TROUBLE DIAGNOSIS FOR DTC P0733

## AT 3rd Gear Function (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

#### Shift solenoid valve A

- For removal, refer to AT-196.

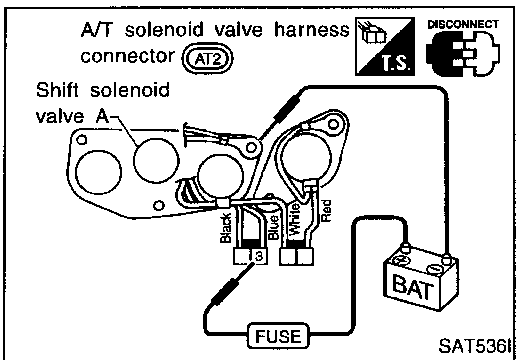
#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	③	Ground	20 - 40Ω

#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.



# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function

### DESCRIPTION

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)







### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up "OFF"	Approximately 4%
	↓	↓
	Lock-up "ON"	Approximately 94%
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 29%
	↓	↓
	Large throttle opening (High line pressure)	Approximately 95%

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	G/R	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	W/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
5	G/B	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less
6	R/Y	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less
7	LG/B	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less
8	L	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	1V or less

# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)

### ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio =  $A \times C/B$

A: Output shaft revolution signal from revolution sensor




B: Engine speed signal from ECM

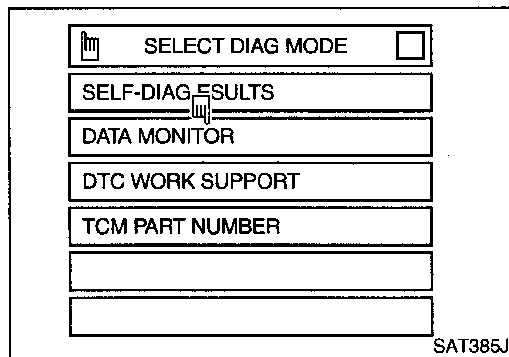
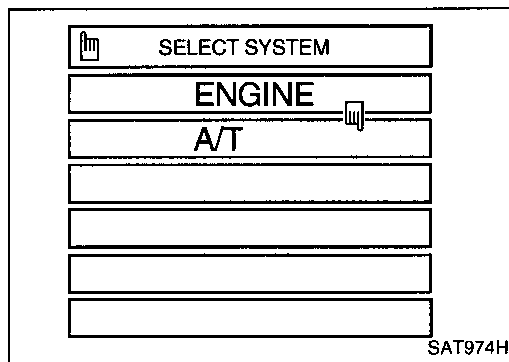
C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction. This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	①

○: P0734 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T 4TH GR FNCTN	A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	<ul style="list-style-type: none"> <li>● Shift solenoid valve A</li> <li>● Shift solenoid valve B</li> <li>● Overrun clutch solenoid valve</li> <li>● Line pressure solenoid valve</li> <li>● Each clutch</li> <li>● Hydraulic control circuit</li> <li>● Torque converter clutch solenoid valve</li> </ul>
 : P0734		
 : MIL Code No. 1106		



### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Be careful not to rev engine into the red zone on the tachometer.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

#### TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

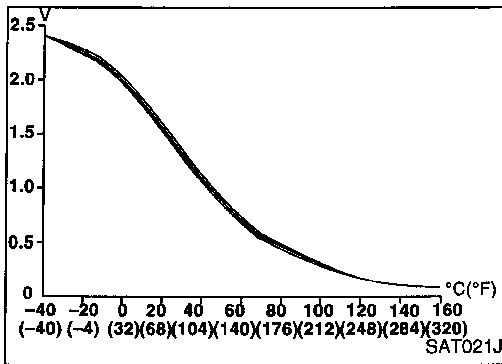
- 1) Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT.
- 2) Make sure that output voltage of A/T fluid temperature sensor is within the range below.

**FLUID TEMP SEN: 0.4 - 1.5V**

If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).

# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)



- 3) Select "4TH GR FNCTN P0734" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT and touch "START".
- 4) Accelerate vehicle to 40 to 50 km/h (25 to 31 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 5.5/8 (at all times during step 4)**  
**Selector lever: D position (OD "ON")**
  - Check that "GEAR" shows "3" after releasing pedal.
- 5) Depress accelerator pedal steadily with 1/8 - 2/8 of "THROTTLE POSI" from a speed of 40 to 50 km/h (25 to 31 MPH) until "TESTING" has turned to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)  
 If the check result NG appears on CONSULT screen, go to "DIAGNOSTIC PROCEDURE", AT-111.  
 If "STOP VEHICLE" appears on CONSULT screen, go to following step.
  - Check that "GEAR" shows "4" when depressing accelerator pedal with 1/8 - 2/8 of "THROTTLE POSI".
  - If "TESTING" does not appear on CONSULT for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0734 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0734 exists.	1 → 2 → 2 → 1

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
 Refer to "DIAGNOSTIC PROCEDURE", AT-111.  
 Refer to shift schedule, AT-277.

OR



- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 40 to 50 km/h (25 to 31 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 5.5/8**  
**Selector lever: D position (OD "ON")**  
 Refer to shift schedule, AT-277.
- 3) Depress accelerator pedal with 1/8 - 2/8 of "THROTTLE POSI" from a speed of 40 to 50 km/h (25 to 31 MPH). (It will take approximately 3 seconds.)
- 4) Select "MODE 7" with GST.

OR



- 1) Start engine and warm up ATF.
- 2) Accelerate vehicle to 40 to 50 km/h (25 to 31 MPH) under the following condition and release the accelerator pedal completely.  
**THROTTLE POSI: Less than 5.5/8**  
**Selector lever: D position (OD "ON")**  
 Refer to shift schedule, AT-277.

## TROUBLE DIAGNOSIS FOR DTC P0734

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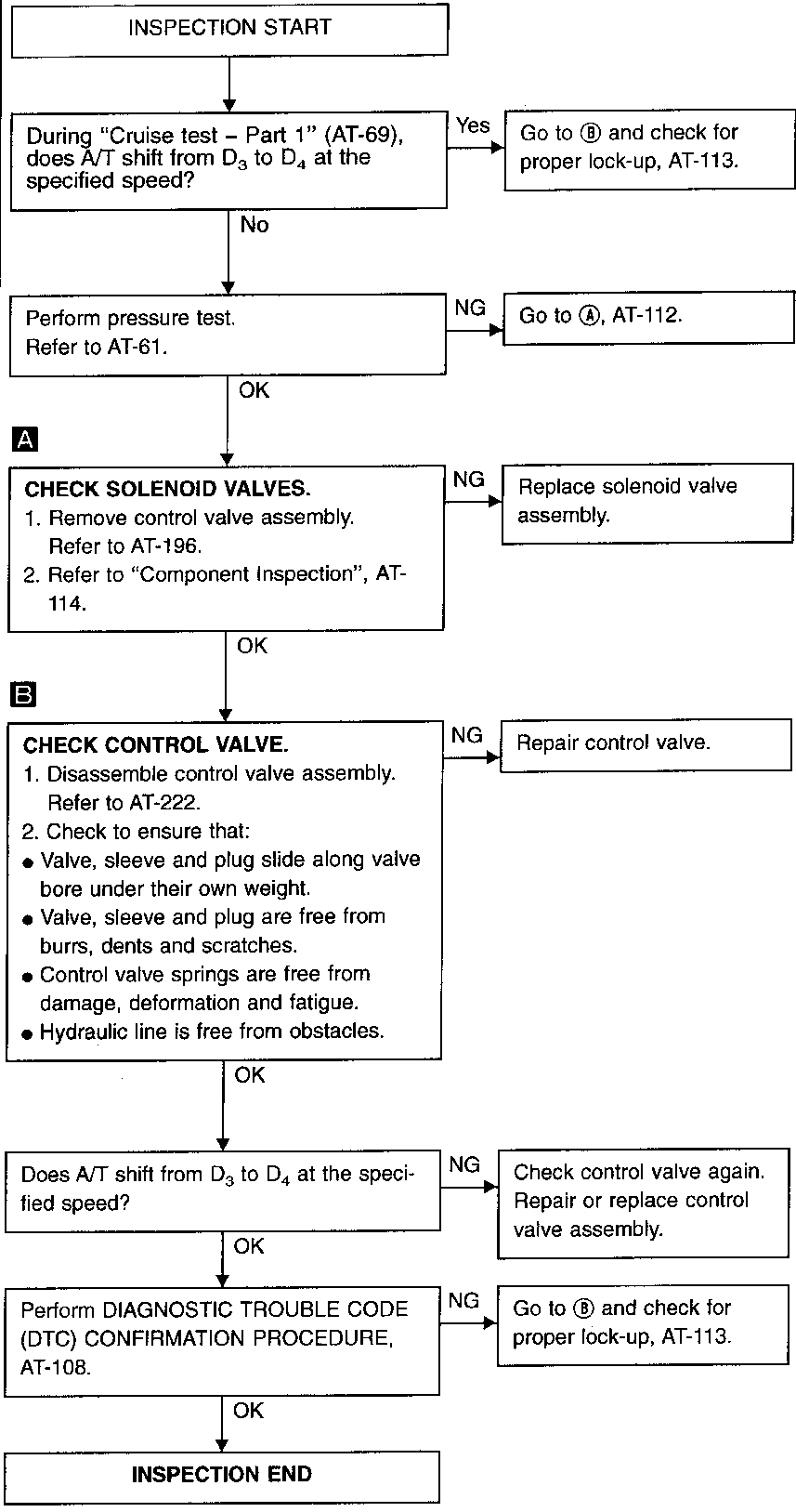
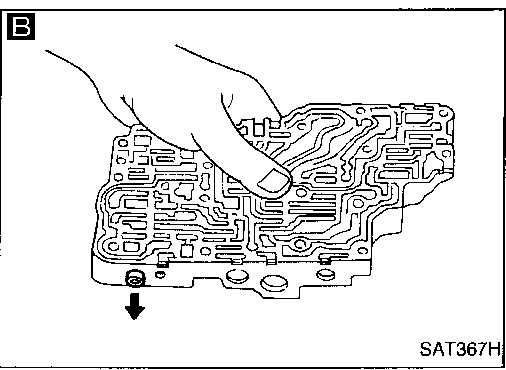
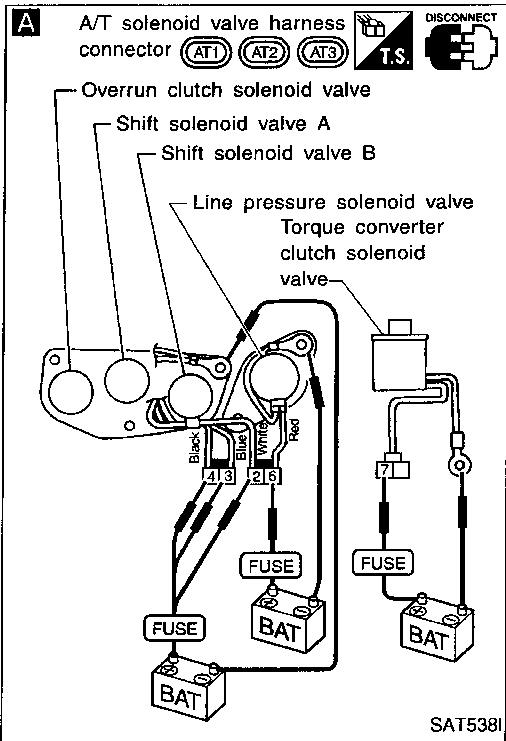
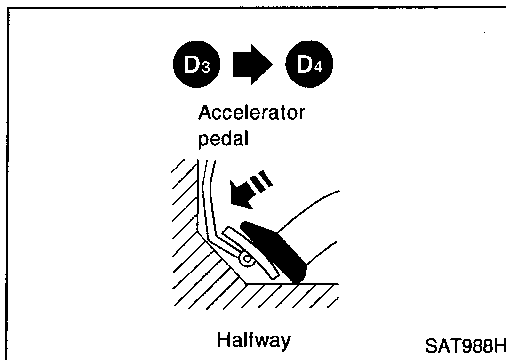
### A/T 4th Gear Function (Cont'd)

- 3) Depress accelerator pedal with 1/8 - 2/8 of "THROTTLE POSI" from a speed of 40 to 50 km/h (25 to 31 MPH). (It will take approximately 3 seconds.)
- 4) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)

### DIAGNOSTIC PROCEDURE

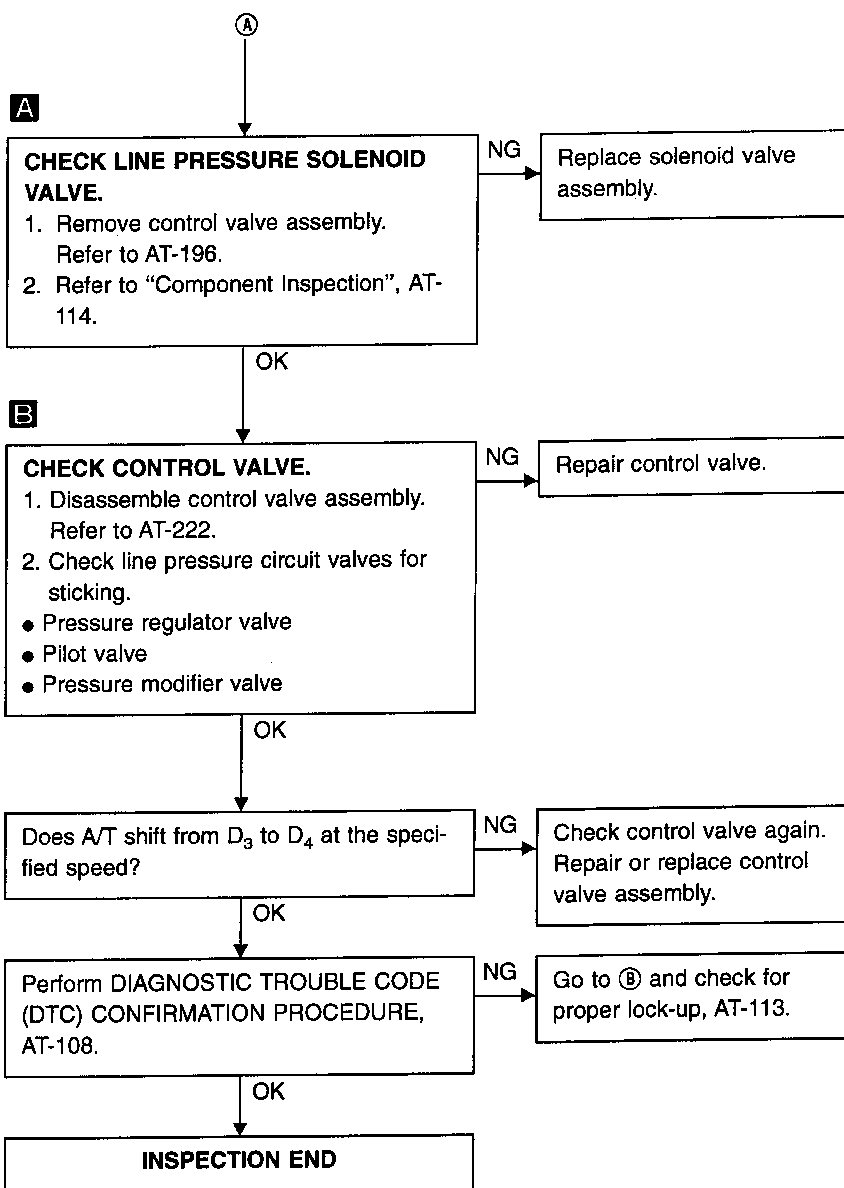
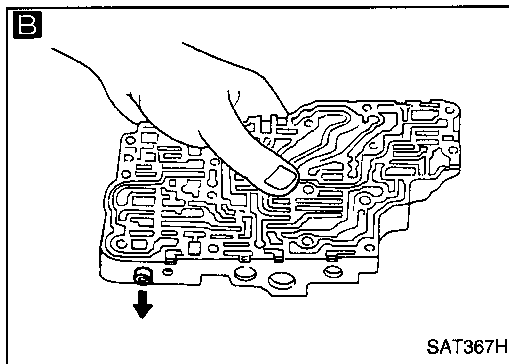
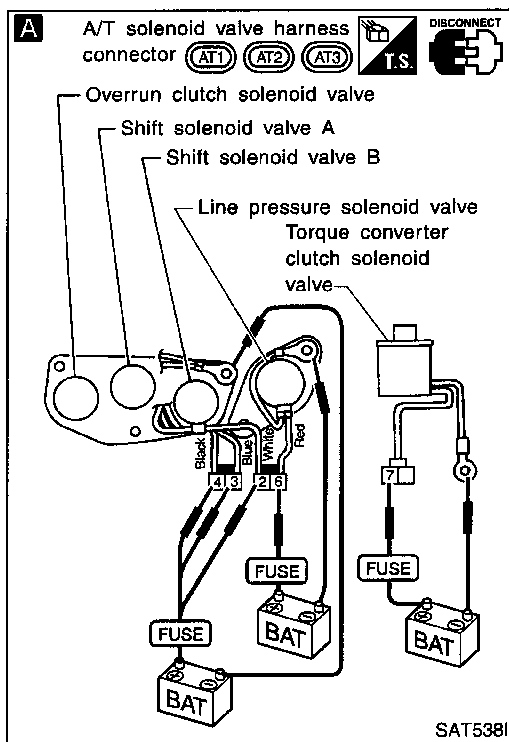


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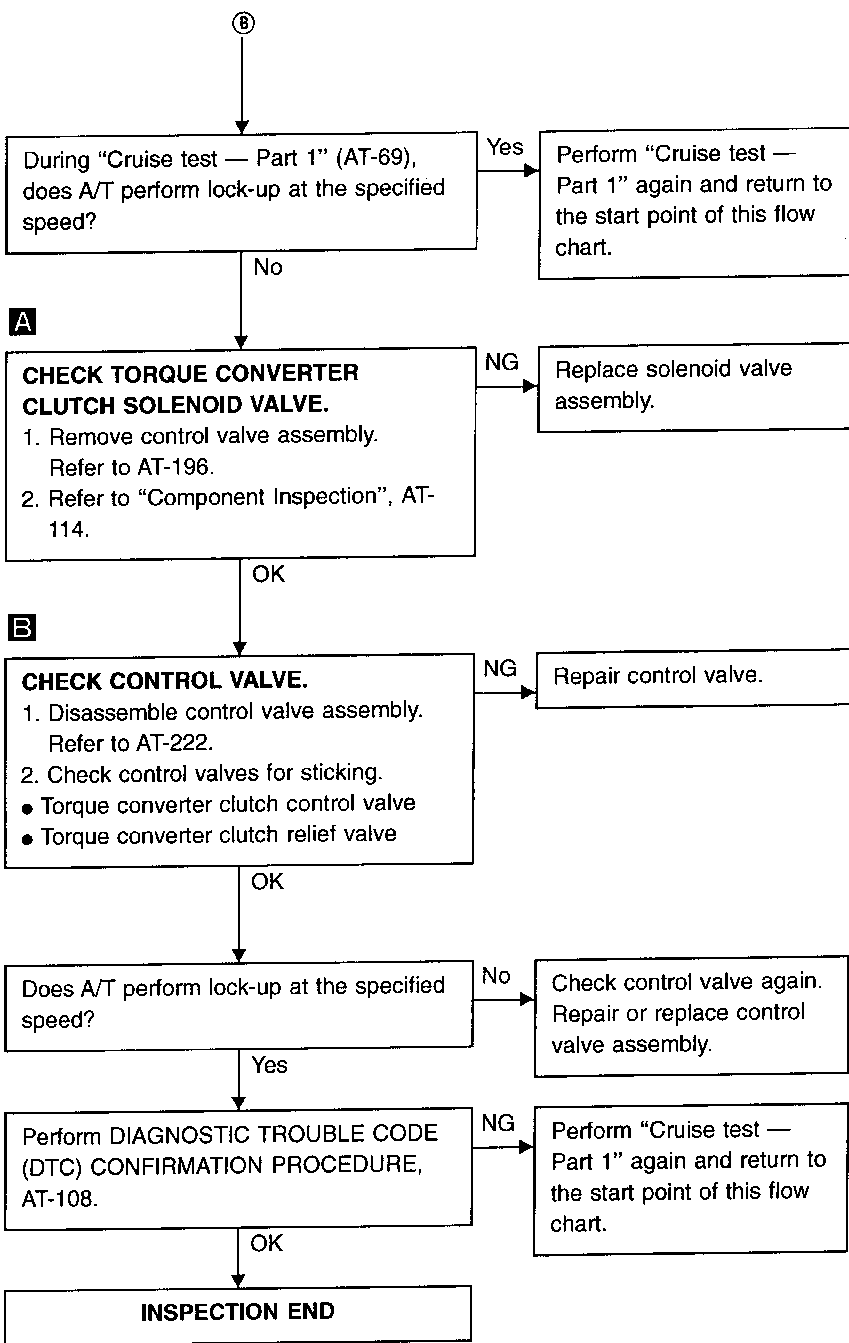
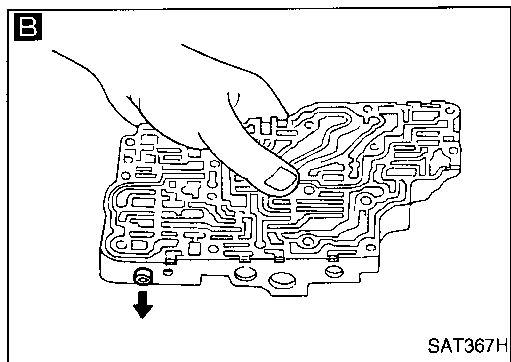
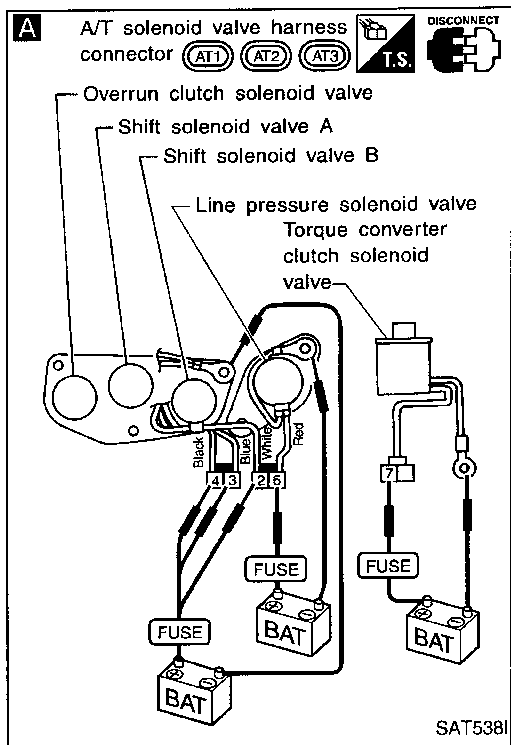
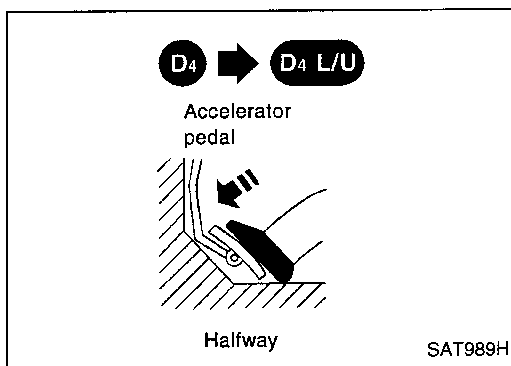
# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)



# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)



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# TROUBLE DIAGNOSIS FOR DTC P0734

## A/T 4th Gear Function (Cont'd)

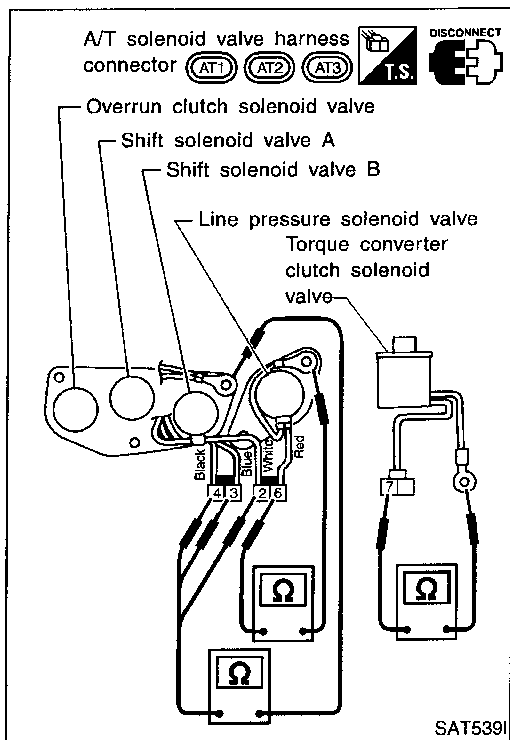
### COMPONENT INSPECTION

#### Solenoid valves

- For removal, refer to AT-196.

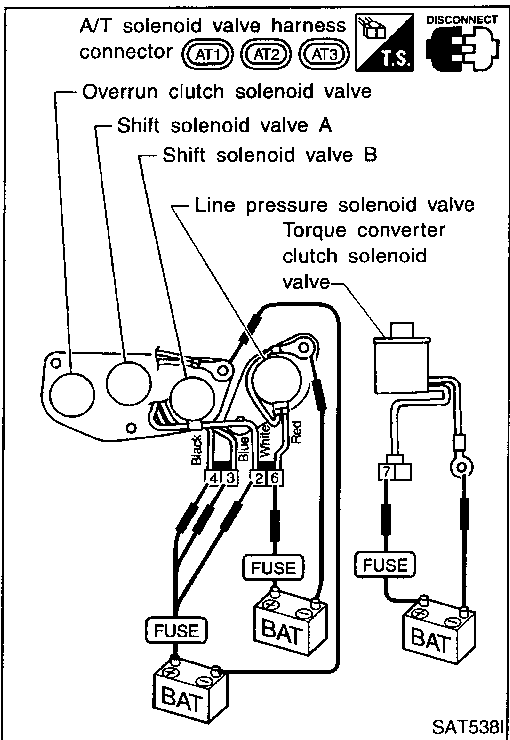
#### Resistance check

- Check resistance between two terminals.



Solenoid valve	Terminal No.	Resistance (Approx.)
Shift solenoid valve A	③	20 - 40Ω
Shift solenoid valve B	②	
Overrun clutch solenoid valve	④	2.5 - 5Ω
Line pressure solenoid valve	⑥	
Torque converter clutch solenoid valve	⑦	

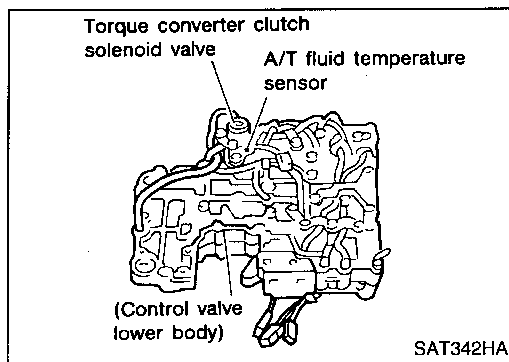
Ground



#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

# TROUBLE DIAGNOSIS FOR DTC P0740



## Torque Converter Clutch Solenoid Valve

### DESCRIPTION

The torque converter clutch solenoid valve is activated, with the gear in "D<sub>4</sub>", by the TCM in response to signals sent from the vehicle speed and throttle position sensors. Lock-up piston operation will then be controlled.

Lock-up operation, however, is prohibited when A/T fluid temperature is too low.

When the accelerator pedal is depressed (less than 2/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.

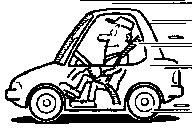
### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.




Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up "OFF"	Approximately 4%
	↓ Lock-up "ON"	↓ Approximately 94%

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
5	G/B	Torque converter clutch solenoid valve	 When A/T performs lock-up.	8 - 15V
			When A/T does not perform lock-up.	1V or less

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : TCC SOLENOID/CIRC  : P0740  : MIL Code No. 1204	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● T/C clutch solenoid valve</li> </ul>

## TROUBLE DIAGNOSIS FOR DTC P0740

### Torque Converter Clutch Solenoid Valve (Cont'd)

#### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

##### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

SELECT SYSTEM
ENGINE

SEF895K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC CONFIRMATION
ECM PART NUMBER

SAT911I



- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode for "ENGINE" with CONSULT and wait at least 1 second.

OR



- 1) Turn ignition switch "ON".
- 2) Select "MODE 7" with GST.

OR

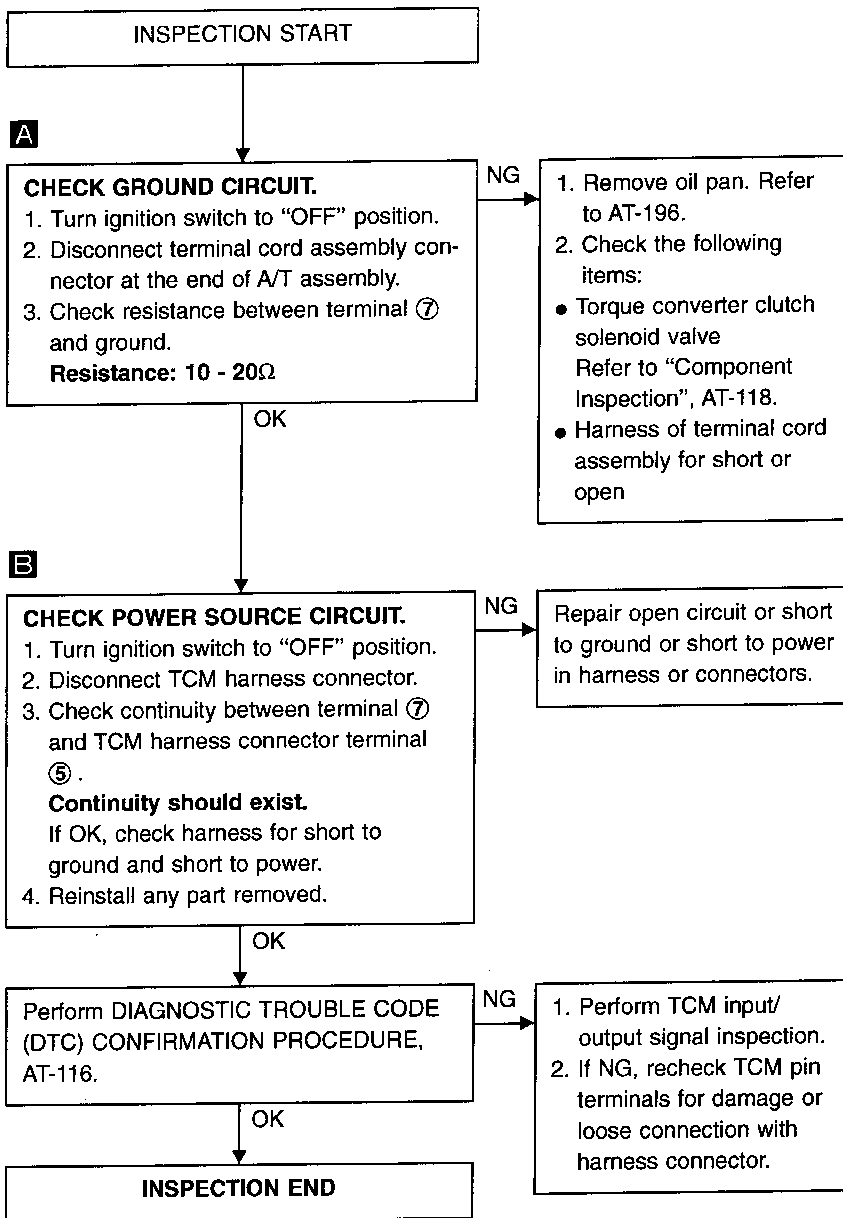
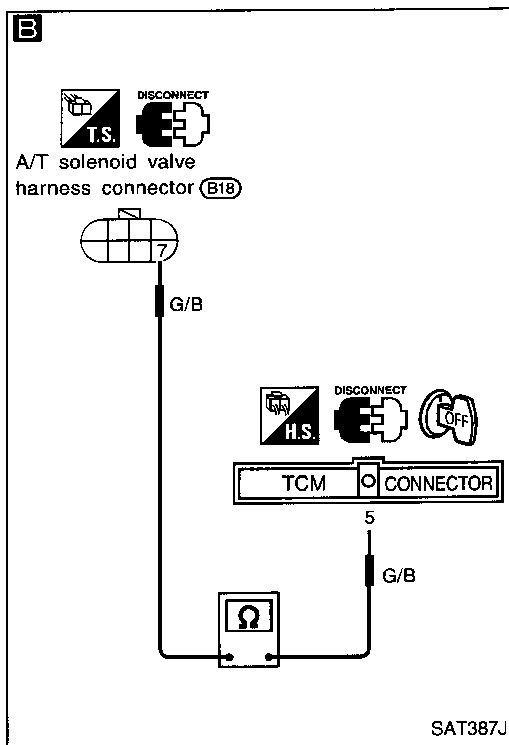
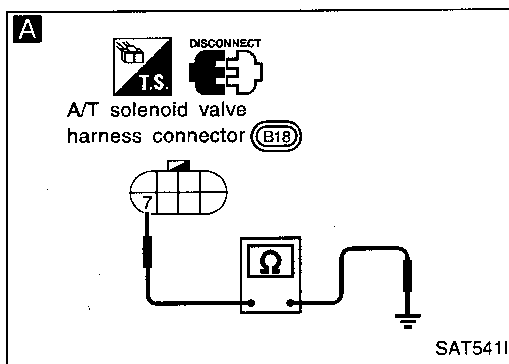


- 1) Turn ignition switch "ON".
- 2) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

# TROUBLE DIAGNOSIS FOR DTC P0740

## Torque Converter Clutch Solenoid Valve (Cont'd)

### DIAGNOSTIC PROCEDURE



GI  
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## TROUBLE DIAGNOSIS FOR DTC P0740

### Torque Converter Clutch Solenoid Valve (Cont'd)

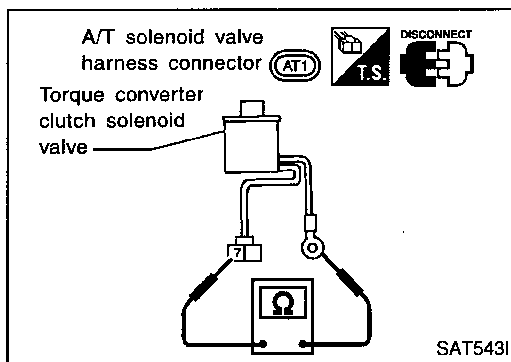
#### COMPONENT INSPECTION

#### Torque converter clutch solenoid valve

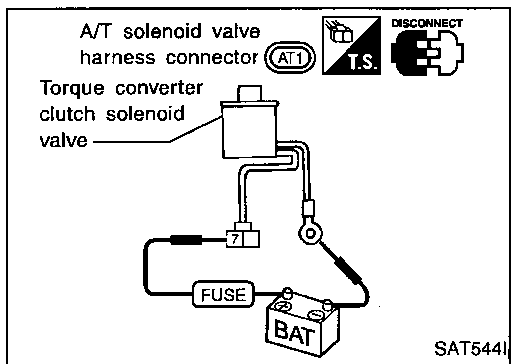
- For removal, refer to AT-196.

#### Resistance check

- Check resistance between two terminals.



Solenoid valve	Terminal No.		Resistance (Approx.)
	⑦	Ground	
Torque converter clutch solenoid valve	⑦	Ground	10 - 20Ω



#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

# TROUBLE DIAGNOSIS FOR DTC P0744

## A/T TCC S/V Function (Lock-up)

### DESCRIPTION

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.



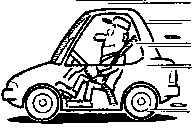
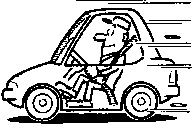
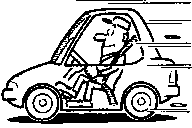
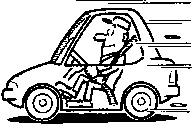
### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up "OFF"	Approximately 4%
	↓ Lock-up "ON"	↓ Approximately 94%

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	G/R	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	W/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
5	G/B	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less
6	R/Y	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less
7	LG/B	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less
8	L	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	1V or less



# TROUBLE DIAGNOSIS FOR DTC P0744

## A/T TCC S/V Function (Lock-up) (Cont'd)

### ON BOARD DIAGNOSTIC LOGIC

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor




B: Engine speed signal from ECM

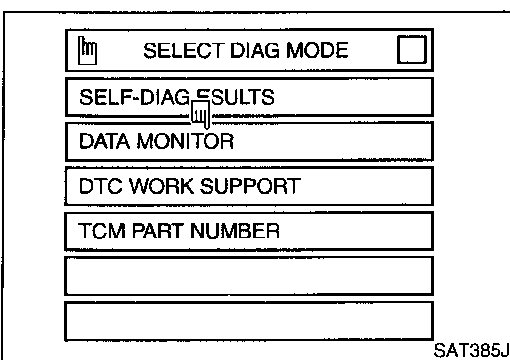
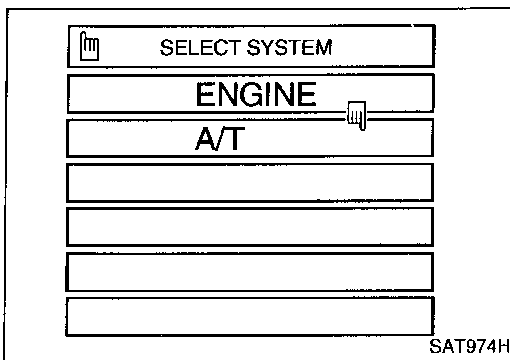
C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction. This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	①

○: P0744 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T TCC S/V FNCTN  : P0744  : MIL Code No. 1107	A/T cannot perform lock-up even if electrical circuit is good.	<ul style="list-style-type: none"> <li>• Torque converter clutch solenoid valve</li> <li>• Each clutch</li> <li>• Hydraulic control circuit</li> </ul>



### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

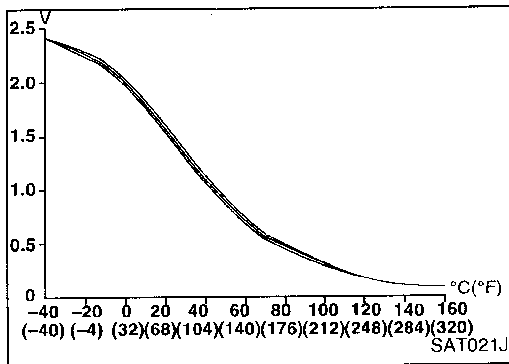
If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT.
- 2) Make sure that output voltage of A/T fluid temperature sensor is within the range below.  
**FLUID TEMP SEN: 0.4 - 1.5V**  
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
- 3) Select "TCC S/V FNCTN P0744" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT and touch "START".

# TROUBLE DIAGNOSIS FOR DTC P0744

## A/T TCC S/V Function (Lock-up) (Cont'd)



- 4) Accelerate vehicle to more than 80 km/h (50 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETE". (It will take approximately 30 seconds after "TESTING" shows.)  
**THROTTLE POSI: 1/8 - 2/8 (at all times during step 4)**

**Selector lever: D position (OD "ON")**

**TCC S/V DUTY: More than 94%**

**VHCL/S SE-A/T: Constant speed of more than 80 km/h (50 MPH)**

- Check that "GEAR" shows "4".
  - For shift schedule, refer to SDS, AT-277.
  - If "TESTING" does not appear on CONSULT for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 5) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)  
Refer to "DIAGNOSTIC PROCEDURE", AT-122.  
Refer to shift schedule, AT-277.

OR



- 1) Start engine and warm up ATF.
- 2) Start vehicle with selector lever in "D" (OD "ON"), throttle position 1/8 - 2/8 and D<sub>4</sub> lock-up position for approximately 30 seconds. Check that vehicle runs through gear shift of D<sub>1</sub> → D<sub>2</sub> → D<sub>3</sub> → D<sub>4</sub> → D<sub>4</sub> lock-up, in accordance with shift schedule. Refer to shift schedule, AT-277.
- 3) Select "MODE 7" with GST.

OR



- 1) Start engine and warm up ATF.
- 2) Start vehicle with selector lever in "D" (OD "ON"), throttle position 1/8 - 2/8 and D<sub>4</sub> lock-up position for approximately 30 seconds. Check that vehicle runs through gear shift of D<sub>1</sub> → D<sub>2</sub> → D<sub>3</sub> → D<sub>4</sub> → D<sub>4</sub> lock-up, in accordance with shift schedule. Refer to shift schedule, AT-277.
- 3) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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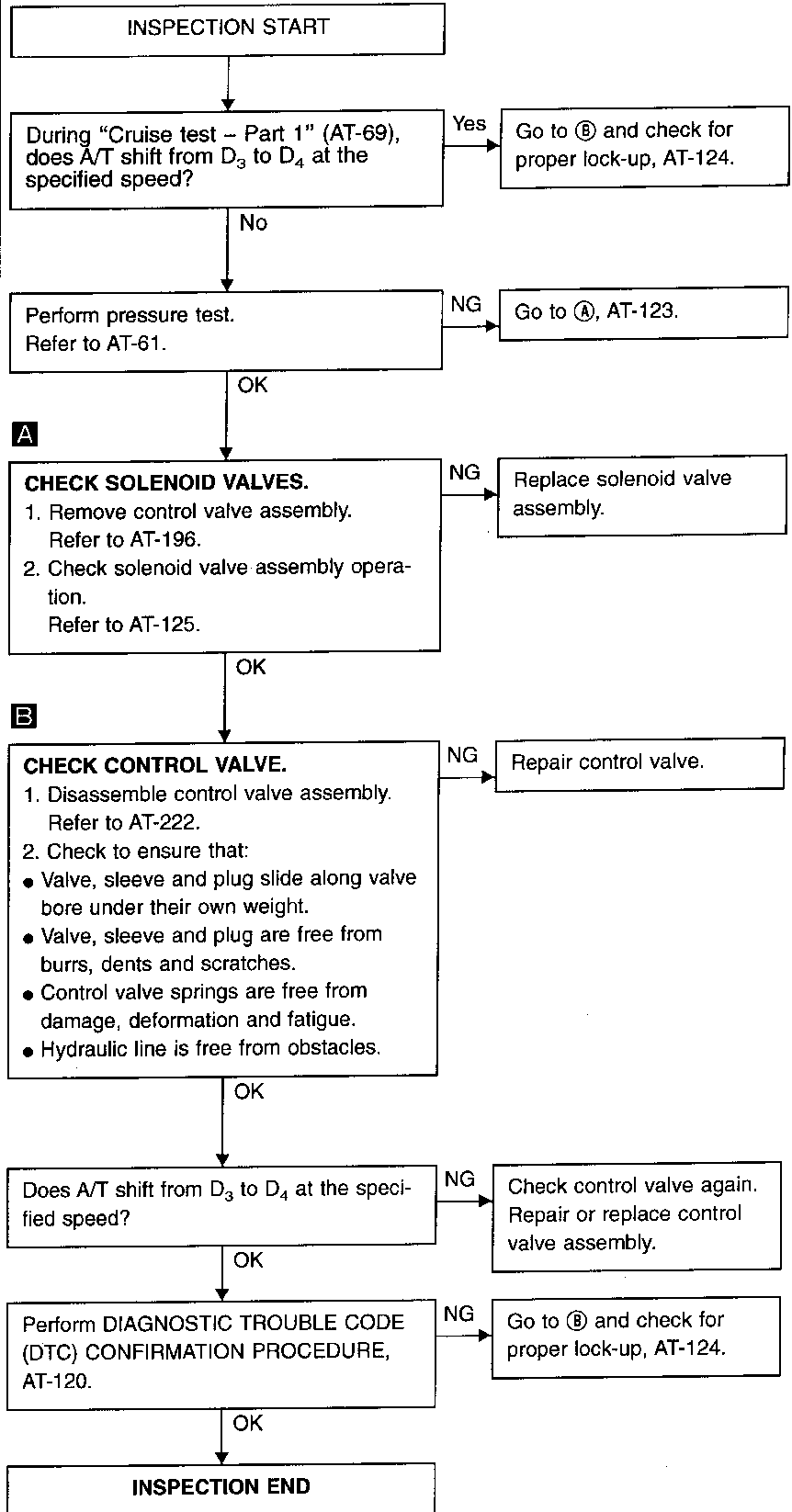
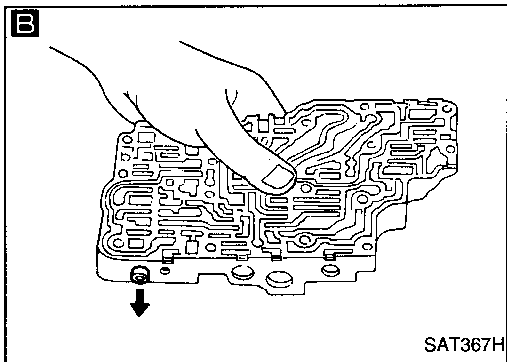
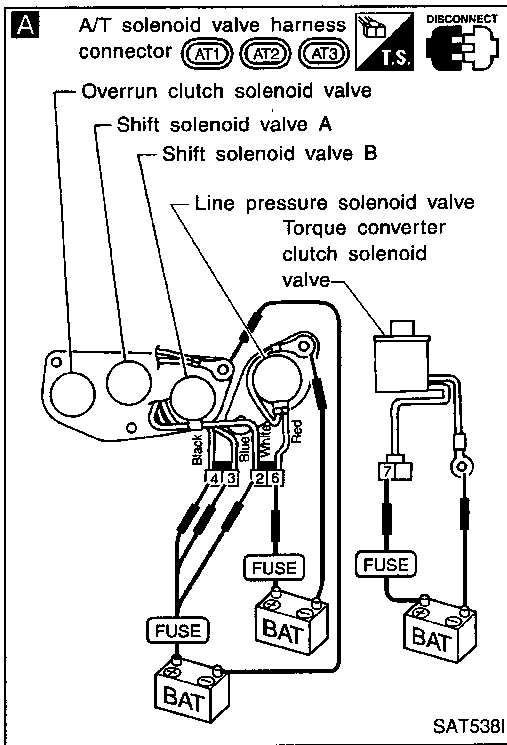
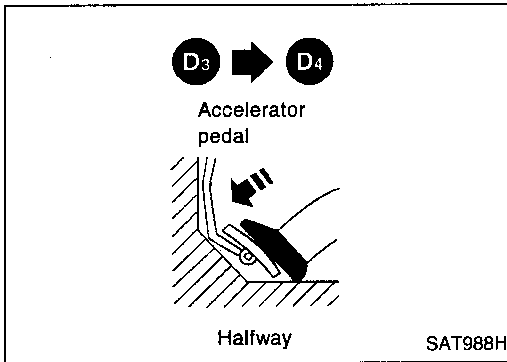
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# TROUBLE DIAGNOSIS FOR DTC P0744

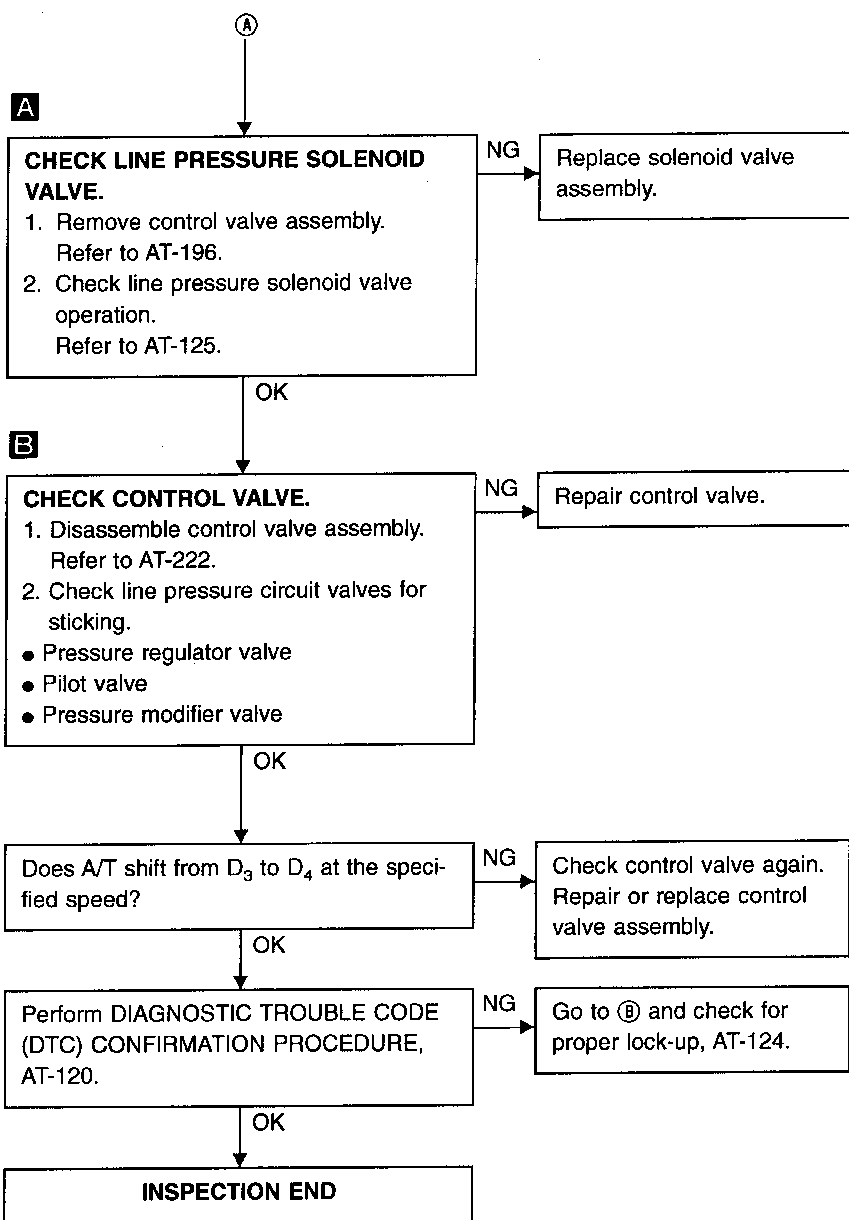
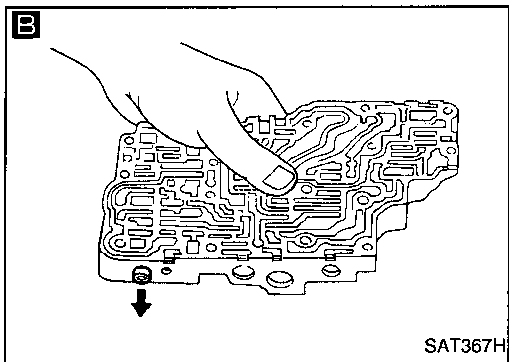
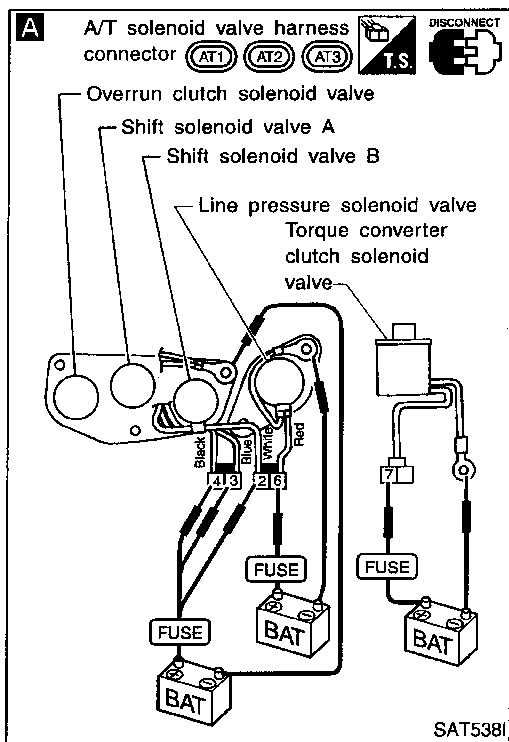
## A/T TCC S/V Function (Lock-up) (Cont'd)

### DIAGNOSTIC PROCEDURE



# TROUBLE DIAGNOSIS FOR DTC P0744

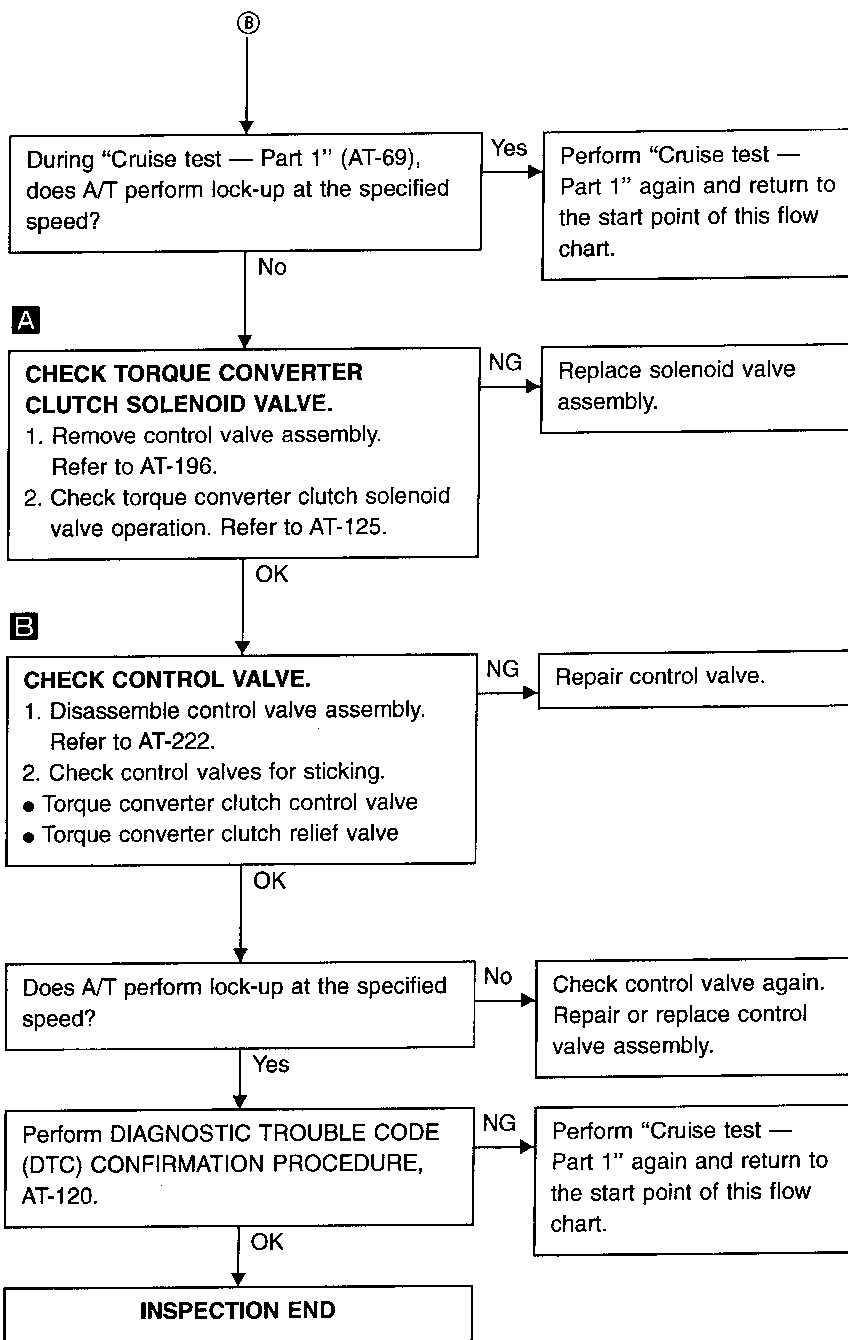
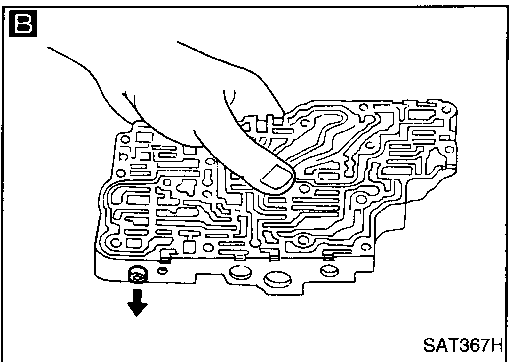
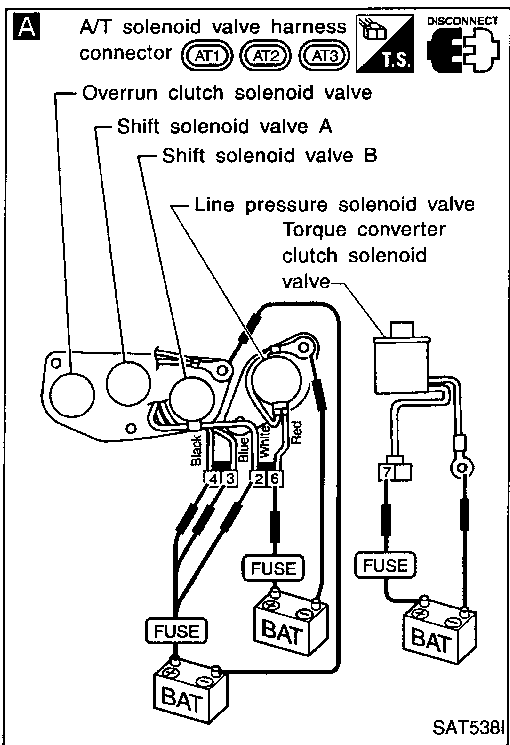
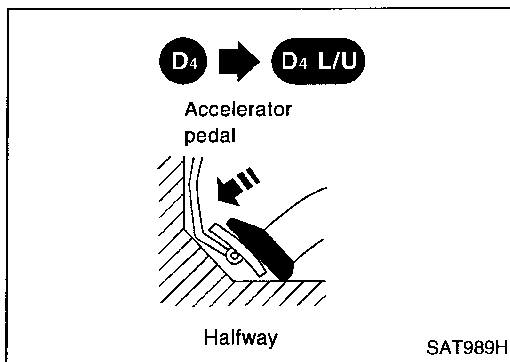
## A/T TCC S/V Function (Lock-up) (Cont'd)



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# TROUBLE DIAGNOSIS FOR DTC P0744

## A/T TCC S/V Function (Lock-up) (Cont'd)



# TROUBLE DIAGNOSIS FOR DTC P0744

## A/T TCC S/V Function (Lock-up) (Cont'd)

### COMPONENT INSPECTION

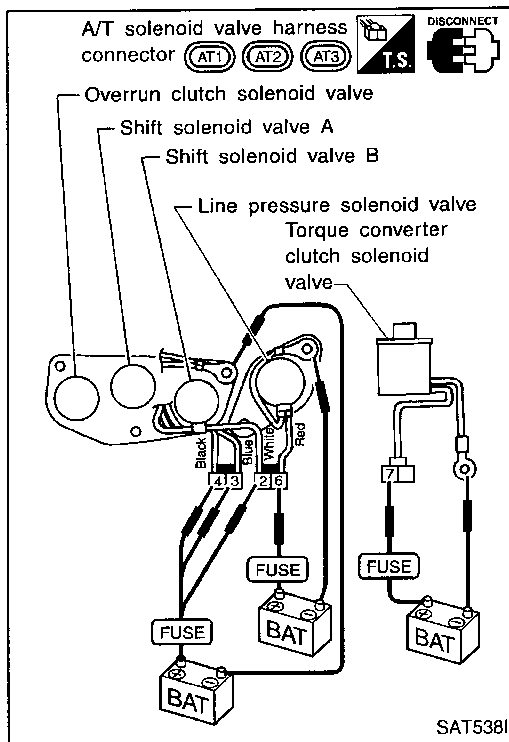
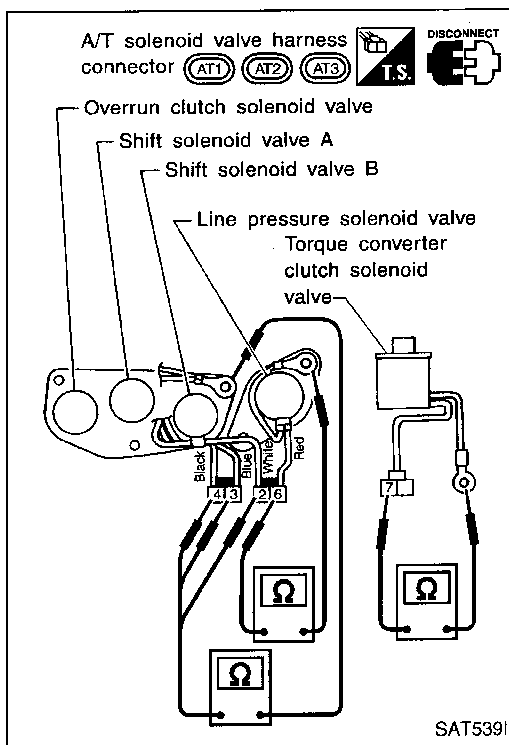
#### Solenoid valves

- For removal, refer to AT-196.

#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.	Resistance (Approx.)
Shift solenoid valve A	③	20 - 40Ω
Shift solenoid valve B	②	
Overrun clutch solenoid valve	④	2.5 - 5Ω
Line pressure solenoid valve	⑥	
Torque converter clutch solenoid valve	⑦	



#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

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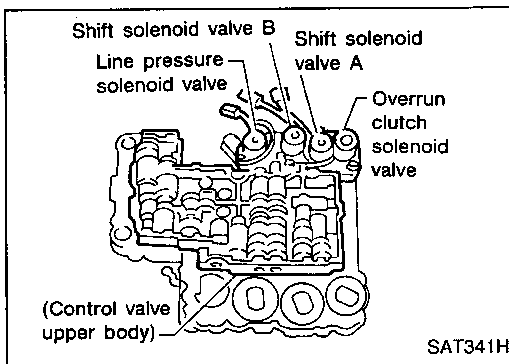
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# TROUBLE DIAGNOSIS FOR DTC P0745



## Line Pressure Solenoid Valve

### DESCRIPTION

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the TCM.

The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

### CONSULT REFERENCE VALUE IN DATA MONITOR MODE



Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 29%
	↓ Large throttle opening (High line pressure)	↓ Approximately 95%




Note: The line pressure duty cycle value is not consistent when the closed throttle position switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
1	G/R	Line pressure solenoid valve	 When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	W/B	Line pressure solenoid valve (with dropping resistor)	 When releasing accelerator pedal after warming up engine.	5 - 14V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : L/PRESS SOL/CIRC  : P0745  : MIL Code No. 1205	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>• Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>• Line pressure solenoid valve</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0745

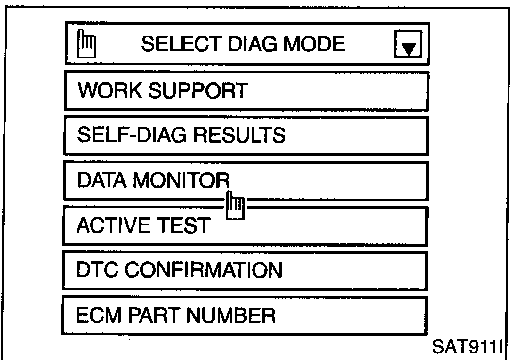
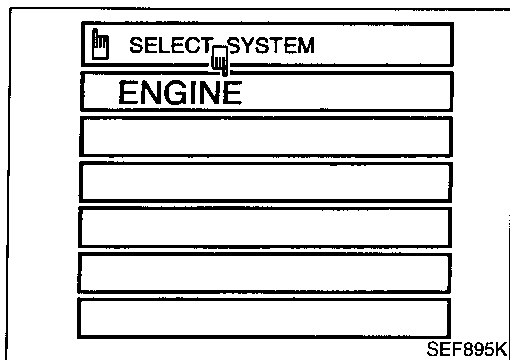
## Line Pressure Solenoid Valve (Cont'd)


### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE


**NOTE:**


If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.



-  1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.  
 2) Depress accelerator pedal completely and wait at least 1 second.

- OR
-  1) Turn ignition switch "ON".  
 2) Depress accelerator pedal completely and wait at least 1 second.  
 3) Select "MODE 7" with GST.

- OR
-  1) Turn ignition switch "ON".  
 2) Depress accelerator pedal completely and wait at least 1 second.  
 3) Perform self-diagnosis for ECM.

Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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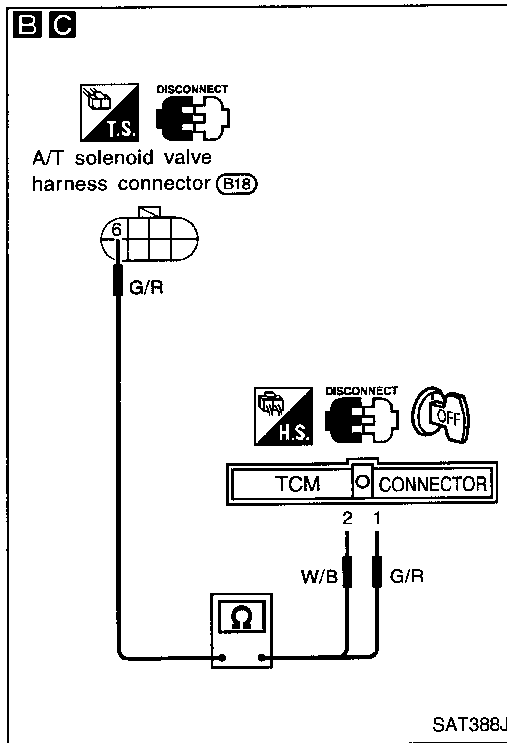
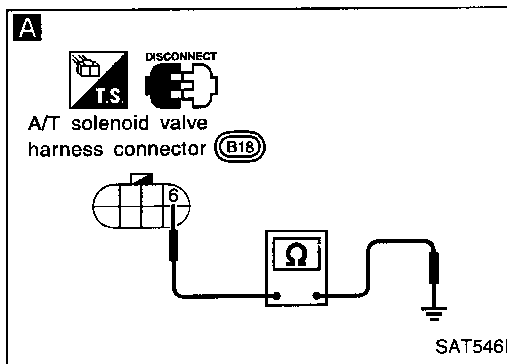
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## Line Pressure Solenoid Valve (Cont'd)

### DIAGNOSTIC PROCEDURE



INSPECTION START

**A**

**CHECK GROUND CIRCUIT.**

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector at the end of A/T assembly.
3. Check resistance between terminal ⑥ and ground.

**Resistance: 2.5 - 5Ω**

NG

1. Remove control valve assembly. Refer to AT-196.
2. Check the following items:
  - Line pressure solenoid valve
  - Refer to "Component Inspection", AT-129.
  - Harness of terminal cord assembly for short or open

OK

**B**

**CHECK POWER SOURCE CIRCUIT.**

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal ⑥ and TCM harness connector terminal ②.

**Resistance: 11.2 - 12.8Ω**

NG

Check the following items:

- Dropping resistor
- Refer to "Component Inspection", AT-129.
- Harness for short or open between TCM terminal ② and terminal cord assembly (Main harness)

OK

**C**

**CHECK POWER SOURCE CIRCUIT.**

1. Turn ignition switch to "OFF" position.
2. Check continuity between terminal ⑥ and TCM harness connector terminal ①.

**Continuity should exist.**

If OK, check harness for short to ground and short to power.

3. Reinstall any part removed.

NG

Repair open circuit or short to ground or short to power in harness or connectors.

OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-127.

NG

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

# TROUBLE DIAGNOSIS FOR DTC P0745

## Line Pressure Solenoid Valve (Cont'd)

### COMPONENT INSPECTION

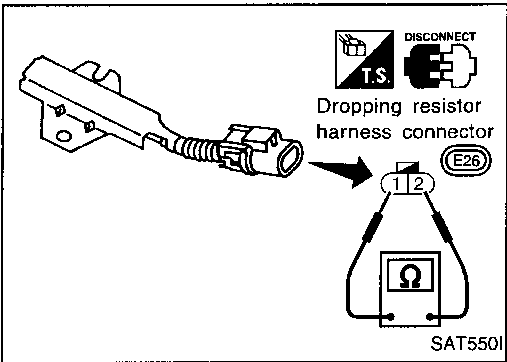
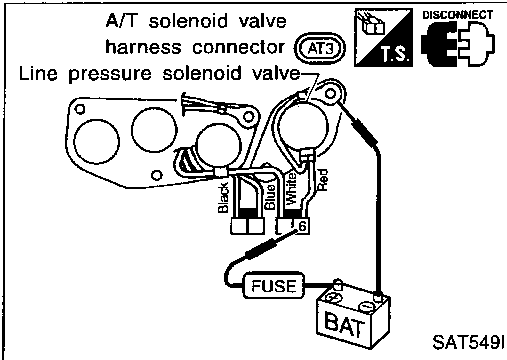
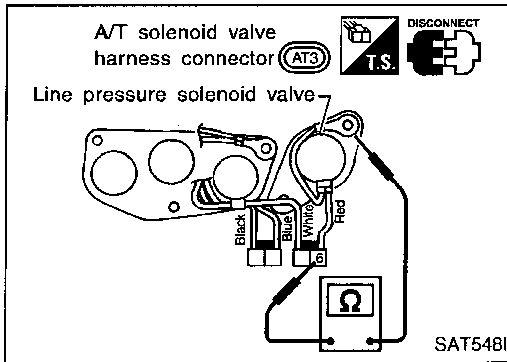
#### Line pressure solenoid valve

- For removal, refer to AT-196.

#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	Ⓔ	Ground	2.5 - 5Ω



#### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

#### Dropping resistor

- Check resistance between two terminals.  
Resistance: 11.2 - 12.8Ω

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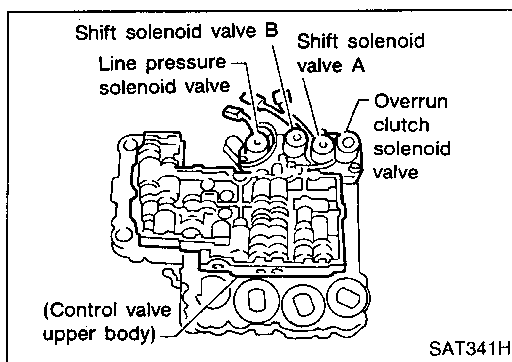
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# TROUBLE DIAGNOSIS FOR DTC P0750

## Shift Solenoid Valve A

### DESCRIPTION

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.



Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
6	R/Y	Shift solenoid valve A	When shift solenoid valve A operates. (When driving in "D <sub>1</sub> " or "D <sub>4</sub> ".)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in "D <sub>2</sub> " or "D <sub>3</sub> ".)	1V or less

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
: SFT SOL A/CIRC : P0750 : MIL Code No. 1108	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Shift solenoid valve A</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0750

## Shift Solenoid Valve A (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Diagram of CONSULT screen showing "SELECT SYSTEM" menu with "ENGINE" selected. Other menu items are blank. Reference code: SEF895K

Diagram of CONSULT screen showing "SELECT DIAG MODE" menu with "DATA MONITOR" selected. Other menu items are: WORK SUPPORT, SELF-DIAG RESULTS, ACTIVE TEST, DTC CONFIRMATION, ECM PART NUMBER. Reference code: SAT9111

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.  
 2) Start engine.  
 3) Drive vehicle in "D" position and allow the transmission to shift "1" → "2" ("GEAR").

OR

- 1) Start engine.  
 2) Drive vehicle in D<sub>1</sub> → D<sub>2</sub> position.  
 3) Select "MODE 7" with GST.

OR

- 1) Start engine.  
 2) Drive vehicle in D<sub>1</sub> → D<sub>2</sub> position.  
 3) Perform self-diagnosis for ECM.  
 Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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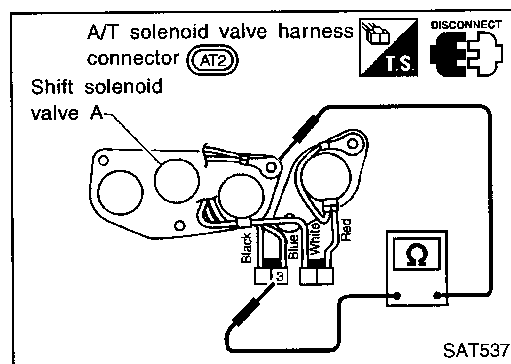
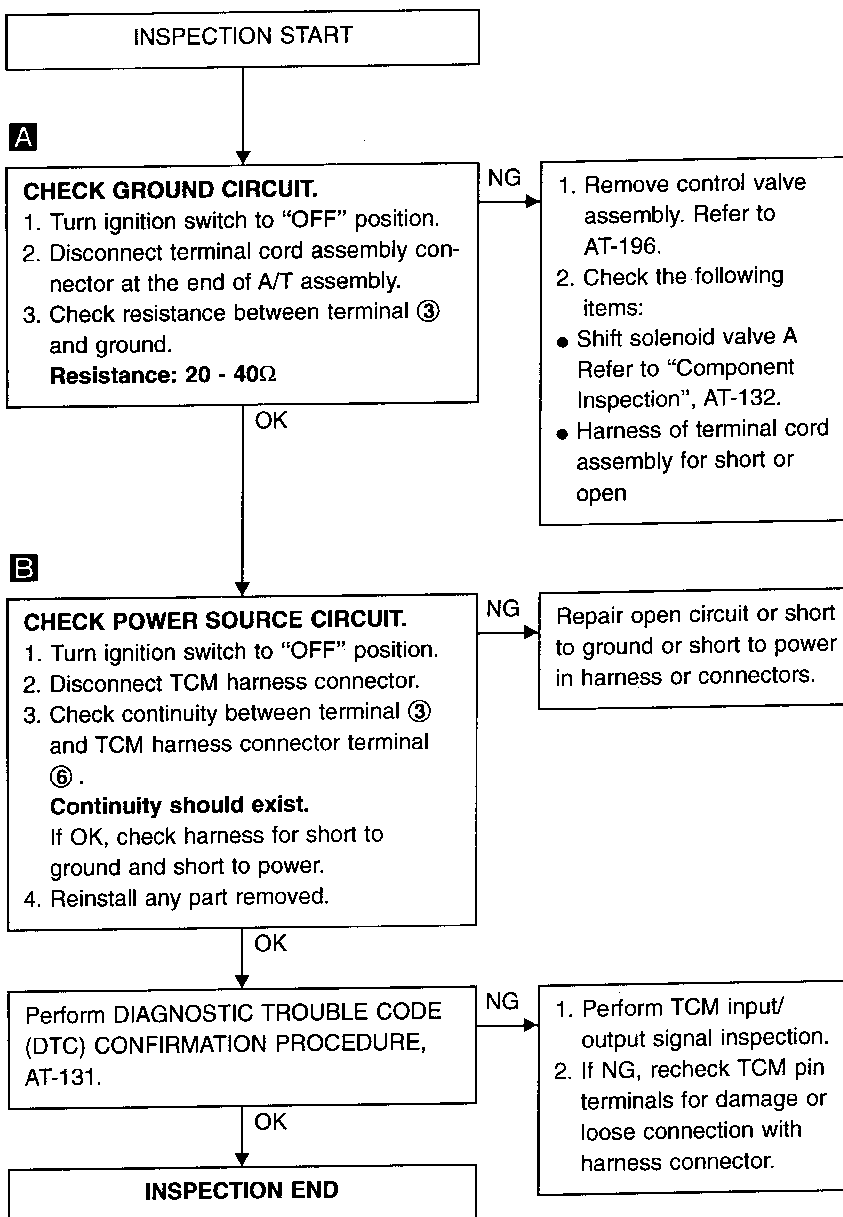
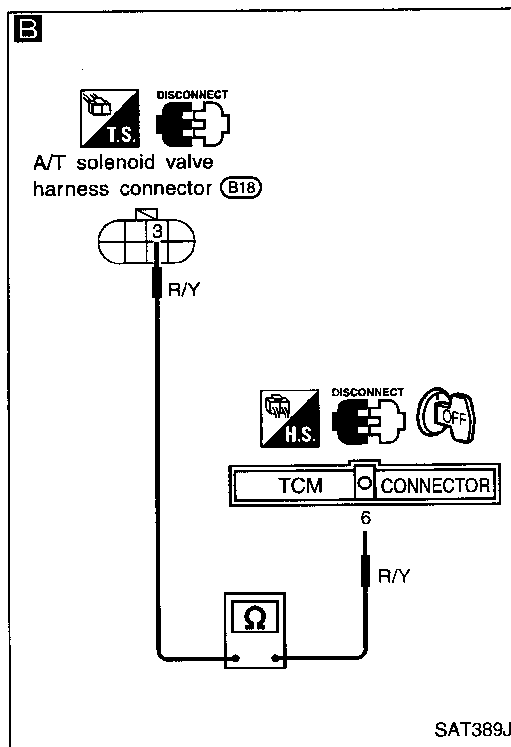
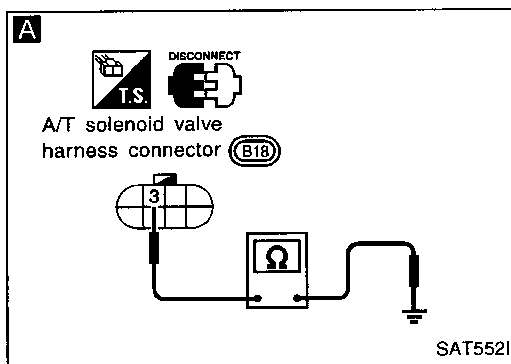
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# TROUBLE DIAGNOSIS FOR DTC P0750

## Shift Solenoid Valve A (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

#### Shift solenoid valve A

- For removal, refer to AT-196.

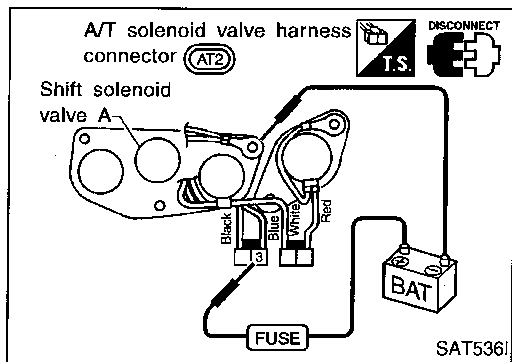
#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.	Resistance (Approx.)
Shift solenoid valve A	③	Ground
		20 - 40Ω

# TROUBLE DIAGNOSIS FOR DTC P0750

## Shift Solenoid Valve A (Cont'd)



### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

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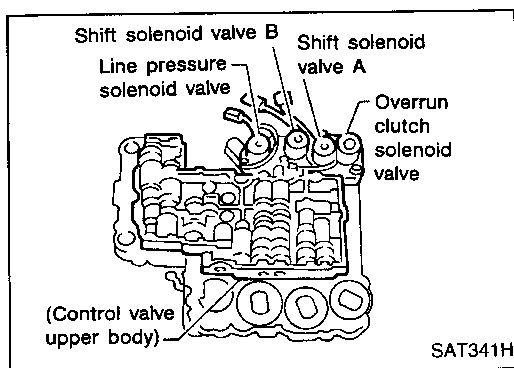
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# TROUBLE DIAGNOSIS FOR DTC P0755



## Shift Solenoid Valve B


### DESCRIPTION

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
7	LG/B	Shift solenoid valve B	 When shift solenoid valve B operates. (When driving in "D <sub>1</sub> " or "D <sub>2</sub> ".)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in "D <sub>3</sub> " or "D <sub>4</sub> ".)	1V or less

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(SFT SOL B/CIRC) : SFT SOL B/CIRC (P0755) : P0755 (MIL Code No. 1201) : MIL Code No. 1201	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>● Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>● Shift solenoid valve B</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P0755

## Shift Solenoid Valve B (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

**CAUTION:**

Always drive vehicle at a safe speed.

**NOTE:**

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

Diagram of CONSULT screen showing the "SELECT SYSTEM" menu. The "ENGINE" option is selected. The screen is labeled SEF895K.

Diagram of CONSULT screen showing the "SELECT DIAG MODE" menu. The "DATA MONITOR" option is selected. The screen is labeled SAT911I.

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.  
 2) Start engine.  
 3) Drive vehicle in "D" position and allow the transmission to shift 1 → 2 → 3 ("GEAR").

OR

- 1) Start engine.  
 2) Drive vehicle in D<sub>1</sub> → D<sub>2</sub> → D<sub>3</sub> position.  
 3) Select "MODE 7" with GST.

OR

- 1) Start engine.  
 2) Drive vehicle in D<sub>1</sub> → D<sub>2</sub> → D<sub>3</sub> position.  
 3) Perform self-diagnosis for ECM.  
 Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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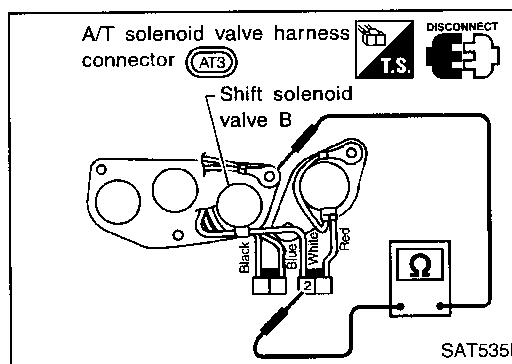
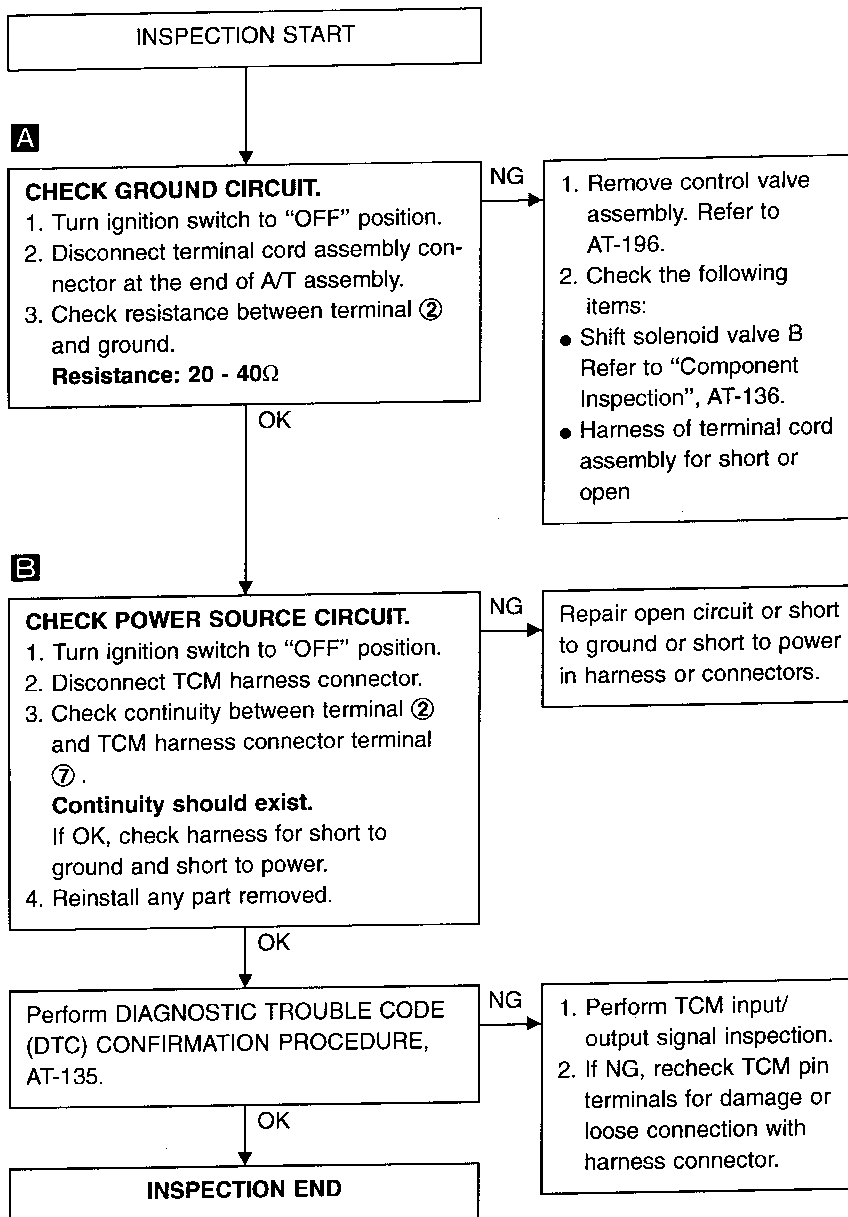
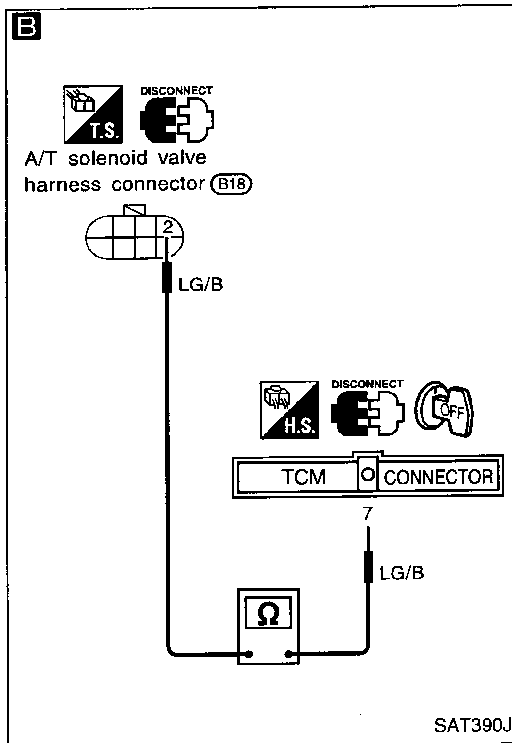
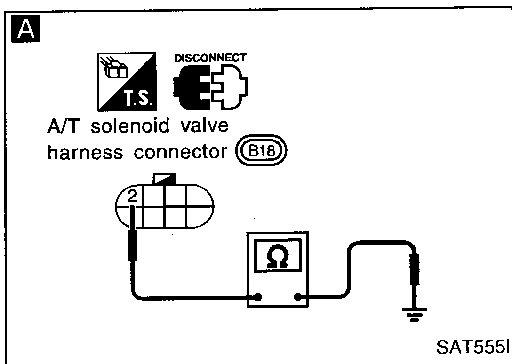
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# TROUBLE DIAGNOSIS FOR DTC P0755

## Shift Solenoid Valve B (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

#### Shift solenoid valve B

- For removal, refer to AT-196.

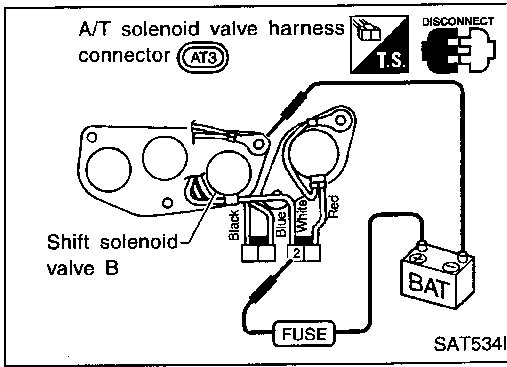
#### Resistance check

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	②	Ground	20 - 40Ω

# TROUBLE DIAGNOSIS FOR DTC P0755

## Shift Solenoid Valve B (Cont'd)



### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

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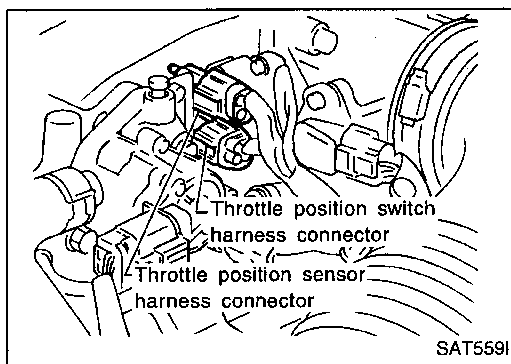
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## Throttle Position Sensor

### DESCRIPTION

- Throttle position sensor  
The throttle position sensor detects the throttle valve position and sends a signal to the TCM.
- Throttle position switch  
Consists of a wide open throttle position switch and a closed throttle position switch.  
The wide open throttle position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.

### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Throttle position sensor	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

### TCM TERMINALS AND REFERENCE VALUE




Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
14	GY/L	Closed throttle position switch (in throttle position switch)	When releasing accelerator pedal after warming up engine. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)	Battery voltage
			When depressing accelerator pedal after warming up engine. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)	1V or less
21	W/R	Wide open throttle position switch (in throttle position switch)	When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
			When releasing accelerator pedal after warming up engine.	1V or less
31	BR/W	Throttle position sensor (Power source)	—	4.5 - 5.5V
34	L/B	Throttle position sensor	When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
35	B	Throttle position sensor (Ground)	—	—

# TROUBLE DIAGNOSIS FOR DTC P1705

## Throttle Position Sensor (Cont'd)

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)	
 : TP SEN/CIRC A/T  : P1705  : MIL Code No. 1206	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Throttle position sensor</li> <li>● Throttle position switch</li> </ul>	GI  MA  EM  LC  EC  FE  <b>AT</b>  PD  FA  RA  BR  ST  RS  BT  HA  EL  IDX

# TROUBLE DIAGNOSIS FOR DTC P1705

## Throttle Position Sensor (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT.
- 2) Apply vacuum to the throttle opener, then check the following. Refer to steps 1 and 2 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.

Accelerator pedal	THRTL POS SEN	CLOSED THL/SW	W/O THRL/P-SW
Fully released	Less than 4.7V	ON	OFF
Partially depressed	0.1 - 4.6V	OFF	OFF
Fully depressed	1.9 - 4.6V	OFF	ON

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-141.

If the check result is OK, go to following step.

- 3) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.
- 4) Start engine and maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

**VHCL SPEED SE: 10 km/h (6 MPH) or more**

**THRTL POS SEN: Approximately 3V or less**

**Selector lever: D position (OD "ON")**

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-141.

If the check result is OK, go to following step.

- 5) Maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

**VHCL SPEED SE: 10 km/h (6 MPH) or more**

**Accelerator pedal: Wide open throttle**

**Selector lever: D position (OD "ON")**

OR



- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.
- 3) Select "MODE 7" with GST.

OR



- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D" (OD "ON"), vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.
- 3) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

SELECT SYSTEM

ENGINE

A/T

SAT974H

SELECT DIAG MODE

SELF-DIAG RESULTS

DATA MONITOR

DTC WORK SUPPORT

TCM PART NUMBER

SAT385J

SELECT SYSTEM

ENGINE

SEF895K

SELECT DIAG MODE

WORK SUPPORT

SELF-DIAG RESULTS

DATA MONITOR

ACTIVE TEST

DTC CONFIRMATION

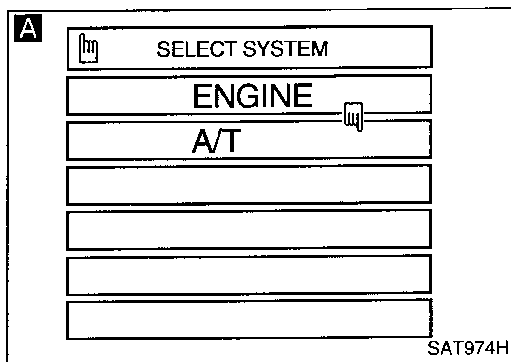
ECM PART NUMBER

SAT911I

# TROUBLE DIAGNOSIS FOR DTC P1705

## Throttle Position Sensor (Cont'd)

### DIAGNOSTIC PROCEDURE

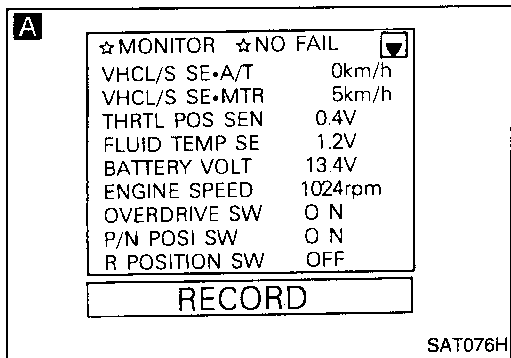


INSPECTION START

Perform diagnostic test mode II (self-diagnostic results) for engine control. Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

NG → Check throttle position sensor circuit for engine control. Refer to EC section ["Throttle Position Sensor (DTC: 0403)", "TROUBLE DIAGNOSIS FOR DTC P0120"].

OK



**A**

#### CHECK INPUT SIGNAL.

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
3. Read out the value of "THRTL POS SEN".

NG → Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)

#### Voltage:

**Fully-closed throttle:**  
Approximately 0.5V

**Fully-open throttle:**  
Approximately 4V

OR

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Check voltage between TCM terminals ③ and ④ while accelerator pedal is depressed slowly.

#### Voltage:

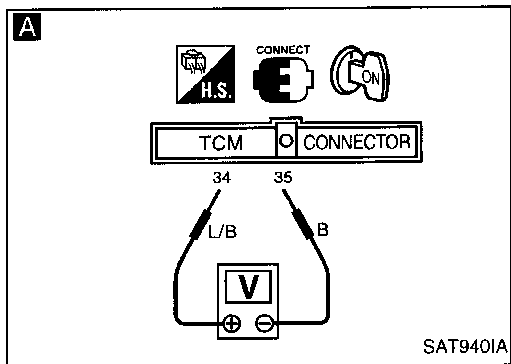
**Fully-closed throttle valve:**  
Approximately 0.5V

**Fully-open throttle valve:**  
Approximately 4V  
(Voltage rises gradually in response to throttle position.)

OK

Ⓐ

(Go to next page.)

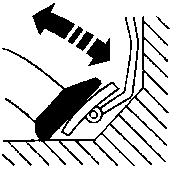


GI  
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IDX

# TROUBLE DIAGNOSIS FOR DTC P1705

## Throttle Position Sensor (Cont'd)

**B**

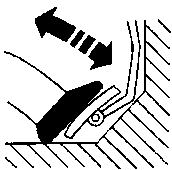
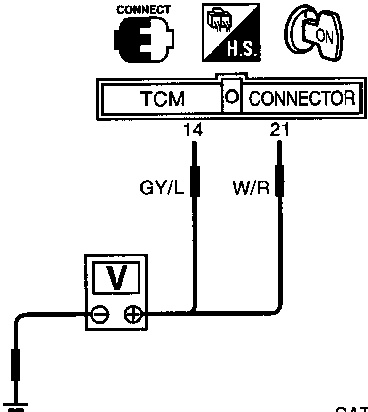


☆ MONITOR	☆ NO FAIL	↕
D POSITION SW	OFF	
2 POSITION SW	OFF	
1 POSITION SW	OFF	
ASCD • CRUISE	OFF	
ASCD • OD CUT	OFF	
KICKDOWN SW	OFF	
POWERSHIFT SW	OFF	
CLOSED THL/SW	ON	
W/O THRL/P-SW	OFF	

**RECORD**

SAT963H

**B**

SAT945IA

**B**

**CHECK THROTTLE POSITION SWITCH CIRCUIT.**

- Turn ignition switch to "ON" position. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for A/T with CONSULT.
- Apply vacuum to the throttle opener. Refer to steps 1 and 2 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.
- Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly.

NG →

Check the following items:

- Throttle position switch Refer to "Components Inspection", AT-143.
- Harness for short or open between ignition switch and throttle position switch (Main harness)
- Harness for short or open between throttle position switch and TCM (Main harness)

Accelerator pedal condition	Data monitor	
	CLOSED THL/SW	W/O THRL/P-SW
Released	ON	OFF
Fully depressed	OFF	ON

OR

- Turn ignition switch to "ON" position. (Do not start engine.)
- Check voltage between TCM terminals ⑭, ⑰ and ground while depressing, and releasing accelerator pedal slowly. (After warming up engine)

Accelerator pedal condition	Voltage	
	Terminal No. ⑭	Terminal No. ⑰
Released	Battery voltage	1V or less
Fully depressed	1V or less	Battery voltage

OK →

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-140.

NG →

- Perform TCM input/output signal inspection.
- If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK →

**INSPECTION END**

# TROUBLE DIAGNOSIS FOR DTC P1705

## Throttle Position Sensor (Cont'd)

### COMPONENT INSPECTION

#### Throttle position switch

##### Closed throttle position switch (idle position)

- Check continuity between terminals ⑤ and ⑦. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)

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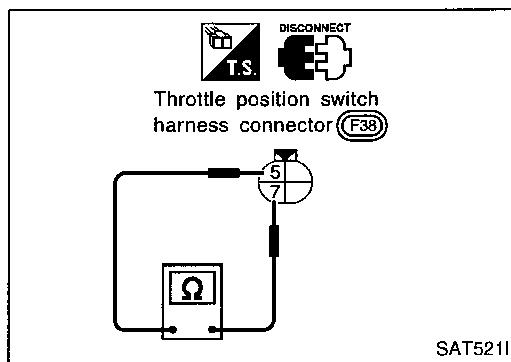
RS

BT

HA

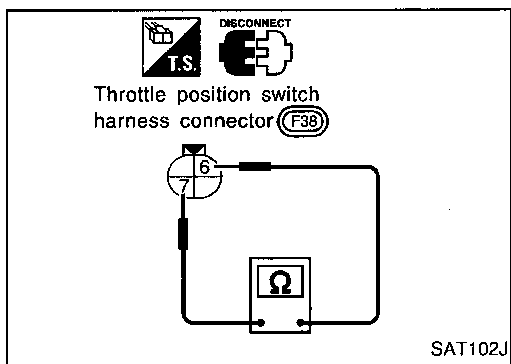
EL

IDX



Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to EC section ("Basic Inspection", "TROUBLE DIAGNOSIS — Basic Inspection").



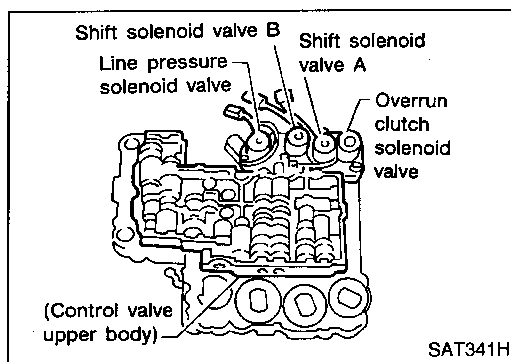
##### Wide open throttle position switch

- Check continuity between terminals ⑥ and ⑦.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes



# TROUBLE DIAGNOSIS FOR DTC P1760



SAT341H

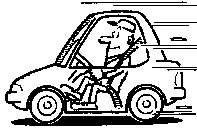
## Overrun Clutch Solenoid Valve

### DESCRIPTION




The overrun clutch solenoid valve is activated by the TCM in response to signals sent from the PNP switch, overdrive control switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled.

### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
8	L	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	1V or less

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : O/R CLTCH SOL/CIRC  : P1760  : MIL Code No. 1203	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> <li>• Harness or connectors (The solenoid circuit is open or shorted.)</li> <li>• Overrun clutch solenoid valve</li> </ul>

# TROUBLE DIAGNOSIS FOR DTC P1760

## Overrun Clutch Solenoid Valve (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

#### TESTING CONDITION:

Always drive vehicle on a level road to improve accuracy of test.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT.
- 2) Start engine.
- 3) Accelerate vehicle to a speed of more than 10 km/h (6 MPH) in "D" position (OD "ON").
- 4) Release accelerator pedal completely in "D" position (OD "OFF").

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D", overdrive control switch in "ON" or "OFF" position and vehicle speed higher than 10 km/h (6 MPH).
- 3) Select "MODE 7" with GST.

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D", overdrive control switch in "ON" or "OFF" position and vehicle speed higher than 10 km/h (6 MPH).
- 3) Perform self-diagnosis for ECM.  
Refer to EC section ["Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION"].

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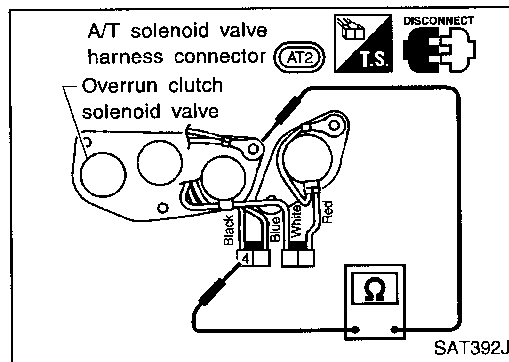
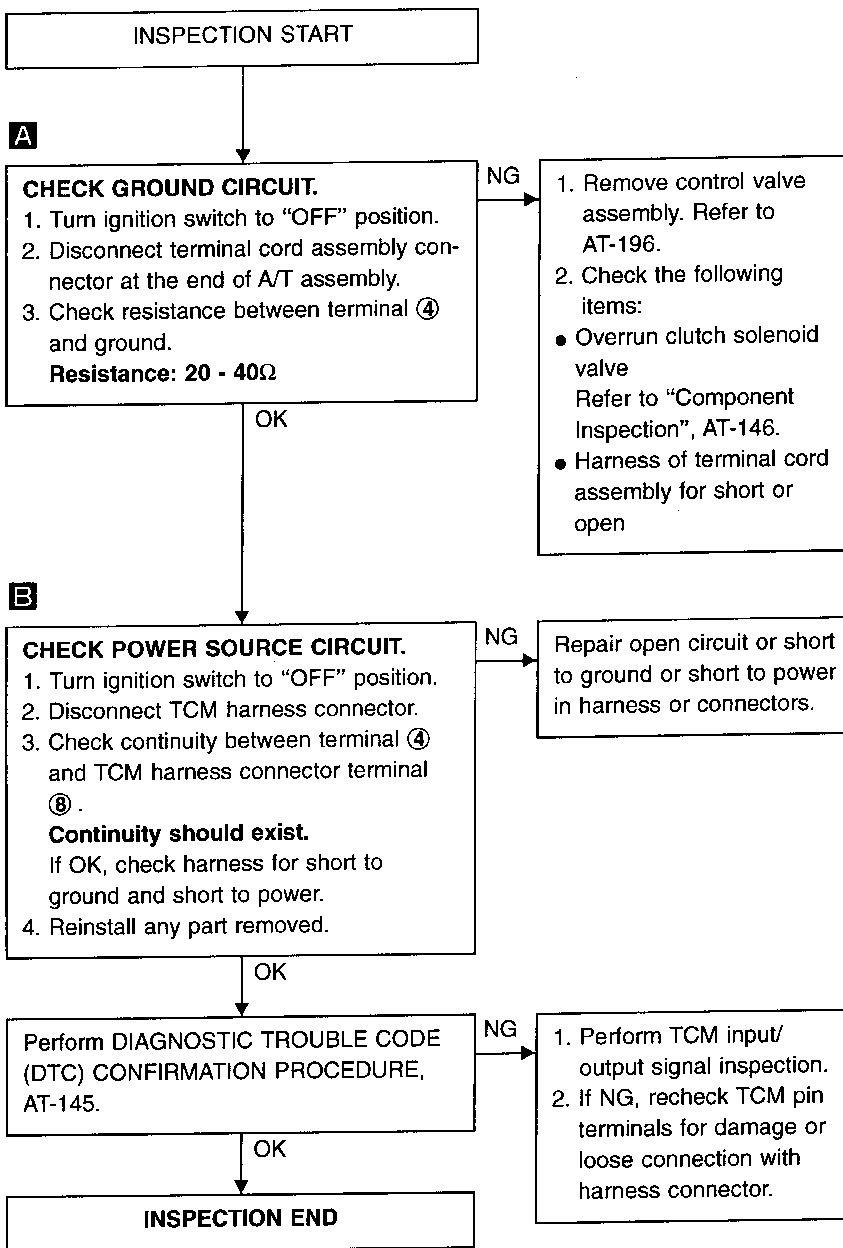
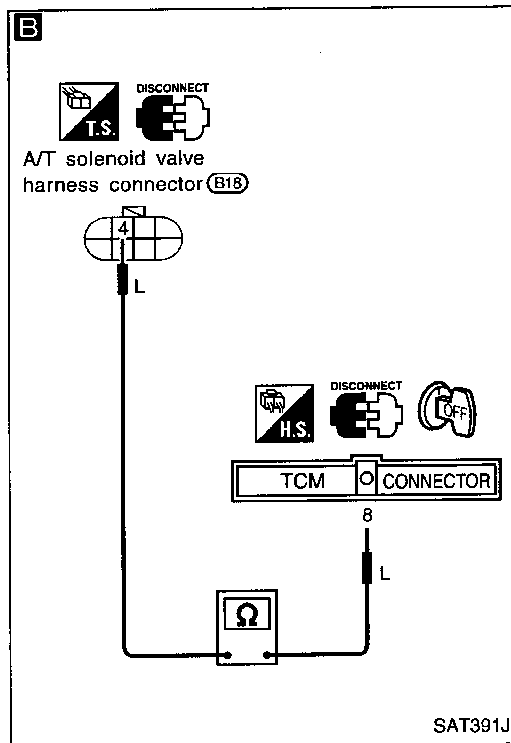
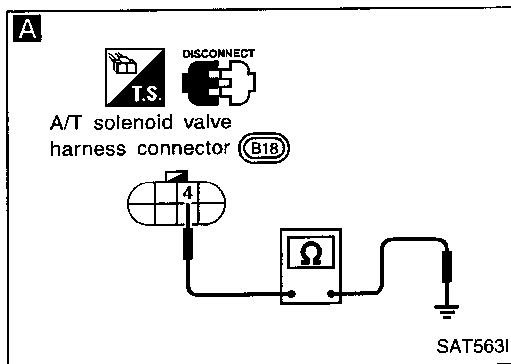
EL

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# TROUBLE DIAGNOSIS FOR DTC P1760

## Overrun Clutch Solenoid Valve (Cont'd)

### DIAGNOSTIC PROCEDURE



### COMPONENT INSPECTION

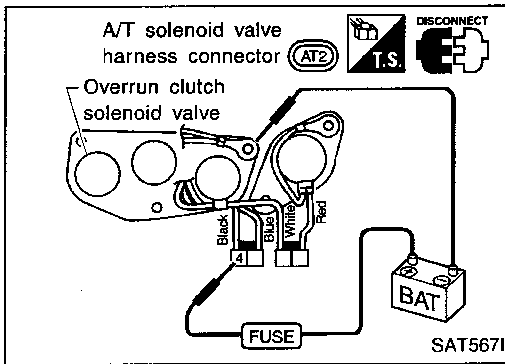
#### Overrun clutch solenoid valve

- For removal, refer to AT-196.
- **Resistance check**
- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Overrun clutch solenoid valve	④	Ground	20 - 40Ω

# TROUBLE DIAGNOSIS FOR DTC P1760

## Overrun Clutch Solenoid Valve (Cont'd)



### Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal and ground.

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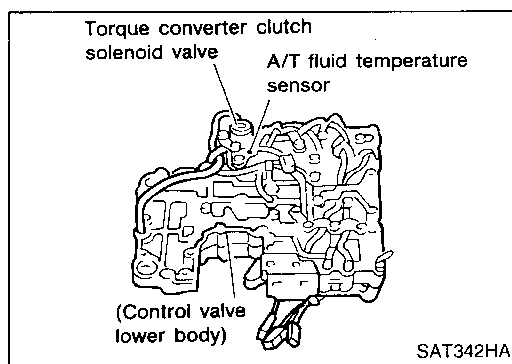
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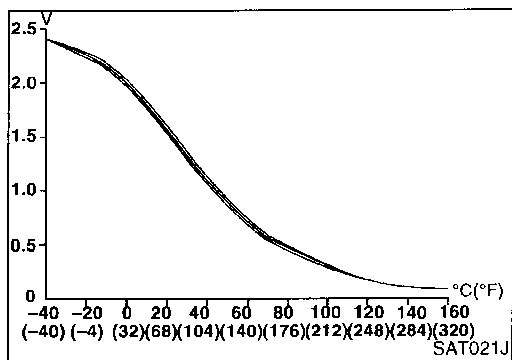
# TROUBLE DIAGNOSIS FOR BATT/FLUID TEMP SEN



## A/T Fluid Temperature Sensor Circuit and TCM Power Source

### DESCRIPTION

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM.



### CONSULT REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
A/T fluid temperature sensor	Cold [20°C (68°F)]	Approximately 1.5V
	↓ Hot [80°C (176°F)]	↓ Approximately 0.5V

### TCM TERMINALS AND REFERENCE VALUE



Remarks: Specification data are reference values.

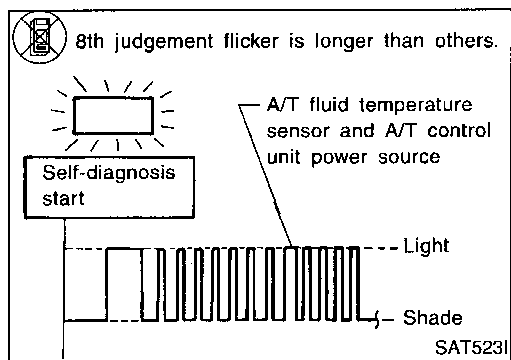
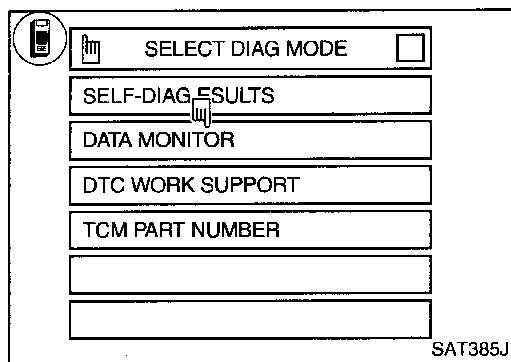
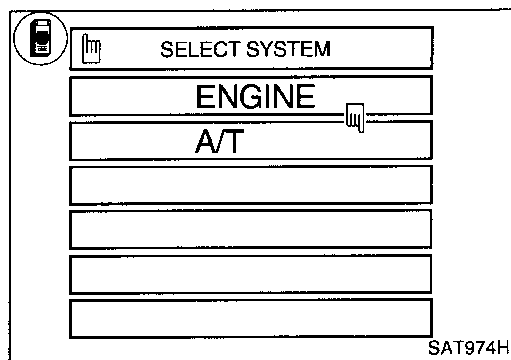
Terminal No.	Wire color	Item	Condition	Judgement standard
4	G/B	Power source	When turning ignition switch to "ON".	Battery voltage
			When turning ignition switch to "OFF".	1V or less
9	G/B	Power source	Same as No. 4	
23	Y	Power source (Memory back-up)	or  When turning ignition switch to "OFF".	Battery voltage
			When turning ignition switch to "ON".	Battery voltage
33	G	A/T fluid temperature sensor	When ATF temperature is 20°C (68°F).	Approximately 1.5V
			When ATF temperature is 80°C (176°F).	Approximately 0.5V
35	B	Throttle position sensor (Ground)	—	—

# TROUBLE DIAGNOSIS FOR BATT/FLUID TEMP SEN

## A/T Fluid Temperature Sensor Circuit and TCM Power Source (Cont'd)

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : BATT/FLUID TEMP SEN  : 8th judgement flicker	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● A/T fluid temperature sensor</li> </ul>



### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Start engine.
- 2) Select "DATA MONITOR" mode for "A/T" with CONSULT.
- 3) Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).
- 3) Perform self-diagnosis.  
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

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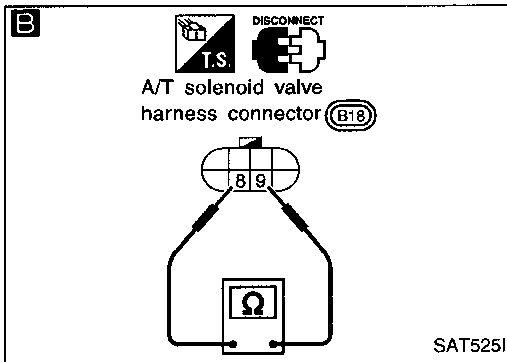
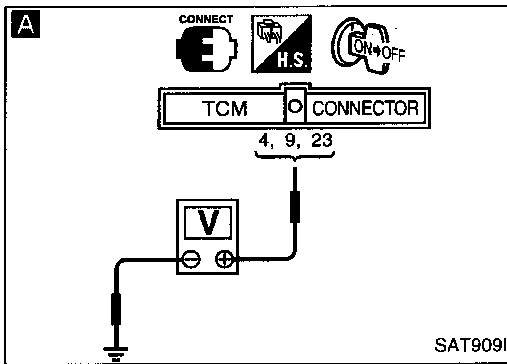
EL

IDX

# TROUBLE DIAGNOSIS FOR BATT/FLUID TEMP SEN

## A/T Fluid Temperature Sensor Circuit and TCM Power Source (Cont'd)

### DIAGNOSTIC PROCEDURE



INSPECTION START

**A**

**CHECK TCM POWER SOURCE.**

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Check voltage between TCM terminals ④, ⑨, ⑳ and ground.  
**Voltage: Battery voltage**
3. Turn ignition switch to "OFF" position.
4. Check voltage between TCM terminal ⑳ and ground.  
**Voltage: Battery voltage**

NG

Check the following items:

- Harness for short or open between ignition switch and TCM (Main harness)
- 10A fuse [No. 28], located in the fuse block (J/B)]
- Ignition switch  
Refer to EL section ("POWER SUPPLY ROUTING").

**B**

**CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY.**

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector at the end of A/T assembly.
3. Check resistance between terminals ⑧ and ⑨ when A/T is cold.  
**Resistance:**  
**Cold [20°C (68°F)]**  
**Approximately 2.5 kΩ**
4. Reinstall any part removed.

NG

1. Remove oil pan.
2. Check the following items:
  - A/T fluid temperature sensor  
Refer to "Component Inspection", AT-151.
  - Harness of terminal cord assembly for short or open

OK

Ⓐ

(Go to next page.)

# TROUBLE DIAGNOSIS FOR BATT/FLUID TEMP SEN

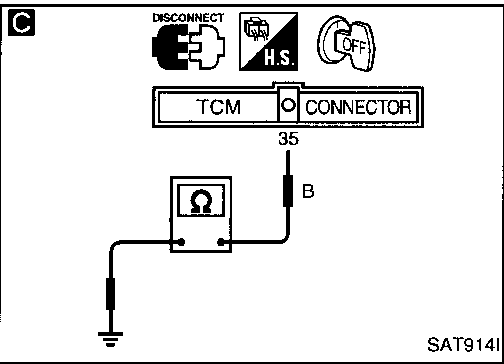
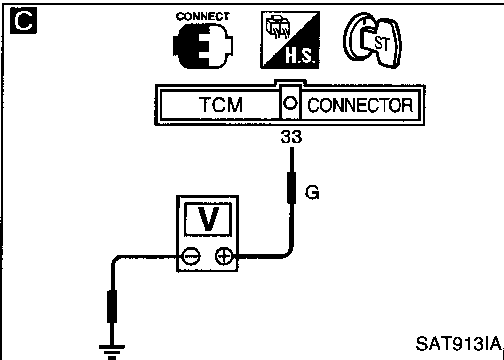
## A/T Fluid Temperature Sensor Circuit and TCM Power Source (Cont'd)

☆ MONITOR ☆ NO FAIL

VHCL/S SE-A/T	0km/h
VHCL/S SE-MTR	5km/h
THRTL POS SEN	0.4V
FLUID TEMP SE	1.2V
BATTERY VOLT	13.4V
ENGINE SPEED	1024rpm
OVERDRIVE SW	O N
P/N POSI SW	O N
R POSITION SW	OFF

RECORD

SAT076H



**CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR.**

- Start engine.
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for A/T with CONSULT.
- Read out the value of "FLUID TEMP SE".

**Voltage:**  
Cold [20°C (68°F)] → Hot [80°C (176°F)]:  
Approximately 1.5V → 0.5V

OR

- Start engine.
- Check voltage between TCM terminal ③ and ground while warming up A/T.

**Voltage:**  
Cold [20°C (68°F)] → Hot [80°C (176°F)]:  
Approximately 1.5V → 0.5V

- Turn ignition switch to "OFF" position.
- Disconnect TCM harness connector.
- Check resistance between terminal ③ and ground.

**Continuity should exist.**

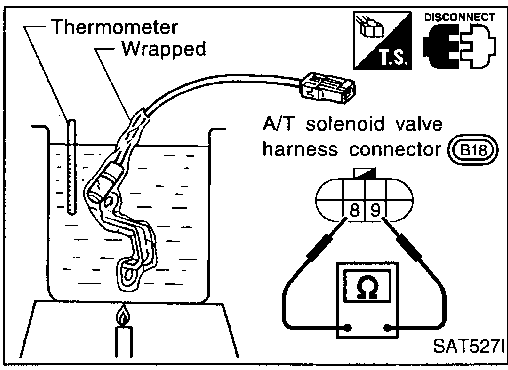
Check the following item:

- Harness for short or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM Refer to EC section ("TROUBLE DIAGNOSIS FOR POWER SUPPLY").

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-149.

INSPECTION END

1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



### COMPONENT INSPECTION

#### A/T fluid temperature sensor

- For removal, refer to AT-196.
- Check resistance between terminals ⑧ and ⑨ while changing temperature as shown at left.

Temperature °C (°F)	Resistance
20 (68)	Approximately 2.5 kΩ
80 (176)	Approximately 0.3 kΩ

GI  
MA  
EM  
LC  
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FE  
AT  
PD  
FA  
RA  
BR  
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BT  
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IDX

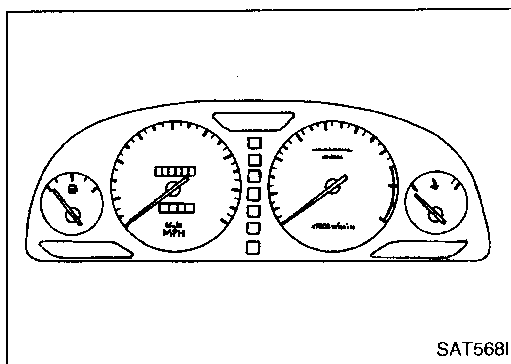


# TROUBLE DIAGNOSIS FOR VHCL SPEED SEN·MTR

## Vehicle Speed Sensor·MTR

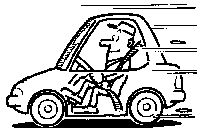
### DESCRIPTION

The vehicle speed sensor·MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor·MTR.





### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
27	P/L	Vehicle speed sensor	 When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : VHCL SPEED SEN·MTR  : 2nd judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or shorted.)</li> <li>● Vehicle speed sensor</li> </ul>

# TROUBLE DIAGNOSIS FOR VHCL SPEED SEN·MTR

## Vehicle Speed Sensor·MTR (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

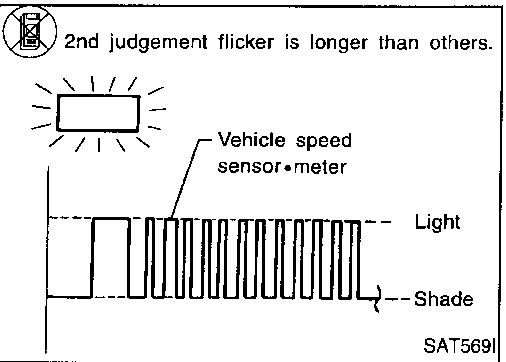
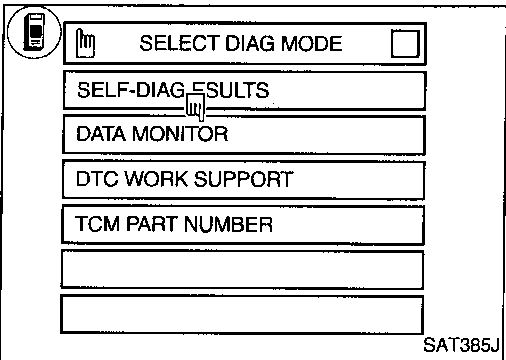
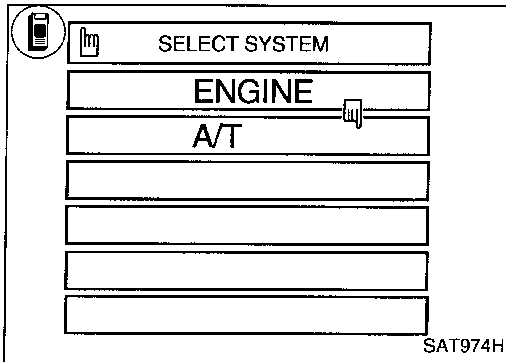
- Always drive vehicle at a safe speed.
- If conducting this "DTC CONFIRMATION PROCEDURE" again, always turn ignition switch "OFF" and wait at least 5 seconds before continuing.

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT.
- 2) Start engine and accelerate vehicle from 0 to 25 km/h (0 to 16 MPH).

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D" and vehicle speed higher than 25 km/h (16 MPH).
- 3) Perform self-diagnosis.  
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.



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# TROUBLE DIAGNOSIS FOR VHCL SPEED SEN·MTR

## Vehicle Speed Sensor·MTR (Cont'd)

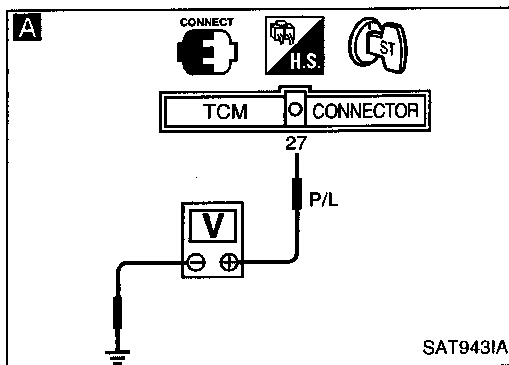
### DIAGNOSTIC PROCEDURE

**A**

☆ MONITOR ☆ NO FAIL	
VHCL/S SE·A/T	0km/h
VHCL/S SE·MTR	5km/h
THRTL POS SEN	0.4V
FLUID TEMP SE	1.2V
BATTERY VOLT	13.4V
ENGINE SPEED	1024rpm
OVERDRIVE SW	O N
P/N POSI SW	O N
R POSITION SW	OFF

RECORD

SAT076H



INSPECTION START

**A**

**CHECK INPUT SIGNAL.**

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
3. Read out the value of "VHCL/S SE·MTR" while driving. Check the value changes according to driving speed.

OR

1. Start engine.
2. Check voltage between TCM terminal ② and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.

**Voltage:**  
Voltage varies between less than 1V and more than 4.5V.

NG

Check the following items:

- Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to EL section ("METERS AND GAUGES").
- Harness for short or open between TCM and vehicle speed sensor (Main harness)

OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-153.

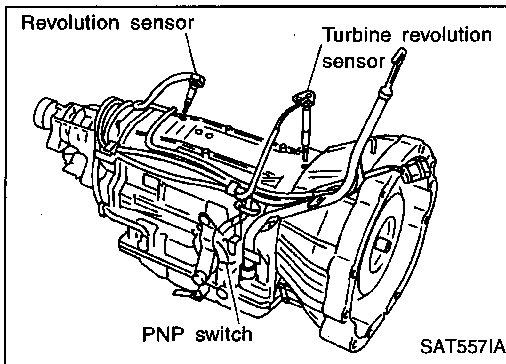
NG

1. Perform TCM input/output signal inspection.
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

# TROUBLE DIAGNOSIS FOR TURBINE REV



## Turbine Revolution Sensor





### DESCRIPTION

The turbine revolution sensor detects input shaft rpm (revolutions per minute). It is located on the input side of the automatic transmission. The vehicle speed sensor A/T (Revolution sensor) is located on the output side of the automatic transmission. With the two sensors, input and output shaft rpms are accurately detected. The result is optimal shift timing during deceleration and improved shifting.

GI  
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### TCM TERMINALS AND REFERENCE VALUE



Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard	
26	Y	Turbine revolution sensor (Measure in AC range)			When engine is running at 1,000 rpm	Approximately 1.2V Voltage rises gradually in response to engine speed.
35	B	Throttle position sensor (Ground)			—	—

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### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : TURBINE REV  : 10th judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> <li>● Harness or connectors (The sensor circuit is open or short.)</li> <li>● Turbine revolution sensor</li> </ul>

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# TROUBLE DIAGNOSIS FOR TURBINE REV

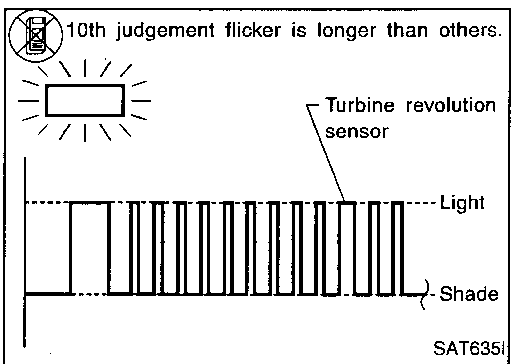
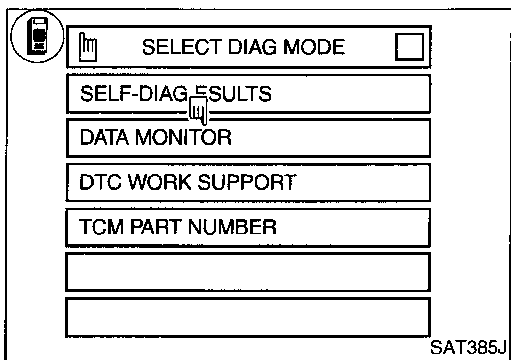
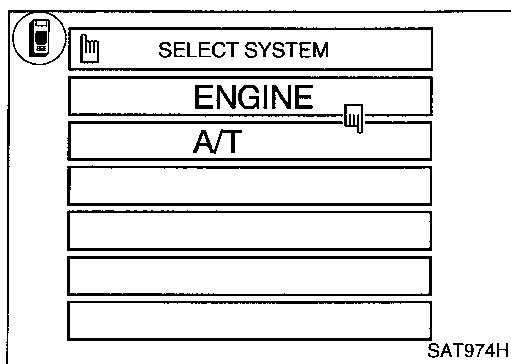
## Turbine Revolution Sensor (Cont'd)

### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this "DTC CONFIRMATION PROCEDURE" again, always turn ignition switch "OFF" and wait at least 5 seconds before continuing.

After the repair, perform the following procedure to confirm the malfunction is eliminated.



- 1) Start engine.
- 2) Select "DATA MONITOR" mode for "A/T" with CONSULT.
- 3) Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.

OR

- 1) Start engine.
- 2) Drive vehicle under the following conditions:  
Selector lever in "D", vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
- 3) Perform self-diagnosis.  
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

# TROUBLE DIAGNOSIS FOR TURBINE REV

## Turbine Revolution Sensor (Cont'd)

### DIAGNOSTIC PROCEDURE

**A**

☆ MONITOR	☆ NO FAIL	
VHCL/S SE-A/T	0km/h	
VHCL/S SE-MTR	5km/h	
THRTL POS SEN	0.4V	
FLUID TEMP SE	0.9V	
BATTERY VOLT	13.3V	
ENGINE SPEED	704rpm	
TURBINE REV	672rpm	
OVERDRIVE SW	OFF	
P/N POSI SW	O N	

RECORD

SAT109G

INSPECTION START

CHECK TURBINE REVOLUTION SENSOR.  
Refer to "COMPONENT INSPECTION" below.

NG → Repair or replace turbine revolution sensor.

OK

**A**

**CHECK INPUT SIGNAL.**

- Turn ignition switch to "START" position and start engine.
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
  - Read out the value of "TURBINE REV".
  - Check the value changes according to engine speed.

OR

Check voltage between TCM terminal ② and ground. (Measure in AC range.)  
**Voltage:**  
Approximately 1.2V  
(Voltage rises gradually in response to engine speed.)

NG → Check harness for short or open between TCM and turbine revolution sensor.

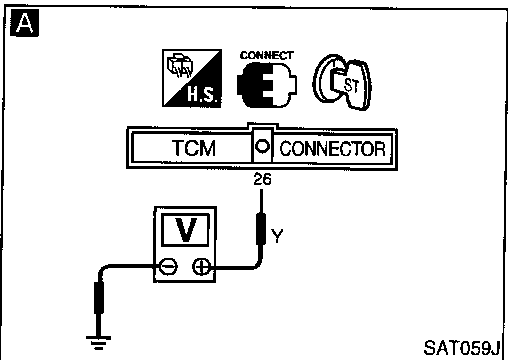
OK

Perform DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE, AT-156.

NG → 1. Perform TCM input/output signal inspection.  
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK

INSPECTION END

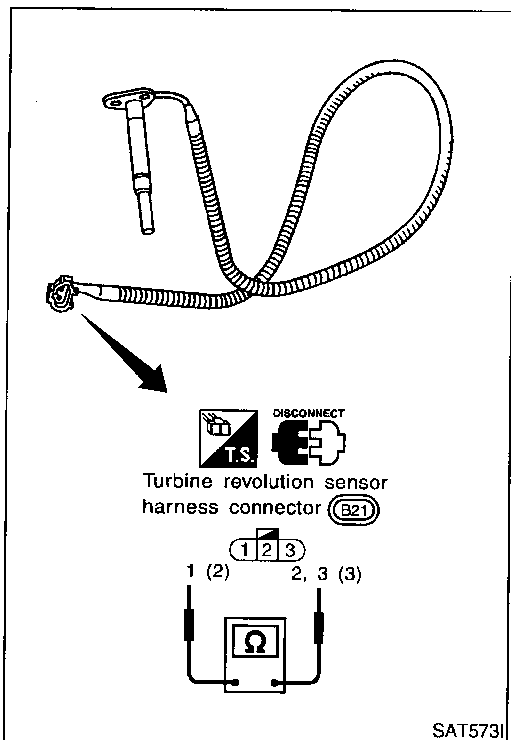


### COMPONENT INSPECTION

#### Turbine revolution sensor

- Check resistance between terminals ①, ② and ③.

Terminal No.		Resistance
①	②	2,200 - 2,800Ω
①	③	No continuity
②	③	No continuity



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# TROUBLE DIAGNOSIS FOR A/T COMM LINE


## A/T Communication Line

### DESCRIPTION

The ECM and TCM provide mutual communication in relation to engine output control signal (ignition timing retard signal) during rapid standing starts/acceleration. With this consistent real-time control, the shifting feel is substantially improved.



### TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
47*	R/L	LAN		—

\*: This terminal is connected to the ECM.

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : A/T COMM LINE  : 12th judgement flicker	The ECM-A/T communication line is open or shorted.	Harness or connector

# TROUBLE DIAGNOSIS FOR A/T COMM LINE

## A/T Communication Line (Cont'd)

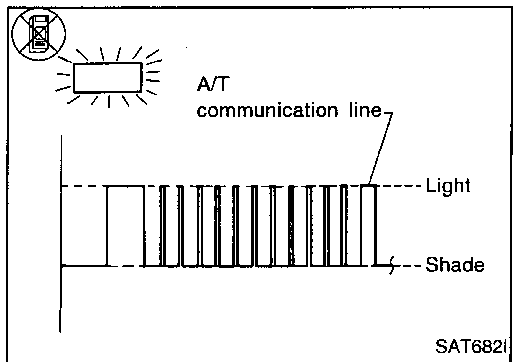
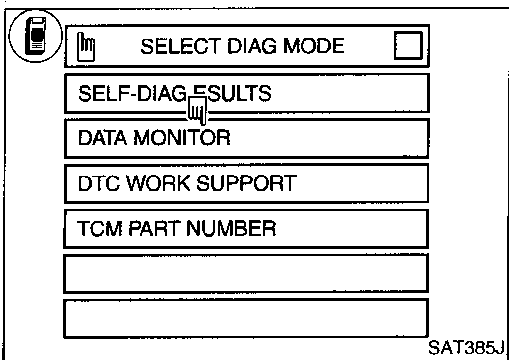
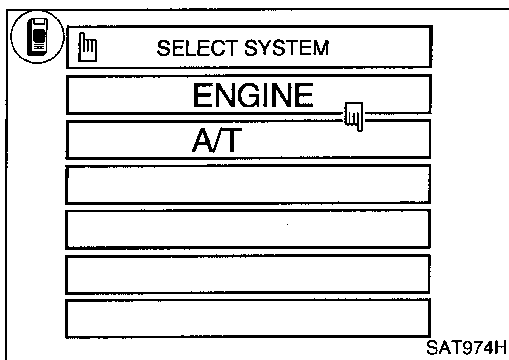
### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

After the repair, perform the following procedure to confirm the malfunction is eliminated.

- 1) Turn ignition switch "ON".
- 2) Select "DATA MONITOR" mode for "A/T" with CONSULT.
- 3) Wait at least 6 seconds or start engine and wait for at least 6 seconds.

OR

- 1) Turn ignition switch "ON".
- 2) Wait at least 6 seconds or start engine and wait for at least 6 seconds.
- 3) Perform self-diagnosis.  
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.



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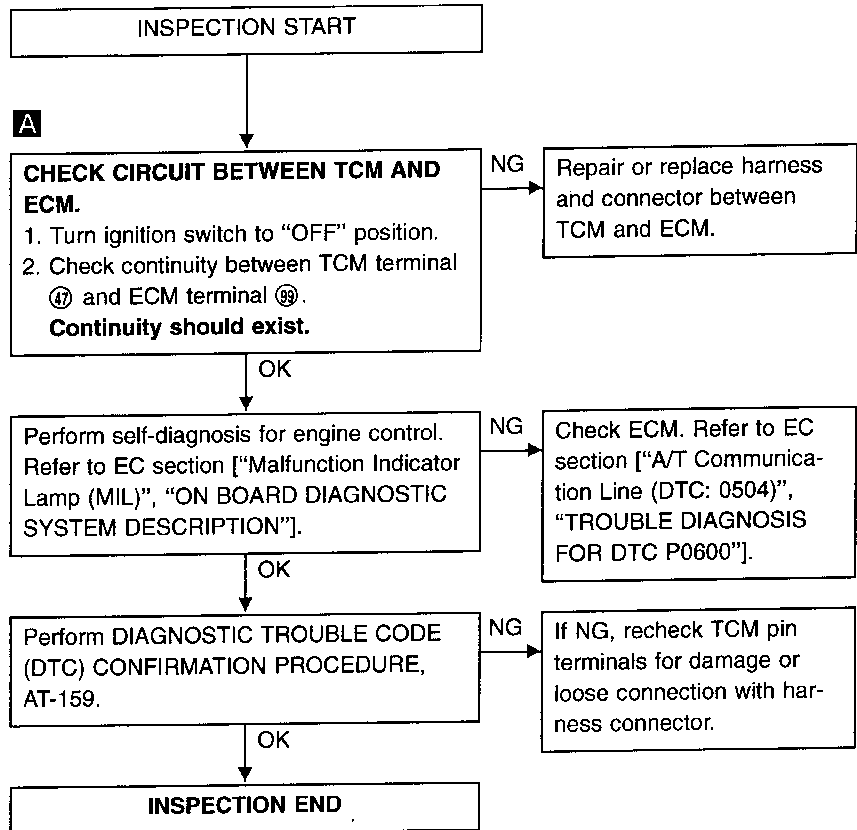
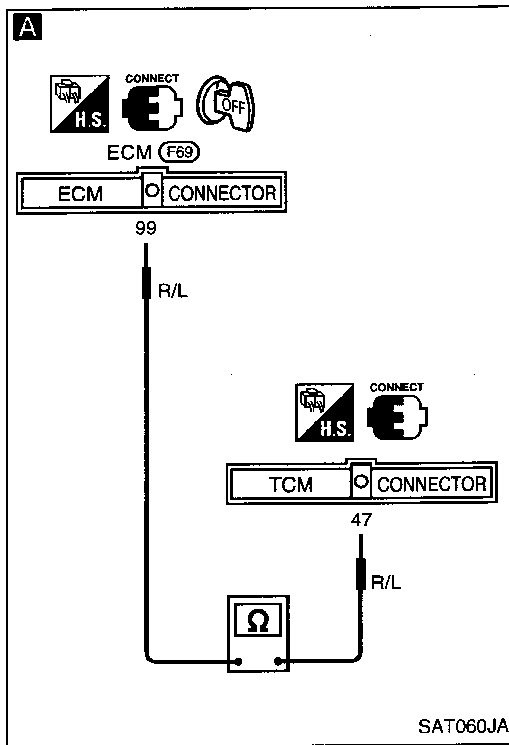
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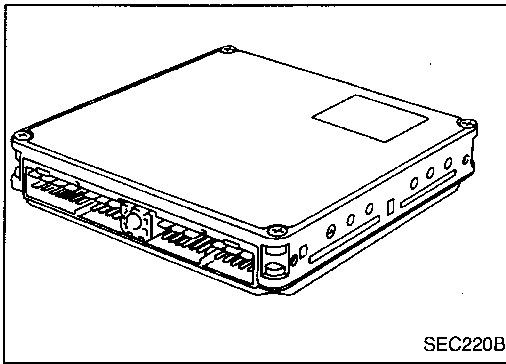


# TROUBLE DIAGNOSIS FOR A/T COMM LINE

## A/T Communication Line (Cont'd) DIAGNOSTIC PROCEDURE



# CONTROL UNIT (RAM), CONTROL UNIT (ROM)




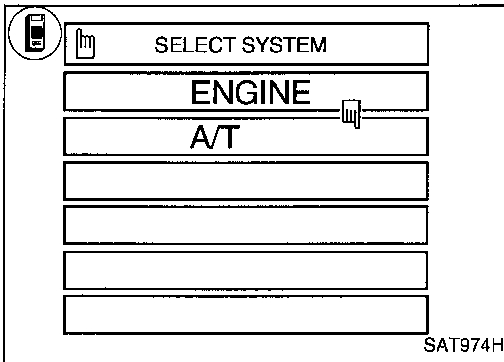
## TCM (Transmission Control Module)

### DESCRIPTION

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T.

### ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : CONTROL UNIT (RAM) CONTROL UNIT (ROM)	TCM memory (RAM) or (ROM) is malfunctioning.	TCM



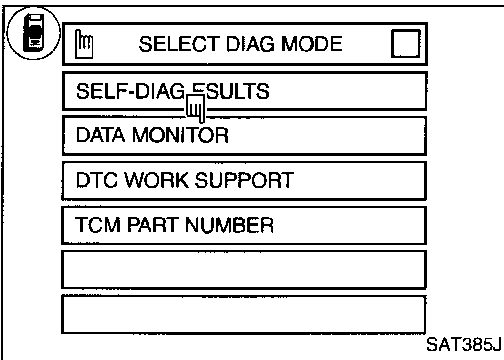
### DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

#### NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

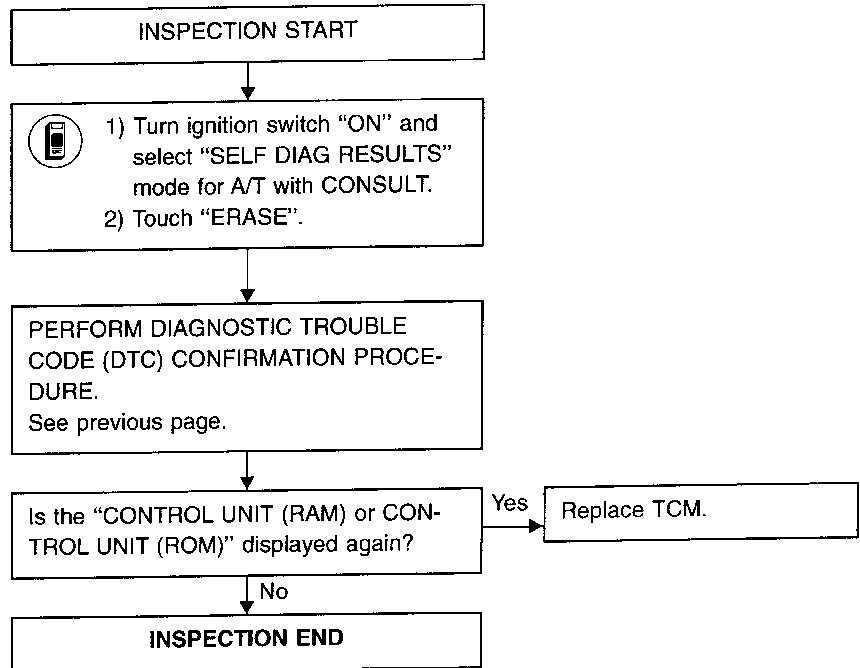


- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for A/T with CONSULT.
- 2) Start engine.
- 3) Run engine for at least 2 seconds at idle speed.

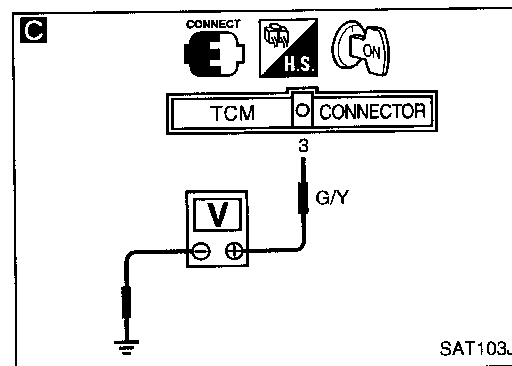
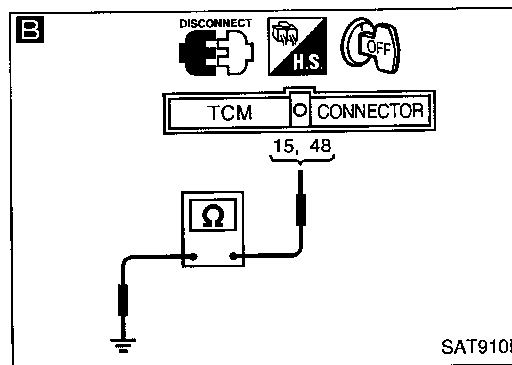
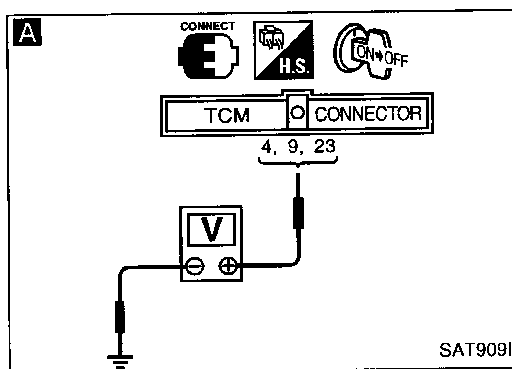


# CONTROL UNIT (RAM), CONTROL UNIT (ROM)

## TCM (Transmission Control Module) (Cont'd) DIAGNOSTIC PROCEDURE

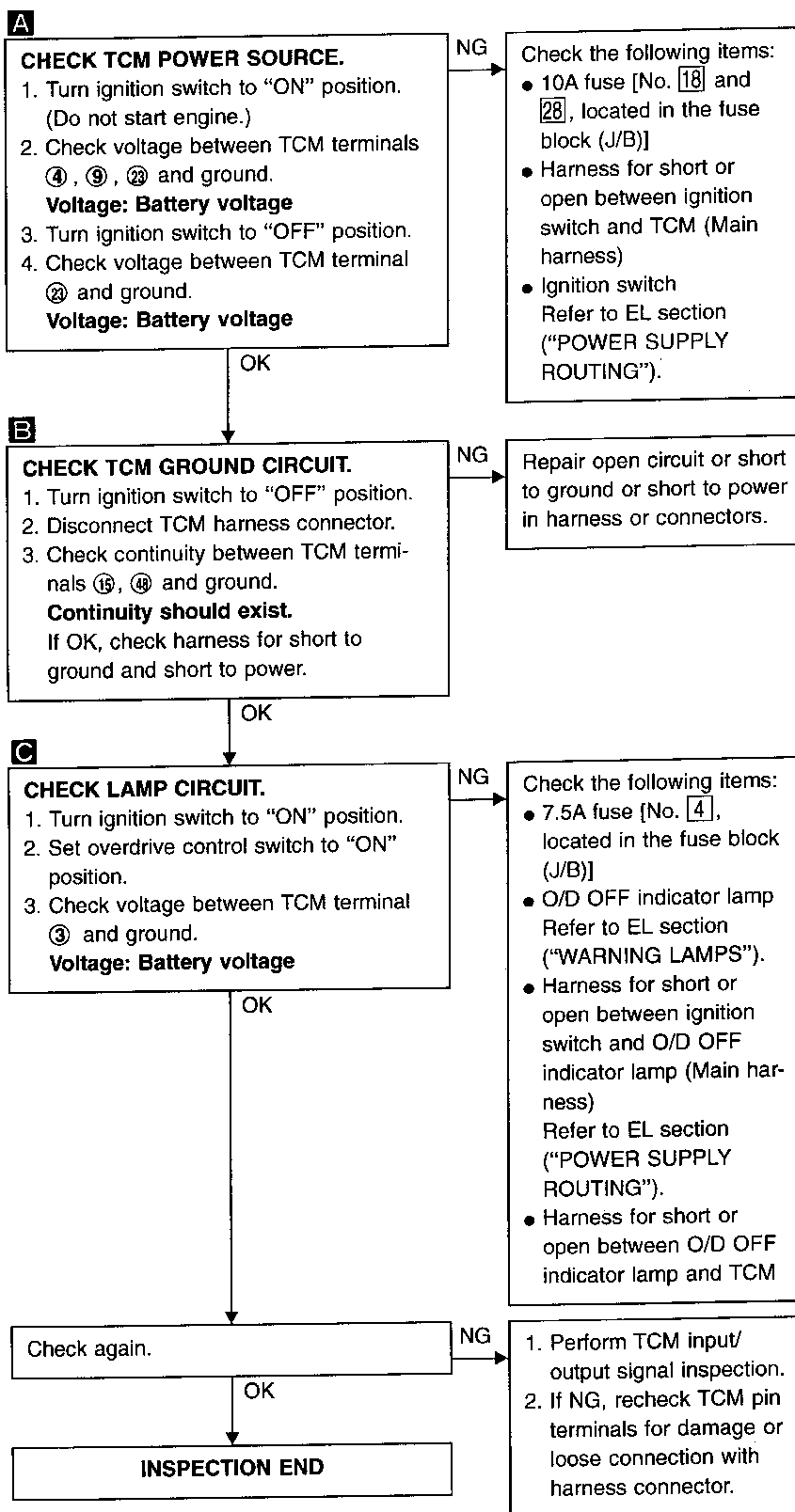


# TROUBLE DIAGNOSES FOR SYMPTOMS



## 1. O/D OFF Indicator Lamp Does Not Come On

**SYMPTOM:**  
O/D OFF indicator lamp does not come on for about 2 seconds when turning ignition switch to "ON".



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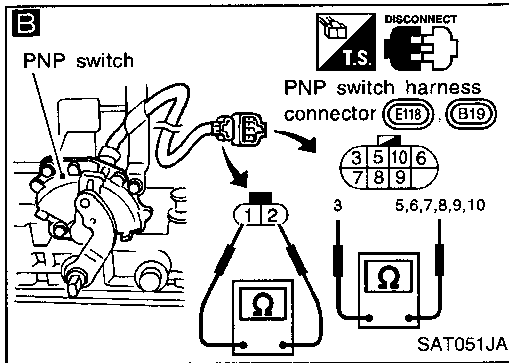
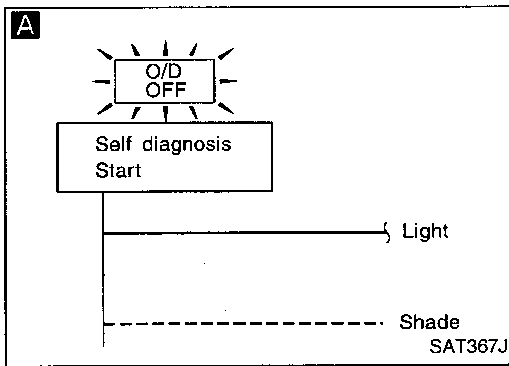
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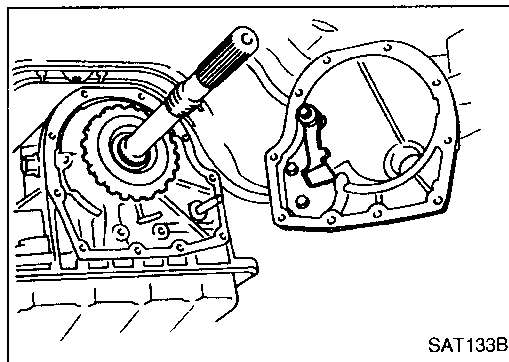
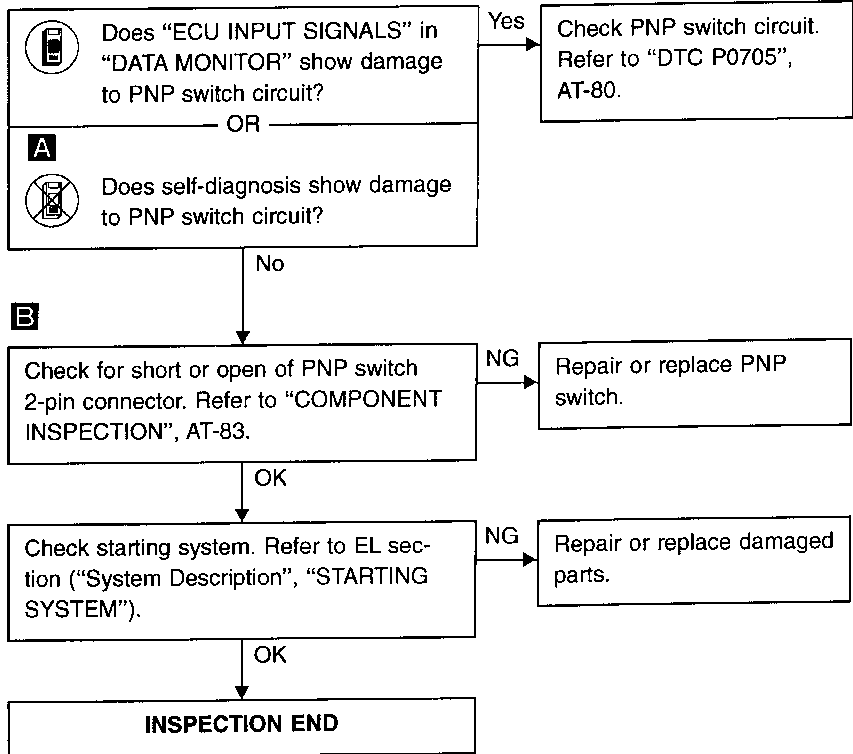
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## 2. Engine Cannot Be Started In "P" and "N" Position

### SYMPTOM:

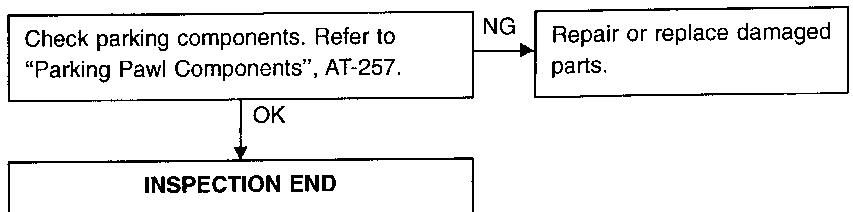
- Engine cannot be started with selector lever in "P" or "N" position.
- Engine can be started with selector lever in "D", "2", "1" or "R" position.

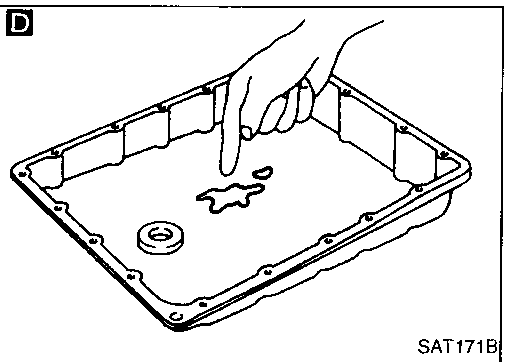
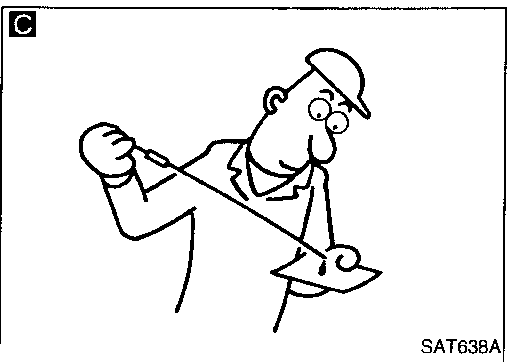
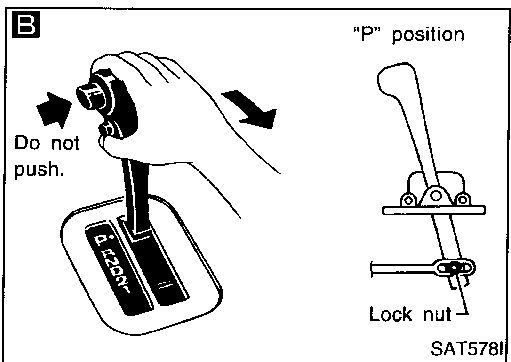
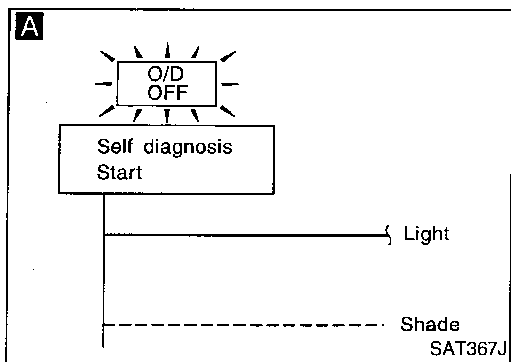


## 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed

### SYMPTOM:

Vehicle moves when it is pushed forward or backward with selector lever in "P" position.

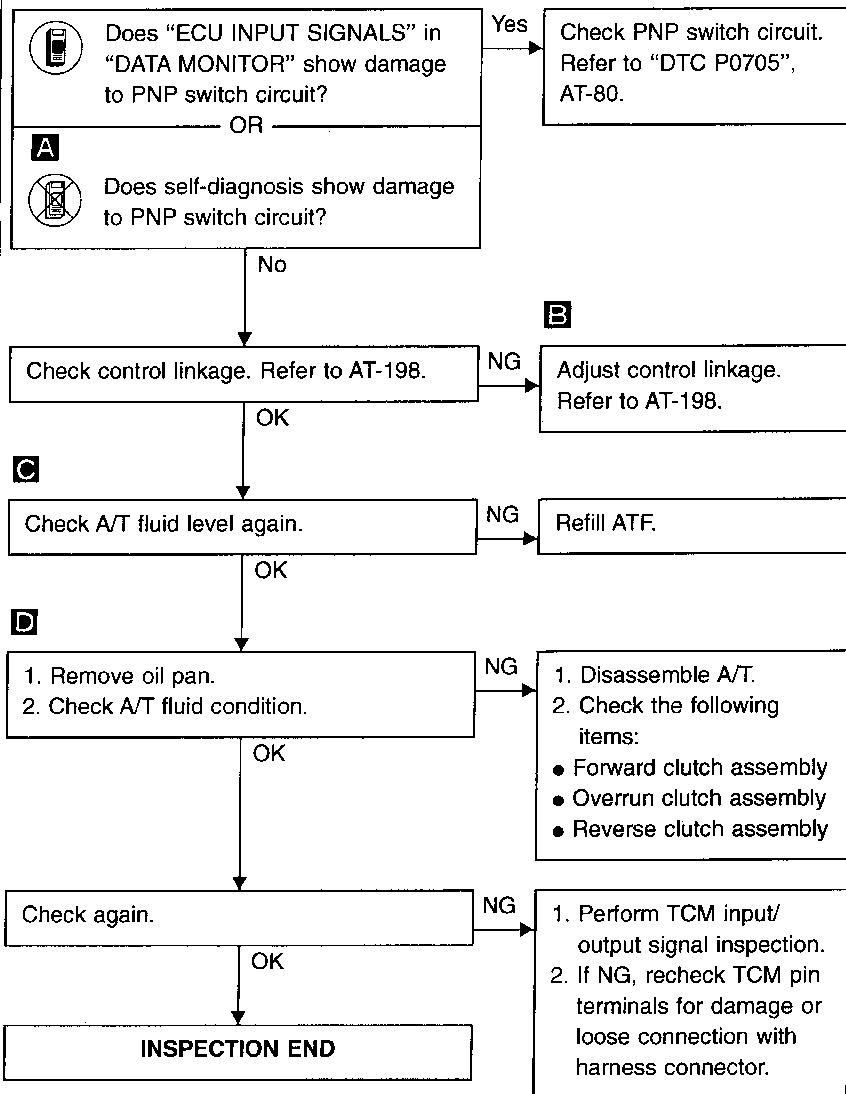




## 4. In "N" Position, Vehicle Moves

### SYMPTOM:

Vehicle moves forward or backward when selecting "N" position.



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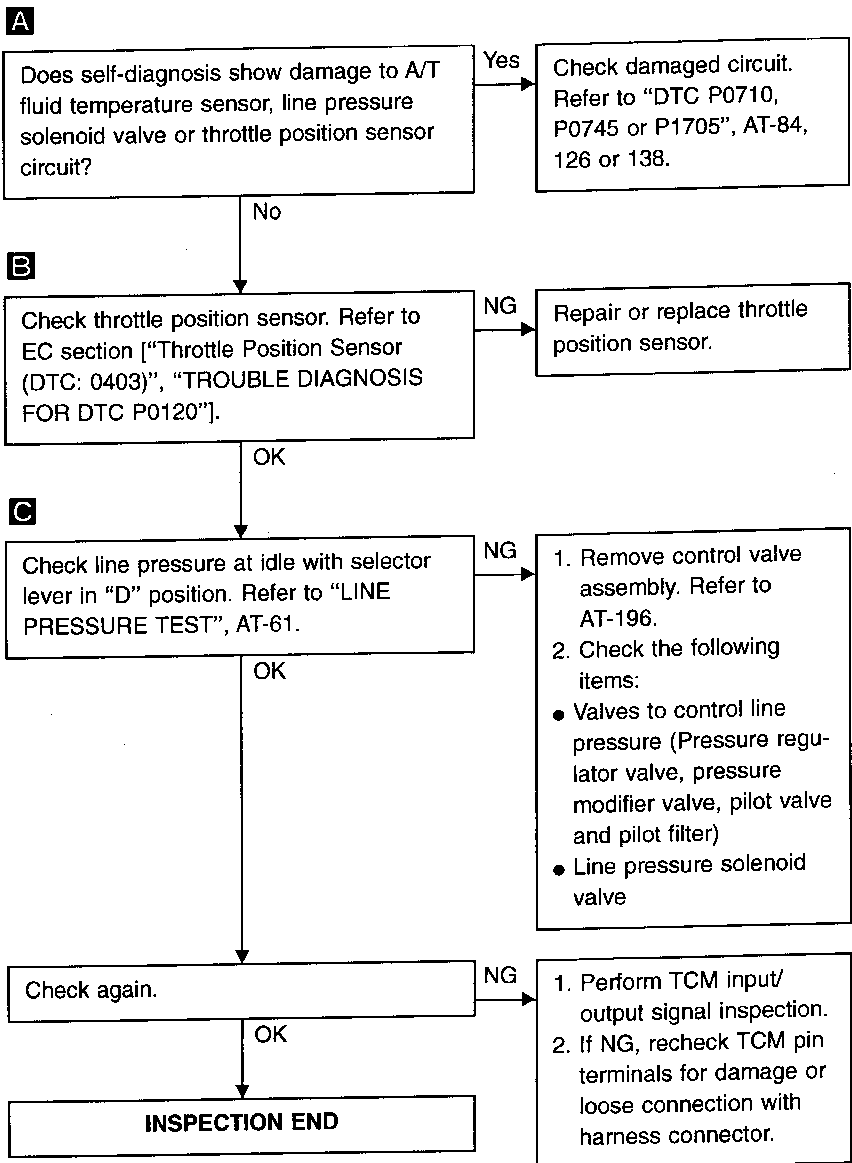
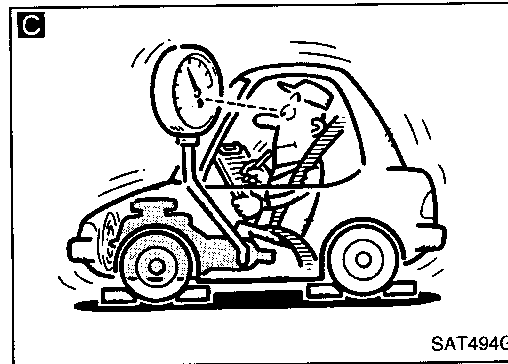
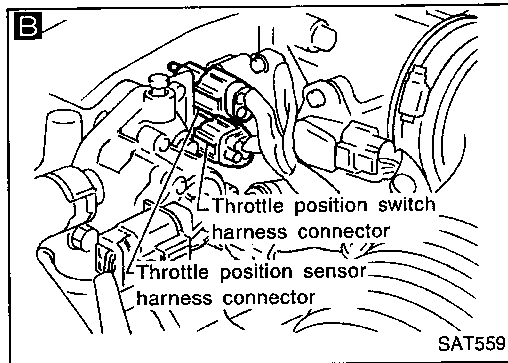
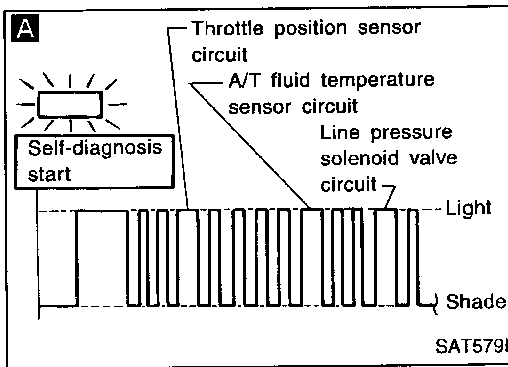
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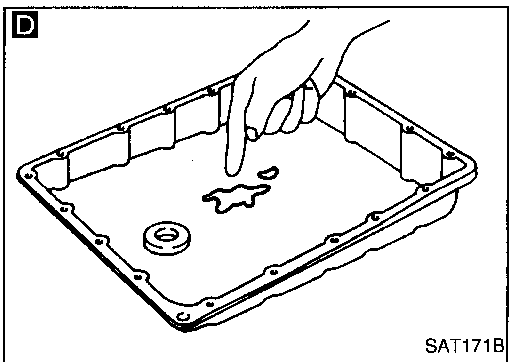
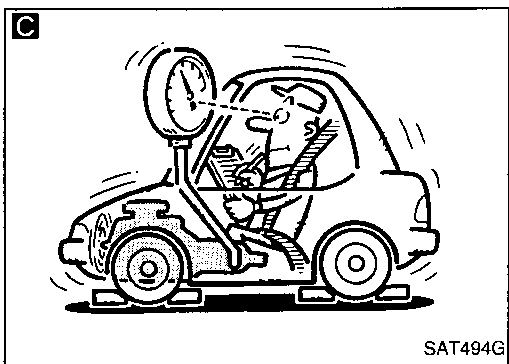
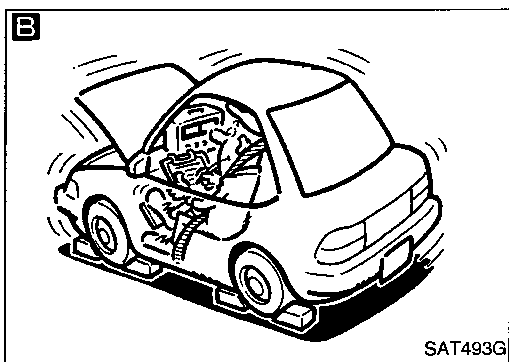
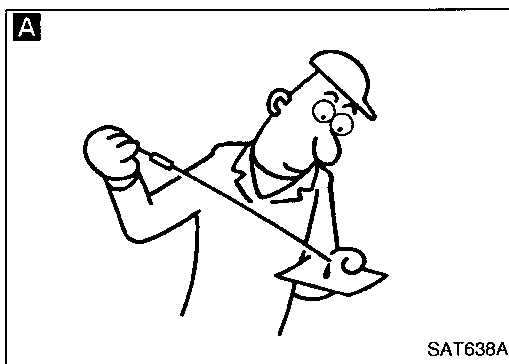
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## 5. Large Shock. "N" → "R" Position

### SYMPTOM:

There is large shock when changing from "N" to "R" position.

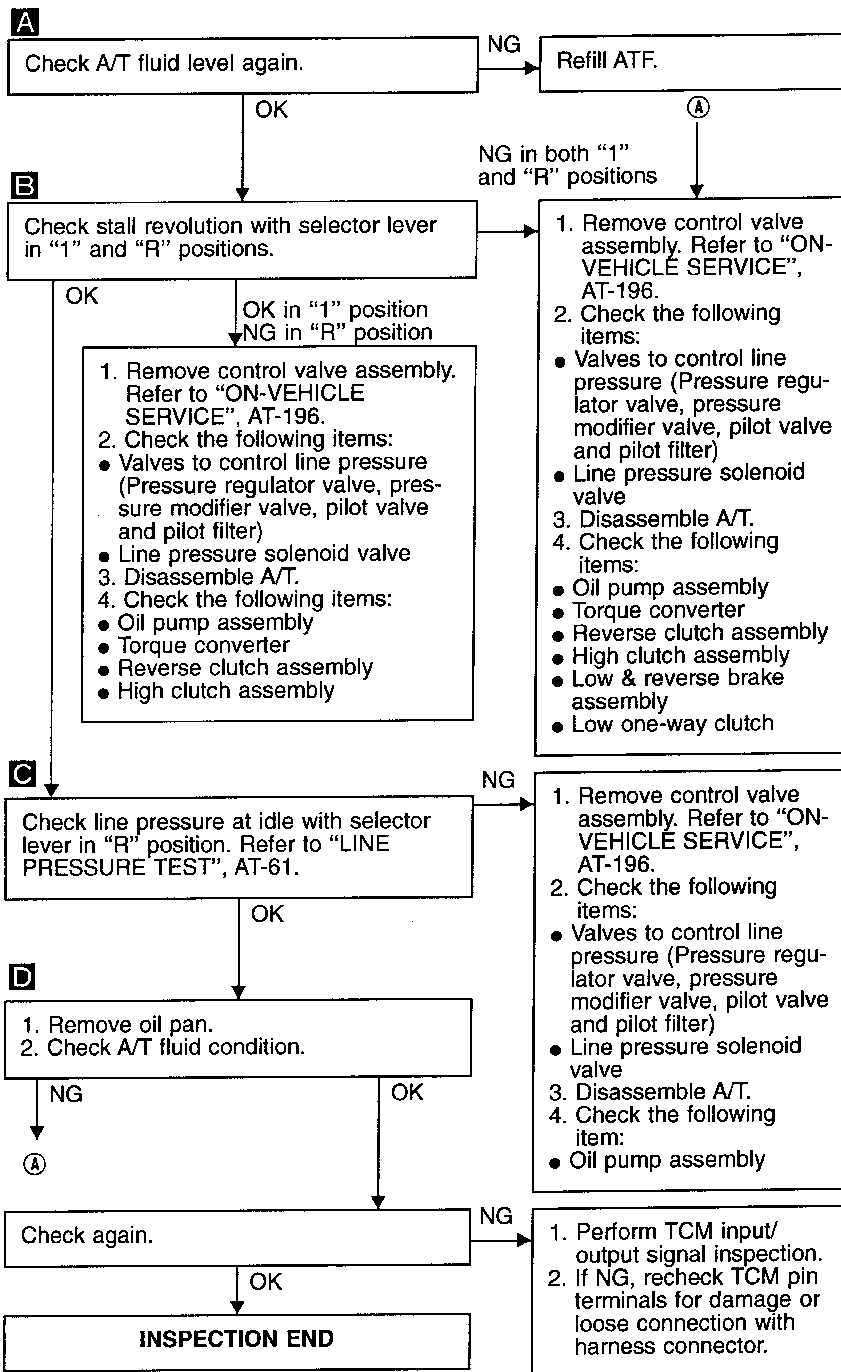




## 6. Vehicle Does Not Creep Backward In "R" Position

### SYMPTOM:

Vehicle does not creep backward when selecting "R" position.



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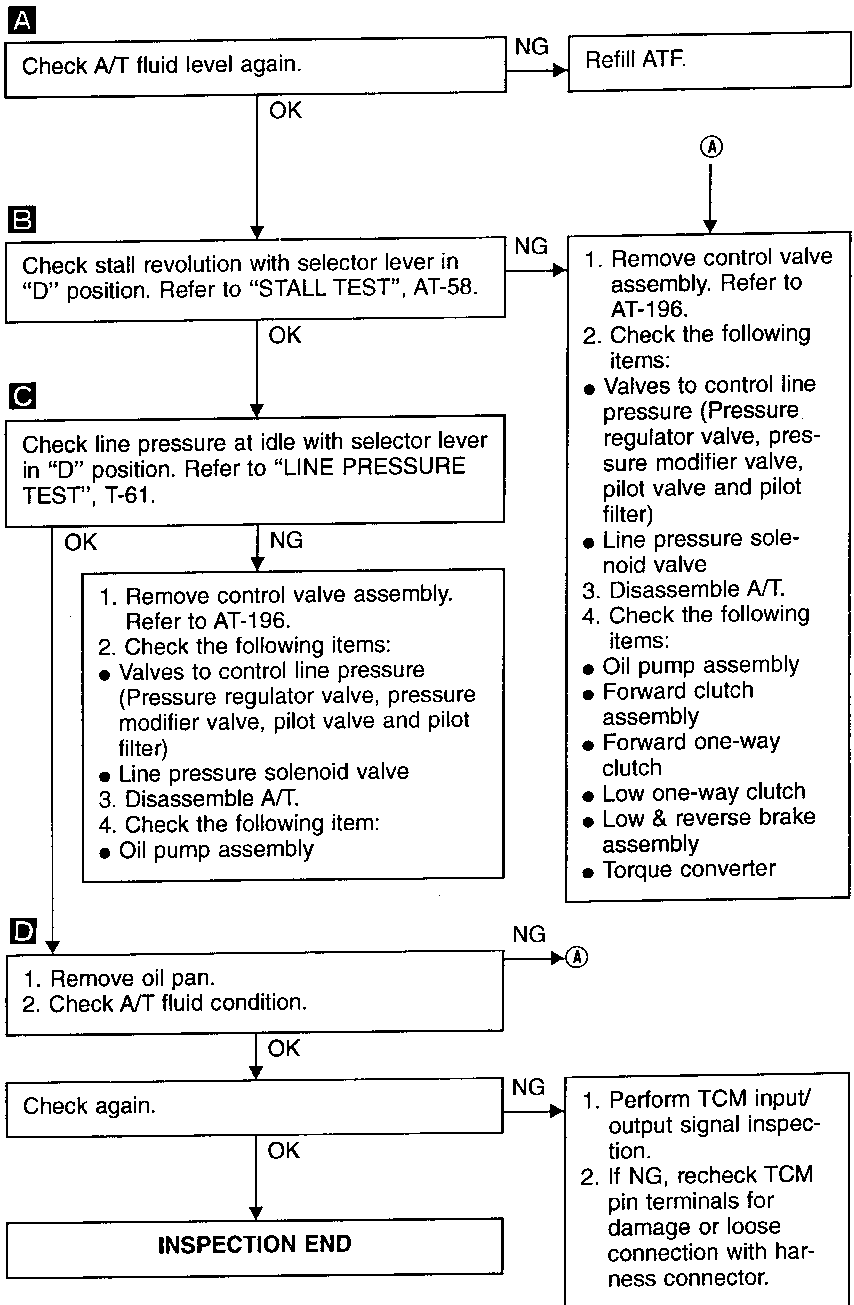
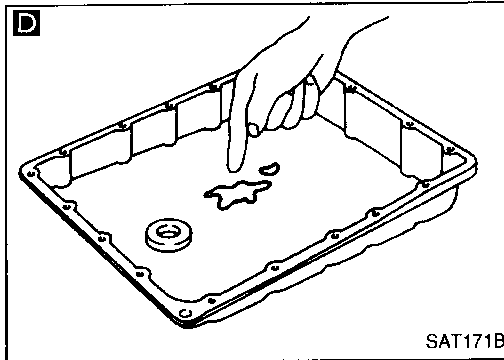
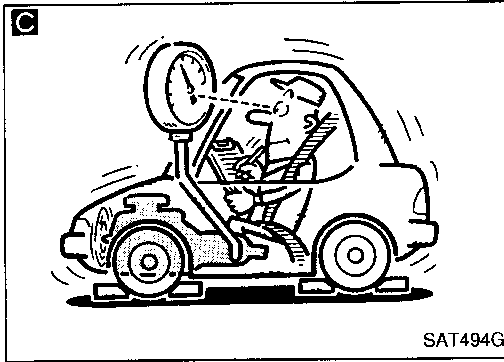
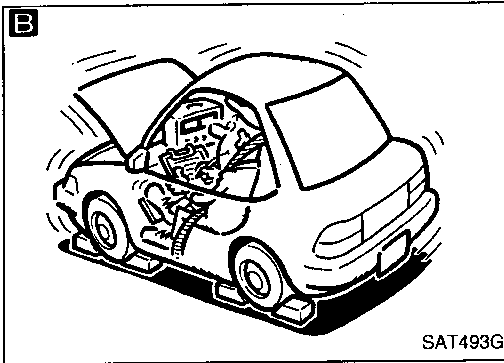
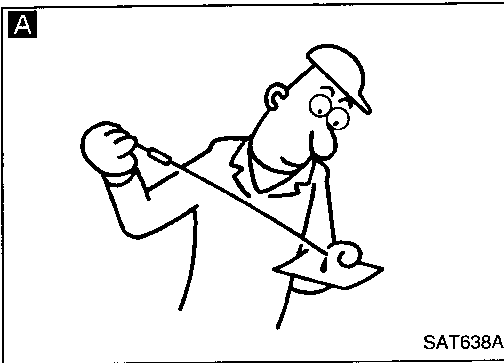
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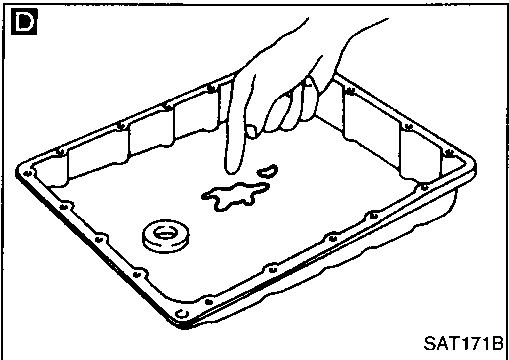
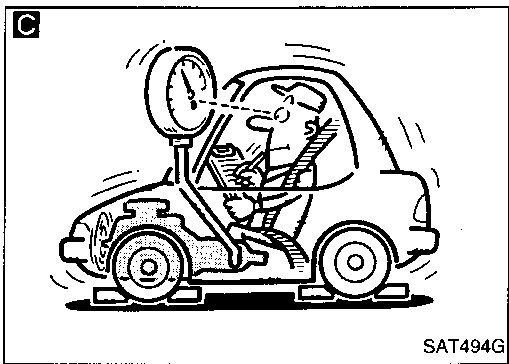
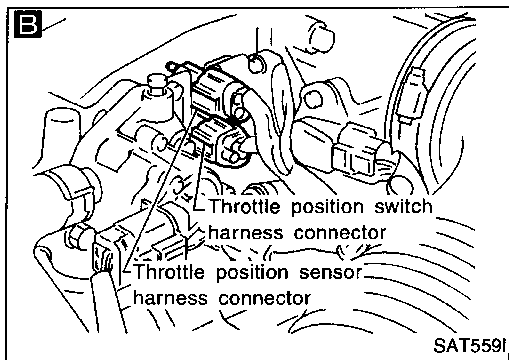
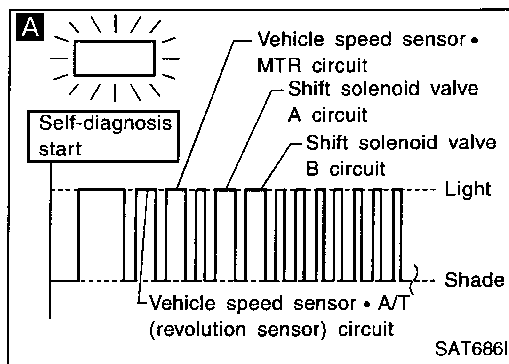


**7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position**

**SYMPTOM:**

Vehicle does not creep forward when selecting "D", "2" or "1" position.

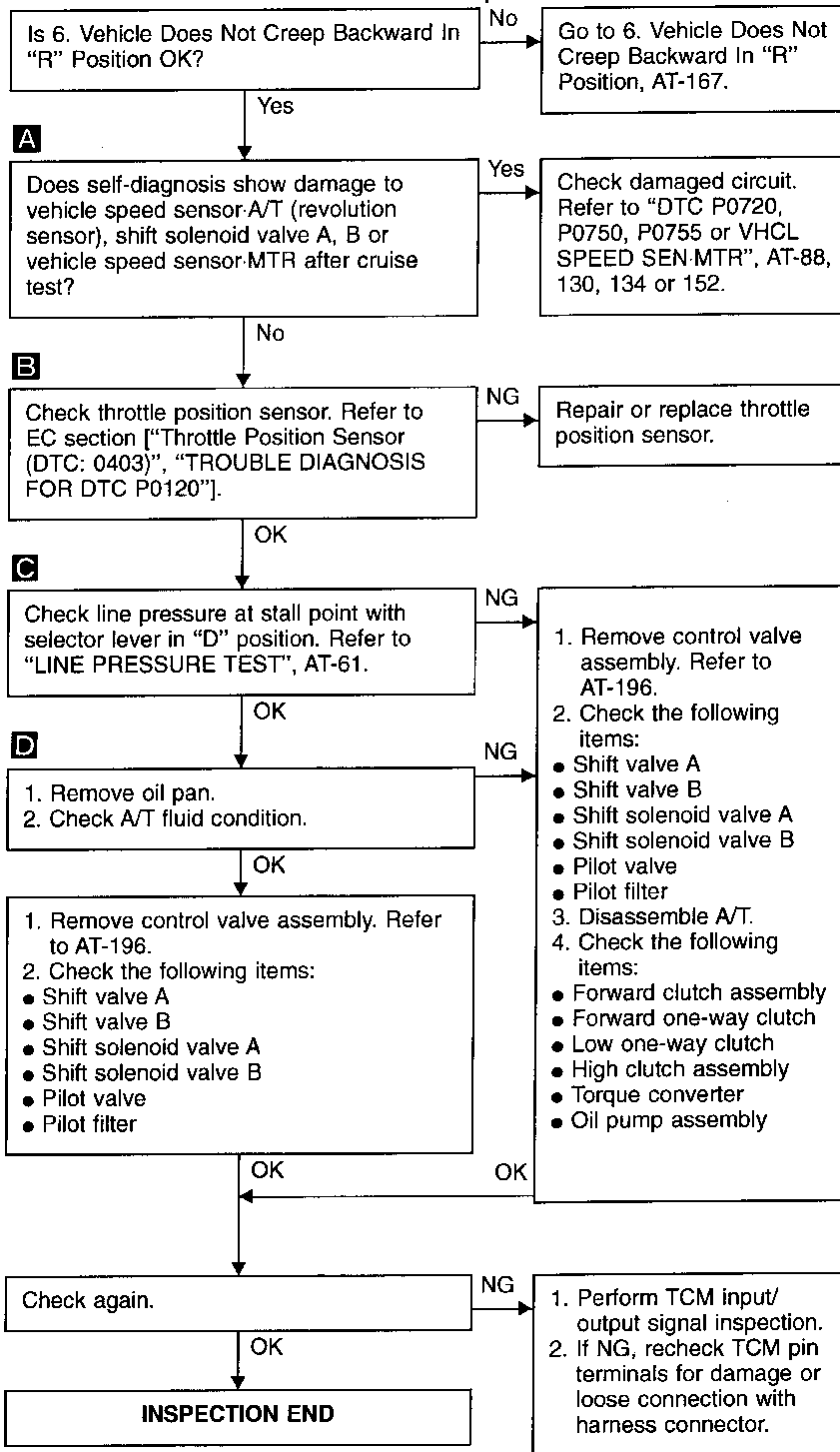




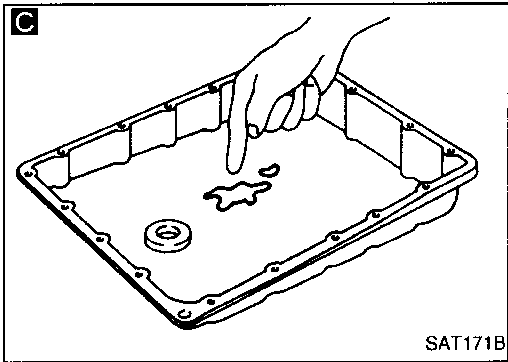
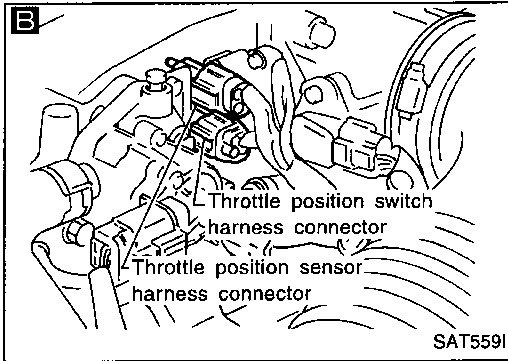
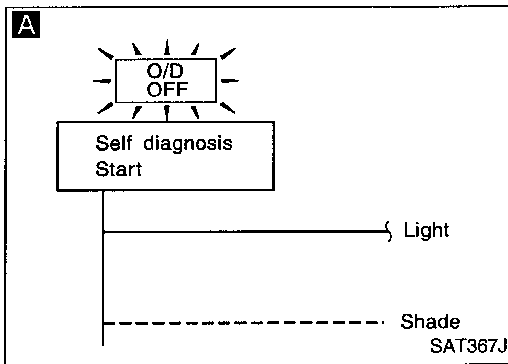
## 8. Vehicle Cannot Be Started From D<sub>1</sub>

### SYMPTOM:

#### Vehicle cannot be started from D<sub>1</sub> on Cruise test — Part 1.



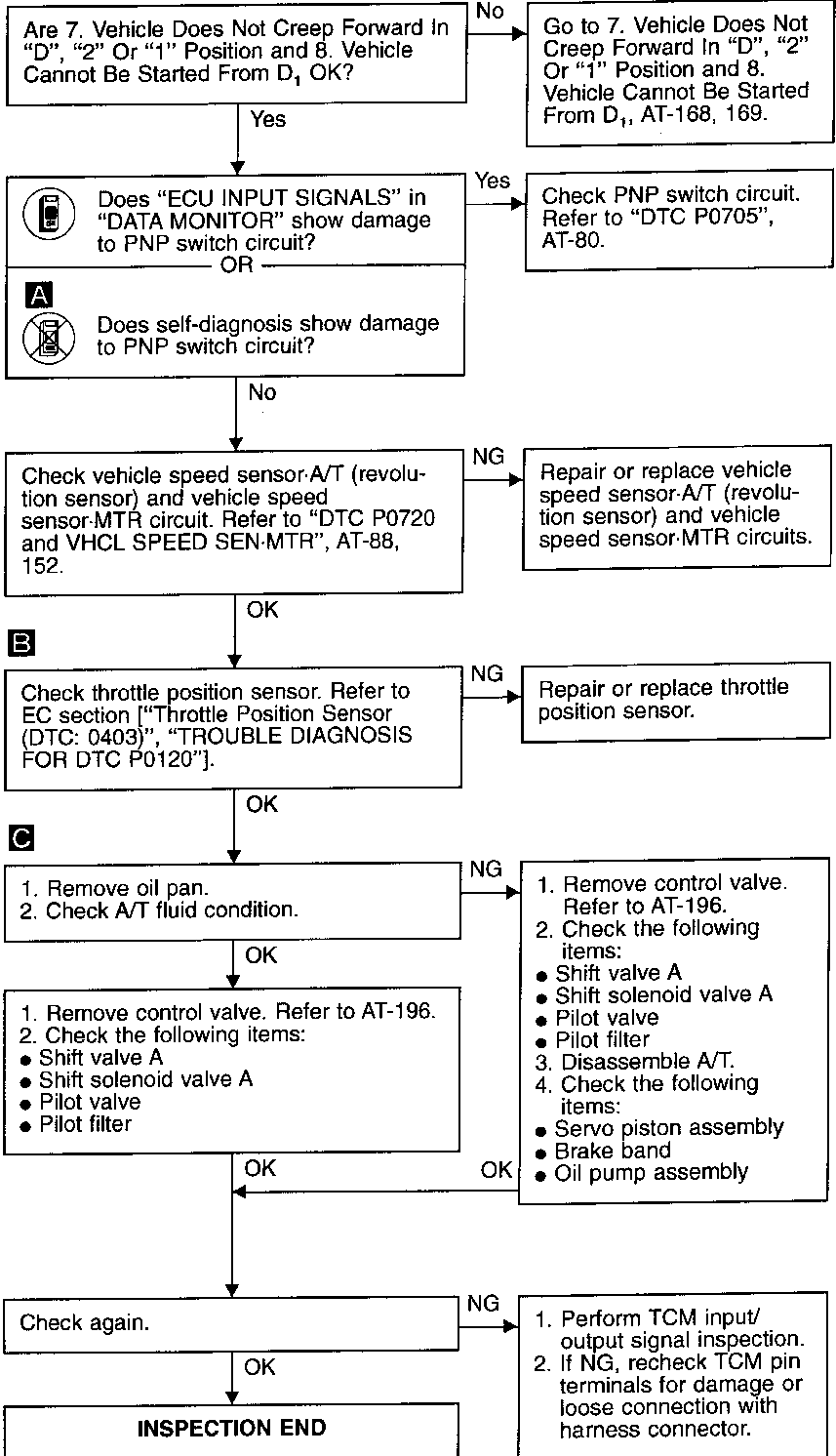
GI  
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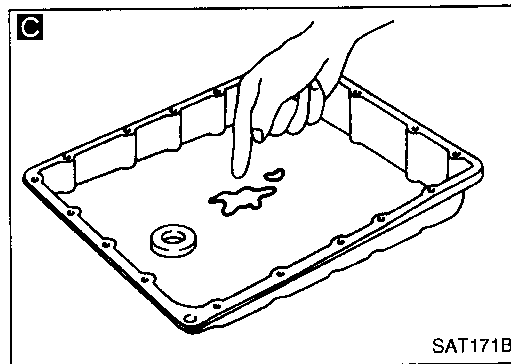
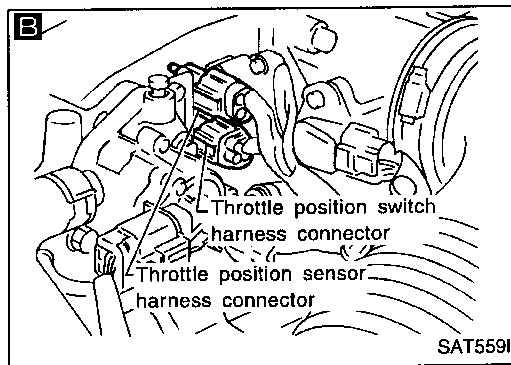
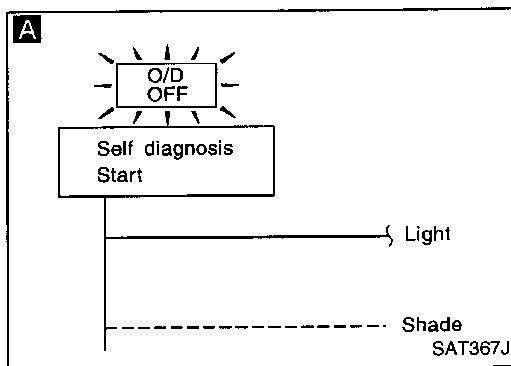


## 9. A/T Does Not Shift: D<sub>1</sub> → D<sub>2</sub> Or Does Not Kickdown: D<sub>4</sub> → D<sub>2</sub>

### SYMPTOM:

A/T does not shift from D<sub>1</sub> to D<sub>2</sub> at the specified speed.  
A/T does not shift from D<sub>4</sub> to D<sub>2</sub> when depressing accelerator pedal fully at the specified speed.

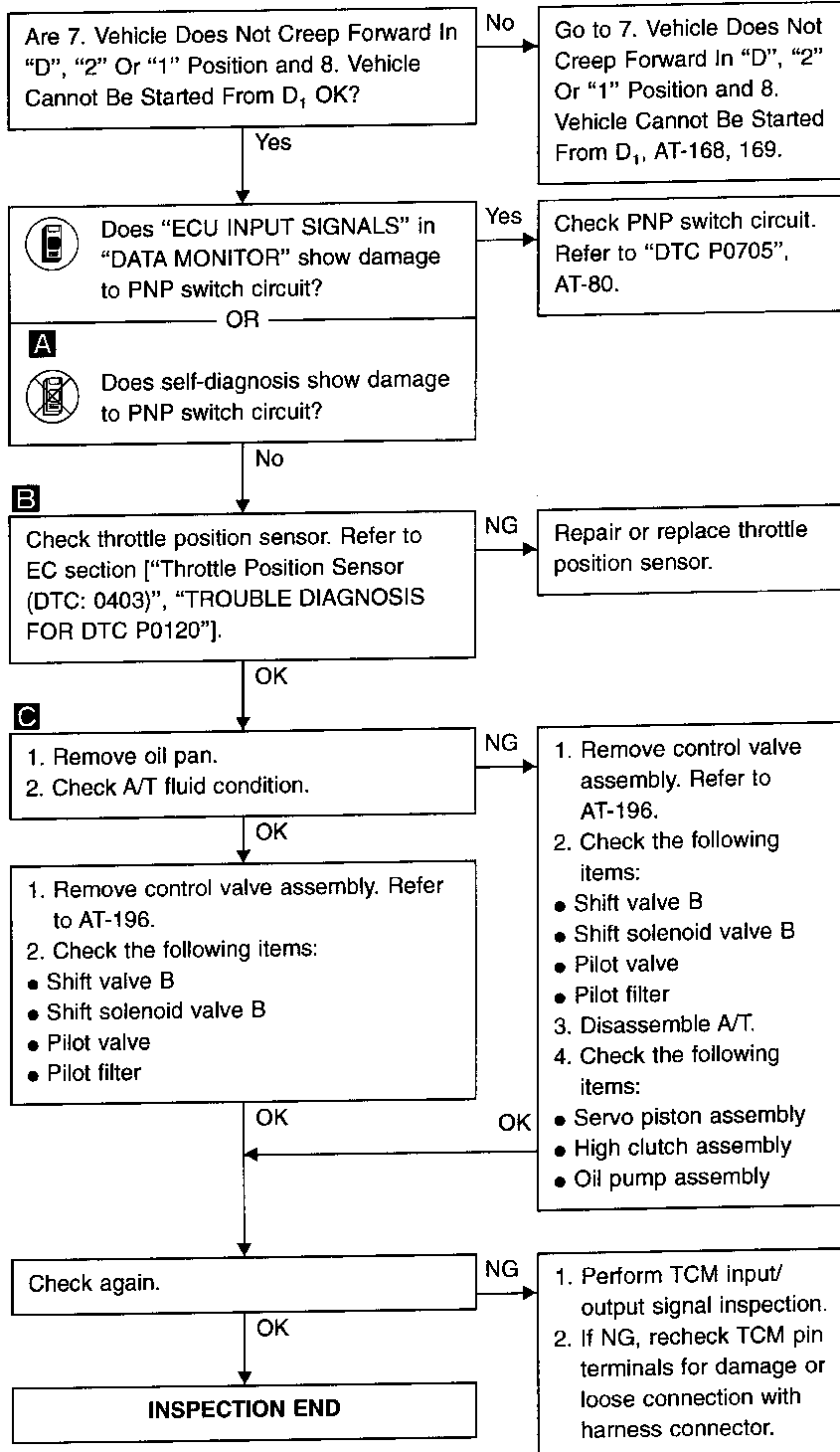




## 10. A/T Does Not Shift: D<sub>2</sub> → D<sub>3</sub>

### SYMPTOM:

A/T does not shift from D<sub>2</sub> to D<sub>3</sub> at the specified speed.

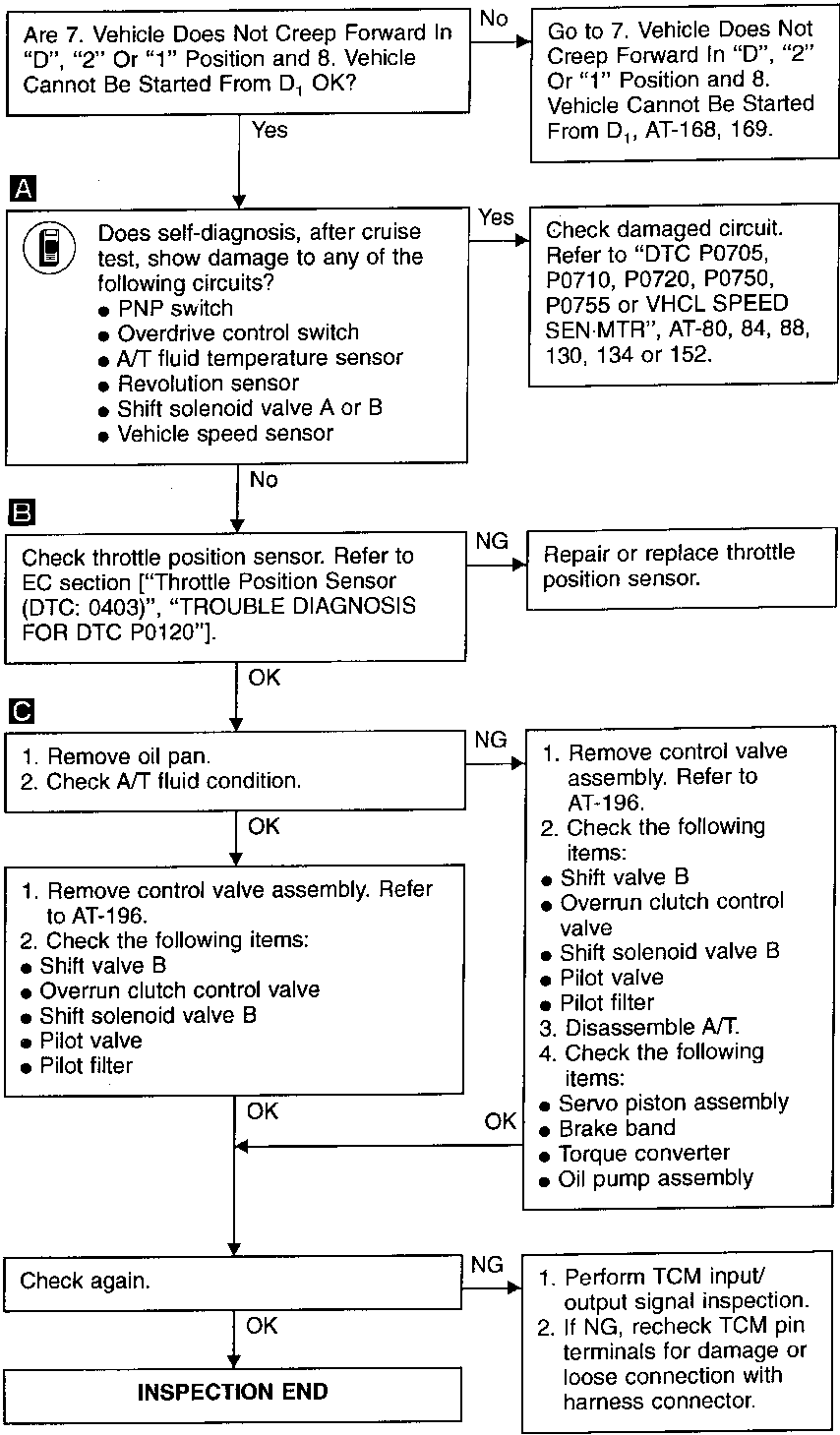
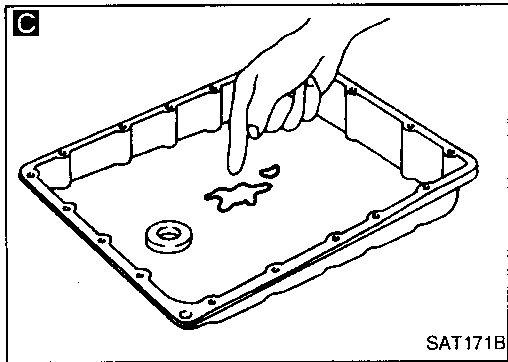
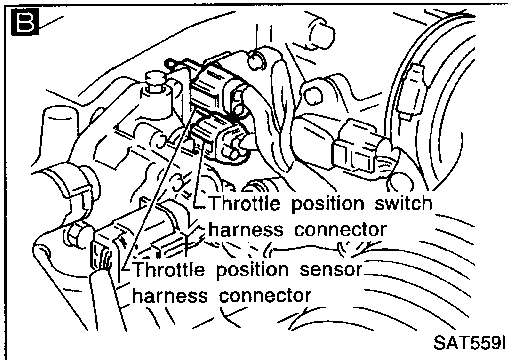
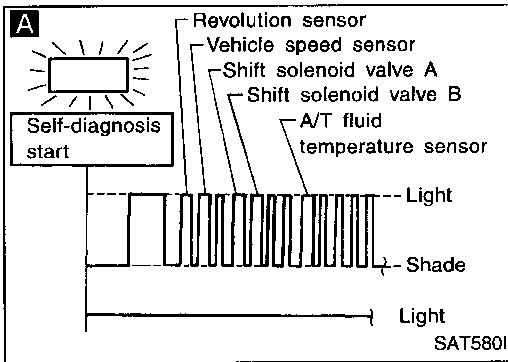


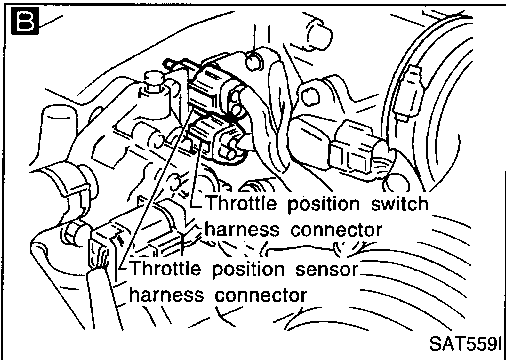
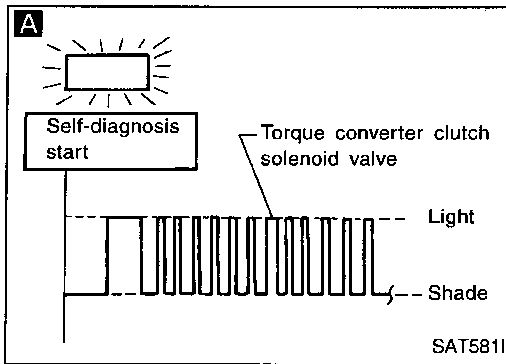
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 IDX

## 11. A/T Does Not Shift: D<sub>3</sub> → D<sub>4</sub>

### SYMPTOM:

- A/T does not shift from D<sub>3</sub> to D<sub>4</sub> at the specified speed.
- A/T must be warm before D<sub>3</sub> to D<sub>4</sub> shift will occur.

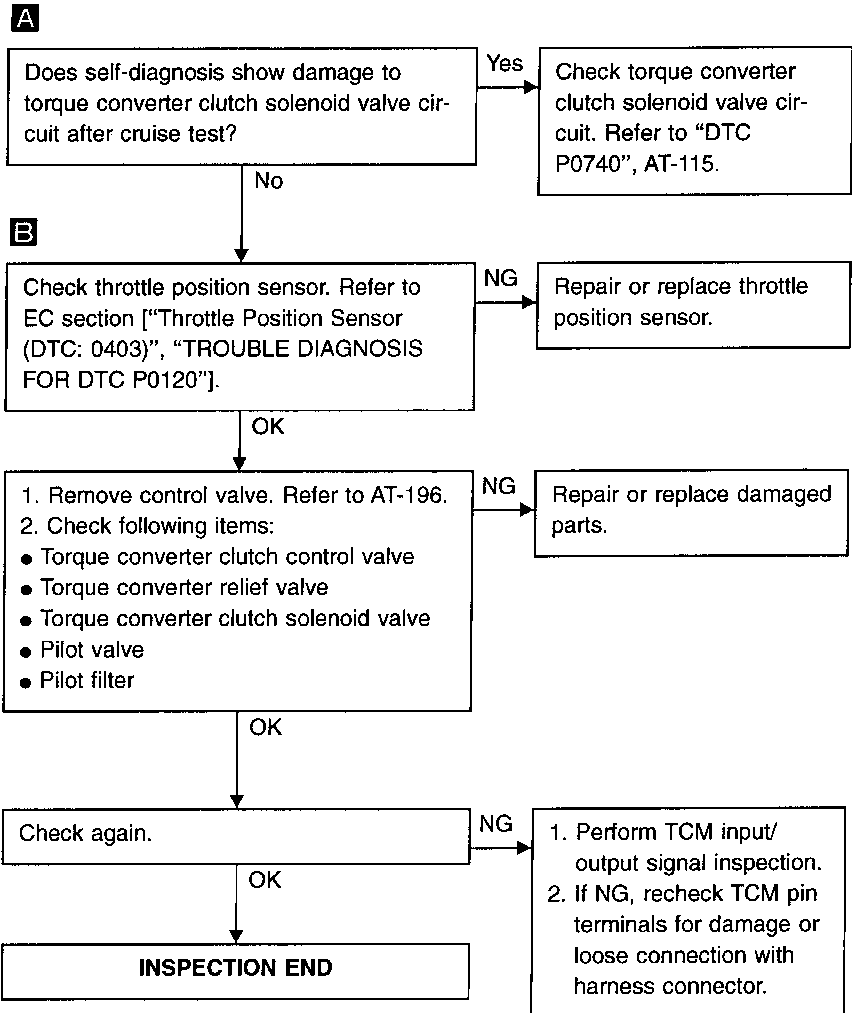




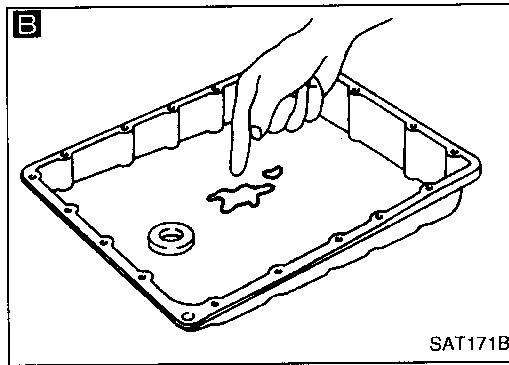
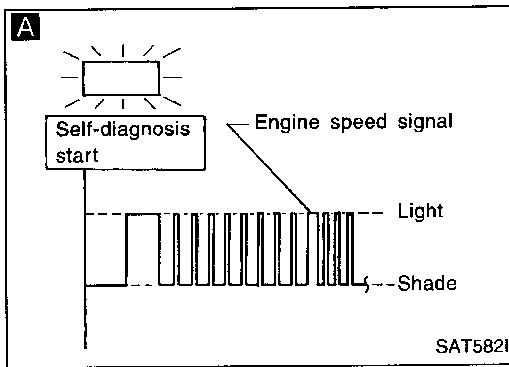
## 12. A/T Does Not Perform Lock-up

### SYMPTOM:

**A/T does not perform lock-up at the specified speed.**



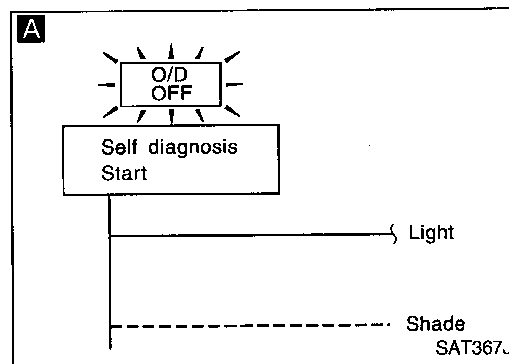
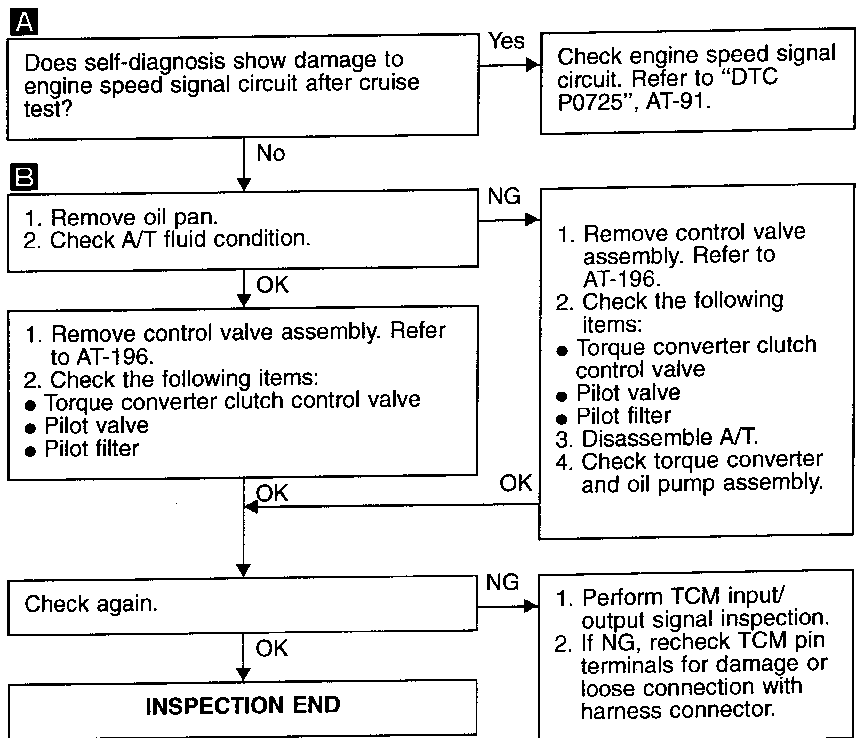
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**AT**  
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 RS  
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 HA  
 EL  
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## 13. A/T Does Not Hold Lock-up Condition

### SYMPTOM:

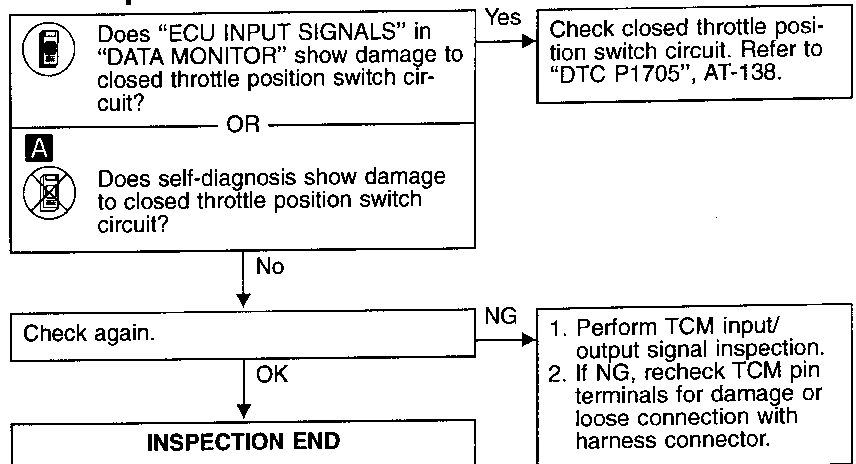
A/T does not hold lock-up condition for more than 30 seconds.

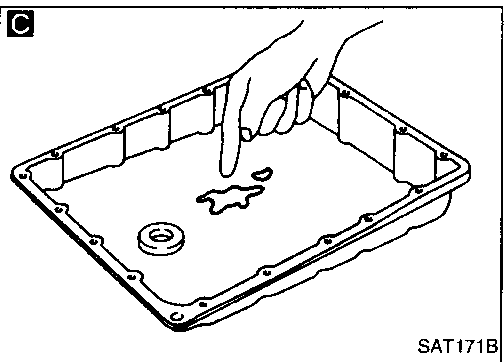
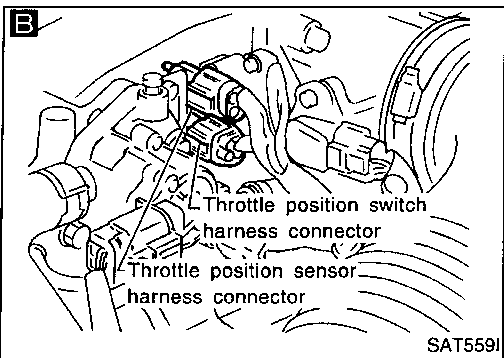
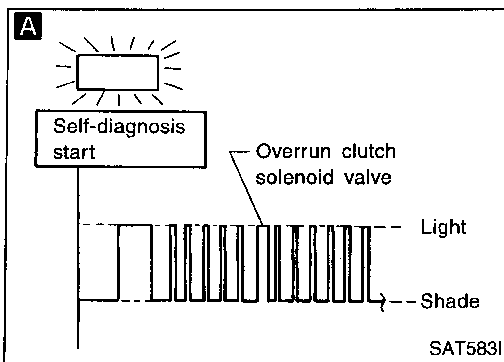


## 14. Lock-up Is Not Released

### SYMPTOM:

Lock-up is not released when accelerator pedal is released.

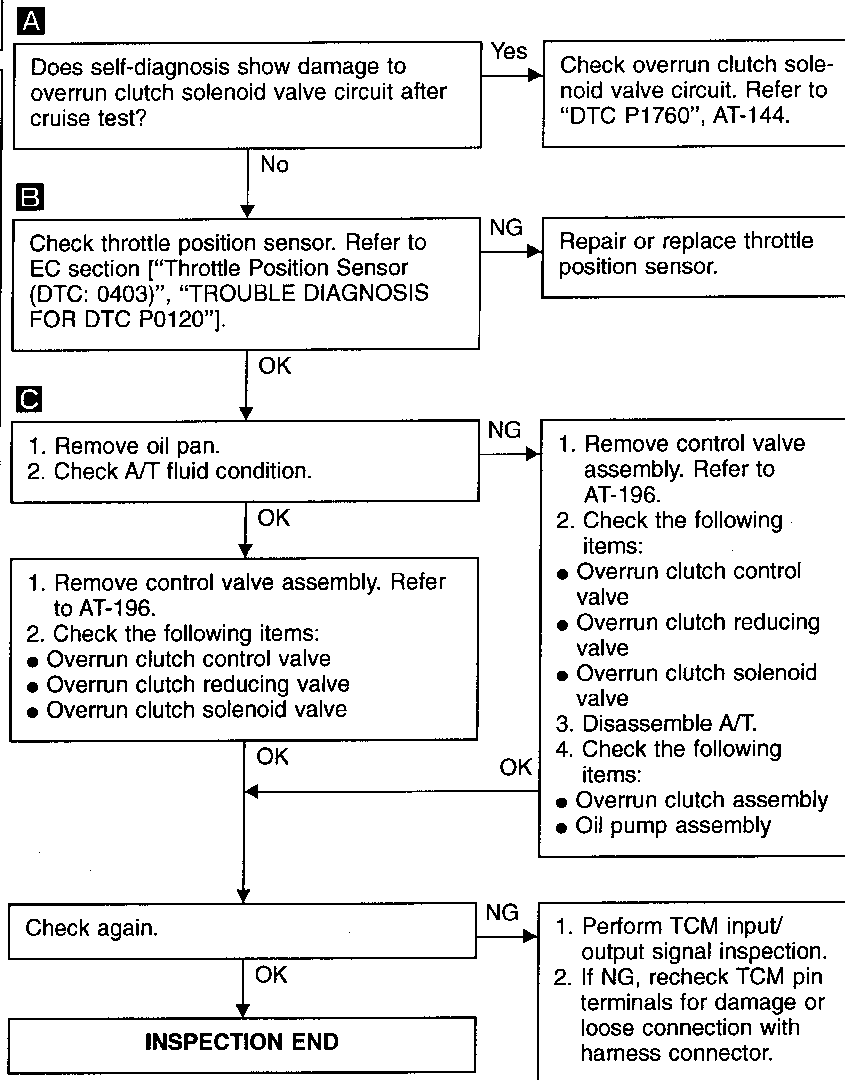




## 15. Engine Speed Does Not Return To Idle (Light Braking D<sub>4</sub> → D<sub>3</sub>)

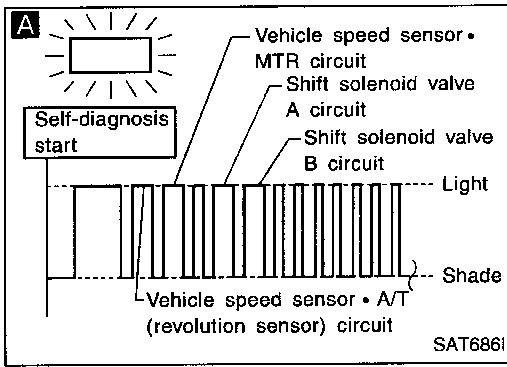
### SYMPTOM:

- Engine speed does not smoothly return to idle when A/T shifts from D<sub>4</sub> to D<sub>3</sub>.
- Vehicle does not decelerate by engine brake when turning overdrive control switch OFF.
- Vehicle does not decelerate by engine brake when shifting A/T from "D" to "2" position.



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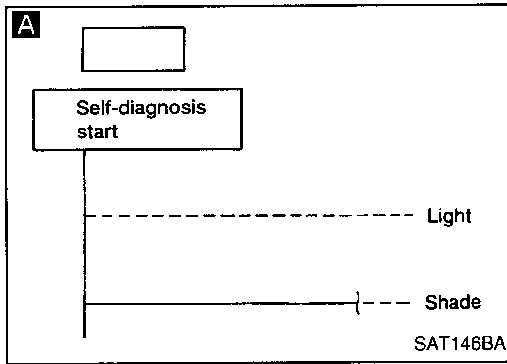
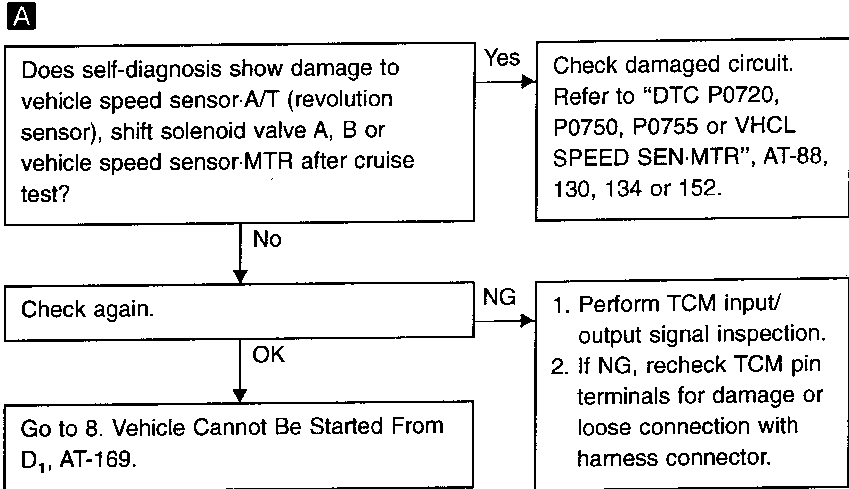




**16. Vehicle Does Not Start From D<sub>1</sub>**

**SYMPTOM:**

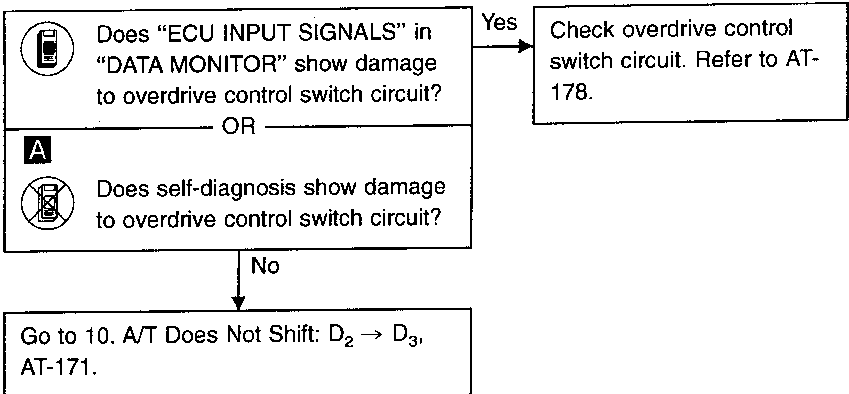
Vehicle does not start from D<sub>1</sub> on Cruise test — Part 2.



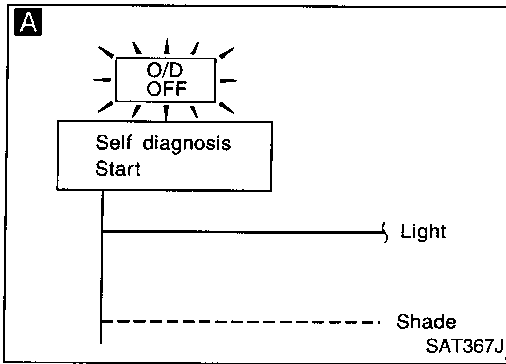
**17. A/T Does Not Shift: D<sub>4</sub> → D<sub>3</sub>, When Overdrive Control Switch "ON" → "OFF"**

**SYMPTOM:**

A/T does not shift from D<sub>4</sub> to D<sub>3</sub> when changing overdrive control switch to "OFF" position.



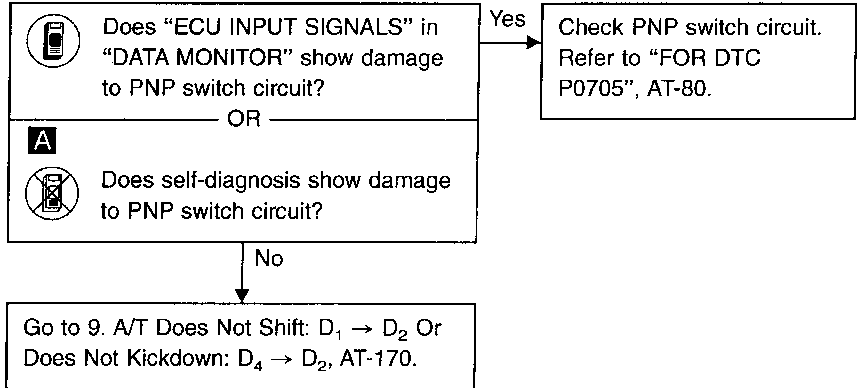
# TROUBLE DIAGNOSES FOR SYMPTOMS



## 18. A/T Does Not Shift: D<sub>3</sub> → 2<sub>2</sub>, When Selector Lever "D" → "2" Position

### SYMPTOM:

A/T does not shift from D<sub>3</sub> to 2<sub>2</sub> when changing selector lever from "D" to "2" position.



GI

MA

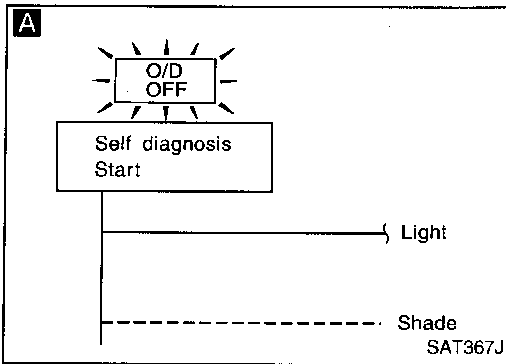
EM

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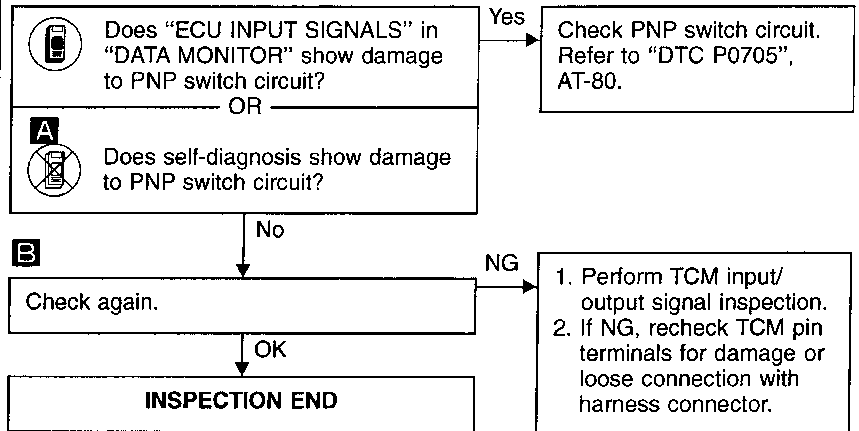
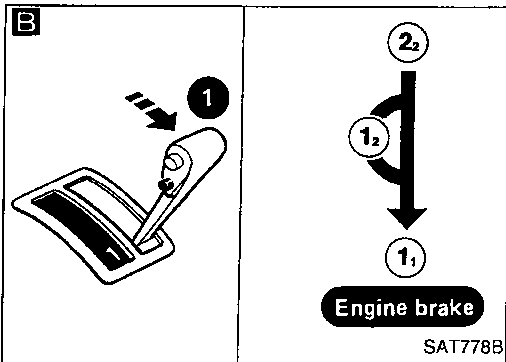
**AT**



## 19. A/T Does Not Shift: 2<sub>2</sub> → 1<sub>1</sub>, When Selector Lever "2" → "1" Position

### SYMPTOM:

A/T does not shift from 2<sub>2</sub> to 1<sub>1</sub> when changing selector lever from "2" to "1" position.



PD

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ST

RS

BT

HA

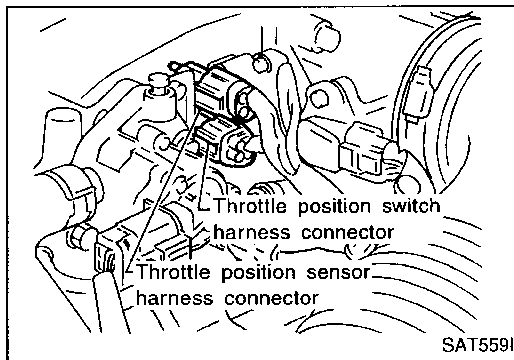
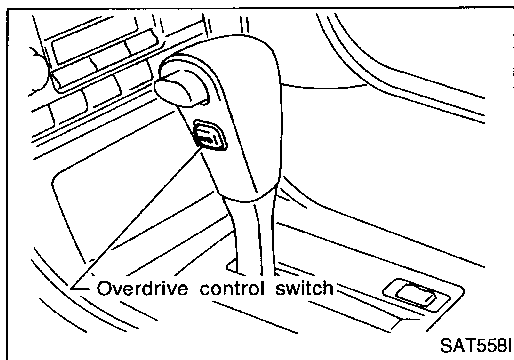
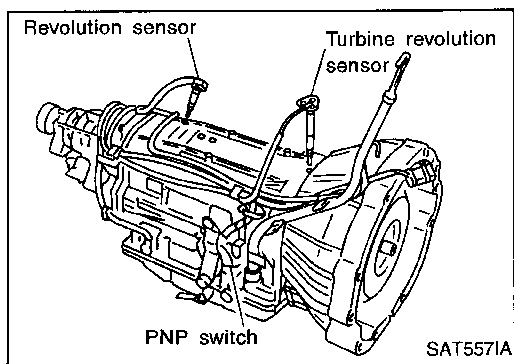
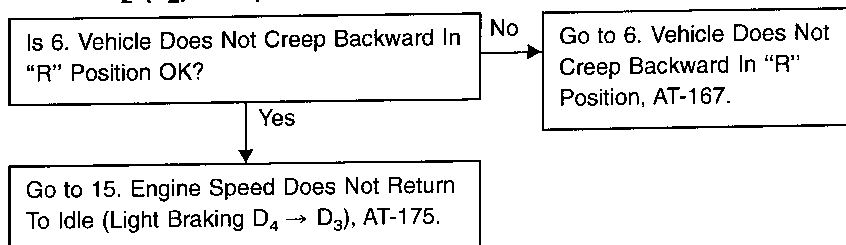
EL

IDX

## 20. Vehicle Does Not Decelerate By Engine Brake

### SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 2<sub>2</sub> (1<sub>2</sub>) to 1<sub>1</sub>.



## 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks)

### SYMPTOM:

O/D OFF indicator lamp does not come on in TCM self-diagnostic procedure even the lamp circuit is good.

### DESCRIPTION

- PNP switch  
The PNP switch assembly includes a transmission range switch. The transmission range switch detects the selector position and sends a signal to the TCM.
- Overdrive control switch  
Detects the overdrive control switch position ("ON" or "OFF") and sends a signal to the TCM.
- Throttle position switch  
Consists of a wide open throttle position switch and a closed throttle position switch.  
The wide open throttle position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.

# TROUBLE DIAGNOSES FOR SYMPTOMS

## 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks) (Cont'd)

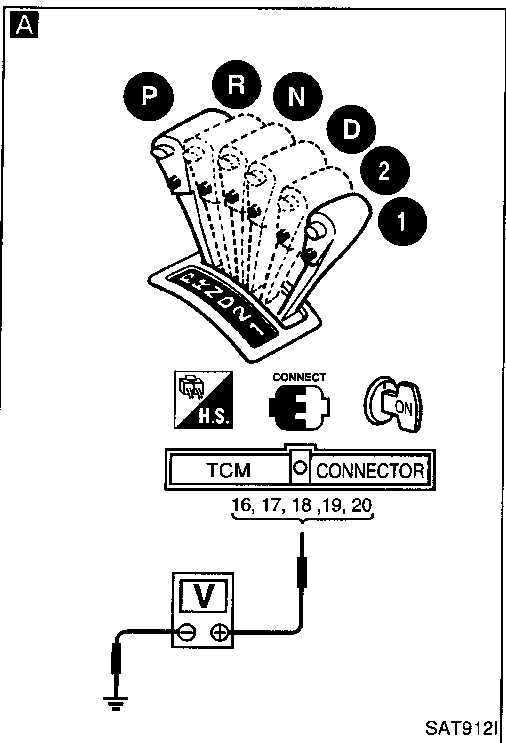
### DIAGNOSTIC PROCEDURE

**A**

☆ MONITOR	☆ NO FAIL	
VHCL/S SE-A/T	0km/h	
VHCL/S SE-MTR	5km/h	
THRTL POS SEN	0.4V	
FLUID TEMP SE	1.2V	
BATTERY VOLT	13.4V	
ENGINE SPEED	1024rpm	
OVERDRIVE SW	O N	
P/N POSI SW	O N	
R POSITION SW	OFF	

RECORD

SAT076H



**A**

#### CHECK PARK/NEUTRAL POSITION SWITCH CIRCUIT.

- Turn ignition switch to "ON" position. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR".
- Read out "P/N", "R", "D", "2" and "1" position switches moving selector lever to each position. Check that the signal of the selector lever position is indicated properly.

OR

- Turn ignition switch to "ON" position. (Do not start engine.)
- Check voltage between TCM terminals 16, 17, 18, 19, 20 and ground while moving selector lever through each position.

**Voltage:**  
**B: Battery voltage**  
**0: 0V**

Lever position	Terminal No.				
	16	20	18	17	19
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

NG

Check the following items:

- 10A fuse [No. 18], located in the fuse block (J/B)]
- PNP switch (Refer to "Components Inspection", AT-182.)
- Harness for short or open between ignition switch and PNP switch (Main harness)
- Harness for short or open between PNP switch and TCM (Main harness)
- Ignition switch Refer to EL section ("POWER SUPPLY ROUTING").
- Diode (P, N positions)

OK



(Go to next page.)

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# TROUBLE DIAGNOSES FOR SYMPTOMS

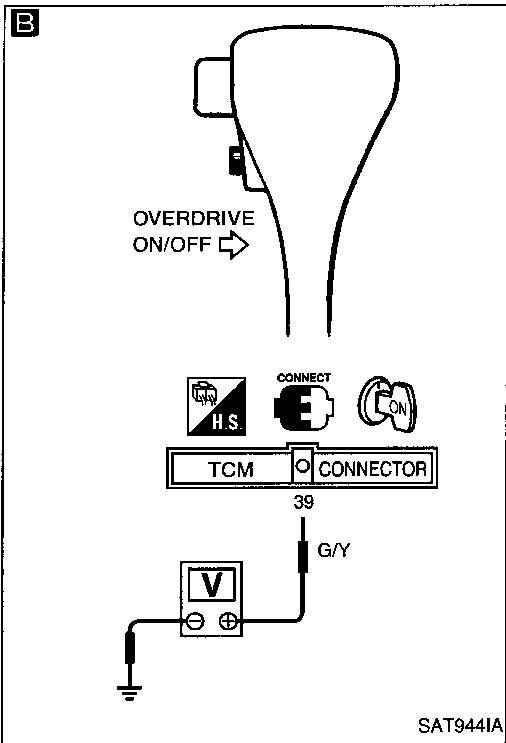
## 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks) (Cont'd)

**B**

☆MONITOR	☆NO FAIL	
VHCL/S SE-A/T	0km/h	
VHCL/S SE-MTR	5km/h	
THRTL POS SEN	0.4V	
FLUID TEMP SE	1.2V	
BATTERY VOLT	13.4V	
ENGINE SPEED	1024rpm	
OVERDRIVE SW	O N	
P/N POSI SW	O N	
R POSITION SW	OFF	

RECORD

SAT076H



**B**

**CHECK OVERDRIVE CONTROL SWITCH CIRCUIT.**

**1.** Turn ignition switch to "ON" position. (Do not start engine.)

**2.** Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.

**3.** Read out "OVERDRIVE SWITCH". Check the signal of the overdrive control switch is indicated properly. (Overdrive control switch "ON" displayed on CONSULT means overdrive "OFF".)

OR

**1.** Turn ignition switch to "ON" position. (Do not start engine.)

**2.** Check voltage between TCM terminal ③ and ground when overdrive control switch is "ON" and "OFF".

Switch position	Voltage
ON	Battery voltage
OFF	1V or less

- NG
- Check the following items:
- Overdrive control switch Refer to "Components Inspection", AT-182.
  - Harness for short or open between TCM and overdrive control switch (Main harness)
  - Harness of ground circuit for overdrive control switch (Main harness) for short or open

OK

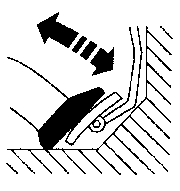
③

(Go to next page.)

# TROUBLE DIAGNOSES FOR SYMPTOMS

## 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks) (Cont'd)

**C**

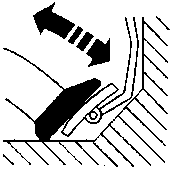
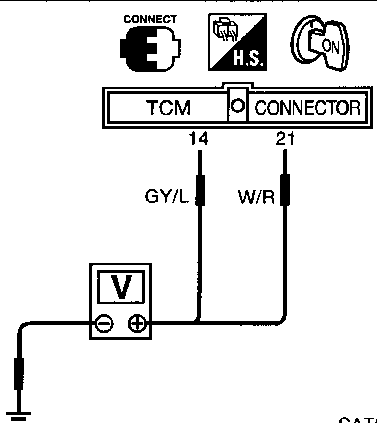


☆ MONITOR	☆ NO FAIL	☑
D POSITION SW	OFF	
2 POSITION SW	OFF	
1 POSITION SW	OFF	
ASCD • CRUISE	OFF	
ASCD • OD CUT	OFF	
KICKDOWN SW	OFF	
POWERSHIFT SW	OFF	
CLOSED THL/SW	ON	
W/O THRL/P-SW	OFF	

**RECORD**

SAT963H

**C**

SAT945IA

**C**

### CHECK THROTTLE POSITION SWITCH CIRCUIT.

- Turn ignition switch to "ON" position. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT.
- Apply vacuum to the throttle opener. Refer to steps 1 and 2 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.
- Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly.

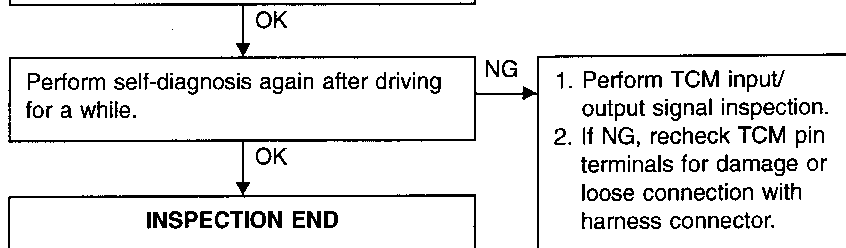
Accelerator pedal condition	Data monitor	
	CLOSED THL/SW	W/O THRL/P-SW
Released	ON	OFF
Fully depressed	OFF	ON

OR

- Turn ignition switch to "ON" position. (Do not start engine.)
- Check voltage between TCM terminals ⑭ and ⑳ and ground while depressing, and releasing accelerator pedal slowly. (After warming up engine)

Accelerator pedal condition	Voltage	
	Terminal No. ⑭	Terminal No. ⑳
Released	Battery voltage	1V or less
Fully depressed	1V or less	Battery voltage

- Check the following items:
- 10A fuse [No. 18], located in the fuse block (J/B)
  - Throttle position switch Refer to "Components Inspection", AT-183.
  - Harness for short or open between ignition switch and throttle position switch (Main harness)
  - Harness for short or open between throttle position switch and TCM (Main harness)
  - Ignition switch Refer to EL section ("POWER SUPPLY ROUTING").



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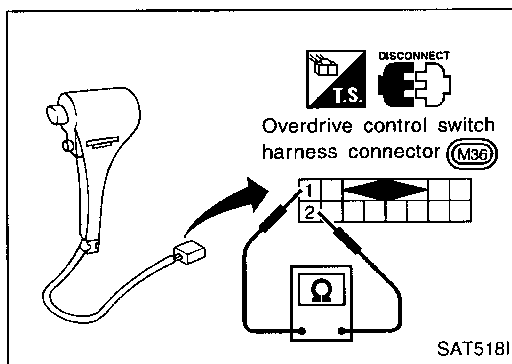
## TROUBLE DIAGNOSES FOR SYMPTOMS

### 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks) (Cont'd)

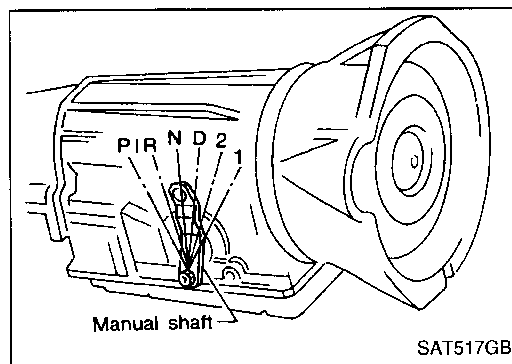
#### COMPONENT INSPECTION

##### Overdrive control switch

- Check continuity between two terminals.



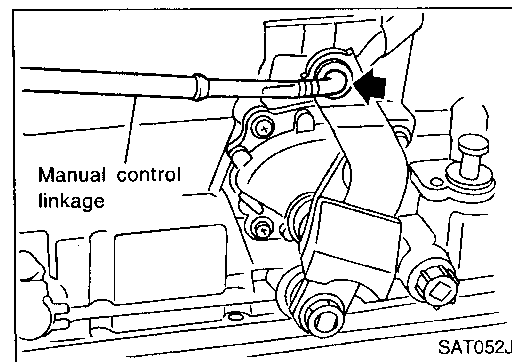
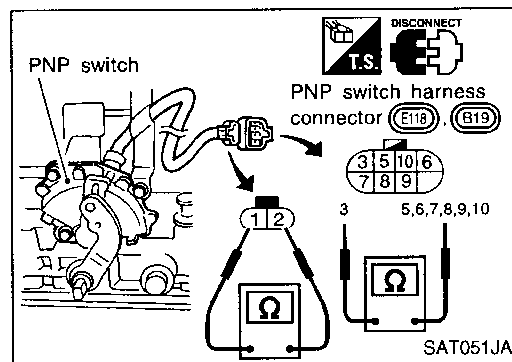
Switch position	Continuity
ON	No
OFF	Yes



##### Park/neutral position switch

1. Check continuity between terminals ① and ② and between terminals ③ and ⑤, ⑥, ⑦, ⑧, ⑨, ⑩ while moving manual shaft through each position.

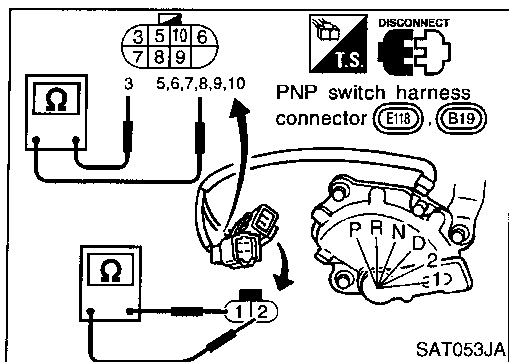
Lever position	Terminal No.	
P	① — ②	③ — ⑦
R	③ — ⑧	
N	① — ②	③ — ⑨
D	③ — ⑥	
2	③ — ⑩	
1	③ — ⑤	



2. If NG, check again with manual control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control cable. Refer to AT-198.

## TROUBLE DIAGNOSES FOR SYMPTOMS

### 21. TCM Self-diagnosis Does Not Activate (Park/Neutral Position, Overdrive Control and Throttle Position Switch Circuit Checks) (Cont'd)

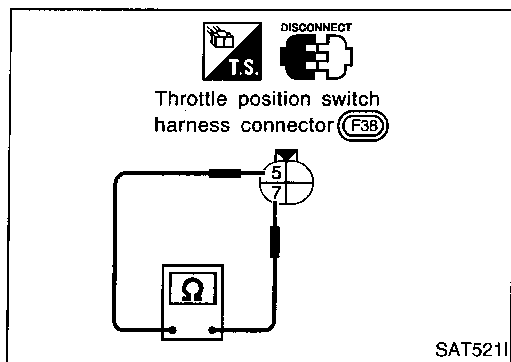


4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to AT-198.
6. If NG on step 4, replace PNP switch.

GI

MA

EM



#### Throttle position switch

##### Closed throttle position switch (idle position)

- Check continuity between terminals ⑤ and ⑦. (Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.)

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to EC section ("Basic Inspection", "TROUBLE DIAGNOSIS — Basic Inspection").

LC

EC

FE

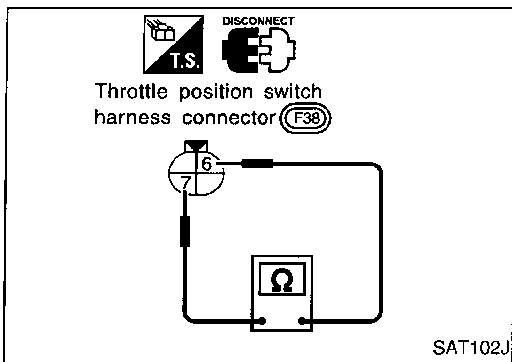
AT

PD

FA

RA

BR



##### Wide open throttle position switch

- Check continuity between terminals ⑥ and ⑦.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes

RS

BT

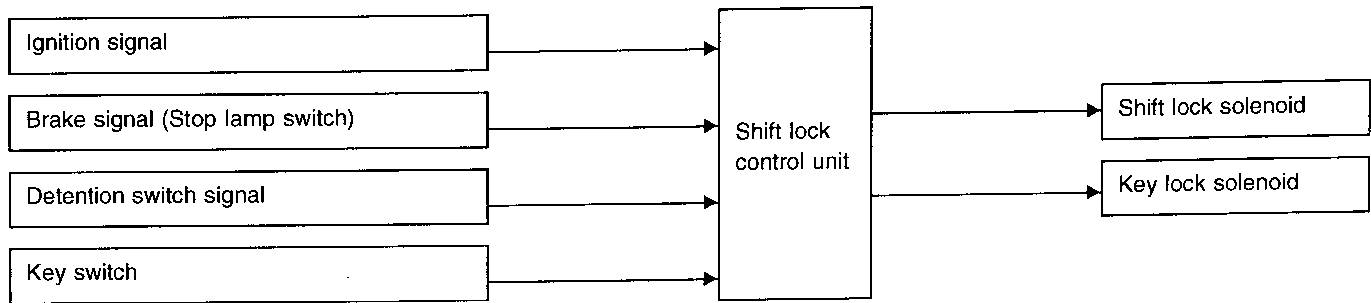
HA

EL

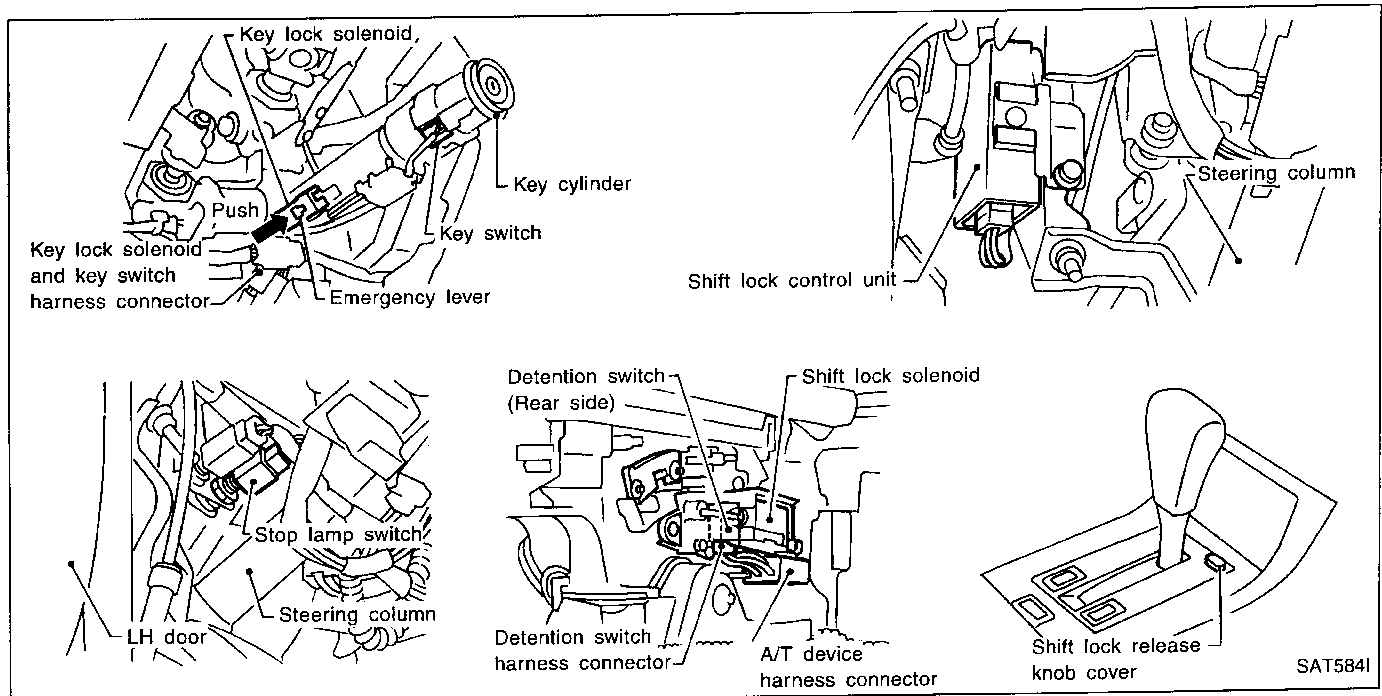
IDX



## A/T Shift Lock System INPUT/OUTPUT SIGNAL FLOW



## SHIFT LOCK SYSTEM ELECTRICAL PARTS LOCATION



Emergency lever: Used only in case of emergency (when the battery runs down and the ignition key cannot be removed from the key cylinder).

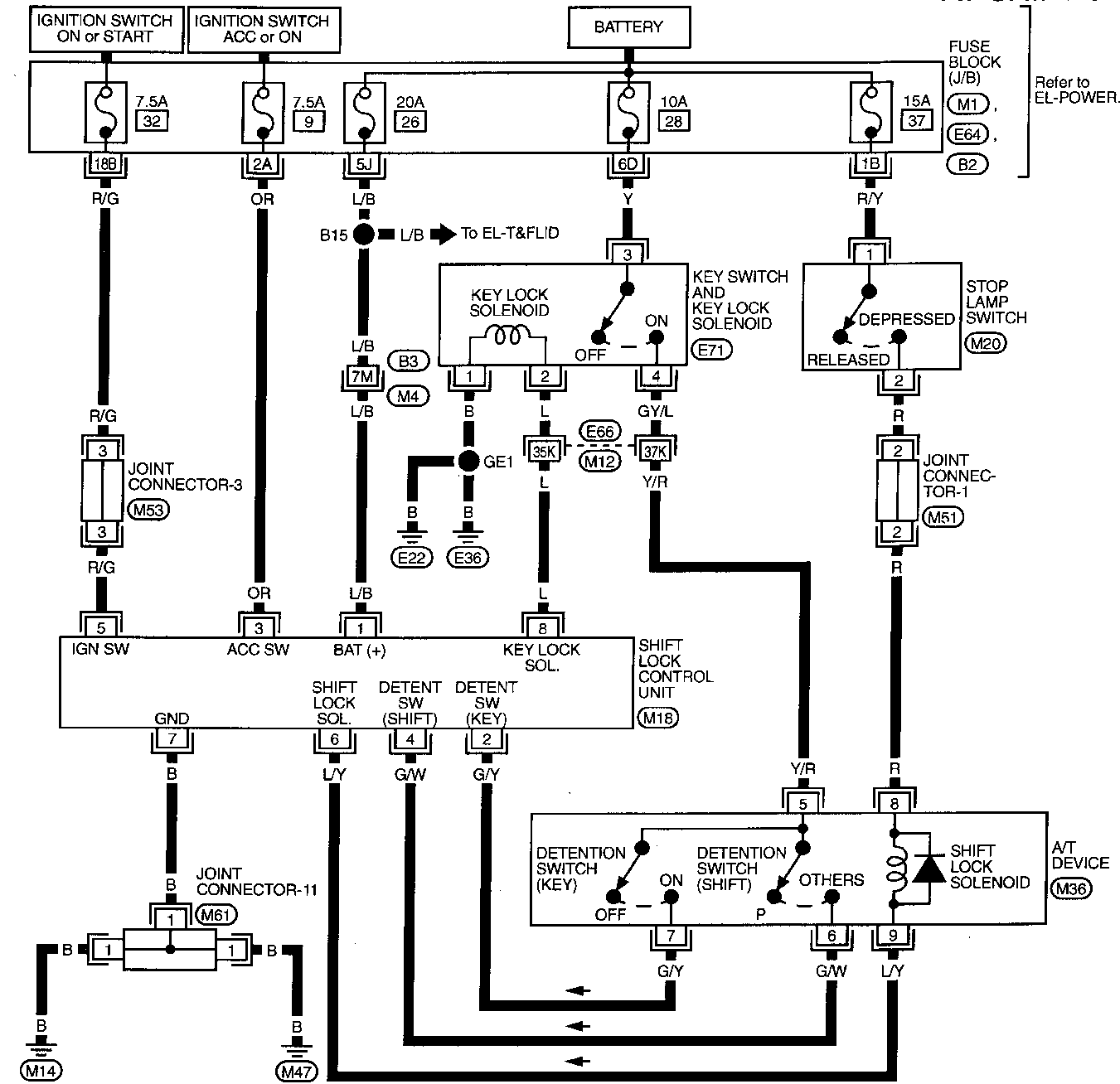
## DESCRIPTION

- The electrical key interlock mechanism also operates as a shift lock: With the key switch turned to "ON", the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed. With the key switch turned to "OFF" or with the key removed, the selector lever cannot be shifted from "P" to any other position. The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by shift lock control unit. The shift lock control unit sends each ON-OFF signal to the shift lock solenoid and the key lock solenoid. Then the shift lock solenoid operates the lock lever to hold the shift lever in "P" position. And the key lock solenoid operates the stopper to prevent removing the ignition key from the key cylinder.

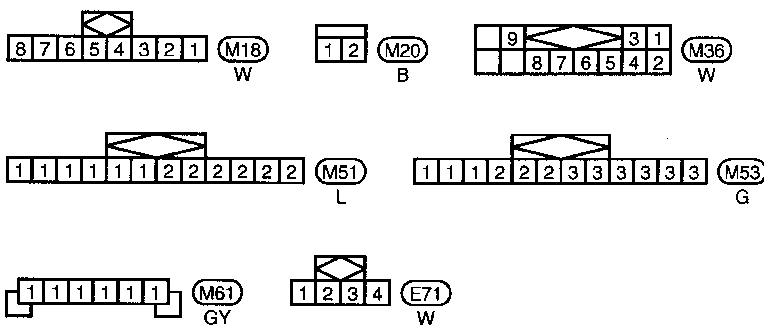
# TROUBLE DIAGNOSES — A/T Shift Lock System

## Wiring Diagram

AT-SHIFT-01



GI  
MA  
EM  
LC  
EC  
FE  
**AT**  
PD  
FA  
RA  
BR  
ST  
RS  
BT  
HA  
EL  
IDX



Refer to last page (Foldout page).  
 (M4), (B3)  
 (M12), (E66)  
 (M1)  
 (E64)  
 (B2)

## Diagnostic Procedure 1

### SYMPTOM:

Selector lever cannot be moved from "P" position when applying brake pedal. It can be moved when releasing brake pedal. Selector lever can be moved from "P" position when key is removed from key cylinder.

**A**

#### CHECK POWER SOURCE.

1. Turn ignition switch to "OFF" position.
2. Check voltage between shift lock control unit harness terminal ① and ground.  
**Battery voltage should exist.**

NG

- Check the following items:
1. Harness for short or open between battery and shift lock control unit harness terminal ①
  2. 20A fuse [No. 26], located in the fuse block (J/B)]

OK

**B**

#### CHECK IGNITION SIGNAL.

1. Turn ignition switch to "OFF" position.
2. Check voltage between shift lock control unit harness terminal ⑤ and ground.  
**0V**
3. Turn ignition switch from "OFF" to "ON" position.  
(Do not start engine.)
4. Check voltage between shift lock control unit harness terminal ⑤ and ground.  
**Battery voltage should exist.**

NG

- Check the following items:
1. Harness for short or open between battery and shift lock control unit harness terminal ⑤
  2. 7.5A fuse [No. 32], located in the fuse block (J/B)]
  3. Ignition switch  
Refer to EL section ("POWER SUPPLY ROUTING").

OK

**C**

#### CHECK GROUND CIRCUIT FOR CONTROL UNIT.

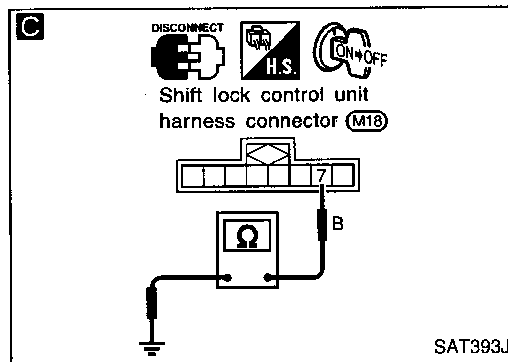
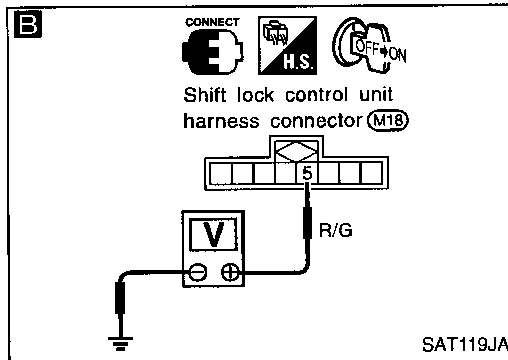
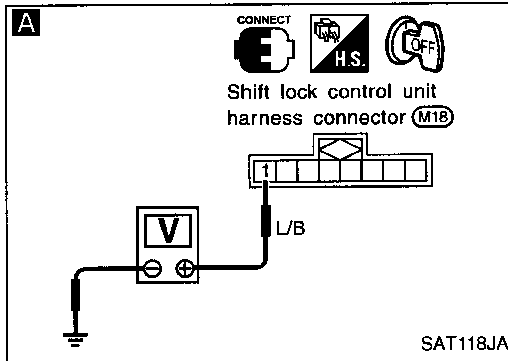
1. Turn ignition switch from "ON" to "OFF" position.
2. Disconnect shift lock control unit harness connector.
3. Check continuity between shift lock control unit harness terminal ⑦ and ground.  
**Continuity should exist.**

NG

Repair harness or connector.

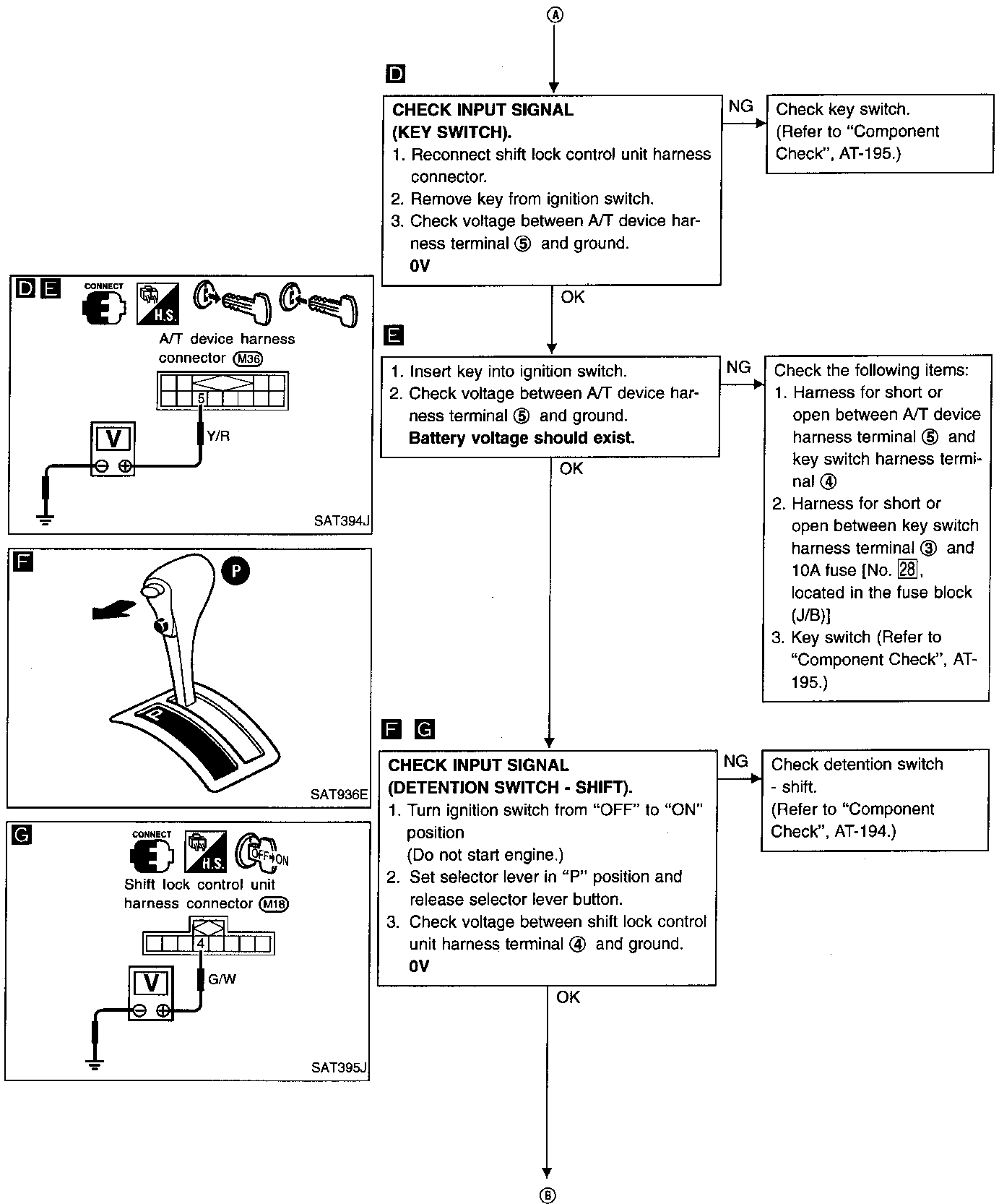
OK

Ⓐ



# TROUBLE DIAGNOSES — A/T Shift Lock System

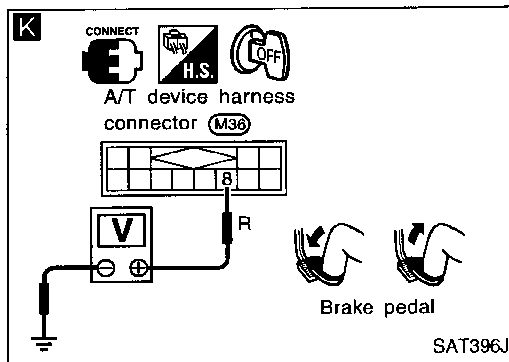
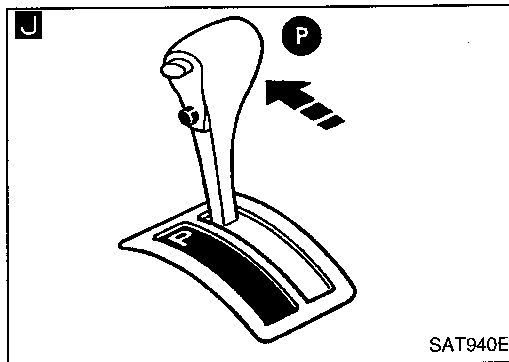
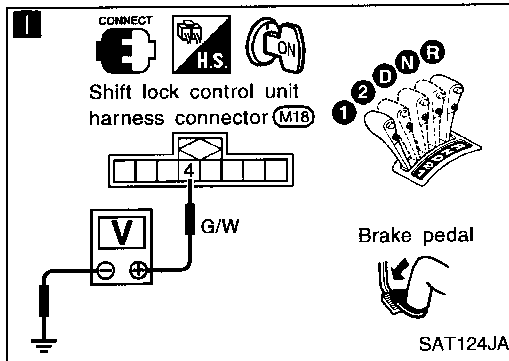
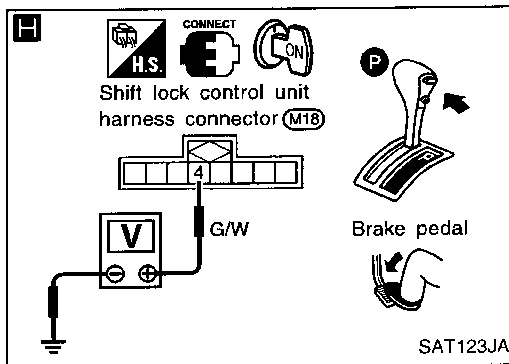
## Diagnostic Procedure 1 (Cont'd)



GI  
 MA  
 EM  
 LC  
 EC  
 FE  
**AT**  
 PD  
 FA  
 RA  
 BR  
 ST  
 RS  
 BT  
 HA  
 EL  
 IDX

# TROUBLE DIAGNOSES — A/T Shift Lock System

## Diagnostic Procedure 1 (Cont'd)



**H I**

**CHECK INPUT SIGNAL (DETENTION SWITCH - SHIFT).**

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Depress brake pedal. Push selector lever button. Check voltage between shift lock control unit harness terminal ④ and ground.

**Battery voltage should exist.**

3. Set selector lever in any position except "P". Check voltage between shift lock control unit harness terminal ④ and ground.

**When selector lever cannot be moved from "P" position with brake pedal depressed, push shift lock release knob. (Remove shift lock release knob cover.)**

**Battery voltage should exist.**

NG

Check the following items:

1. Harness for short or open between shift lock control unit harness terminal ④ and detention switch harness terminal ⑥
2. Harness for short or open between detention switch harness terminal ⑤ and key switch harness terminal ④
3. Detention switch - shift (Refer to "Component Check", AT-194.)

OK

**J**

Set selector lever in "P" position.

**J**

**CHECK INPUT SIGNAL (STOP LAMP SWITCH).**

Turn ignition switch to "ON" position. (Do not start engine.)

- Check voltage between A/T device harness terminal ⑧ and ground.

Brake pedal	Voltage
Depressed	Battery voltage
Released	0V

NG

Check the following items:

1. Harness for short or open between A/T device harness terminal ⑧ and stop lamp switch harness terminal ②
2. Harness for short or open between stop lamp switch harness terminal ① and 15A fuse [No. 37], located in the fuse block (J/B)]
3. Stop lamp switch (Refer to "Component Check", AT-195.)

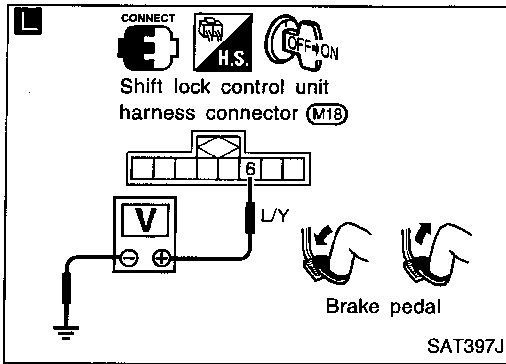
OK

↓

**C**

# TROUBLE DIAGNOSES — A/T Shift Lock System

## Diagnostic Procedure 1 (Cont'd)



**L M**

**CHECK OUTPUT SIGNAL (SHIFT LOCK SOLENOID).**

1. Turn ignition switch from "OFF" to "ON" position. (Do not start engine.)
2. Check voltage between shift lock control unit harness terminal ⑥ and body ground.

Brake pedal	Voltage
Depressed	Battery voltage
Released	0V

NG

Check the following items:

1. Check harness for short or open between shift lock control unit harness terminal ⑥ and A/T device harness terminal ⑨.
2. Check shift lock solenoid. (Refer to "Component Check", AT-194.)

OK

1. Reconnect A/T device harness connector.
2. Turn ignition switch from "OFF" to "ON" position. (Do not start engine.)
3. Recheck shift lock operation.

NG

1. Perform control unit input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK

**INSPECTION END**

GI

MA

EM

LC

EC

FE

**AT**

PD

FA

RA

BR

ST

RS

BT

HA

EL

IDX

## Diagnostic Procedure 2

### SYMPTOM:

Ignition key cannot be removed when selector lever is set to "P" position. It can be removed when selector lever is set to any position except "P".

**A**

**CHECK POWER SOURCE.**

1. Turn ignition switch to "OFF" position.
2. Check voltage between shift lock control unit harness terminal ① and ground.  
**Battery voltage should exist.**

NG

- Check the following items:
1. Harness for short or open between battery and shift lock control unit harness terminal ①
  2. 20A fuse [No. 26], located in the fuse block (J/B)]

OK

**B**

**CHECK IGNITION SIGNAL.**

1. Turn ignition switch to "OFF" position.
2. Check voltage between shift lock control unit harness terminal ③, ⑤ and ground.  
**0V**
3. Turn ignition switch from "OFF" to "ACC" position.
4. Check voltage between shift lock control unit harness terminal ③ and ground.  
**Battery voltage should exist.**
5. Turn ignition switch from "ACC" to "ON" position (Do not start engine).
6. Check voltage between shift lock control unit harness terminal ⑤ and ground.  
**Battery voltage should exist.**

NG

- Check the following items:
1. Harness for short or open between battery and shift lock control unit harness terminal ③ and ⑤
  2. 7.5A fuse [No. 32, 9] located in the fuse block (J/B)]
  3. Ignition switch  
Refer to EL section ("POWER SUPPLY ROUTING").

OK

**C**

**CHECK GROUND CIRCUIT FOR CONTROL UNIT.**

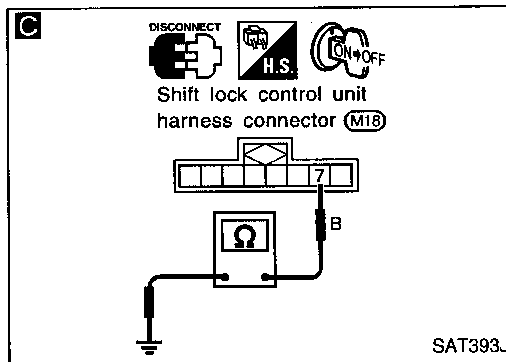
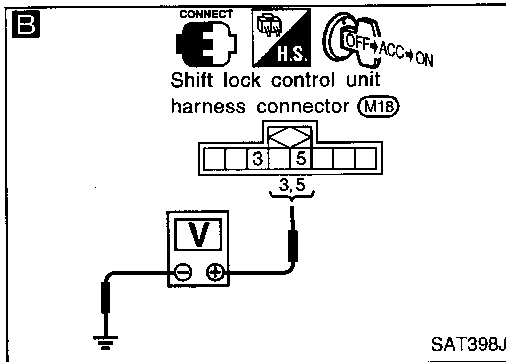
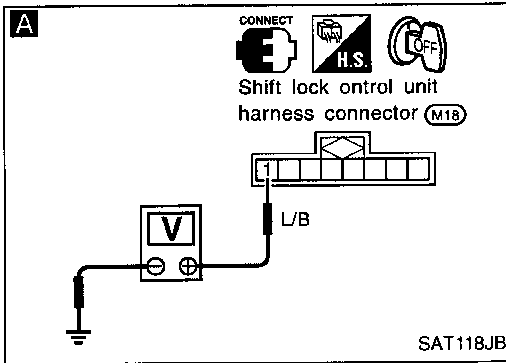
1. Turn ignition switch from "ON" to "OFF" position.
2. Disconnect shift lock control unit harness connector.
3. Check continuity between shift lock control unit harness terminal ⑦ and ground.  
**Continuity should exist.**

NG

Repair harness or connector.

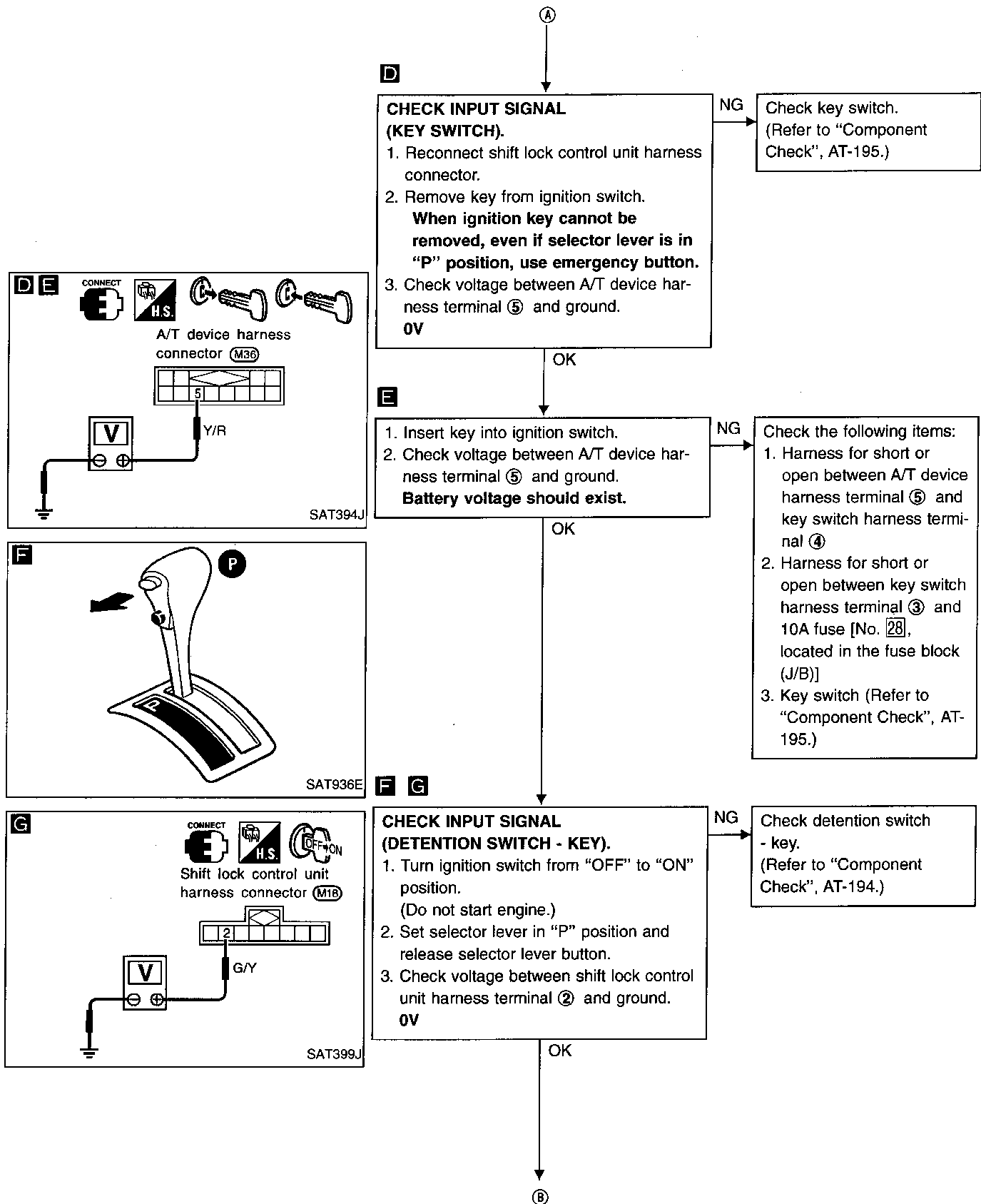
OK

Ⓐ



# TROUBLE DIAGNOSES — A/T Shift Lock System

## Diagnostic Procedure 2 (Cont'd)

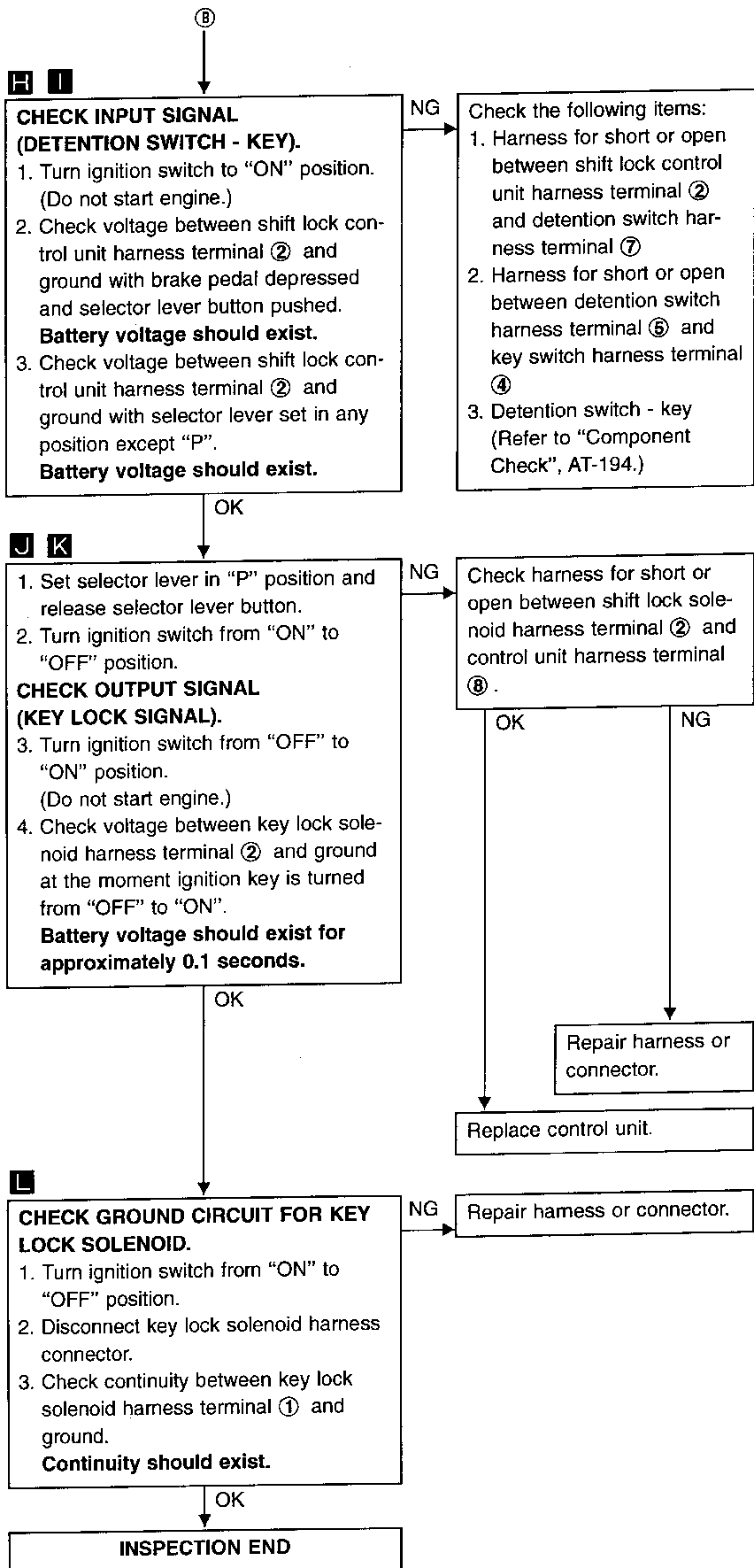
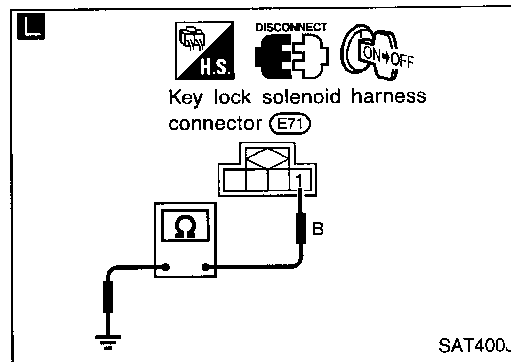
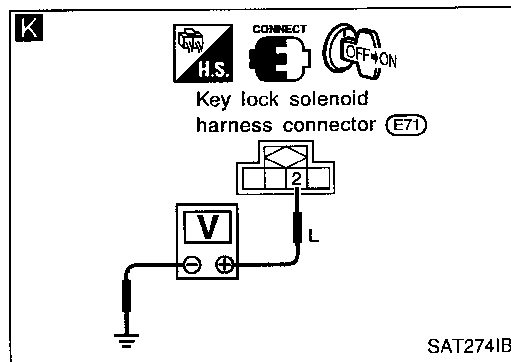
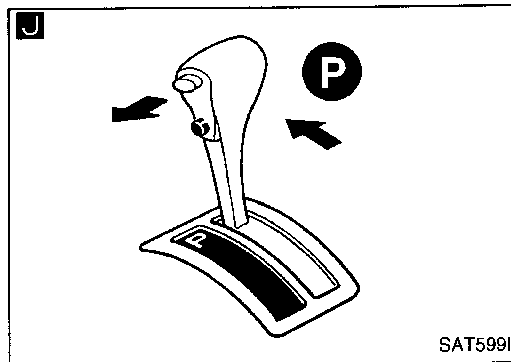
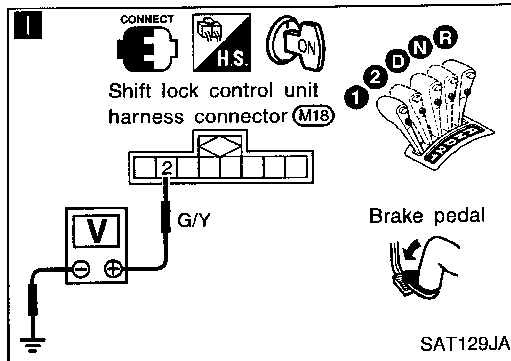
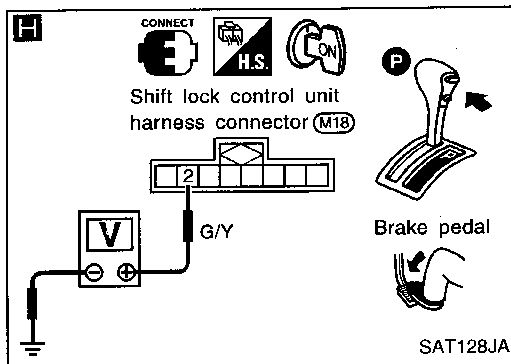


GI  
 MA  
 EM  
 LC  
 EC  
 FE  
**AT**  
 PD  
 FA  
 RA  
 BR  
 ST  
 RS  
 BT  
 HA  
 EL  
 IDX

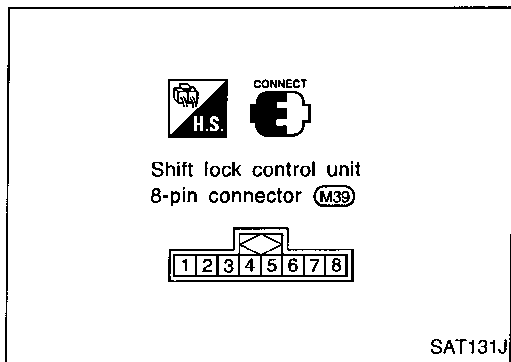


# TROUBLE DIAGNOSES — A/T Shift Lock System

## Diagnostic Procedure 2 (Cont'd)



# TROUBLE DIAGNOSES — A/T Shift Lock System



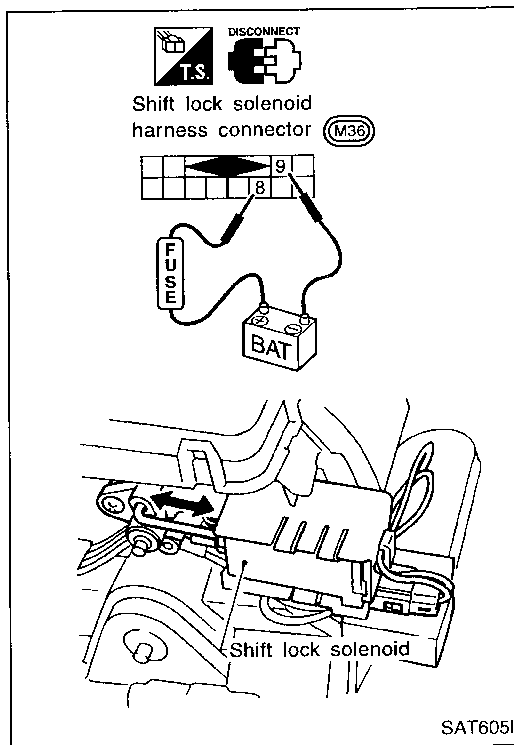
## Shift Lock Control Unit Inspection

- Measure voltage between each terminal by following “SHIFT LOCK CONTROL UNIT INSPECTION TABLE”.
- Pin connector terminal layout.

## Shift Lock Control Unit Inspection Table

(Data are reference values.)

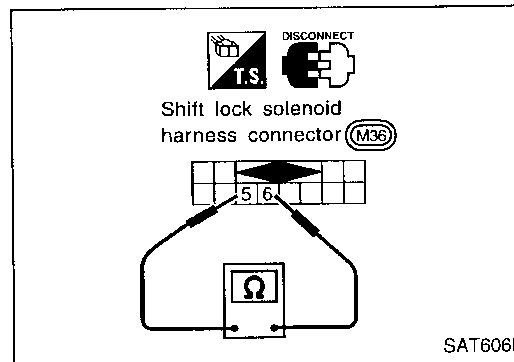
Terminal No.		Item	Condition	Judgment standard
⊕	⊖			
①		Power source		Battery voltage
②		Detention switch (Key)	<ul style="list-style-type: none"> <li>• When the key is in key cylinder, selector lever is in “P” position, and selector lever button pushed.</li> <li>• When the key is in key cylinder, selector lever is set in any position except “P”, and selector lever button released.</li> </ul>	Battery voltage
			Except above	0V
③		ACC signal		Battery voltage
			Except above	0V
④	⑦	Detention switch (Shift)	<ul style="list-style-type: none"> <li>• When the key is in key cylinder, selector lever is in “P” position, and selector lever button pushed.</li> <li>• When the key is in key cylinder, selector lever is set in any position except “P”, and selector lever button released.</li> </ul>	Battery voltage
			Except above	0V
⑤		Ignition signal		Battery voltage
⑥		Shift lock signal	When selector lever is set in “P” position and brake pedal is depressed	Battery voltage
			Except above	0V
⑧		Key lock signal	When ignition switch is turned from LOCK, “OFF” or “ACC” to “ON”.	Battery voltage (Approximately 0.1 seconds)
			Except above	0V



## Component Check

### SHIFT LOCK SOLENOID

- Check operation by applying battery voltage to shift lock solenoid harness connector.

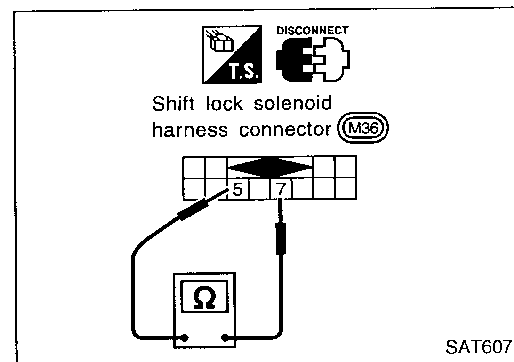


### DETENTION SWITCH

#### Shift

- Check continuity between terminals ⑤ and ⑥ of shift lock solenoid harness connector.

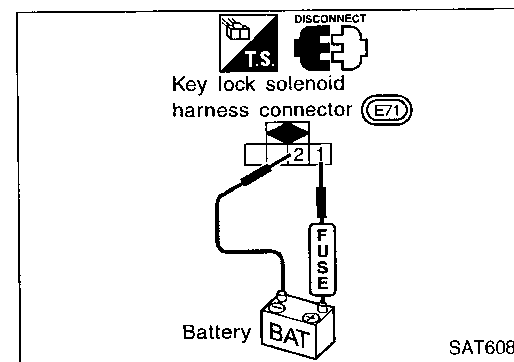
Condition	Continuity
<ul style="list-style-type: none"> <li>• When selector lever is set in "P" position, and selector lever button pushed.</li> <li>• When selector lever is set in any position except "P", and selector lever button released.</li> </ul>	Yes
Except the above	No



#### Key

- Check continuity between terminals ⑤ and ⑦ of shift lock solenoid harness connector.

Condition	Continuity
<ul style="list-style-type: none"> <li>• When selector lever is set in "P" position, and selector lever button pushed.</li> <li>• When selector lever is set in any position except "P", and selector lever button released.</li> </ul>	Yes
Except the above	No



### KEY LOCK SOLENOID

- Check operation by applying battery voltage to key lock solenoid harness connector.

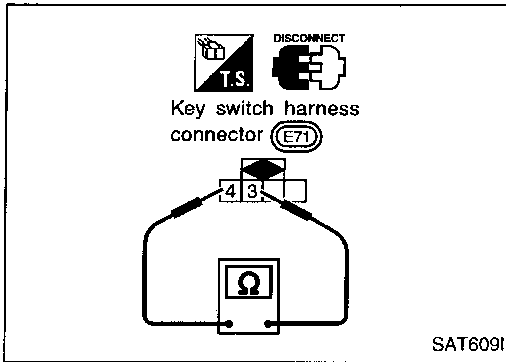
**Operating sound must be emitted.**

# TROUBLE DIAGNOSES — A/T Shift Lock System

## Component Check (Cont'd)

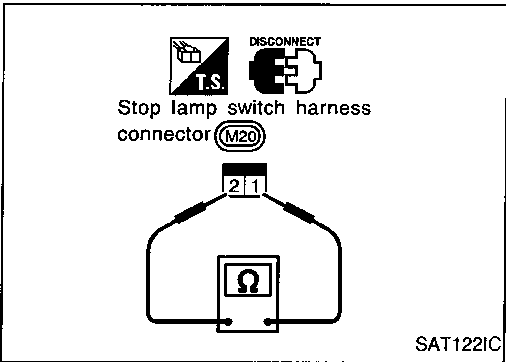
### KEY SWITCH

- Check continuity between terminals ③ and ④ of key switch harness connector.



Condition	Continuity	
When key is inserted into key cylinder	Yes	GI
When key is removed from key cylinder	No	MA

EM



### STOP LAMP SWITCH

- Check continuity between terminals ① and ② of stop lamp switch harness connector.

Condition	Continuity	
When brake pedal is depressed	Yes	EC
When brake pedal is released	No	FE

LC

Check stop lamp switch after adjusting brake pedal. Refer to BR section ("Adjustment", "BRAKE PEDAL AND BRACKET").

AT

PD

FA

RA

BR

ST

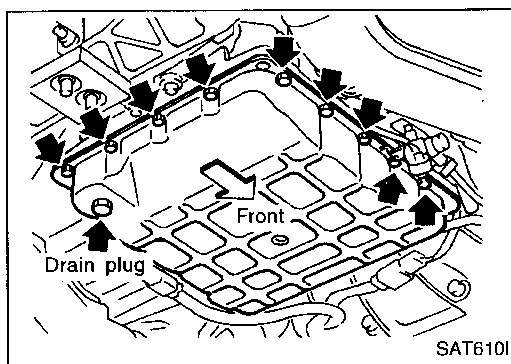
RS

BT

HA

EL

IDX




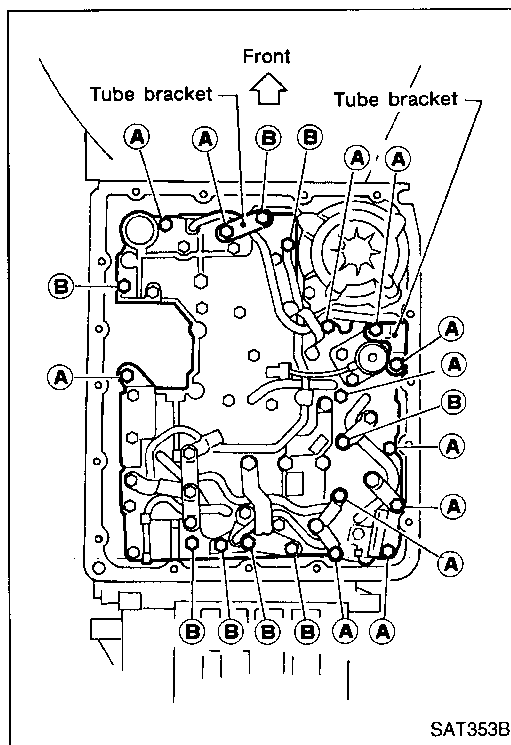
## Control Valve Assembly and Accumulators

### REMOVAL

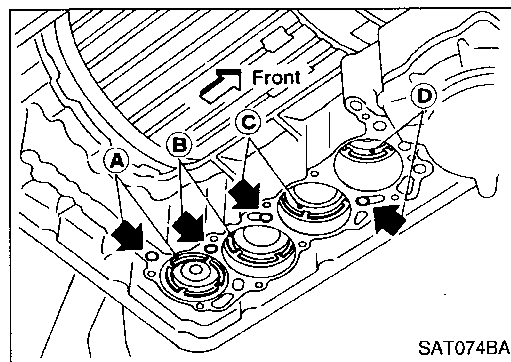
1. Drain ATF.
2. Remove oil pan and gasket.
3. Remove oil strainer.
4. Remove control valve assembly by removing fixing bolts and disconnecting harness connector.

### Bolt length and location

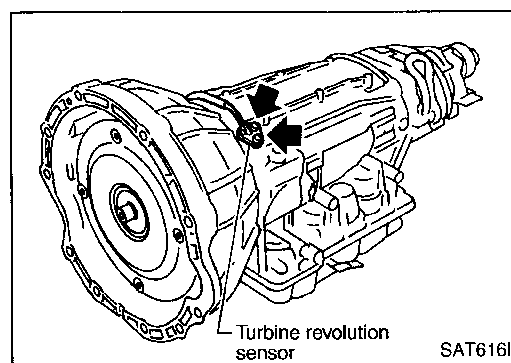
Bolt symbol	ℓ mm (in)	
Ⓐ	33 (1.30)	
Ⓑ	45 (1.77)	



- Be careful not to drop manual valve out of valve body.
5. Remove solenoids and valves from valve body if necessary.
  6. Remove terminal cord assembly if necessary.

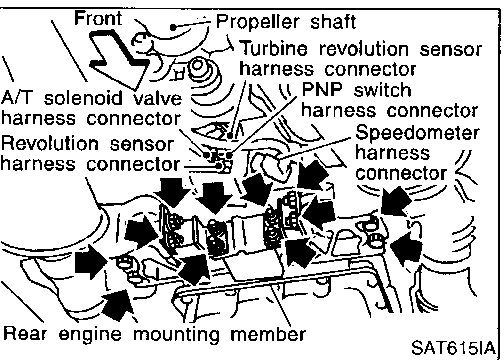
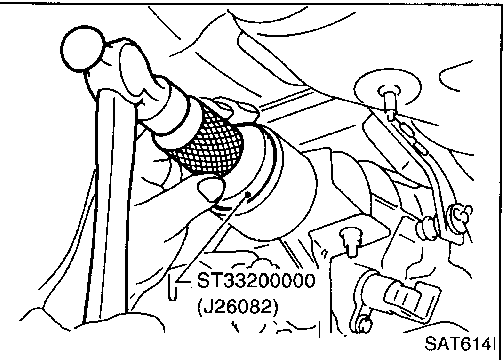
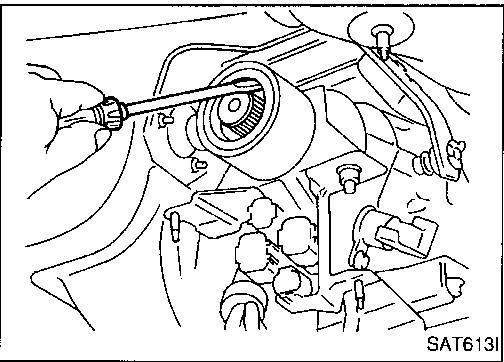
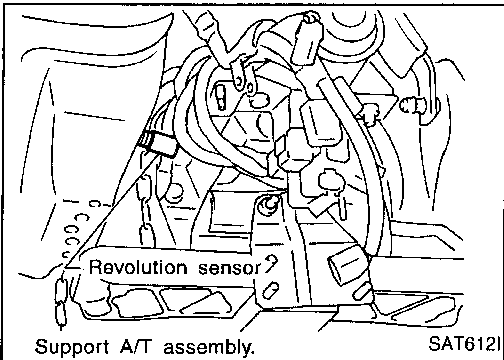
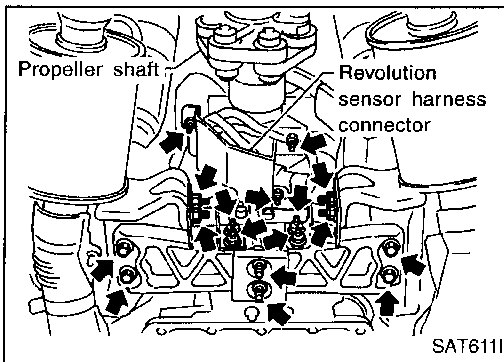


7. Remove accumulators Ⓐ, Ⓑ, Ⓒ and Ⓓ by applying compressed air if necessary.
- Hold each piston with rag.
- Note:**
- Ⓐ: N-D accumulator
  - Ⓑ: 2-3 accumulator
  - Ⓒ: 1-2 accumulator
  - Ⓓ: 3-4 (N-R) accumulator
8. Reinstall any part removed.
- Always use new sealing parts.



### Turbine Revolution Sensor Replacement

1. Remove A/T assembly, Refer to "Removal", "REMOVAL AND INSTALLATION", AT-199.
  2. Remove turbine revolution sensor from A/T assembly upper side.
  3. Reinstall any part removed.
- Always use new sealing parts.



## Revolution Sensor Replacement

1. Remove exhaust tube, muffler and heat insulator. Refer to FE section ("EXHAUST SYSTEM").
  2. Remove propeller shaft from vehicle. Refer to PD section ("Removal", "PROPELLER SHAFT").
  3. Remove rear engine mounting member from body while supporting A/T with a jack. Tighten rear engine mounting member bolts to the specified torque. Refer to EM section ("ENGINE REMOVAL").
  4. Remove revolution sensor from A/T assembly.
  5. Reinstall any part removed.
- Always use new sealing parts.

GI

MA

EM

LC

EC

FE

AT

## Rear Oil Seal Replacement

1. Remove exhaust tube, muffler and heat insulator. Refer to FE section ("EXHAUST SYSTEM").
  2. Remove propeller shaft from vehicle. Refer to PD section ("Removal", "PROPELLER SHAFT").
  3. Remove rear oil seal.
  4. Install rear oil seal.
  5. Reinstall any part removed.
- Apply ATF before installing.

PD

FA

RA

BR

ST

RS

BT

HA

EL

## Parking Pawl Components Inspection

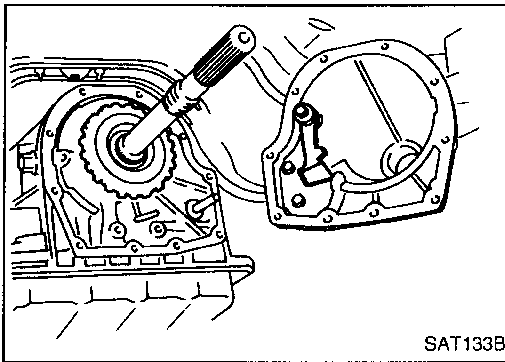
### REMOVAL

1. Remove exhaust tube, muffler and heat insulator. Refer to FE section ("EXHAUST SYSTEM").
2. Remove propeller shaft from vehicle. Refer to PD section ("Removal", "PROPELLER SHAFT").
3. Disconnect A/T harness connectors.
4. Remove rear engine mounting member from A/T assembly while supporting A/T with a jack. Tighten rear engine mounting member bolts to the specified torque. Refer to EM section ("ENGINE REMOVAL").

IDX

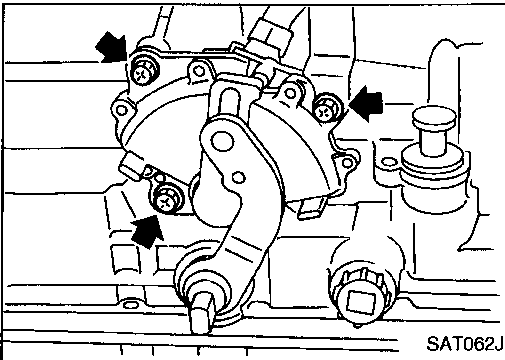
## ON-VEHICLE SERVICE

### Parking Pawl Components Inspection (Cont'd)

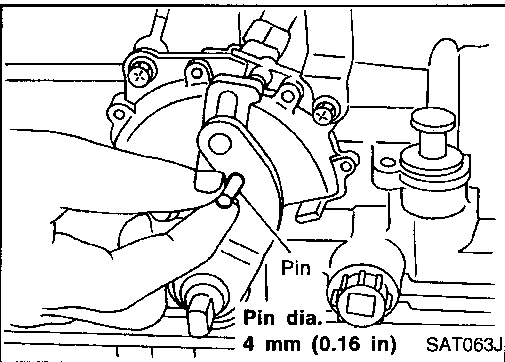


5. Remove rear extension from transmission case.
  6. Replace parking pawl components if necessary.
  7. Reinstall any part removed.
- Always use new sealing parts.

### Park/Neutral Position (PNP) Switch Adjustment

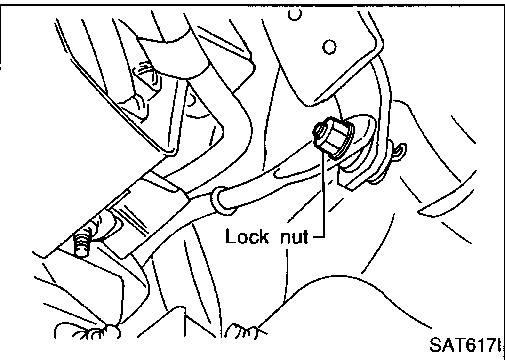


1. Remove manual control linkage from manual shaft of A/T assembly.
2. Set manual shaft of A/T assembly in "N" position.
3. Loosen PNP switch fixing bolts.



4. Insert pin into adjustment holes in both PNP switch and manual shaft of A/T assembly as near vertical as possible.
5. Reinstall any part removed.
6. Check continuity of PNP switch. Refer to "Component Inspection", AT-83.

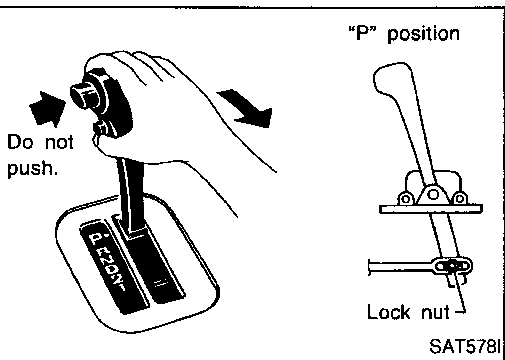
### Manual Control Linkage Adjustment



Move selector lever from "P" position to "1" position. You should be able to feel the detents in each position.

If the detents cannot be felt or the position pointer is improperly aligned, adjust the linkage.

1. Place selector lever in "P" position.
2. Loosen lock nuts.



3. Place manual shaft in "P" position.
4. Tighten lock nut to the specified torque.

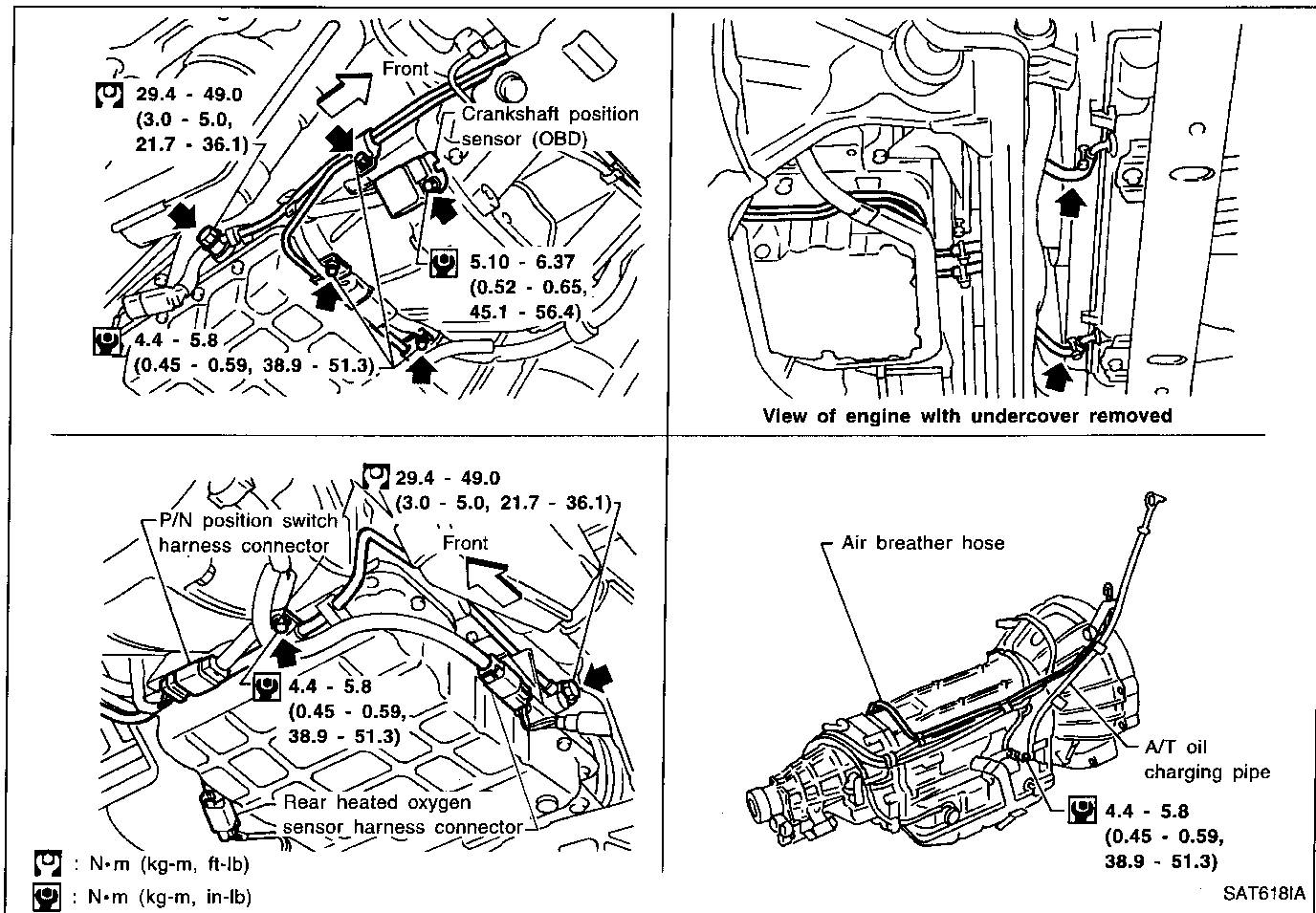
**Lock nut:**

: 18 - 23 N·m (1.8 - 2.3 kg-m, 13 - 17 ft-lb)

5. Move selector lever from "P" position to "1" position. Make sure that selector lever can move smoothly.

# REMOVAL AND INSTALLATION

## Removal



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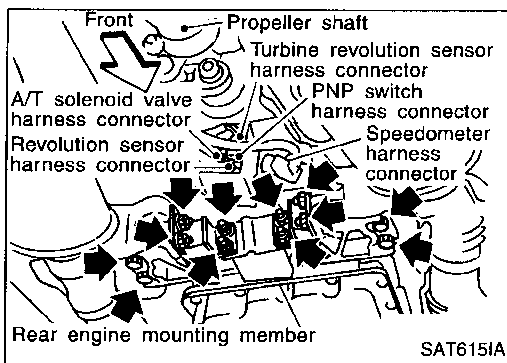
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### CAUTION:

When removing the A/T assembly from engine, first remove the crankshaft position sensor (OBD) from the assembly. Be careful not to damage sensor edge.

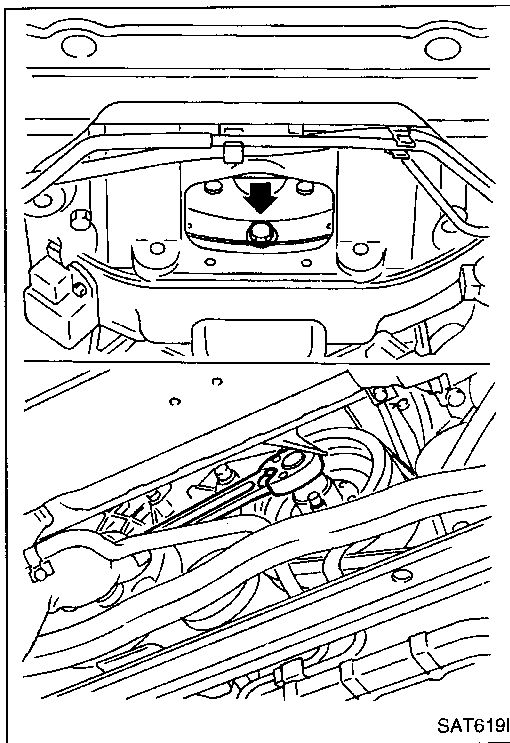
1. Remove battery negative terminal.
2. Remove crankshaft position sensor (OBD) from A/T assembly.
3. Remove rear heated oxygen sensor harness connector.
4. Remove exhaust tube, muffler and heat insulator. Refer to FE section ("EXHAUST SYSTEM").
5. Remove fluid charging pipe from A/T assembly.
6. Remove oil cooler pipe clamps.
7. Remove oil cooler pipe from A/T assembly.
8. Plug up openings such as the oil charging pipe hole, etc.
9. Disconnect A/T harness connectors.
10. Remove control linkage from selector lever.
11. Remove propeller shaft. Refer to PD section ("Removal", "PROPELLER SHAFT").

- Insert plug into rear oil seal after removing propeller shaft.
- Be careful not to damage spline, sleeve yoke and rear oil seal, when removing propeller shaft.

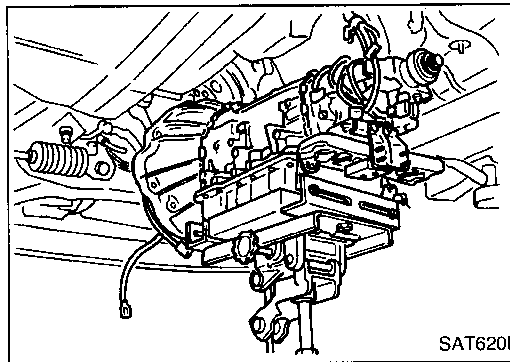


## REMOVAL AND INSTALLATION

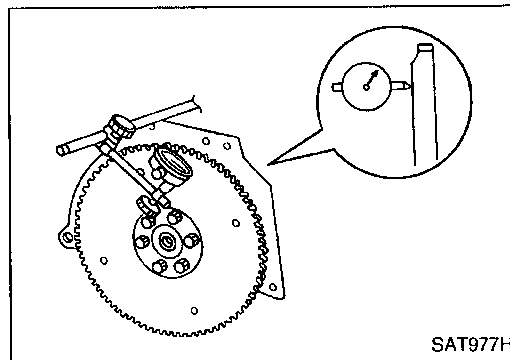
### Removal (Cont'd)



12. Remove rear cover plate and bolts securing torque converter to drive plate. Tighten rear plate cover bolts to the specified torque. Refer to EM section ("OIL PAN").
13. Remove engine under cover.
  - Remove the bolts by turning crankshaft.



14. Support A/T assembly by placing a jack under oil pan.
15. Remove rear engine mounting member from body. Tighten rear engine mounting member bolts to the specified torque. Refer to EM section ("ENGINE REMOVAL").
16. Remove bolts securing A/T assembly to engine.
17. Lower A/T assembly.



### Installation

- Check drive plate runout.

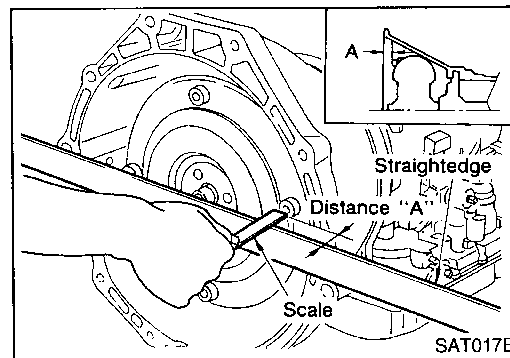
#### CAUTION:

Do not allow any magnetic materials to contact the ring gear teeth.

#### Maximum allowable runout:

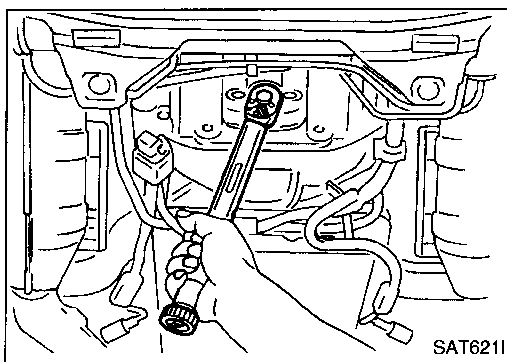
Refer to EM section ("Inspection", "CYLINDER BLOCK").

- If this runout is out of specification, replace drive plate with ring gear.
- When connecting torque converter to transmission, measure distance "A" to be certain that they are correctly assembled.  
**Distance "A":**  
22.0 mm (0.866 in) or more



# REMOVAL AND INSTALLATION

## Installation (Cont'd)

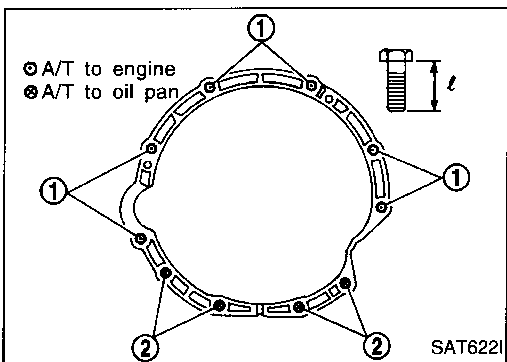


- Install bolts securing converter to drive plate.
- **After installing converter to drive plate, rotate crankshaft several turns. Make sure that transmission rotates freely without binding.**

GI

MA

EM



- Tighten bolts securing transmission to engine.

Bolt No.	Tightening torque N·m (kg-m, ft-lb)	Bolt length "l" mm (in)
①	108 - 118 (11.0 - 12.0, 80 - 87)	70 (2.76)
②	69 - 78 (7.0 - 8.0, 51 - 58)	90 (3.54)

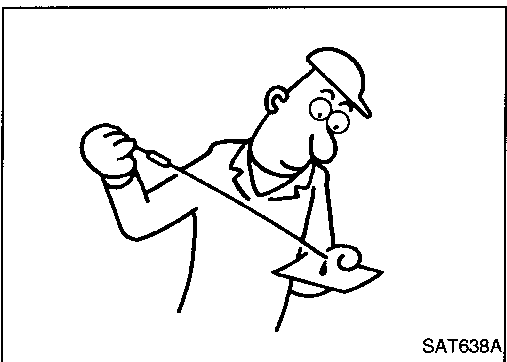
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- Reinstall any part removed.

PE

**AT**



- Check fluid level in transmission.
- Move selector lever through all positions to be sure that transmission operates correctly.  
With parking brake applied, rotate engine at idling. Move selector lever through "N" to "D", to "2", to "1" and to "R". A slight shock should be felt by hand gripping selector each time transmission is shifted.
- Perform road test. Refer to "ROAD TEST", AT-63.

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# MAJOR OVERHAUL

## SEC. 311•313•315

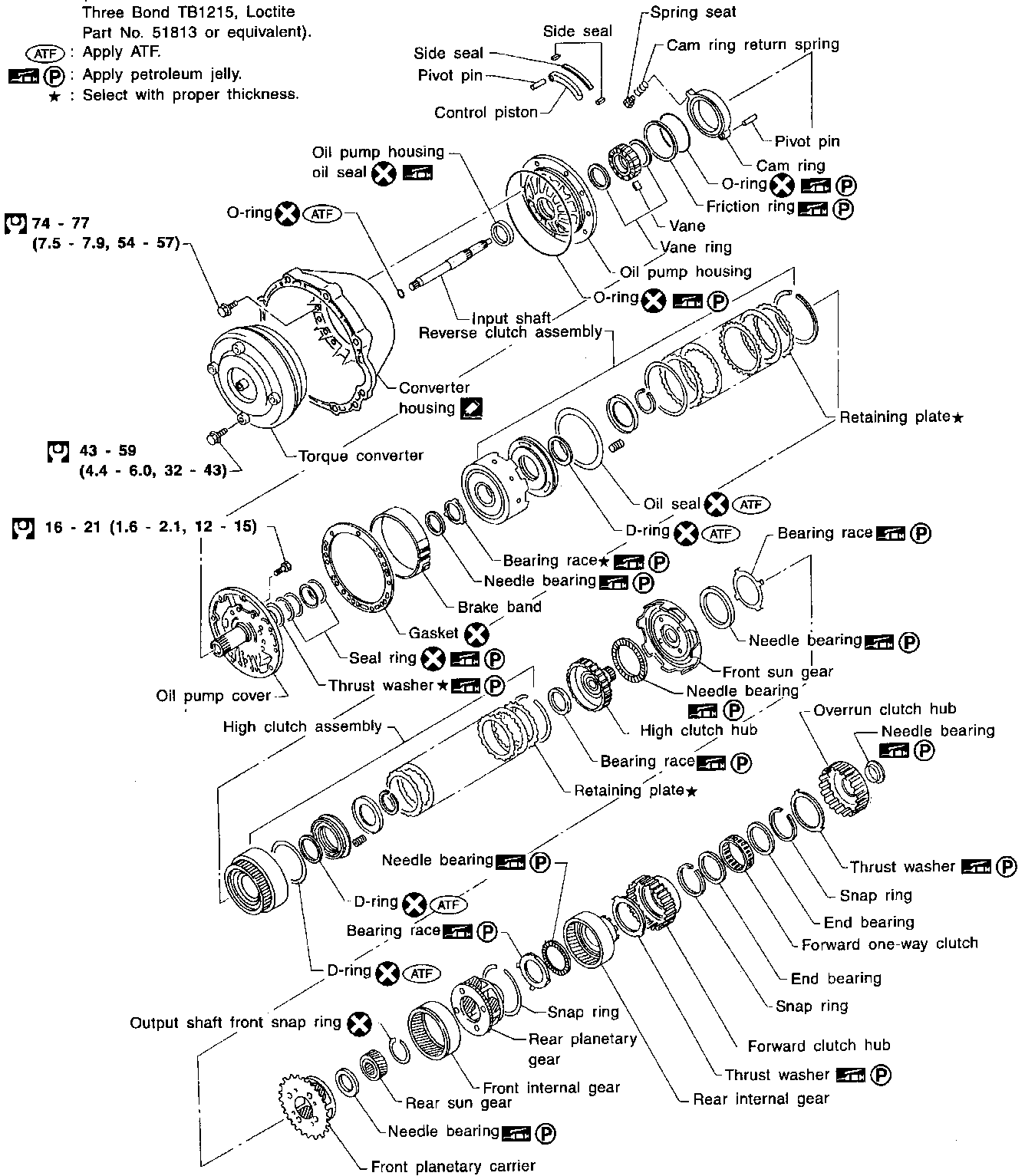
: N·m (kg-m, ft-lb)

: Apply recommended sealant  
(Genuine anaerobic liquid gasket,  
Three Bond TB1215, Loctite  
Part No. 51813 or equivalent).

: Apply ATF.

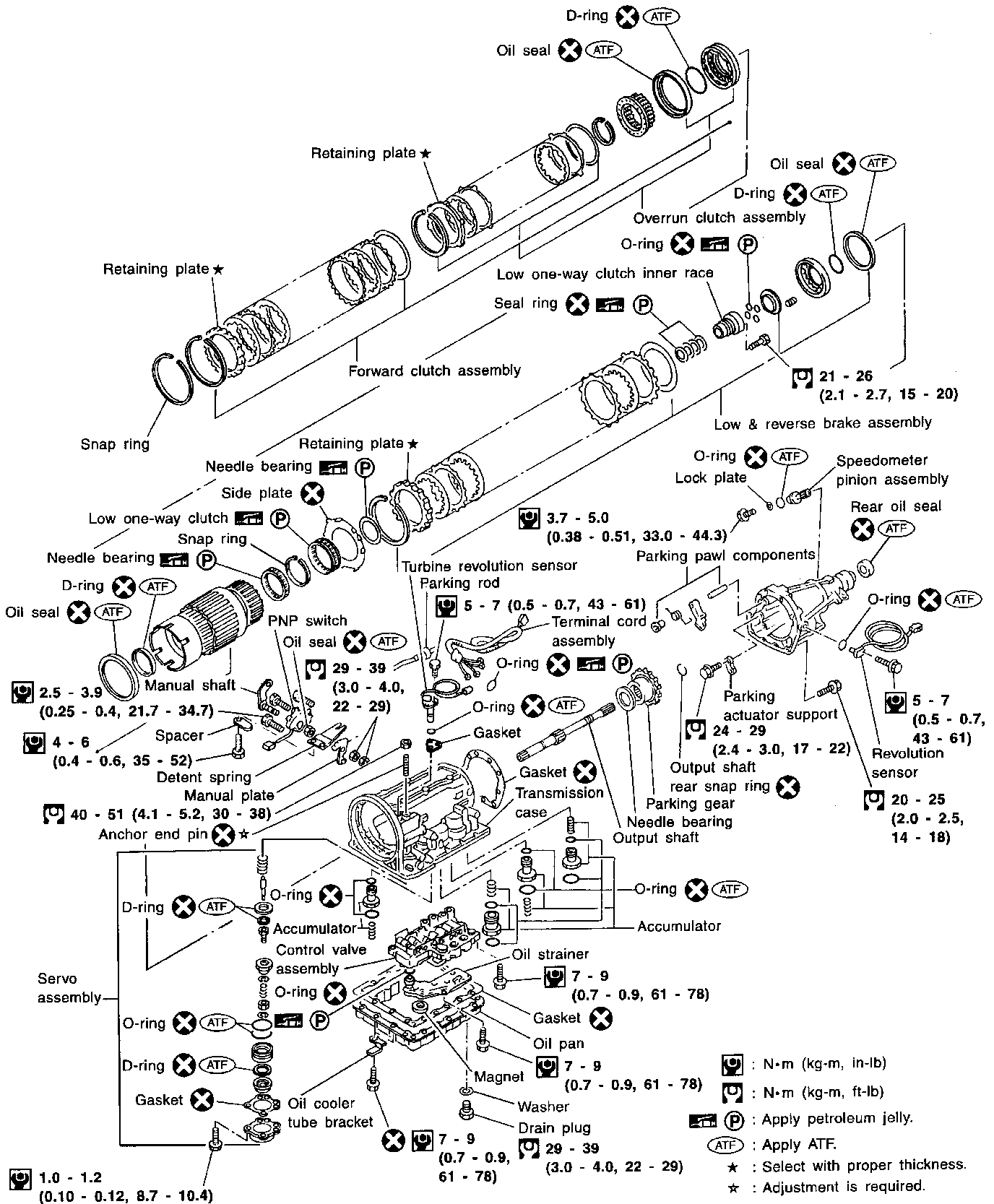
(P) : Apply petroleum jelly.

★ : Select with proper thickness.



# MAJOR OVERHAUL

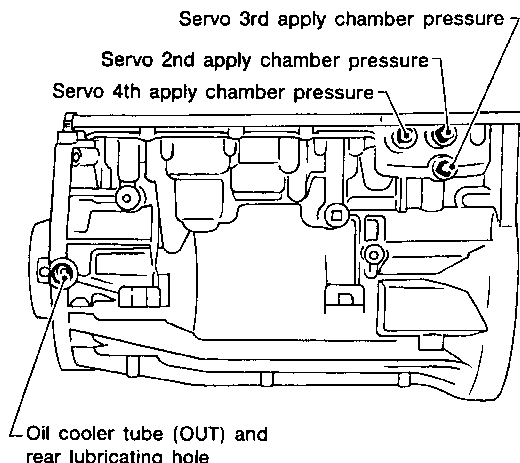
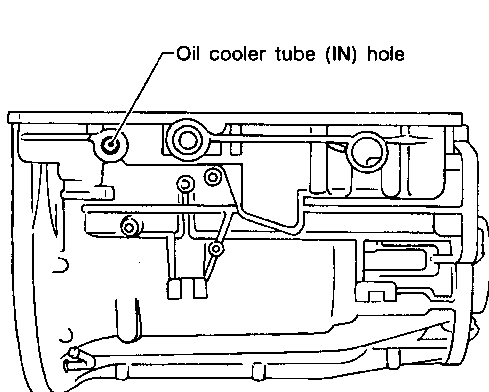
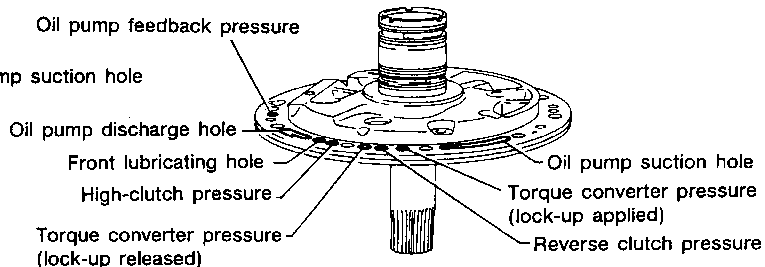
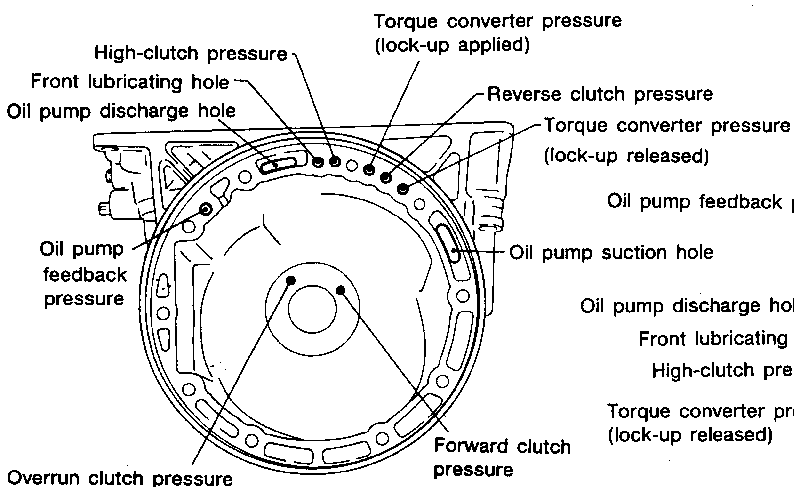
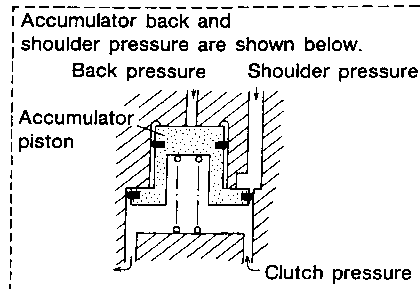
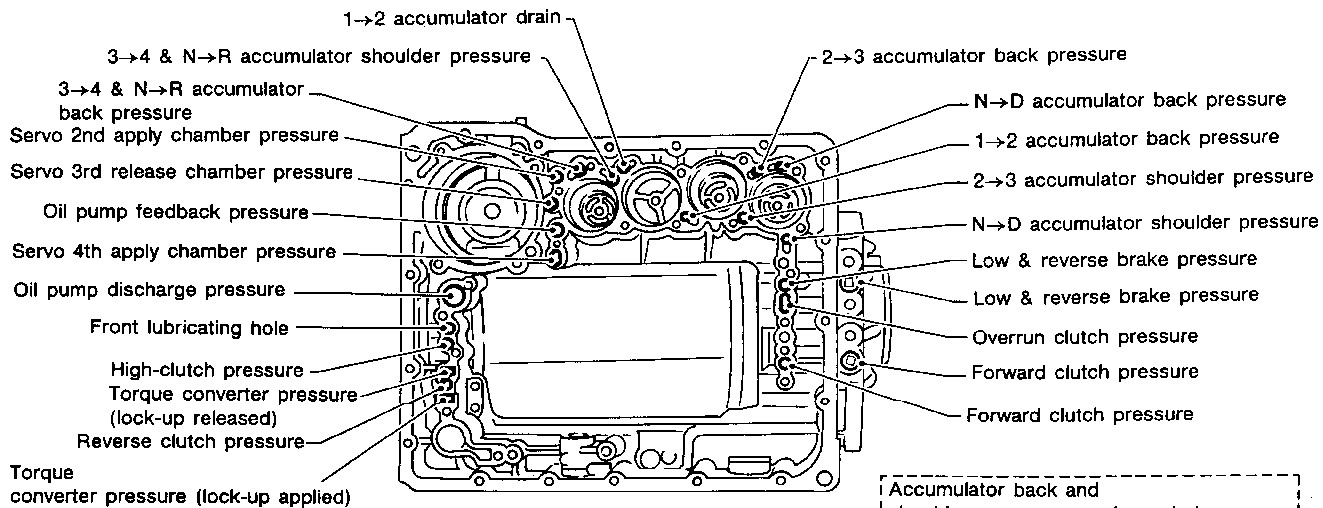
SEC. 311•315•317



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# MAJOR OVERHAUL

## Oil Channel



# MAJOR OVERHAUL

## Locations of Needle Bearings, Thrust Washers and Snap Rings

Outer diameter of snap rings

Item number	Outer diameter mm (in)
②, ⑤	164.0 (6.46)
③	176.0 (6.93)
⑥	172.0 (6.77)

Thrust washers

Item number	Color
①	Black
④	White

Outer diameter of bearing races

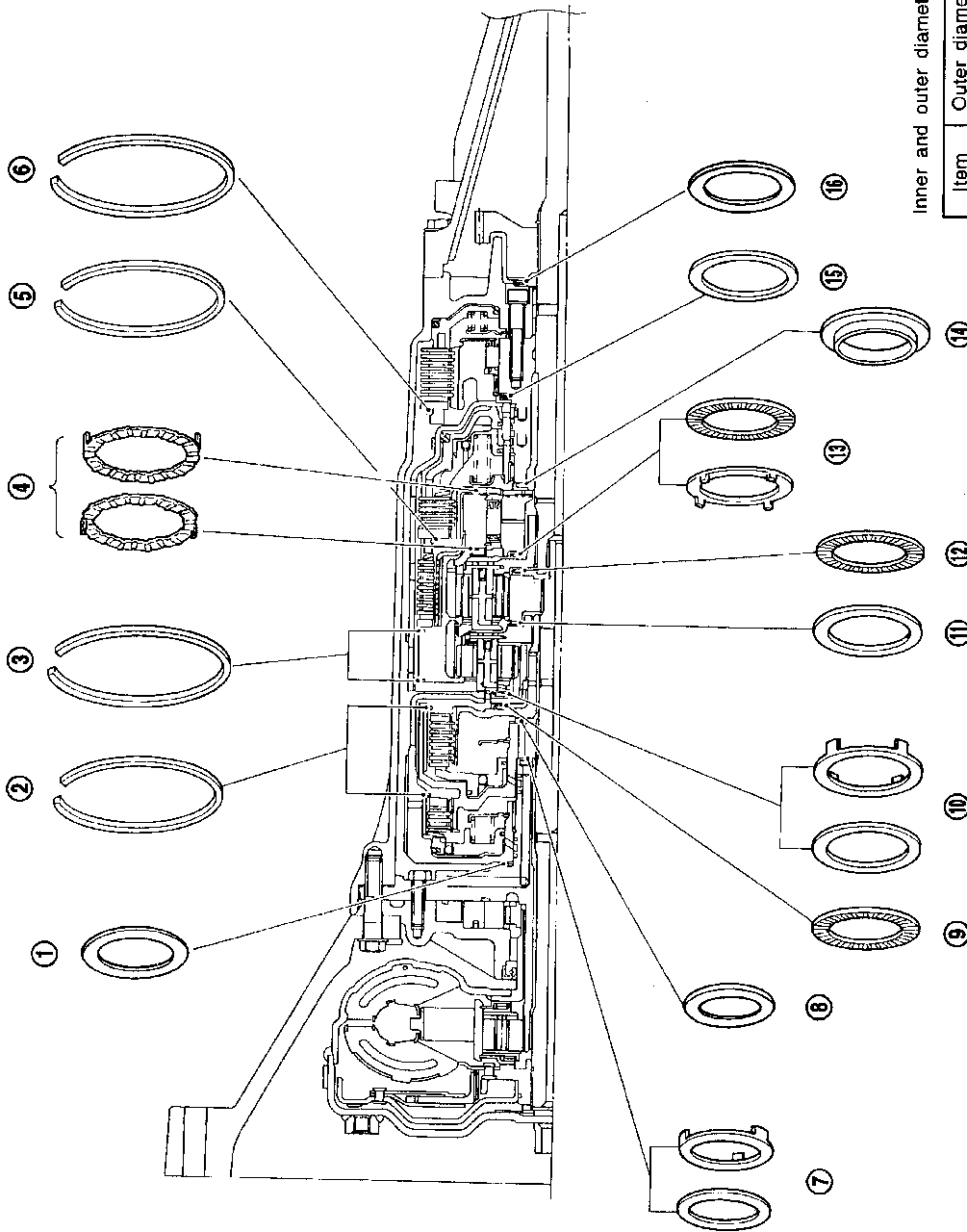
Item number	Outer diameter mm (in)
⑦	43.5 (1.713)
⑩	82.0 (3.228)
⑬	63.2 (2.488)

Installation of one-piece bearings

Item number	Bearing race (black) location
⑮	Rear side
⑯	Rear side

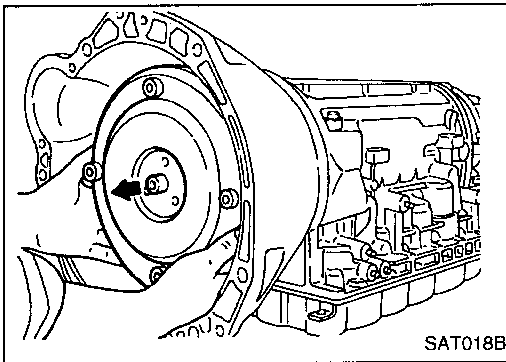
Inner and outer diameter of needle bearings

Item number	Outer diameter mm (in)	Inner diameter mm (in)	Number of needles
⑦	47.0 (1.850)	30.0 (1.181)	—
⑧	53.0 (2.087)	35.1 (1.382)	—
⑨, ⑩	85.0 (3.346)	62.7 (2.468)	—
⑪, ⑫	64.0 (2.520)	45.0 (1.772)	52
⑬	64.0 (2.520)	45.0 (1.772)	50
⑭	59.5 (2.343)	38.0 (1.496)	—
⑮	78.1 (3.075)	64.4 (2.535)	—
⑯	64.0 (2.520)	45.0 (1.772)	—

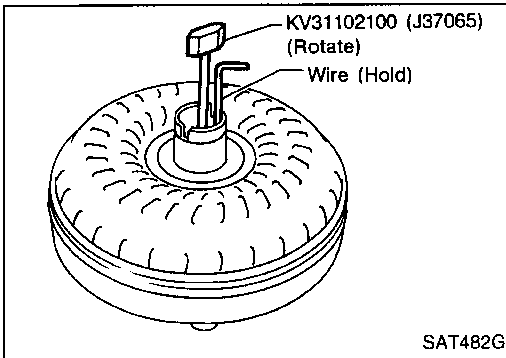


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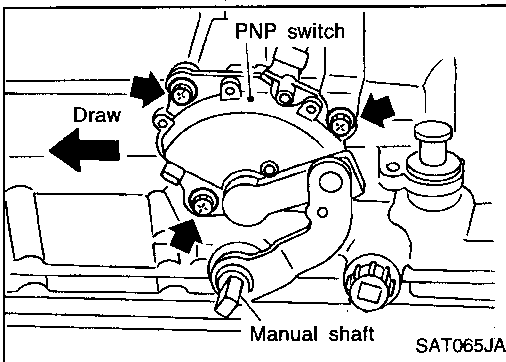
## DISASSEMBLY



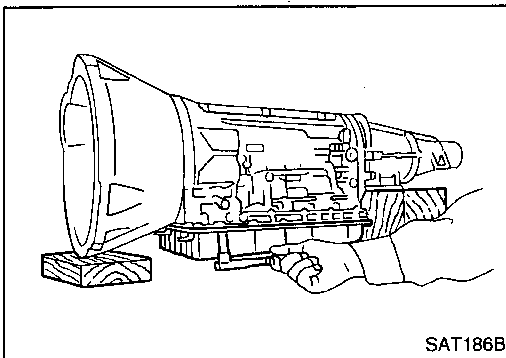
1. Remove torque converter by holding it firmly and turning while pulling straight out.



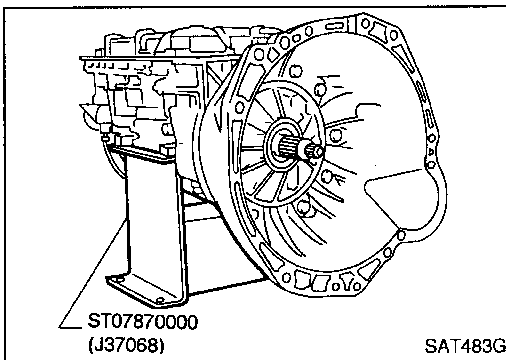
2. Check torque converter one-way clutch.
  - a. Insert Tool into spline of one-way clutch inner race.
  - b. Hook bearing support unitized with one-way clutch outer race with suitable wire.
  - c. Check that one-way clutch inner race rotates only clockwise with Tool while holding bearing support with wire.



3. Remove PNP switch from transmission case.

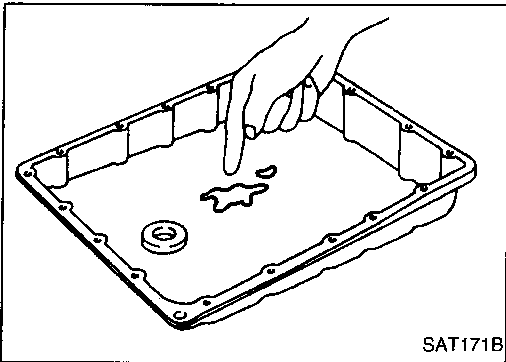


4. Remove oil pan.
  - a. Drain ATF from drain plug.
  - b. Raise oil pan by placing wooden blocks under converter housing and rear extension.
  - c. Separate the oil pan and transmission case.
  - Always place oil pan straight down so that foreign particles inside will not move.



5. Place transmission into Tool with the control valve facing up.

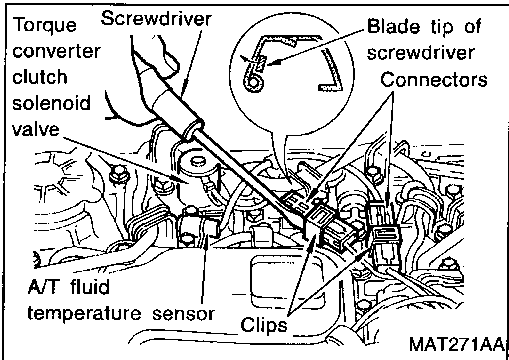
# DISASSEMBLY



SAT171B

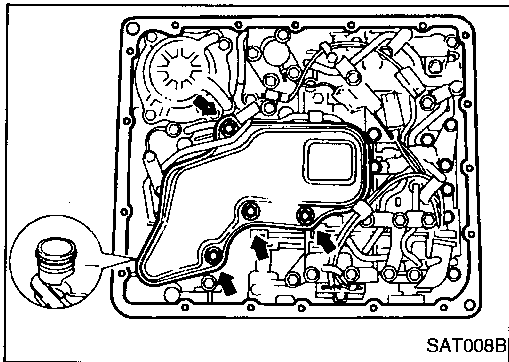
6. Check oil pan and oil strainer for accumulation of foreign particles.
  - If materials of clutch facing are found, clutch plates may be worn.
  - If metal filings are found, clutch plates, brake bands, etc. may be worn.
  - If aluminum filings are found, bushings or aluminum cast parts may be worn.

In above cases, replace torque converter and check unit for cause of particle accumulation.



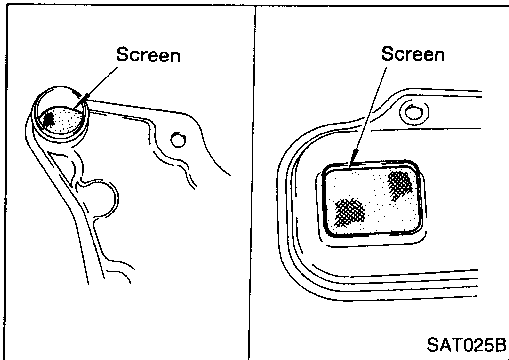
MAT271AA

7. Remove torque converter clutch solenoid valve and A/T fluid temperature sensor connectors.
  - **Be careful not to damage connector.**



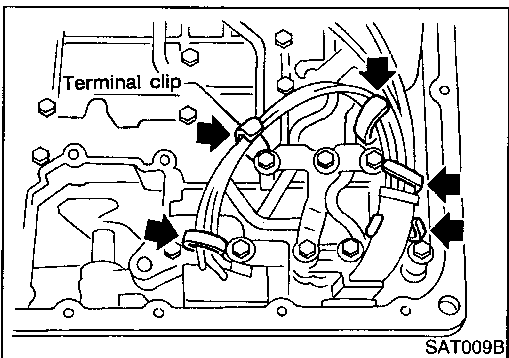
SAT008B

8. Remove oil strainer.
  - a. Remove oil strainer from control valve assembly. Then remove O-ring from oil strainer.



SAT025B

- b. Check oil strainer screen for damage.



SAT009B

9. Remove control valve assembly.
  - a. Straighten terminal clips to free terminal cords then remove terminal clips.

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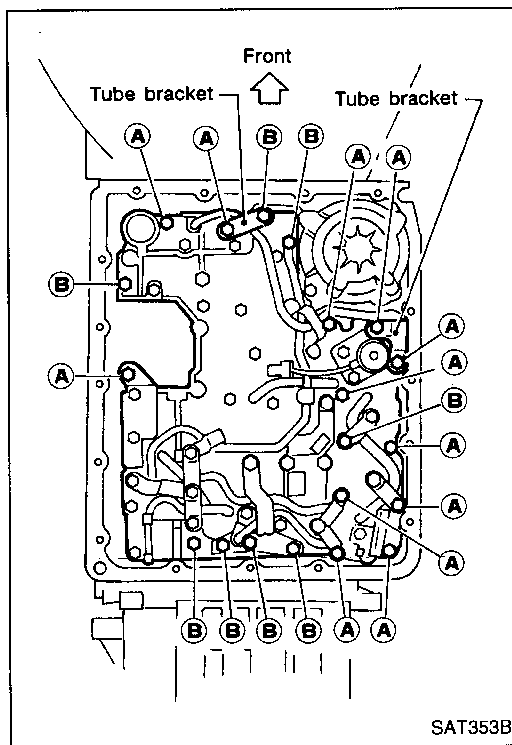
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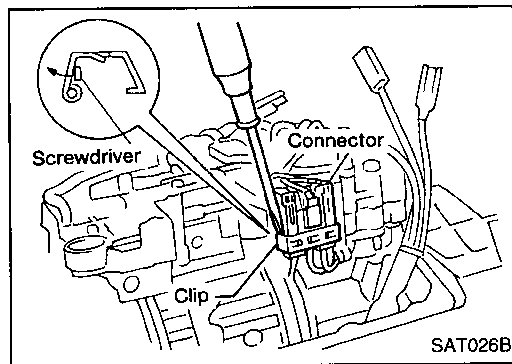


# DISASSEMBLY

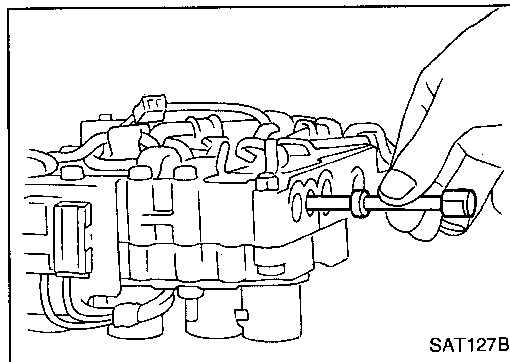


- b. Remove bolts (A) and (B), and remove control valve assembly from transmission.

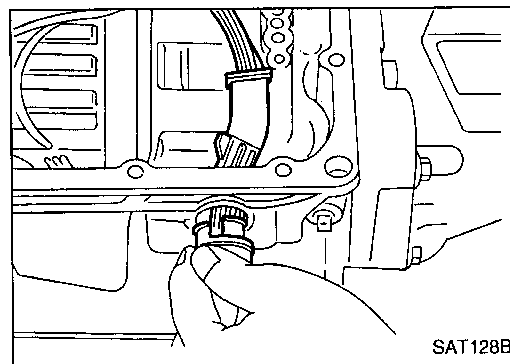
Bolt	ℓ mm (in)	 ℓ
(A)	33 (1.30)	
(B)	45 (1.77)	



- c. Remove solenoid connector.  
 ● Be careful not to damage connector.

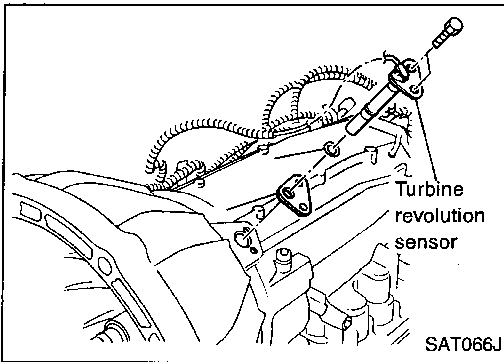


- d. Remove manual valve from control valve assembly.

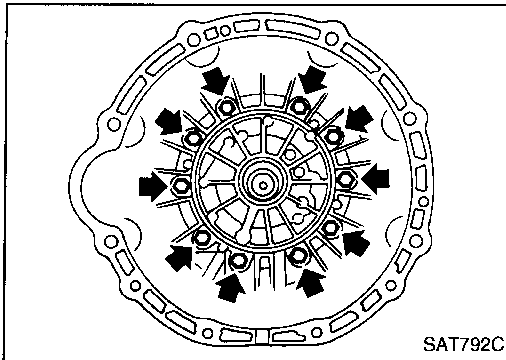


10. Remove terminal cord assembly from transmission case while pushing on stopper.  
 ● Be careful not to damage cord.  
 ● Do not remove terminal cord assembly unless it is damaged.

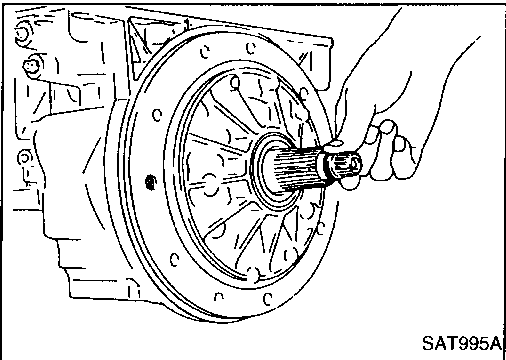
# DISASSEMBLY



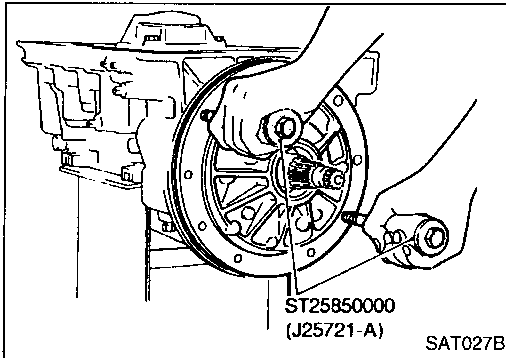
11. Remove turbine revolution sensor.



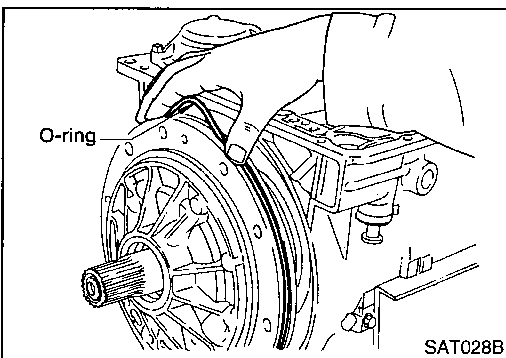
12. Remove converter housing.
- Remove converter housing from transmission case.
  - Remove traces of sealant.
- Be careful not to scratch converter housing.



13. Remove O-ring from input shaft.



14. Remove oil pump assembly.
- Attach Tool to oil pump assembly and extract it evenly from transmission case.



- Remove O-ring from oil pump assembly.
  - Remove traces of sealant from oil pump housing.
- Be careful not to scratch pump housing.

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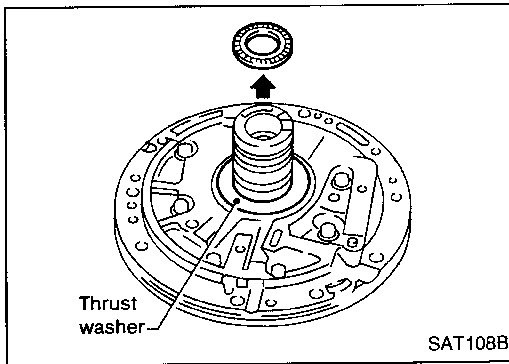
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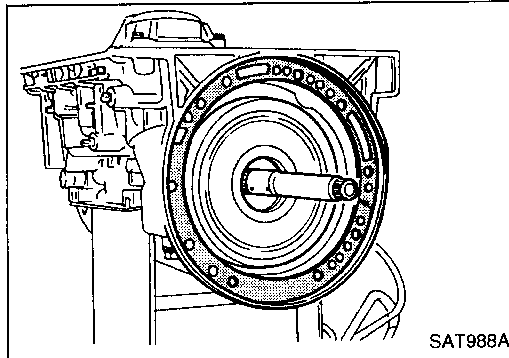
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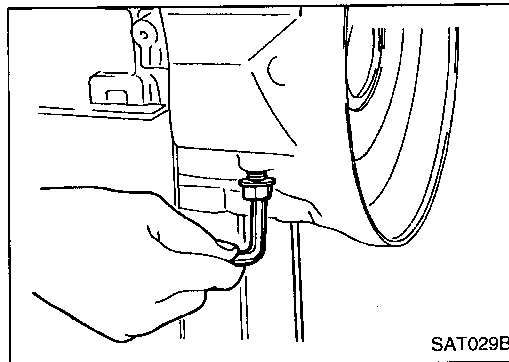
## DISASSEMBLY



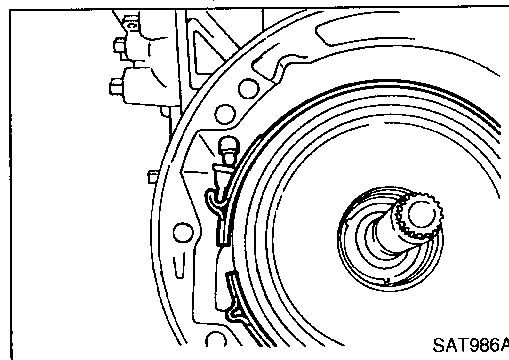
- d. Remove needle bearing and thrust washer from oil pump assembly.



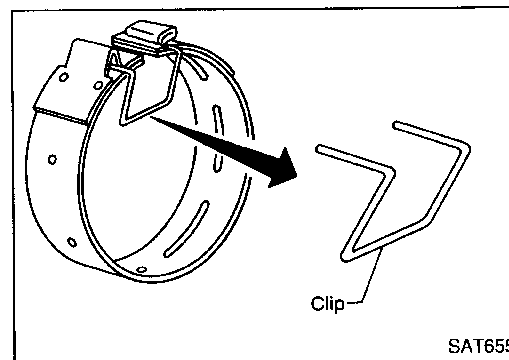
15. Remove input shaft and oil pump gasket.



16. Remove brake band and band strut.  
a. Loosen lock nut and remove band servo anchor end pin from transmission case.

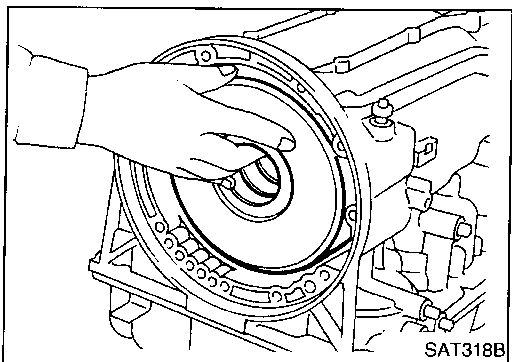


- b. Remove brake band and band strut from transmission case.

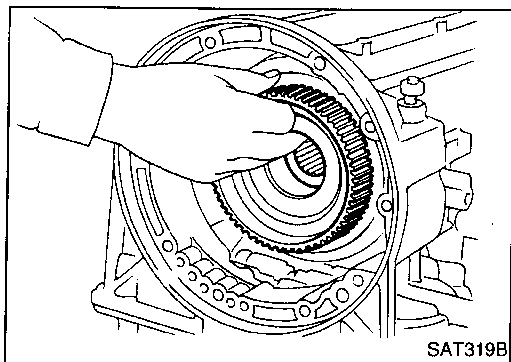


- c. Hold brake band in a circular shape with clip.  
Check brake band facing for damage, cracks, wear or burns.

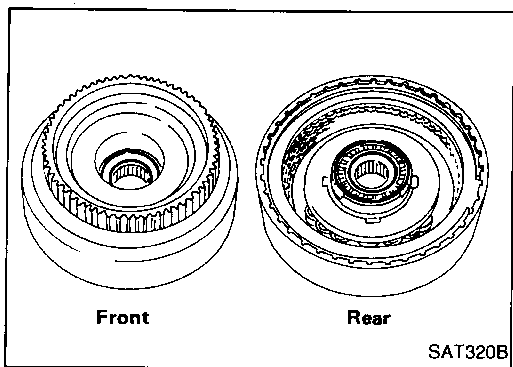
# DISASSEMBLY



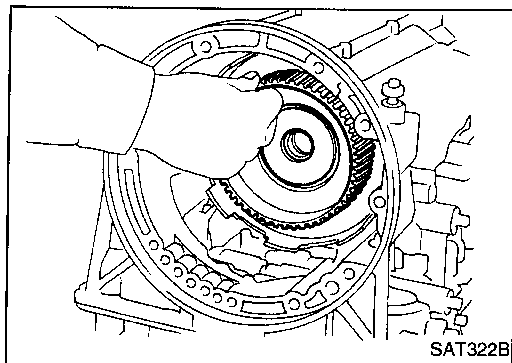
17. Remove front side clutch and gear components.
  - a. Remove reverse clutch assembly from transmission case.



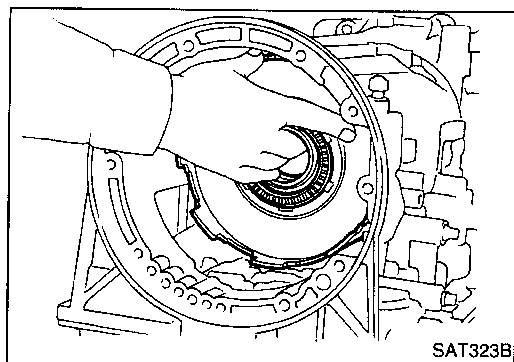
- b. Remove high clutch assembly from transmission case.



- c. Remove front bearing race from high clutch assembly.
      - d. Remove rear needle bearing from high clutch assembly.



- e. Remove high clutch hub from transmission case.



- f. Remove front sun gear from transmission case.

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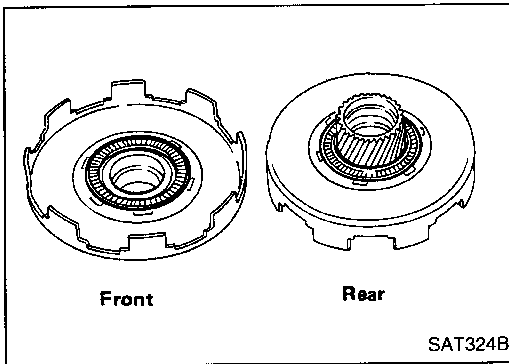
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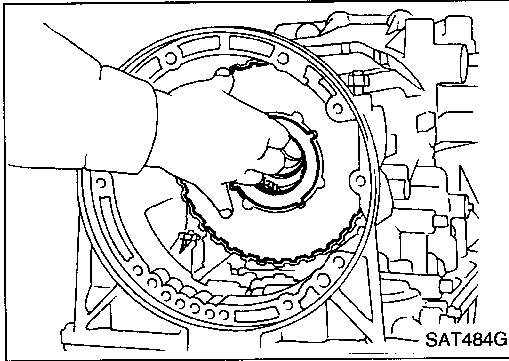
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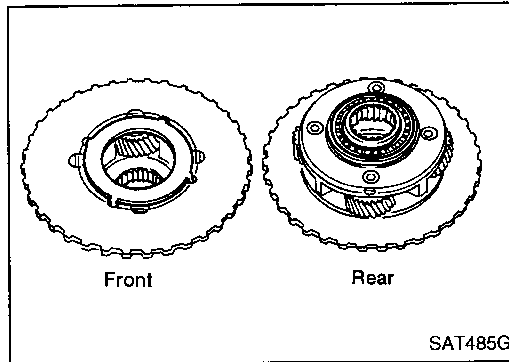
# DISASSEMBLY



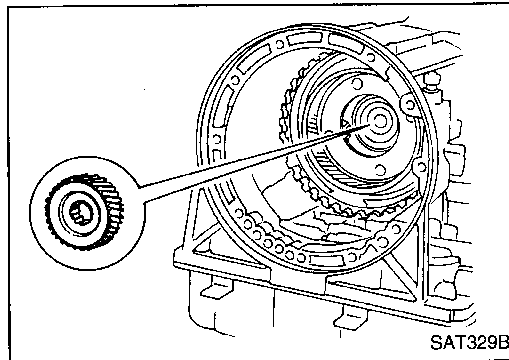
- g. Remove front needle bearing from front sun gear.
- h. Remove rear needle bearing from front sun gear.



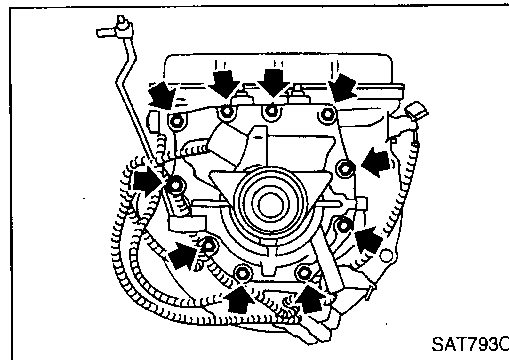
- i. Remove front planetary carrier from transmission case.



- j. Remove front bearing race from front planetary carrier.
- k. Remove rear needle bearing from front planetary carrier.

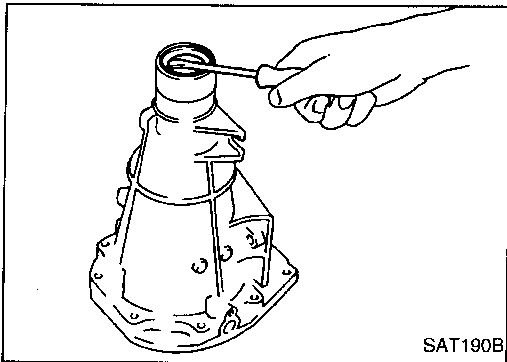


- l. Remove rear sun gear from transmission case.

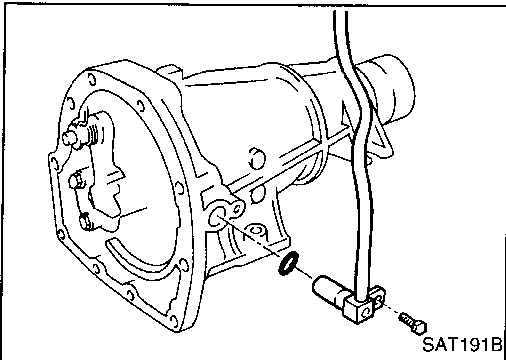


- 18. Remove rear extension.
  - a. Remove rear extension from transmission case.
  - b. Remove rear extension gasket from transmission case.

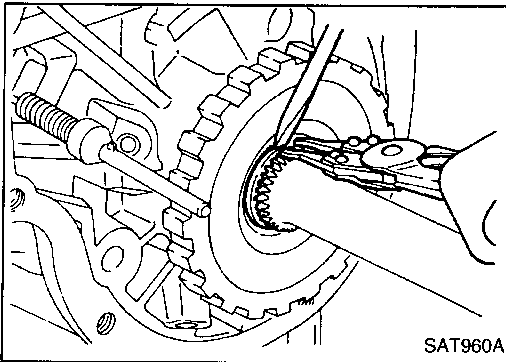
# DISASSEMBLY



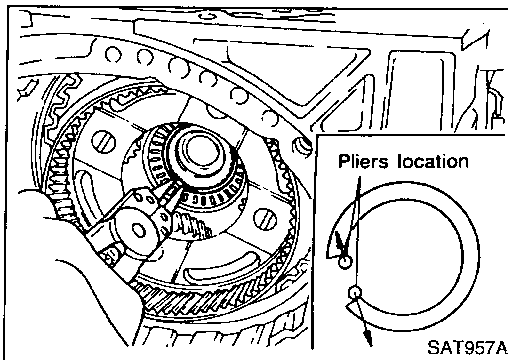
- c. Remove oil seal from rear extension.
- **Do not remove oil seal unless it is to be replaced.**



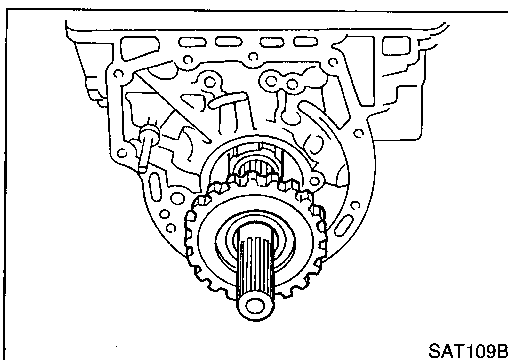
- d. Remove revolution sensor from rear extension.
- e. Remove O-ring from revolution sensor.



- 19. Remove output shaft and parking gear.
- a. Remove rear snap ring from output shaft.



- b. Slowly push output shaft all the way forward.
- **Do not use excessive force.**
- c. Remove snap ring from output shaft.



- d. Remove output shaft and parking gear as a unit from transmission case.
- e. Remove parking gear from output shaft.

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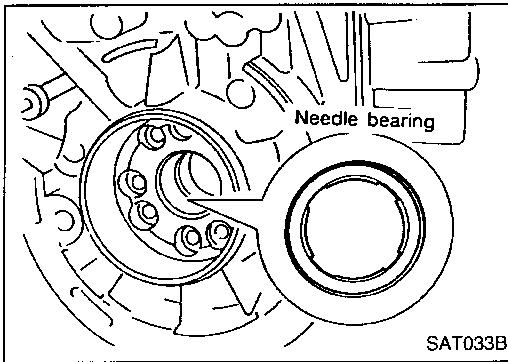
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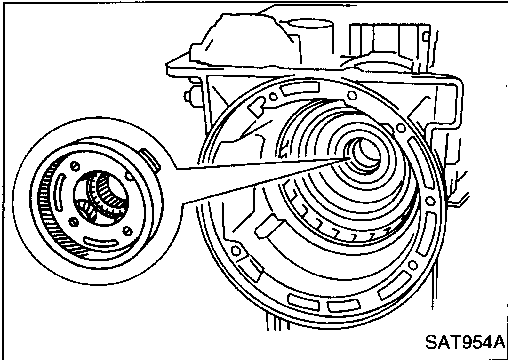
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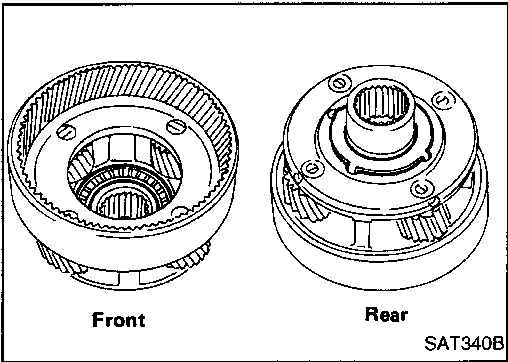
# DISASSEMBLY



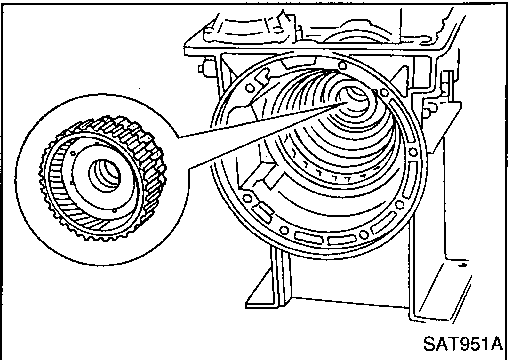
f. Remove needle bearing from transmission case.



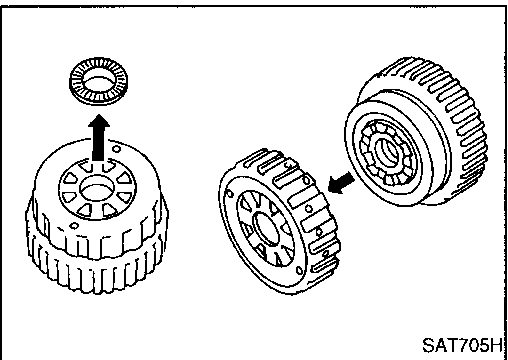
20. Remove rear side clutch and gear components.  
a. Remove front internal gear.



b. Remove front needle bearing from front internal gear.  
c. Remove rear bearing race from front internal gear.

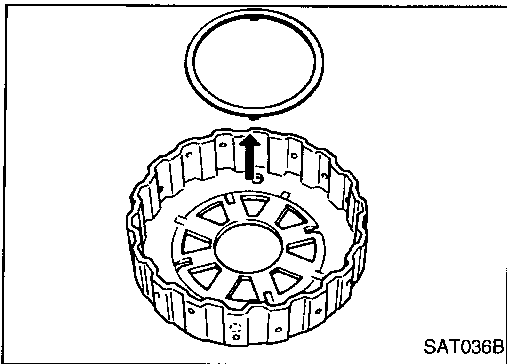


d. Remove rear internal gear, forward clutch hub and overrun clutch hub as a set from transmission case.

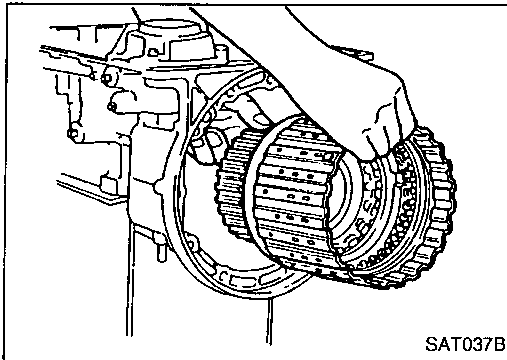


e. Remove needle bearing from overrun clutch hub.  
f. Remove overrun clutch hub from rear internal gear and forward clutch hub.

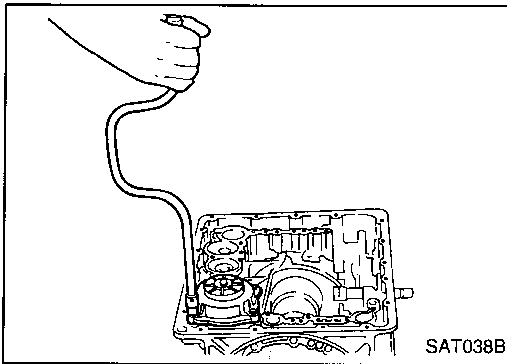
# DISASSEMBLY



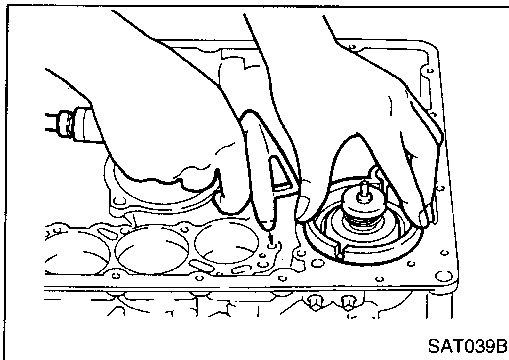
g. Remove thrust washer from overrun clutch hub.



h. Remove forward clutch assembly from transmission case.



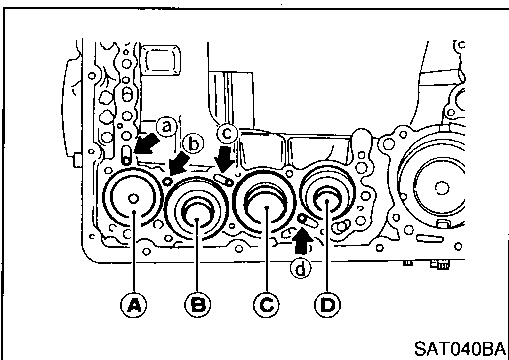
21. Remove band servo and accumulator components.  
a. Remove band servo retainer from transmission case.



b. Apply compressed air to oil hole until band servo piston comes out of transmission case.

● **Hold piston with a rag and gradually direct air to oil hole.**

c. Remove return spring.



d. Remove springs from accumulator pistons **(B)**, **(C)** and **(D)**.

e. Apply compressed air to each oil hole until piston comes out.

● **Hold piston with a rag and gradually direct air to oil hole.**

Identification of accumulator pistons	(A)	(B)	(C)	(D)
Identification of oil holes	(a)	(b)	(c)	(d)

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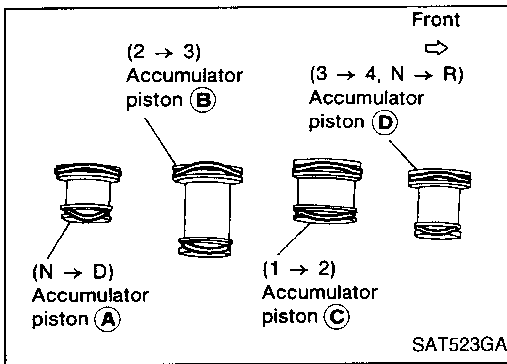
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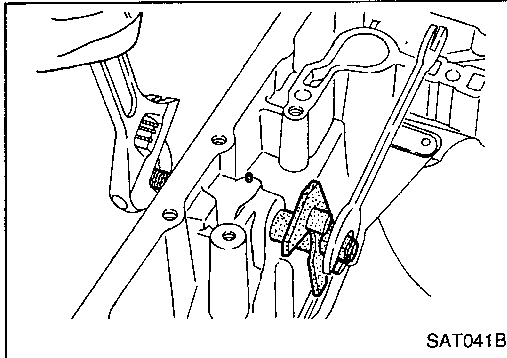
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# DISASSEMBLY

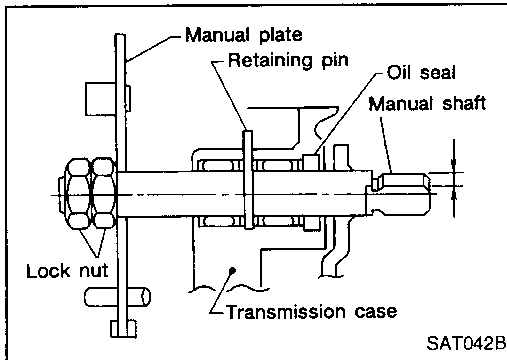


f. Remove O-ring from each piston.

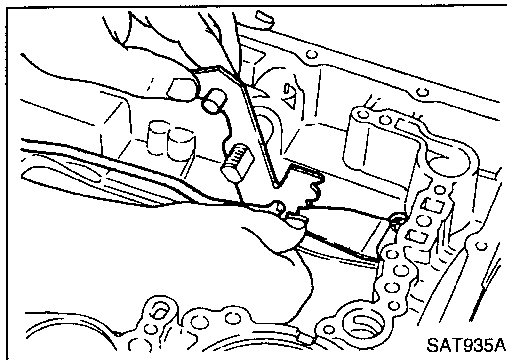


22. Remove manual shaft components, if necessary.

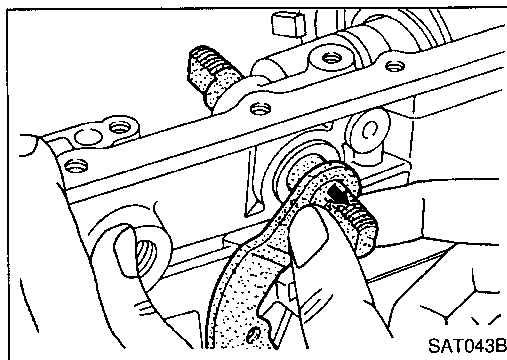
a. Hold width across flats of manual shaft (outside the transmission case) and remove lock nut from shaft.



b. Remove retaining pin from transmission case.

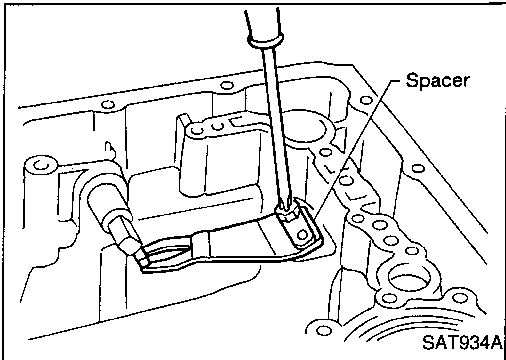


c. While pushing detent spring down, remove manual plate and parking rod from transmission case.

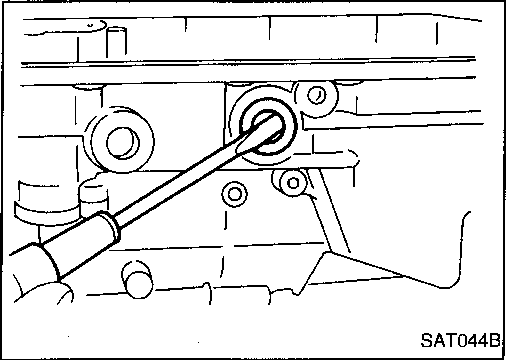


d. Remove manual shaft from transmission case.

# DISASSEMBLY



e. Remove spacer and detent spring from transmission case.



f. Remove oil seal from transmission case.

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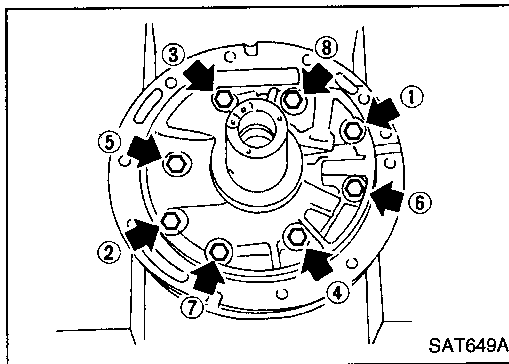
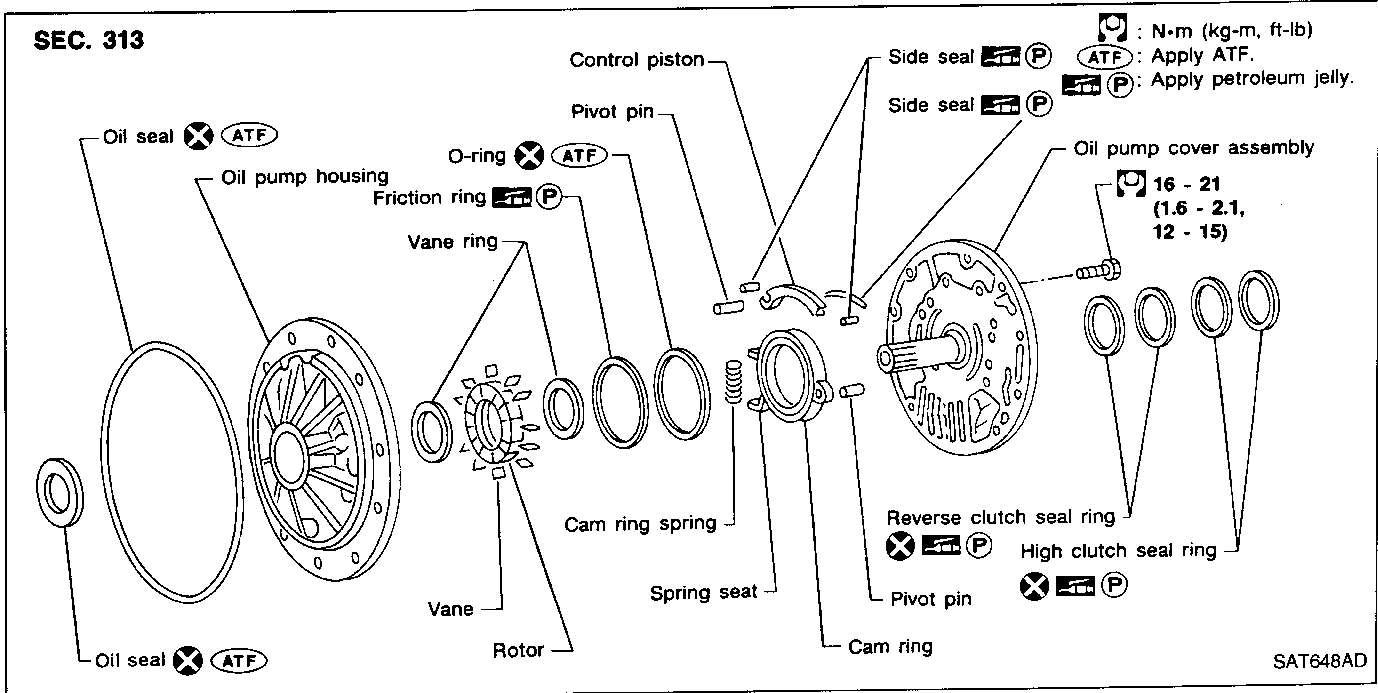
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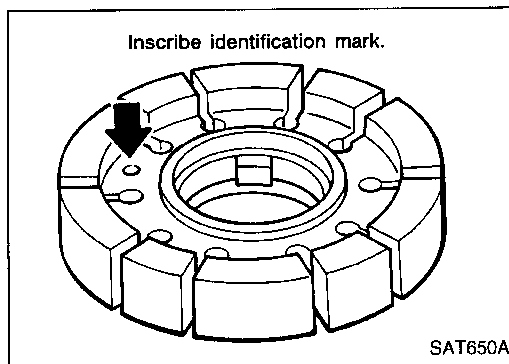
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## Oil Pump

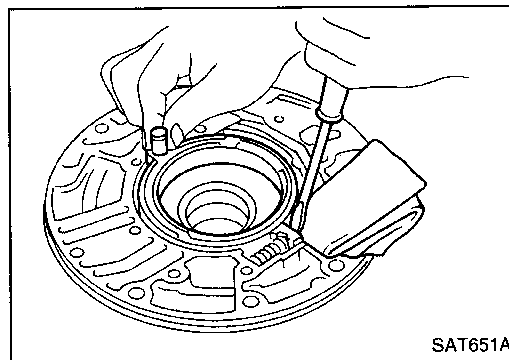


### DISASSEMBLY

- Loosen bolts in numerical order and remove oil pump cover.



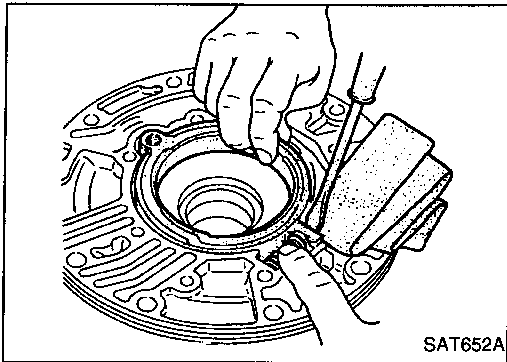
- Remove rotor, vane rings and vanes.
  - Inscribe a mark on back of rotor for identification of fore-aft direction when reassembling rotor. Then remove rotor.



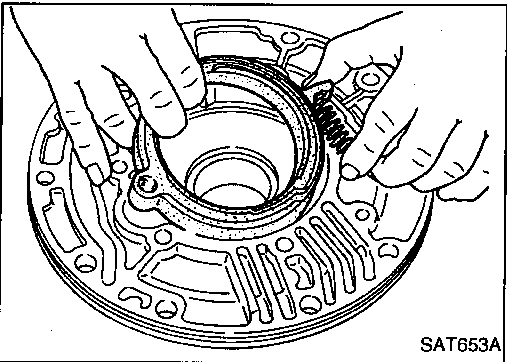
- While pushing on cam ring remove pivot pin.
  - Be careful not to scratch oil pump housing.

## REPAIR FOR COMPONENT PARTS

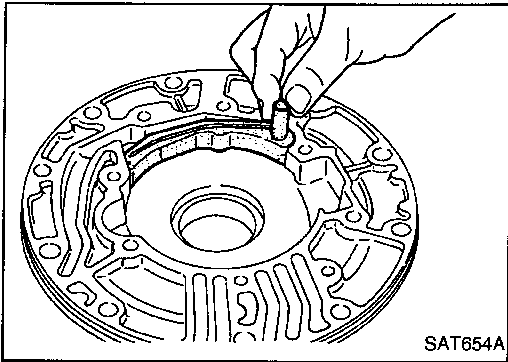
### Oil Pump (Cont'd)



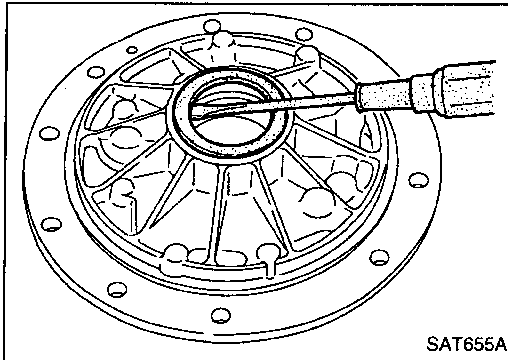
4. While holding cam ring and spring lift out cam ring spring.
  - Be careful not to damage oil pump housing.
  - Hold cam ring spring to prevent it from jumping.



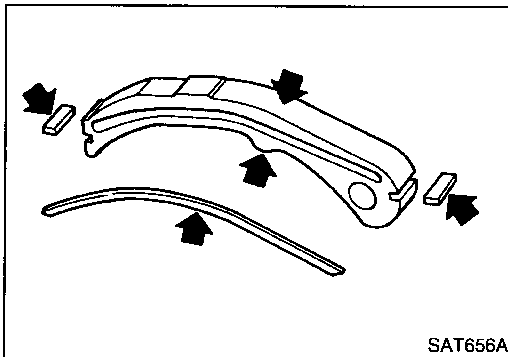
5. Remove cam ring and cam ring spring from oil pump housing.



6. Remove pivot pin from control piston and remove control piston assembly.



7. Remove oil seal from oil pump housing.
  - Be careful not to scratch oil pump housing.



### INSPECTION

Oil pump cover, rotor, vanes, control piston, side seals, cam ring and friction ring

- Check for wear or damage.

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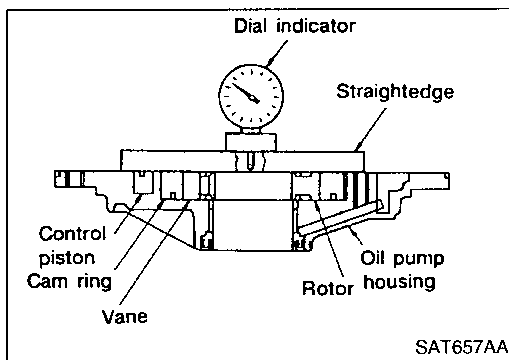
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# REPAIR FOR COMPONENT PARTS

## Oil Pump (Cont'd)

### Side clearances



- Measure side clearances between end of oil pump housing and cam ring, rotor, vanes and control piston in at least four places along their circumferences. Maximum measured values should be within specified ranges.
- **Before measuring side clearance, check that friction rings, O-ring, control piston side seals and cam ring spring are removed.**

#### Standard clearance:

##### Cam ring

0.01 - 0.024 mm (0.0004 - 0.0009 in)

##### Rotor, vanes, control piston

0.03 - 0.044 mm (0.0012 - 0.0017 in)

- If not within standard clearance, replace oil pump assembly except oil pump cover assembly.

### Seal ring clearance

- Measure clearance between seal ring and ring groove.

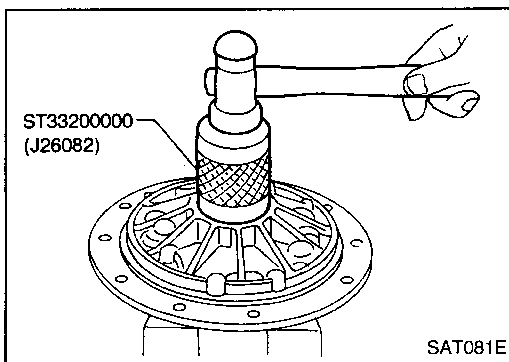
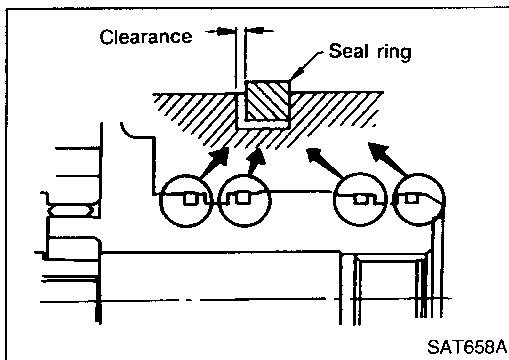
#### Standard clearance:

0.17 - 0.37 mm (0.0067 - 0.0146 in)

#### Wear limit:

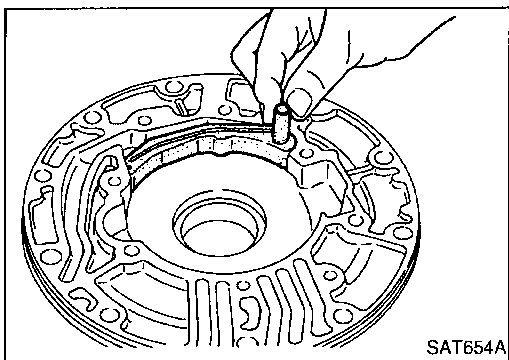
0.37 mm (0.0146 in)

- If not within wear limit, replace oil pump cover assembly.

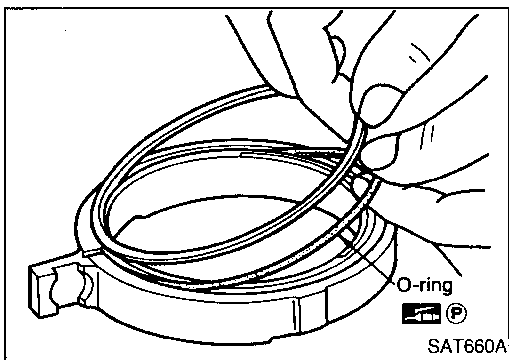


## ASSEMBLY

1. Drive oil seal into oil pump housing.
  - **Apply ATF to outer periphery and lip surface.**



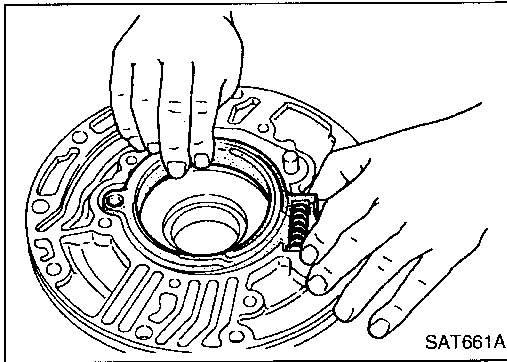
2. Install cam ring in oil pump housing by the following steps.
  - a. Install side seal on control piston.
    - **Pay attention to its direction — Black surface goes toward control piston.**
    - **Apply petroleum jelly to side seal.**
  - b. Install control piston on oil pump.



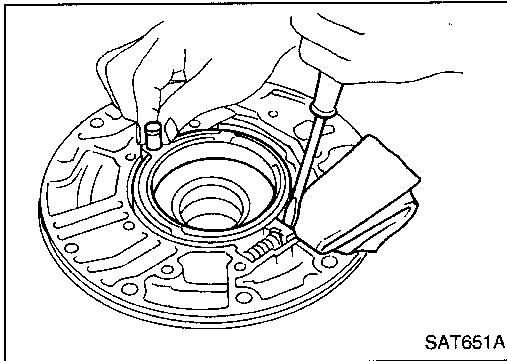
- c. Install O-ring and friction ring on cam ring.
  - **Apply petroleum jelly to O-ring.**

# REPAIR FOR COMPONENT PARTS

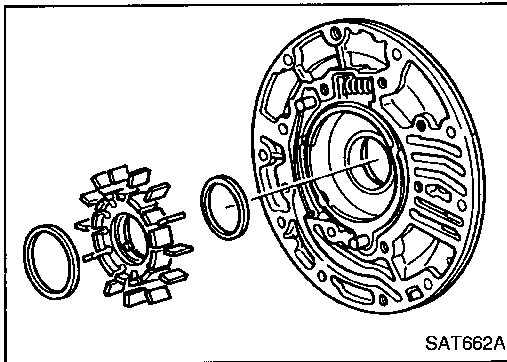
## Oil Pump (Cont'd)



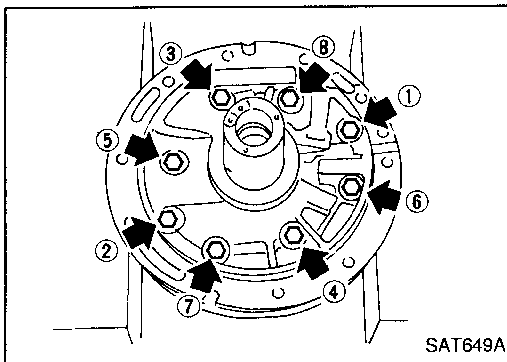
- d. Assemble cam ring, cam ring spring and spring seat. Install spring by pushing it against pump housing.



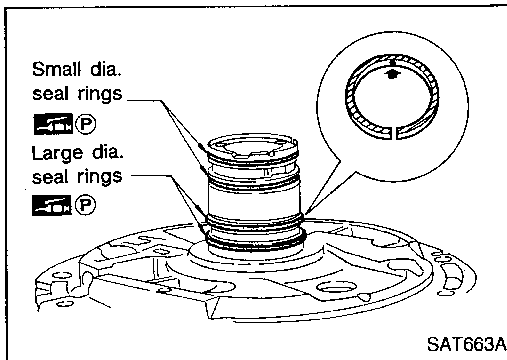
- e. While pushing on cam ring install pivot pin.



3. Install rotor, vanes and vane rings.  
 • Pay attention to direction of rotor.



4. Install oil pump housing and oil pump cover.  
 a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly in oil pump housing assembly, then remove masking tape.  
 b. Tighten bolts in a criss-cross pattern.



5. Install seal rings carefully after packing ring grooves with petroleum jelly. Press rings down into jelly to a close fit.  
 • Seal rings come in two different diameters. Check fit carefully in each groove.  
     Small dia. seal ring:  
         No mark  
     Large dia. seal ring:  
         Yellow mark in area shown by arrow  
 • Do not spread gap of seal ring excessively while installing. It may deform ring.

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## Control Valve Assembly

### SEC. 317


 10 - 13  
(1.0 - 1.3, 87 - 113)


A/T fluid temperature sensor

Torque converter clutch solenoid valve

O-ring 

Harness clip

 7 - 9  
(0.7 - 0.9, 61 - 78)

 7 - 9  
(0.7 - 0.9, 61 - 78)

Harness clip

Lower body

Orifice check spring


Orifice check valve

Pilot filter

Reamer bolt

Orifice check valve

Reamer bolt

Separator plate 

Side plate

Support plates

Steel ball


Upper body


O-ring 

O-ring 

Line pressure solenoid valve

3-unit solenoid assembly  
(overrun clutch solenoid valve and  
shift solenoid valves A and B)

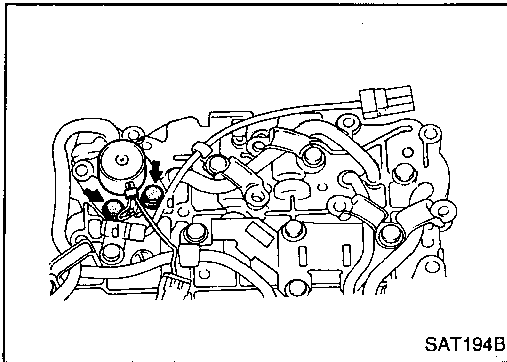
 : N·m (kg·m, in·lb)

 7 - 9  
(0.7 - 0.9, 61 - 78)

# REPAIR FOR COMPONENT PARTS

## Control Valve Assembly (Cont'd)

### DISASSEMBLY

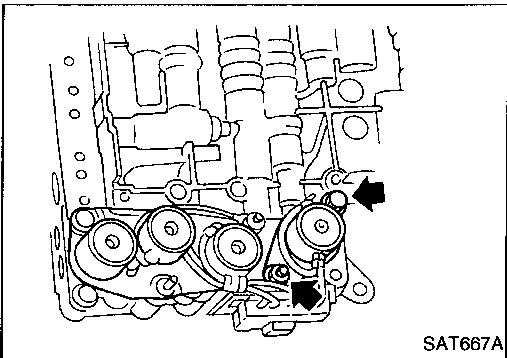


1. Remove solenoids.
  - a. Remove torque converter clutch solenoid valve and side plate from lower body.
  - b. Remove O-ring from solenoid.

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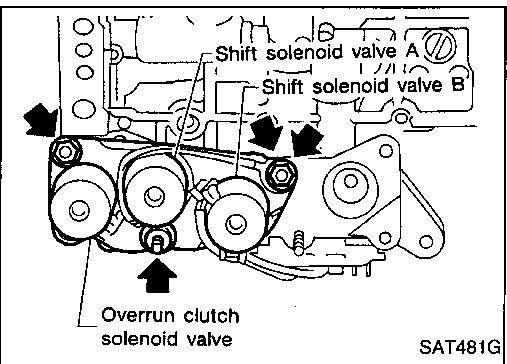


- c. Remove line pressure solenoid valve from upper body.
- d. Remove O-ring from solenoid.

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- e. Remove 3-unit solenoid assembly from upper body.
- f. Remove O-rings from solenoids.

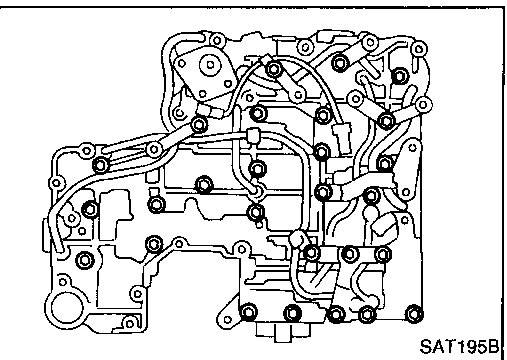
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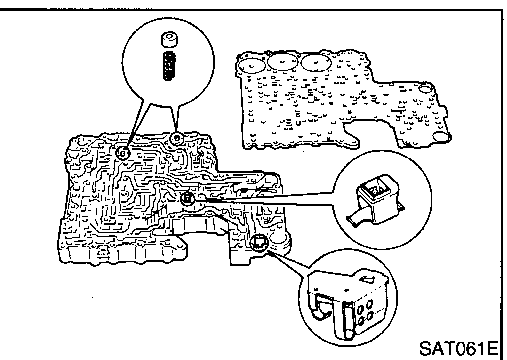
2. Disassemble upper and lower bodies.
  - a. Place upper body facedown, and remove bolts, reamer bolts and support plates.
  - b. Remove lower body, separator plate as a unit from upper body.
    - **Be careful not to drop pilot filter, orifice check valve, spring and steel balls.**

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- c. Place lower body facedown, and remove separator plate.
- d. Remove pilot filter, orifice check valves and orifice check springs.

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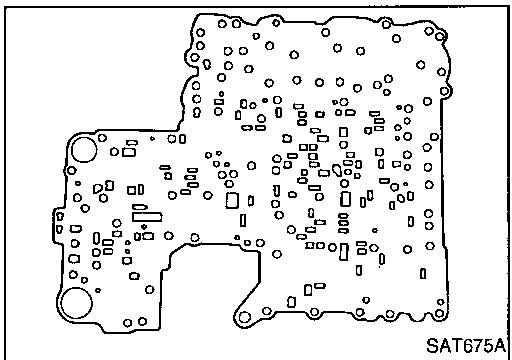
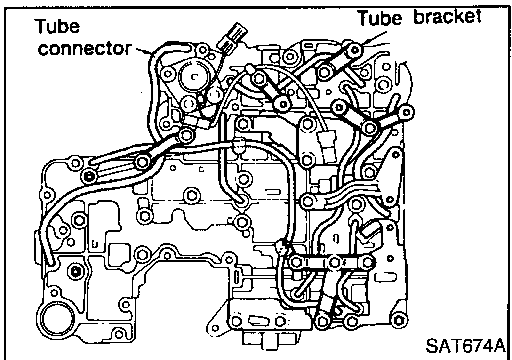
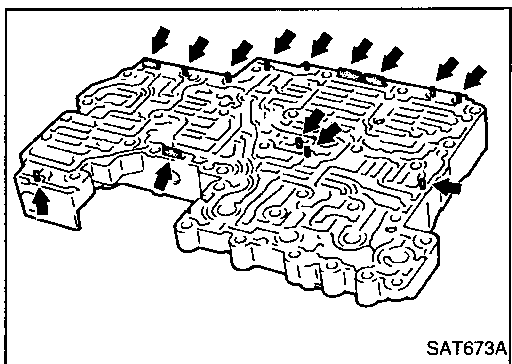
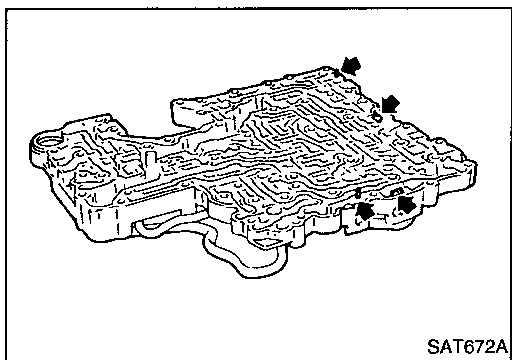
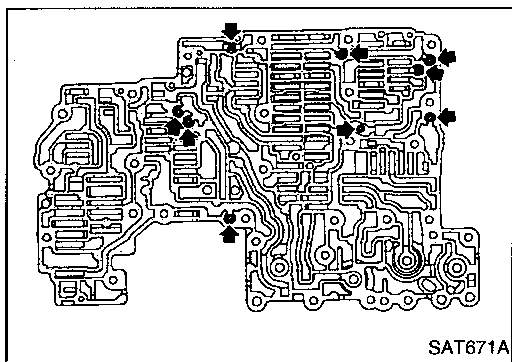
IDX



## REPAIR FOR COMPONENT PARTS

### Control Valve Assembly (Cont'd)

- e. Check to see that steel balls are properly positioned in upper body and then remove them from upper body.



### INSPECTION

#### Lower and upper bodies

- Check to see that there are pins and retainer plates in lower body.

- Check to see that there are pins and retainer plates in upper body.
- **Be careful not to lose these parts.**

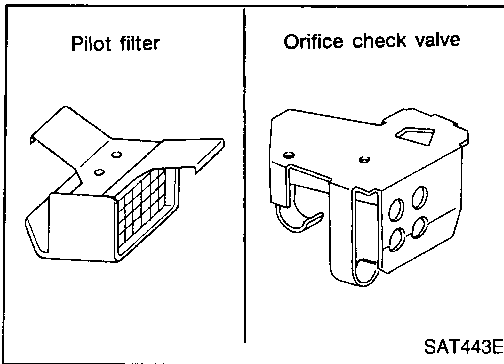
- Check to make sure that oil circuits are clean and free from damage.
- Check tube brackets and tube connectors for damage.

#### Separator plate

- Check to make sure that separator plate is free of damage and not deformed and oil holes are clean.

# REPAIR FOR COMPONENT PARTS

## Control Valve Assembly (Cont'd)



### Pilot filter

- Check to make sure that filter is not clogged or damaged.

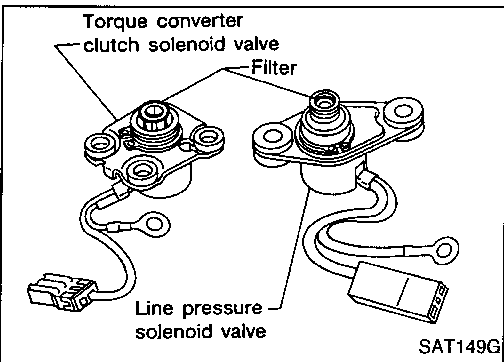
### Orifice check valve

- Check that orifice check valve is not damaged.

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### Torque converter clutch solenoid valve

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-118.

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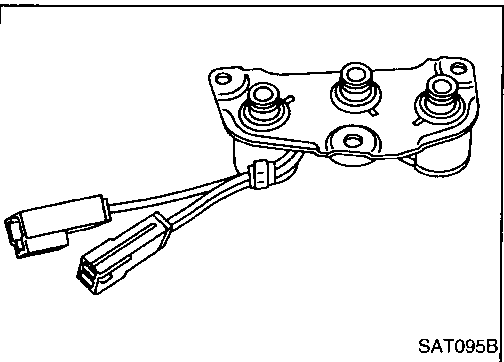
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### Line pressure solenoid valve

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-129.

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### 3-unit solenoid assembly (Overrun clutch solenoid valve and shift solenoid valves A and B)

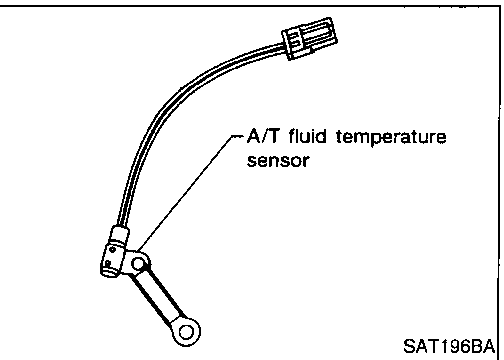
- Measure resistance of each solenoid. Refer to "Component Inspection", AT-125.

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### A/T fluid temperature sensor

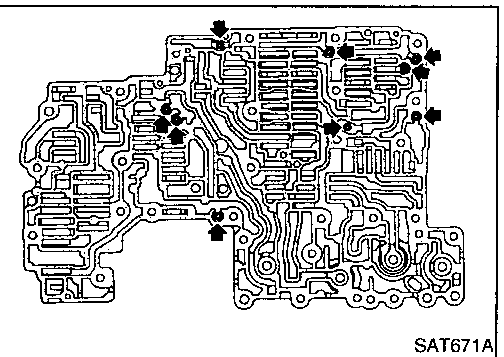
- Measure resistance. Refer to "Component Inspection", AT-87.

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### ASSEMBLY

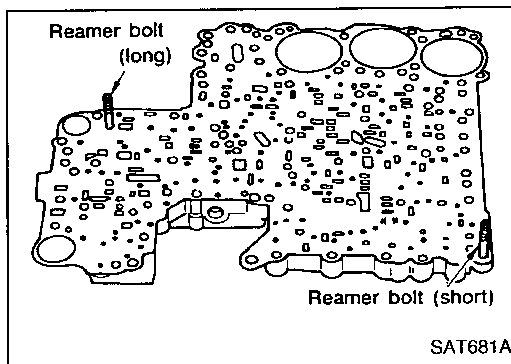
1. Install upper and lower bodies.
  - a. Place oil circuit of upper body face up. Install steel balls in their proper positions.

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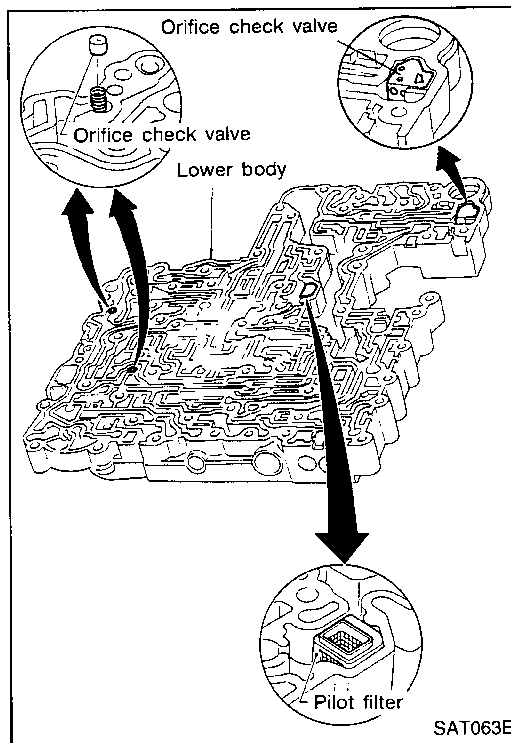
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## REPAIR FOR COMPONENT PARTS

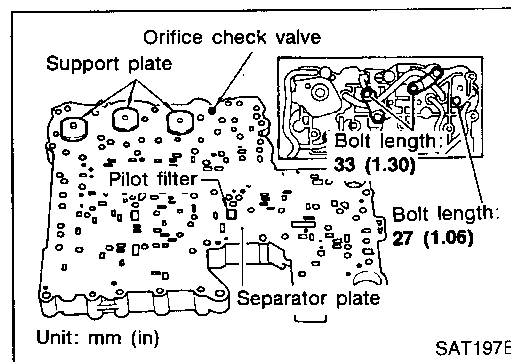
### Control Valve Assembly (Cont'd)



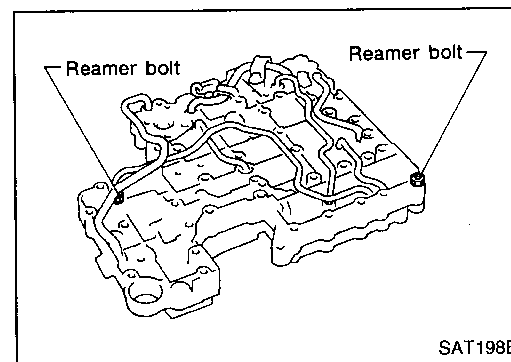
- b. Install reamer bolts from bottom of upper body.



- c. Place oil circuit of lower body face up. Install orifice check springs, orifice check valves and pilot filter.



- d. Install separator plate on lower body.
- e. Install and temporarily tighten support plates, fluid temperature sensor and tube brackets.



- f. Temporarily assemble lower and upper bodies, using reamer bolt as a guide.
- Be careful not to dislocate or drop steel balls, orifice check spring, orifice check valve and pilot filter.

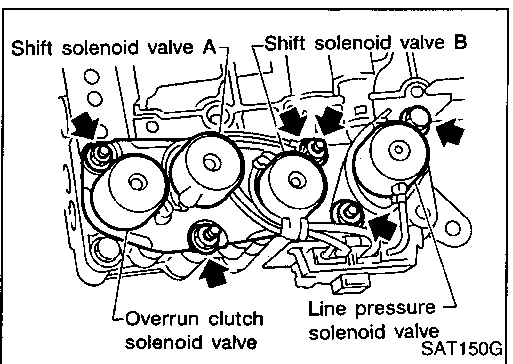
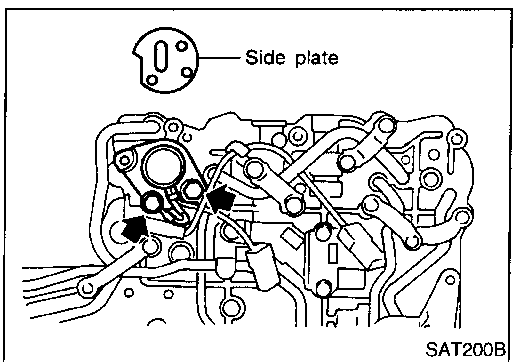
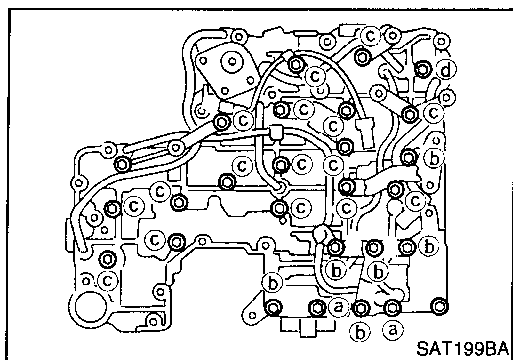
# REPAIR FOR COMPONENT PARTS

## Control Valve Assembly (Cont'd)

g. Install and temporarily tighten bolts and tube brackets in their proper locations.

### Bolt length and location:

Item	Bolt symbol			
	a	b	c	d
Bolt length	70 (2.76)	50 (1.97)	33 (1.30)	27 (1.06)



2. Install solenoids.  
a. Attach O-ring and install torque converter clutch solenoid valve and side plates onto lower body.

b. Attach O-rings and install 3-unit solenoids assembly onto upper body.  
c. Attach O-ring and install line pressure solenoid valve onto upper body.  
3. Tighten all bolts.

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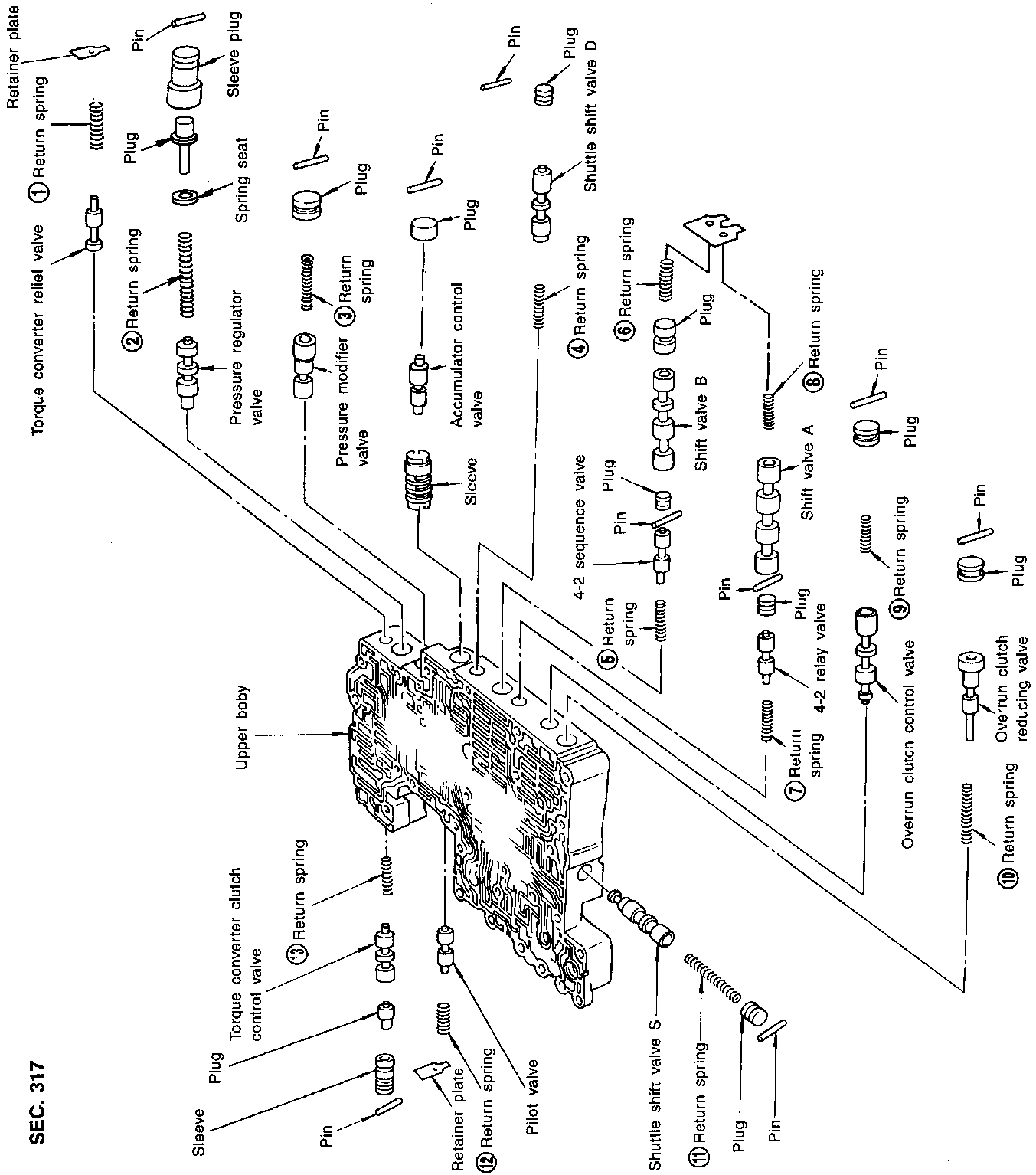
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Control Valve Upper Body



SEC. 317

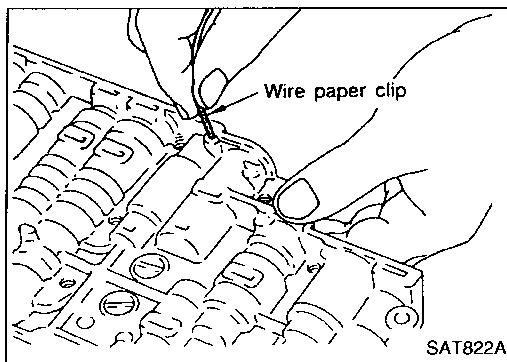
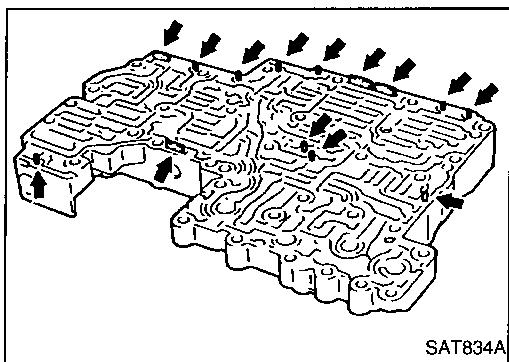
Number preceding valve spring correspond with those shown in SDS table on page AT-278.  
Apply ATF to all components before their installation.

## REPAIR FOR COMPONENT PARTS

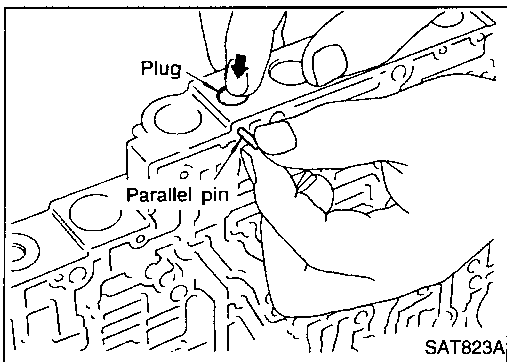
### Control Valve Upper Body (Cont'd)

#### DISASSEMBLY

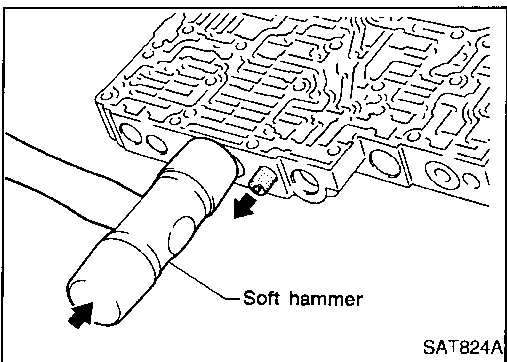
1. Remove valves at parallel pins.
  - Do not use a magnetic hand.



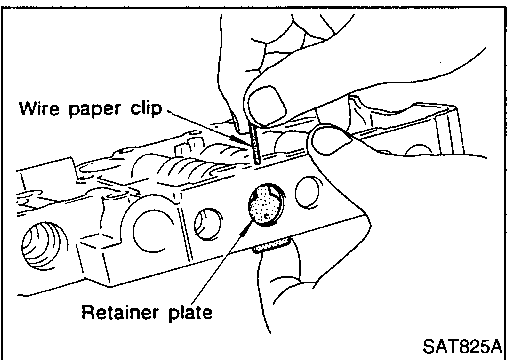
- a. Use a wire paper clip to push out parallel pins.



- b. Remove parallel pins while pressing their corresponding plugs and sleeves.
  - Remove plug slowly to prevent internal parts from jumping out.



- c. Place mating surface of valve facedown, and remove internal parts.
  - If a valve is hard to remove, place valve body facedown and lightly tap it with a soft hammer.
  - Be careful not to drop or damage valves and sleeves.



2. Remove valves at retainer plates.
  - a. Pry out retainer plate with wire paper clip.

GI

MA

EM

LC

EC

FE

AT

PD

FA

RA

BR

ST

RS

BT

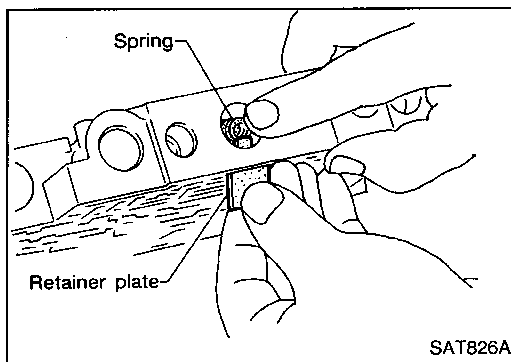
HA

EL

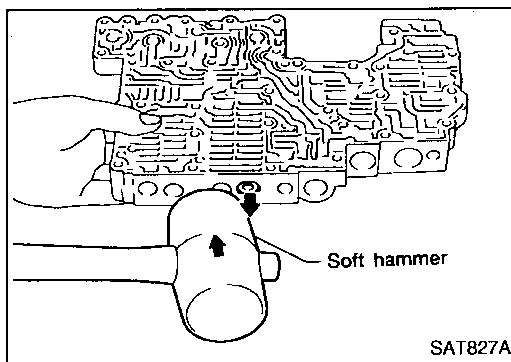
IDX

## REPAIR FOR COMPONENT PARTS

### Control Valve Upper Body (Cont'd)

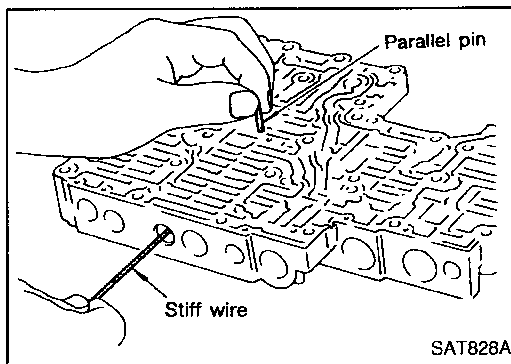


b. Remove retainer plates while holding spring.

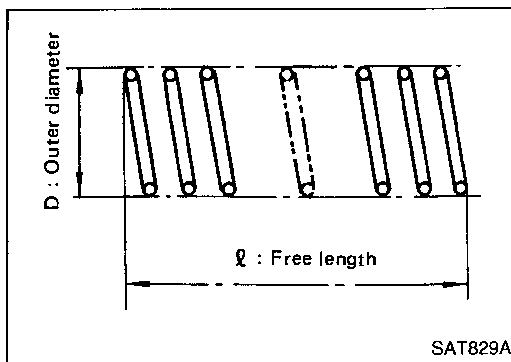


c. Place mating surface of valve facedown, and remove internal parts.

- If a valve is hard to remove, lightly tap valve body with a soft hammer.
- Be careful not to drop or damage valves, sleeves, etc.



- 4-2 sequence valve and relay valve are located far back in upper body. If they are hard to remove, carefully push them out using stiff wire.
- Be careful not to scratch sliding surface of valve with wire.



### INSPECTION

#### Valve springs

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

Inspection standard:

Refer to SDS, AT-278.

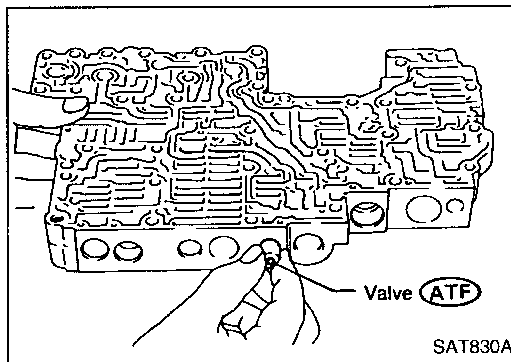
- Replace valve springs if deformed or fatigued.

#### Control valves

- Check sliding surfaces of valves, sleeves and plugs for damage.

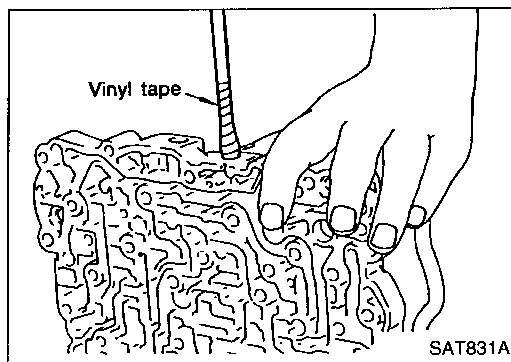
### ASSEMBLY

1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.
- Be careful not to scratch or damage valve body.



## REPAIR FOR COMPONENT PARTS

### Control Valve Upper Body (Cont'd)

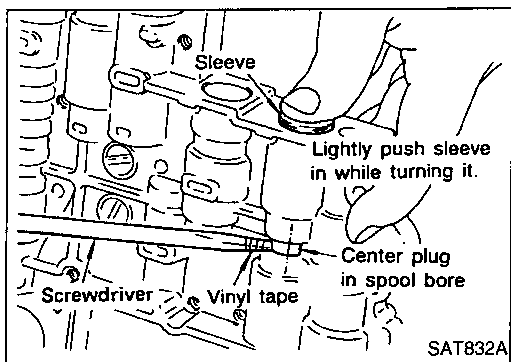


- Wrap a small screwdriver with vinyl tape and use it to insert the valves into proper position.

GI

MA

EM



### Pressure regulator valve

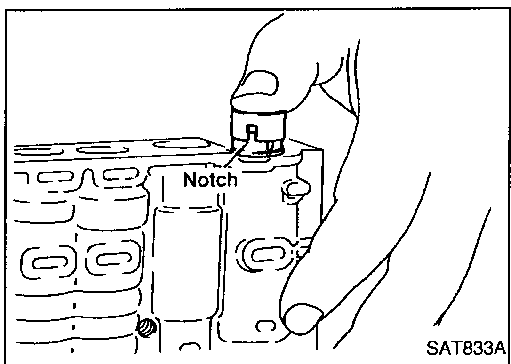
- If pressure regulator plug is not centered properly, sleeve cannot be inserted into bore in upper body. If this happens, use vinyl tape wrapped screwdriver to center sleeve until it can be inserted.
- Turn sleeve slightly while installing.

LC

EC

FE

AT



### Accumulator control plug

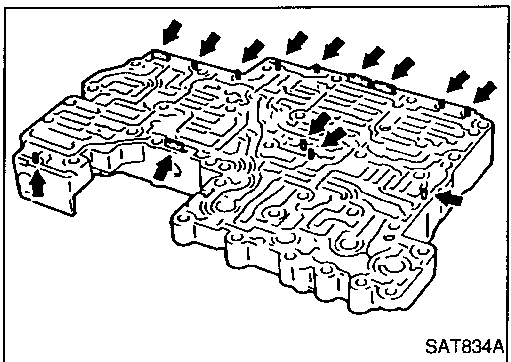
- Align protrusion of accumulator control sleeve with notch in plug.
- Align parallel pin groove in plug with parallel pin, and install accumulator control valve.

PD

FA

RA

BR



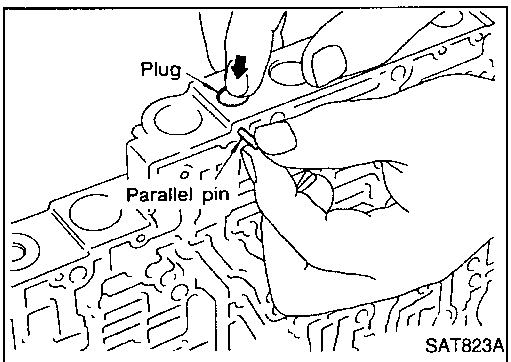
2. Install parallel pins and retainer plates.

ST

RS

BT

HA



- While pushing plug, install parallel pin.

EL

IDX

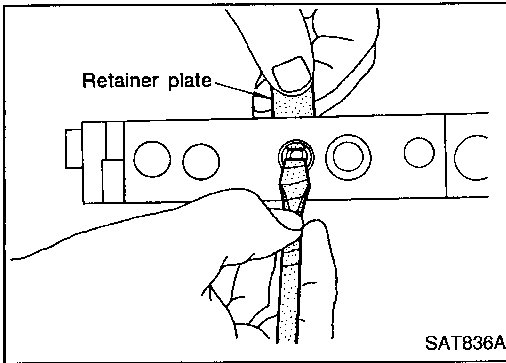
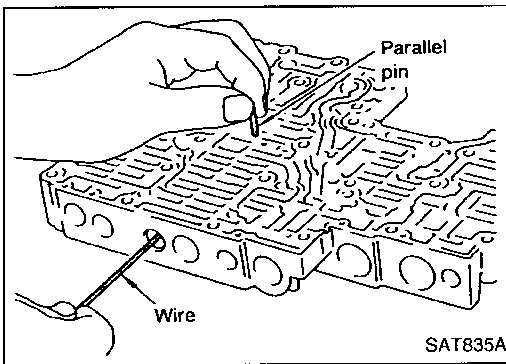


## REPAIR FOR COMPONENT PARTS

### Control Valve Upper Body (Cont'd)

#### 4-2 sequence valve and relay valve

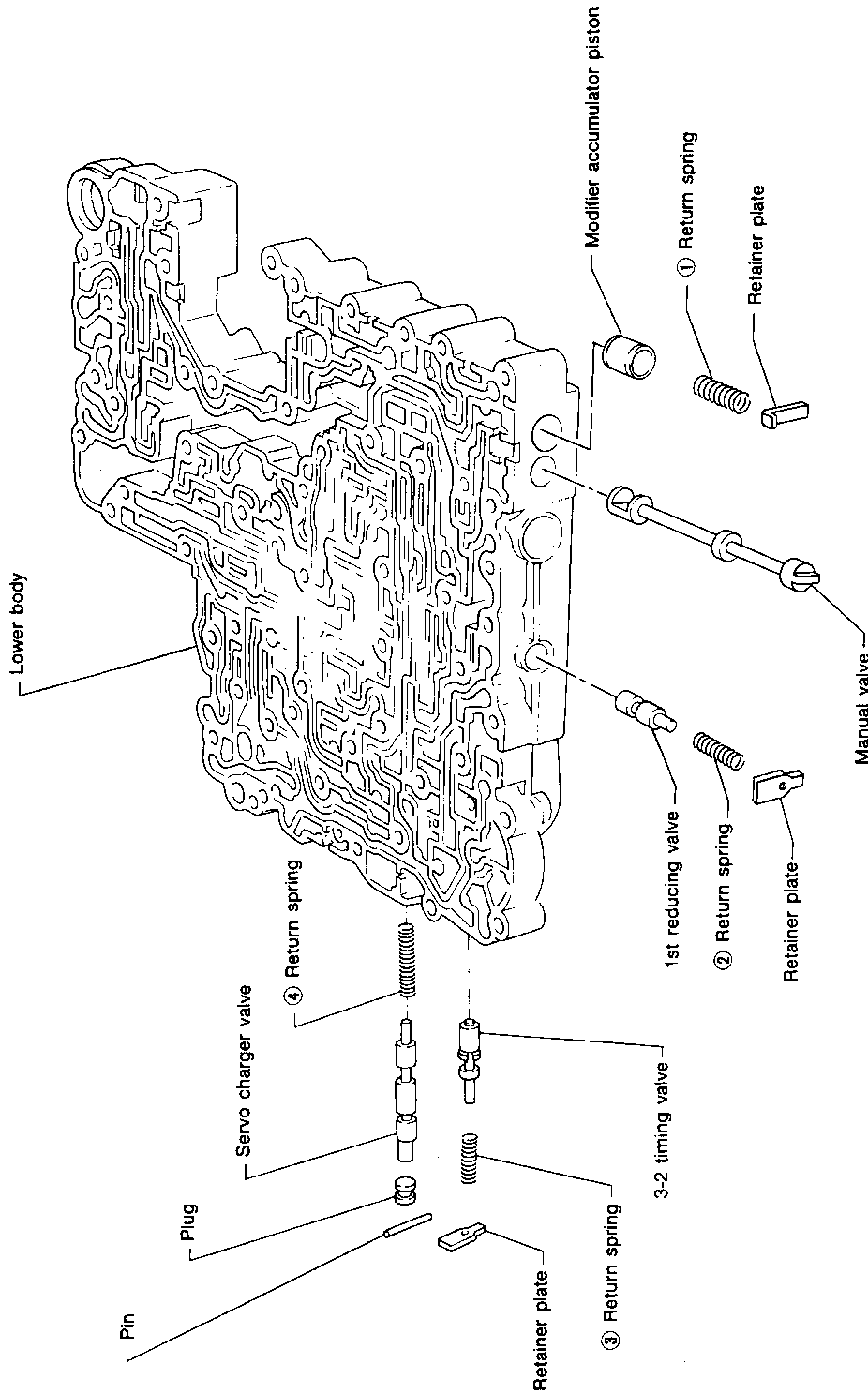
- Push 4-2 sequence valve and relay valve with wire wrapped in vinyl tape to prevent scratching valve body. Install parallel pins.



- Insert retainer plate while pushing spring.

Control Valve Lower Body

SEC. 317



GI  
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EC  
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**AT**  
PD  
FA  
RA  
BR  
ST  
RS  
BT  
HA  
EL  
IDX

Numbers preceding valve springs correspond with those shown in SDS table on page AT-278.  
Apply ATF to all components before their installation.

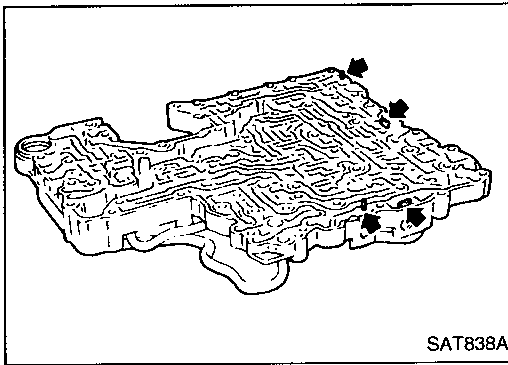
SAT997GC

## REPAIR FOR COMPONENT PARTS

### Control Valve Lower Body (Cont'd)

#### DISASSEMBLY

1. Remove valves at parallel pins.
  2. Remove valves at retainer plates.
- For removal procedures, refer to "DISASSEMBLY" in "Control Valve Upper Body", AT-229.



#### INSPECTION

##### Valve springs

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

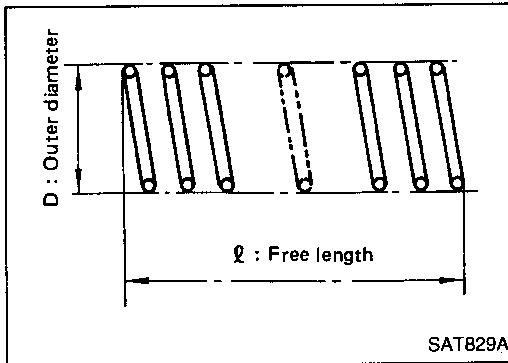
**Inspection standard:**

**Refer to SDS, AT-278.**

- Replace valve springs if deformed or fatigued.

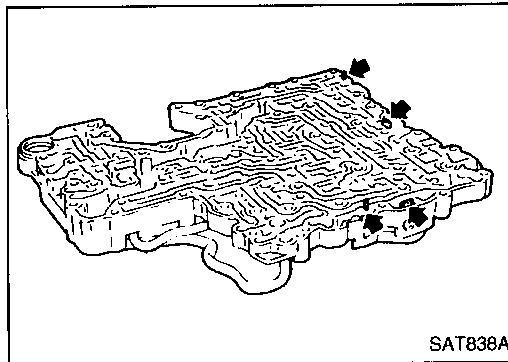
##### Control valves

- Check sliding surfaces of control valves, sleeves and plugs for damage.



#### ASSEMBLY

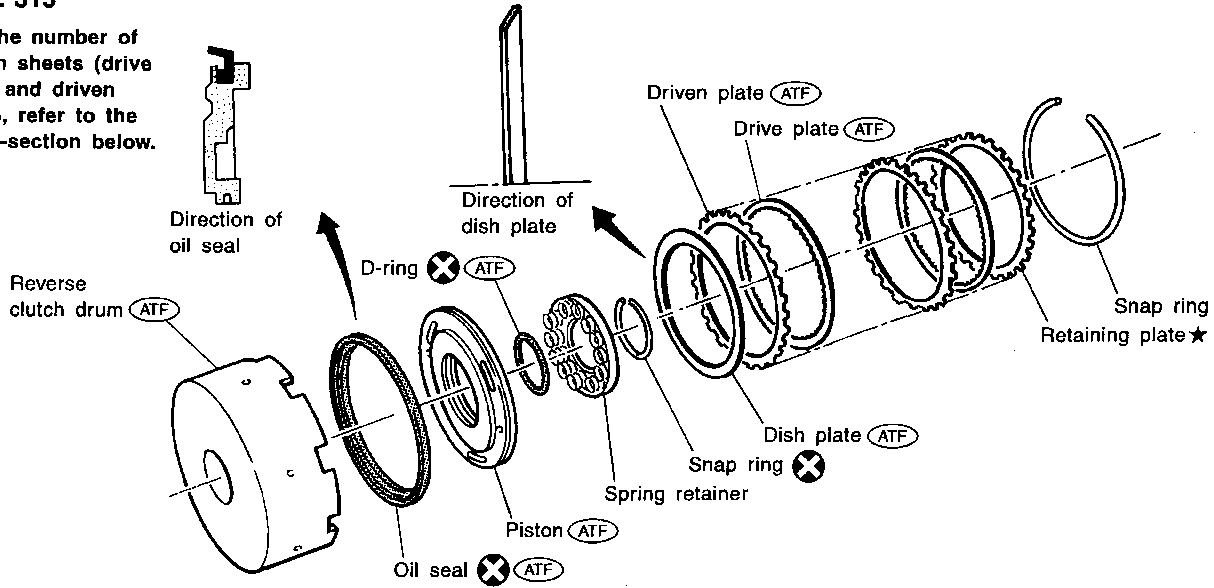
- Install control valves.  
For installation procedures, refer to "ASSEMBLY" in "Control Valve Upper Body", AT-230.



## Reverse Clutch

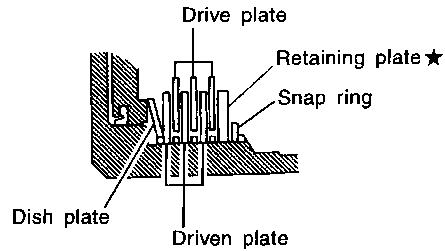
### SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the cross-section below.

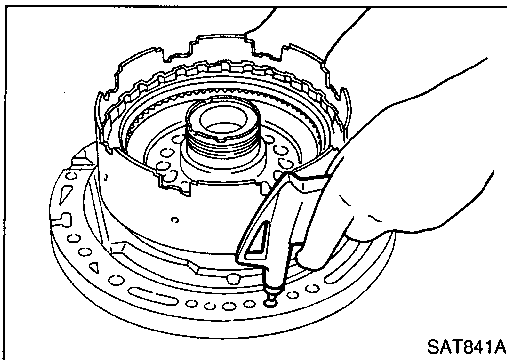


(ATF) : Apply ATF.

★ : Select with proper thickness.



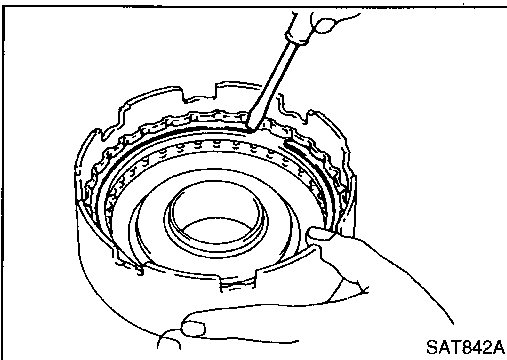
SAT477J



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### DISASSEMBLY

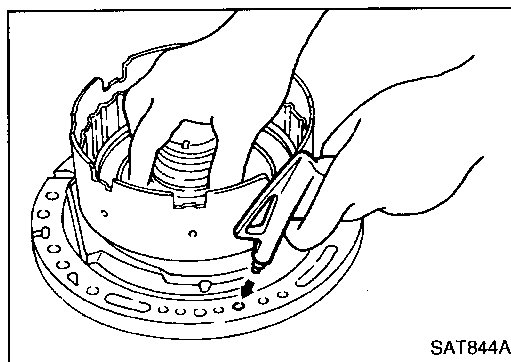
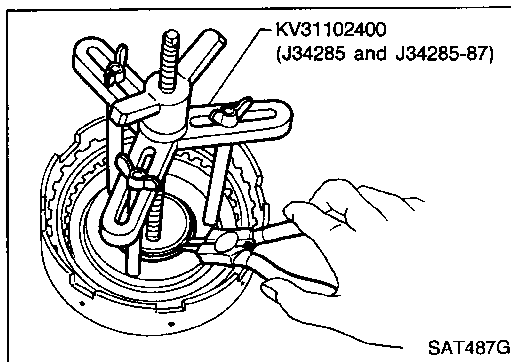
1. Check operation of reverse clutch.
  - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring,
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.
2. Remove drive plates, driven plates, retaining plate, dish plate and snap ring.



SAT842A

## REPAIR FOR COMPONENT PARTS

### Reverse Clutch (Cont'd)

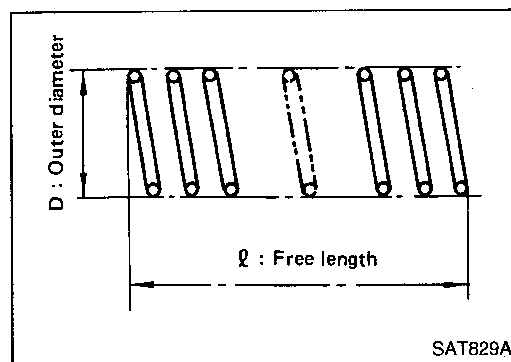


3. Remove snap ring from clutch drum while compressing clutch springs.
  - Do not expand snap ring excessively.
4. Remove spring retainer and return spring.
5. Install seal ring onto oil pump cover and install reverse clutch drum. While holding piston, gradually apply compressed air to oil hole until piston is removed.
  - Do not apply compressed air abruptly.
6. Remove D-ring and oil seal from piston.

### INSPECTION

#### Reverse clutch snap ring and spring retainer

- Check for deformation, fatigue or damage.

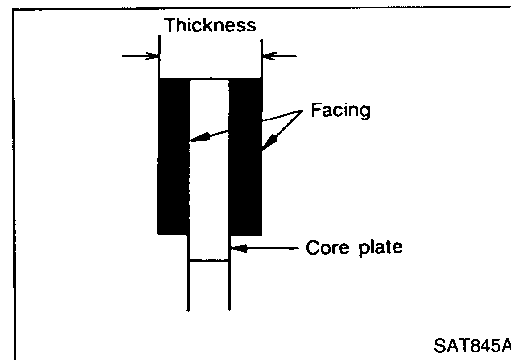


#### Reverse clutch return springs

- Check for deformation or damage. Also measure free length and outside diameter.

**Inspection standard:**

**Refer to SDS, AT-278.**



#### Reverse clutch drive plates

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
  - Thickness of drive plate:**
  - Standard value 1.90 - 2.05 mm (0.0748 - 0.0807 in)**
  - Wear limit 1.8 mm (0.071 in)**
- If not within wear limit, replace.

#### Reverse clutch dish plate

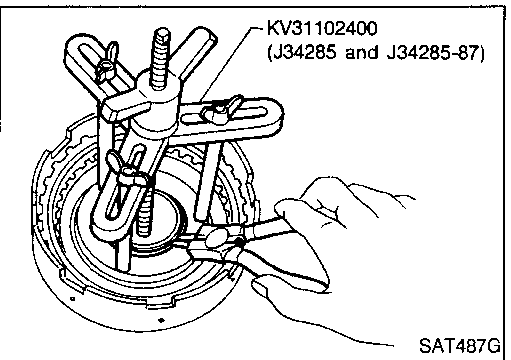
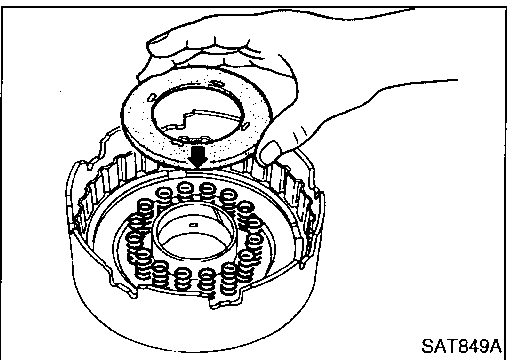
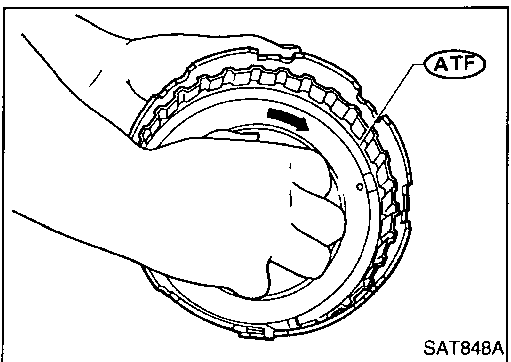
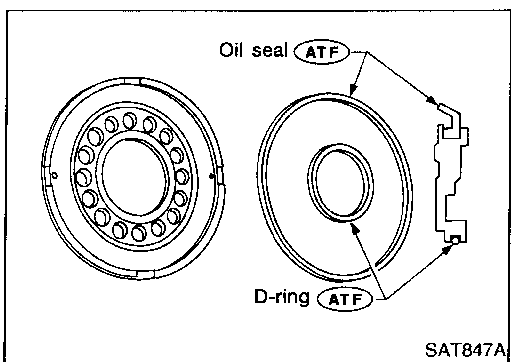
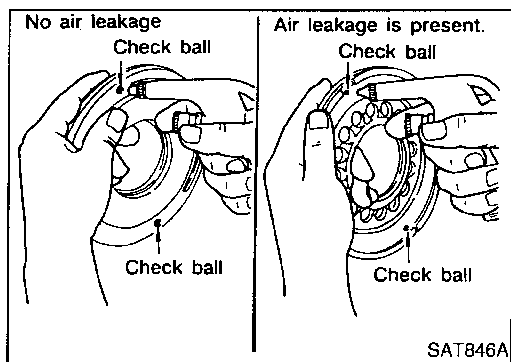
- Check for deformation or damage.

# REPAIR FOR COMPONENT PARTS

## Reverse Clutch (Cont'd)

### Reverse clutch piston

- Shake piston to assure that balls are not seized.
- Apply compressed air to check ball oil hole opposite the return spring to assure that there is no air leakage.
- Also apply compressed air to oil hole on return spring side to assure that air leaks past ball.



### ASSEMBLY

1. Install D-ring and oil seal on piston.

- Apply ATF to both parts.

2. Install piston assembly by turning it slowly and evenly.

- Apply ATF to inner surface of drum.

3. Install return springs and spring retainer.

4. Install snap ring while compressing clutch springs.

GI

MA

EM

LC

EC

FE

AT

PD

FA

RA

BR

ST

RS

BT

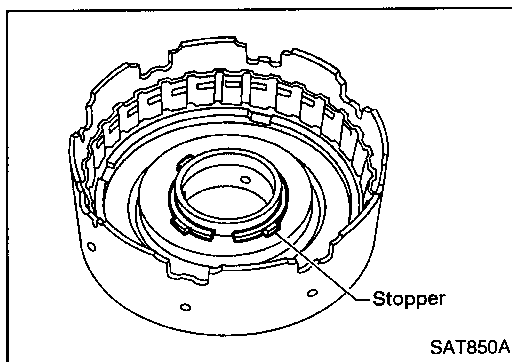
HA

EL

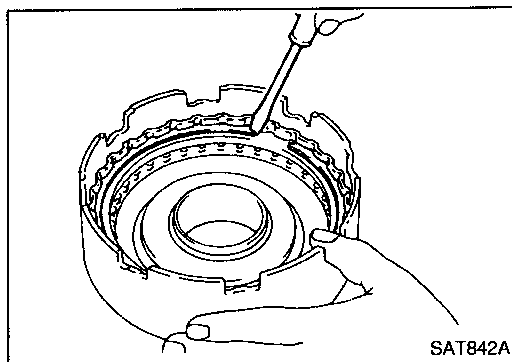
IDX

## REPAIR FOR COMPONENT PARTS

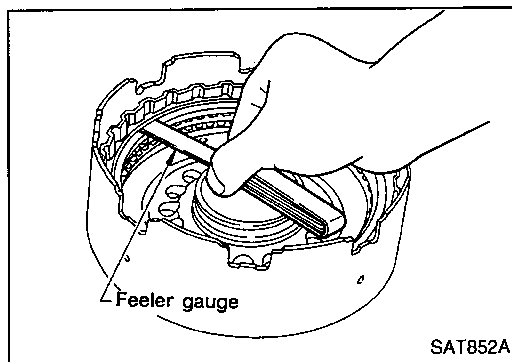
### Reverse Clutch (Cont'd)



- Do not align snap ring gap with spring retainer stopper.
5. Install drive plates, driven plates, retaining plate and dish plate.



6. Install snap ring.



7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

**Specified clearance:**

**Standard**

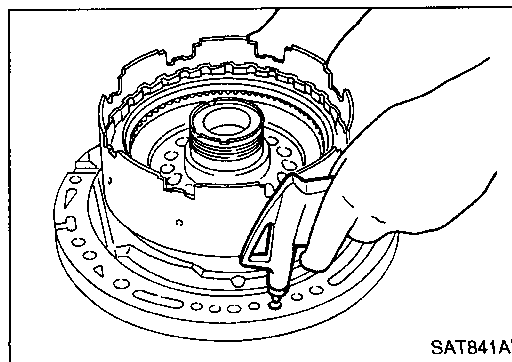
**0.6 - 0.9 mm (0.024 - 0.035 in)**

**Allowable limit**

**1.5 mm (0.059 in)**

**Retaining plate:**

**Refer to SDS, AT-279.**

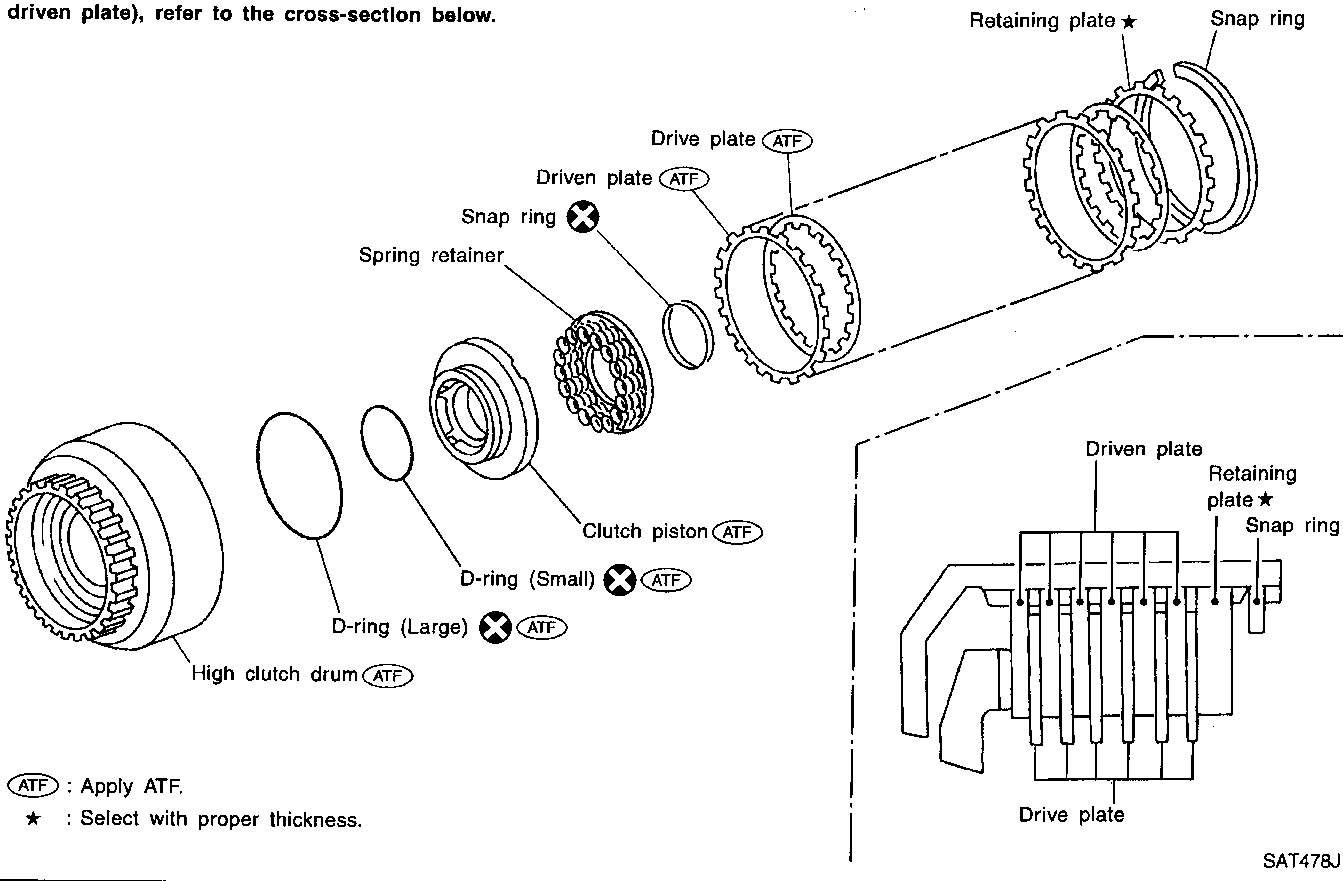


8. Check operation of reverse clutch.  
Refer to "DISASSEMBLY" in "Reverse Clutch", AT-235.

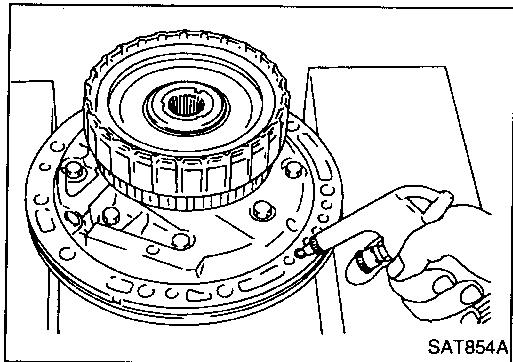
High Clutch

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the cross-section below.



GI  
MA  
EM  
LC  
EC  
FE  
**AT**  
PD  
FA  
RA

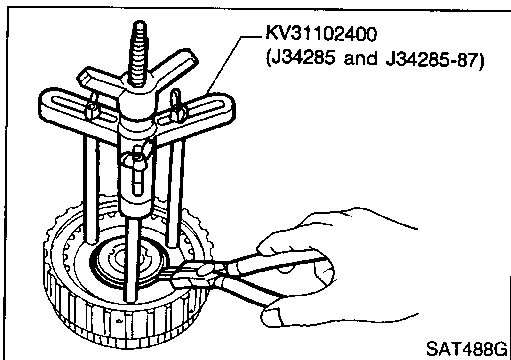


DISASSEMBLY AND ASSEMBLY

Service procedures for high clutch are essentially the same as those for reverse clutch, with the following exception:

- Check of high clutch operation

ST  
RS  
BT  
HA



- Removal and installation of return spring

EL  
IDX



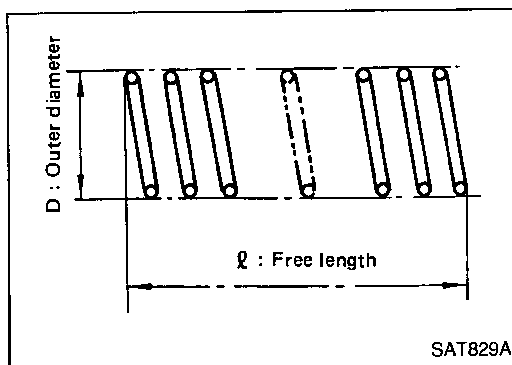
## REPAIR FOR COMPONENT PARTS

### High Clutch (Cont'd)

#### INSPECTION

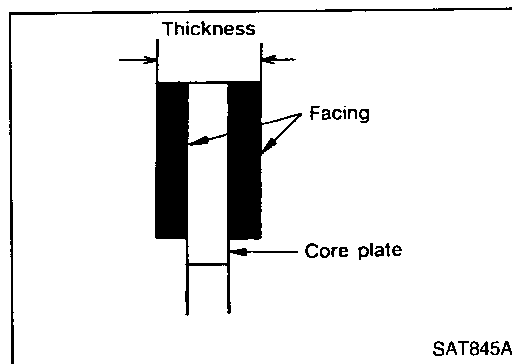
#### High clutch snap ring and spring retainer

- Check for deformation, fatigue or damage.

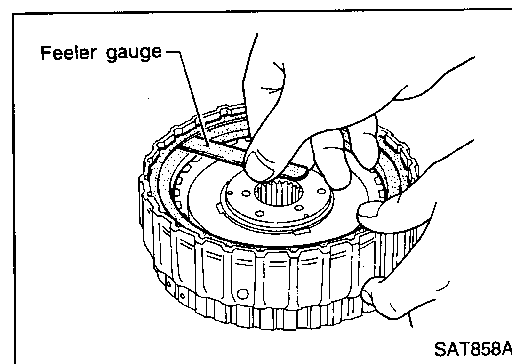


#### High clutch return springs

- Inspection of high clutch return springs  
**Inspection standard:**  
Refer to SDS, AT-278.



- Inspection of high clutch drive plate  
**Thickness of drive plate:**  
**Standard**  
1.52 - 1.67 mm (0.0598 - 0.0657 in)  
**Wear limit**  
1.4 mm (0.055 in)



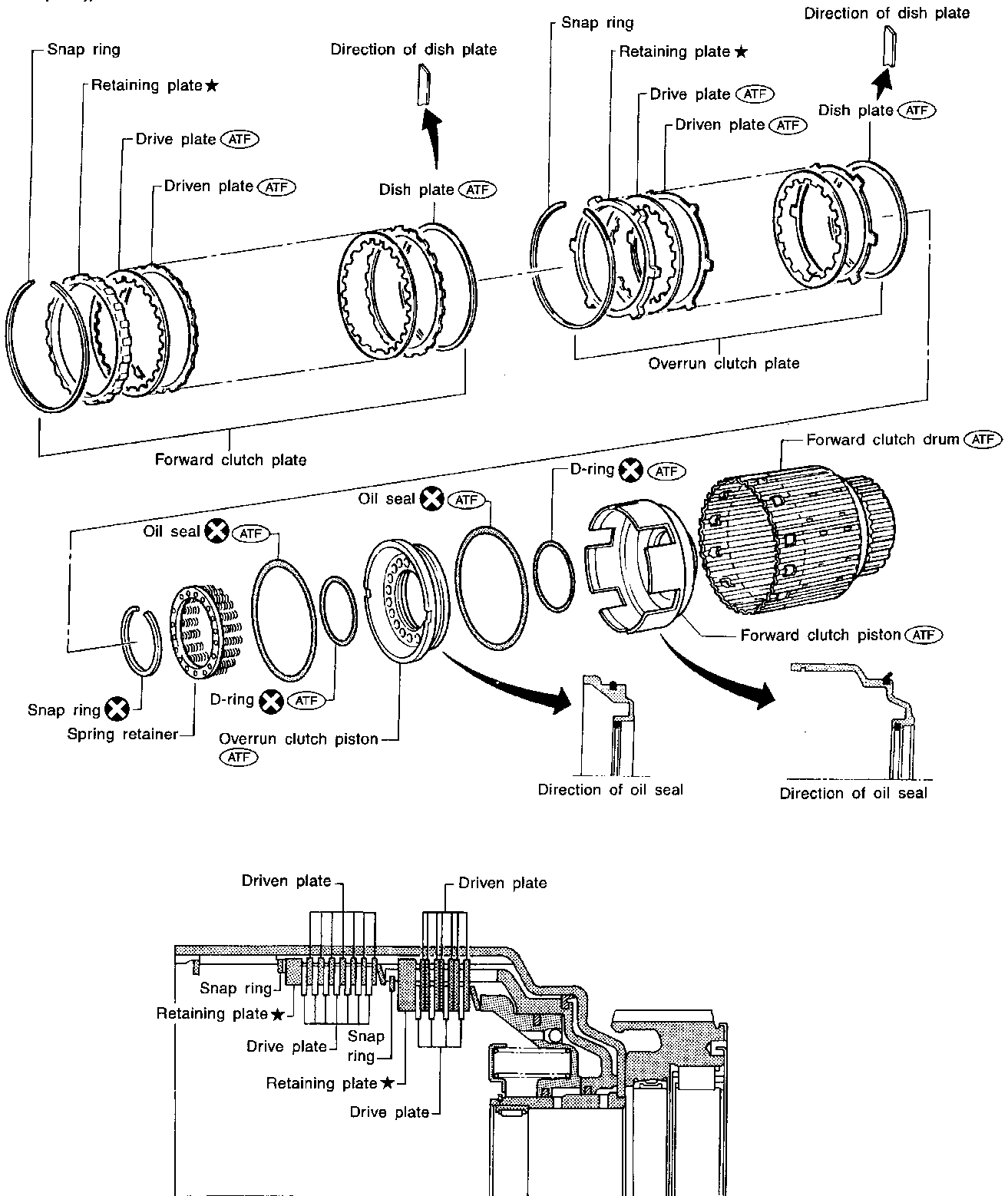
- Measurement of clearance between retaining plate and snap ring  
**Specified clearance:**  
**Standard**  
1.8 - 2.2 mm (0.071 - 0.087 in)  
**Allowable limit**  
3.4 mm (0.134 in)  
**Retaining plate:**  
Refer to SDS, AT-279.

## Forward and Overrun Clutches

### SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.

GI  
MA  
EM  
LC  
EC  
FE  
**AT**  
PD  
FA  
RA  
BR  
ST  
RS  
BT  
HA  
EL  
IDX



(ATF) : Apply ATF.

★ : Select with proper thickness.

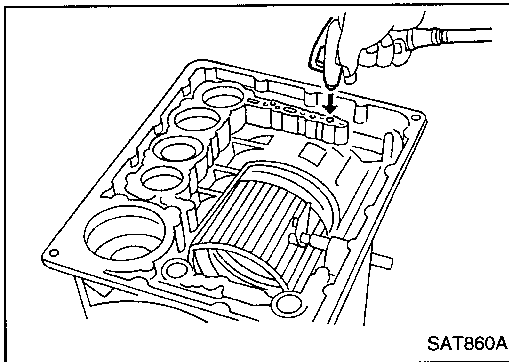
## REPAIR FOR COMPONENT PARTS

### Forward and Overrun Clutches (Cont'd)

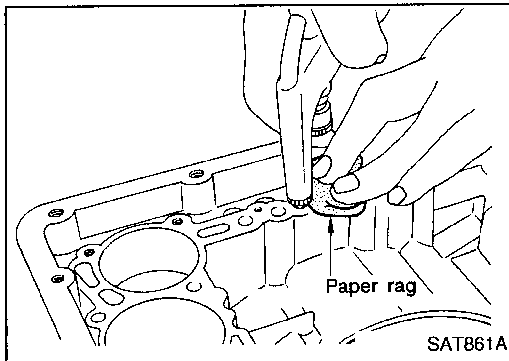
#### DISASSEMBLY AND ASSEMBLY

Service procedures for forward and overrun clutches are essentially the same as those for reverse clutch, with the following exception:

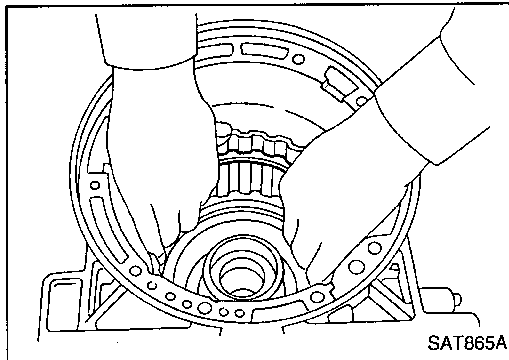
- Check of forward clutch operation



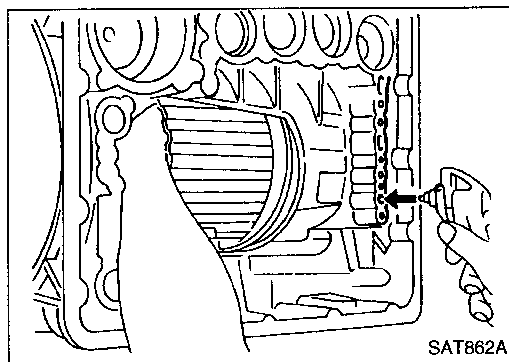
- Check of overrun clutch operation



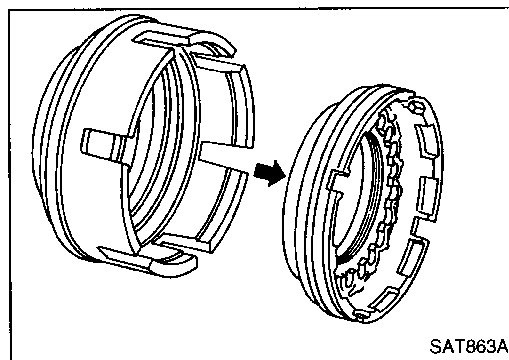
- Removal of forward clutch drum  
Remove forward clutch drum from transmission case by holding snap ring.



- Removal of forward clutch and overrun clutch pistons
  1. While holding overrun clutch piston, gradually apply compressed air to oil hole.



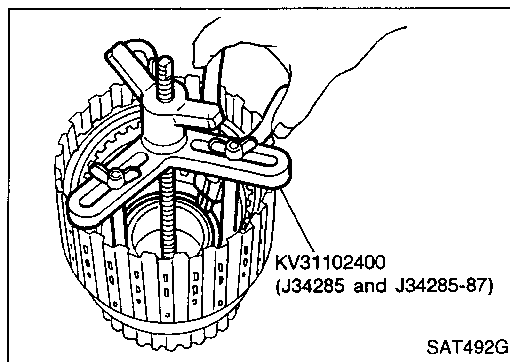
2. Remove overrun clutch from forward clutch.



# REPAIR FOR COMPONENT PARTS

## Forward and Overrun Clutches (Cont'd)

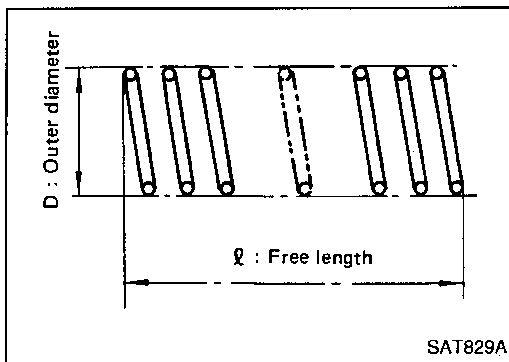
- Removal and installation of return springs



### INSPECTION

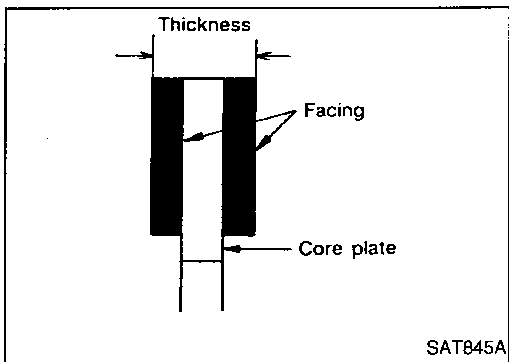
#### Forward and overrun clutch snap rings and spring retainers

- Check for deformation, fatigue or damage.



#### Forward and overrun clutch return springs

- Inspection of forward clutch and overrun clutch return springs  
**Inspection standard:**  
**Refer to SDS, AT-278.**



- Inspection of forward clutch drive plates

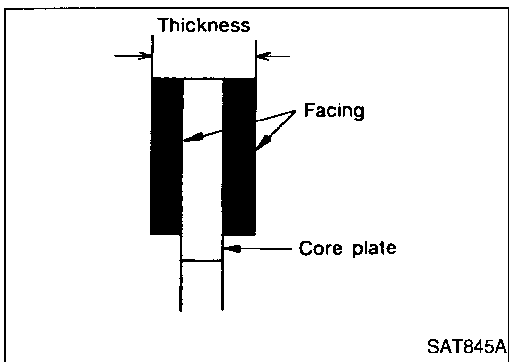
#### Thickness of drive plate:

##### Standard

1.90 - 2.05 mm (0.0748 - 0.0807 in)

##### Wear limit

1.8 mm (0.071 in)



- Inspection of overrun clutch drive plates

#### Thickness of drive plate:

##### Standard

1.52 - 1.67 mm (0.0598 - 0.0657 in)

##### Wear limit

1.4 mm (0.055 in)

GI

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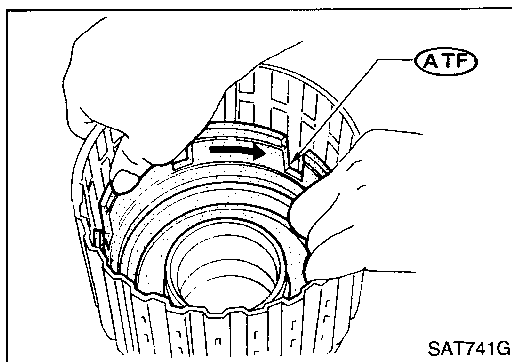
HA

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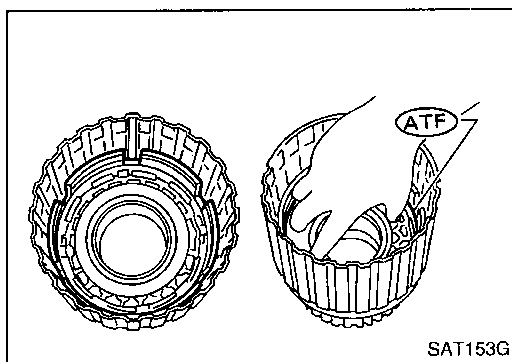
IDX

## REPAIR FOR COMPONENT PARTS

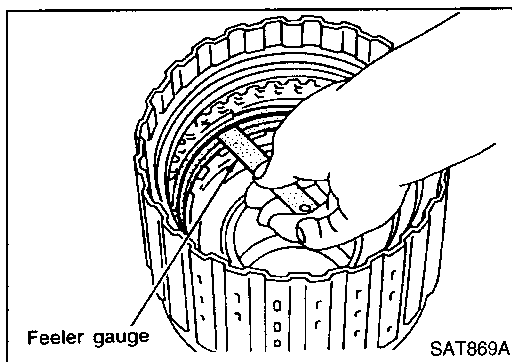
### Forward and Overrun Clutches (Cont'd)



- Installation of forward clutch piston and overrun clutch piston
- 1. Install forward clutch piston by turning it slowly and evenly.
- Apply ATF to inner surface of clutch drum.



- Align notch in forward clutch piston with groove in forward clutch drum.
- 2. Install overrun clutch by turning it slowly and evenly.
- Apply ATF to inner surface of forward clutch piston.



- Measurement of clearance between retaining plate and snap ring of overrun clutch

**Specified clearance:**

**Standard**

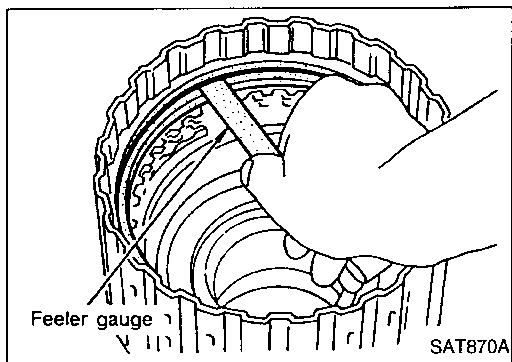
1.0 - 1.4 mm (0.039 - 0.055 in)

**Allowable limit**

2.2 mm (0.087 in)

**Retaining plate:**

Refer to SDS, AT-279.



- Measurement of clearance between retaining plate and snap ring of forward clutch

**Specified clearance:**

**Standard**

0.35 - 0.75 mm (0.0138 - 0.0295 in)

**Allowable limit**

2.2 mm (0.087 in)

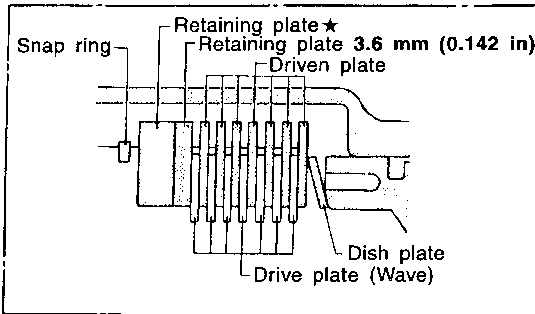
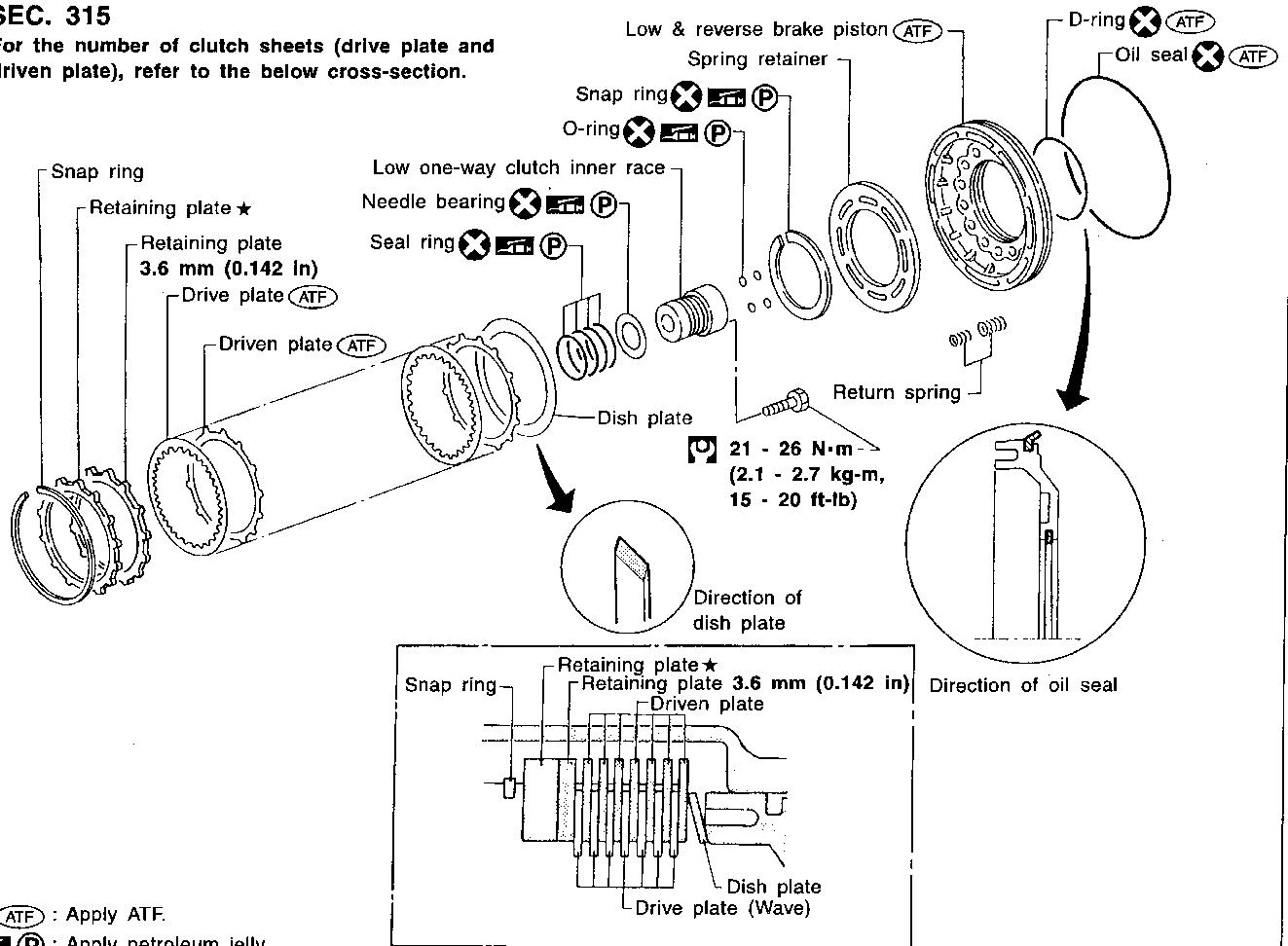
**Retaining plate:**

Refer to SDS, AT-279.

## Low & Reverse Brake

### SEC. 315

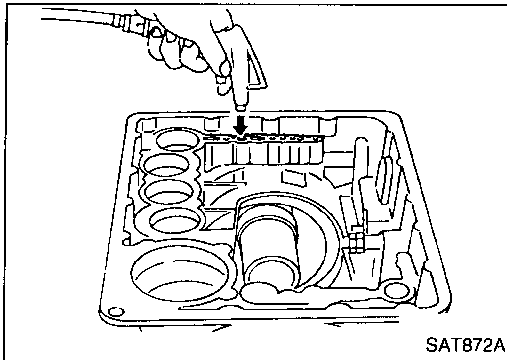
For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.



- ATF : Apply ATF.
- P : Apply petroleum jelly.
- ★ : Select with proper thickness.

SAT629I

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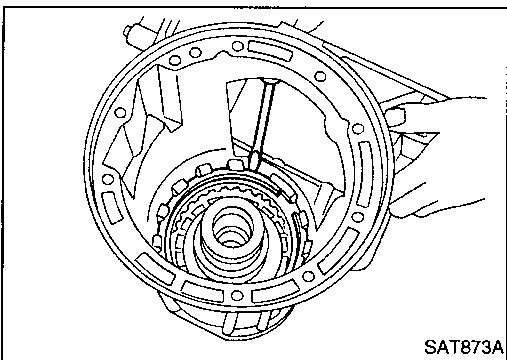


SAT872A

### DISASSEMBLY

1. Check operation of low and reverse brake.
  - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
  - b. Check to see that retaining plate moves to snap ring.
  - c. If retaining plate does not contact snap ring,
    - D-ring might be damaged.
    - Oil seal might be damaged.
    - Fluid might be leaking past piston check ball.
2. Remove snap ring, low and reverse brake drive plates, driven plates and dish plate.

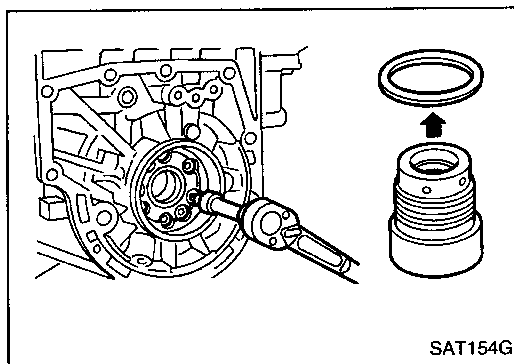
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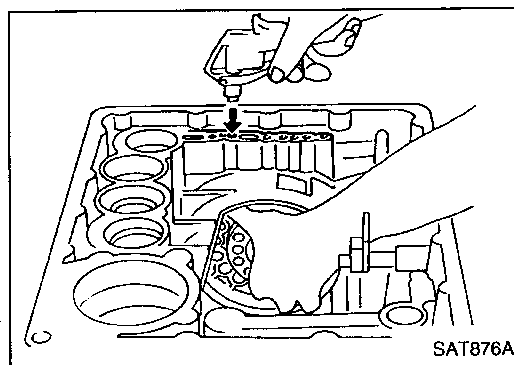
SAT873A

## REPAIR FOR COMPONENT PARTS

### Low & Reverse Brake (Cont'd)



3. Remove low one-way clutch inner race, spring retainer and return spring from transmission case.
4. Remove seal rings from low one-way clutch inner race.
5. Remove needle bearing from low one-way clutch inner race.

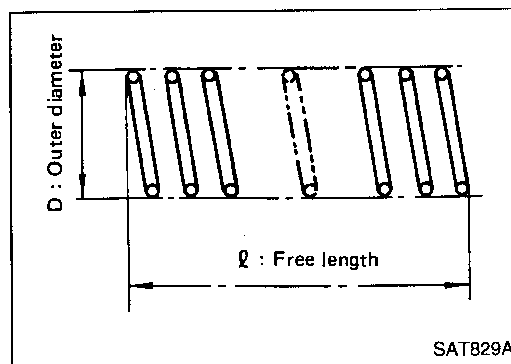


6. Remove low and reverse brake piston using compressed air.
7. Remove oil seal and D-ring from piston.

### INSPECTION

#### Low and reverse brake snap ring and spring retainer

- Check for deformation, fatigue or damage.

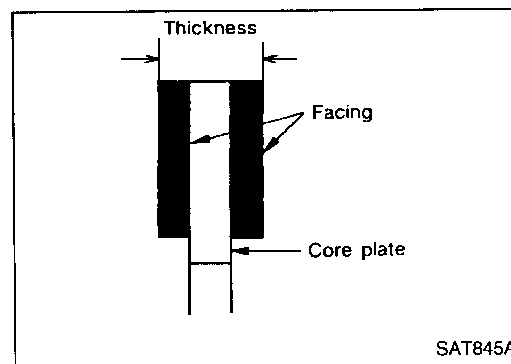


#### Low and reverse brake return springs

- Check for deformation or damage. Also measure free length and outside diameter.

##### Inspection standard:

Refer to SDS, AT-278.



#### Low and reverse brake drive plates

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

##### Thickness of drive plate:

###### Standard value

1.52 - 1.67 mm (0.0598 - 0.0657 in)

###### Wear limit

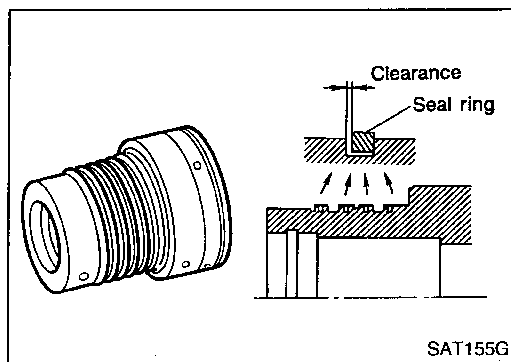
1.4 mm (0.055 in)

- If not within wear limit, replace.

# REPAIR FOR COMPONENT PARTS

## Low & Reverse Brake (Cont'd)

### Low one-way clutch inner race



- Check frictional surface of inner race for wear or damage.
- Install new seal rings onto low one-way clutch inner race.
- **Be careful not to expand seal ring gap excessively.**
- Measure seal ring-to-groove clearance.

#### Inspection standard:

##### Standard value

0.17 - 0.37 mm (0.0067 - 0.0146 in)

##### Allowable limit

0.37 mm (0.0146 in)

- If not within allowable limit, replace low one-way clutch inner race.

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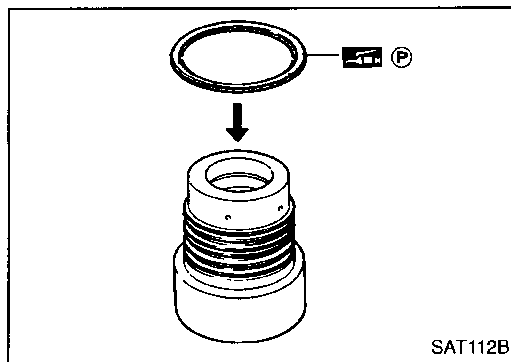
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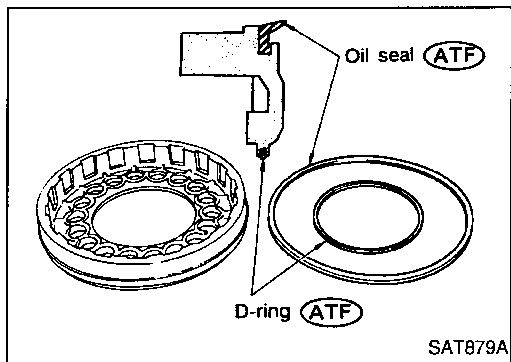
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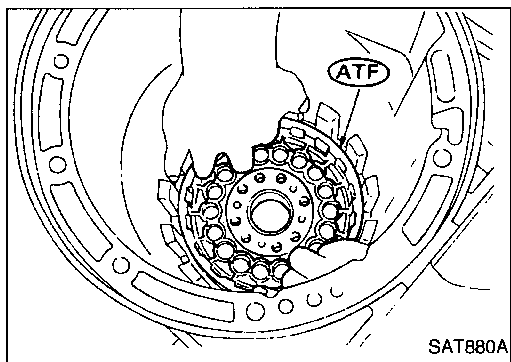


### ASSEMBLY

1. Install needle bearing onto one-way clutch inner race.
  - Pay attention to its direction — **Black surface goes to rear side.**
  - Apply petroleum jelly to needle bearing.



2. Install oil seal and D-ring onto piston.
  - Apply ATF to oil seal and D-ring.

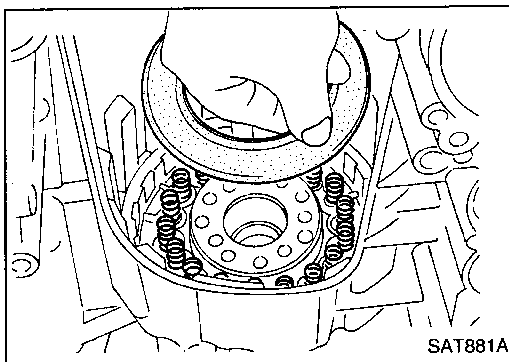


3. Install piston by rotating it slowly and evenly.
  - Apply ATF to inner surface of transmission case.

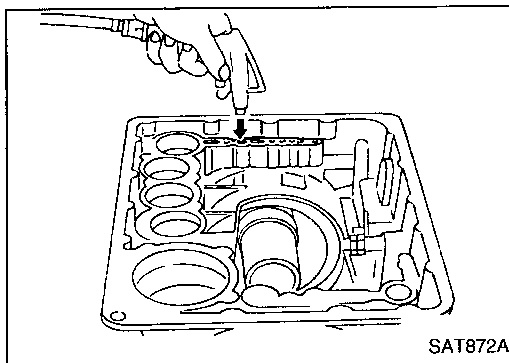


## REPAIR FOR COMPONENT PARTS

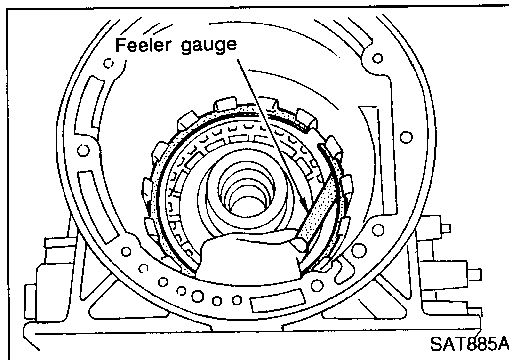
### Low & Reverse Brake (Cont'd)



4. Install return springs, spring retainer and low one-way clutch inner race onto transmission case.
5. Install dish plate, low and reverse brake drive plates, driven plates and retaining plate.
6. Install snap ring on transmission case.



7. Check operation of low and reverse brake clutch piston. Refer to "DISASSEMBLY", AT-245.



8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

#### Specified clearance:

##### Standard

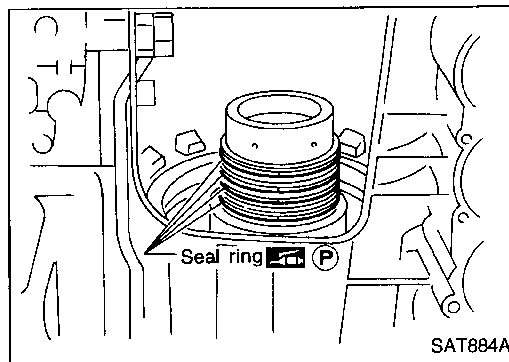
0.50 - 0.80 mm (0.0197 - 0.0315 in)

##### Allowable limit

2.2 mm (0.087 in)

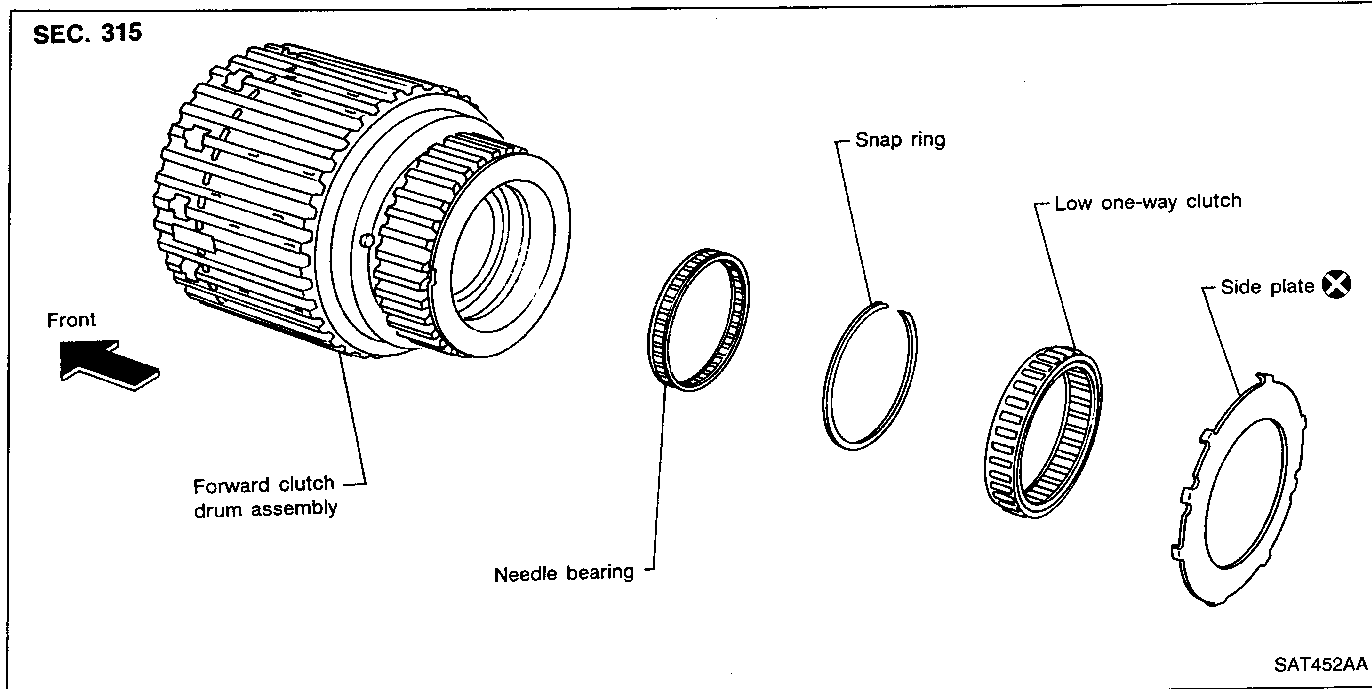
#### Retaining plate:

Refer to SDS, AT-280.

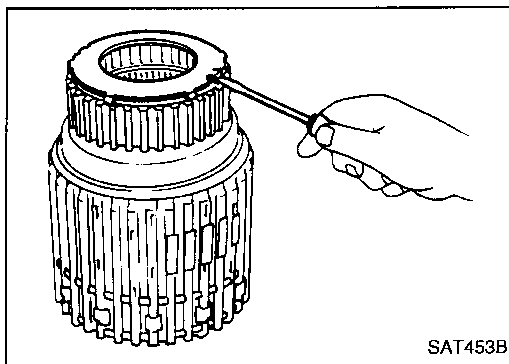


9. Install low one-way clutch inner race seal ring.
  - Apply petroleum jelly to seal ring.
  - Make sure seal rings are pressed firmly into place and held by petroleum jelly.

Forward Clutch Drum Assembly



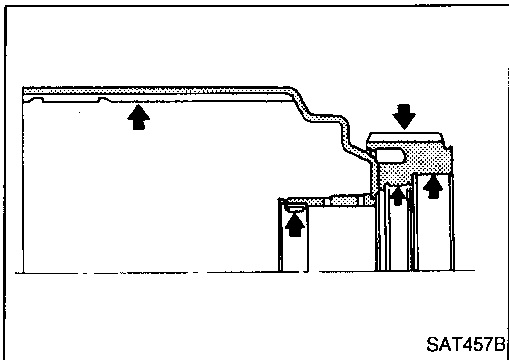
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DISASSEMBLY

1. Remove side plate from forward clutch drum.
2. Remove low one-way clutch from forward clutch drum.
3. Remove snap ring from forward clutch drum.
4. Remove needle bearing from forward clutch drum.

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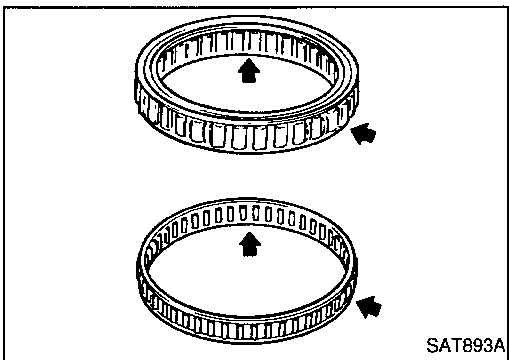


INSPECTION

Forward clutch drum

- Check spline portion for wear or damage.
- Check frictional surfaces of low one-way clutch and needle bearing for wear or damage.

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Needle bearing and low one-way clutch

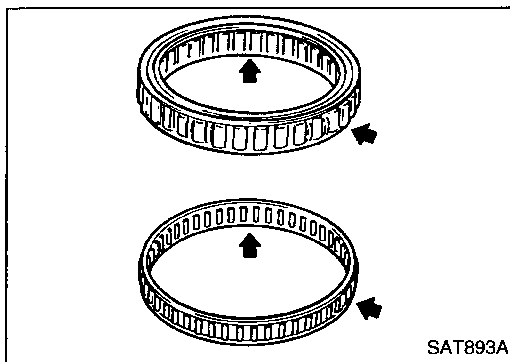
- Check frictional surface for wear or damage.

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## REPAIR FOR COMPONENT PARTS

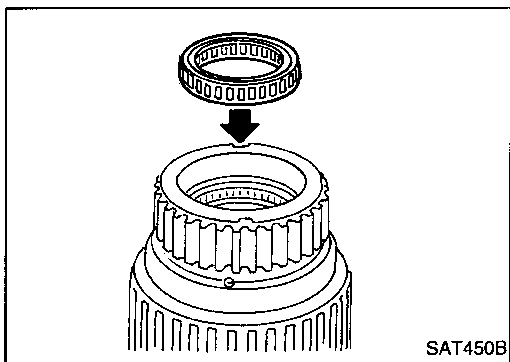
### Forward Clutch Drum Assembly (Cont'd)

#### ASSEMBLY



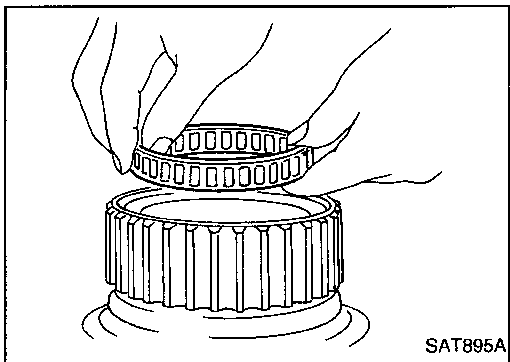
SAT893A

1. Install needle bearing in forward clutch drum.
2. Install snap ring onto forward clutch drum.



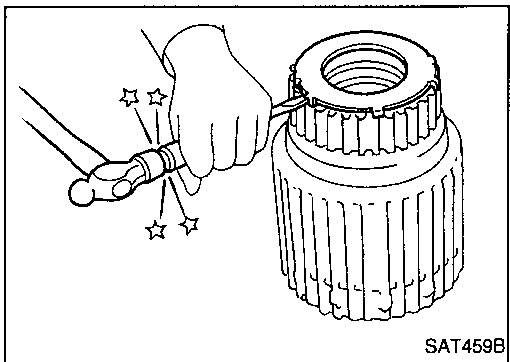
SAT450B

3. Install low one-way clutch onto forward clutch drum by pushing the roller in evenly.



SAT895A

- Install low one-way clutch with flange facing rearward.

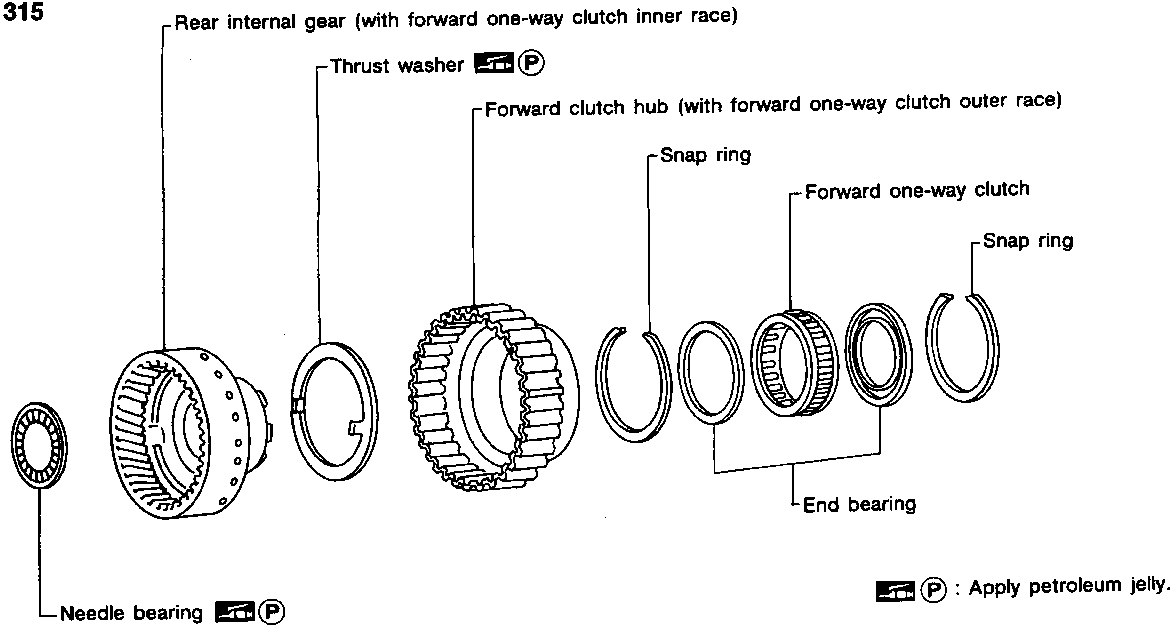


SAT459B

4. Install side plate onto forward clutch drum.

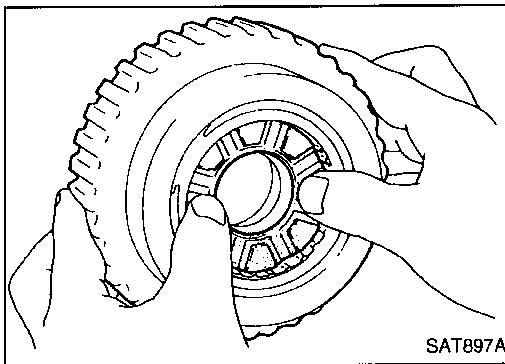
## Rear Internal Gear and Forward Clutch Hub

SEC. 315



SAT909GA

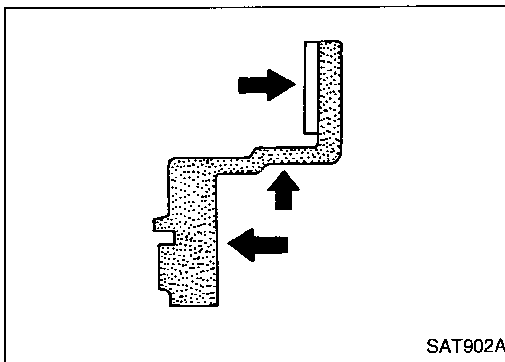
GI  
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### DISASSEMBLY

1. Remove needle bearing from rear internal gear.
2. Remove rear internal gear by pushing forward clutch hub forward.
3. Remove thrust washer from rear internal gear.
4. Remove snap ring from forward clutch hub.
5. Remove end bearing.
6. Remove forward one-way clutch and end bearing as a unit from forward clutch hub.
7. Remove snap ring from forward clutch hub.

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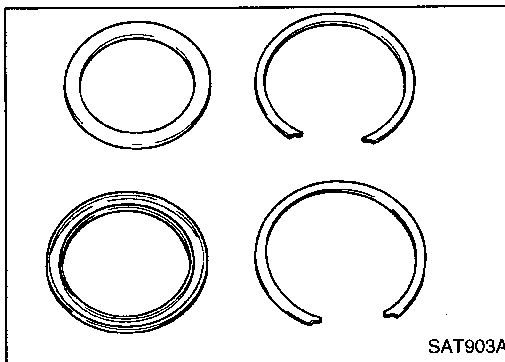


### INSPECTION

#### Rear internal gear and forward clutch hub

- Check gear for excessive wear, chips or cracks.
- Check frictional surfaces of forward one-way clutch and thrust washer for wear or damage.
- Check spline for wear or damage.

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#### Snap ring and end bearing

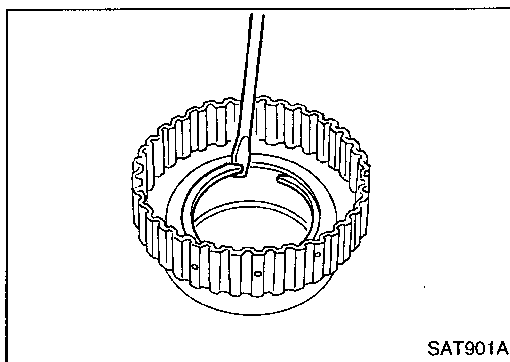
- Check for deformation or damage.

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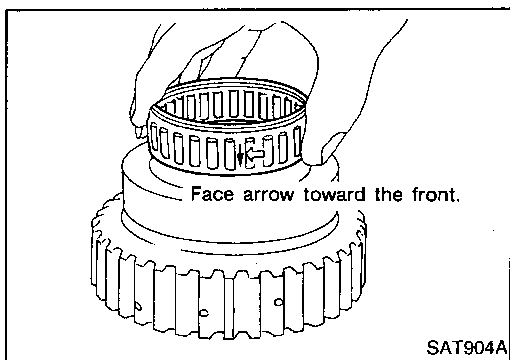
## REPAIR FOR COMPONENT PARTS

### Rear Internal Gear and Forward Clutch Hub (Cont'd)

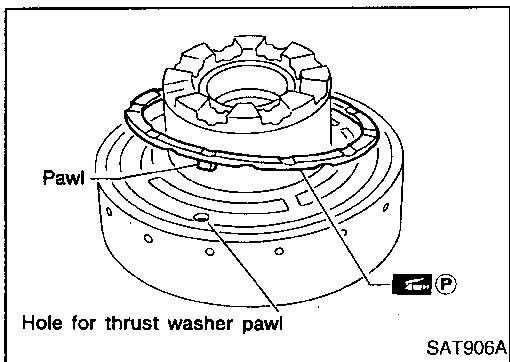
#### ASSEMBLY



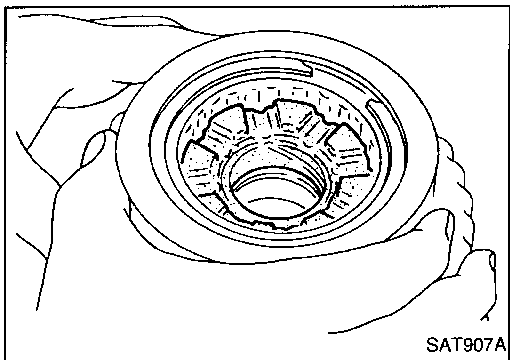
1. Install snap ring onto forward clutch hub.
2. Install end bearing.



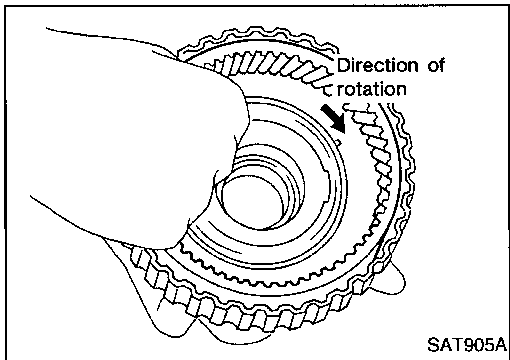
3. Install forward one-way clutch onto clutch hub.
  - **Install forward one-way clutch with flange facing rearward.**
4. Install end bearing.
5. Install snap ring onto forward clutch hub.



6. Install thrust washer onto rear internal gear.
  - **Apply petroleum jelly to thrust washer.**
  - **Securely insert pawls of thrust washer into holes in rear internal gear.**

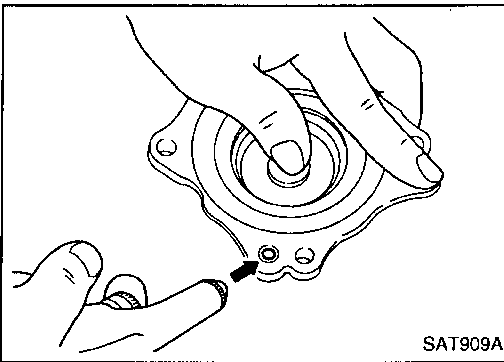
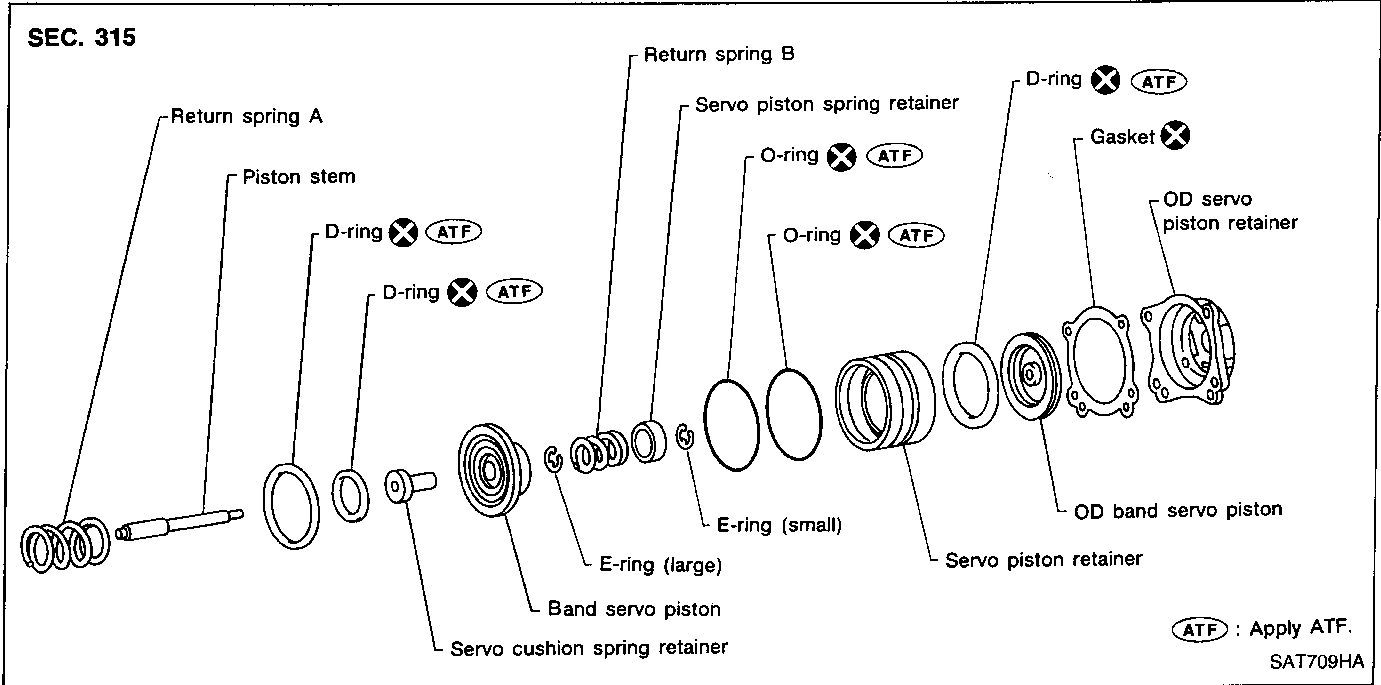


7. Position forward clutch hub in rear internal gear.



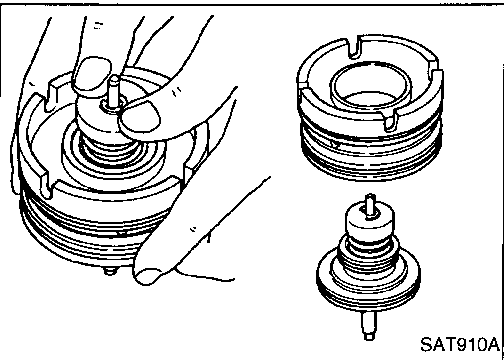
8. After installing, check to assure that forward clutch hub rotates clockwise.

Band Servo Piston Assembly

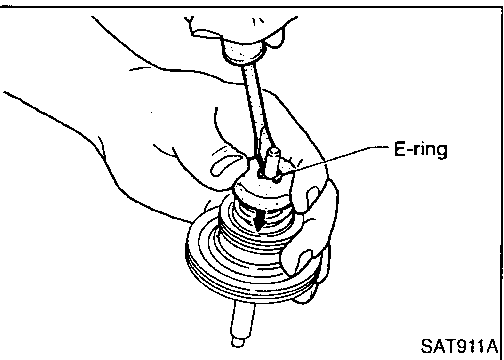


DISASSEMBLY

1. Block one oil hole in OD servo piston retainer and the center hole in OD band servo piston.
2. Apply compressed air to the other oil hole in piston retainer to remove OD band servo piston from retainer.
3. Remove D-ring from OD band servo piston.



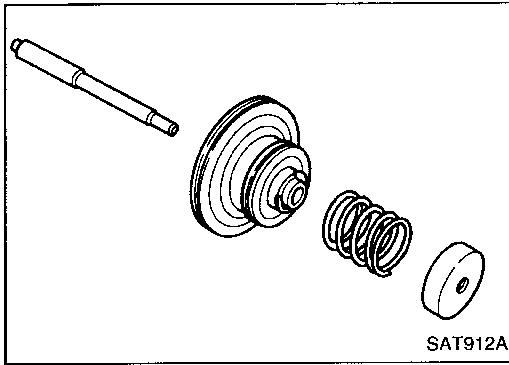
4. Remove band servo piston assembly from servo piston retainer by pushing it forward.



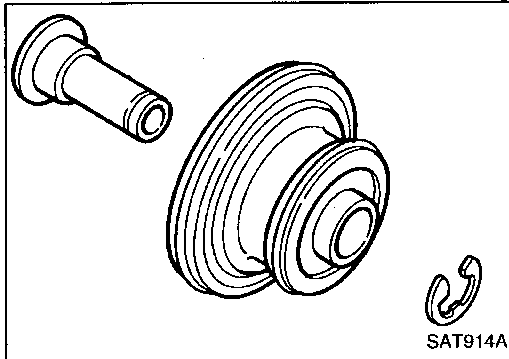
5. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.

## REPAIR FOR COMPONENT PARTS

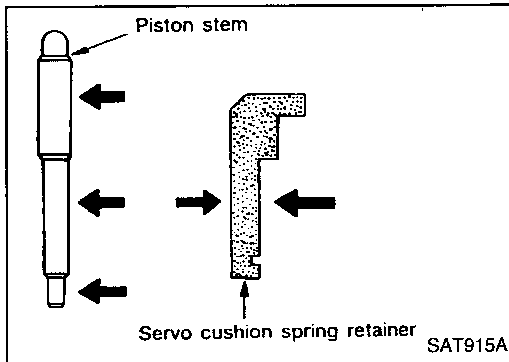
### Band Servo Piston Assembly (Cont'd)



6. Remove servo piston spring retainer, return spring B and piston stem from band servo piston.
7. Remove E-ring from band servo piston.



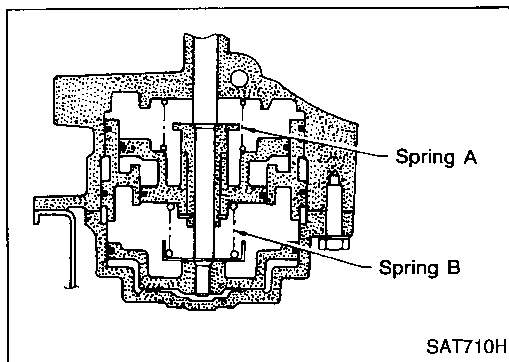
8. Remove servo cushion spring retainer from band servo piston.
9. Remove D-rings from band servo piston.
10. Remove O-rings from servo piston retainer.



### INSPECTION

#### Pistons, retainers and piston stem

- Check frictional surfaces for abnormal wear or damage.

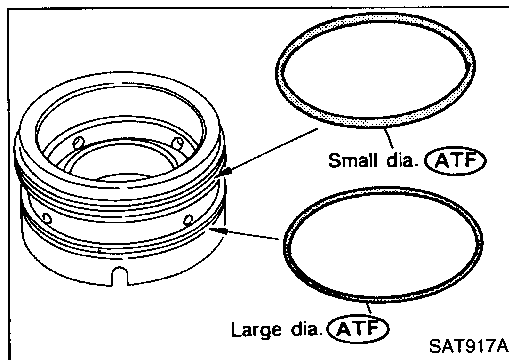


### Return springs

- Check for deformation or damage. Measure free length and outer diameter.

#### Inspection standard:

Refer to SDS, AT-278.

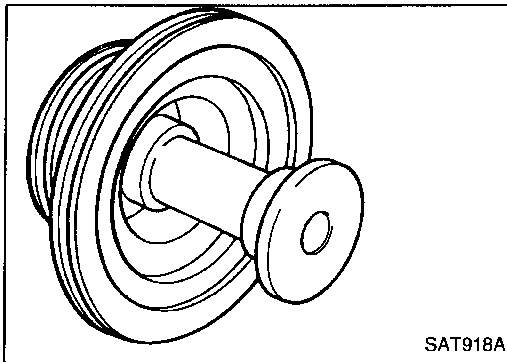


### ASSEMBLY

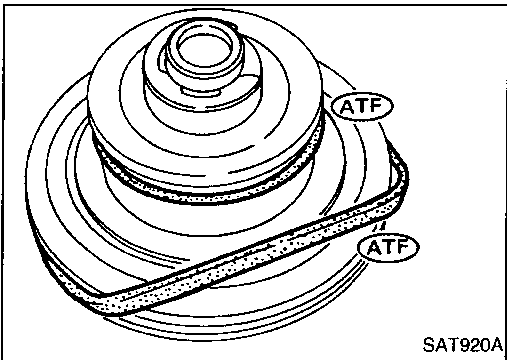
1. Install O-rings onto servo piston retainer.
- Apply ATF to O-rings.
  - Pay attention to position of each O-ring.

## REPAIR FOR COMPONENT PARTS

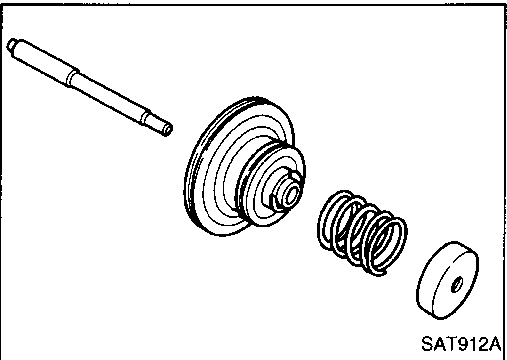
### Band Servo Piston Assembly (Cont'd)



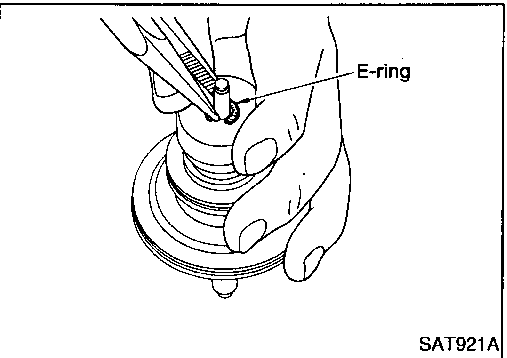
2. Install servo cushion spring retainer onto band servo piston.
3. Install E-ring onto servo cushion spring retainer.



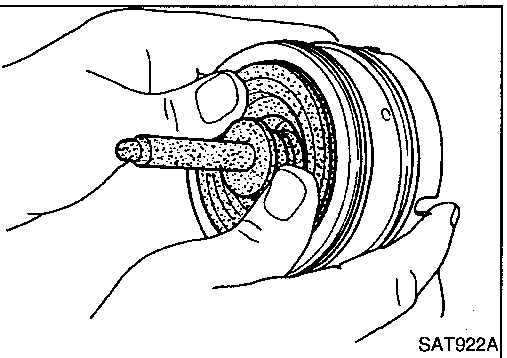
4. Install D-rings onto band servo piston.
  - Apply ATF to D-rings.



5. Install servo piston spring retainer, return spring B and piston stem onto band servo piston.



6. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



7. Install band servo piston assembly onto servo piston retainer by pushing it inward.

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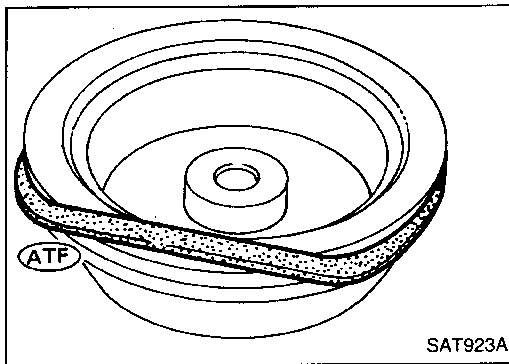
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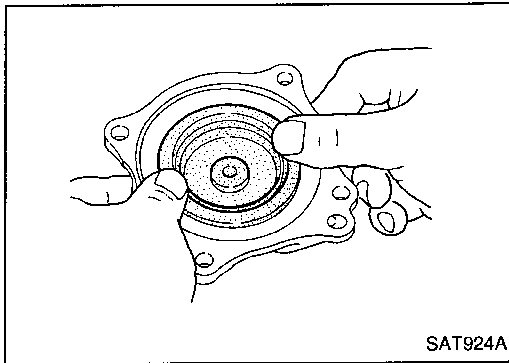


## REPAIR FOR COMPONENT PARTS

### Band Servo Piston Assembly (Cont'd)

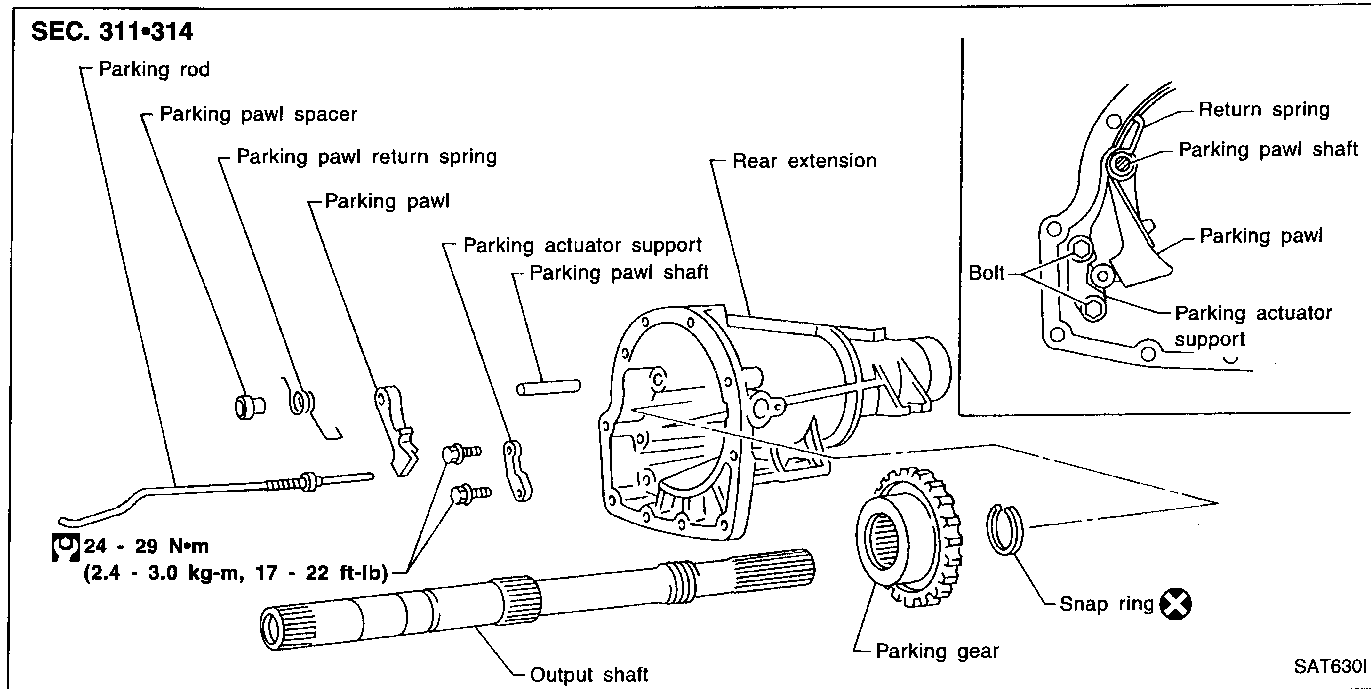


8. Install D-ring on OD band servo piston.
  - Apply ATF to D-ring.

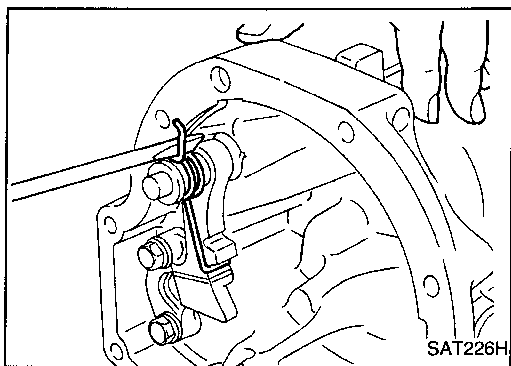


9. Install OD band servo piston onto servo piston retainer by pushing it inward.

Parking Pawl Components



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**AT**



**DISASSEMBLY**

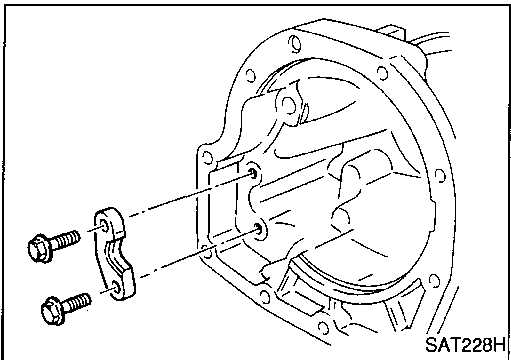
1. Slide return spring to the front of rear extension flange.

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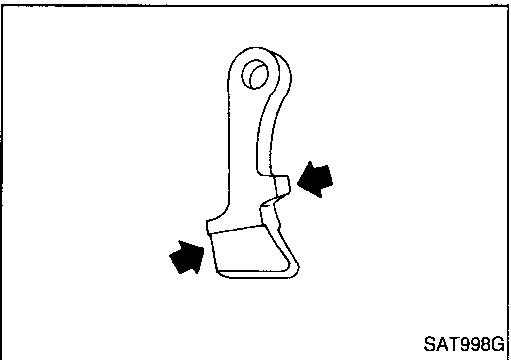
2. Remove return spring, pawl spacer and parking pawl from rear extension.
3. Remove parking pawl shaft from rear extension.
4. Remove parking actuator support from rear extension.

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**INSPECTION**

**Parking pawl and parking actuator support**

- Check contact surface of parking rod for wear.

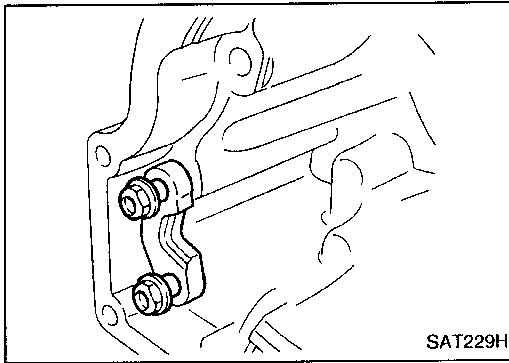
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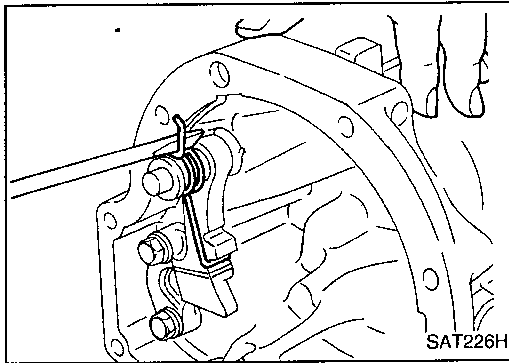
## REPAIR FOR COMPONENT PARTS

### Parking Pawl Components (Cont'd)

#### ASSEMBLY

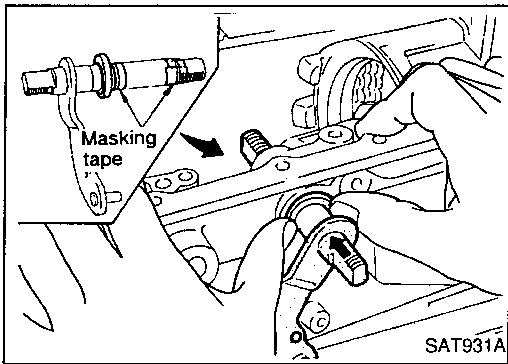


1. Install parking actuator support onto rear extension.
2. Insert parking pawl shaft into rear extension.
3. Install return spring, pawl spacer and parking pawl onto parking pawl shaft.



4. Bend return spring upward and install it onto rear extension.

# ASSEMBLY



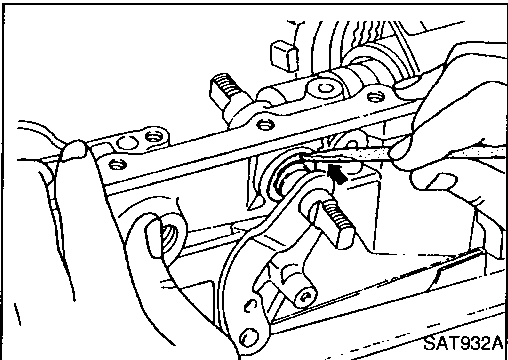
## Assembly (1)

1. Install manual shaft components.
  - a. Install oil seal onto manual shaft.
    - Apply ATF to oil seal.
    - Wrap threads of manual shaft with masking tape.
  - b. Insert manual shaft and oil seal as a unit into transmission case.
  - c. Remove masking tape.

GI

MA

EM

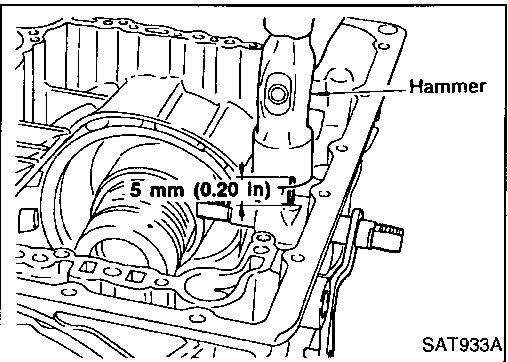


- d. Push oil seal evenly and install it onto transmission case.

LC

EC

FE



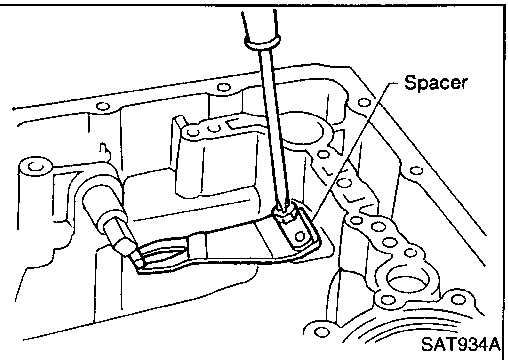
- e. Align groove in shaft with drive pin hole, then drive pin into position as shown in figure at left.

PD

FA

RA

BR



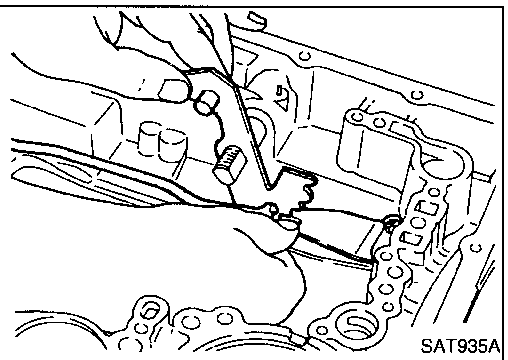
- f. Install detent spring and spacer.

ST

RS

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- g. While pushing detent spring down, install manual plate onto manual shaft.

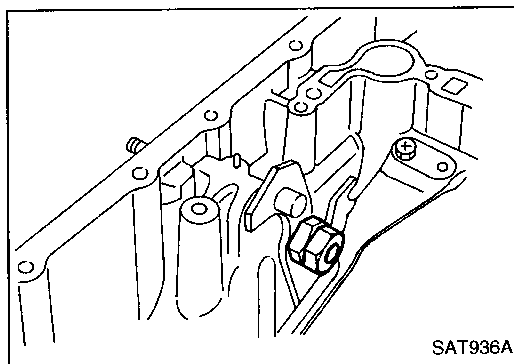
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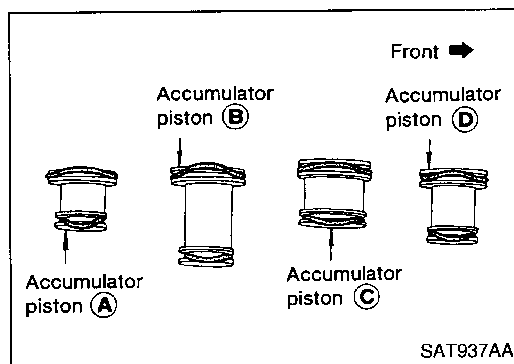
# ASSEMBLY

## Assembly (1) (Cont'd)

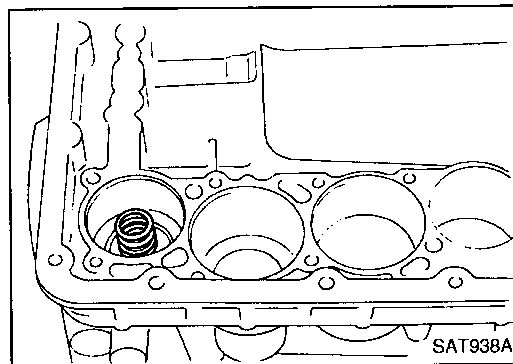
h. Install lock nuts onto manual shaft.



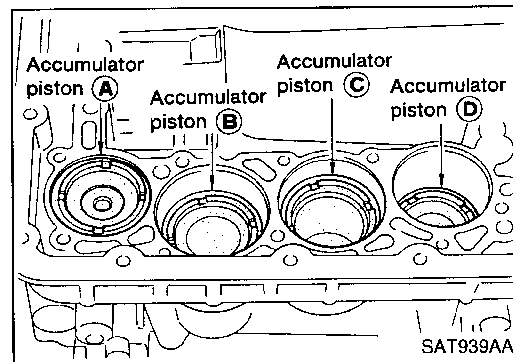
2. Install accumulator piston.
  - a. Install O-rings onto accumulator piston.
    - **Apply ATF to O-rings.**  
**Accumulator piston O-rings:**  
**Refer to SDS, AT-279.**



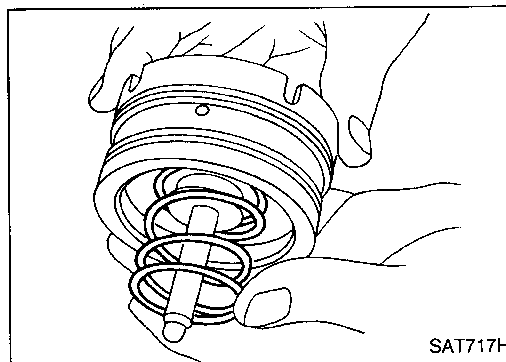
- b. Install return spring for accumulator (A) onto transmission case.  
**Free length of return spring:**  
**Refer to SDS, AT-278.**



- c. Install accumulator pistons (A), (B), (C) and (D).
  - **Apply ATF to transmission case.**

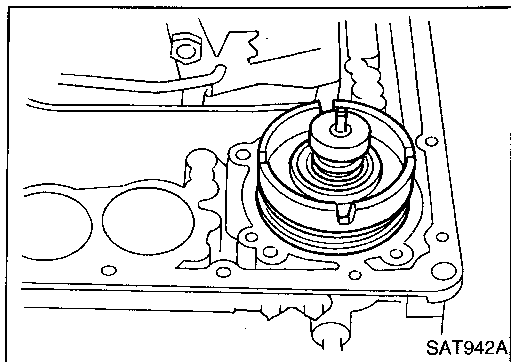


3. Install band servo piston.
  - a. Install return spring onto servo piston.

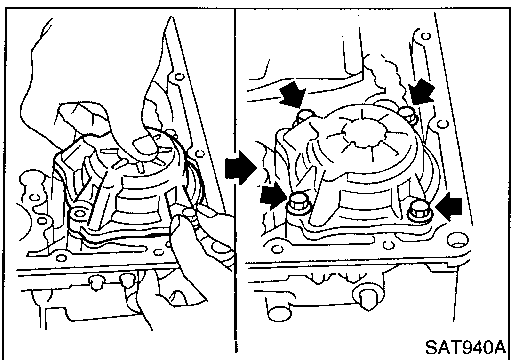


# ASSEMBLY

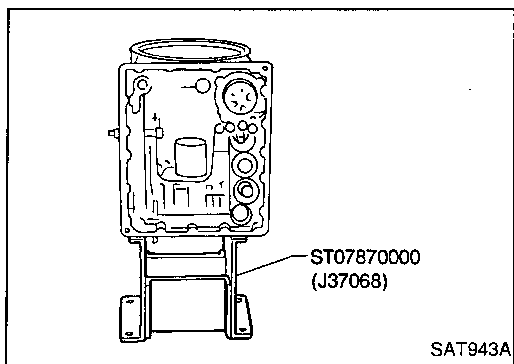
## Assembly (1) (Cont'd)



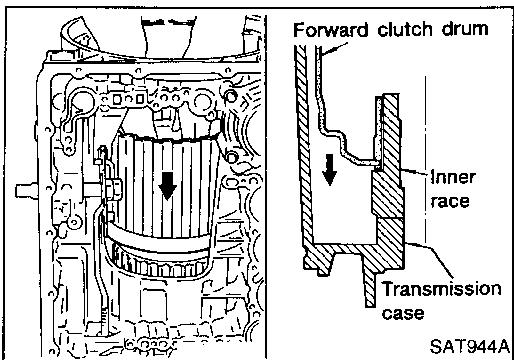
- b. Install band servo piston onto transmission case.
- Apply ATF to O-ring of band servo piston and transmission case.
- c. Install gasket for band servo onto transmission case.



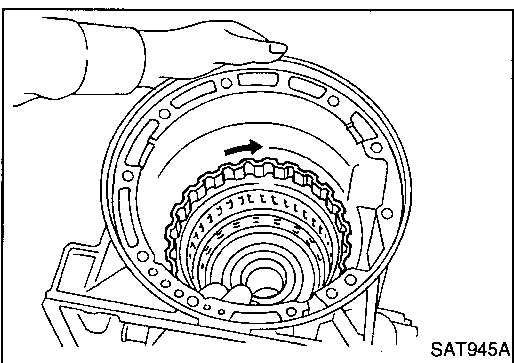
- d. Install band servo retainer onto transmission case.



- 4. Install rear side clutch and gear components.
- a. Place transmission case in vertical position.



- b. Slightly lift forward clutch drum assembly and slowly rotate it clockwise until its hub passes fully over the clutch inner race inside transmission case.



- c. Check to be sure that rotation direction of forward clutch assembly is correct.

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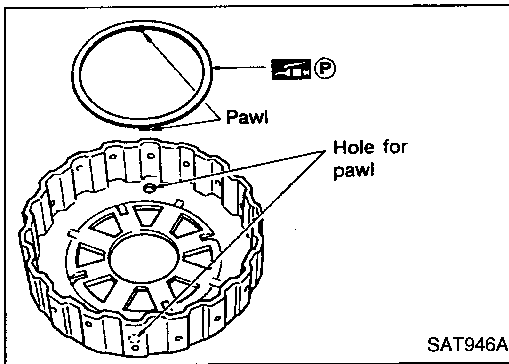
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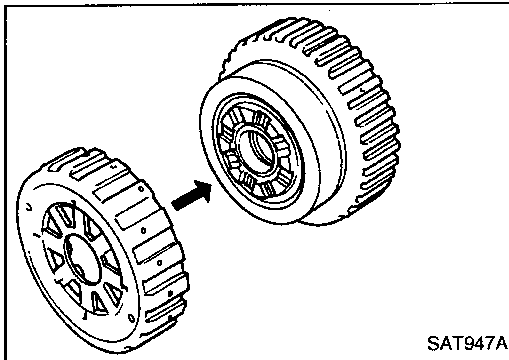
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## ASSEMBLY

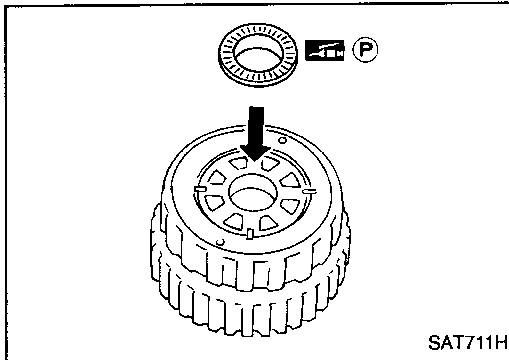
### Assembly (1) (Cont'd)



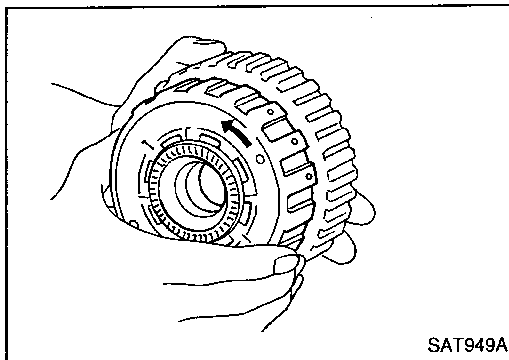
- d. Install thrust washer onto front of overrun clutch hub.
- Apply petroleum jelly to the thrust washer.
  - Insert pawls of thrust washer securely into holes in overrun clutch hub.



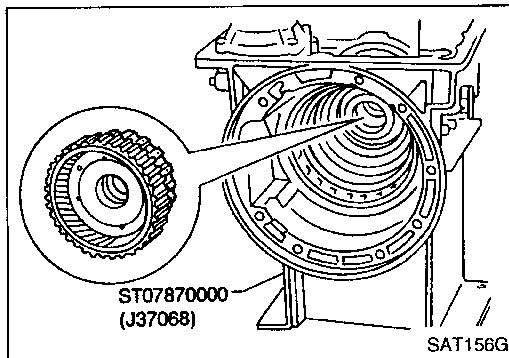
- e. Install overrun clutch hub onto rear internal gear assembly.



- f. Install needle bearing onto rear of overrun clutch hub.
- Apply petroleum jelly to needle bearing.



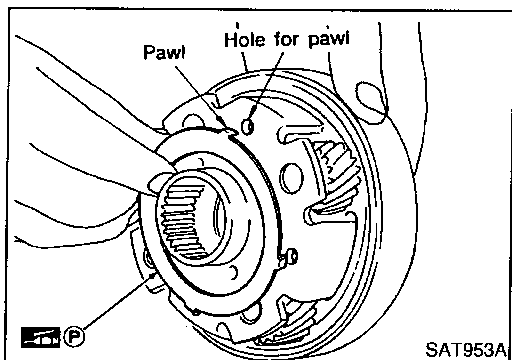
- g. Check that overrun clutch hub rotates as shown while holding forward clutch hub.
- h. Place transmission case into horizontal position.



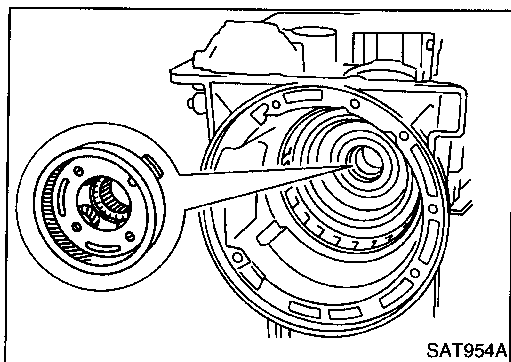
- i. Install rear internal gear, forward clutch hub and overrun clutch hub as a unit onto transmission case.
- j. Install needle bearing onto rear internal gear.
- Apply petroleum jelly to needle bearing.

# ASSEMBLY

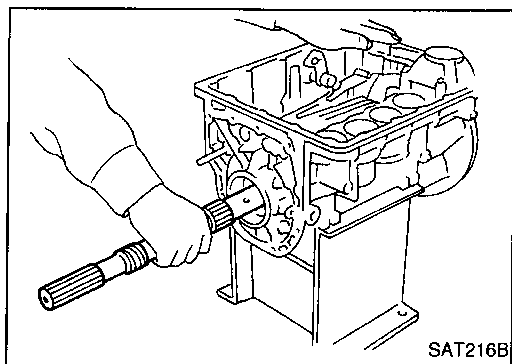
## Assembly (1) (Cont'd)



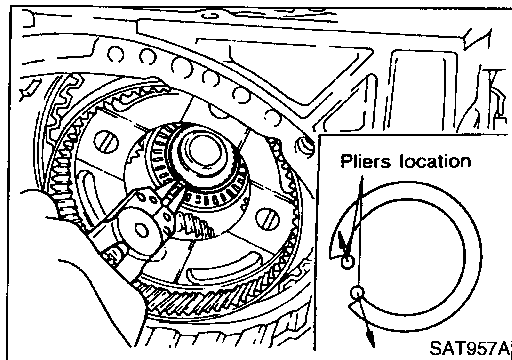
- k. Install bearing race onto rear of front internal gear.
  - Apply petroleum jelly to bearing race.
  - Securely engage pawls of bearing race with holes in front internal gear.



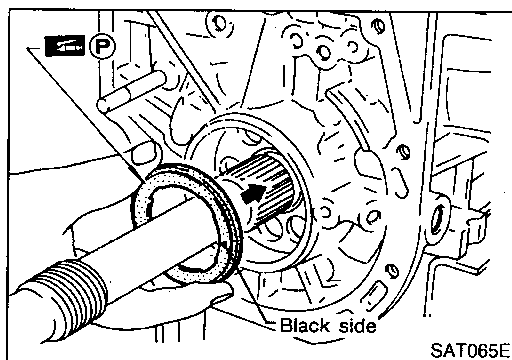
- l. Install front internal gear on transmission case.



- 5. Install output shaft and parking gear.
  - a. Insert output shaft from rear of transmission case while slightly lifting front internal gear.
    - Do not force output shaft against front of transmission case.



- b. Carefully push output shaft against front of transmission case. Install snap ring on front of output shaft.
  - Check to be sure output shaft cannot be removed in rear direction.



- c. Install needle bearing on transmission case.
  - Pay attention to its direction — Black side goes to rear.
  - Apply petroleum jelly to needle bearing.

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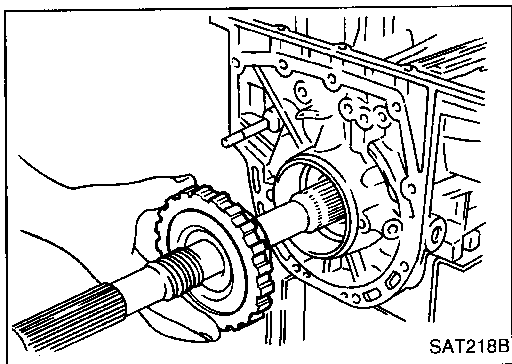
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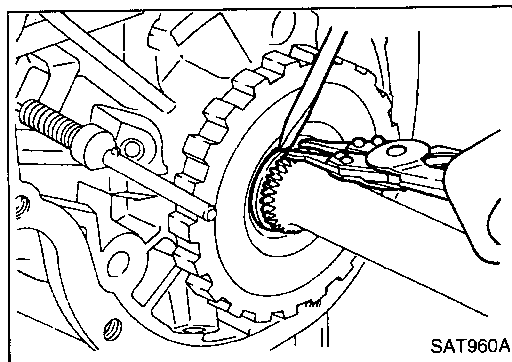


## ASSEMBLY

### Assembly (1) (Cont'd)

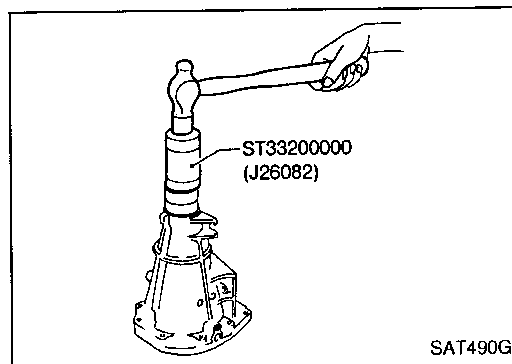


d. Install parking gear on transmission case.



e. Install snap ring on rear of output shaft.

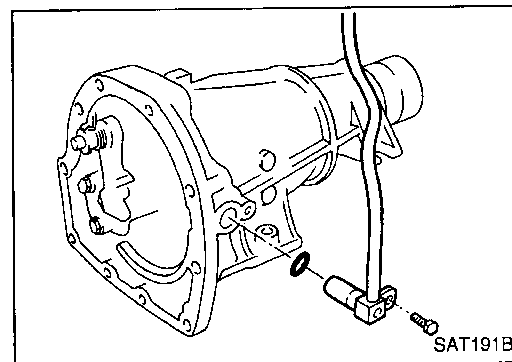
- Check to be sure output shaft cannot be removed in forward direction.



6. Install rear extension.

a. Install oil seal on rear extension.

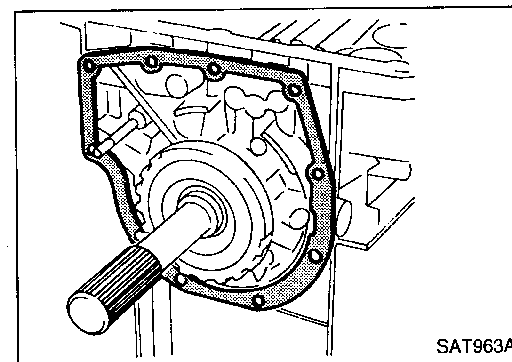
- Apply ATF to oil seal.



b. Install O-ring on revolution sensor.

- Apply ATF to O-ring.

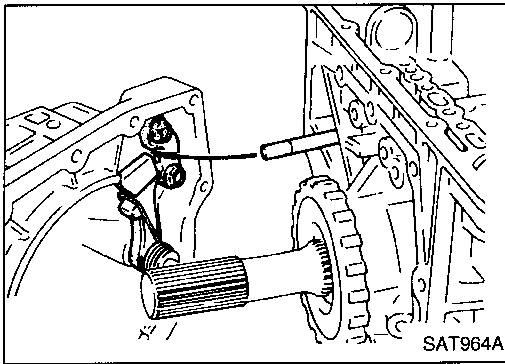
c. Install revolution sensor on rear extension.



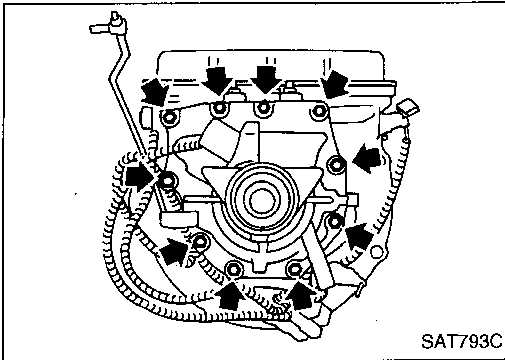
d. Install rear extension gasket on transmission case.

# ASSEMBLY

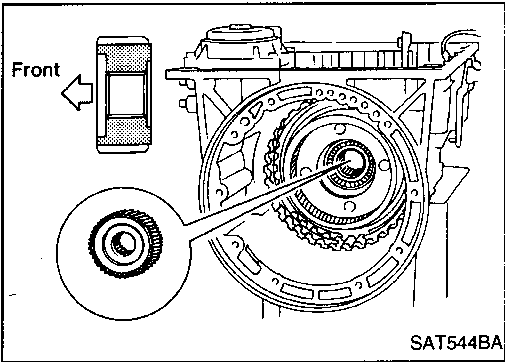
## Assembly (1) (Cont'd)



e. Install parking rod on transmission case.



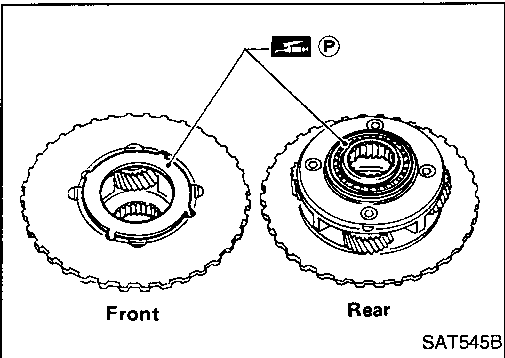
f. Install rear extension on transmission case.



7. Install front side clutch and gear components.

a. Install rear sun gear on transmission case.

● Pay attention to its direction.



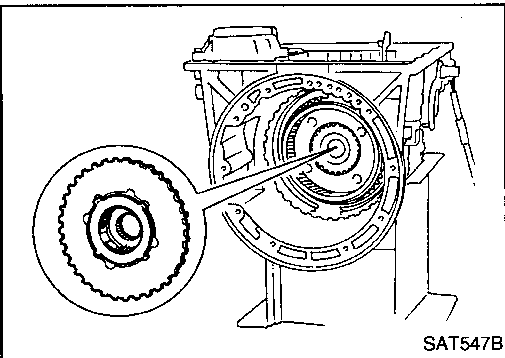
b. Install needle bearing race on front of front planetary carrier.

● Apply petroleum jelly to needle bearing.

c. Install needle bearing on rear of front planetary carrier.

● Apply petroleum jelly to bearing.

● Pay attention to its direction — Black side goes to front.



d. Install front planetary carrier on forward clutch drum.

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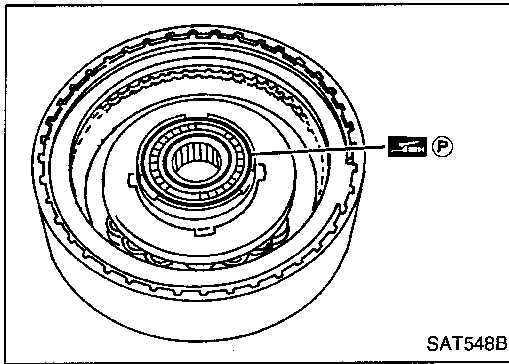
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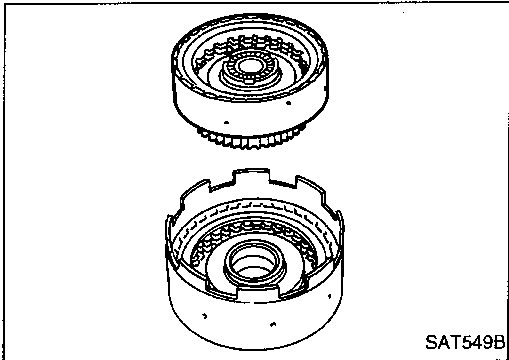
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# ASSEMBLY

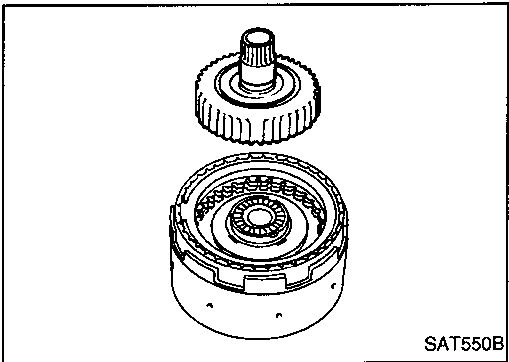
## Assembly (1) (Cont'd)



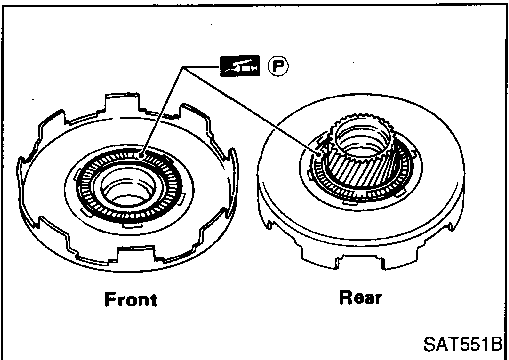
- e. Install needle bearing on rear of high clutch.
- Apply petroleum jelly to bearing.



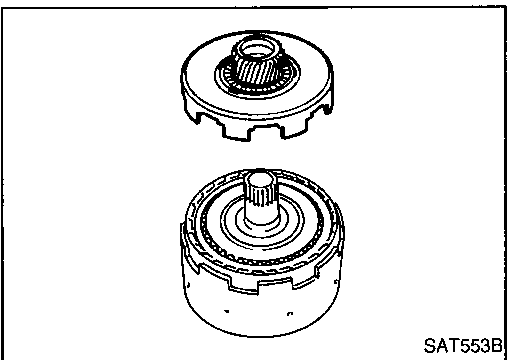
- f. Install high clutch assembly onto reverse clutch assembly.



- g. Install high clutch hub onto high clutch assembly.



- h. Install needle bearings onto front sun gear.
- Apply petroleum jelly to needle bearings.

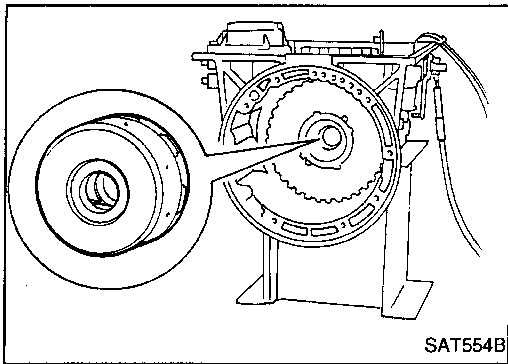


- i. Install front sun gear onto reverse clutch assembly.

# ASSEMBLY

## Assembly (1) (Cont'd)

j. Install clutch pack into transmission case.



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## Adjustment

When any parts listed below are replaced, adjust total end play and reverse clutch end play.

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Part name	Item	
	Total end play	Reverse clutch end play
Transmission case	•	•
Low one-way clutch inner race	•	•
Overrun clutch hub	•	•
Rear internal gear	•	•
Rear planetary carrier	•	•
Rear sun gear	•	•
Front planetary carrier	•	•
Front sun gear	•	•
High clutch hub	•	•
High clutch drum	•	•
Oil pump cover	•	•
Reverse clutch drum	—	•

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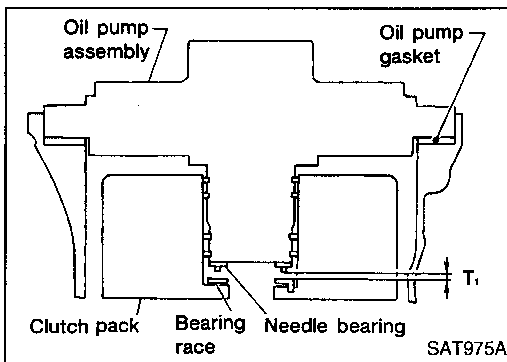
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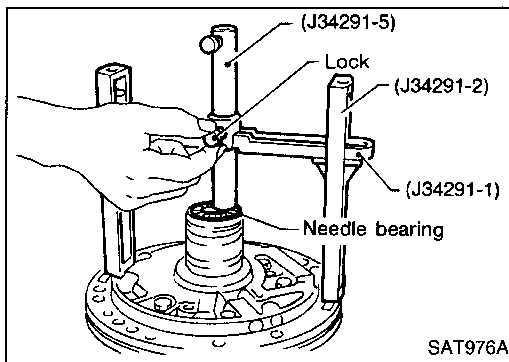
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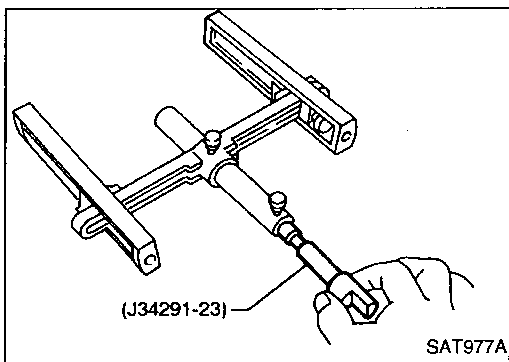
- Adjust total end play.  
Total end play "T<sub>1</sub>":  
0.25 - 0.55 mm (0.0098 - 0.0217 in)

# ASSEMBLY

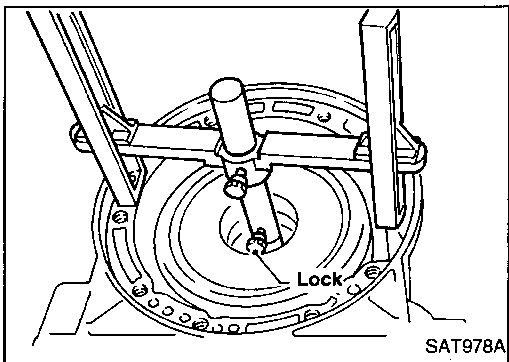
## Adjustment (Cont'd)



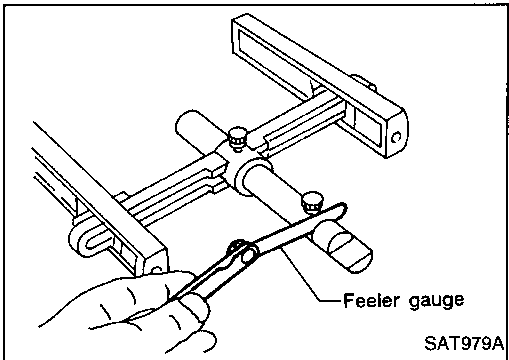
- a. With needle bearing installed, place J34291-1 (bridge), J34291-2 (legs) and the J34291-5 (gauging cylinder) onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly and gauging cylinder should rest on top of the needle bearing. Lock gauging cylinder in place with set screw.



- b. Install J34291-23 (gauging plunger) into gauging cylinder.



- c. With original bearing race installed inside reverse clutch drum, place shim selecting gauge with its legs on machined surface of transmission case (no gasket) and allow gauging plunger to rest on bearing race. Lock gauging plunger in place with set screw.

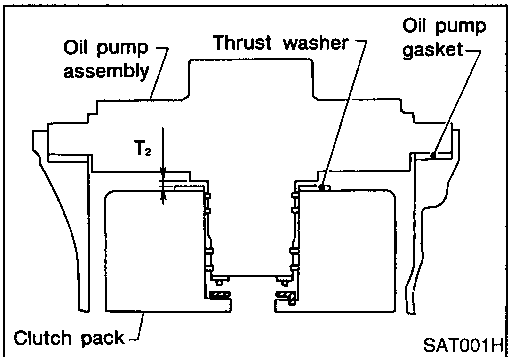


- d. Remove Tool and use feeler gauge to measure gap between gauging cylinder and gauging plunger. This measurement should give exact total end play.

**Total end play "T<sub>1</sub>":**  
**0.25 - 0.55 mm (0.0098 - 0.0217 in)**

- If end play is out of specification, decrease or increase thickness of oil pump cover bearing race as necessary.

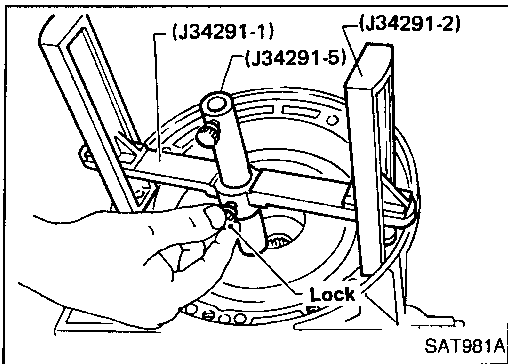
**Available oil pump cover bearing race:**  
**Refer to SDS, AT-280.**



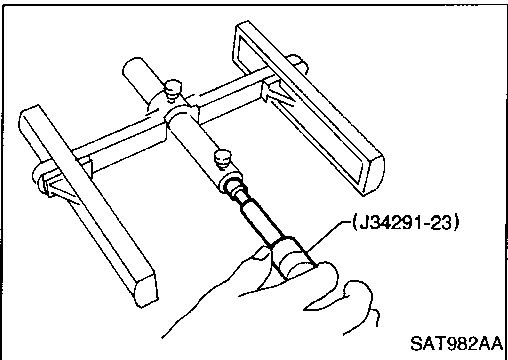
2. Adjust reverse clutch drum end play.  
**Reverse clutch drum end play "T<sub>2</sub>":**  
**0.55 - 0.90 mm (0.0217 - 0.0354 in)**

# ASSEMBLY

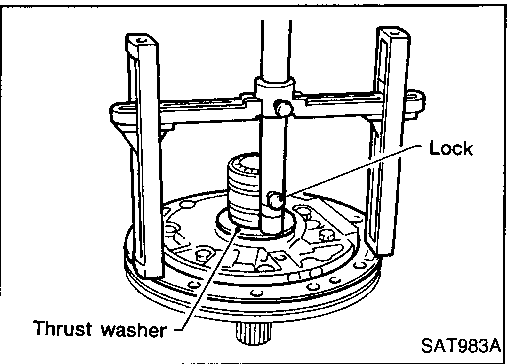
## Adjustment (Cont'd)



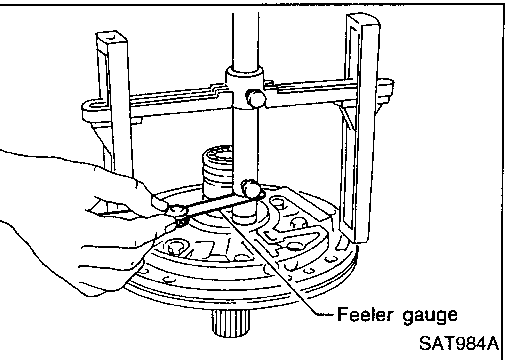
- a. Place J34291-1 (bridge), J34291-2 (legs) and J34291-5 (gauging cylinder) on machined surface of transmission case (no gasket) and allow gauging cylinder to rest on front thrust surface of reverse clutch drum. Lock cylinder in place with set screw.



- b. Install J34291-23 (gauging plunger) into gauging cylinder.



- c. With original thrust washer installed on oil pump, place shim setting gauge legs onto machined surface of oil pump assembly and allow gauging plunger to rest on thrust washer. Lock plunger in place with set screw.

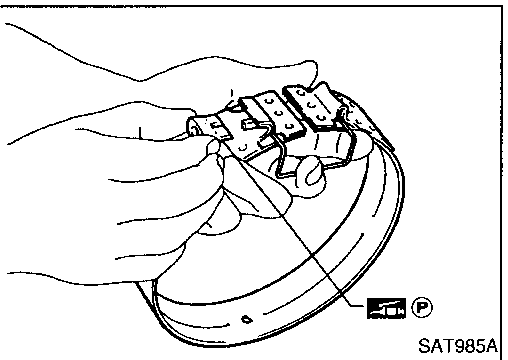


- d. Use feeler gauge to measure gap between gauging plunger and gauging cylinder. This measurement should give you exact reverse clutch drum and play.

**Reverse clutch drum end play "T<sub>2</sub>":  
0.55 - 0.90 mm (0.0217 - 0.0354 in)**

- If end play is out of specification, decrease or increase thickness of oil pump thrust washer as necessary.

**Available oil pump thrust washer:  
Refer to SDS, AT-280.**



## Assembly (2)

1. Install brake band and band strut.
  - a. Install band strut on brake band.
- Apply petroleum jelly to band strut.

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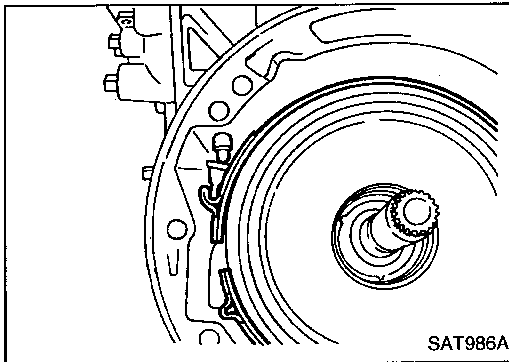
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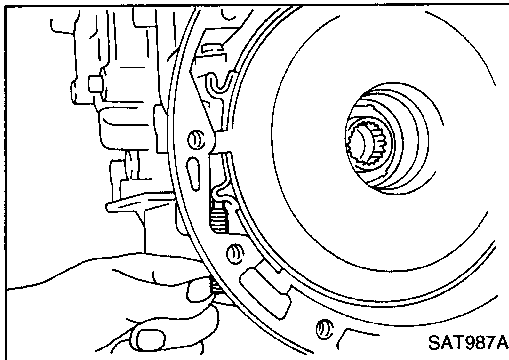
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## ASSEMBLY

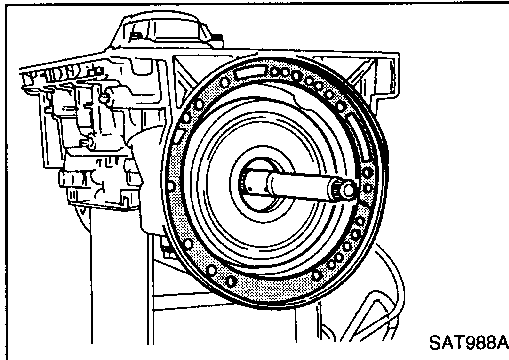
### Assembly (2) (Cont'd)



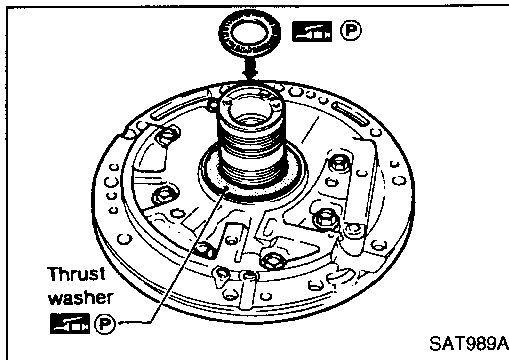
- b. Place brake band on periphery of reverse clutch drum, and insert band strut into end of band servo piston stem.



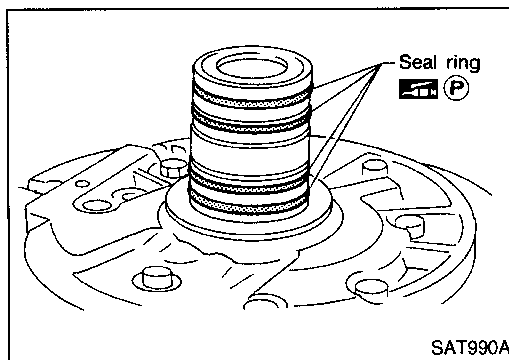
- c. Install anchor end pin on transmission case. Then, tighten anchor end pin just enough so that reverse clutch drum (clutch pack) will not tilt forward.



2. Install input shaft on transmission case.  
● **Pay attention to its direction — O-ring groove side is front.**  
3. Install gasket on transmission case.



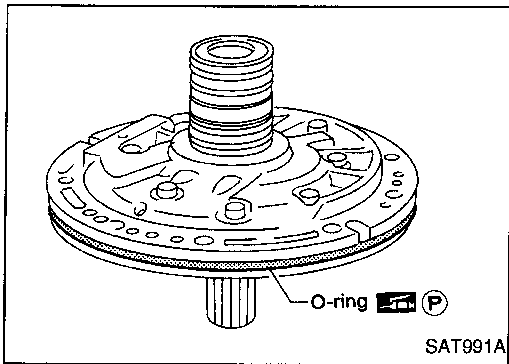
4. Install oil pump assembly.  
a. Install needle bearing on oil pump assembly.  
● **Apply petroleum jelly to the needle bearing.**  
b. Install selected thrust washer on oil pump assembly.  
● **Apply petroleum jelly to thrust washer.**



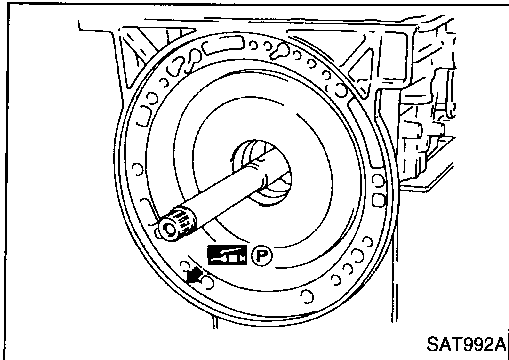
- c. Carefully install seal rings into grooves and press them into the petroleum jelly so that they are a tight fit.

# ASSEMBLY

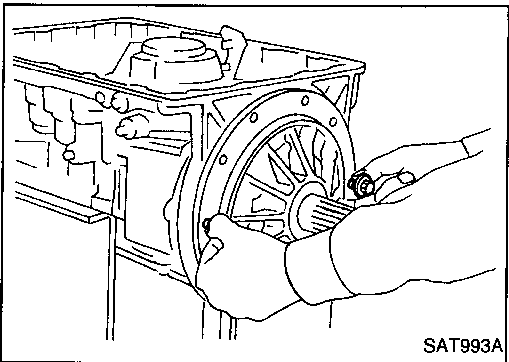
## Assembly (2) (Cont'd)



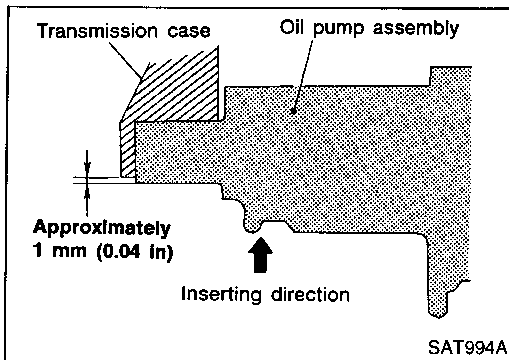
- d. Install O-ring on oil pump assembly.
- Apply petroleum jelly to O-ring.



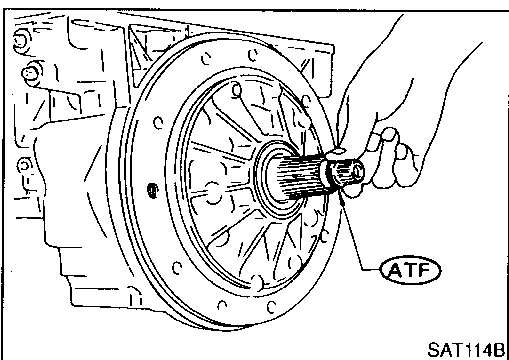
- e. Apply petroleum jelly to mating surface of transmission case and oil pump assembly.



- f. Install oil pump assembly.
- Install two converter housing securing bolts in bolt holes in oil pump assembly as guides.



- Insert oil pump assembly to the specified position in transmission, as shown at left.



- 5. Install O-ring on input shaft.
- Apply ATF to O-rings.

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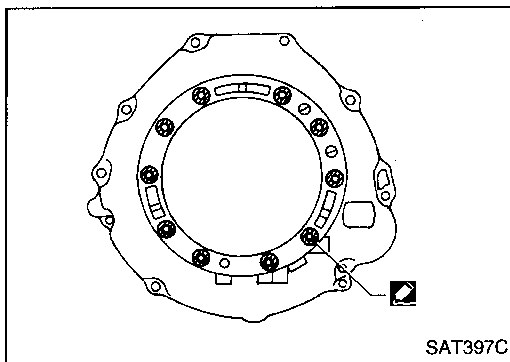
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## ASSEMBLY

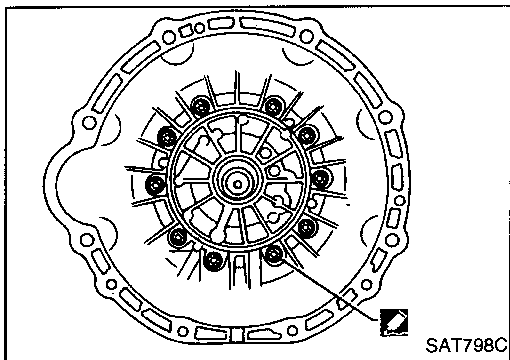
### Assembly (2) (Cont'd)



6. Install converter housing.
  - a. Apply recommended sealant to outer periphery of bolt holes in converter housing.

**Recommended sealant:**

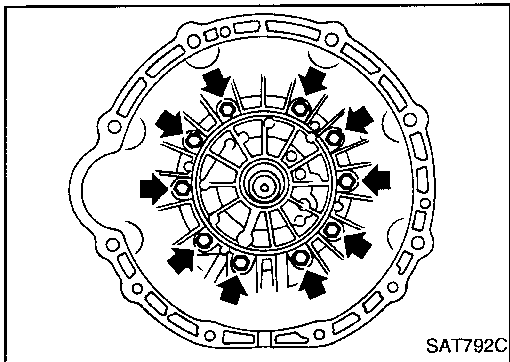
Refer to "MAJOR OVERHAUL", AT-202.



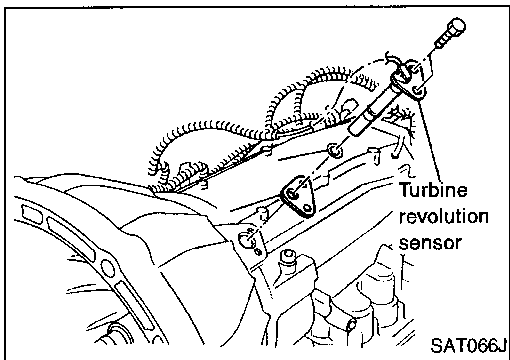
- b. Apply recommended sealant to seating surfaces of bolts that secure front of converter housing.

**Recommended sealant:**

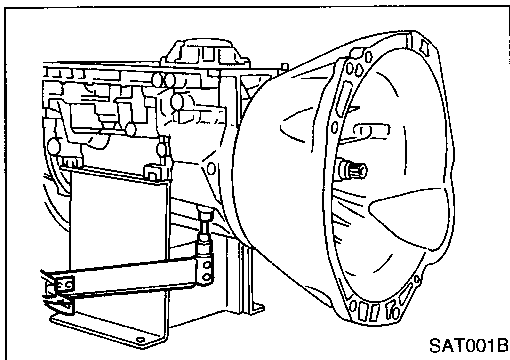
Refer to "MAJOR OVERHAUL", AT-202.



- c. Install converter housing on transmission case.




7. Install turbine revolution sensor.



8. Adjust brake band.
  - a. Tighten anchor end pin to specified torque.

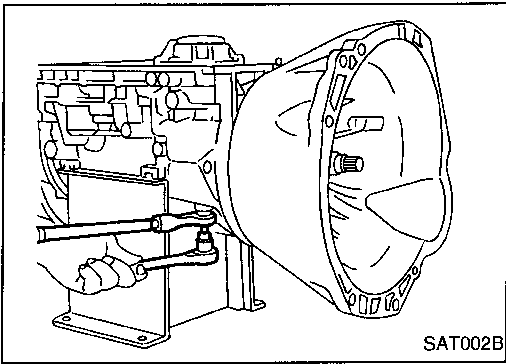
**Anchor end pin:**

 : 4 - 6 N·m (0.4 - 0.6 kg·m, 35 - 52 in·lb)
  - b. Back off anchor end pin two and a half turns.

# ASSEMBLY

## Assembly (2) (Cont'd)

c. While holding anchor end pin, tighten lock nut.

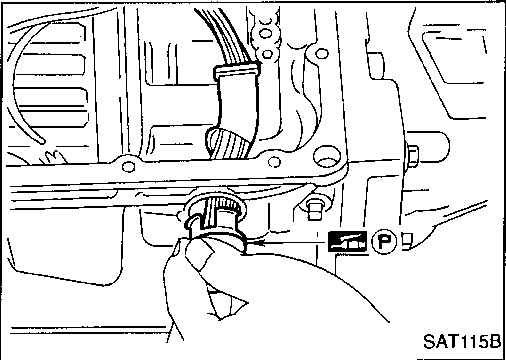


9. Install terminal cord assembly.

a. Install O-ring on terminal cord assembly.

● **Apply petroleum jelly to O-ring.**

b. Compress terminal cord assembly stopper and install terminal cord assembly on transmission case.

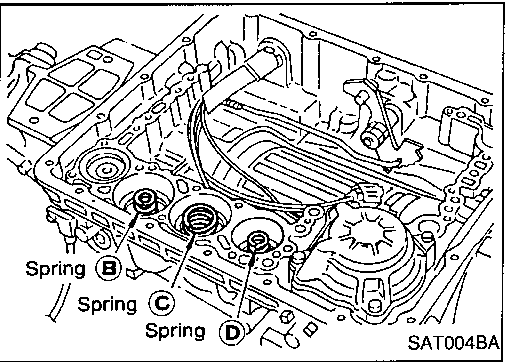


10. Install control valve assembly.

a. Install accumulator piston return springs (B), (C) and (D).

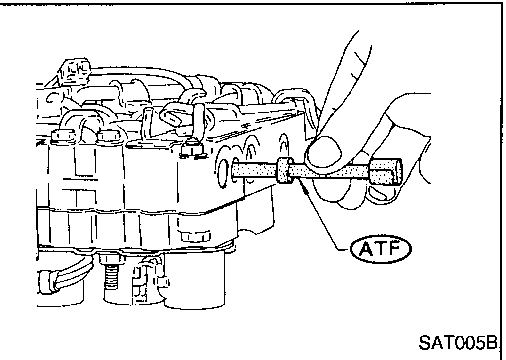
**Free length of return springs:**

**Refer to SDS, AT-278.**



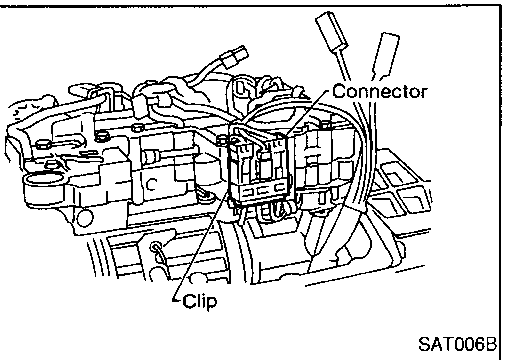
b. Install manual valve on control valve.

● **Apply ATF to manual valve.**



c. Place control valve assembly on transmission case. Connect solenoid connector for upper body.

d. Install connector clip.



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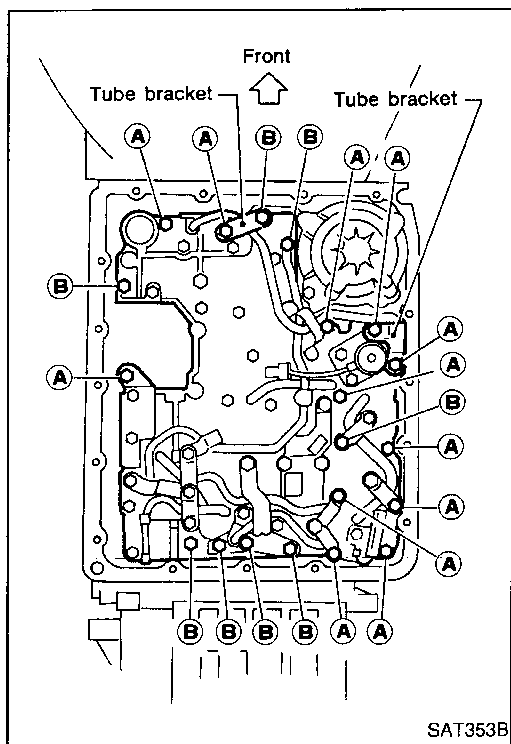
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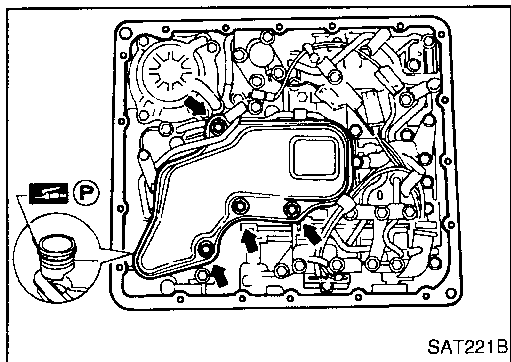
# ASSEMBLY

## Assembly (2) (Cont'd)

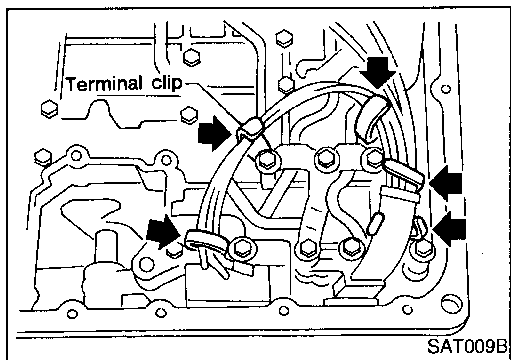


- e. Install control valve assembly on transmission case.
- f. Install connector tube brackets and tighten bolts (A) and (B).
- **Check that terminal assembly harness does not catch.**

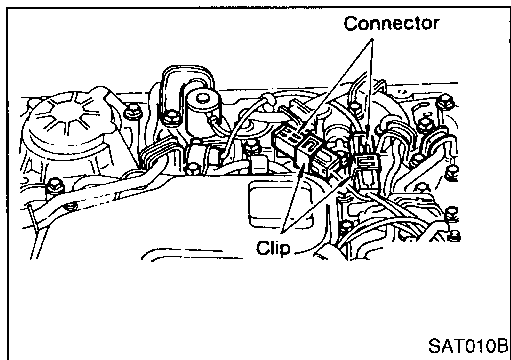
Bolt	ℓ mm (in)	ℓ
(A)	33 (1.30)	
(B)	45 (1.77)	



- g. Install O-ring on oil strainer.
- **Apply petroleum jelly to O-ring.**
- h. Install oil strainer on control valve.



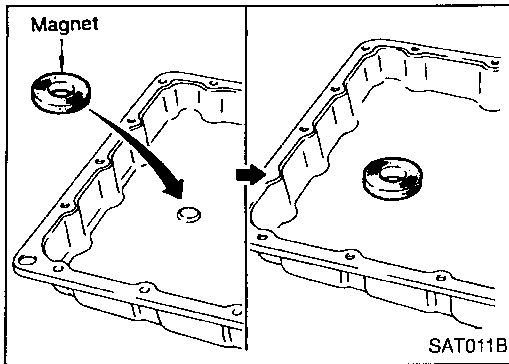
- i. Securely fasten terminal harness with clips.



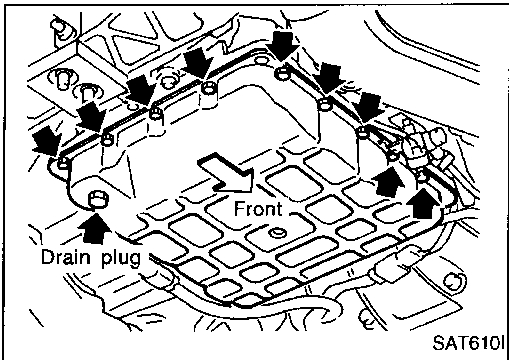
- j. Install torque converter clutch solenoid valve and A/T fluid temperature sensor connectors.

# ASSEMBLY

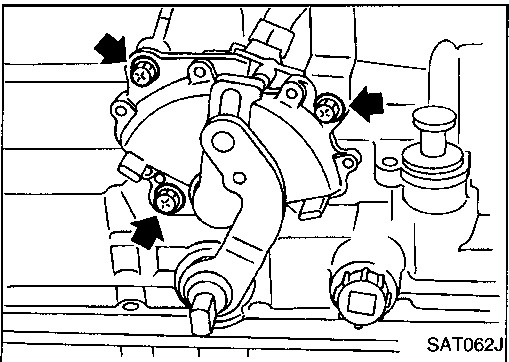
## Assembly (2) (Cont'd)



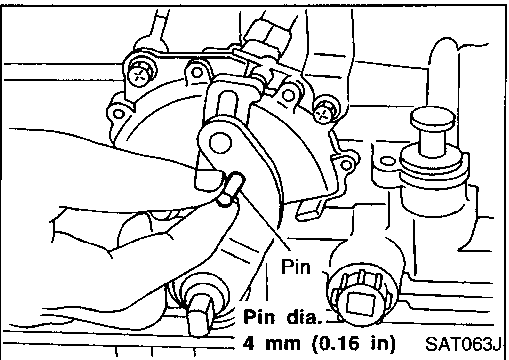
11. Install oil pan.
  - a. Attach a magnet to oil pan.



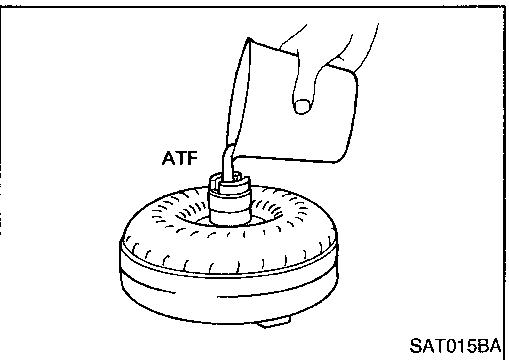
- b. Install new oil pan gasket on transmission case.
  - c. Install oil pan and bracket on transmission case.
    - Always replace oil pan bolts as they are self-sealing bolts.
    - Before installing bolts, remove traces of sealant and oil from mating surface and thread holes.
    - Tighten four bolts in a criss-cross pattern to prevent displacement of gasket.
  - d. Tighten drain plug.



12. Install PNP switch.
  - a. Check that manual shaft is in "1" position.
  - b. Temporarily install PNP switch on manual shaft.
  - c. Move manual shaft to "N".



- d. Tighten bolts while inserting 4.0 mm (0.157 in) dia. pin vertically into locating holes in PNP switch and manual shaft.



13. Install torque converter.
  - a. Pour ATF into torque converter.
    - Approximately 2 liters (2-1/8 US qt, 1-3/4 Imp qt) of fluid are required for a new torque converter.
    - When reusing old torque converter, add the same amount of fluid as was drained.

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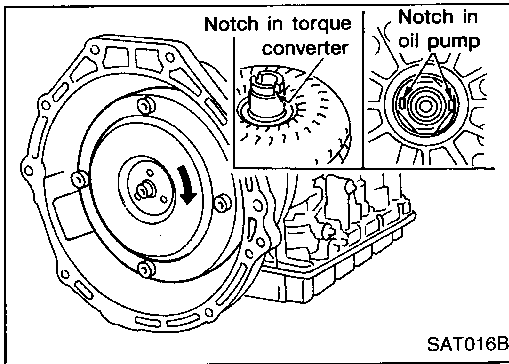
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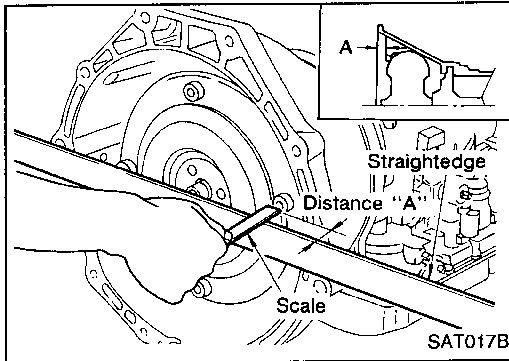
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# ASSEMBLY

## Assembly (2) (Cont'd)



b. Install torque converter while aligning notches and oil pump.



c. Measure distance A to check that torque converter is in proper position.

**Distance "A":**  
**22 mm (0.87 in) or more**

# SERVICE DATA AND SPECIFICATIONS (SDS)

## General Specifications

Engine	VH41DE
Automatic transmission model	RE4R03A
Transmission model code number	52X14
Stall torque ratio	1.84 : 1
Transmission gear ratio	
1st	2.569
2nd	1.479
Top	1.000
OD	0.694
Reverse	2.275
Recommended fluid	Nissan Matic "D" (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*
Fluid capacity   ℓ (US qt, Imp qt)	10.5 (11-1/8, 9-1/4)

\*: Refer to MA section ("Fluids and Lubricants", "RECOMMENDED FLUIDS AND LUBRICANTS").

## Specifications and Adjustment

### SHIFT SCHEDULE

#### Vehicle speed when shifting gears

Throttle position	Vehicle speed km/h (MPH)						
	D <sub>1</sub> → D <sub>2</sub>	D <sub>2</sub> → D <sub>3</sub>	D <sub>3</sub> → D <sub>4</sub>	D <sub>4</sub> → D <sub>3</sub>	D <sub>3</sub> → D <sub>2</sub>	D <sub>2</sub> → D <sub>1</sub>	1 <sub>2</sub> → 1 <sub>1</sub>
Full throttle	66 - 70 (41 - 43)	120 - 128 (75 - 80)	183 - 193 (114 - 120)	177 - 187 (110 - 116)	114 - 122 (71 - 76)	43 - 47 (27 - 29)	53 - 57 (33 - 35)
Half throttle	44 - 48 (27 - 30)	80 - 86 (50 - 53)	119 - 127 (74 - 79)	81 - 89 (50 - 55)	35 - 39 (22 - 24)	7 - 11 (4 - 7)	53 - 57 (33 - 35)

#### Vehicle speed when performing and releasing lock-up

Throttle position	Selector lever position [Shift position]	Vehicle speed km/h (MPH)	
		Lock-up "ON"	Lock-up "OFF"
Full throttle	D [D <sub>4</sub> ]	184 - 192 (114 - 119)	178 - 186 (111 - 116)
	D [D <sub>3</sub> ]	124 - 128 (77 - 80)	114 - 122 (71 - 76)
Half throttle	D [D <sub>4</sub> ]	134 - 142 (83 - 88)	120 - 128 (75 - 80)
	D [D <sub>3</sub> ]	91 - 99 (57 - 62)	81 - 89 (50 - 55)

#### STALL REVOLUTION

Stall revolution rpm
2,300 - 2,500

#### LINE PRESSURE

Engine speed rpm	Line pressure kPa (kg/cm <sup>2</sup> , psi)	
	D, 2 and 1 positions	R position
Idle	431 - 470 (4.4 - 4.8, 63 - 68)	598 - 637 (6.1 - 6.5, 87 - 92)
Stall	1,039 - 1,117 (10.6 - 11.4, 151 - 162)	1,450 - 1,539 (14.8 - 15.7, 210 - 223)

# SERVICE DATA AND SPECIFICATIONS (SDS)

## Specifications and Adjustment (Cont'd)

### RETURN SPRINGS

Unit: mm (in)

		Parts		Item		
				Part No.	Free length	Outer diameter
Control valve	Upper body	①	Torque converter relief valve spring	31742-41X23	38.0 (1.496)	9.0 (0.354)
		②	Pressure regulator valve spring	31742-41X24	44.02 (1.7331)	14.0 (0.551)
		③	Pressure modifier valve spring	31742-41X19	31.95 (1.2579)	6.8 (0.268)
		④	Shuttle shift valve D spring	31762-41X00	26.5 (1.043)	5.75 (0.226)
		⑤	4-2 sequence valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		⑥	Shift valve B spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		⑦	4-2 relay valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		⑧	Shift valve A spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		⑨	Overrun clutch control valve spring	31762-41X03	23.6 (0.929)	7.0 (0.276)
		⑩	Overrun clutch reducing valve spring	31742-41X63	32.5 (1.280)	7.0 (0.276)
		⑪	Shuttle shift valve S spring	31762-41X04	51.0 (2.008)	5.65 (0.2224)
		⑫	Pilot valve spring	31742-41X13	25.7 (1.012)	9.1 (0.358)
		⑬	Torque converter clutch control valve spring	31742-41X22	18.5 (0.728)	13.0 (0.512)
	⑭	Modifier accumulator piston spring	31742-27X70	31.4 (1.236)	9.8 (0.386)	
	Lower body	②	1st reducing valve spring	31756-41X05	25.4 (1.000)	6.75 (0.266)
③		3-2 timing valve spring	31742-41X06	23.0 (0.906)	6.7 (0.264)	
④		Servo charger valve spring	31742-41X06	23.0 (0.906)	6.7 (0.264)	
Reverse clutch		12 pcs	31521-51X02 (Assembly)	40.0 (1.575)	14.8 (0.583)	
High clutch		10 pcs	31521-51X03 (Assembly)	24.2 (0.953)	11.6 (0.457)	
Forward clutch (Overrun clutch)		20 pcs	32521-51X01 (Assembly)	36.8 (1.449)	10.7 (0.421)	
Low & reverse brake		Inner spring 16 pcs	31505-51X06	20.43 (0.8043)	10.3 (0.406)	
		Outer spring 16 pcs	31505-51X05	20.35 (0.8012)	13.0 (0.512)	
Band servo		Spring ①	31605-41X17	52.0 (2.047)	38.7 (1.524)	
		Spring ②	31605-41X01	29.7 (1.169)	27.6 (1.087)	
Accumulator		Accumulator ①	31605-41X02	43.0 (1.693)	18.0 (0.709)	
		Accumulator ②	31605-41X10	66.0 (2.598)	20.0 (0.787)	
		Accumulator ③	31605-51X01	45.0 (1.772)	29.3 (1.154)	
		Accumulator ④	31605-41X06	58.4 (2.299)	17.3 (0.681)	

# SERVICE DATA AND SPECIFICATIONS (SDS)

## Specifications and Adjustment (Cont'd)

### ACCUMULATOR O-RING

Accumulator	Diameter mm (in)			
	Ⓐ	Ⓑ	Ⓒ	Ⓓ
Small diameter end	29 (1.14)	32 (1.26)	45 (1.77)	29 (1.14)
Large diameter end	45 (1.77)	50 (1.97)	50 (1.97)	45 (1.77)

### CLUTCHES AND BRAKES

Reverse clutch		
Number of drive plates	3	
Number of driven plates	3	
Thickness of drive plate mm (in)	Standard	
	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	
		1.8 (0.071)
Clearance mm (in)	Standard	
	0.6 - 0.9 (0.024 - 0.035)	
	Allowable limit	
		1.5 (0.059)
Thickness of retaining plate	Thickness mm (in)	Part number
	4.4 (0.173)	31537-51X61
	4.6 (0.181)	31537-51X00
	4.8 (0.189)	31537-51X01
	5.0 (0.197)	31537-51X02
High clutch		
Number of drive plates	6	
Number of driven plates	6	
Thickness of drive plate mm (in)	Standard	
	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	
		1.4 (0.055)
Clearance mm (in)	Standard	
	1.8 - 2.2 (0.071 - 0.087)	
	Allowable limit	
		3.4 (0.134)
Thickness of retaining plate	Thickness mm (in)	Part number
	4.4 (0.173)	31537-51X61
	4.6 (0.181)	31537-51X00
	4.8 (0.189)	31537-51X01
	5.0 (0.197)	31537-51X02
	5.2 (0.205)	31537-51X03
	5.4 (0.213)	31537-51X04

Forward clutch		
Number of drive plates	7	
Number of driven plates	7	
Thickness of drive plate mm (in)	Standard	
	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	
		1.8 (0.071)
Clearance mm (in)	Standard	
	0.35 - 0.75 (0.0138 - 0.0295)	
	Allowable limit	
		2.2 (0.087)
Thickness of retaining plate	Thickness mm (in)	Part number
	4.6 (0.181)	31537-51X06
	4.8 (0.189)	31537-51X07
	5.0 (0.197)	31537-51X08
	5.2 (0.205)	31537-51X09
	5.4 (0.213)	31537-51X10
	5.6 (0.220)	31537-51X69
Overrun clutch		
Number of drive plates	4	
Number of driven plates	7	
Thickness of drive plate mm (in)	Standard	
	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	
		1.4 (0.055)
Clearance mm (in)	Standard	
	1.0 - 1.4 (0.039 - 0.055)	
	Allowable limit	
		2.2 (0.087)
Thickness of retaining plate	Thickness mm (in)	Part number
	3.8 (0.150)	31537-51X11
	4.0 (0.157)	31537-51X12
	4.2 (0.165)	31537-51X13
	4.4 (0.173)	31537-51X14
	4.6 (0.181)	31537-51X15
	4.8 (0.189)	31537-51X64

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# SERVICE DATA AND SPECIFICATIONS (SDS)

## Specifications and Adjustment (Cont'd)

Low & reverse brake		
Number of drive plates		7
Number of driven plates		7
Thickness of drive plate mm (in)		
Standard		1.52 - 1.67 (0.0598 - 0.0657)
Wear limit		1.4 (0.055)
Clearance mm (in)		
Standard		0.50 - 0.80 (0.0197 - 0.0315)
Allowable limit		2.2 (0.087)
Thickness of retaining plate	Thickness mm (in)	Part number
	3.6 (0.142)	31667-51X12
	4.0 (0.157)	31667-51X11
	4.2 (0.165)	31667-51X10
	4.4 (0.173)	31667-51X00
	4.6 (0.181)	31667-51X01
	4.8 (0.189)	31667-51X02
	5.0 (0.197)	31667-51X03
	5.2 (0.205)	31667-51X04
	5.4 (0.213)	31667-51X05
	5.6 (0.220)	31667-51X06
5.8 (0.228)	31667-51X07	
6.0 (0.236)	31667-51X08	
6.2 (0.244)	31667-51X09	
Brake band		
Anchor end pin tightening torque N-m (kg-m, in-lb)		4 - 6 (0.4 - 0.6, 35 - 52)
Number of returning revolutions for anchor end pin		2.5

### OIL PUMP AND LOW ONE-WAY CLUTCH

Oil pump clearance mm (in)		
Cam ring — oil pump housing		
Standard		0.01 - 0.024 (0.0004 - 0.0009)
Rotor, vanes and control piston — oil pump housing		
Standard		0.03 - 0.044 (0.0012 - 0.0017)
Seal ring clearance mm (in)		
Standard		0.17 - 0.37 (0.0067 - 0.0146)
Allowable limit		0.37 (0.0146)

### TOTAL END PLAY

Total end play "T <sub>1</sub> "	0.25 - 0.55 mm (0.0098 - 0.0217 in)	
Thickness of oil pump cover bearing race	Thickness mm (in)	Part number
	0.8 (0.031)	31435-41X01
	1.0 (0.039)	31435-41X02
	1.2 (0.047)	31435-41X03
	1.4 (0.055)	31435-41X04
	1.6 (0.063)	31435-41X05
	1.8 (0.071)	31435-41X06
2.0 (0.079)	31435-41X07	

### REVERSE CLUTCH DRUM END PLAY

Reverse clutch drum end play "T <sub>2</sub> "	0.55 - 0.90 mm (0.0217 - 0.0354 in)	
Thickness of oil pump thrust washer	Thickness mm (in)	Part number
	0.9 (0.035)	31528-21X01
	1.1 (0.043)	31528-21X02
	1.3 (0.051)	31528-21X03
	1.5 (0.059)	31528-21X04
	1.7 (0.067)	31528-21X05
	1.9 (0.075)	31528-21X06

### REMOVAL AND INSTALLATION

Manual control linkage	
Number of returning revolutions for lock nut	1
Lock nut tightening torque	11 - 15 N-m (1.1 - 1.5 kg-m, 8 - 11 ft-lb)
Distance between end of converter housing and torque converter	22.0 mm (0.866 in) or more