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## SECTION

# TRANSAXLE & TRANSMISSION

TM

### CONTENTS

|                                       |   |    |
|---------------------------------------|---|----|
|                                       |   |    |
| <b>FS5R30A</b>                        | <b>TRANSMISSION ASSEMBLY</b> .....          | 19 |
| <b>PRECAUTION</b> .....               | Removal and Installation from Vehicle ..... | 19 |
| <b>PRECAUTIONS</b> .....              | <b>DISASSEMBLY AND ASSEMBLY</b> .....       | 21 |
| Service Notice or Precaution .....    | <b>TRANSMISSION ASSEMBLY</b> .....          | 21 |
| <b>PREPARATION</b> .....              | Overhaul .....                              | 21 |
| <b>PREPARATION</b> .....              | <b>CASE COMPONENTS</b> .....                | 28 |
| Special Service Tool .....            | Disassembly .....                           | 28 |
| Commercial Service Tool .....         | Assembly .....                              | 30 |
| <b>SYMPTOM DIAGNOSIS</b> .....        | <b>SHIFT CONTROL COMPONENTS</b> .....       | 33 |
| <b>NOISE, VIBRATION AND HARSHNESS</b> | Disassembly .....                           | 33 |
| <b>(NVH) TROUBLESHOOTING</b> .....    | Inspection .....                            | 33 |
| NVH Troubleshooting Chart .....       | Assembly .....                              | 34 |
| <b>DESCRIPTION</b> .....              | <b>GEAR COMPONENTS</b> .....                | 35 |
| Description .....                     | Disassembly .....                           | 35 |
| <b>ON-VEHICLE MAINTENANCE</b> .....   | Inspection .....                            | 39 |
| <b>M/T OIL</b> .....                  | Assembly .....                              | 41 |
| Changing .....                        | <b>SERVICE DATA AND SPECIFICATIONS</b>      |    |
| Checking .....                        | <b>(SDS)</b> .....                          | 51 |
| <b>ON-VEHICLE REPAIR</b> .....        | <b>SERVICE DATA AND SPECIFICATIONS</b>      |    |
| <b>REAR OIL SEAL</b> .....            | <b>(SDS)</b> .....                          | 51 |
| Removal and Installation .....        | General Specification .....                 | 51 |
| <b>POSITION SWITCH</b> .....          | Gear End Play .....                         | 52 |
| Checking .....                        | Baulk Ring Clearance .....                  | 52 |
| <b>SHIFT CONTROL</b> .....            | Available Snap Rings .....                  | 52 |
| Removal and Installation .....        | Available C-Rings .....                     | 53 |
| <b>AIR BREATHER HOSE</b> .....        | Available Thrust Washer .....               | 53 |
| Removal and Installation .....        | Available Shims .....                       | 53 |
| <b>REMOVAL AND INSTALLATION</b> ..... | <b>6MT: FS6R31A</b>                         |    |
|                                       | <b>PRECAUTION</b> .....                     | 54 |
|                                       | <b>PRECAUTIONS</b> .....                    | 54 |
|                                       | Service Notice or Precaution .....          | 54 |
|                                       | <b>PREPARATION</b> .....                    | 55 |

E  
F  
G  
H  
I  
J  
K  
L  
M  
N  
O  
P

|  |            |  |            |
|--|------------|--|------------|
| <b>PREPARATION</b> .....   | <b>55</b>  | Diagnostic Work Sheet .....                            | 124        |
| Special Service Tool .....   | 55         |  |            |
| Commercial Service Tool .....  | 57         |  |            |
| <b>SYMPTOM DIAGNOSIS</b> .....                                       | <b>59</b>  |  |            |
| <b>NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING</b> .....    | <b>59</b>  |  |            |
| NVH Troubleshooting Chart .....                                      | 59         |  |            |
| <b>DESCRIPTION</b> .....   | <b>60</b>  |  |            |
| Cross-Sectional View .....   | 60         |  |            |
| <b>ON-VEHICLE MAINTENANCE</b> .....                                  | <b>62</b>  |  |            |
| <b>M/T OIL</b> .....   | <b>62</b>  |  |            |
| Changing .....   | 62         |  |            |
| Checking .....   | 62         |  |            |
| <b>ON-VEHICLE REPAIR</b> .....                                       | <b>63</b>  |  |            |
| <b>REAR OIL SEAL</b> .....   | <b>63</b>  |  |            |
| Removal and Installation .....                                       | 63         |  |            |
| <b>POSITION SWITCH</b> .....   | <b>65</b>  |  |            |
| Checking .....   | 65         |  |            |
| <b>SHIFT CONTROL</b> .....   | <b>66</b>  |  |            |
| Removal and Installation .....                                       | 66         |  |            |
| <b>AIR BREATHER HOSE</b> .....                                       | <b>68</b>  |  |            |
| Removal and Installation .....                                       | 68         |  |            |
| <b>REMOVAL AND INSTALLATION</b> .....                                | <b>69</b>  |  |            |
| <b>TRANSMISSION ASSEMBLY</b> .....                                   | <b>69</b>  |  |            |
| Removal and Installation from Vehicle (For 2WD Models) .....         | 69         |  |            |
| Removal and Installation from Vehicle (For 4WD Models) .....         | 71         |  |            |
| <b>DISASSEMBLY AND ASSEMBLY</b> .....                                | <b>73</b>  |  |            |
| <b>TRANSMISSION ASSEMBLY</b> .....                                   | <b>73</b>  |  |            |
| Disassembly and Assembly .....                                       | 73         |  |            |
| <b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....                   | <b>120</b> |  |            |
| <b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....                   | <b>120</b> |  |            |
| General Specification .....  | 120        |  |            |
| Gear End Play .....  | 121        |  |            |
| Snap Rings .....   | 121        |  |            |
| Baulk Ring Clearance .....   | 121        |  |            |
|  |            | <b>5AT: RE5R05A</b>                                    |            |
| <b>BASIC INSPECTION</b> .....  | <b>123</b> |  |            |
| <b>DIAGNOSIS AND REPAIR WORKFLOW</b> .....                           | <b>123</b> |  |            |
| How to Perform Trouble Diagnosis For Quick and Accurate Repair ..... | 123        |  |            |
|  |            | <b>FUNCTION DIAGNOSIS</b> .....                        | <b>126</b> |
|  |            | <b>A/T CONTROL SYSTEM</b> .....                        | <b>126</b> |
|  |            | Cross-Sectional View .....                             | 126        |
|  |            | Shift Mechanism .....                                  | 127        |
|  |            | TCM Function .....                                     | 138        |
|  |            | CAN Communication .....                                | 139        |
|  |            | Input/Output Signal of TCM .....                       | 140        |
|  |            | Line Pressure Control .....                            | 140        |
|  |            | Shift Control .....                                    | 142        |
|  |            | Lock-up Control .....                                  | 143        |
|  |            | Engine Brake Control .....                             | 144        |
|  |            | Control Valve .....                                    | 144        |
|  |            | A/T Electrical Parts Location .....                    | 146        |
|  |            | <b>A/T SHIFT LOCK SYSTEM</b> .....                     | <b>147</b> |
|  |            | System Description .....                               | 147        |
|  |            | Shift Lock System Electrical Parts Location .....      | 147        |
|  |            | <b>ON BOARD DIAGNOSTIC (OBD) SYSTEM</b> .....          | <b>148</b> |
|  |            | Introduction .....                                     | 148        |
|  |            | OBD-II Function for A/T System .....                   | 148        |
|  |            | One or Two Trip Detection Logic of OBD-II .....        | 148        |
|  |            | OBD-II Diagnostic Trouble Code (DTC) .....             | 148        |
|  |            | Malfunction Indicator Lamp (MIL) .....                 | 149        |
|  |            | <b>DIAGNOSIS SYSTEM (TCM)</b> .....                    | <b>150</b> |
|  |            | CONSULT-III Function (TRANSMISSION) .....              | 150        |
|  |            | Diagnosis Procedure without CONSULT-III .....          | 156        |
|  |            | <b>COMPONENT DIAGNOSIS</b> .....                       | <b>159</b> |
|  |            | <b>DTC U1000 CAN COMMUNICATION LINE</b> .....          | <b>159</b> |
|  |            | Description .....                                      | 159        |
|  |            | On Board Diagnosis Logic .....                         | 159        |
|  |            | Possible Cause .....                                   | 159        |
|  |            | DTC Confirmation Procedure .....                       | 159        |
|  |            | Diagnosis Procedure .....                              | 159        |
|  |            | <b>DTC P0615 START SIGNAL CIRCUIT</b> .....            | <b>160</b> |
|  |            | Description .....                                      | 160        |
|  |            | CONSULT-III Reference Value in Data Monitor Mode ..... | 160        |
|  |            | On Board Diagnosis Logic .....                         | 160        |
|  |            | Possible Cause .....                                   | 160        |
|  |            | DTC Confirmation Procedure .....                       | 160        |
|  |            | Diagnosis Procedure .....                              | 160        |
|  |            | <b>DTC P0700 TCM</b> .....                             | <b>162</b> |
|  |            | Description .....                                      | 162        |
|  |            | On Board Diagnosis Logic .....                         | 162        |
|  |            | Possible Cause .....                                   | 162        |
|  |            | DTC Confirmation Procedure .....                       | 162        |
|  |            | Diagnosis Procedure .....                              | 162        |
|  |            | <b>DTC P0705 PARK/NEUTRAL POSITION SWITCH</b> .....    | <b>163</b> |
|  |            | Description .....                                      | 163        |

|   |   |            |    |
|---|---|------------|----|
| CONSULT-III Reference Value in Data Monitor                             | Possible Cause .....  | 178        |    |
| Mode .....  | DTC Confirmation Procedure .....                                  | 178        | A  |
| On Board Diagnosis Logic .....  | Diagnosis Procedure .....   | 179        |    |
| Possible Cause .....  |   |            |    |
| DTC Confirmation Procedure .....  | <b>DTC P0735 A/T 5TH GEAR FUNCTION .....</b>                      | <b>180</b> | B  |
| Diagnosis Procedure .....   | Description .....   | 180        |    |
|   | On Board Diagnosis Logic .....                                    | 180        |    |
| <b>DTC P0717 TURBINE REVOLUTION SEN-<br/>SOR .....</b>                  | Possible Cause .....  | 180        | C  |
| Description .....   | DTC Confirmation Procedure .....                                  | 180        |    |
| CONSULT-III Reference Value in Data Monitor                             | Diagnosis Procedure .....   | 181        |    |
| Mode .....  |   |            |    |
| On Board Diagnosis Logic .....  | <b>DTC P0740 TORQUE CONVERTER CLUTCH<br/>SOLENOID VALVE .....</b> | <b>182</b> | TM |
| Possible Cause .....  | Description .....   | 182        |    |
| DTC Confirmation Procedure .....  | CONSULT-III Reference Value in Data Monitor                       |            |    |
| Diagnosis Procedure .....   | Mode .....  | 182        | E  |
|   | On Board Diagnosis Logic .....                                    | 182        |    |
| <b>DTC P0720 VEHICLE SPEED SENSOR A/T<br/>(REVOLUTION SENSOR) .....</b> | Possible Cause .....  | 182        | F  |
| Description .....   | DTC Confirmation Procedure .....                                  | 182        |    |
| CONSULT-III Reference Value in Data Monitor                             | Diagnosis Procedure .....   | 182        |    |
| Mode .....  |   |            |    |
| On Board Diagnosis Logic .....  | <b>DTC P0744 A/T TCC S/V FUNCTION (LOCK-<br/>UP) .....</b>        | <b>184</b> | G  |
| Possible Cause .....  | Description .....   | 184        |    |
| DTC Confirmation Procedure .....  | CONSULT-III Reference Value in Data Monitor                       |            |    |
| Diagnosis Procedure .....   | Mode .....  | 184        | H  |
|   | On Board Diagnosis Logic .....                                    | 184        |    |
| <b>DTC P0725 ENGINE SPEED SIGNAL .....</b>                              | Possible Cause .....  | 184        |    |
| Description .....   | DTC Confirmation Procedure .....                                  | 184        | I  |
| CONSULT-III Reference Value in Data Monitor                             | Diagnosis Procedure .....   | 184        |    |
| Mode .....  |   |            |    |
| On Board Diagnosis Logic .....  | <b>DTC P0745 LINE PRESSURE SOLENOID<br/>VALVE .....</b>           | <b>186</b> | J  |
| Possible Cause .....  | Description .....   | 186        |    |
| DTC Confirmation Procedure .....  | CONSULT-III Reference Value in Data Monitor                       |            |    |
| Diagnosis Procedure .....   | Mode .....  | 186        | K  |
|   | On Board Diagnosis Logic .....                                    | 186        |    |
| <b>DTC P0731 A/T 1ST GEAR FUNCTION .....</b>                            | Possible Cause .....  | 186        |    |
| Description .....   | DTC Confirmation Procedure .....                                  | 186        | L  |
| On Board Diagnosis Logic .....  | Diagnosis Procedure .....   | 186        |    |
| Possible Cause .....  |   |            |    |
| DTC Confirmation Procedure .....  | <b>DTC P1705 THROTTLE POSITION SENSOR. 188</b>                    |            | M  |
| Diagnosis Procedure .....   | Description .....   | 188        |    |
|   | CONSULT-III Reference Value in Data Monitor                       |            |    |
| <b>DTC P0732 A/T 2ND GEAR FUNCTION .....</b>                            | Mode .....  | 188        |    |
| Description .....   | On Board Diagnosis Logic .....                                    | 188        |    |
| On Board Diagnosis Logic .....  | Possible Cause .....  | 188        | N  |
| Possible Cause .....  | DTC Confirmation Procedure .....                                  | 188        |    |
| DTC Confirmation Procedure .....  | Diagnosis Procedure .....   | 188        | O  |
| Diagnosis Procedure .....   |   |            |    |
| <b>DTC P0733 A/T 3RD GEAR FUNCTION .....</b>                            | <b>DTC P1710 A/T FLUID TEMPERATURE SEN-<br/>SOR CIRCUIT .....</b> | <b>190</b> | P  |
| Description .....   | Description .....   | 190        |    |
| On Board Diagnosis Logic .....  | CONSULT-III Reference Value in Data Monitor                       |            |    |
| Possible Cause .....  | Mode .....  | 190        |    |
| DTC Confirmation Procedure .....  | On Board Diagnosis Logic .....                                    | 190        |    |
| Diagnosis Procedure .....   | Possible Cause .....  | 190        |    |
|   | DTC Confirmation Procedure .....                                  | 190        |    |
| <b>DTC P0734 A/T 4TH GEAR FUNCTION .....</b>                            | Diagnosis Procedure .....   | 190        |    |
| Description .....   | Component Inspection .....  | 191        |    |
| On Board Diagnosis Logic .....  |   |            |    |

|   |            |   |            |
|---|------------|---|------------|
| <b>DTC P1721 VEHICLE SPEED SENSOR MTR.</b>                  | <b>192</b> | CONSULT-III Reference Value in Data Monitor                             |            |
| Description .....   | 192        | Mode .....  | 204        |
| CONSULT-III Reference Value in Data Monitor                 |            | On Board Diagnosis Logic .....  | 204        |
| Mode .....  | 192        | Possible Cause .....  | 204        |
| On Board Diagnosis Logic .....                              | 192        | DTC Confirmation Procedure .....  | 204        |
| Possible Cause .....  | 192        | Diagnosis Procedure .....   | 204        |
| DTC Confirmation Procedure .....                            | 192        |   |            |
| Diagnosis Procedure .....                                   | 192        |   |            |
| <b>DTC P1730 A/T INTERLOCK</b>                              | <b>194</b> | <b>DTC P1772 LOW COAST BRAKE SOLENOID VALVE</b>                         | <b>206</b> |
| Description .....   | 194        | Description .....   | 206        |
| On Board Diagnosis Logic .....                              | 194        | CONSULT-III Reference Value in Data Monitor                             |            |
| Possible Cause .....  | 194        | Mode .....  | 206        |
| DTC Confirmation Procedure .....                            | 194        | On Board Diagnosis Logic .....  | 206        |
| Judgement of A/T Interlock .....                            | 194        | Possible Cause .....  | 206        |
| Diagnosis Procedure .....                                   | 194        | DTC Confirmation Procedure .....  | 206        |
|   |            | Diagnosis Procedure .....   | 206        |
| <b>DTC P1731 A/T 1ST ENGINE BRAKING</b>                     | <b>196</b> | <b>DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION</b>                | <b>208</b> |
| Description .....   | 196        | Description .....   | 208        |
| CONSULT-III Reference Value in Data Monitor                 |            | CONSULT-III Reference Value in Data Monitor                             |            |
| Mode .....  | 196        | Mode .....  | 208        |
| On Board Diagnosis Logic .....                              | 196        | On Board Diagnosis Logic .....  | 208        |
| Possible Cause .....  | 196        | Possible Cause .....  | 208        |
| DTC Confirmation Procedure .....                            | 196        | DTC Confirmation Procedure .....  | 208        |
| Diagnosis Procedure .....                                   | 196        | Diagnosis Procedure .....   | 209        |
| <b>DTC P1752 INPUT CLUTCH SOLENOID VALVE</b>                | <b>198</b> | <b>MAIN POWER SUPPLY AND GROUND CIRCUIT</b>                             | <b>210</b> |
| Description .....   | 198        | Diagnosis Procedure .....   | 210        |
| CONSULT-III Reference Value in Data Monitor                 |            |   |            |
| Mode .....  | 198        | <b>CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT</b> | <b>213</b> |
| On Board Diagnosis Logic .....                              | 198        | CONSULT-III Reference Value in Data Monitor                             |            |
| Possible Cause .....  | 198        | Mode .....  | 213        |
| DTC Confirmation Procedure .....                            | 198        | Diagnosis Procedure .....   | 213        |
| Diagnosis Procedure .....                                   | 198        |   |            |
| <b>DTC P1757 FRONT BRAKE SOLENOID VALVE</b>                 | <b>200</b> | <b>BRAKE SIGNAL CIRCUIT</b>   | <b>214</b> |
| Description .....   | 200        | CONSULT-III Reference Value in Data Monitor                             |            |
| CONSULT-III Reference Value in Data Monitor                 |            | Mode .....  | 214        |
| Mode .....  | 200        | Diagnosis Procedure .....   | 214        |
| On Board Diagnosis Logic .....                              | 200        |   |            |
| Possible Cause .....  | 200        | <b>A/T SHIFT LOCK SYSTEM</b>  | <b>215</b> |
| DTC Confirmation Procedure .....                            | 200        | Wiring Diagram - A/T - SHIFT .....                                      | 215        |
| Diagnosis Procedure .....                                   | 200        | Diagnosis Procedure .....   | 216        |
| <b>DTC P1762 DIRECT CLUTCH SOLENOID VALVE</b>               | <b>202</b> | <b>OVERDRIVE CONTROL SWITCH</b>   | <b>218</b> |
| Description .....   | 202        | CONSULT-III Reference Value in Data Monitor                             |            |
| CONSULT-III Reference Value in Data Monitor                 |            | Mode .....  | 218        |
| Mode .....  | 202        | Diagnosis Procedure .....   | 218        |
| On Board Diagnosis Logic .....                              | 202        |   |            |
| Possible Cause .....  | 202        | <b>ECU DIAGNOSIS</b>  | <b>220</b> |
| DTC Confirmation Procedure .....                            | 202        | <b>TCM</b>  | <b>220</b> |
| Diagnosis Procedure .....                                   | 202        | TCM Terminals and Reference Values .....                                | 220        |
| <b>DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE</b> | <b>204</b> | Wiring Diagram A/T Control System .....                                 | 221        |
| Description .....   | 204        | Fail-Safe .....   | 228        |
|   |            | DTC Inspection Priority Chart .....                                     | 230        |
|   |            | DTC No. Index .....   | 230        |
|   |            | Alphabetical Index .....  | 231        |

|  |            |  |            |    |
|--|------------|--|------------|----|
| <b>SYMPTOM DIAGNOSIS</b> .....   | <b>232</b> | Cruise Test - Part 2 .....   | 296        |    |
|  |            | Cruise Test - Part 3 .....   | 296        | A  |
| <b>SYSTEM SYMPTOM</b> .....  | <b>232</b> | <b>ON-VEHICLE REPAIR</b> .....   | <b>297</b> |    |
| O/D OFF Indicator Lamp Does Not Come On .....  | 232        | <b>SHIFT CONTROL SYSTEM</b> .....  | <b>297</b> | B  |
| Engine Cannot Be Started in "P" or "N" Position ..   | 232        | Exploded view .....  | 297        |    |
| In "P" Position, Vehicle Moves When Pushed .....   | 233        | Removal and Installation .....   | 297        | C  |
| In "N" Position, Vehicle Moves .....   | 233        | Inspection and Adjustment .....  | 298        |    |
| Large Shock ("N" to "D" Position) .....  | 234        | <b>OIL PAN</b> .....   | <b>299</b> |    |
| Vehicle Does Not Creep Backward in "R" Position..  | 236        | Removal and Installation .....   | 299        | TM |
| Vehicle Does Not Creep Forward in "D" Position..   | 237        | <b>CONTROL VALVE WITH TCM</b> .....  | <b>301</b> |    |
| Vehicle Cannot Be Started from D1 .....  | 239        | Control Valve with TCM and A/T Fluid Tempera-<br>ture Sensor 2 .....                 | 301        | E  |
| A/T Does Not Shift: D1Æ D2 .....   | 241        | <b>REAR OIL SEAL</b> .....   | <b>308</b> |    |
| A/T Does Not Shift: D2Æ D3 .....   | 242        | Removal and Installation .....   | 308        | F  |
| A/T Does Not Shift: D3Æ D4 .....   | 244        | <b>KEY INTERLOCK CABLE</b> .....   | <b>309</b> |    |
| A/T Does Not Shift: D4Æ D5 .....   | 245        | Component .....  | 309        | G  |
| A/T Does Not Perform Lock-up .....   | 247        | Removal and Installation .....   | 309        |    |
| A/T Does Not Hold Lock-up Condition .....  | 248        | <b>AIR BREATHER HOSE</b> .....   | <b>312</b> |    |
| Lock-up Is Not Released .....  | 249        | Removal and Installation for QR25DE Engine .....                                     | 312        | H  |
| Engine Speed Does Not Return to Idle .....   | 250        | Removal and Installation for VQ40DE Engine .....                                     | 313        |    |
| A/T Does Not Shift: 5th gear Æ 4th gear .....  | 251        | <b>A/T FLUID COOLER</b> .....  | <b>315</b> |    |
| A/T Does Not Shift: 4th gear Æ 3rd gear .....  | 252        | Removal and Installation .....   | 315        | I  |
| A/T Does Not Shift: 3rd gear Æ 2nd gear .....  | 253        | <b>REMOVAL AND INSTALLATION</b> .....  | <b>316</b> |    |
| A/T Does Not Shift: 2nd gear Æ 1st gear .....  | 254        | <b>TRANSMISSION ASSEMBLY</b> .....   | <b>316</b> | J  |
| Vehicle Does Not Decelerate By Engine Brake ...  | 256        | Component .....  | 316        |    |
| Symptom Chart .....  | 257        | Removal and Installation for QR25DE .....  | 318        | K  |
|  |            | Removal and Installation for VQ40DE 2WD Mod-<br>els .....                            | 320        |    |
| <b>PRECAUTION</b> .....  | <b>279</b> | Removal and Installation for VQ40DE 4WD Mod-<br>els .....                            | 322        | L  |
|  |            | <b>DISASSEMBLY AND ASSEMBLY</b> .....  | <b>325</b> |    |
| <b>PRECAUTIONS</b> .....   | <b>279</b> | <b>OVERHAUL</b> .....  | <b>325</b> | M  |
| Precaution for Supplemental Restraint System<br>(SRS) "AIR BAG" and "SEAT BELT PRE-TEN-<br>SIONER" ..... | 279        | Component .....  | 325        |    |
| Precaution for On Board Diagnosis (OBD) System<br>of A/T and Engine .....                                | 279        | Oil Channel .....  | 332        | N  |
| Precaution .....   | 279        | Location of Adjusting Shims, Needle Bearings,<br>Thrust Washers and Snap Rings ..... | 334        |    |
| Service Notice or Precaution .....   | 280        | <b>DISASSEMBLY</b> .....   | <b>336</b> | O  |
|  |            | Disassembly .....  | 336        |    |
| <b>PREPARATION</b> .....   | <b>281</b> | <b>OIL PUMP</b> .....  | <b>354</b> |    |
|  |            | Exploded View .....  | 354        | P  |
| <b>PREPARATION</b> .....   | <b>281</b> | Disassembly and Assembly .....   | 354        |    |
| Special Service Tool .....   | 281        | <b>FRONT SUN GEAR, 3RD ONE-WAY<br/>CLUTCH</b> .....                                  | <b>357</b> |    |
| Commercial Service Tool .....  | 282        | Exploded View .....  | 357        |    |
|  |            | Disassembly and Assembly .....   | 357        |    |
| <b>ON-VEHICLE MAINTENANCE</b> .....  | <b>283</b> |  |            |    |
| <b>A/T FLUID</b> .....   | <b>283</b> |  |            |    |
| Checking the A/T Fluid (ATF) .....   | 283        |  |            |    |
| Changing the A/T Fluid (ATF) .....   | 285        |  |            |    |
| A/T Fluid Cooler Cleaning .....  | 286        |  |            |    |
| <b>INSPECTIONS BEFORE TROUBLE DIAG-<br/>NOSIS</b> .....  | <b>289</b> |  |            |    |
| Fluid Condition Check .....  | 289        |  |            |    |
| Stall Test .....   | 289        |  |            |    |
| Line Pressure Test .....   | 290        |  |            |    |
| <b>ROAD TEST</b> .....   | <b>293</b> |  |            |    |
| Check Before Engine Is Started .....   | 293        |  |            |    |
| Check at Idle .....  | 293        |  |            |    |
| Cruise Test - Part 1 .....   | 294        |  |            |    |

|   |            |
|---|------------|
| <b>FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR</b> .....              | <b>359</b> |
| Front Carrier, Input Clutch, Rear Internal Gear .....                     | 359        |
| <b>MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB</b> ..... | <b>365</b> |
| Mid Sun Gear, Rear Sun Gear, High and Low Reverse Clutch Hub .....        | 365        |
| <b>HIGH AND LOW REVERSE CLUTCH</b> .....                                  | <b>370</b> |
| High and Low Reverse Clutch .....   | 370        |
| <b>DIRECT CLUTCH</b> .....  | <b>373</b> |
| Direct Clutch .....   | 373        |
| <b>ASSEMBLY</b> .....   | <b>375</b> |
| Assembly (1) .....  | 375        |
| Adjustment .....  | 388        |
| Assembly (2) .....  | 390        |

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**SERVICE DATA AND SPECIFICATIONS (SDS) ..... 397**

|  |            |
|--|------------|
| <b>SERVICE DATA AND SPECIFICATIONS (SDS)</b> .....   | <b>397</b> |
| General Specification .....                          | 397        |
| Vehicle Speed at Which Gear Shifting Occurs .....    | 397        |
| Vehicle Speed at Which Lock-up Occurs/Releases ..... | 398        |
| Stall Speed .....                                    | 398        |
| Line Pressure .....                                  | 398        |
| A/T Fluid Temperature Sensor .....                   | 399        |
| Turbine Revolution Sensor .....                      | 399        |
| Vehicle Speed Sensor A/T (Revolution Sensor) ..      | 399        |
| Reverse brake .....                                  | 399        |
| Total End Play .....                                 | 399        |

# PRECAUTION

## PRECAUTIONS

### Service Notice or Precaution

INFOID:000000004054243

- Do not reuse transmission oil once it has been drained.
- Check oil level or replace oil with vehicle on level surface.
- During removal or installation, keep inside of transmission clear of dust or dirt.
- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten nuts and bolts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, use it.
- Be careful not to damage sliding surfaces and mating surfaces.

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# PREPARATION

< PREPARATION >

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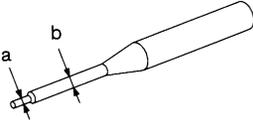
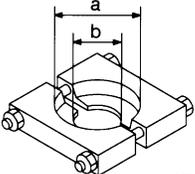
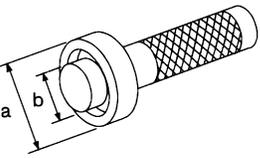
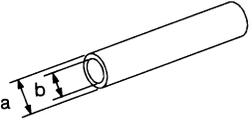
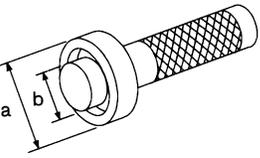
## PREPARATION

### PREPARATION

#### Special Service Tool

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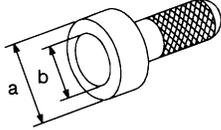
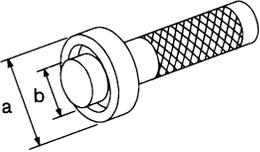
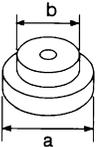
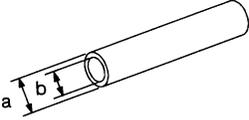
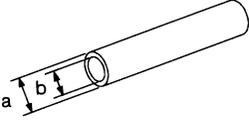
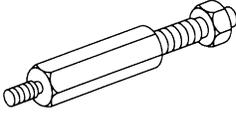
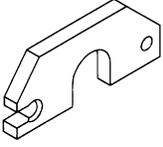
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number<br>(Kent-Moore No.)<br>Tool name  | Description   |
|---|---|
| ST23540000<br>(J-25689-A)<br>Pin punch<br><br> <p style="text-align: right; margin-right: 50px;">NT442</p> | Removing and installing retaining pin<br><b>a: 2.3 mm (0.091 in) dia.</b><br><b>b: 4 mm (0.16 in) dia.</b>  |
| ST30031000<br>(J-22912-01)<br>Puller<br><br> <p style="text-align: right; margin-right: 50px;">NT411</p>   | <ul style="list-style-type: none"> <li>• Removing 1st and 2nd synchronizer assembly</li> <li>• Removing counter gear rear thrust bearing</li> <li>• Removing main drive bearing</li> <li>• Inspecting baulk ring wear</li> </ul> <b>a: 90 mm (3.54 in) dia.</b><br><b>b: 50 mm (1.97 in) dia.</b> |
| ST33290001<br>(J-34286)<br>Puller<br><br> <p style="text-align: right; margin-right: 50px;">WMT066</p>   | Removing rear oil seal  |
| ST33230000<br>( — )<br>Drift<br><br> <p style="text-align: right; margin-right: 50px;">NT084</p>         | Removing counter gear<br><b>a: 51 mm (2.01 in) dia.</b><br><b>b: 28.5 mm (1.122 in) dia.</b>  |
| ST22350000<br>(J-25678-01)<br>Drift<br><br> <p style="text-align: right; margin-right: 50px;">NT065</p>  | Removing counter gear front bearing (Use with KV38100300)<br><b>a: 34 mm (1.34 in) dia.</b><br><b>b: 28 mm (1.10 in) dia.</b>   |
| KV38100300<br>(J-25523)<br>Drift<br><br> <p style="text-align: right; margin-right: 50px;">NT084</p>     | <ul style="list-style-type: none"> <li>• Removing counter gear front bearing (Use with ST22350000)</li> <li>• Installing counter gear rear bearing</li> </ul> <b>a: 54 mm (2.13 in) dia.</b><br><b>b: 32 mm (1.26 in) dia.</b>  |

# PREPARATION

< PREPARATION >

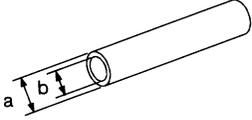
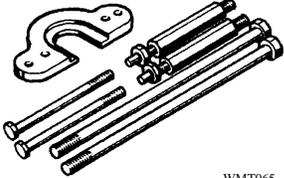
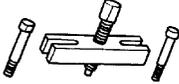
[FS5R30A]

| Tool number<br>(Kent-Moore No.)<br>Tool name  | Description  |              |
|---|--|--------------|
| ST30720000<br>1. ( — )<br>2. (J-25405)<br>Drift   |  <p style="text-align: center;">NT115</p>   | A<br>B<br>C  |
| ST33210000<br>1. (J-25523)<br>2. (J-25803-01)<br>Drift                                    |  <p style="text-align: center;">NT084</p>   | TM<br>E<br>F |
| ST30613000<br>(J-25742-3)<br>Drift  |  <p style="text-align: center;">NT073</p>   | G<br>H       |
| ST37750000<br>1. (J-25863-01)<br>2. (J-34332)<br>3. (J-34334)<br>4. (J-25679-01)<br>Drift |  <p style="text-align: center;">NT065</p> | I<br>J<br>K  |
| ST22452000<br>(J-34337)<br>Drift  |  <p style="text-align: center;">NT065</p> | L<br>M       |
| —<br>(J-26349-3)<br>Puller leg  |  <p style="text-align: center;">NT078</p> | N<br>O       |
| —<br>(J-34328)<br>Puller  |  <p style="text-align: center;">NT079</p> | P            |

# PREPARATION

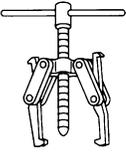
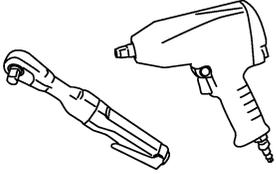
< PREPARATION >

[FS5R30A]

| Tool number<br>(Kent-Moore No.)<br>Tool name  | Description   |
|---|---|
| <p>—<br/>(J-34342)<br/>Drift</p>  <p style="text-align: right;">NT065</p>                                | <ul style="list-style-type: none"> <li>• Installing OD main gear</li> <li>• Installing reverse gear bushing</li> </ul> <p><b>a: 44.5 mm (1.752 in) dia.</b><br/><b>b: 40.5 mm (1.594 in) dia.</b></p> |
| <p>—<br/>(J-26349-A)<br/>Bearing Remover and Installer Set</p>  <p style="text-align: right;">WMT065</p> | <p>Removing and installing mainshaft rear bearing (Use with J-25726-B)</p>  |
| <p>—<br/>(J-25726-B)<br/>Puller</p>  <p style="text-align: right;">ZZA0010D</p>                          | <p>Removing and installing mainshaft rear bearing (Use with J-26349-A)</p>  |

## Commercial Service Tool

INFOID:000000004054245

| Tool name   | Description  |
|---|--|
| <p>Puller</p>  <p style="text-align: right;">NT077</p>         | <ul style="list-style-type: none"> <li>• Removing counter gear rear end bearing</li> <li>• Removing reverse synchronizer hub</li> <li>• Removing reverse cone</li> <li>• Removing reverse gear bushing</li> <li>• Removing reverse counter gear</li> </ul> |
| <p>Power tool</p>  <p style="text-align: right;">PBIC0190E</p> | <p>Loosening bolts and nuts</p>  |

# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

[FS5R30A]

## SYMPTOM DIAGNOSIS

### NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

#### NVH Troubleshooting Chart

INFOID:000000004054246

Use the chart below to help you find the cause of the problem. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

| Reference page                      |                                 | TM-13           |             |                      | TM-21            |                            | TM-21                    |   |                   | TM-21                  |                           |                              |                         |
|-------------------------------------|---------------------------------|-----------------|-------------|----------------------|------------------|----------------------------|--------------------------|---|-------------------|------------------------|---------------------------|------------------------------|-------------------------|
| SUSPECTED PARTS<br>(Possible cause) |                                 | OIL (Level low) | OIL (Wrong) | OIL (Level too high) | GASKET (Damaged) | OIL SEAL (Worn or damaged) | O-RING (Worn or damaged) | CHECK PLUG RETURN SPRING AND CHECK BALL (Worn or damaged) | SHIFT FORK (Worn) | GEAR (Worn or damaged) | BEARING (Worn or damaged) | BAULK RING (Worn or damaged) | INSERT SPRING (Damaged) |
| Symptom                             | Noise                           | 1               | 2           |                      |                  |                            |                          |   |                   | 3                      | 3                         |                              |                         |
|                                     | Oil leakage                     |                 | 3           | 1                    | 2                | 2                          | 2                        |   |                   |                        |                           |                              |                         |
|                                     | Hard to shift or will not shift |                 | 1           | 1                    |                  |                            |                          |   |                   |                        |                           | 2                            | 2                       |
|                                     | Jumps out of gear               |                 |             |                      |                  |                            |                          | 1   | 2                 | 2                      |                           |                              |                         |

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# DESCRIPTION

[FS5R30A]

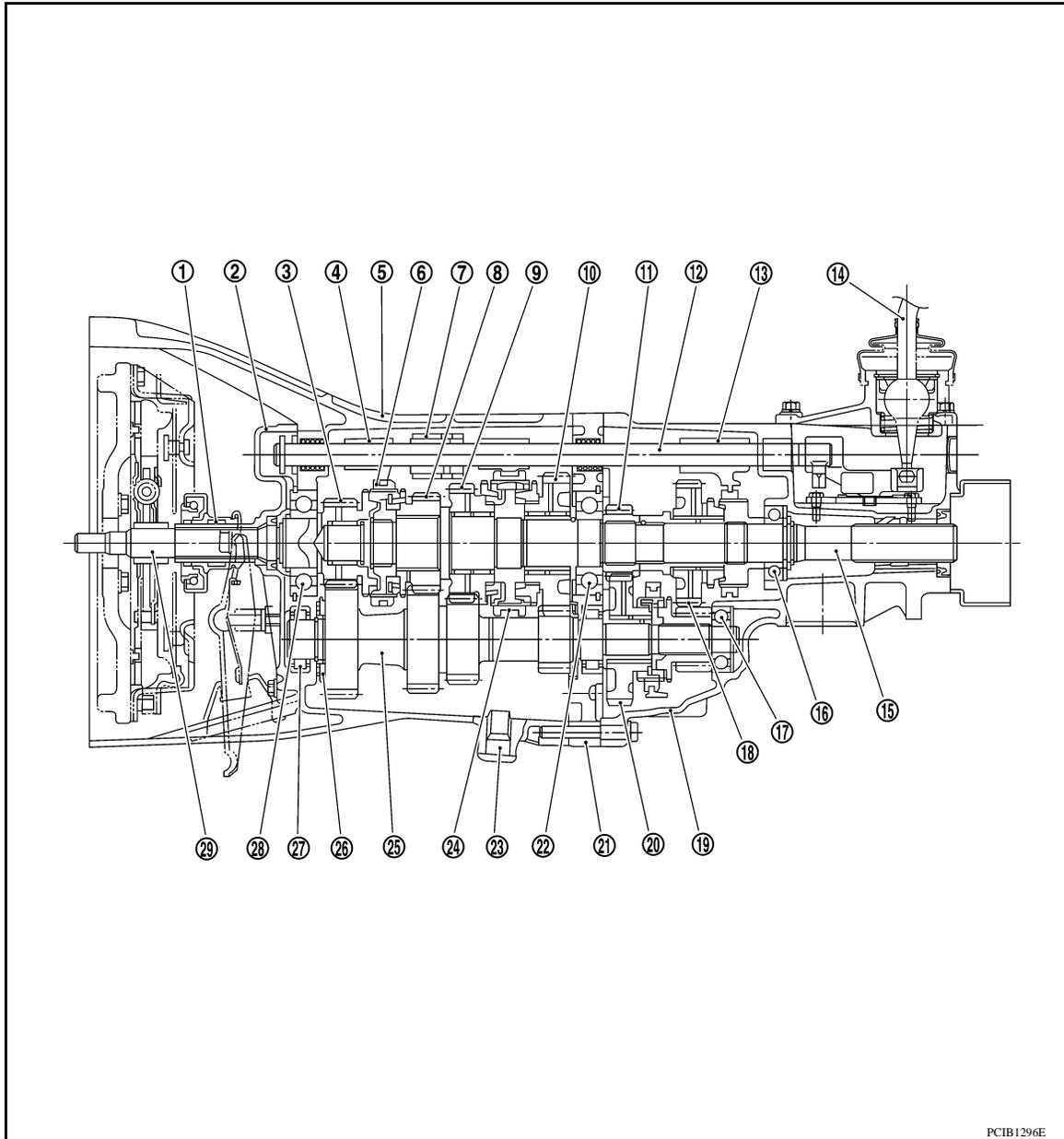
< SYMPTOM DIAGNOSIS >

## DESCRIPTION

Description

INFOID:000000004054247

### CROSS-SECTIONAL VIEW



PCIB1296E

- |                             |                                   |                                 |
|-----------------------------|-----------------------------------|---------------------------------|
| 1. Release bearing sleeve   | 2. Front cover                    | 3. Main drive gear              |
| 4. 3rd and 4th shift fork   | 5. Transmission case              | 6. 3rd and 4th coupling sleeve  |
| 7. Striking interlock       | 8. 3rd main gear                  | 9. 2nd main gear                |
| 10. 1st main gear           | 11. OD main gear                  | 12. Striking rod                |
| 13. Reverse shift fork      | 14. Shift lever                   | 15. Mainshaft                   |
| 16. Mainshaft rear bearing  | 17. Counter gear rear end bearing | 18. Reverse main gear           |
| 19. Rear extension          | 20. OD counter gear               | 21. Adapter plate               |
| 22. Mainshaft front bearing | 23. Drain plug                    | 24. 1st and 2nd coupling sleeve |
| 25. Counter gear            | 26. Sub-gear bracket              | 27. Counter gear front bearing  |
| 28. Main drive gear bearing | 29. Main drive gear               |                                 |

# ON-VEHICLE MAINTENANCE

## M/T OIL

### Changing

INFOID:000000004054248

#### DRAINING

1. Start the engine and let it run to warm up the transmission.
2. Stop the engine. Remove the transmission drain plug and drain the oil.
3. Set a gasket on the drain plug and install it to the transmission. Tighten the drain plug to the specified torque. Refer to [TM-21, "Overhaul"](#).

**CAUTION:**  
Do not reuse gasket.

#### FILLING

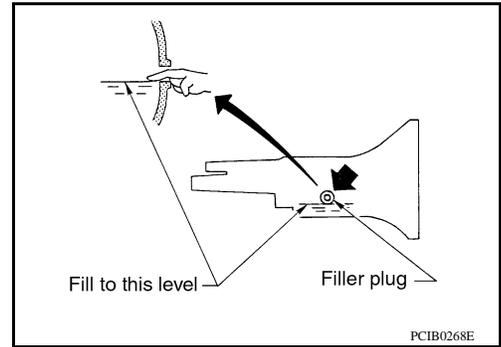
1. Remove the filler plug. Fill with new oil until oil level reaches the specified limit near the filler plug hole.

**Oil grade and Viscosity:**  
Refer to [MA-12, "Fluids and Lubricants"](#).

**Oil capacity:**  
Refer to [MA-12, "Fluids and Lubricants"](#).

2. After refilling the oil, check oil level. Set a gasket to the filler plug, then install it to the transmission. Tighten the filler plug to the specified torque. Refer to [TM-21, "Overhaul"](#).

**CAUTION:**  
Do not reuse gasket.



### Checking

INFOID:000000004054249

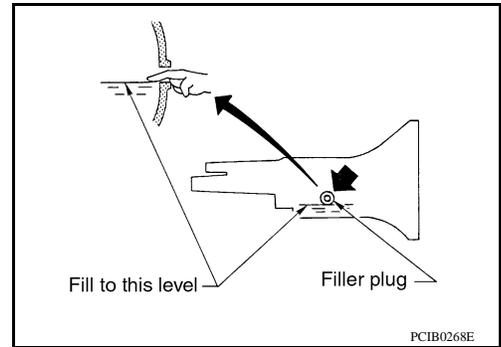
#### OIL LEAKAGE AND OIL LEVEL

1. Make sure that oil is not leaking from the transmission or around it.
2. Check oil level from the filler plug hole as shown.

**CAUTION:**  
Do not start engine while checking oil level.

3. Set a gasket on the filler plug and install it to the transmission. Tighten the filler plug to the specified torque. Refer to [TM-21, "Overhaul"](#).

**CAUTION:**  
Do not reuse gasket.



## ON-VEHICLE REPAIR

### REAR OIL SEAL

#### Removal and Installation

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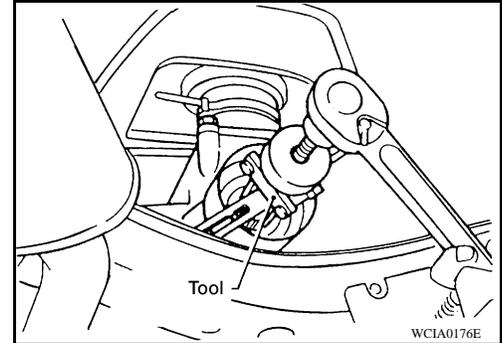
#### REMOVAL

1. Remove the rear propeller shaft. Refer to [DLN-138, "Removal and Installation"](#).
2. Remove the rear oil seal using Tool.

**Tool number** : ST33290001 (J-34286)

**CAUTION:**

**Do not reuse rear oil seal.**



#### INSTALLATION

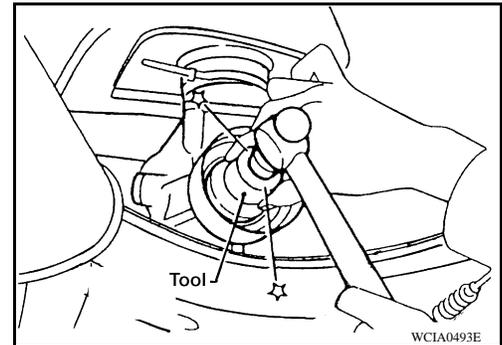
Installation is the reverse order of removal.

- Drive the new oil seal straight until it stops using Tool.

**Tool number** : ST30720000 (J-25405)

**CAUTION:**

- **Do not reuse rear oil seal.**
  - **Apply multi-purpose grease to oil seal lips before installing.**
  - **Do not incline rear oil seal during installation.**
- Check the transmission oil level after installation. Refer to [TM-13, "Checking"](#).



# POSITION SWITCH

[FS5R30A]

< ON-VEHICLE REPAIR >

## POSITION SWITCH

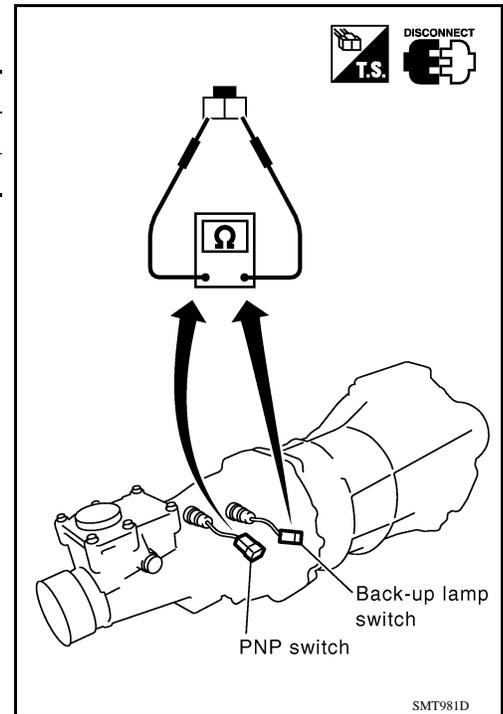
### Checking

INFOID:000000004054251

#### BACK-UP LAMP SWITCH

- Check continuity.

| Gear position  | Continuity |
|----------------|------------|
| Reverse        | Yes        |
| Except reverse | No         |



#### PARK/NEUTRAL POSITION SWITCH

- Check continuity.

| Gear position  | Continuity |
|----------------|------------|
| Neutral        | Yes        |
| Except neutral | No         |

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# SHIFT CONTROL

< ON-VEHICLE REPAIR >

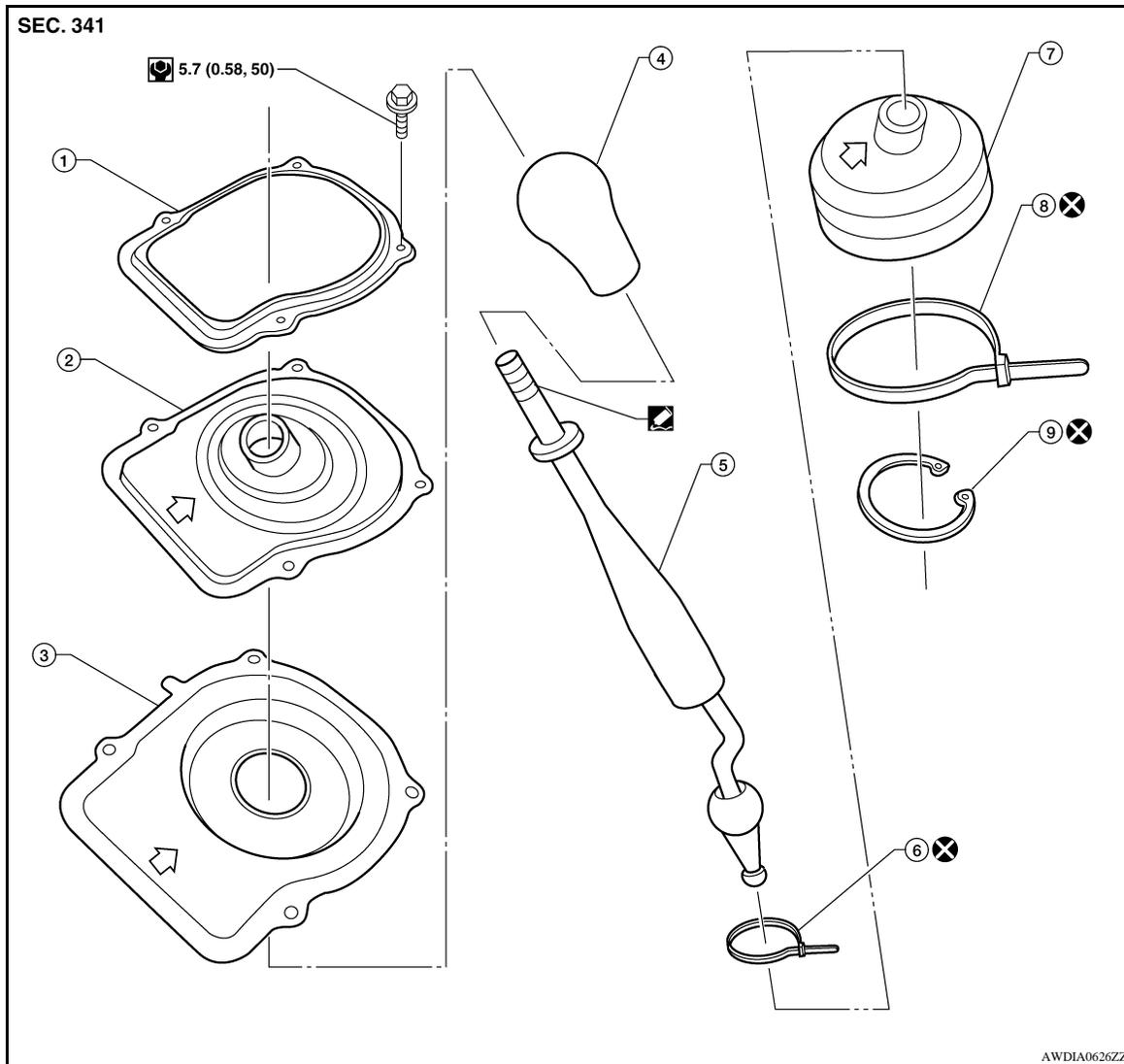
[FS5R30A]

## SHIFT CONTROL

### Removal and Installation

INFOID:000000004054252

### COMPONENTS



- |                    |                            |                            |
|--------------------|----------------------------|----------------------------|
| 1. Retaining plate | 2. Dust boot cover (upper) | 3. Dust boot cover (lower) |
| 4. Shift knob      | 5. Shift lever assembly    | 6. Clip (A)                |
| 7. Boot            | 8. Clip (B)                | 9. Snap ring               |

### REMOVAL

1. Remove the shift knob.
2. Remove the cup holder finisher and shift bezel. Refer to [IP-19. "Exploded View"](#).
3. Remove the retaining plate and dust boot covers.
4. Remove the clip (B) and then separate the boot from the control housing.
5. Remove the snap ring.
6. Remove the shift lever assembly from the transmission.

### INSTALLATION

Installation is the reverse order of removal.

#### CAUTION:

- Do not reuse the clip and snap ring.

# SHIFT CONTROL

< ON-VEHICLE REPAIR >

[FS5R30A]

- **Apply cement to threads of the shift lever assembly.**
- When shift lever assembly is shifted to each position, make sure there is no binding or disconnection in either boot.

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# AIR BREATHER HOSE

< ON-VEHICLE REPAIR >

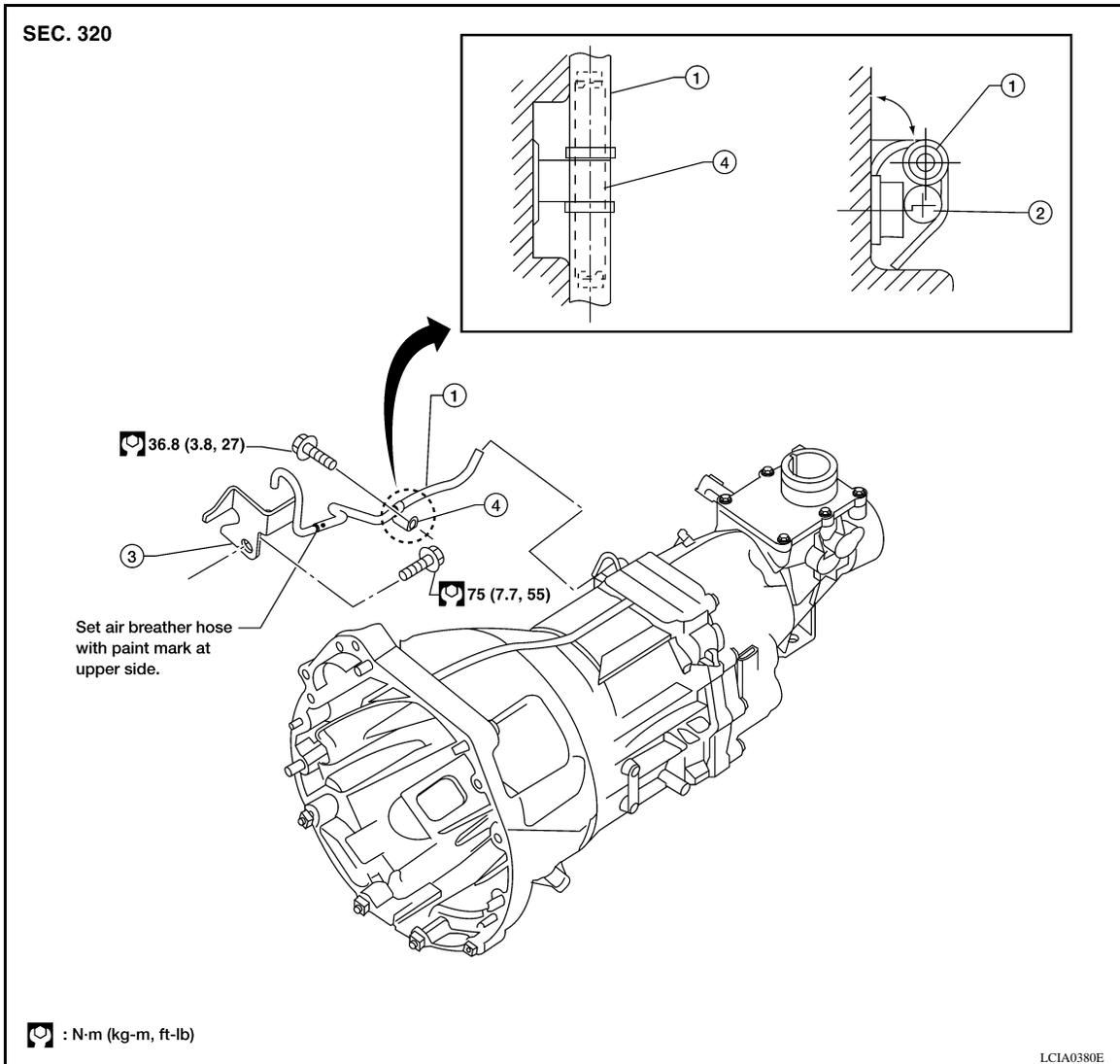
[FS5R30A]

## AIR BREATHER HOSE

### Removal and Installation

INFOID:000000004054253

Refer to the figure below for air breather hose removal and installation information.



1. Air breather hose
2. Harness
3. Breather tube
4. Clip

#### CAUTION:

- Make sure there are no pinched or blocked areas on the air breather hose after installation.
- When inserting the air breather hose, be sure to insert it fully until its end reaches the end of the tube radius.
- Install the air breather hose with the paint mark side up.
- Install the air breather hose and harness to the clip to prevent separation.
- Push the harness so that it contacts with the interlocking bolt.

# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[FS5R30A]

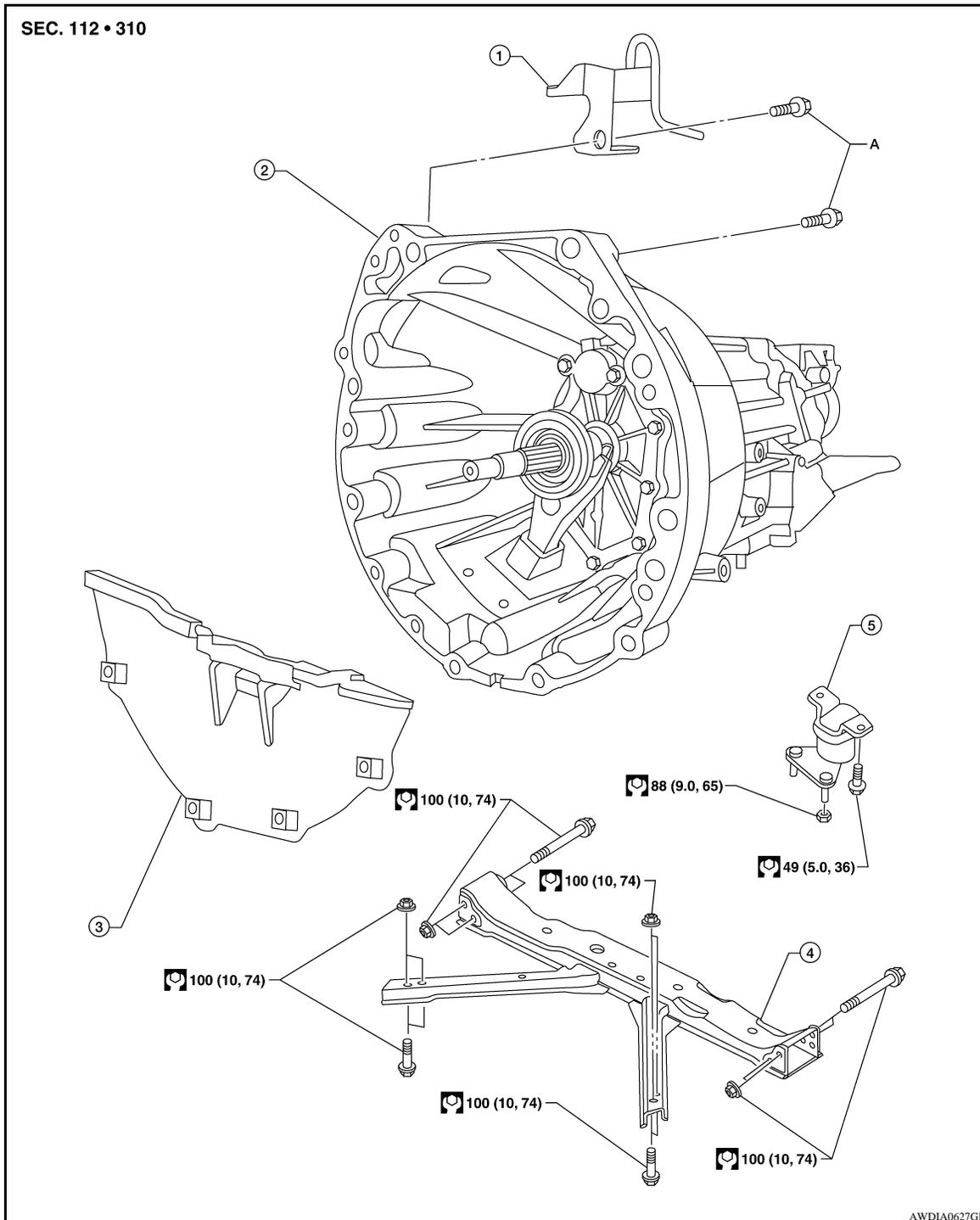
## REMOVAL AND INSTALLATION

### TRANSMISSION ASSEMBLY

#### Removal and Installation from Vehicle

INFOID:000000004054254

#### COMPONENTS



- |                  |                          |                          |
|------------------|--------------------------|--------------------------|
| 1. Breather hose | 2. Transmission assembly | 3. Dust cover            |
| 4. Crossmember   | 5. Insulator             | A. Refer to INSTALLATION |

#### REMOVAL

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# TRANSMISSION ASSEMBLY

[FS5R30A]

## < REMOVAL AND INSTALLATION >

1. Drain the transmission fluid. Refer to [TM-13, "Changing"](#).
  2. Disconnect the battery cable from the negative terminal.
  3. Remove the shift lever assembly. Refer to [TM-16, "Removal and Installation"](#).
  4. Remove the rear propeller shaft. Refer to [DLN-170, "Removal and Installation"](#).
  5. Remove the gusset.
  6. Disconnect the heated oxygen sensor connector and remove wire harness from transmission.
  7. Disconnect the back-up lamp switch and park/neutral position (PNP) switch connectors.
  8. Remove the clutch operating cylinder from the transmission. Refer to [CL-15, "5M/T : Removal and Installation"](#).
  9. Remove the starter motor. Refer to [STR-35, "Removal and Installation \(QR25DE\)"](#).
  10. Support the transmission using a suitable jack.
  11. Remove the transmission dust cover.
  12. Remove the transmission to engine bolts.
  13. Remove the nuts securing the insulator to the crossmember.
  14. Remove the transmission crossmember using power tool.
- WARNING:**  
Support the transmission using suitable jack.
15. Remove the air breather hose and breather tube. Refer to [TM-18, "Removal and Installation"](#).
  16. Separate the transmission from the engine and remove it from the vehicle.

**WARNING:**

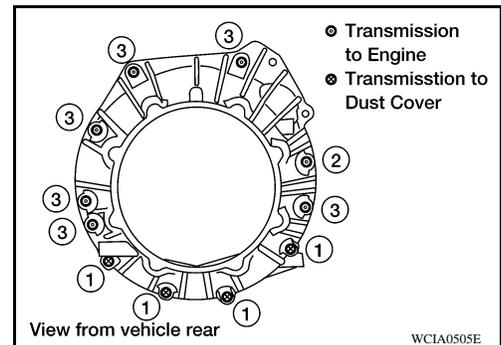
Support manual transmission while removing it using suitable jack.

## INSTALLATION

Installation is the reverse order of removal.

- When installing the transmission to the engine, install the bolts in accordance with the standard below.

|  |                |   |              |
|--|----------------|---|--------------|
| Bolt No.                               | 1              | 2 | 3            |
| Quantity                               | 4              | 1 | 6            |
| Bolt length "ℓ"<br>mm (in)             | 60 (2.36)      |   | 65 (2.56)    |
| Tightening torque<br>N·m (kg·m, ft·lb) | 34.3 (3.5, 25) |   | 75 (7.7, 55) |



**CAUTION:**

- When installing be careful to avoid interference between transmission main drive gear and clutch cover.
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration oil leaks or breakage of drivetrain components.
- After installation, check for oil leakage and oil level. Refer to [TM-13, "Checking"](#).

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

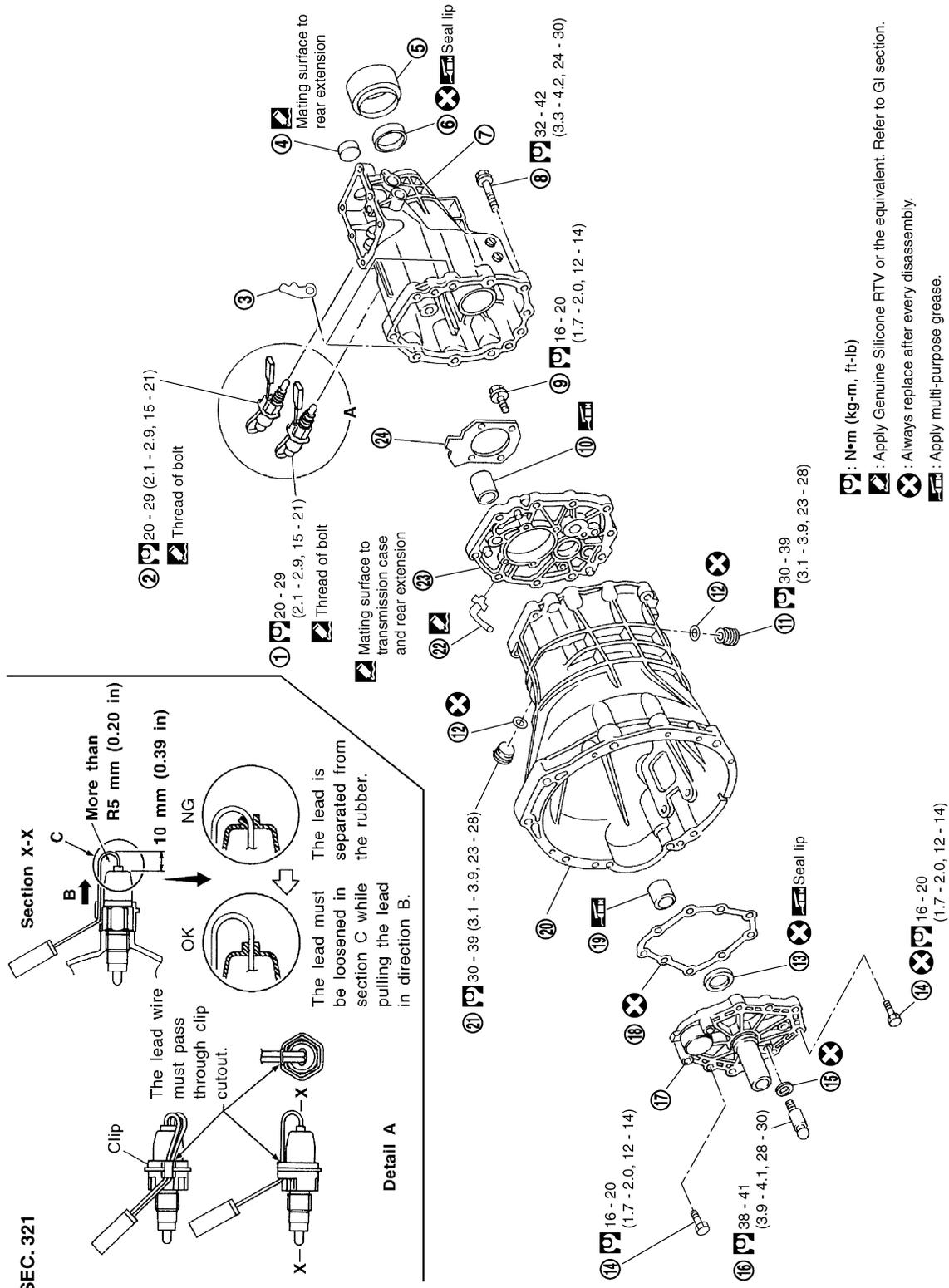
## DISASSEMBLY AND ASSEMBLY

### TRANSMISSION ASSEMBLY

Overhaul

CASE COMPONENTS

INFOID:000000004054256



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

- |                          |                                       |                          |
|--------------------------|---------------------------------------|--------------------------|
| 1. Back-up lamp switch   | 2. Park/neutral position (PNP) switch | 3. Clip                  |
| 4. Plug                  | 5. Dust cover                         | 6. Rear oil seal         |
| 7. Rear extension        | 8. Rear extension bolt                | 9. Bearing retainer bolt |
| 10. Slide ball bearing   | 11. Drain plug                        | 12. Gasket               |
| 13. Front cover oil seal | 14. Front cover bolt                  | 15. Washer               |
| 16. Ball pin             | 17. Front cover                       | 18. Gasket               |
| 19. Slide ball bearing   | 20. Transmission case                 | 21. Filler plug          |
| 22. Air breather         | 23. Adapter plate                     | 24. Bearing retainer     |

## GEAR COMPONENTS



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

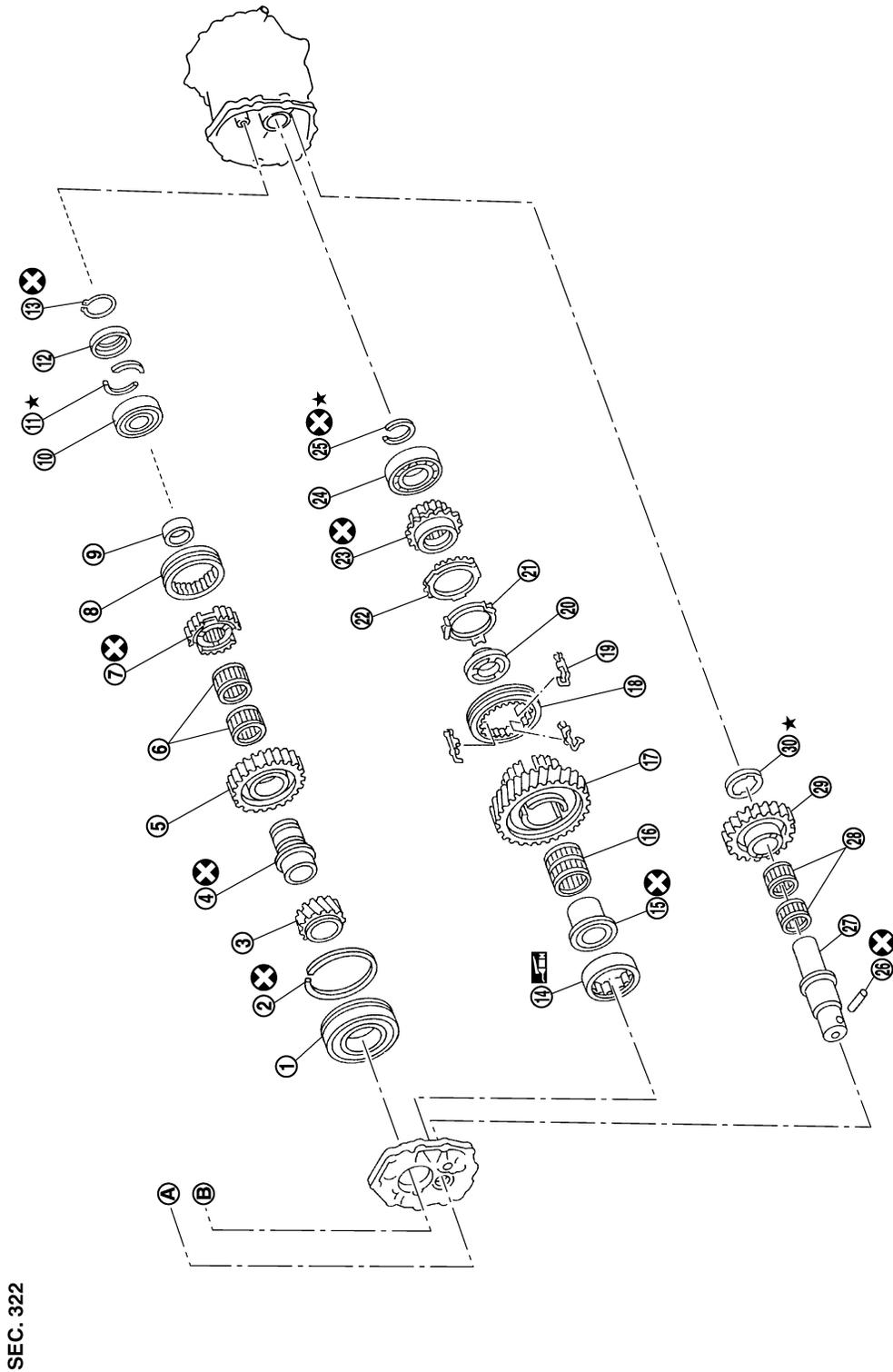
[FS5R30A]

- 
- |                                       |                                  |                                      |
|---------------------------------------|----------------------------------|--------------------------------------|
| 19. Mainshaft                         | 20. Counter gear front bearing   | 21. Counter gear front bearing shim  |
| 22. Counter gear front thrust bearing | 23. Sub-gear snap ring           | 24. Sub-gear bracket                 |
| 25. Steel ball                        | 26. Counter gear                 | 27. Counter gear rear thrust bearing |
| 28. 2nd main gear                     | 29. 2nd gear needle bearing      | 30. 2nd inner baulk ring             |
| 31. 2nd outer baulk ring              | 32. 1st and 2nd synchronizer hub | 33. 1st and 2nd coupling sleeve      |
| 34. 1st baulk ring                    | 35. 1st main gear                | 36. 1st gear needle bearing          |
| 37. 1st gear bushing                  | 38. 1st gear washer              |                                      |

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]



SEC. 322

Apply gear oil to gears, shafts, synchronizers and bearings when assembling.

- ★ : Select with proper thickness.
- ⊗ : Always replace after every disassembly.
- 🛢️ : Apply multi-purpose grease.

PCIB1283E

- |                              |                                      |                                 |
|------------------------------|--------------------------------------|---------------------------------|
| 1. Mainshaft front bearing   | 2. Mainshaft front bearing snap ring | 3. OD main gear                 |
| 4. Reverse gear bushing      | 5. Reverse main gear                 | 6. Reverse gear needle bearings |
| 7. Reverse synchronizer hub  | 8. Reverse coupling sleeve           | 9. Mainshaft spacer             |
| 10. Mainshaft rear bearing   | 11. Mainshaft C-ring                 | 12. C-ring holder               |
| 13. Mainshaft rear snap ring | 14. Counter gear rear bearing        | 15. OD gear bushing             |
| 16. OD gear needle bearing   | 17. OD counter gear                  | 18. OD coupling sleeve          |

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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

|                                 |                                 |                             |    |
|---------------------------------|---------------------------------|-----------------------------|----|
| 1. Snap ring                    | 2. Socket                       | 3. Spring                   | A  |
| 4. Shift knob                   | 5. Shift lever                  | 6. Upper boot retainer      |    |
| 7. Boot                         | 8. Lower boot retainer          | 9. Control housing bolt     |    |
| 10. Washer                      | 11. Control housing             | 12. Bushing                 | B  |
| 13. Return spring               | 14. Check ball                  | 15. Select check plunger    |    |
| 16. Select check spring (small) | 17. Select check spring (large) | 18. Select check plug       |    |
| 19. Select check spring         | 20. Retaining pin               | 21. Guide plate bolt        | C  |
| 22. Guide plate                 | 23. Striking arm                | 24. O-ring                  |    |
| 25. Reverse check sleeve        | 26. Reverse check sleeve bolt   | 27. OD rod bracket          |    |
| 28. OD shift fork               | 29. OD fork rod                 | 30. 1st and 2nd shift fork  | TM |
| 31. Striking interlock          | 32. Striking lever              | 33. 3rd and 4th shift fork  |    |
| 34. Stopper ring                | 35. Interlock stopper bolt      | 36. Clip                    |    |
| 37. Interlock stopper           | 38. Striking rod                | 39. OD and reverse fork rod | E  |
| 40. Reverse shift fork          |                                 |                             |    |

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# CASE COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

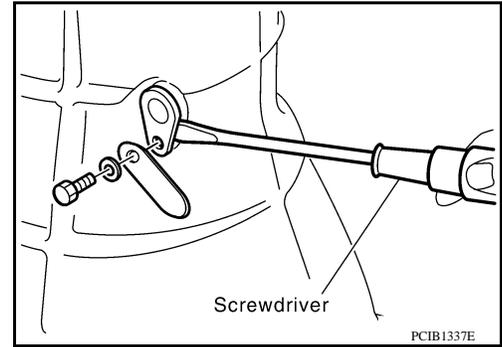
[FS5R30A]

## CASE COMPONENTS

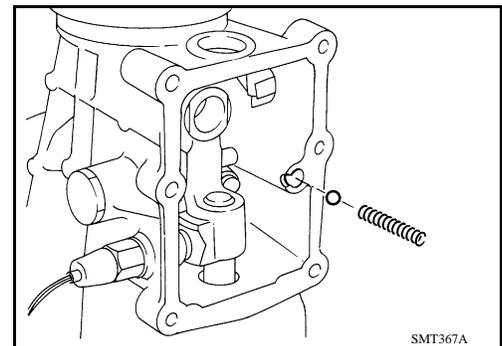
### Disassembly

INFOID:000000004054257

1. Remove interlock stopper bolt, washer and clip and then remove interlock stopper using suitable tool.

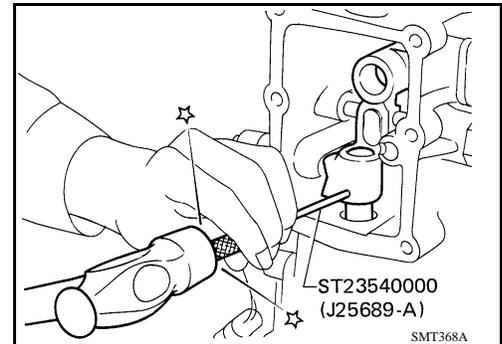


2. Remove control housing, return spring and check ball.  
**CAUTION:**  
Do not lose check ball.

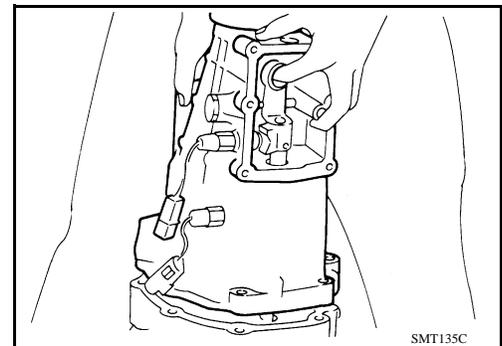


3. Drive out retaining pin from striking arm using Tool.

**Tool number** : ST23540000 (J-25689-A)



4. Remove rear extension together with striking arm by tapping lightly.

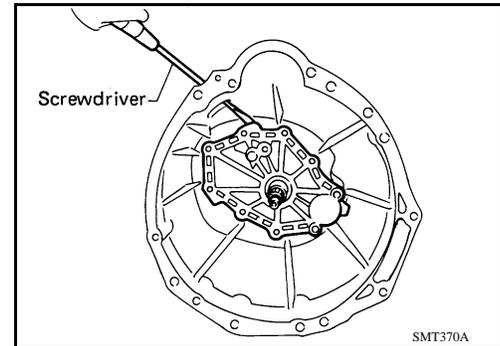


## CASE COMPONENTS

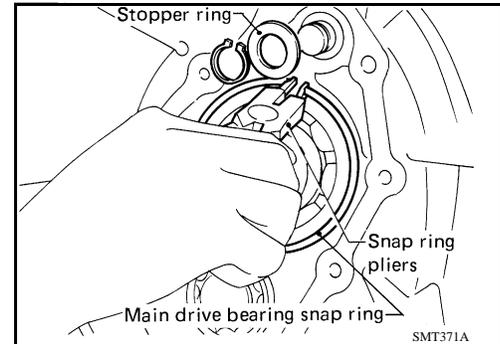
< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

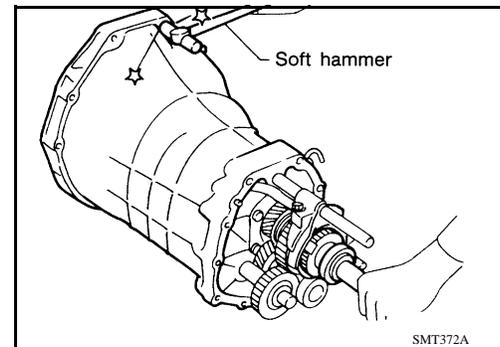
5. Remove front cover and gasket using suitable tool.



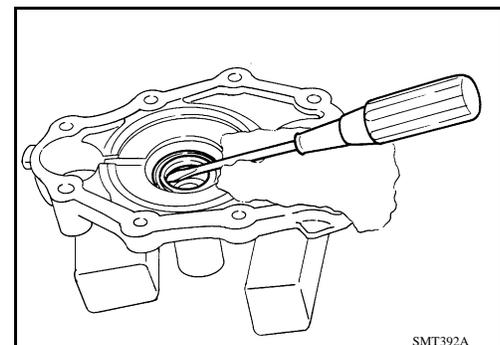
6. Remove stopper ring and main drive bearing snap ring using suitable tool.



7. Remove transmission case by tapping lightly using suitable tool.  
8. Remove counter gear front bearing shim and counter gear front bearing.



9. Remove front cover oil seal using suitable tool.  
**CAUTION:**  
**Do not damage front cover.**



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# CASE COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

INFOID:000000004054258

## Assembly

1. Install new front cover oil seal using Tool.

**Tool number** : ST33210000 (J-25803-01)

**CAUTION:**

- Apply multi-purpose grease to seal lip.
- Do not reuse front cover oil seal.

2. Install selected counter gear new front bearing shim onto transmission case.

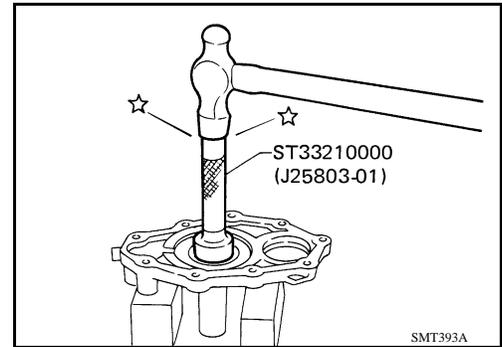
**CAUTION:**

- Apply multi-purpose grease to counter gear front bearing shim and counter gear front bearing.
- Do not reuse counter gear front bearing and counter gear front bearing shim.

3. Apply sealant to mating surface of transmission case.

- Use **Genuine Silicone RTV or the equivalent**. Refer to [GI-25. "Recommended Chemical Products and Sealants"](#).

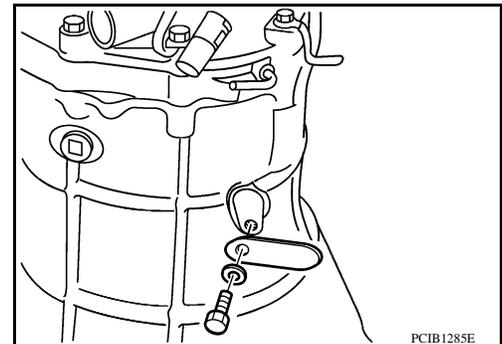
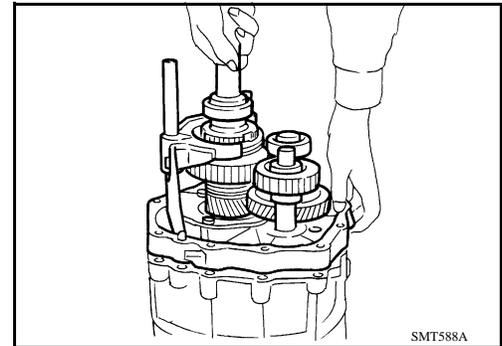
4. Install gear assembly onto transmission case.



5. Install interlock stopper to transmission case.

6. Install clip and washer to interlock stopper bolt, and then install to transmission case. Tighten to the specified torque.

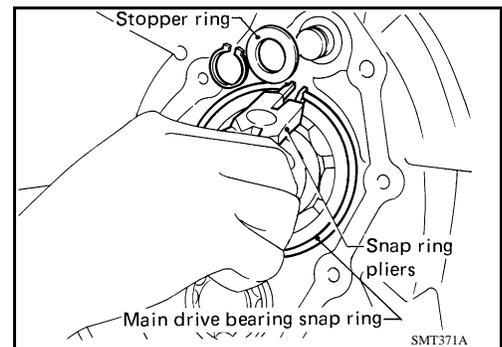
**Interlock stopper bolt** : 30 - 39 N·m (3.1 - 3.9 kg·m, 23 - 28 lb·ft)



7. Install stopper ring, new snap ring and new main drive bearing snap ring using suitable tool.

**CAUTION:**

- Do not reuse the snap rings.



# CASE COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

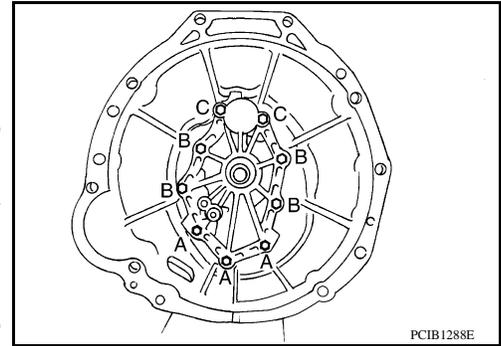
[FS5R30A]

8. Install front cover and gasket.

**CAUTION:**

Do not reuse bolts indicated as A in the figure.

| Bolt symbol | Bolt length "ℓ"<br>mm (in) | Tightening torque<br>N·m (kg·m, ft·lb) |
|-------------|----------------------------|--|
| A           | 35 (1.38)                  | 16-20 (1.6-2.1, 12-15)                 |
| B           | 30 (1.18)                  |  |
| C           | 50 (1.97)                  |  |

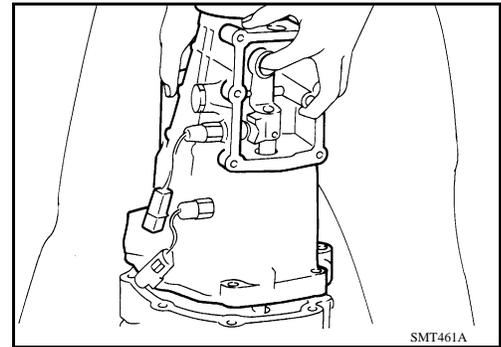


9. Apply sealant to mating surface of adapter plate.

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).

10. Install rear extension together with striking arm.

**Rear extension bolts : 32 - 42 N·m (3.3 - 4.2 kg·m, 24 - 30 lb·ft)**

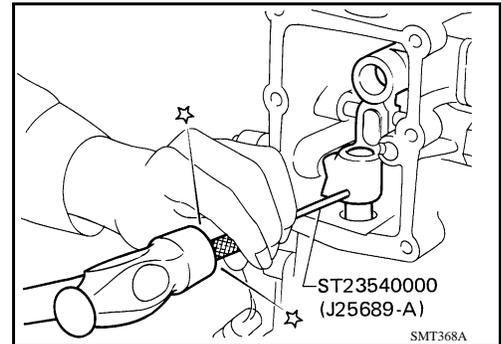


11. Install new retaining pin into striking arm using Tool.

**Tool number : ST23540000 (J-25689-A)**

**CAUTION:**

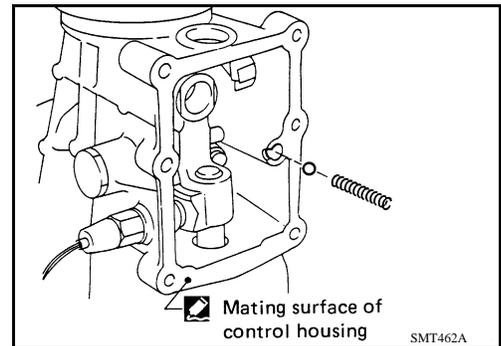
Do not reuse retaining pin.



12. Install check ball and return spring.

13. Apply sealant to mating surface of rear extension, and then install control housing.

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).



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## CASE COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

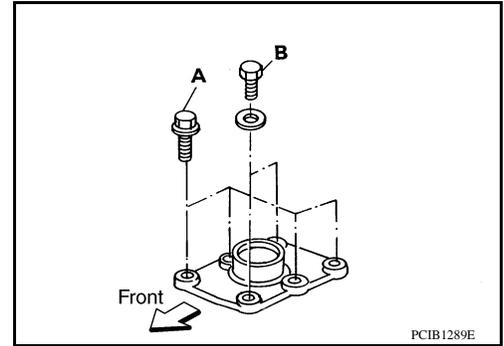
14. Tighten control housing bolts to the specified torque.

**Bolt head size**

**A bolts : 12 mm (0.47 in)**

**B bolts : 13 mm (0.51 in)**

**Control housing bolts : 16 - 20 N·m (1.7 - 2.0 kg-m, 12 - 14 lb-ft)**



# SHIFT CONTROL COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

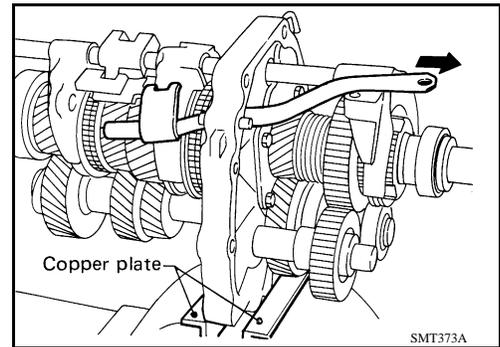
[FS5R30A]

## SHIFT CONTROL COMPONENTS

### Disassembly

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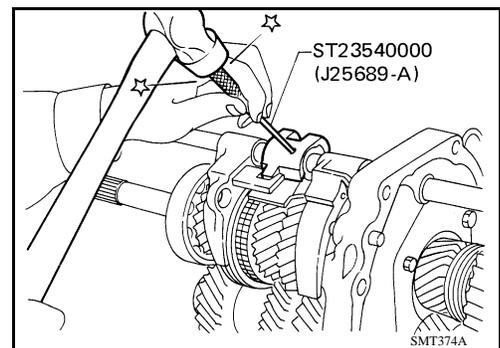
1. Mount adapter plate on vise using copper plates to protect adapter plate.
2. Remove OD and reverse fork rod.



3. Drive out retaining pin from striking lever using Tool.

**Tool number : ST23540000 (J-25689-A)**

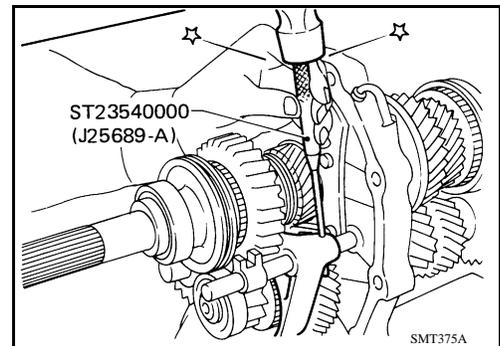
4. While pulling out striking rod, remove striking lever and striking interlock. Then remove 1st and 2nd, 3rd and 4th, and reverse shift forks.



5. Drive out retaining pin from OD shift fork using Tool.

**Tool number : ST23540000 (J-25689-A)**

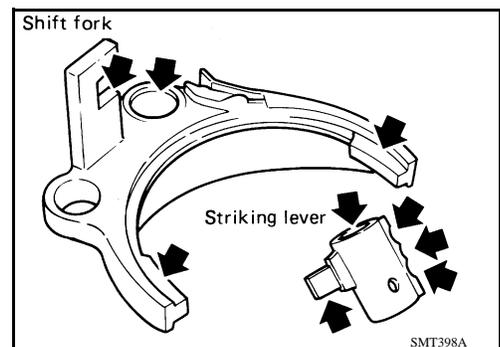
6. Pull out OD fork rod and then remove OD shift fork.



### Inspection

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- Check contact surface and sliding surface for wear, scratches, projections or other damage.



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# SHIFT CONTROL COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

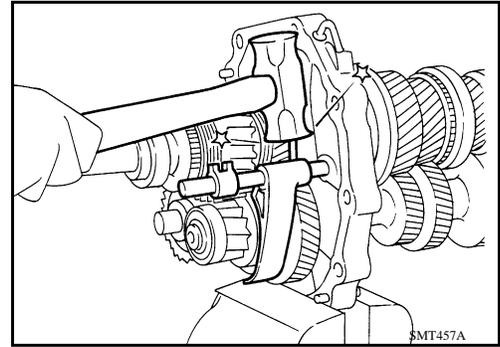
## Assembly

INFOID:000000004054261

1. Install OD fork rod and OD shift fork. Then install new retaining pin into OD shift fork.

**CAUTION:**

**Do not reuse retaining pin.**



2. Install 1st and 2nd, 3rd and 4th, and reverse shift forks onto coupling sleeve.
3. Install striking rod into hole of shift forks, striking lever and interlock and then install new retaining pin into striking lever using Tool.

**Tool number : ST23540000 (J-25689-A)**

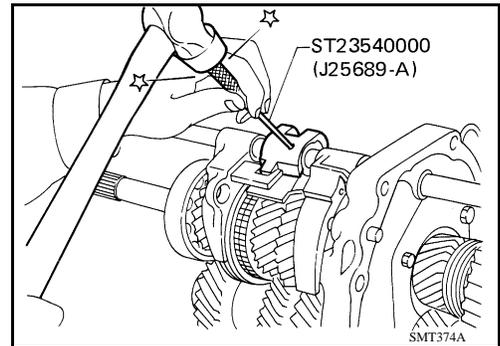
**CAUTION:**

- Make sure that striking rod moves smoothly.
- Do not reuse retaining pin.

4. Apply sealant to thread of OD and reverse fork rod bolt, and then install OD and reverse fork rod.

**OD and reverse fork rod bolt : 25 - 29 N-m (2.6 - 2.9 kg-m, 19 - 21 lb-ft)**

- Use Genuine Medium Strength Thread Locking Sealant or the equivalent. Refer to [GI-25. "Recommended Chemical Products and Sealants"](#).

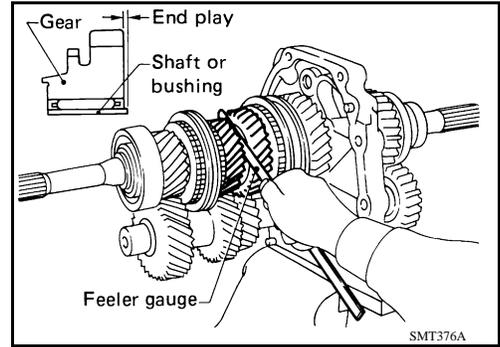


## GEAR COMPONENTS

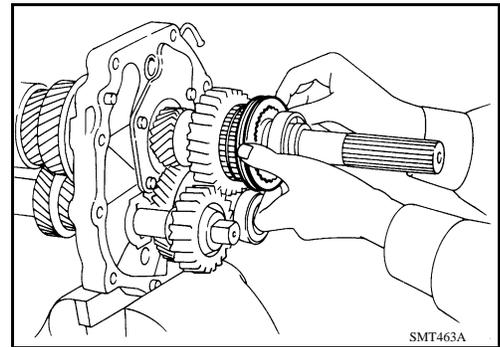
### Disassembly

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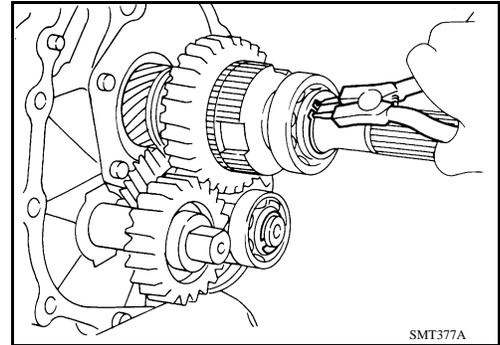
1. Before removing gears and shafts, measure each gear end play. Refer to [TM-52. "Gear End Play"](#).
  - If not within specification, disassemble and check contact surface of gear to hub, washer, bushing, needle bearing and shaft.



2. Remove rear side components on mainshaft and counter gear.
  - a. Remove reverse coupling sleeve.

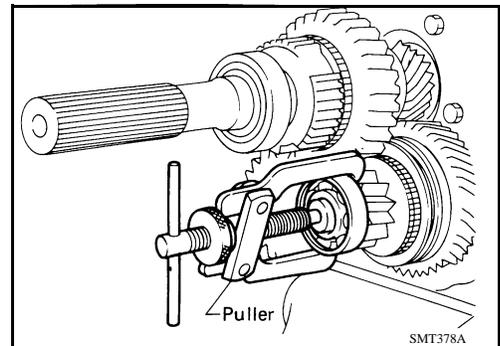


- b. Remove mainshaft rear snap ring and counter gear rear snap ring using suitable tool.
  - c. Remove C-ring holder and mainshaft C-rings from mainshaft using suitable tool.



- d. Remove counter gear rear end bearing using suitable tool.
  - e. Remove reverse idler thrust washer, reverse idler gear and reverse idler needle bearings.
  - f. Remove mainshaft rear bearing using Tools.

**Tool number** : — (J-26349-A)  
                   : — (J-25726-B)



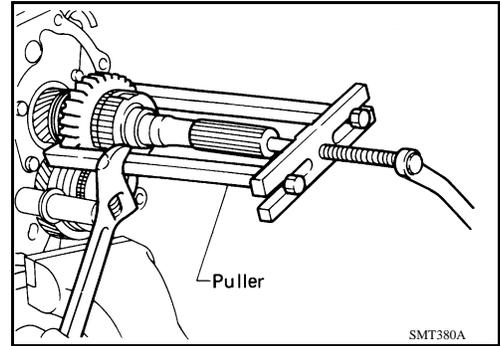
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# GEAR COMPONENTS

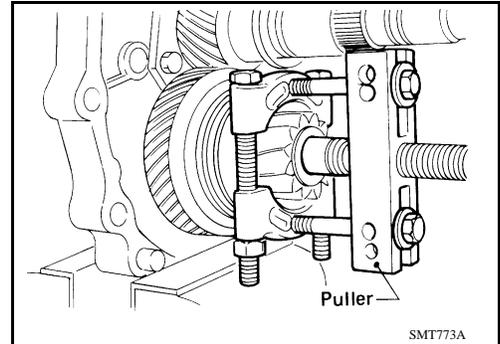
[FS5R30A]

## < DISASSEMBLY AND ASSEMBLY >

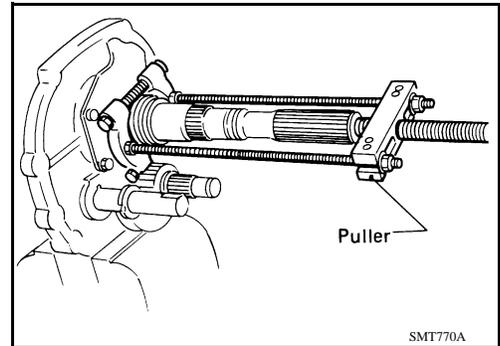
- g. Remove reverse main gear together with mainshaft spacer and reverse synchronizer hub using suitable tool. Then remove reverse gear needle bearings.



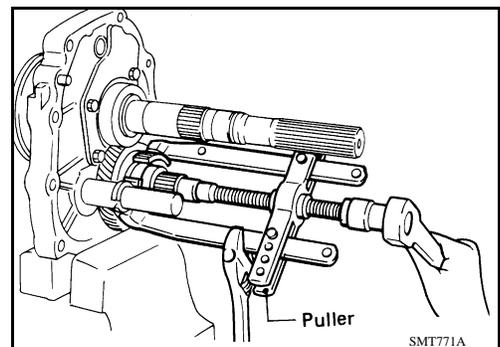
- h. Remove reverse counter gear using suitable tool.  
i. Remove OD coupling sleeve together with OD baulk ring, reverse baulk ring and spring inserts.



- j. Remove reverse gear bushing using suitable tool.



- k. Remove OD counter gear and reverse cone using suitable tool.  
l. Remove OD gear needle bearing.  
m. Remove reverse idler shaft.



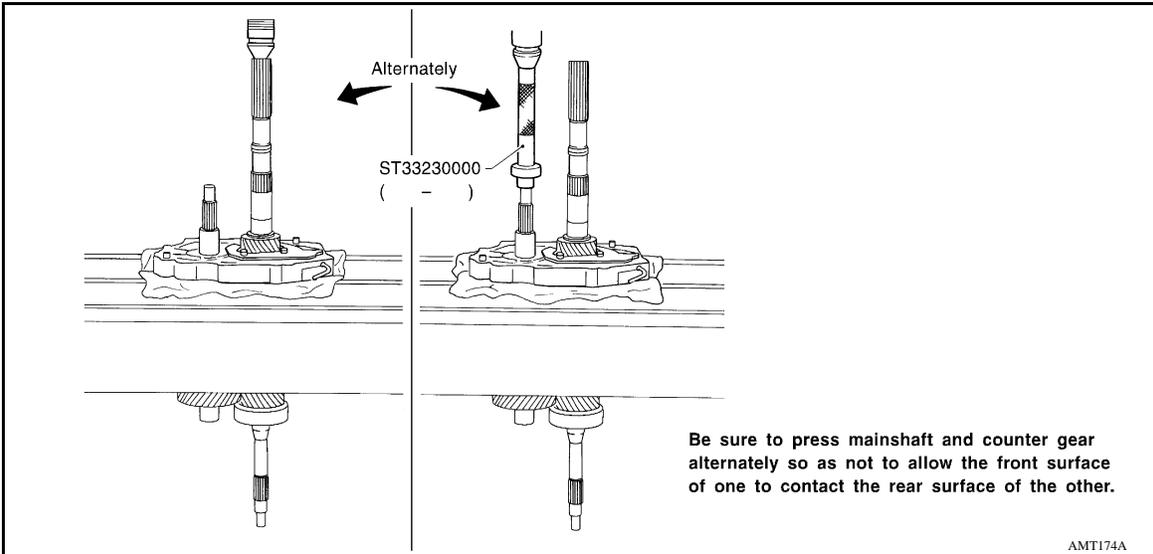
3. Press out mainshaft, OD main gear, OD gear bushing and counter gear alternately using Tool.

**Tool number** : ST33230000 ( — )

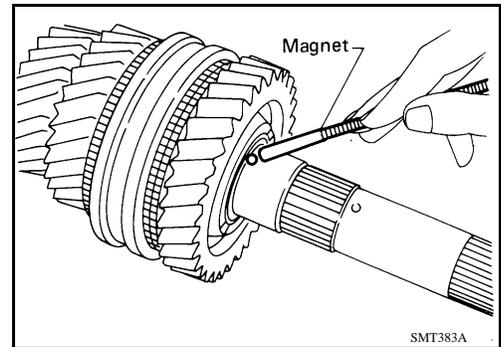
# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]



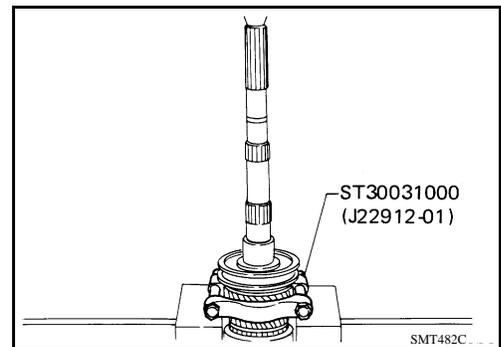
4. Remove front side components on mainshaft.
  - a. Remove 1st gear washer and steel ball using suitable tool.  
**CAUTION:**  
**Be careful not to lose steel ball.**
  - b. Remove 1st main gear and 1st gear needle bearing.



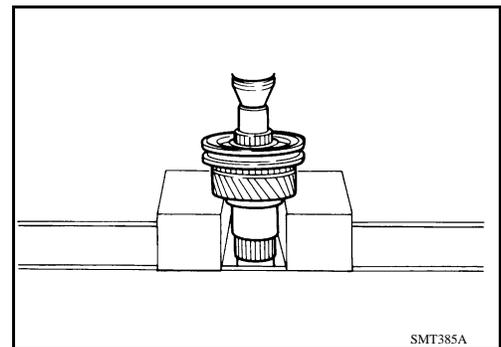
- c. Press out 2nd main gear together with 1st gear bushing and 1st and 2nd synchronizer assembly using Tool.

**Tool number : ST30031000 (J-22912-01)**

- d. Remove 2nd gear needle bearing.
    - e. Remove mainshaft front snap ring.



- f. Press out 3rd main gear together with 3rd and 4th synchronizer assembly.
    - g. Remove 3rd gear needle bearing.



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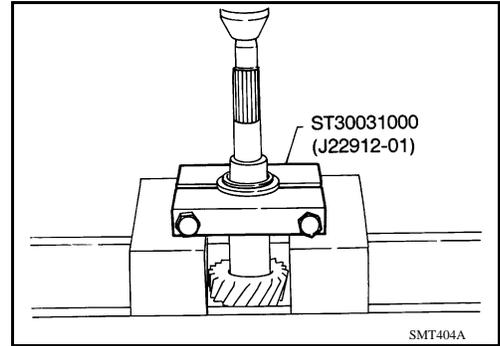
# GEAR COMPONENTS

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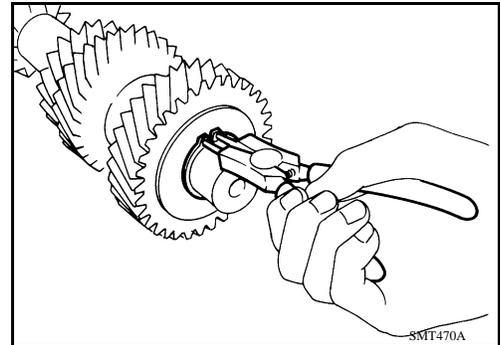
[FS5R30A]

5. Remove front side components on counter gear.
  - a. Remove counter gear rear thrust bearing using Tool.

**Tool number : ST30031000 (J-22912-01)**

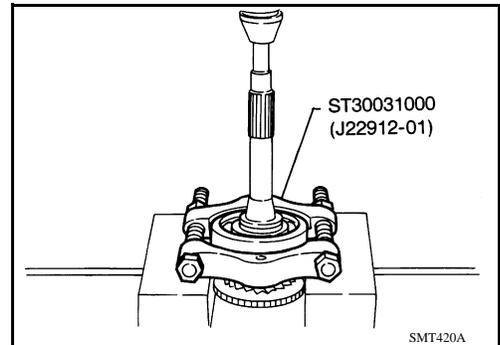


- b. Remove sub-gear snap ring, sub-gear bracket and steel ball using suitable tool.



6. Remove main drive gear bearing.
  - a. Remove spacer and pilot bearing.
  - b. Remove main drive gear snap ring.
  - c. Press out main drive gear bearing using Tool.

**Tool number : ST30031000 (J-22912-01)**



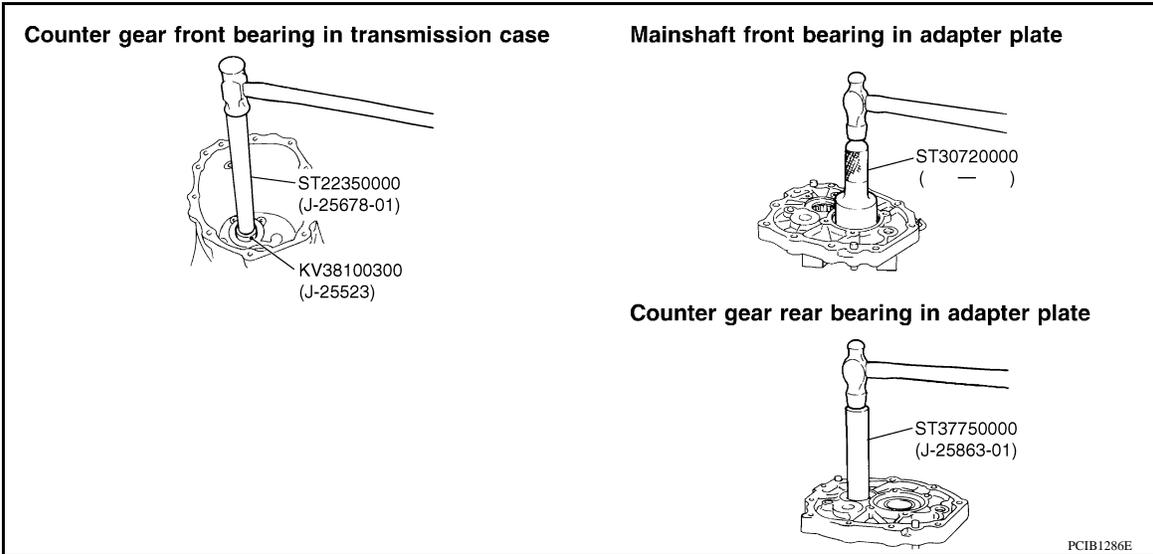
7. Remove bearing retainer.
8. Remove bearings from case components using Tools.

**Tool number : ST22350000 (J-25678-01)**  
**: KV38100300 (J-25523)**  
**: ST30720000 ( — )**  
**: ST37750000 (J-5863-01)**

# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]



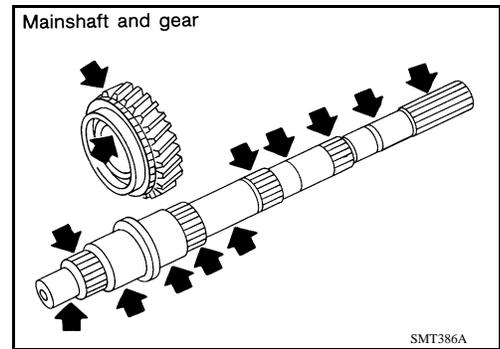
9. Remove mainshaft front bearing snap ring from mainshaft front bearing.

## Inspection

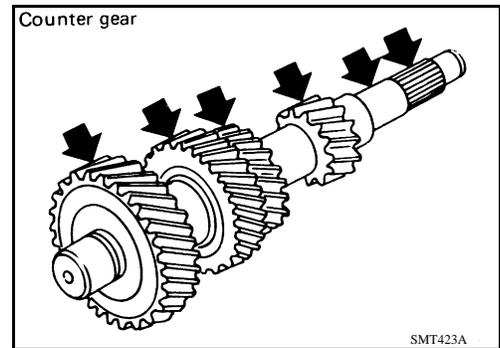
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### GEARS AND SHAFTS

- Check shafts for cracks, wear or bending.

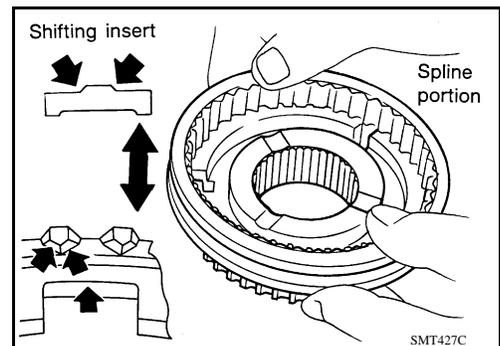


- Check gears for excessive wear, chips or cracks.



### SYNCHRONIZERS

- Check spline portion of coupling sleeves, hubs, and gears for wear or cracks.
- Check baulk rings for cracks or deformation.
- Check shifting inserts for wear or deformation.
- Check insert springs for deformation.



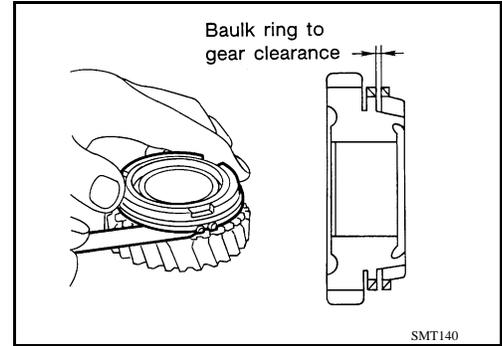
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# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

- Measure wear of main drive, 1st and OD baulk rings. Refer to [TM-52. "Baulk Ring Clearance"](#).
- If the clearance is smaller than the wear limit, replace baulk ring.



- Measure wear of 2nd and 3rd double baulk rings using Tool.

**Tool number : ST30031000 (J-22912-01)**

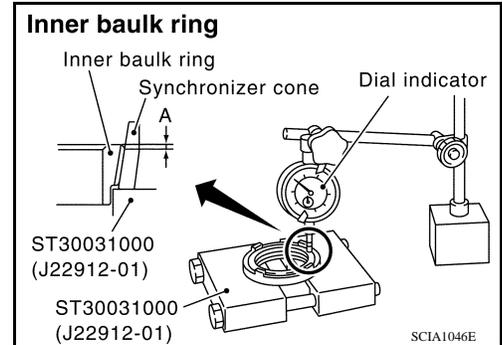
- Place baulk rings in position on synchronizer cone.
- While holding baulk rings against synchronizer cone as far as it will go, measure the dimensions "A" and "B".

**Standard**

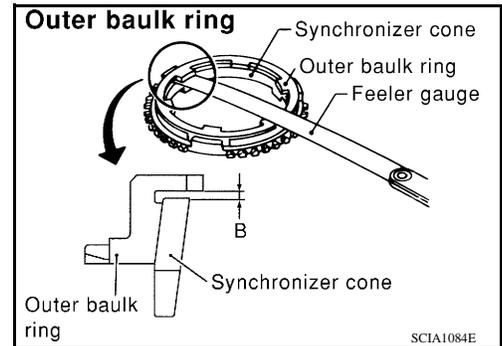
**Dimension "A" : 0.7 - 0.9 mm (0.028 - 0.035 in)**

**Dimension "B" : 0.6 - 1.1 mm (0.024 - 0.043 in)**

**Wear limit : 0.2 mm (0.008 in)**



- If the dimension "A" or "B" is smaller than the wear limit, replace outer baulk ring, inner baulk ring and synchronizer cone as a set.



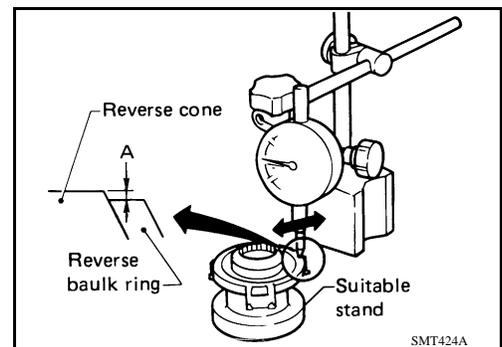
- Measure wear of reverse baulk ring.
- Place baulk ring in position on reverse cone.
- While holding baulk ring against reverse cone as far as it will go, measure the dimension "A" with dial indicator.

**Standard**

**Dimension "A" : 0.35 - 0.95 mm (0.0138 - 0.0374 in)**

**Wear limit : 1.1 mm (0.043 in)**

- If the dimension "A" is larger than the wear limit, replace baulk ring.



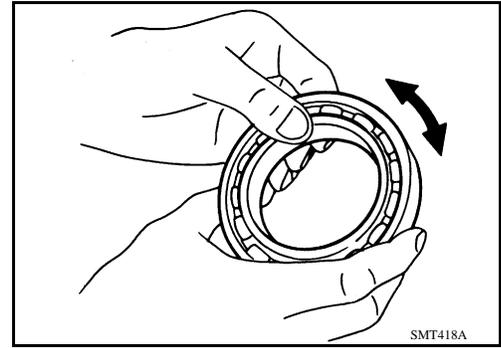
## BEARINGS

# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

- Make sure bearings roll freely and are free from noise, crack, pitting or wear.

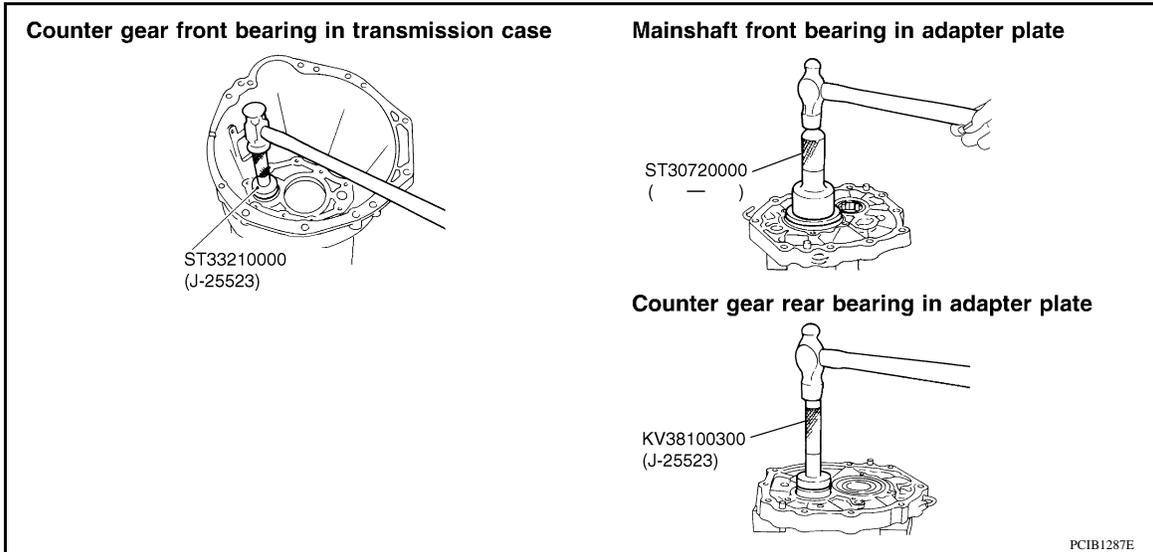


## Assembly

INFOID:000000004054264

1. Install mainshaft front bearing snap ring to mainshaft front bearing.
2. Install bearings into case components using Tools.

**Tool number** : **ST33210000 (J-25523)**  
: **ST30720000 ( — )**  
: **KV38100300 (J-25523)**

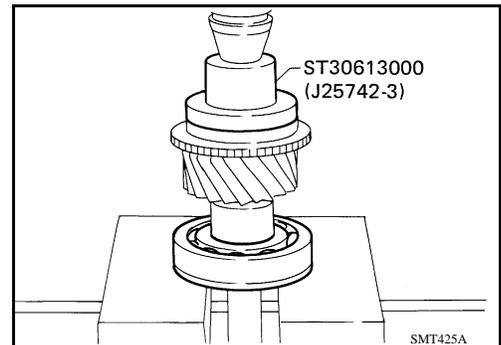


3. Install bearing retainer. Tighten bearing retainer bolts to the specified torque.

**Bearing retainer bolts** : **16 - 20 N·m (1.6 - 2.1 kg·m, 12 - 15 lb·ft)**

4. Install main drive gear bearing.
  - a. Press main drive gear bearing using Tool.

**Tool number** : **ST30613000 (J-25742-3)**



# GEAR COMPONENTS

[FS5R30A]

## < DISASSEMBLY AND ASSEMBLY >

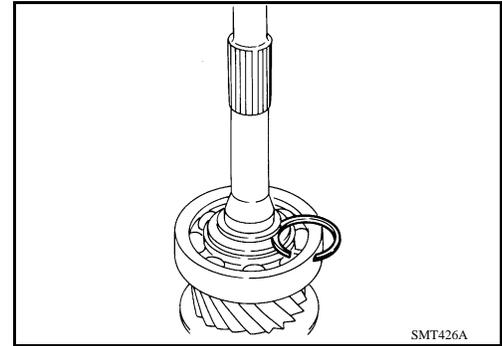
- b. Select proper main drive gear snap ring to minimize clearance of groove. Refer to [TM-52, "Available Snap Rings"](#).

**End play : 0 - 0.1 mm (0 - 0.004 in)**

**CAUTION:**

**Do not reuse main drive gear snap ring.**

- c. Install selected new main drive gear snap ring on main drive gear.

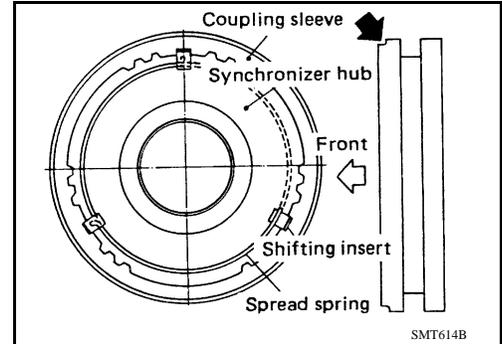


5. Install front side components on mainshaft.

- a. Assemble 1st and 2nd synchronizer.

**CAUTION:**

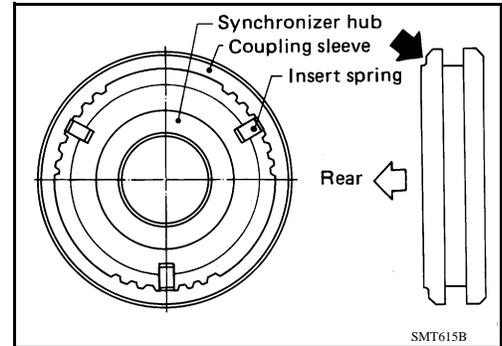
**Do not reuse 1st and 2nd synchronizer hub.**



- b. Assemble 3rd and 4th synchronizer.

**CAUTION:**

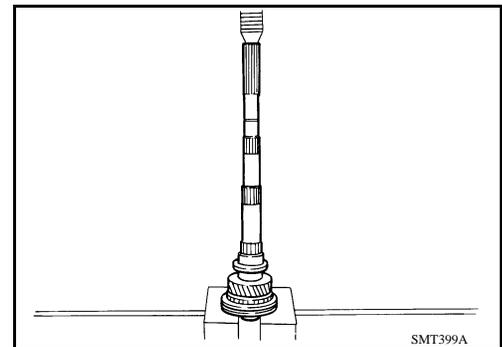
**Do not reuse 3rd and 4th synchronizer hub.**



- c. Press on 3rd and 4th synchronizer assembly together with 3rd main gear and 3rd gear needle bearing.

**CAUTION:**

**Pay attention to direction of synchronizer assembly.**



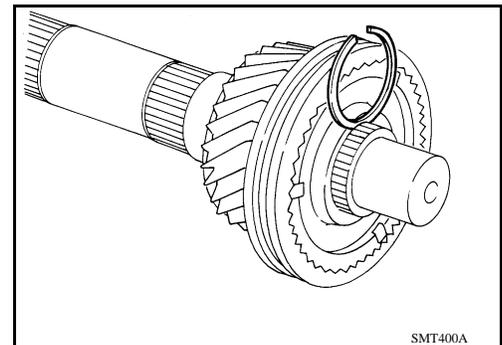
- d. Select proper mainshaft front snap ring to minimize clearance of groove. Refer to [TM-52, "Available Snap Rings"](#).

**End play : 0 - 0.1 mm (0 - 0.004 in)**

**CAUTION:**

**Do not reuse mainshaft front snap ring.**

- e. Install selected new mainshaft front snap ring on mainshaft.



# GEAR COMPONENTS

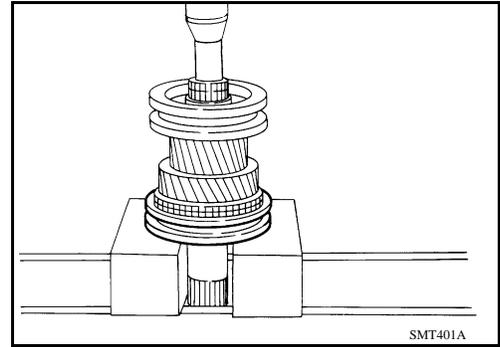
< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

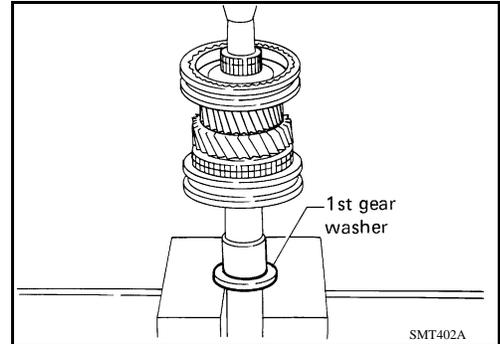
- f. Press on 1st and 2nd synchronizer assembly together with 2nd main gear and 2nd gear needle bearing.

**CAUTION:**

**Pay attention to direction of synchronizer assembly.**



- g. Press on 1st gear bushing using 1st gear washer.

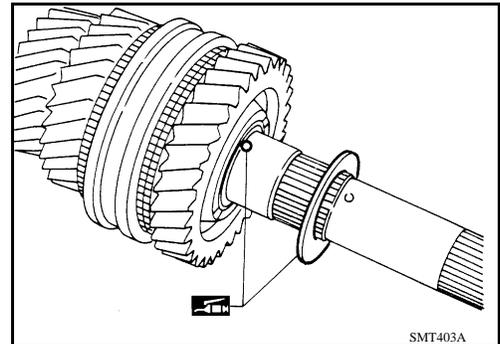


- h. Install 1st main gear and 1st gear needle bearing.

- i. Install steel ball and 1st gear washer.

**CAUTION:**

**Apply multi-purpose grease to steel ball and 1st gear washer before installing.**



6. Install components on counter gear.

- a. Install steel ball, sub-gear bracket and new sub-gear snap ring.

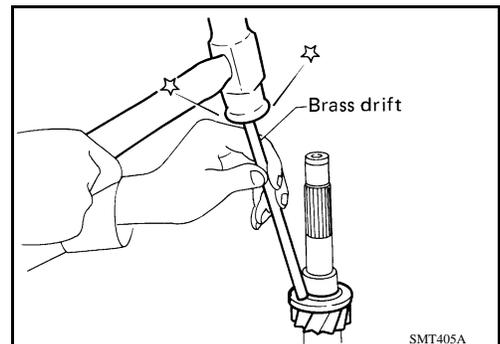
**CAUTION:**

- **Apply multi-purpose grease to steel ball.**
- **Do not reuse sub-gear snap ring.**

- b. Install counter gear rear thrust bearing using a brass drift.

**CAUTION:**

**Be careful not to damage counter gear rear thrust bearing.**



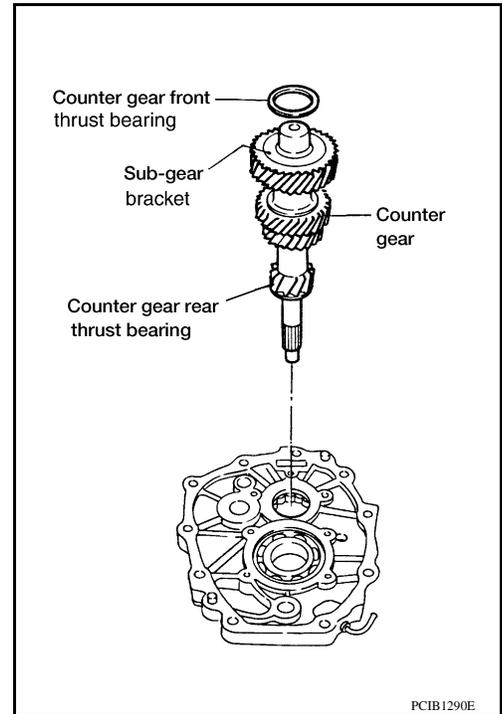
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# GEAR COMPONENTS

[FS5R30A]

## < DISASSEMBLY AND ASSEMBLY >

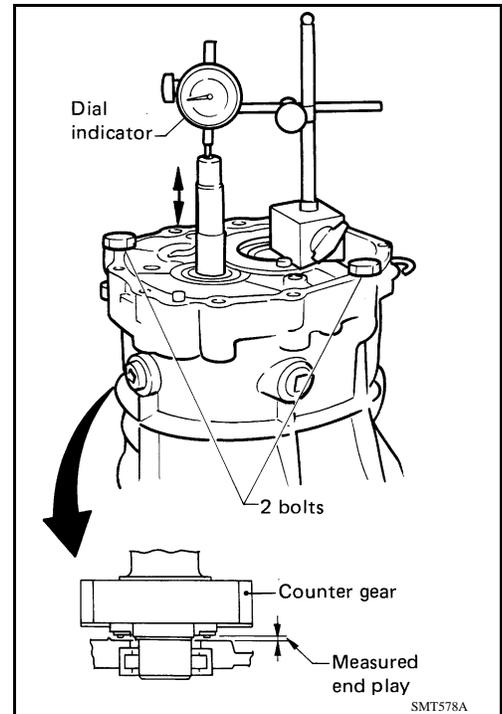
7. Select proper counter gear front bearing shim when replacing transmission case, counter gear, counter gear rear thrust bearing or sub-gear bracket.
  - a. Install counter gear, counter gear front thrust bearing and counter gear rear thrust bearing on adapter plate.
  - b. Place adapter plate and counter gear assembly in transmission case (case inverted).



- c. Tighten adapter plate to transmission case using 2 bolts.
- d. Place dial indicator on rear end of counter gear.
- e. Move counter gear up and down and measure dial indicator deflection.
- f. Select proper counter gear front bearing shim using the table as a guide. Refer to [TM-53, "Available Shims"](#).

**End play : 0.10 - 0.26 mm (0.0039 - 0.0102 in)**

- g. Separate adapter plate and transmission case.
- h. Remove counter gear assembly.

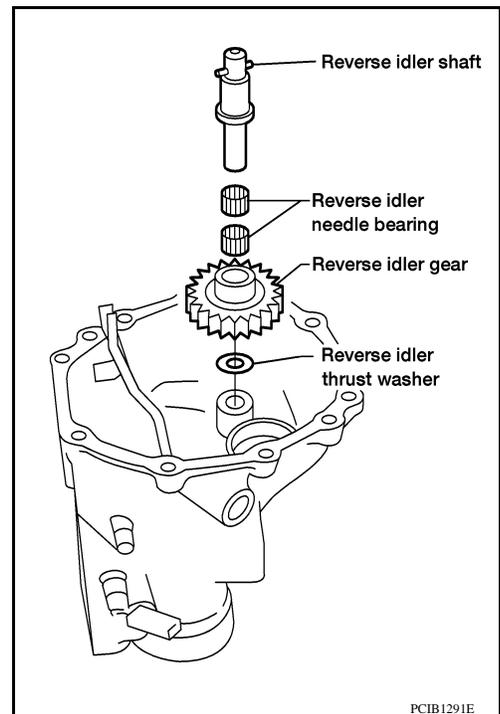


# GEAR COMPONENTS

[FS5R30A]

## < DISASSEMBLY AND ASSEMBLY >

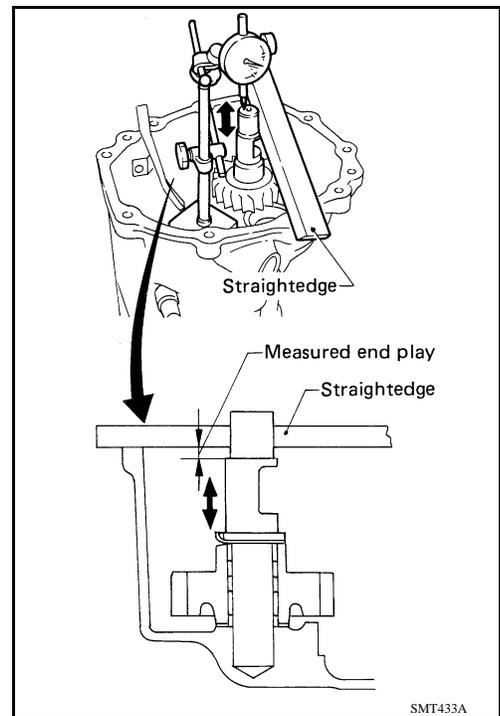
8. Select proper reverse idler thrust washer when replacing rear extension, reverse idler gear or reverse idler shaft.
  - a. Install reverse idler thrust washer, reverse idler gear, reverse idler needle bearings and reverse idler shaft into rear extension.
    - **When replacing reverse idler thrust washer, install either A or B. Refer to [TM-53. "Available Thrust Washer"](#).**



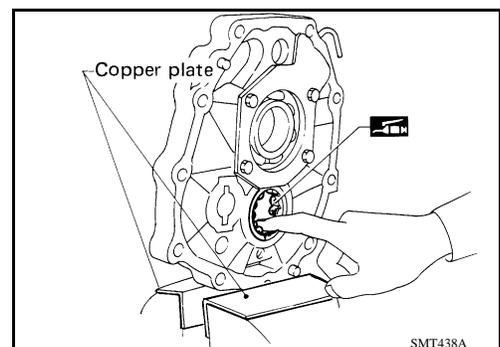
- b. Place dial indicator on front end of reverse idler shaft.
    - c. Put straightedge on front surface of rear extension as a stopper of reverse idler shaft.
    - d. Move reverse idler shaft up and down and measure end play.

**End play : 0.30 - 0.53 mm (0.0118 - 0.0209 in)**

- e. If not within specification, replace reverse idler thrust washer with the other (A or B) and check again.



9. Install mainshaft and counter gear on adapter plate and main drive gear on mainshaft.
  - a. Mount adapter plate on vise and apply multi-purpose grease to counter gear rear bearing.



# GEAR COMPONENTS

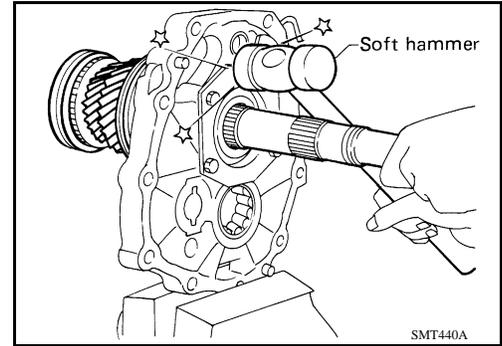
[FS5R30A]

< DISASSEMBLY AND ASSEMBLY >

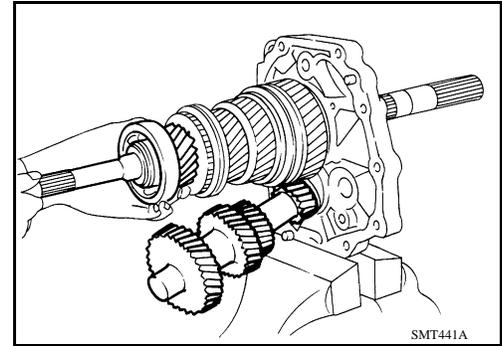
- b. Partially install mainshaft on mainshaft front bearing using suitable tool.

**CAUTION:**

To allow for installation of counter gear, do not install mainshaft completely.

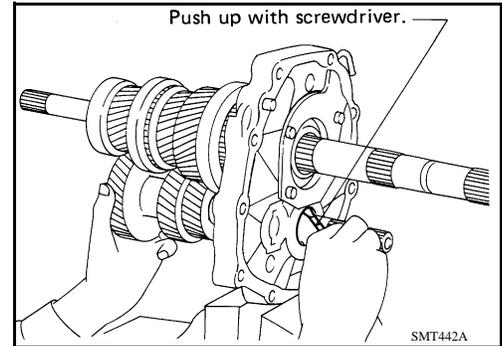


- c. Install counter gear in counter gear rear bearing and install main drive gear, pilot bearing and spacer on mainshaft.



**NOTE:**

When installing counter gear into counter gear rear bearing, push up on upper roller of counter gear rear bearing using suitable tool.

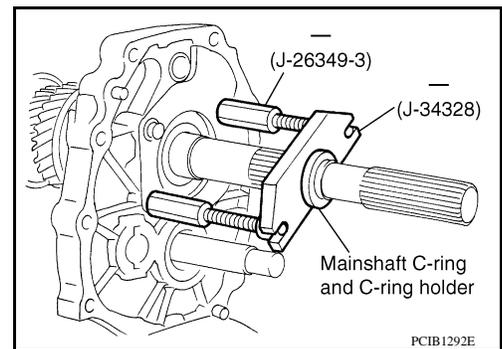


- d. Install Tool onto adapter plate and mainshaft C-ring and C-ring holder on mainshaft.

**Tool number** : — (J-26349-3)

- e. Install Tool on mainshaft.

**Tool number** : — (J-34328)

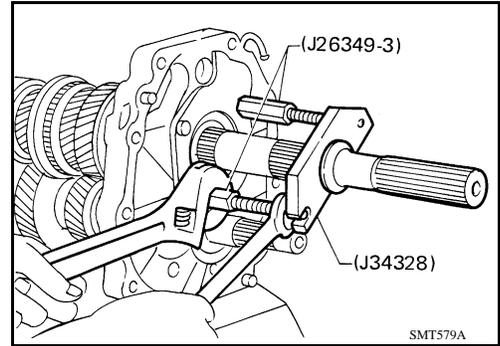


# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

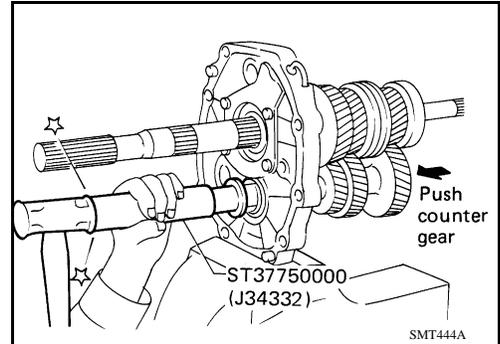
- f. Install mainshaft and counter gear completely by extending length of Tool.



10. Install rear side components on mainshaft and counter gear.  
a. Install new OD gear bushing using Tool while pushing on the front of counter gear.

**Tool number** : ST37750000 (J-34332)

**CAUTION:**  
Do not reuse OD gear bushing.

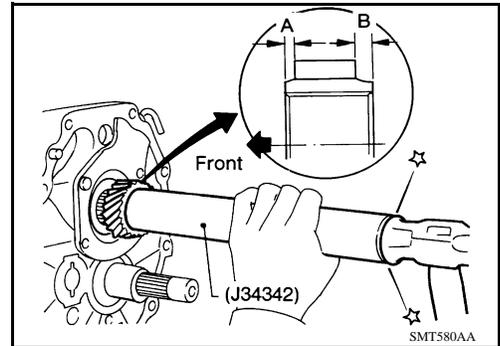


- b. Install OD main gear using Tool.

**Tool number** : — (J-34342)

**CAUTION:**  
Pay attention to direction of OD main gear. (B is wider than A as shown.)

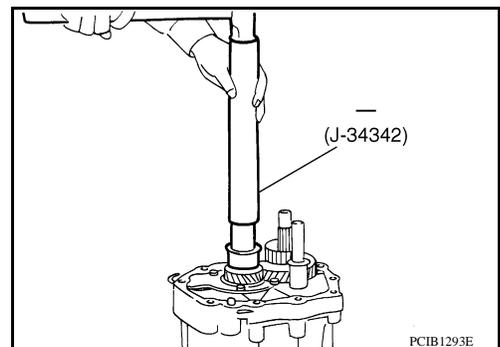
- c. Install adapter plate with gear assembly onto transmission case.  
d. Install OD gear needle bearing and then install OD counter gear and reverse idler shaft.



- e. Install new reverse gear bushing using Tool.

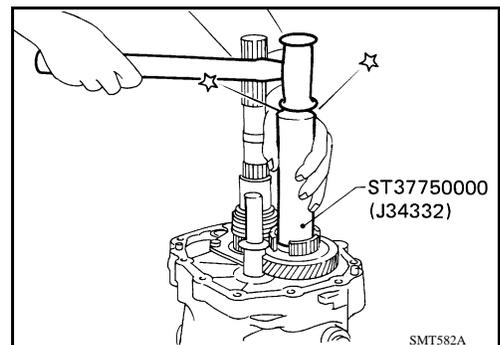
**Tool number** : — (J-34342)

**CAUTION:**  
Do not reuse reverse gear bushing.



- f. Install reverse cone using Tool.

**Tool number** : ST37750000 (J-34332)



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# GEAR COMPONENTS

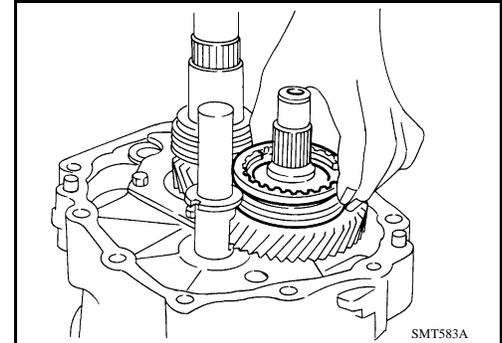
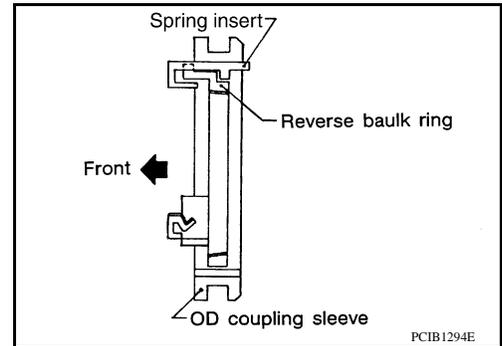
[FS5R30A]

## < DISASSEMBLY AND ASSEMBLY >

- g. Install spring inserts and reverse baulk ring on OD coupling sleeve. Then install them and OD baulk ring on OD counter gear.

**CAUTION:**

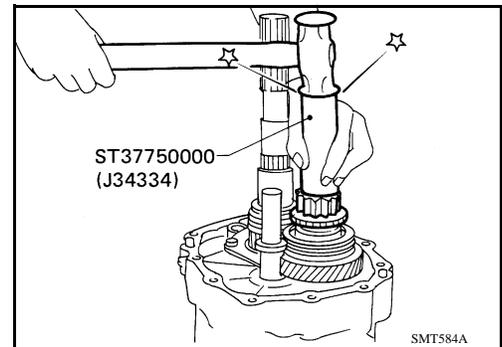
Pay attention to direction of OD coupling sleeve.



- h. Install reverse counter gear using Tool.

**Tool number : ST37750000 (J-34334)**

- i. Install reverse gear needle bearings, reverse idler needle bearings and then install reverse main gear, reverse idler gear and selected reverse idler thrust washer.



- j. Install new reverse synchronizer hub using Tool.

**Tool number : ST22452000 (J-34337)**

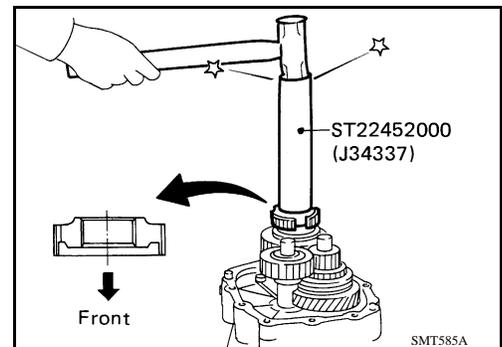
**CAUTION:**

- Pay attention to direction of reverse synchronizer hub.
- Do not reuse reverse synchronizer hub.

- k. Install mainshaft spacer and mainshaft rear bearing using Tools.

**Tool number : — (J-26349-A)**

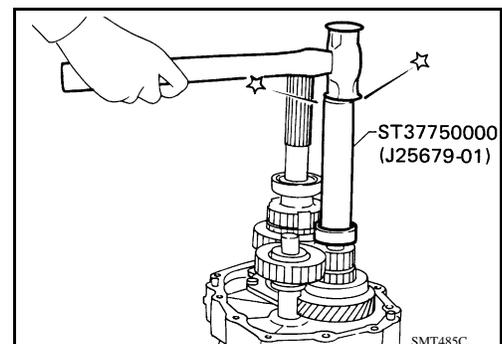
**: — (J-25726-B)**



- l. Install counter gear rear end bearing using Tool.

**Tool number : ST37750000 (J-25679-01)**

- m. Separate adapter plate from transmission case and mount adapter plate on vise again.



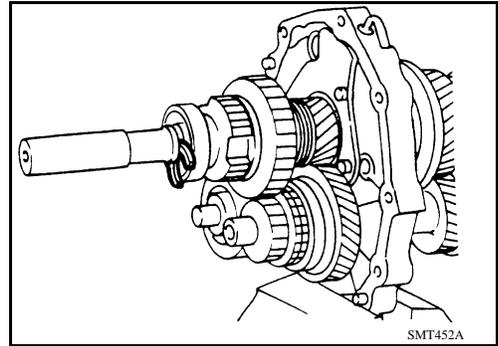
# GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

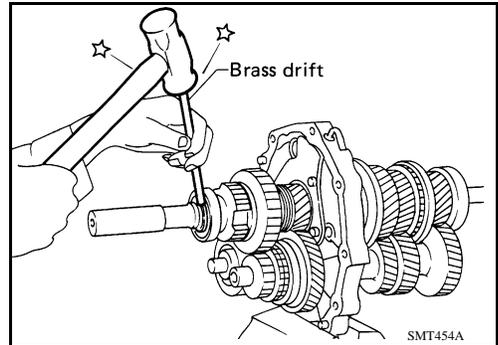
- n. Select proper mainshaft C-ring to minimize clearance of groove.  
Refer to [TM-53. "Available C-Rings"](#).

**End play** : 0 - 0.1 mm (0 - 0.004 in)



- o. Install selected mainshaft C-ring, C-ring holder and new mainshaft rear snap ring using suitable tool.

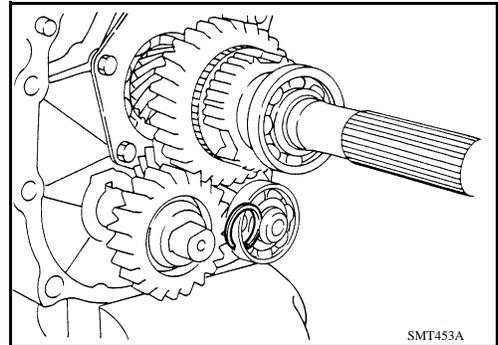
**CAUTION:**  
Do not reuse mainshaft rear snap ring.



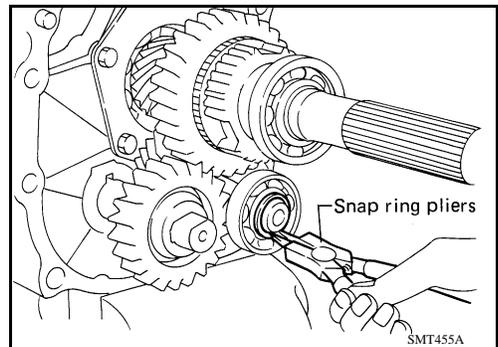
- p. Select proper counter gear rear snap ring to minimize clearance of groove. Refer to [TM-52. "Available Snap Rings"](#).

**End play** : 0 - 0.1 mm (0 - 0.004 in)

**CAUTION:**  
Do not reuse counter gear rear snap ring.

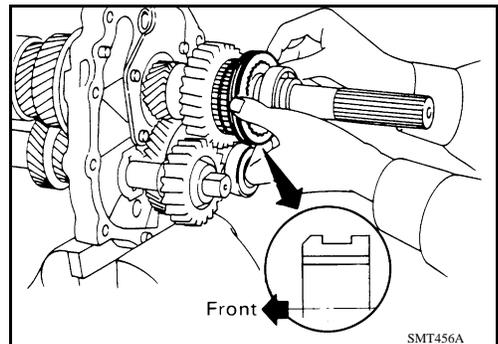


- q. Install selected new counter gear rear snap ring using suitable tool.



- r. Install reverse coupling sleeve.

**CAUTION:**  
Pay attention to direction of reverse coupling sleeve.



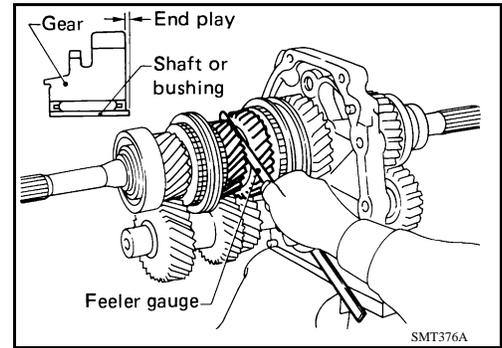
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## GEAR COMPONENTS

< DISASSEMBLY AND ASSEMBLY >

[FS5R30A]

- s. Measure each gear end play as a final check. Refer to [TM-52](#).  
["Gear End Play"](#).



# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

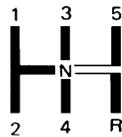
[FS5R30A]

## SERVICE DATA AND SPECIFICATIONS (SDS)

### SERVICE DATA AND SPECIFICATIONS (SDS)

#### General Specification

INFOID:000000004054265

|                        |                          |  |                 |
|------------------------|--------------------------|--|-----------------|
| Engine                 |                          | QR25DE   |                 |
| Transmission model     |                          | FS5R30A  |                 |
| Model code number      |                          | EA000  |                 |
| Number of speed        |                          | 5  |                 |
| Synchromesh type       |                          | Warner   |                 |
| Shift pattern          |                          | <br>SCIA0821E |                 |
| Gear ratio             | 1st                      | 3.580  |                 |
|                        | 2nd                      | 2.077  |                 |
|                        | 3rd                      | 1.360  |                 |
|                        | 4th                      | 1.000  |                 |
|                        | OD                       | 0.811  |                 |
|                        | Reverse                  | 3.636  |                 |
| Number of teeth        | Main gear                | Drive  | 22              |
|                        |                          | 1st  | 32              |
|                        |                          | 2nd  | 30              |
|                        |                          | 3rd  | 29              |
|                        |                          | 4th  | —               |
|                        |                          | OD   | 24              |
|                        |                          | Reverse  | 30              |
|                        | Counter gear             | Drive  | 32              |
|                        |                          | 1st  | 13              |
|                        |                          | 2nd  | 21              |
|                        |                          | 3rd  | 31              |
|                        |                          | 4th  | —               |
|                        |                          | OD   | 43              |
|                        |                          | Reverse  | 12              |
| Reverse idler gear     |                          | 22   |                 |
| Oil capacity (Approx.) |                          | ℓ (US qt, Imp qt)  | 2.89 (3, 2-1/2) |
| Remarks                | Reverse synchronizer     | Installed  |                 |
|                        | Double-cone synchronizer | 2nd and 3rd  |                 |

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[FS5R30A]

## Gear End Play

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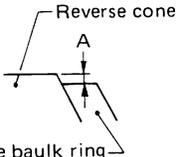
Unit: mm (in)

| Gear              | End play                      |
|-------------------|-------------------------------|
| 1st main gear     | 0.23 - 0.33 (0.0091 - 0.0130) |
| 2nd main gear     | 0.23 - 0.33 (0.0091 - 0.0130) |
| 3rd main gear     | 0.06 - 0.16 (0.0024 - 0.0063) |
| OD counter gear   | 0.23 - 0.33 (0.0091 - 0.0130) |
| Reverse main gear | 0.33 - 0.43 (0.0130 - 0.0169) |

## Baulk Ring Clearance

INFOID:000000004054267

Unit: mm (in)

| Measurement point  | Standard value  | Limit value                   |             |
|--|---|-------------------------------|-------------|
| 2nd and 3rd<br>(Double-cone synchronizer)  | Clearance between synchronizer cone and inner baulk ring end face "A" | 0.7 - 0.9 (0.028 - 0.035)     |             |
|  | Clearance between outer baulk ring pawl and synchronizer cone "B"     | 0.6 - 1.1 (0.024 - 0.043)     |             |
| <br>PCIB0249E |   |                               |             |
|  | 1st   | 1.05 - 1.3 (0.041 - 0.051)    | 0.7 (0.028) |
|  | Main drive  | 1.05 - 1.3 (0.041 - 0.051)    | 0.7 (0.028) |
| OD   | 1.05 - 1.3 (0.041 - 0.051)  | 0.7 (0.028)                   |             |
| Reverse  | Clearance between reverse cone and reverse baulk ring end face "A"    | 0.35 - 0.95 (0.0138 - 0.0374) | 1.1 (0.043) |
| <br>SMT428C |   |                               |             |

## Available Snap Rings

INFOID:000000004054268

### MAIN DRIVE GEAR SNAP RING

| End play          |              | 0 - 0.1 mm (0 - 0.004 in) |              |
|-------------------|--------------|---------------------------|--------------|
| Thickness mm (in) | Part number* | Thickness mm (in)         | Part number* |
| 1.89 (0.0744)     | 32204 01G60  | 2.03 (0.0799)             | 32204 01G63  |
| 1.95 (0.0768)     | 32204 01G61  | 2.07 (0.0815)             | 32204 01G64  |
| 1.99 (0.0783)     | 32204 01G62  | 2.11 (0.0831)             | 32204 01G65  |

\*: Always check with the Parts Department for the latest parts information.

### MAINSHAFT FRONT SNAP RING

| End play          |              | 0 - 0.1 mm (0 - 0.004 in) |              |
|-------------------|--------------|---------------------------|--------------|
| Thickness mm (in) | Part number* | Thickness mm (in)         | Part number* |
| 1.99 (0.0783)     | 32204 01G62  | 2.11 (0.0831)             | 32204 01G65  |
| 2.03 (0.0799)     | 32204 01G63  | 2.15 (0.0846)             | 32204 01G66  |
| 2.07 (0.0815)     | 32204 01G64  | 2.19 (0.0862)             | 32204 01G67  |

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[FS5R30A]

\*: Always check with the Parts Department for the latest parts information.

## COUNTER GEAR REAR SNAP RING

| End play          |              | 0 - 0.1 mm (0 - 0.004 in) |              |
|-------------------|--------------|---------------------------|--------------|
| Thickness mm (in) | Part number* | Thickness mm (in)         | Part number* |
| 1.32 (0.0520)     | 32236 01G00  | 1.56 (0.0614)             | 32236 01G04  |
| 1.38 (0.0543)     | 32236 01G01  | 1.62 (0.0638)             | 32236 01G05  |
| 1.44 (0.0567)     | 32236 01G02  | 1.68 (0.0661)             | 32236 01G06  |
| 1.50 (0.0591)     | 32236 01G03  | 1.74 (0.0685)             | 32236 01G07  |

\*: Always check with the Parts Department for the latest parts information.

## Available C-Rings

INFOID:000000004054269

## MAINSHAFT C-RING

| End play          |              | 0 - 0.1 mm (0 - 0.004 in) |              |
|-------------------|--------------|---------------------------|--------------|
| Thickness mm (in) | Part number* | Thickness mm (in)         | Part number* |
| 2.63 (0.1035)     | 32348 01G15  | 3.19 (0.1256)             | 32348 01G07  |
| 2.70 (0.1063)     | 32348 01G00  | 3.26 (0.1283)             | 32348 01G08  |
| 2.77 (0.1091)     | 32348 01G01  | 3.33 (0.1311)             | 32348 01G09  |
| 2.84 (0.1118)     | 32348 01G02  | 3.40 (0.1339)             | 32348 01G10  |
| 2.91 (0.1146)     | 32348 01G03  | 3.47 (0.1366)             | 32348 01G11  |
| 2.98 (0.1173)     | 32348 01G04  | 3.54 (0.1394)             | 32348 01G12  |
| 3.05 (0.1201)     | 32348 01G05  | 3.61 (0.1421)             | 32348 01G13  |
| 3.12 (0.1228)     | 32348 01G06  | 3.68 (0.1449)             | 32348 01G14  |

\*: Always check with the Parts Department for the latest parts information.

## Available Thrust Washer

INFOID:000000004054270

## REVERSE IDLER THRUST WASHER

| End play |                   | 0.30 - 0.53 mm (0.0118 - 0.0209 in) |  |
|----------|-------------------|-------------------------------------|--|
|          | Thickness mm (in) | Part number*                        |  |
| A        | 1.97 (0.0776)     | 32284 01G20                         |  |
| B        | 2.07 (0.0815)     | 32284 01G21                         |  |

\*: Always check with the Parts Department for the latest parts information.

## Available Shims

INFOID:000000004054271

## TABLE FOR SELECTING PROPER COUNTER GEAR FRONT BEARING SHIM

| End play                          |                                  | 0.10 - 0.26 mm (0.0039 - 0.0102 in) |  |
|-----------------------------------|----------------------------------|-------------------------------------|--|
| Dial indicator deflection mm (in) | Thickness of proper shim mm (in) | Part number*                        |  |
| 0.93 - 1.02 (0.0367 - 0.0401)     | 0.80 (0.0315)                    | 32218 01G00                         |  |
| 1.01 - 1.10 (0.0398 - 0.0433)     | 0.88 (0.0346)                    | 32218 01G11                         |  |
| 1.09 - 1.18 (0.0430 - 0.0464)     | 0.96 (0.0378)                    | 32218 01G12                         |  |
| 1.17 - 1.26 (0.0461 - 0.0496)     | 1.04 (0.0409)                    | 32218 01G13                         |  |
| 1.25 - 1.34 (0.0493 - 0.0527)     | 1.12 (0.0441)                    | 32218 01G14                         |  |
| 1.33 - 1.42 (0.0524 - 0.0559)     | 1.20 (0.0472)                    | 32218 01G04                         |  |
| 1.41 - 1.50 (0.0556 - 0.0590)     | 1.28 (0.0504)                    | 32218 01G15                         |  |
| 1.49 - 1.58 (0.0587 - 0.0622)     | 1.36 (0.0535)                    | 32218 01G16                         |  |
| 1.57 - 1.66 (0.0619 - 0.0653)     | 1.44 (0.0567)                    | 32218 01G17                         |  |

\*: Always check with the Parts Department for the latest parts information.

## PRECAUTION

### PRECAUTIONS

#### Service Notice or Precaution

INFOID:000000004054272

- Do not reuse transmission oil once it has been drained.
- Check oil level or replace oil with vehicle on level surface.
- During removal or installation, keep inside of transmission clear of dust or dirt.
- Check for the correct installation status prior to removal or disassembly. If matching marks are required, be certain they do not interfere with the function of the parts they are applied to.
- In principle, tighten nuts and bolts gradually in several steps working diagonally from inside to outside. If tightening sequence is specified, use it.
- Be careful not to damage sliding surfaces and mating surfaces.

# PREPARATION

< PREPARATION >

[6MT: FS6R31A]

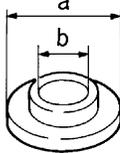
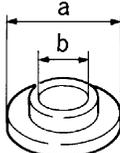
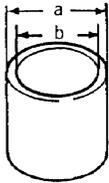
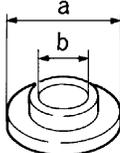
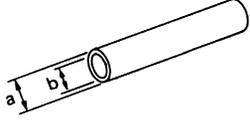
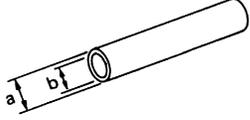
## PREPARATION

### PREPARATION

#### Special Service Tool

INFOID:000000004054273

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

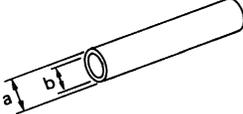
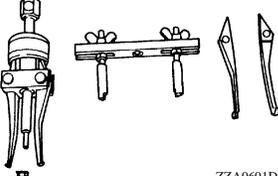
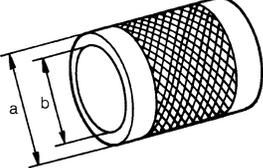
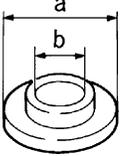
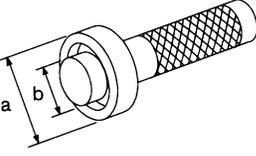
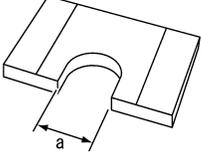
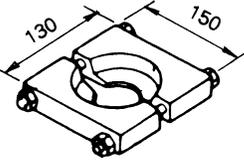
| Tool number<br>(Kent-Moore No.)<br>Tool name |   | Description  |
|--|---|--|
| ST30911000<br>( — )<br>Inserter              |  <p style="text-align: center; font-size: small;">ZZA0920D</p>   | <ul style="list-style-type: none"> <li>• Installing mainshaft bearing</li> <li>• Installing 5th-6th synchronizer hub assembly</li> <li>• Installing reverse main gear bushing</li> <li>• Installing 3rd gear bushing</li> <li>• Installing 3rd-4th synchronizer hub assembly</li> </ul> <p><b>a: 98 mm (3.86 in) dia.</b><br/><b>b: 40 mm (1.57 in) dia.</b></p> |
| ST30022000<br>( — )<br>Inserter              |  <p style="text-align: center; font-size: small;">ZZA0920D</p>   | <ul style="list-style-type: none"> <li>• Installing 3rd main gear</li> <li>• Installing 4th main gear</li> </ul> <p><b>a: 110 mm (4.33 in) dia.</b><br/><b>b: 46 mm (1.81 in) dia.</b></p>   |
| ST27861000<br>( — )<br>Support ring          |  <p style="text-align: center; font-size: small;">ZZA0832D</p> | <ul style="list-style-type: none"> <li>• Installing 1st-2nd synchronizer hub assembly</li> <li>• Installing 1st gear bushing</li> </ul> <p><b>a: 62 mm (2.44 in) dia.</b><br/><b>b: 52 mm (2.05 in) dia.</b></p>   |
| ST30032000<br>(J-26010-01)<br>Inserter       |  <p style="text-align: center; font-size: small;">ZZA0920D</p> | Installing counter rear bearing inner race<br><b>a: 80 mm (3.15 in) dia.</b><br><b>b: 31 mm (1.22 in) dia.</b>   |
| KV32102700<br>( — )<br>Drift                 |  <p style="text-align: center; font-size: small;">ZZA0534D</p> | Installing main drive gear bearing<br><b>a: 48 mm (1.89 in) dia.</b><br><b>b: 41 mm (1.61 in) dia.</b>   |
| ST23860000<br>( — )<br>Drift                 |  <p style="text-align: center; font-size: small;">ZZA0534D</p> | Installing reverse counter gear<br><b>a: 38 mm (1.50 in) dia.</b><br><b>b: 33 mm (1.30 in) dia.</b>  |

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# PREPARATION

< PREPARATION >

[6MT: FS6R31A]

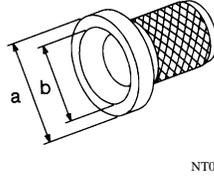
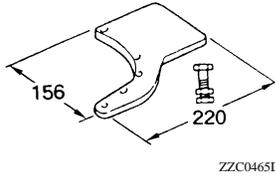
| Tool number<br>(Kent-Moore No.)<br>Tool name   | Description   |
|--|---|
| ST01530000<br>( — )<br>Drift   | Installing reverse synchronizer hub assembly<br><b>a: 50 mm (1.97 in) dia.</b><br><b>b: 41 mm (1.61 in) dia.</b>  |
| <br>ZZA0534D    |   |
| KV381054S0<br>(J-34286)<br>Puller  | Removing rear oil seal  |
| <br>ZZA0601D    |   |
| ST33200000<br>(J-26082)<br>Drift   | <ul style="list-style-type: none"> <li>• Installing counter rear bearing</li> <li>• Installing rear oil seal</li> </ul> <b>a: 60 mm (2.36 in) dia.</b><br><b>b: 44.5 mm (1.752 in) dia.</b> |
| <br>ZZA1002D    |   |
| KV40100630<br>(J-26092)<br>Inserter  | Installing 4th counter gear thrust washer<br><b>a: 67 mm (2.64 in) dia.</b><br><b>b: 38 mm (1.50 in) dia.</b>   |
| <br>ZZA0920D  |   |
| KV38102100<br>(J-25803-01)<br>Drift  | Installing front cover oil seal<br><b>a: 44 mm (1.73 in) dia.</b><br><b>b: 28 mm (1.10 in) dia.</b>   |
| <br>NT084     |   |
| KV32103300<br>(J-46529)<br>Press plate   | Installing reverse synchronizer hub assembly<br><b>a: 73 mm (2.87 in)</b>   |
| <br>PCIB0165J |   |
| ST30031000<br>(J-22912-01)<br>Puller   | Measuring wear of inner baulk ring  |
| <br>ZZC0499D  |   |

# PREPARATION

< PREPARATION >

[6MT: FS6R31A]

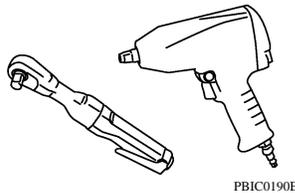
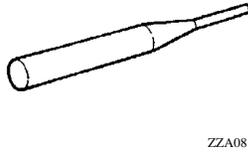
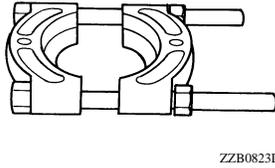
| Tool number<br>(Kent-Moore No.)<br>Tool name | Description   |
|--|---|
| ST22490000<br>( — )<br>Adapter setting plate | Holding a adapter plate   |
| ST33400001<br>(J-26082)<br>Drift             | Installing oil seal<br><b>a: 60 mm (2.36 in) dia.</b><br><b>b: 47 mm (1.85 in) dia.</b> |



## Commercial Service Tool

INFOID:000000004054274

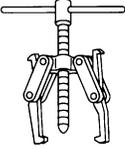
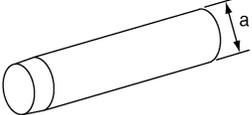
| Tool name   | Description                                |
|---|--|
| Puller  | Removing each bearing, gear and bushing    |
| Pin punch<br>Tip diameter: 6.0 mm (0.236 in) dia. | Removing and installing each retaining pin |
| Power tool  | Loosening bolts and nuts                   |



# PREPARATION

< PREPARATION >

[6MT: FS6R31A]

| Tool name   | Description   |
|---|---|
| <p data-bbox="159 197 228 222">Puller</p>  <p data-bbox="850 415 889 432">NT077</p>    | <ul data-bbox="1013 197 1435 306" style="list-style-type: none"><li>• Removing reverse synchronizer hub assembly</li><li>• Removing reverse counter gear</li><li>• Removing reverse main gear</li></ul> |
| <p data-bbox="159 449 212 474">Drift</p>  <p data-bbox="850 667 922 684">LCIA0362E</p> | <p data-bbox="1013 449 1321 506">Removing counter end bearing<br/><b>a: 32 mm (1.26 in) dia.</b></p>  |

# NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

[6MT: FS6R31A]

## SYMPTOM DIAGNOSIS

### NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

#### NVH Troubleshooting Chart

INFOID:000000004054275

Use the chart below to help you find the cause of the symptom. The numbers indicate the order of the inspection. If necessary, repair or replace these parts.

| Reference page                      |                                 | TM-62                   |                  |                          | TM-73            |                            | TM-66                        |   | TM-66             |                        | TM-73                     |                              |                         |
|-------------------------------------|---------------------------------|-------------------------|------------------|--------------------------|------------------|----------------------------|------------------------------|---|-------------------|------------------------|---------------------------|------------------------------|-------------------------|
| SUSPECTED PARTS<br>(Possible cause) |                                 | OIL (Oil level is low.) | OIL (Wrong oil.) | OIL (Oil level is high.) | GASKET (Damaged) | OIL SEAL (Worn or damaged) | SHIFT CONTROL LINKAGE (Worn) | CHECK PLUG RETURN SPRING AND CHECK BALL (Worn or damaged) | SHIFT FORK (Worn) | GEAR (Worn or damaged) | BEARING (Worn or damaged) | BAULK RING (Worn or damaged) | INSERT SPRING (Damaged) |
| Symptoms                            | Noise                           | 1                       | 2                |                          |                  |                            |                              |   |                   | 3                      | 3                         |                              |                         |
|                                     | Oil leakage                     |                         | 3                | 1                        | 2                | 2                          |                              |   |                   |                        |                           |                              |                         |
|                                     | Hard to shift or will not shift |                         | 1                | 1                        |                  |                            | 2                            |   |                   |                        |                           | 2                            | 2                       |
|                                     | Jumps out of gear               |                         |                  |                          |                  |                            | 1                            | 1   | 2                 | 2                      |                           |                              |                         |

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# DESCRIPTION

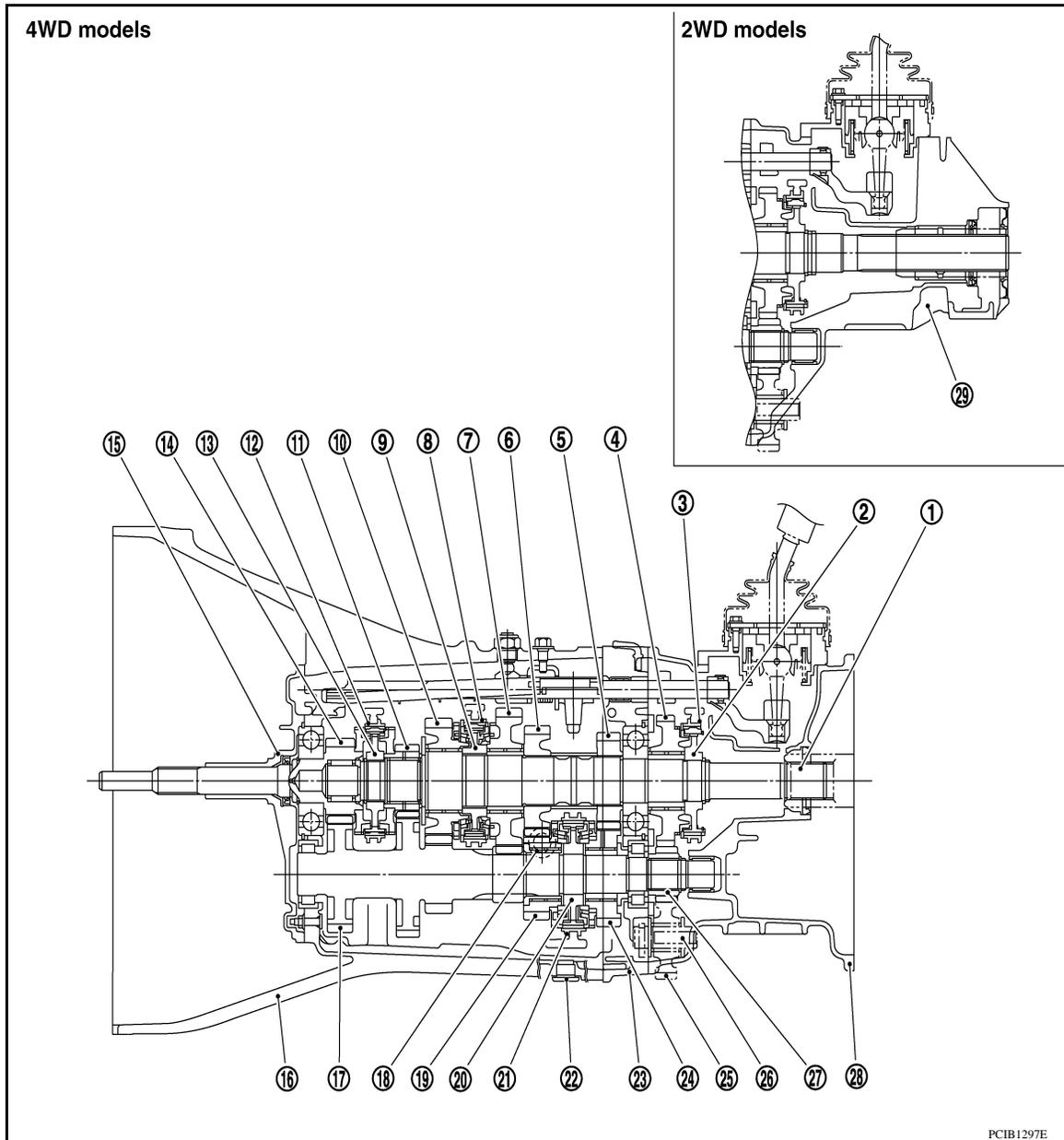
< SYMPTOM DIAGNOSIS >

[6MT: FS6R31A]

## DESCRIPTION

### Cross-Sectional View

INFOID:000000004054276



- |                              |                              |                             |
|------------------------------|------------------------------|-----------------------------|
| 1. Mainshaft                 | 2. Reverse synchronizer hub  | 3. Reverse coupling sleeve  |
| 4. Reverse main gear         | 5. 4th main gear             | 6. 3rd main gear            |
| 7. 1st main gear             | 8. 1st-2nd coupling sleeve   | 9. 1st-2nd synchronizer hub |
| 10. 2nd main gear            | 11. 6th main gear            | 12. 5th-6th coupling sleeve |
| 13. 5th-6th synchronizer hub | 14. Main drive gear          | 15. Front cover             |
| 16. Transmission case        | 17. Counter gear             | 18. Filler plug             |
| 19. 3rd counter gear         | 20. 3rd-4th synchronizer hub | 21. 3rd-4th coupling sleeve |
| 22. Drain plug               | 23. Adapter plate            | 24. 4th counter gear        |
| 25. Reverse idler gear       | 26. Reverse idler shaft      | 27. Reverse counter gear    |
| 28. OD gear case             | 29. Rear extension           |                             |

### DOUBLE-CONE SYNCHRONIZER

# DESCRIPTION

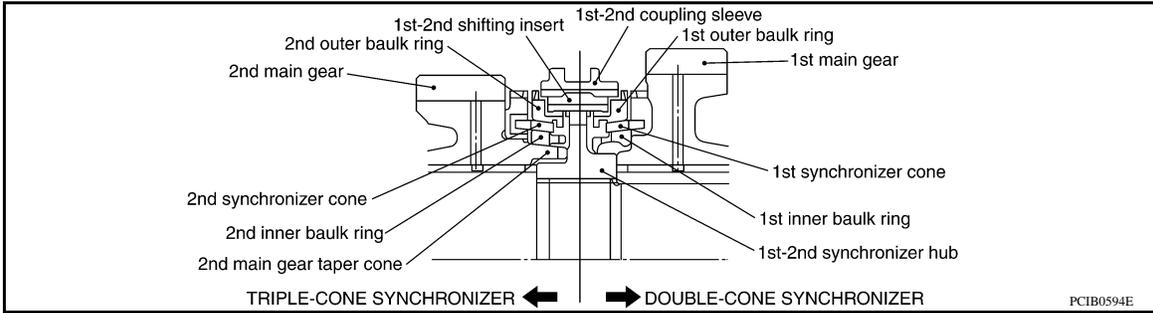
< SYMPTOM DIAGNOSIS >

[6MT: FS6R31A]

The 1st, 3rd and 4th gears are equipped with a double-cone synchronizer to reduce the operating force of the shift lever.

## TRIPLE-CONE SYNCHRONIZER

The 2nd gear is equipped with a triple-cone synchronizer to reduce the operating force of the shift lever.



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# ON-VEHICLE MAINTENANCE

## M/T OIL

### Changing

INFOID:000000004054277

#### DRAINING

1. Start the engine and let it run to warm up the transmission.
2. Stop the engine. Remove the transmission drain plug and drain the oil.
3. Set a gasket on the drain plug and install it to the transmission. Tighten the drain plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

**Do not reuse gasket.**

#### FILLING

1. Remove the filler plug. Fill with new oil until oil level reaches the specified limit near the filler plug hole as shown.

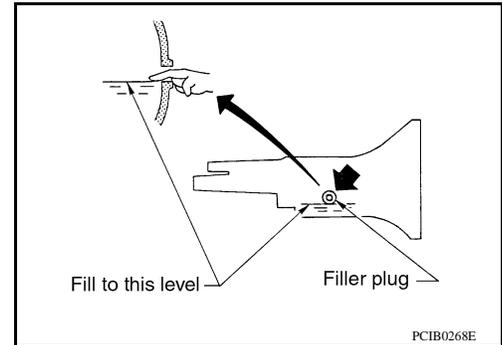
**Oil grade and viscosity** : Refer to [MA-12, "Fluids and Lubricants"](#).

**Oil capacity** : Refer to [MA-12, "Fluids and Lubricants"](#).

2. After refilling the oil, check oil level. Set a gasket to the filler plug, then install it to the transmission. Tighten the filler plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

**Do not reuse gasket.**



### Checking

INFOID:000000004054278

#### OIL LEAKAGE AND OIL LEVEL

1. Make sure that oil is not leaking from the transmission or around it.
2. Check oil level from the filler plug hole as shown.

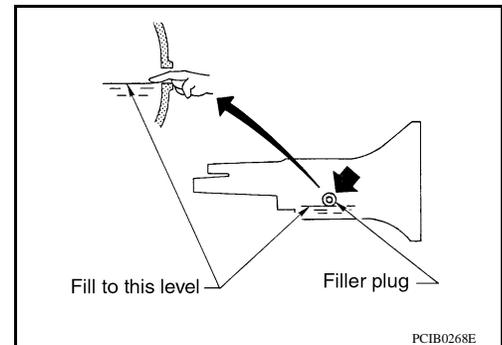
**CAUTION:**

**Do not start engine while checking oil level.**

3. Set a gasket on the filler plug and install it to the transmission. Tighten the filler plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

**Do not reuse gasket.**



## ON-VEHICLE REPAIR

### REAR OIL SEAL

#### Removal and Installation

INFOID:000000004054279

#### REMOVAL

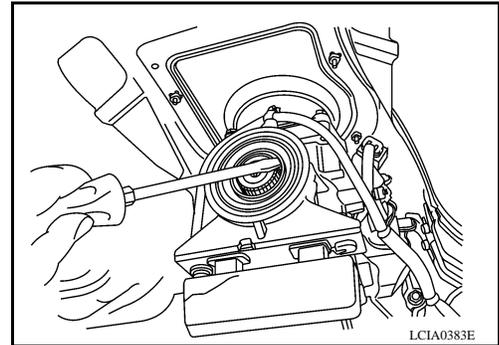
For 2WD Models

1. Remove rear propeller shaft. Refer to [DLN-170, "Removal and Installation"](#) (3S1330-2BJ100), [DLN-146, "Removal and Installation"](#) (3S1310), [DLN-162, "Removal and Installation"](#) (3S1330).

2. Remove dust seal and rear oil seal using suitable tool.

**CAUTION:**

**Do not damage rear extension.**



For 4WD Models

1. Remove front and rear propeller shafts. Refer to [DLN-130, "Removal and Installation"](#) (front) and [DLN-138, "Removal and Installation"](#) (2S1330), [DLN-154, "Removal and Installation"](#) (3S1330), [DLN-170, "Removal and Installation"](#) (3S1330-2BJ100) (rear).

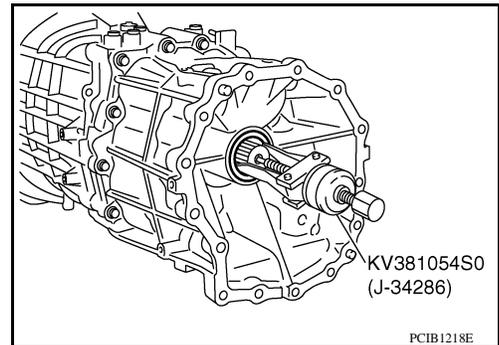
2. Remove transfer assembly. Refer to [DLN-109, "Removal and Installation"](#).

3. Remove rear oil seal using Tool.

**Tool number : KV381054S0 (J-34286)**

**CAUTION:**

**Do not damage OD gear case.**



#### INSTALLATION

Installation is the reverse order of removal.

For 2WD Models

# REAR OIL SEAL

< ON-VEHICLE REPAIR >

[6MT: FS6R31A]

- Drive the new rear oil seal (1) and new dust seal (2) using Tools.

**Tool number** : ST33200000 (J-26082)  
: KV38100500 ( — )

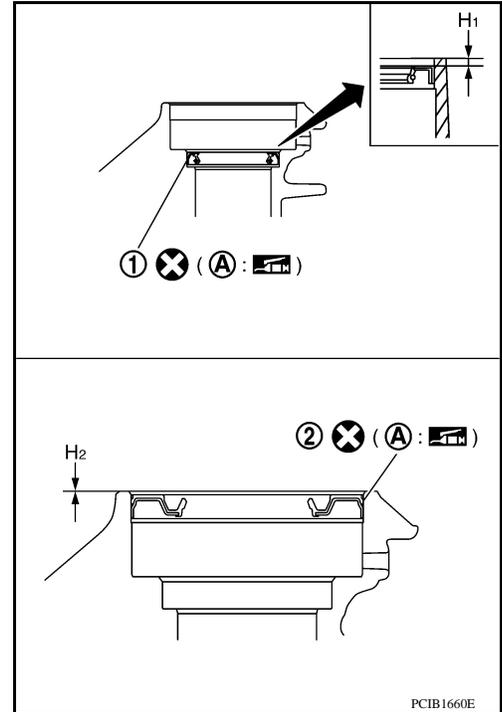
**Dimension "H1"** : 1.2 - 2.2 mm (0.047 - 0.087 in)

**Dimension "H2"** : 0.5 - 1.5 mm (0.020 - 0.059 in)

**CAUTION:**

Do not incline the dust seal and rear oil seal during installation.

(A): Seal lip



For 4WD Models

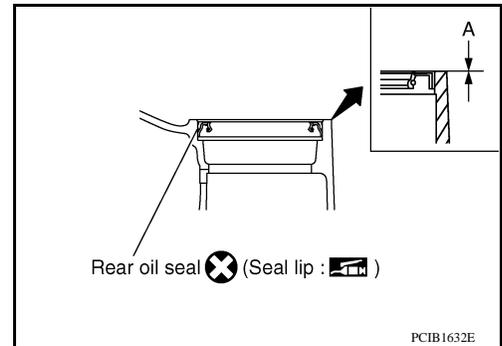
- Drive the rear oil seal using Tool.

**Tool number** : ST33200000 (J-26082)

**Dimension "A"** : -0.5 - 0.5 mm (-0.020 - 0.020 in)

**CAUTION:**

Do not incline the rear oil seal during installation.



- Check the transmission oil level after installation. Refer to [TM-62. "Checking"](#).

# POSITION SWITCH

< ON-VEHICLE REPAIR >

[6MT: FS6R31A]

## POSITION SWITCH

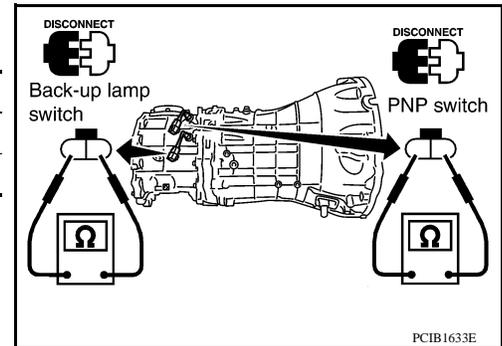
### Checking

INFOID:000000004054280

#### BACK-UP LAMP SWITCH

- Check continuity.

| Gear position  | Continuity |
|----------------|------------|
| Reverse        | Yes        |
| Except reverse | No         |



#### PARK/NEUTRAL POSITION SWITCH

- Check continuity.

| Gear position  | Continuity |
|----------------|------------|
| Neutral        | Yes        |
| Except neutral | No         |

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# SHIFT CONTROL

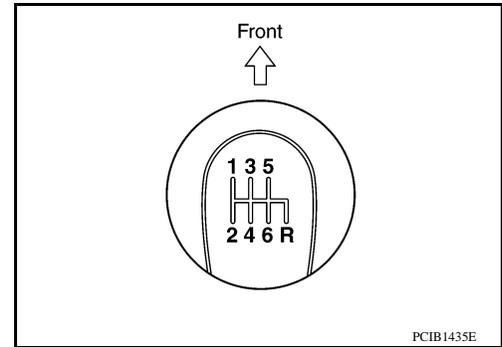
< ON-VEHICLE REPAIR >

[6MT: FS6R31A]

- Apply cement to threads of control lever assembly.
- Tighten shift knob until increased tension is felt. Then align shift knob to the position as shown within one turn.

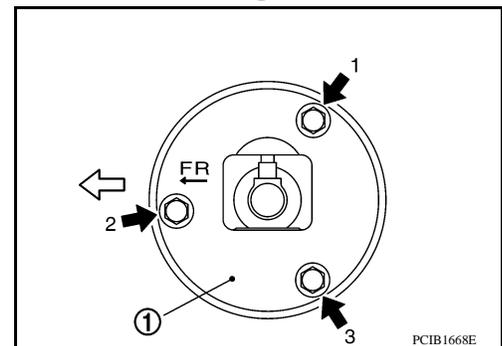
**CAUTION:**

**Do not adjust shift knob by loosening it.**

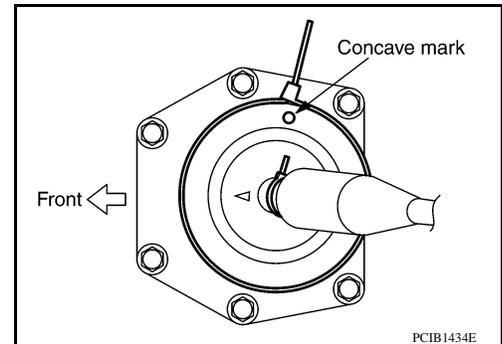


**CAUTION:**

- Apply multi-purpose grease to socket and bushing.
- Insert bushing of control lever assembly as far as it will go into the hole of striking arm.
- Tighten guide plate (1) bolts to the specified torque in order as shown.



- Do not reuse clip.
- Position clip as shown.
- Be careful with the orientation of control lever boot and insulator.



## INSPECTION AFTER INSTALLATION

- Tighten guide plate bolts to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).
- When shift lever assembly is shifted to each position, make sure there is no binding or disconnection in either boot.
- When shifted to each position, make sure there is no noise, bending, and backlash. Especially when shift lever assembly is shifted to 5th, 6th without pressing downward, check for bending.
- When shift lever assembly is shifted to 1st, 2nd side and 5th, 6th side, confirm shift lever assembly returns to neutral position smoothly.
- In any position other than reverse, confirm that shift lever assembly can be pressed downward.
- With shift lever assembly pressed downward, confirm that it can be shifted to reverse.
- When shifted from reverse to neutral position, confirm shift lever assembly returns to neutral position smoothly with spring power.
- Without shift lever assembly pressed downward, confirm that it cannot be shifted to reverse.

# AIR BREATHER HOSE

< ON-VEHICLE REPAIR >

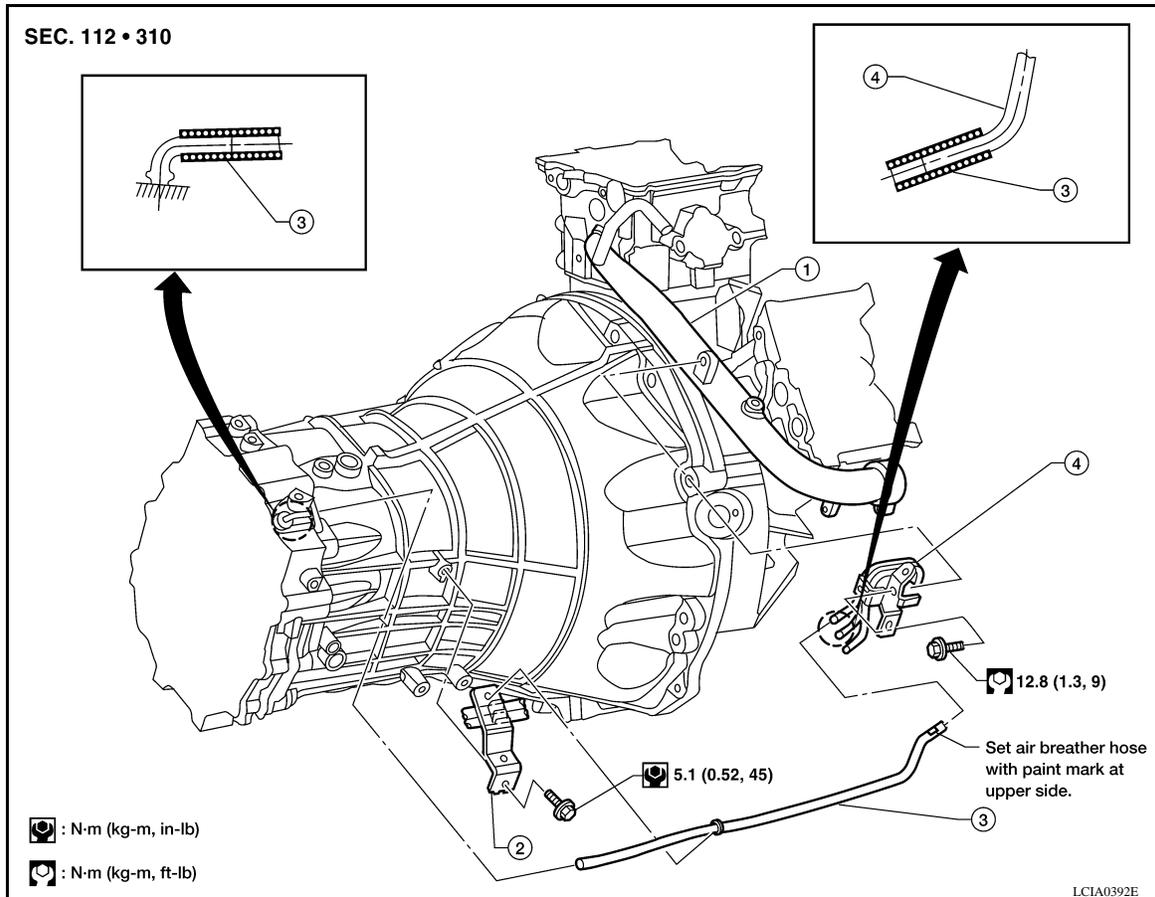
[6MT: FS6R31A]

## AIR BREATHER HOSE

### Removal and Installation

INFOID:000000004054282

Refer to the figure below for air breather hose removal and installation information.



1. Water outlet
4. Breather tube

2. Bracket

3. Air breather hose

### CAUTION:

- Make sure there are no pinched or blocked areas on the air breather hose after installation.
- When inserting the air breather hose, be sure to insert it fully until its end reaches the end of the tube radius.
- Install the air breather hose with the paint mark side up.

# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[6MT: FS6R31A]

## REMOVAL AND INSTALLATION

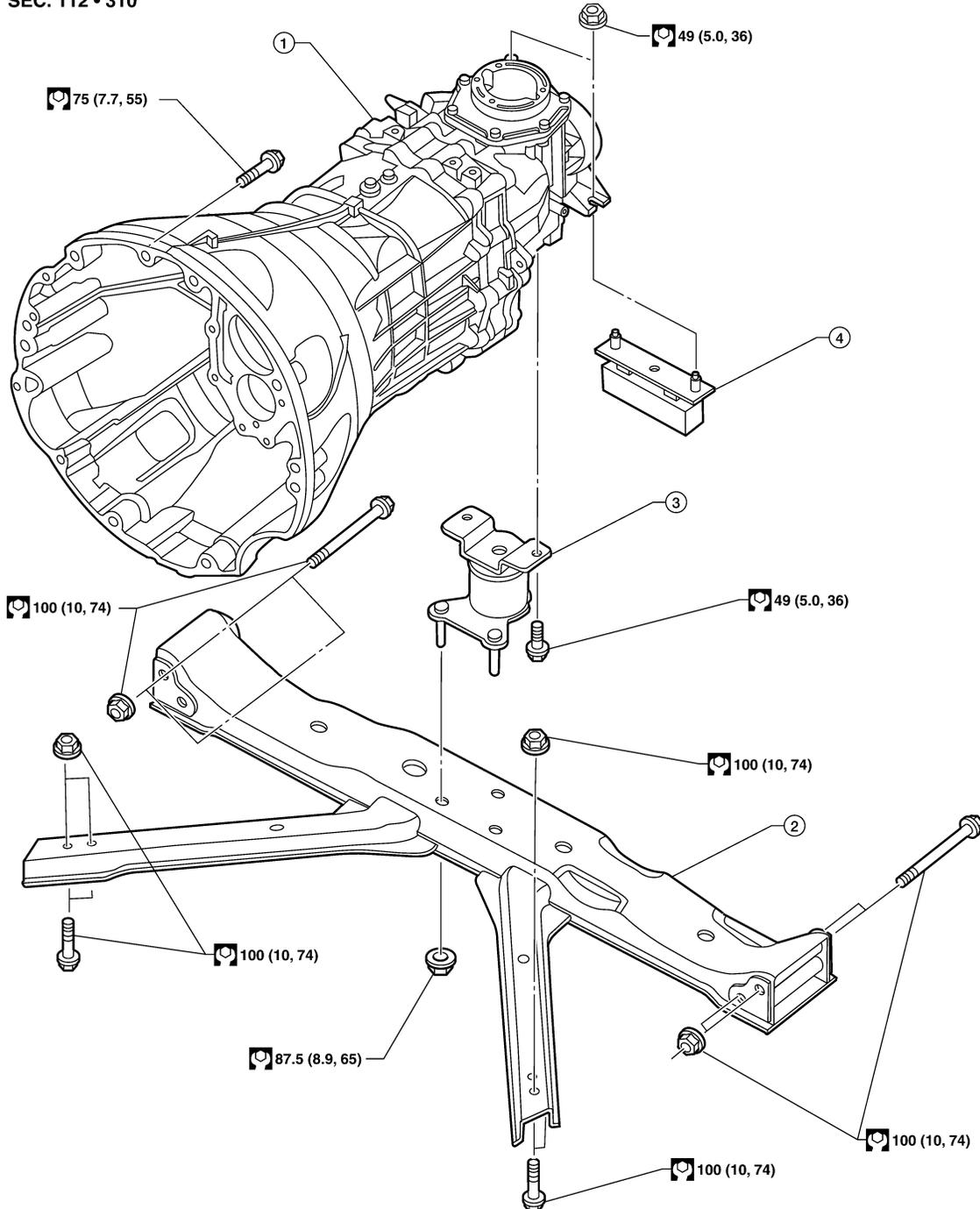
### TRANSMISSION ASSEMBLY

Removal and Installation from Vehicle (For 2WD Models)

INFOID:000000004054283

#### COMPONENTS

SEC. 112 • 310



- 1. Transmission assembly
- 4. Dynamic damper

- 2. Crossmember

- 3. Insulator

#### REMOVAL

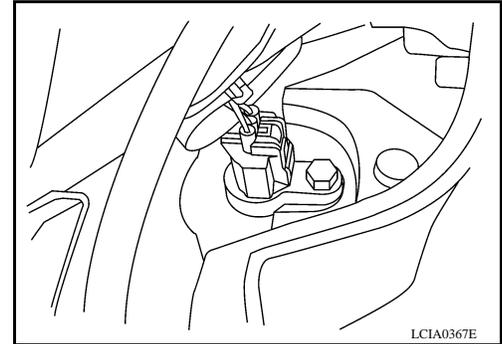
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# TRANSMISSION ASSEMBLY

[6MT: FS6R31A]

## < REMOVAL AND INSTALLATION >

1. Drain transmission oil. Refer to [TM-62. "Changing"](#).
2. Disconnect the battery cable from the negative terminal.
3. Remove the shift lever assembly. Refer to [TM-66. "Removal and Installation"](#).
4. Remove the LH fender protector. Refer to [EXT-22. "Removal and Installation of Front Fender Protector"](#).
5. Remove the crankshaft position sensor (POS) from M/T assembly.  
**CAUTION:**  
**Do not damage the sensor edge.**
6. Remove the undercovers using power tool.
7. Remove the front crossmember using power tool.
8. Remove the starter motor. Refer to [STR-36. "Removal and Installation \(VQ40DE\)"](#).
9. Remove the rear propeller shaft. Refer to [DLN-146. "Removal and Installation" \(3S1310\)](#), [DLN-162. "Removal and Installation" \(3S1330\)](#), [DLN-170. "Removal and Installation" \(3S1330-2BJ100\)](#).
10. Remove the left and right front exhaust tubes. Refer to [EX-5. "Exploded View"](#).
11. Remove the clutch operating cylinder from the transmission. Refer to [CL-17. "6M/T : Removal and Installation"](#).
12. Support the transmission using a suitable jack.
13. Remove the nuts securing the insulator to the crossmember.
14. Remove the crossmember using power tool.  
**WARNING:**  
**Support the transmission using suitable jack.**
15. Tilt the transmission slightly to gain clearance between the body and the transmission, then disconnect the air breather hoses. Refer to [TM-68. "Removal and Installation"](#).
16. Disconnect the following:
  - Back-up lamp switch connector
  - Park/neutral position (PNP) switch connector
17. Remove the wiring harness from the retainers.
18. Remove the transmission to engine bolts using power tool.
19. Separate the transmission from the engine and remove it from the vehicle.



**WARNING:**  
**Support the transmission while removing it using suitable jack.**

## INSTALLATION

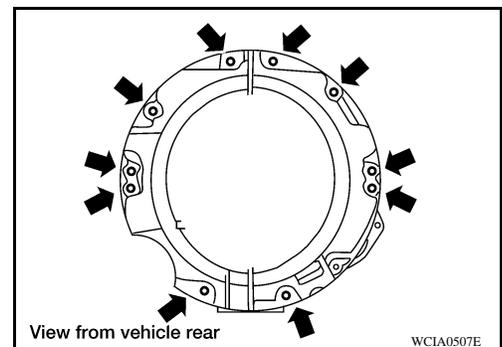
Installation is the reverse order of removal.

- When installing the transmission to the engine, tighten the bolts to the specified torque.

|  |              |
|--|--------------|
| Quantity                               | 10           |
| Bolt length "ℓ"<br>mm (in)             | 65 (2.56)    |
| Tightening torque<br>N·m (kg·m, ft·lb) | 75 (7.7, 55) |

### CAUTION:

- When installing be careful to avoid interference between transmission main drive gear and clutch cover.
- After installation, check for oil leakage and oil level. Refer to [TM-62. "Checking"](#).
- If flywheel is removed, align dowel pin with the smallest hole of flywheel.
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drive train components.



# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

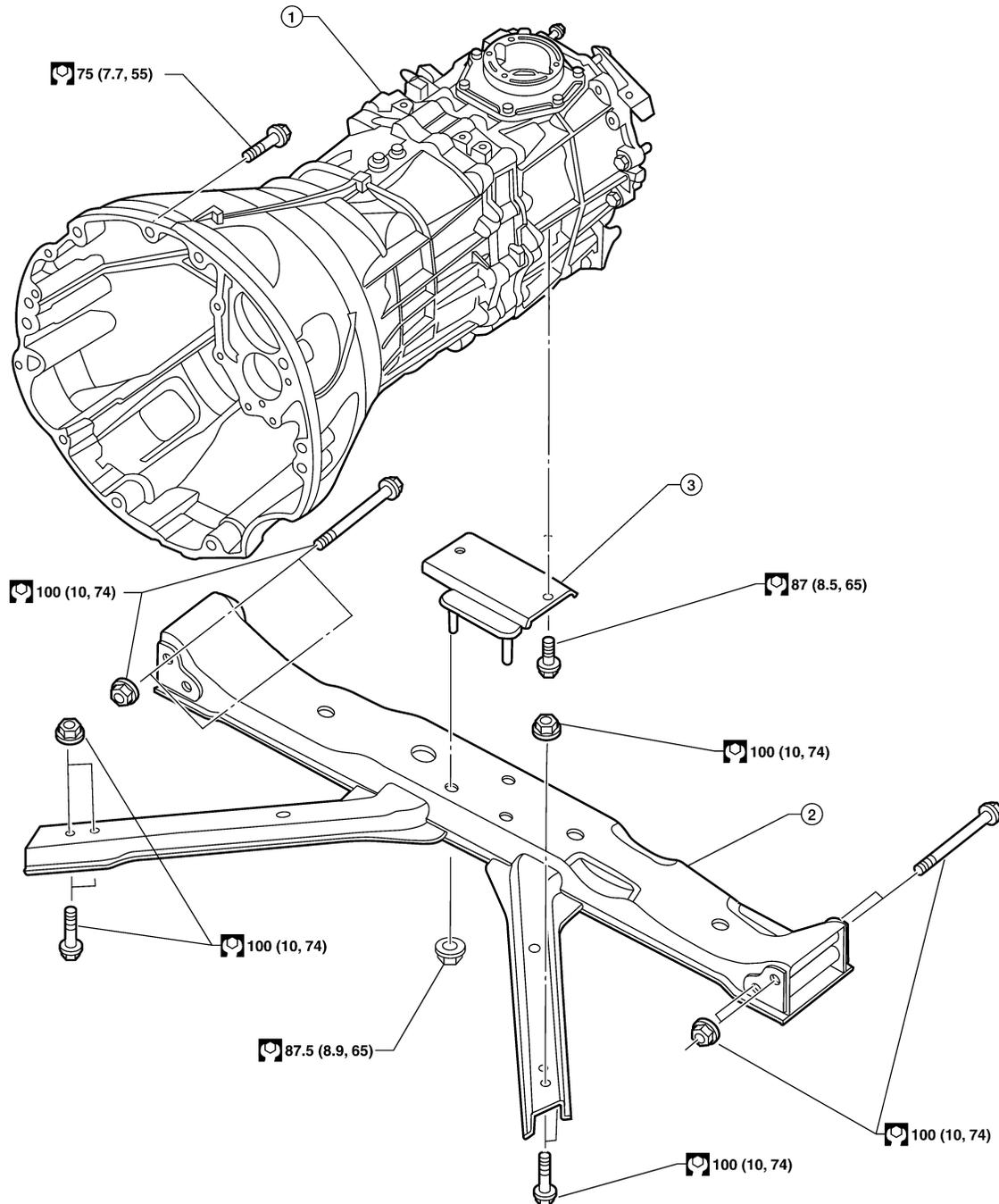
[6MT: FS6R31A]

Removal and Installation from Vehicle (For 4WD Models)

INFOID:000000004054284

## COMPONENTS

SEC. 112 • 310



WCIA0577E

1. Transmission assembly

2. Crossmember

3. Insulator

## REMOVAL

1. Drain transmission oil. Refer to [TM-62. "Changing"](#).
2. Disconnect the battery cable from the negative terminal.
3. Remove the shift lever assembly. Refer to [TM-66. "Removal and Installation"](#).
4. Remove the LH fender protector. Refer to [EXT-22. "Removal and Installation of Front Fender Protector"](#).

# TRANSMISSION ASSEMBLY

[6MT: FS6R31A]

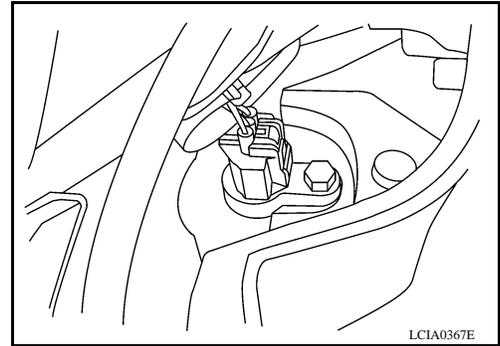
## < REMOVAL AND INSTALLATION >

- Remove the crankshaft position sensor (POS) from the M/T assembly.

**CAUTION:**

**Do not damage the sensor edge.**

- Remove the undercovers using power tool.
- Remove the front crossmember using power tool.
- Remove the starter motor. Refer to [STR-36, "Removal and Installation \(VQ40DE\)"](#).
- Remove the front and rear propeller shafts. Refer to [DLN-138, "Removal and Installation" \(2S1330\)](#) and [DLN-162, "Removal and Installation" \(3S1330\)](#) [DLN-170, "Removal and Installation" \(3S1330-2BJ100\)](#).



- Remove the left and right front exhaust tubes. Refer to [EX-6, "Removal and Installation"](#).
- Remove the clutch operating cylinder from the transmission. Refer to [CL-17, "6M/T : Removal and Installation"](#).
- Support the transmission using a suitable jack.
- Remove the nuts securing the insulator to the crossmember.
- Remove the crossmember using power tool.

**WARNING:**

**Support the transmission using suitable jack.**

- Tilt the transmission slightly to gain clearance between the body and the transmission, then disconnect the air breather hoses. Refer to [TM-68, "Removal and Installation"](#).
- Disconnect the following:
  - Back-up lamp switch connector
  - Park/neutral position (PNP) switch connector
  - ATP switch connector
  - Neutral 4LO switch connector
  - Wait detection switch connector
  - Transfer control device connector

- Remove the wiring harness from the retainers.
- Remove the transmission to engine bolts using power tool.
- Separate the transmission from the engine and remove it from the vehicle.

**WARNING:**

**Support manual transmission while removing it.**

## INSTALLATION

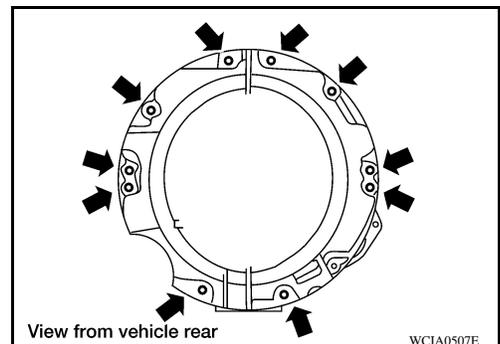
Installation is the reverse order of removal.

- When installing the transmission to the engine, tighten the bolts to the specified torque.

|  |              |
|--|--------------|
| Quantity                               | 10           |
| Bolt length "ℓ"<br>mm (in)             | 65 (2.56)    |
| Tightening torque<br>N·m (kg·m, ft·lb) | 75 (7.7, 55) |

**CAUTION:**

- When installing be careful to avoid interference between transmission main drive gear and clutch cover.
- After installation, check for oil leakage and oil level. Refer to [TM-62, "Checking"](#).
- If flywheel is removed, align dowel pin with the smallest hole of flywheel. Refer to [EM-221, "Disassembly and Assembly"](#).
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration oil leaks or breakage of drivetrain components.



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

## DISASSEMBLY AND ASSEMBLY

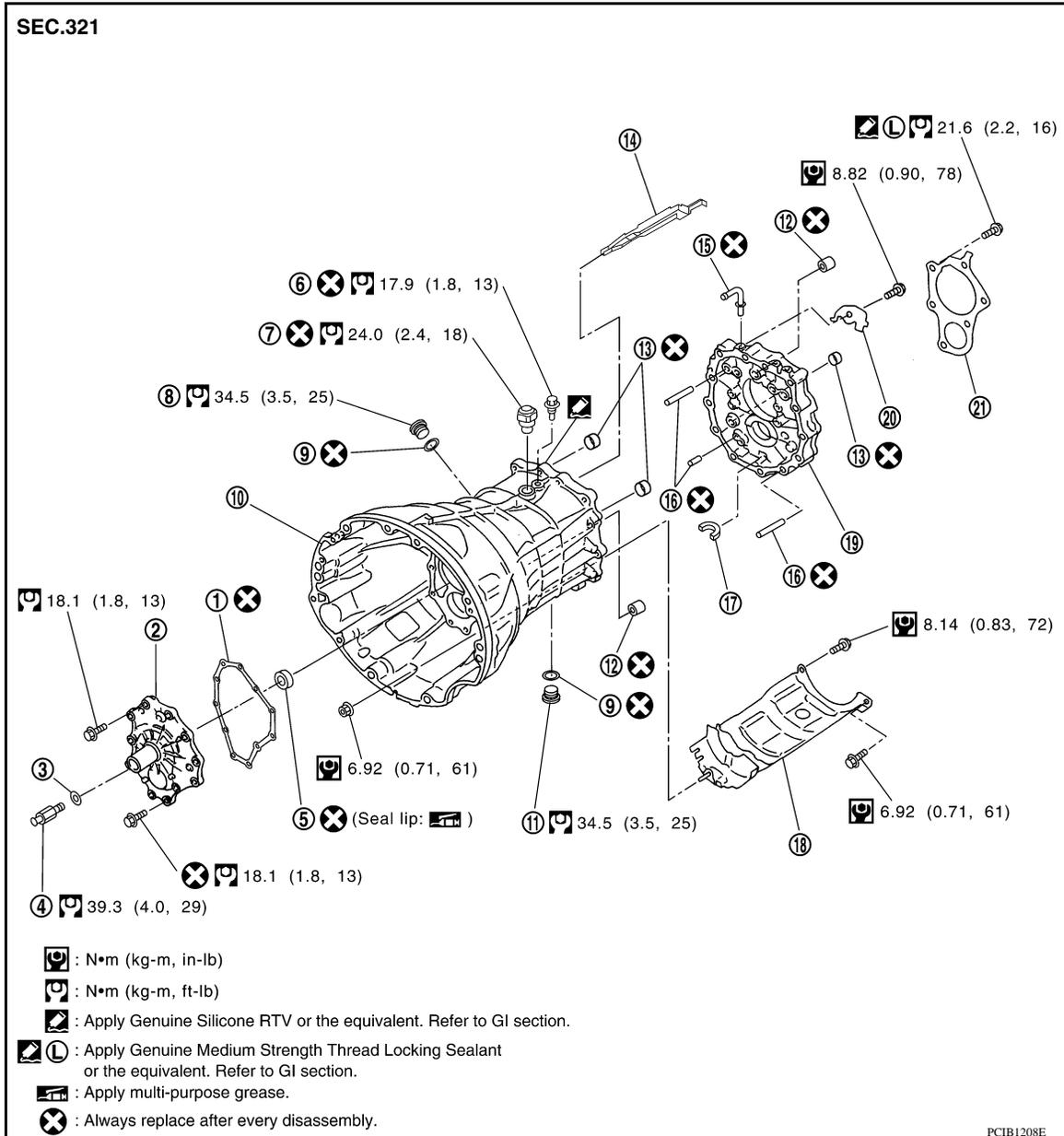
### TRANSMISSION ASSEMBLY

#### Disassembly and Assembly

INFOID:000000004054286

#### COMPONENTS

##### Case Components

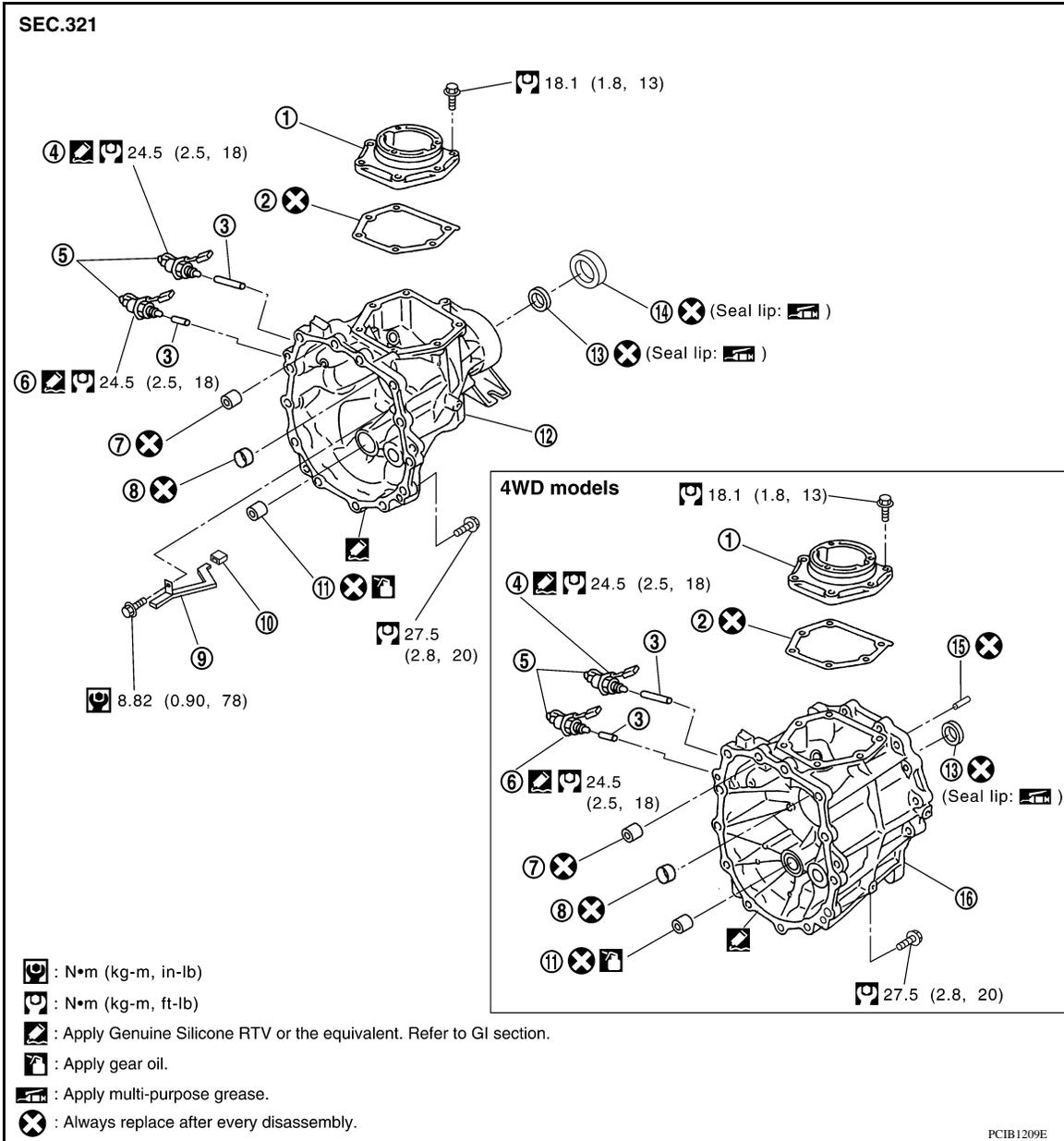


- |                              |                         |                          |
|------------------------------|-------------------------|--------------------------|
| 1. Front cover gasket        | 2. Front cover          | 3. Washer                |
| 4. Withdrawal lever ball pin | 5. Front cover oil seal | 6. Pivot bolt            |
| 7. Check shift pin           | 8. Filler plug          | 9. Gasket                |
| 10. Transmission case        | 11. Drain plug          | 12. Sliding ball bearing |
| 13. Bushing                  | 14. Oil gutter          | 15. Breather             |
| 16. Dowel pin                | 17. Magnet              | 18. Baffle plate         |
| 19. Adapter plate            | 20. Baffle plate        | 21. Bearing retainer     |

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]



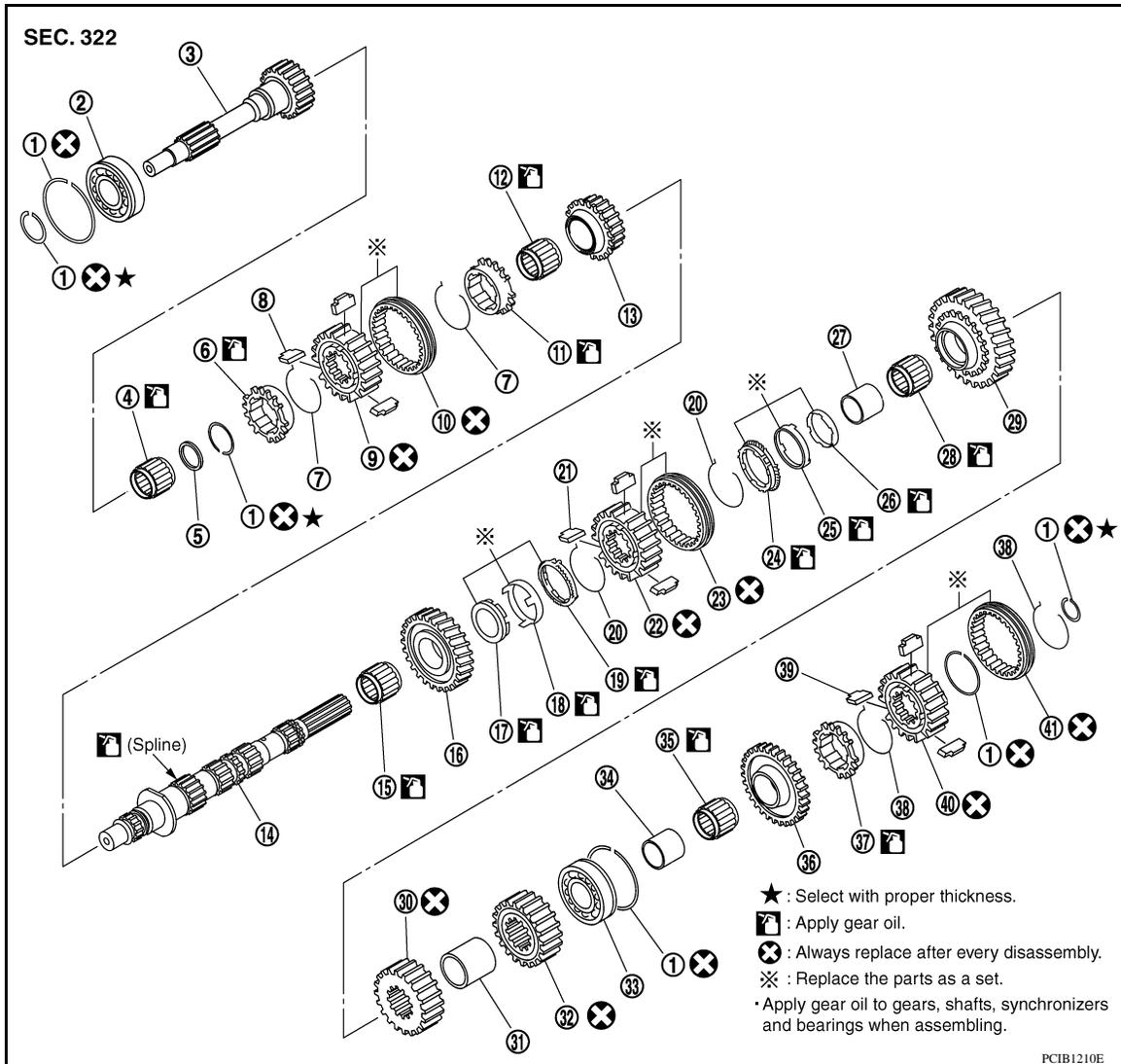
- |                                       |                         |                              |
|---------------------------------------|-------------------------|------------------------------|
| 1. Control housing                    | 2. Gasket               | 3. Plunger                   |
| 4. Park/neutral position (PNP) switch | 5. Clip                 | 6. Back-up lamp switch       |
| 7. Sliding ball bearing               | 8. Bushing              | 9. Rear extension oil gutter |
| 10. Cap                               | 11. Counter end bearing | 12. Rear extension           |
| 13. Rear oil seal                     | 14. Dust seal           | 15. Dowel pin                |
| 16. OD gear case                      |                         |                              |

Gear Components

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]



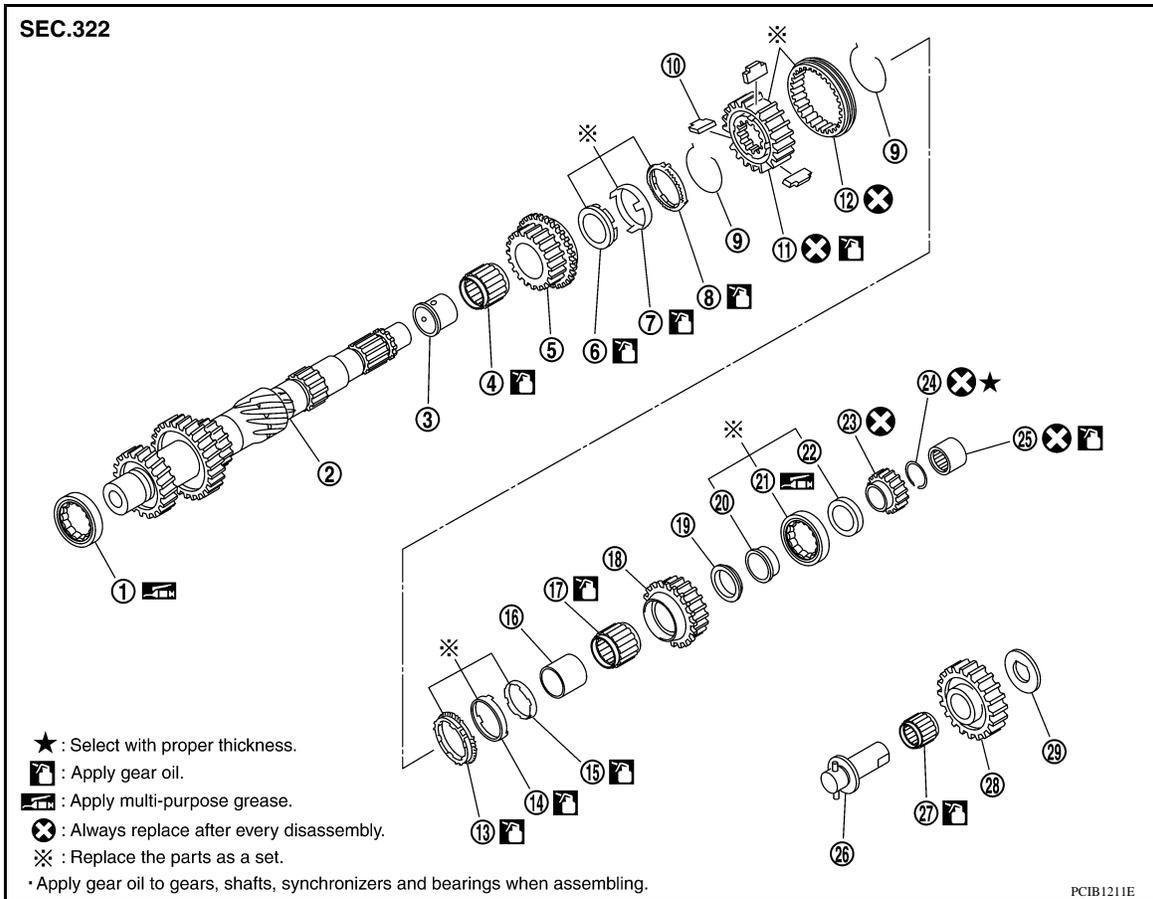
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|-------------------------------|---------------------------------|-----------------------------|
| 1. Snap ring                  | 2. Main drive gear bearing      | 3. Main drive gear          |
| 4. Main pilot bearing         | 5. Pilot bearing spacer         | 6. 5th baulk ring           |
| 7. 5th-6th spread spring      | 8. 5th-6th shifting insert      | 9. 5th-6th synchronizer hub |
| 10. 5th-6th coupling sleeve   | 11. 6th baulk ring              | 12. 6th needle bearing      |
| 13. 6th main gear             | 14. Mainshaft                   | 15. 2nd needle bearing      |
| 16. 2nd main gear             | 17. 2nd inner baulk ring        | 18. 2nd synchronizer cone   |
| 19. 2nd outer baulk ring      | 20. 1st-2nd spread spring       | 21. 1st-2nd shifting insert |
| 22. 1st-2nd synchronizer hub  | 23. 1st-2nd coupling sleeve     | 24. 1st outer baulk ring    |
| 25. 1st synchronizer cone     | 26. 1st inner baulk ring        | 27. 1st gear bushing        |
| 28. 1st needle bearing        | 29. 1st main gear               | 30. 3rd main gear           |
| 31. 3rd-4th main spacer       | 32. 4th main gear               | 33. Mainshaft bearing       |
| 34. Reverse main gear bushing | 35. Reverse main needle bearing | 36. Reverse main gear       |
| 37. Reverse baulk ring        | 38. Reverse spread spring       | 39. Reverse shifting insert |
| 40. Reverse synchronizer hub  | 41. Reverse coupling sleeve     |                             |

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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]



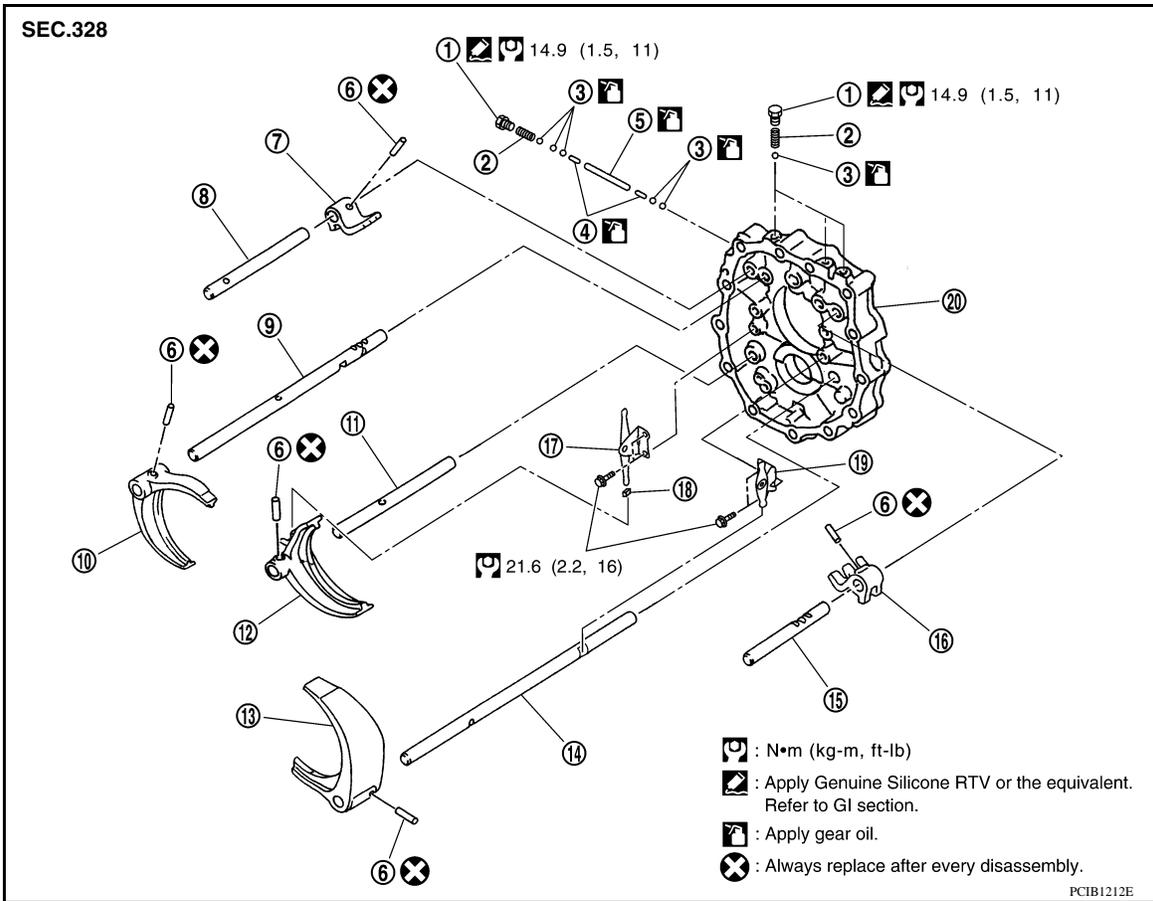
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|------------------------------------|-------------------------------------|----------------------------------|
| 1. Counter front bearing           | 2. Counter gear                     | 3. 3rd gear bushing              |
| 4. 3rd needle bearing              | 5. 3rd counter gear                 | 6. 3rd inner baulk ring          |
| 7. 3rd synchronizer cone           | 8. 3rd outer baulk ring             | 9. 3rd-4th spread spring         |
| 10. 3rd-4th shifting insert        | 11. 3rd-4th synchronizer hub        | 12. 3rd-4th coupling sleeve      |
| 13. 4th outer baulk ring           | 14. 4th synchronizer cone           | 15. 4th inner baulk ring         |
| 16. 4th gear bushing               | 17. 4th needle bearing              | 18. 4th counter gear             |
| 19. 4th counter gear thrust washer | 20. Counter rear bearing inner race | 21. Counter rear bearing         |
| 22. Counter rear bearing spacer    | 23. Reverse counter gear            | 24. Snap ring                    |
| 25. Counter end bearing            | 26. Reverse idler shaft             | 27. Reverse idler needle bearing |
| 28. Reverse idler gear             | 29. Reverse idler thrust washer     |                                  |

Shift Control Components

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]



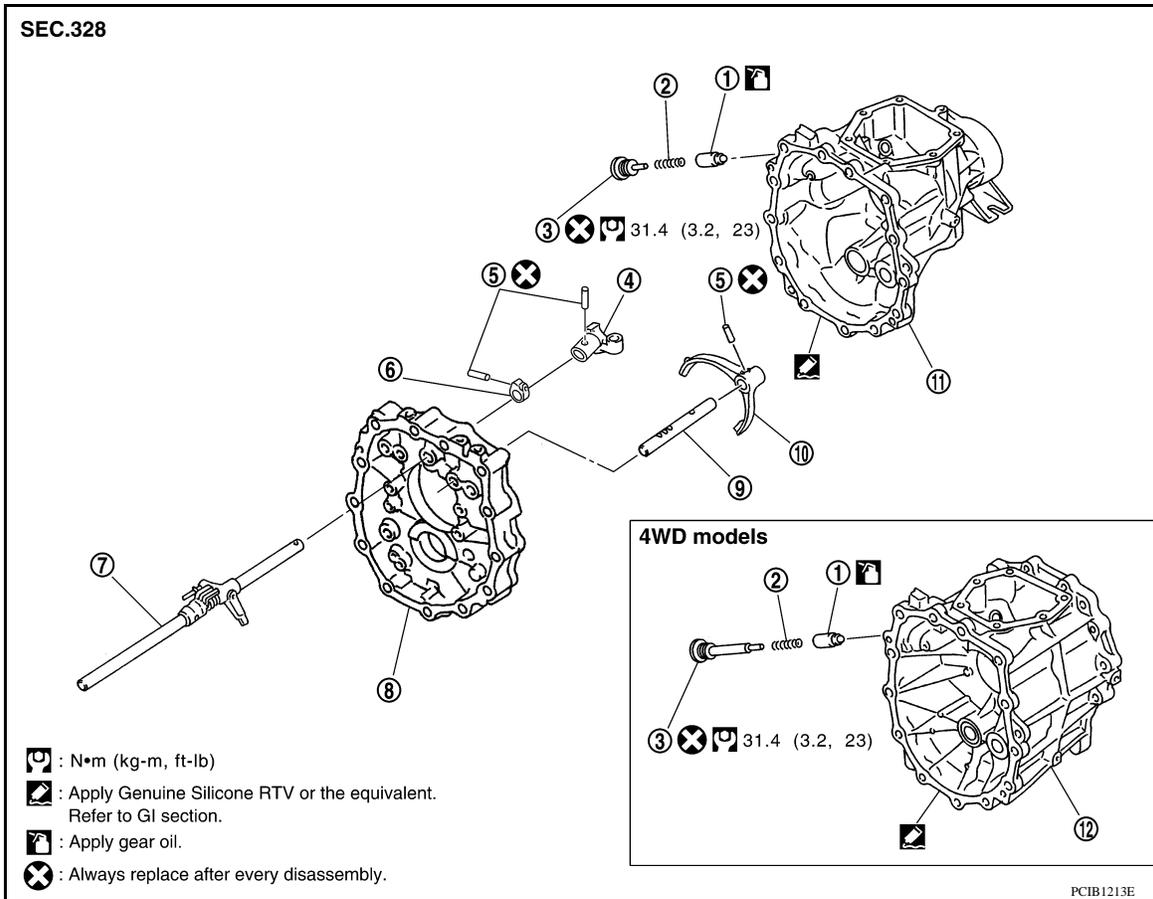
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|------------------------------|--------------------------------------|------------------------|
| 1. Check ball plug           | 2. Check ball spring                 | 3. Check ball          |
| 4. Interlock pin             | 5. Interlock plunger                 | 6. Retaining pin       |
| 7. 3rd-4th fork rod bracket  | 8. 3rd-4th fork rod                  | 9. 1st-2nd fork rod    |
| 10. 1st-2nd shift fork       | 11. 3rd-4th fork rod (reversal side) | 12. 3rd-4th shift fork |
| 13. 5th-6th shift fork       | 14. 5th-6th fork rod (reversal side) | 15. 5th-6th fork rod   |
| 16. 5th-6th fork rod bracket | 17. 3rd-4th control lever            | 18. Shifter cap        |
| 19. 5th-6th control lever    | 20. Adapter plate                    |                        |

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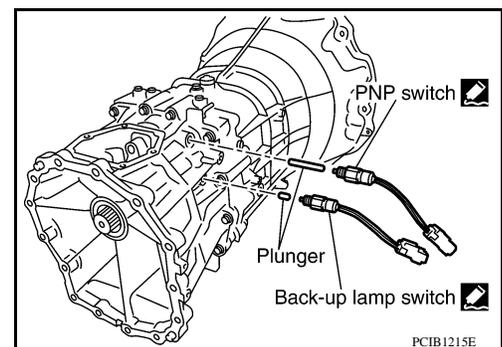


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|--------------------------|--------------------|-----------------------|
| 1. Return spring plunger | 2. Return spring   | 3. Return spring plug |
| 4. Striking arm          | 5. Retaining pin   | 6. Stopper ring       |
| 7. Striking rod assembly | 8. Adapter plate   | 9. Reverse fork rod   |
| 10. Reverse shift fork   | 11. Rear extension | 12. OD gear case      |

## DISASSEMBLY

### Case Components

1. Remove clips from PNP switch and back-up lamp switch.
2. Remove PNP switch, back-up lamp switch and plungers from rear extension (or OD gear case).

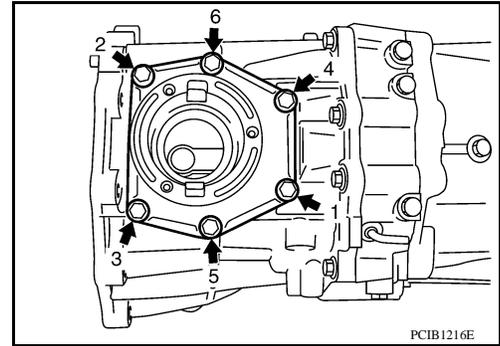


# TRANSMISSION ASSEMBLY

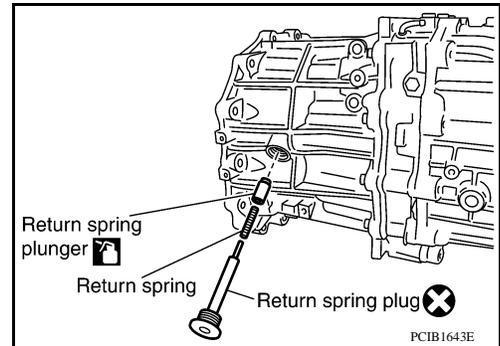
## < DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

3. Remove control housing bolts, and then remove control housing and gasket from rear extension (or OD gear case).



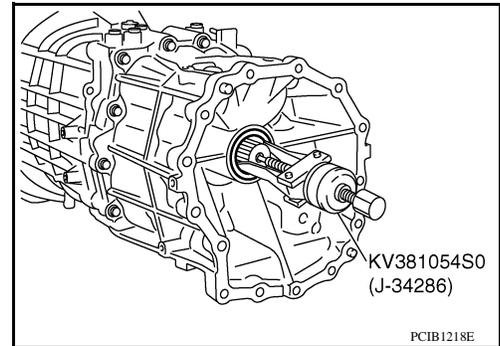
4. Remove return spring plug, return spring and return spring plunger from rear extension (or OD gear case).



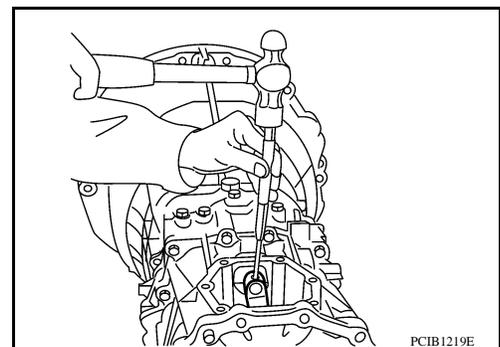
5. Remove rear oil seal from OD gear case using Tool (for 4WD models).

**Tool number** : KV381054S0 (J-34286)

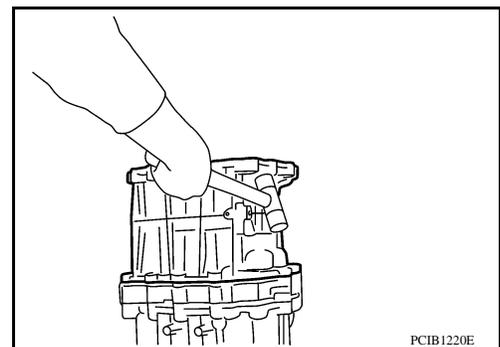
**CAUTION:**  
Do not damage OD gear case.



6. Remove retaining pin using suitable tool, and then remove striking arm from striking rod assembly.



7. Remove rear extension (or OD gear case) bolts, and then remove rear extension (or OD gear case) from adapter plate using suitable tool.



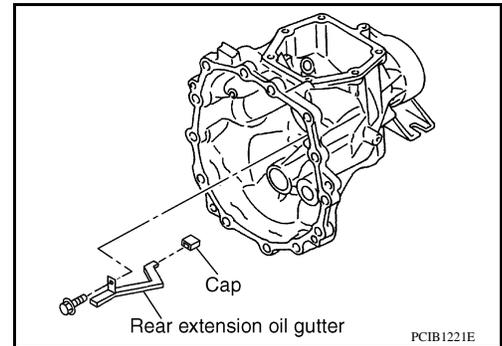
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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

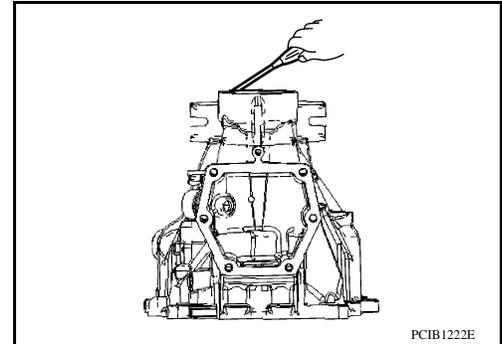
8. Remove rear extension oil gutter bolt, and then remove rear extension oil gutter and cap from rear extension. (For 2WD models)



9. Remove dust seal and rear oil seal from rear extension using suitable tool. (For 2WD models)

**CAUTION:**

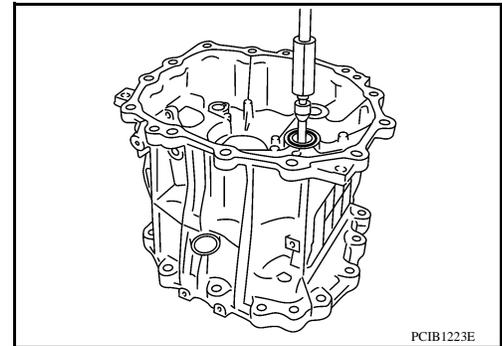
**Be careful not to damage rear extension.**



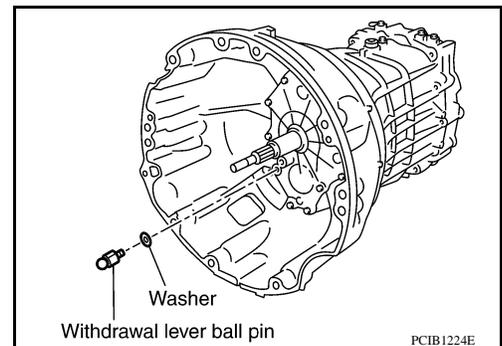
10. Remove counter end bearing from rear extension (or OD gear case) using suitable tool.

**CAUTION:**

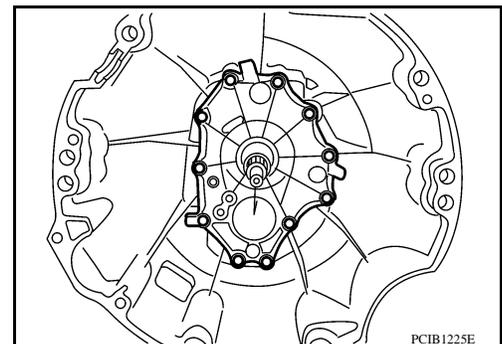
**Be careful not to damage rear extension (or OD gear case).**



11. Remove withdrawal lever ball pin and washer from front cover.



12. Remove front cover bolts, and then remove front cover and front cover gasket from transmission case.



# TRANSMISSION ASSEMBLY

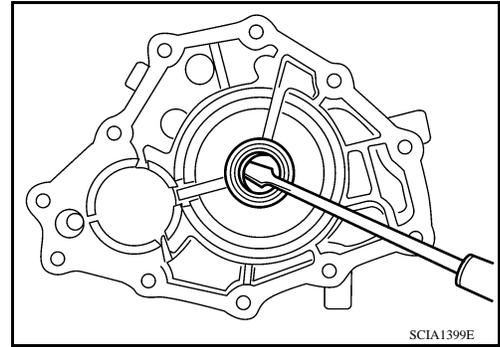
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

13. Remove front cover oil seal from front cover using suitable tool.

**CAUTION:**

**Be careful not to damage front cover.**



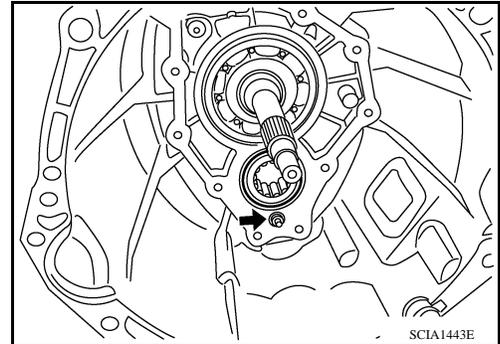
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14. Remove baffle plate nut from transmission case.

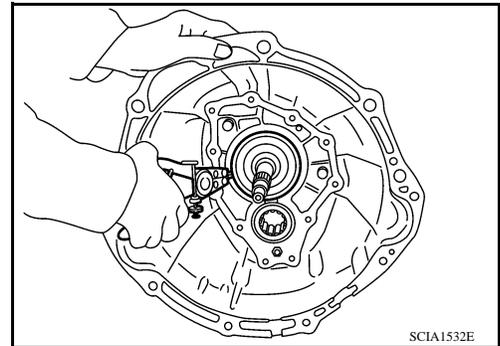


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15. Remove snap ring from main drive gear bearing using suitable tool.



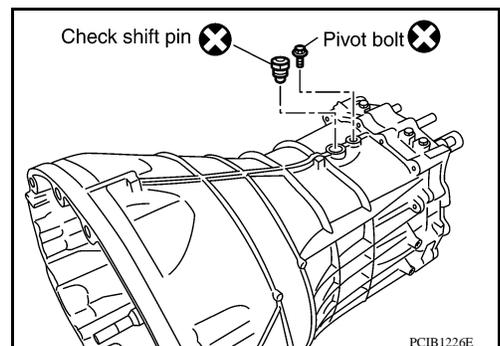
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16. Remove pivot bolt and check shift pin from transmission case.

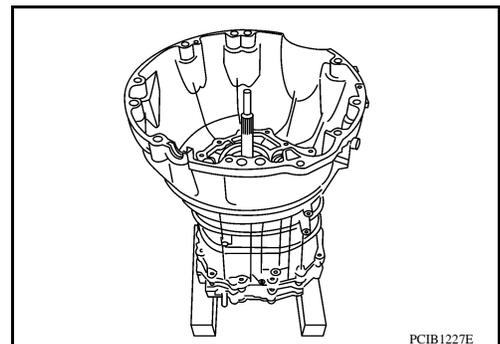


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17. Remove transmission case from adapter plate.



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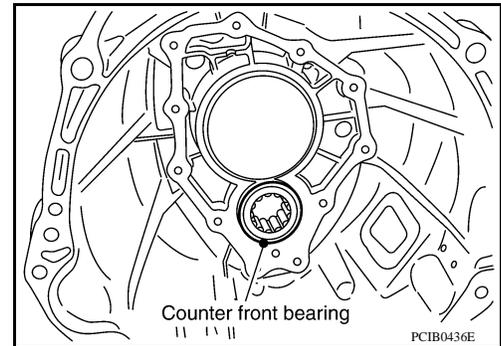
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# TRANSMISSION ASSEMBLY

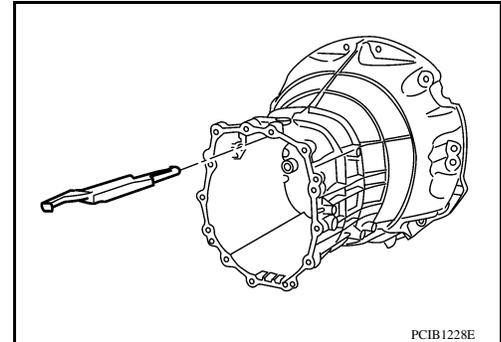
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

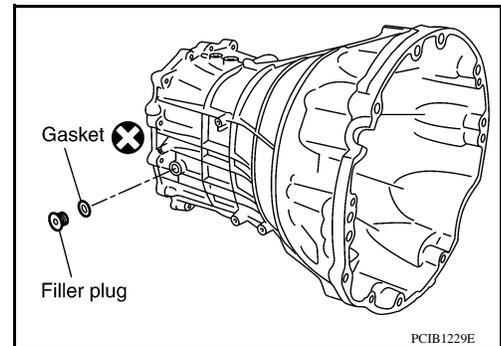
18. Remove counter front bearing from transmission case.



19. Remove oil gutter from transmission case.



20. Remove filler plug and gasket from transmission case.



Shift Control Components

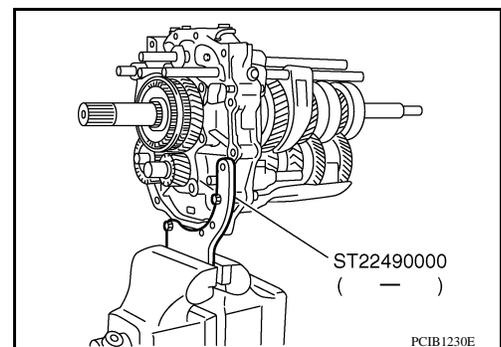
1. Remove rear extension (or OD gear case) and transmission case. Refer to [TM-73, "Disassembly and Assembly"](#).

2. Install Tool to adapter plate, and then position in a vise.

**Tool number** : ST22490000 ( — )

**CAUTION:**

Do not directly secure mating surface of adapter plate in a vise.

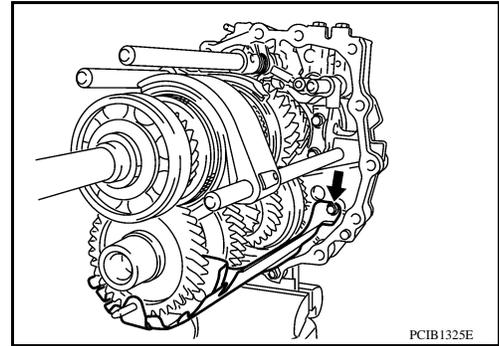


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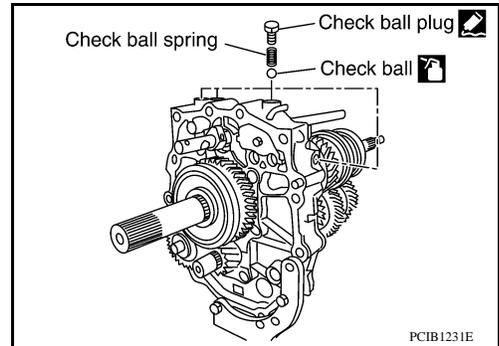
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[6MT: FS6R31A]

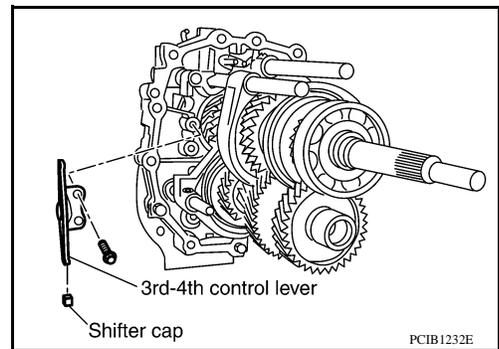
3. Remove baffle plate bolts, and then remove baffle plate from adapter plate.



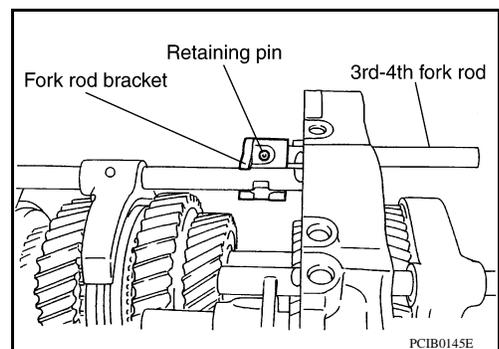
4. Remove check ball plugs, check ball springs and check balls from adapter plate.



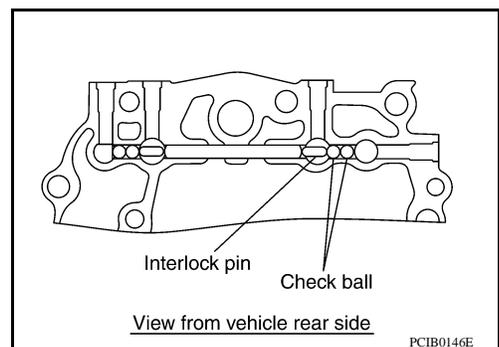
5. Remove 3rd-4th control lever bolts, and then remove 3rd-4th control lever and shifter cap from adapter plate.



6. Remove retaining pin using suitable tool, and then remove 3rd - 4th fork rod bracket and 3rd-4th fork rod from adapter plate.



7. Remove check balls and interlock pin from adapter plate.



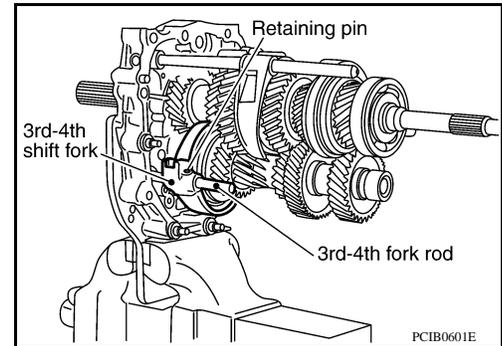
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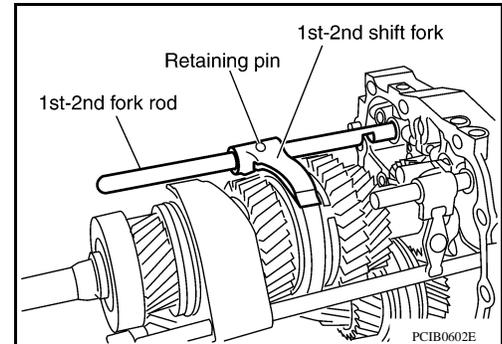
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[6MT: FS6R31A]

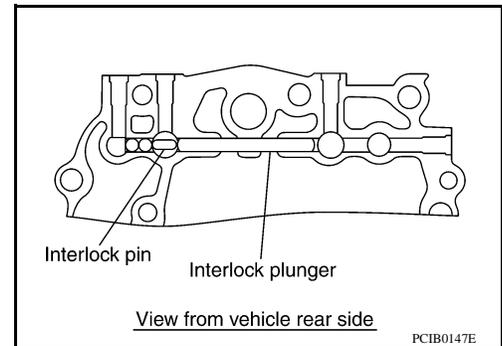
8. Remove retaining pin using a suitable tool, and then remove 3rd-4th shift fork and 3rd-4th fork rod (reversal side) from adapter plate.



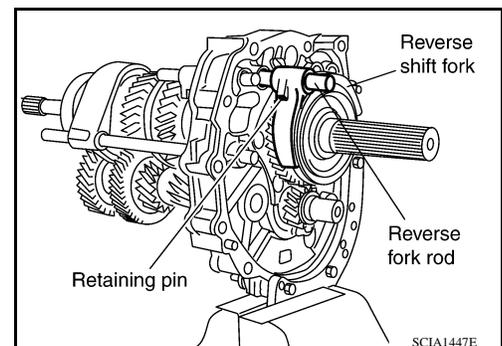
9. Remove retaining pin using a suitable tool, and then remove 1st-2nd shift fork and 1st-2nd fork rod from adapter plate.



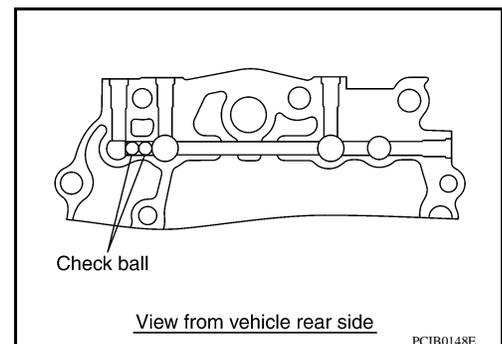
10. Remove interlock plunger and interlock pin from adapter plate.



11. Remove retaining pin using suitable tool, and then remove reverse shift fork and reverse fork rod from adapter plate.



12. Remove check balls from adapter plate.

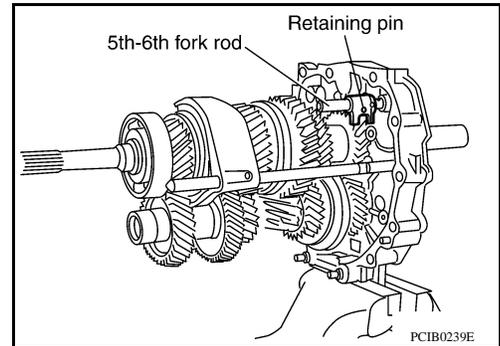


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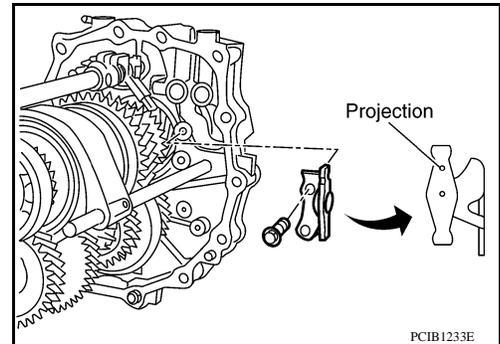
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

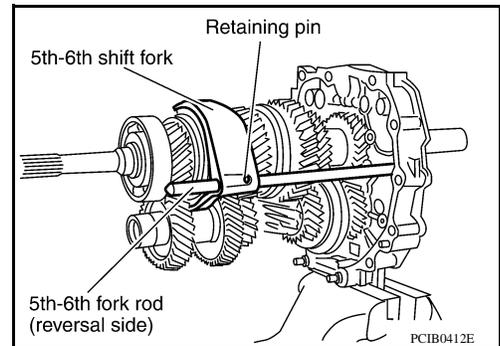
13. Remove retaining pin using suitable tool, and then remove 5th-6th fork rod bracket and 5th-6th fork rod from adapter plate.



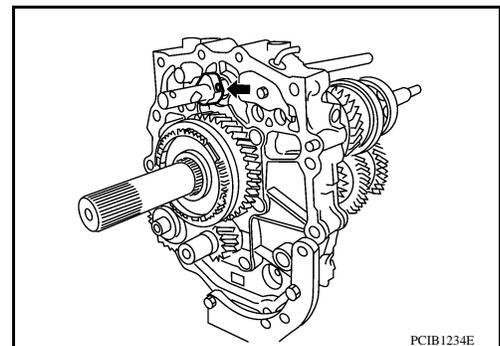
14. Remove 5th-6th control lever bolts, and then remove 5th-6th control lever from adapter plate.



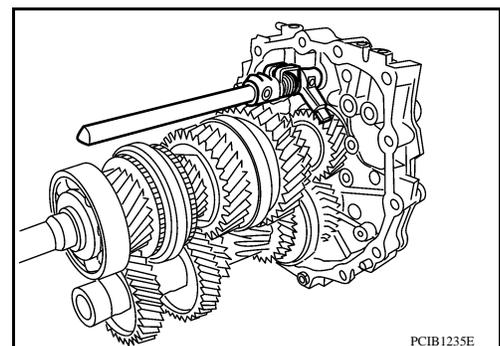
15. Remove retaining pin using suitable tool, and then remove 5th-6th shift fork and 5th-6th fork rod (reversal side) from adapter plate.



16. Remove retaining pin using suitable tool, and then remove stopper ring from striking rod assembly.



17. Remove striking rod assembly from adapter plate.



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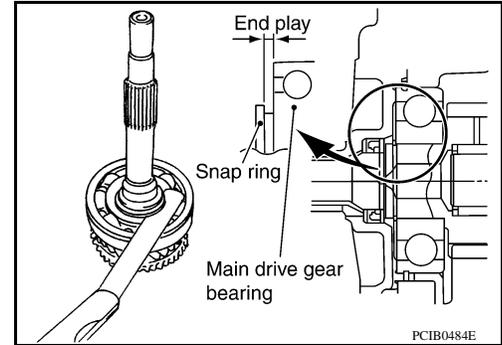
[6MT: FS6R31A]

## Gear Components

1. Remove rear extension (or OD gear case) and transmission case. Refer to [TM-73. "Disassembly and Assembly"](#).
2. Remove shift forks and fork rods. Refer to [TM-73. "Disassembly and Assembly"](#).
3. Before disassembling, measure the end play for each position. If the end play is outside the standards, disassemble and inspect.

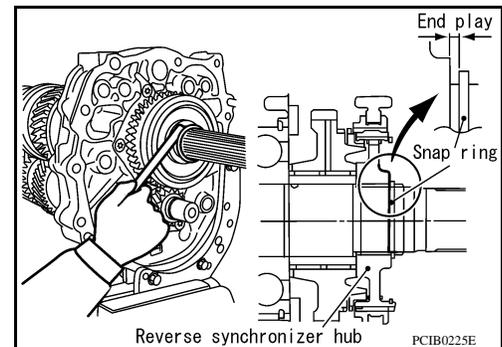
- Main drive gear

**End play : 0 - 0.10 mm (0 - 0.004 in)**



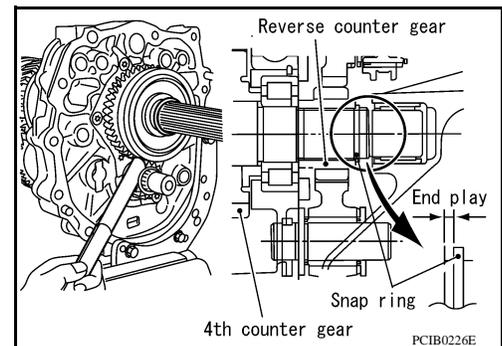
- Mainshaft (Rear side)

**End play : 0 - 0.10 mm (0 - 0.004 in)**

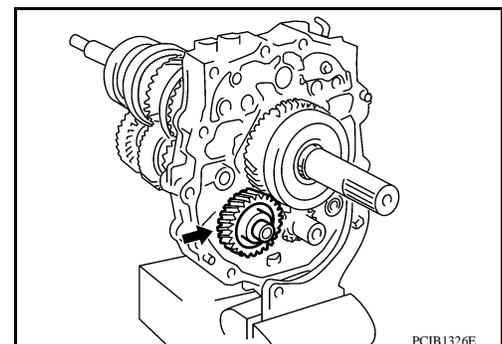


- Counter gear

**End play : 0 - 0.10 mm (0 - 0.004 in)**



4. Remove reverse idler gear according to the following.
  - a. Remove reverse idler shaft assembly from adapter plate.
  - b. Remove reverse idler thrust washer, reverse idler gear and reverse idler needle bearing from reverse idler shaft.



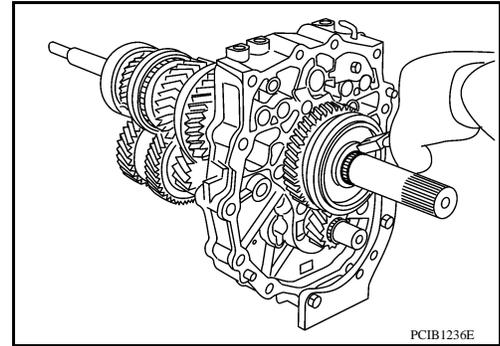
5. Remove reverse main gear and reverse synchronizer hub assembly according to the following.

# TRANSMISSION ASSEMBLY

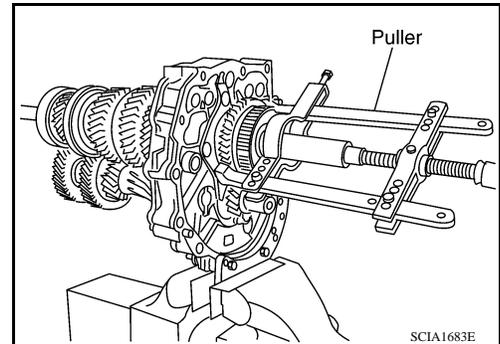
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[6MT: FS6R31A]

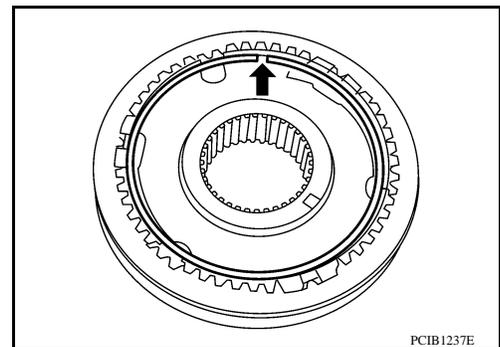
- a. Remove snap ring from mainshaft using suitable tool.



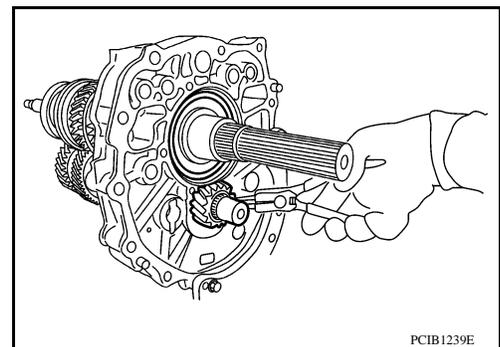
- b. Remove reverse main gear and reverse synchronizer hub assembly using suitable tool.  
c. Remove reverse main needle bearing from mainshaft.



6. Remove reverse coupling sleeve according to the following.  
a. Remove snap ring from reverse synchronizer hub.  
b. Remove spread springs and shifting inserts from reverse synchronizer hub.  
c. Remove reverse coupling sleeve from reverse synchronizer hub.



7. Remove reverse counter gear according to the following.  
a. Remove snap ring from counter gear using suitable tool.



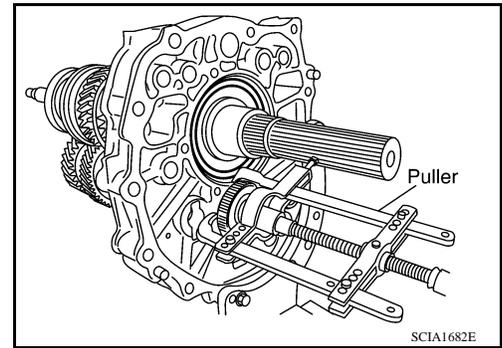
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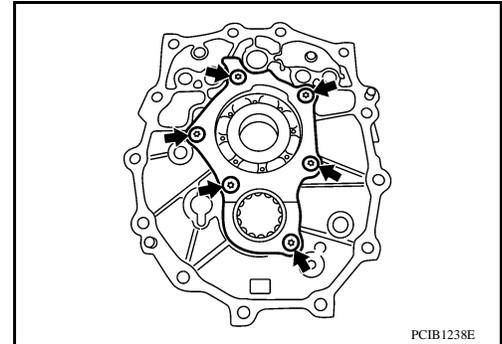
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

- b. Remove reverse counter gear using suitable tool.
- 8. Remove counter rear bearing spacer from counter gear.

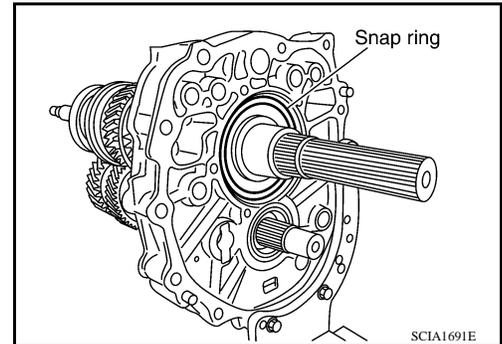


- 9. Remove bearing retainer bolts, and then remove bearing retainer.

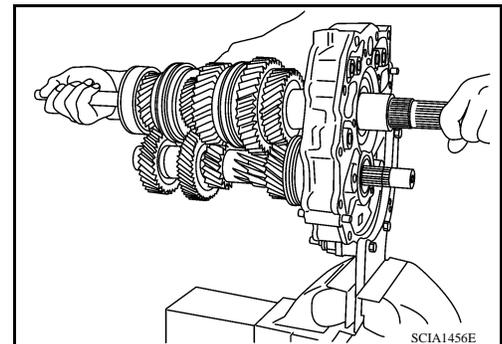


- 10. Remove main drive gear assembly, mainshaft assembly and counter gear assembly according to the following.

- a. Remove snap ring from mainshaft bearing using suitable tool.



- b. Carefully tap mainshaft using suitable tool, and then remove main drive gear assembly, mainshaft assembly and counter gear assembly from adapter plate.
- c. Remove main pilot bearing, pilot bearing spacer from mainshaft.
- d. Remove 5th baulk ring from main drive gear.

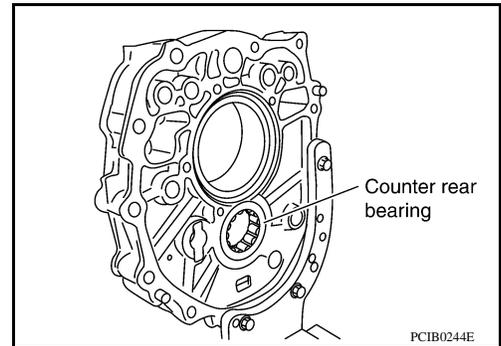


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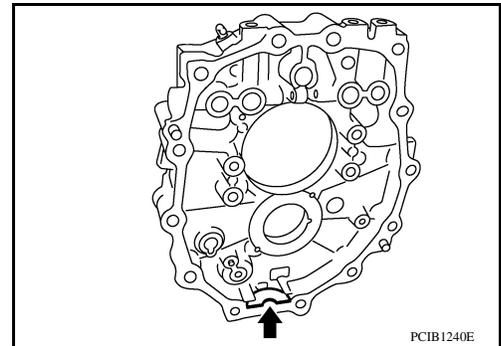
[6MT: FS6R31A]

11. Remove counter rear bearing from adapter plate.



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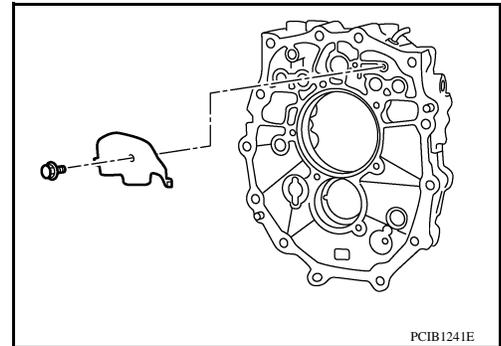
12. Remove magnet from adapter plate.



TM

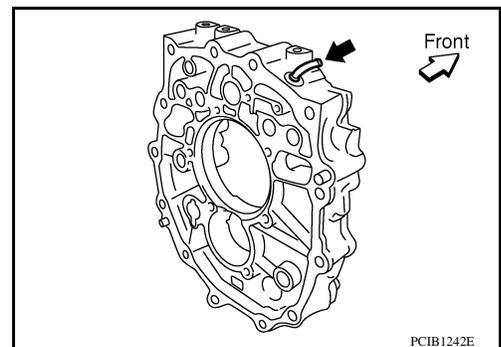
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13. Remove baffle plate bolt, and then remove baffle plate from adapter plate.



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14. Remove breather from adapter plate.



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15. Remove main drive gear bearing according to the following.

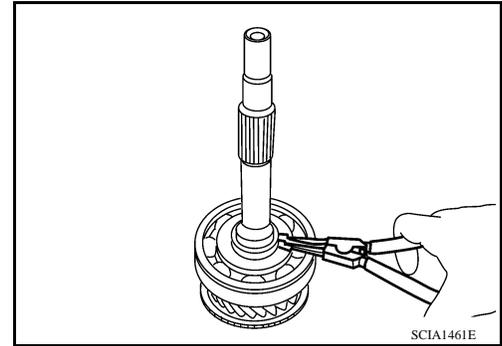
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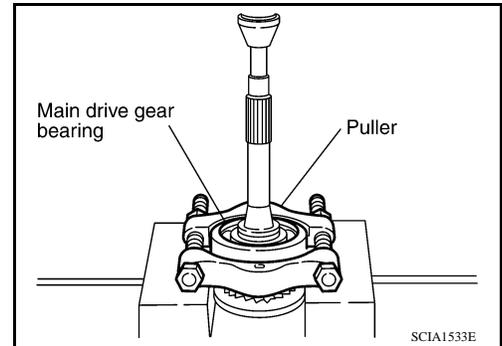
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

- a. Remove snap ring from main drive gear using suitable tool.

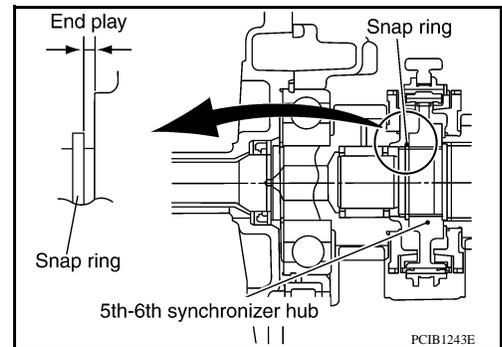


- b. Press out main drive gear bearing using suitable tool.

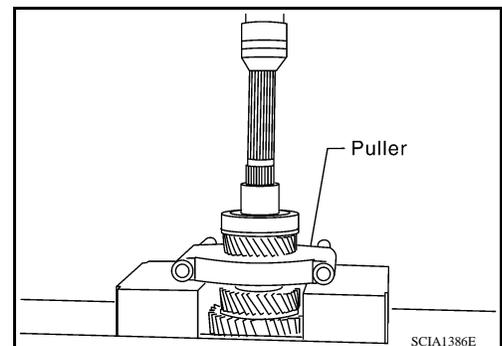


16. Before disassembling, measure the end play for mainshaft (Front side). If the end play is outside the standards, disassemble and inspect.

**End play : 0 - 0.10 mm (0 - 0.004 in)**



17. Press out reverse main gear bushing, mainshaft bearing and 4th main gear using suitable tool.  
18. Remove 3rd-4th main spacer from mainshaft.



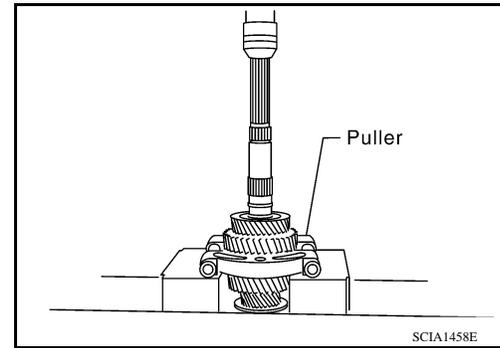
19. Remove 3rd main gear and 1st main gear according to the following.

# TRANSMISSION ASSEMBLY

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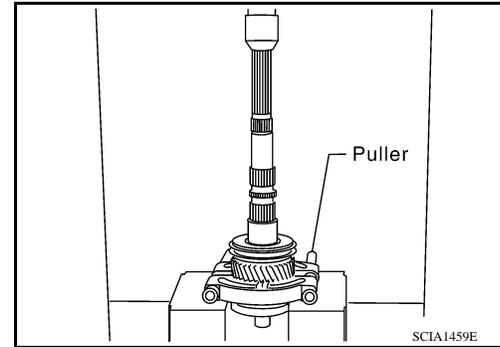
[6MT: FS6R31A]

- a. Press out 3rd main gear and 1st main gear using suitable tool.  
**CAUTION:**  
**Be careful not to damage 1st outer baulk ring.**
- b. Remove 1st needle bearing from mainshaft.



20. Remove 1st-2nd synchronizer hub assembly and 2nd main gear according to the following.

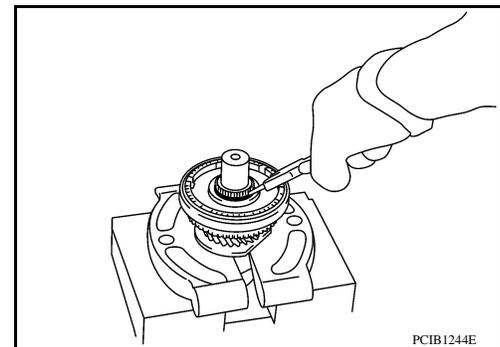
- a. Press out 1st gear bushing, 1st-2nd synchronizer hub assembly and 2nd main gear using suitable tool.  
**CAUTION:**  
**Be aware that when using the press, if mainshaft gear positioner catches on the V-block, etc., mainshaft could be damaged.**



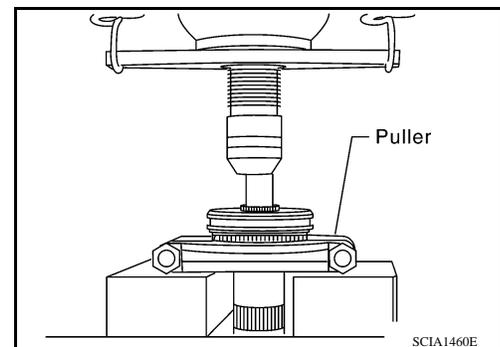
- b. Remove 2nd needle bearing from mainshaft.
21. Remove 1st-2nd coupling sleeve according to the following.
- a. Remove spread springs and shifting inserts from 1st-2nd synchronizer hub.
  - b. Remove 1st-2nd coupling sleeve from 1st-2nd synchronizer hub.

22. Remove 6th main gear and 5th-6th synchronizer hub assembly according to the following.

- a. Remove snap ring from mainshaft using suitable tool.



- b. Press out 6th main gear and 5th-6th synchronizer hub assembly using suitable tool.
  - c. Remove 6th needle bearing from mainshaft.
23. Remove 5th-6th coupling sleeve according to the following.
- a. Remove spread springs and shifting inserts from 5th-6th synchronizer hub.
  - b. Remove 5th-6th coupling sleeve from 5th-6th synchronizer hub.



24. Remove 3rd counter gear, 3rd-4th synchronizer hub assembly, 4th counter gear according to the following.

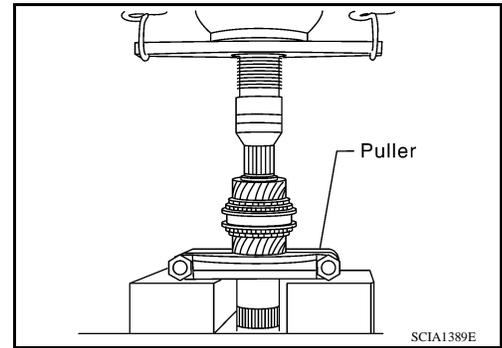
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# TRANSMISSION ASSEMBLY

[6MT: FS6R31A]

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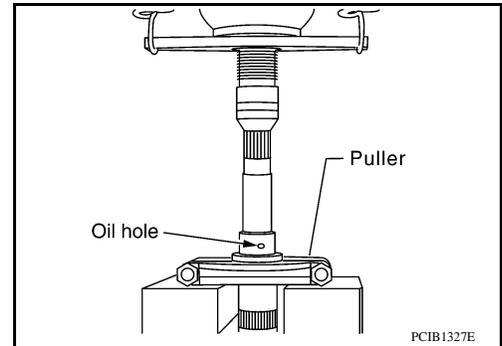
- a. Press out 3rd counter gear, 3rd-4th synchronizer hub assembly, 4th counter gear, 4th needle bearing, 4th gear bushing, 4th counter gear thrust washer, and counter rear bearing inner race using suitable tool.
  - b. Remove 3rd needle bearing from counter gear.
25. Remove 3rd-4th coupling sleeve according to the following.
- a. Remove spread springs and shifting inserts from 3rd-4th synchronizer hub.
  - b. Remove 3rd-4th coupling sleeve from 3rd-4th synchronizer hub.



26. Press out 3rd gear bushing using suitable tool.

**CAUTION:**

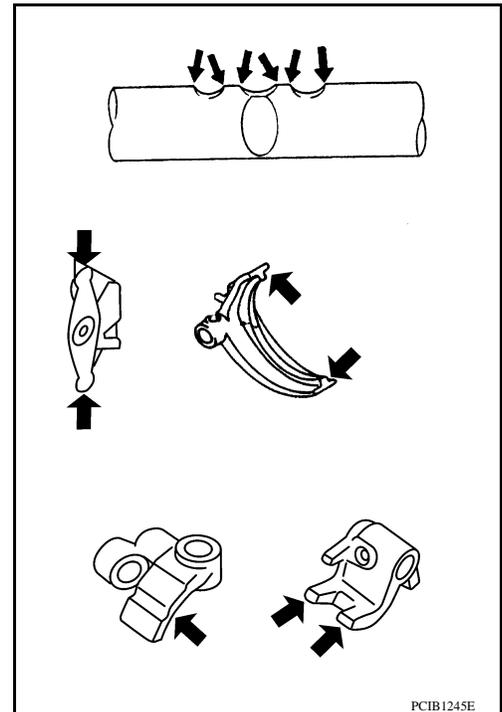
**Do not use oil hole of 3rd gear bushing when press out.**



## INSPECTION AFTER DISASSEMBLY

### Shift Control

If the contact surface on striking lever, fork rod, shift fork, etc., has excessive wear, abrasion, bend, or any other damage, replace the components.



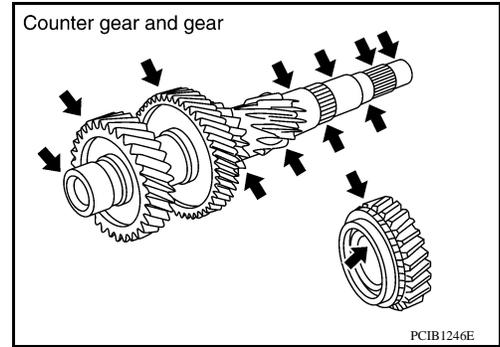
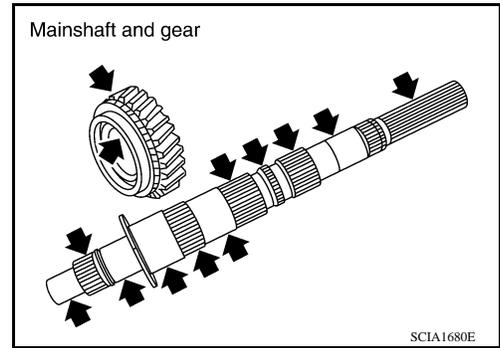
### Gear and Shaft

# TRANSMISSION ASSEMBLY

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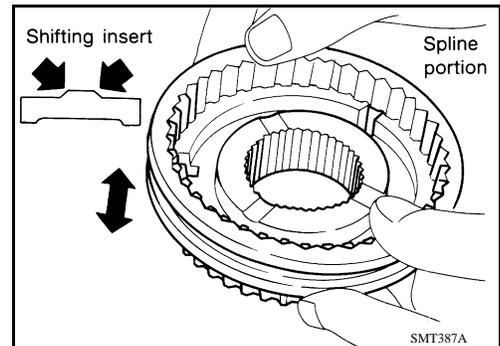
[6MT: FS6R31A]

If the contact surface on each gear, mainshaft, main drive gear, and counter gear, etc., has damage, peeling, abrasion, dent, bent, or any other damage, replace the components.

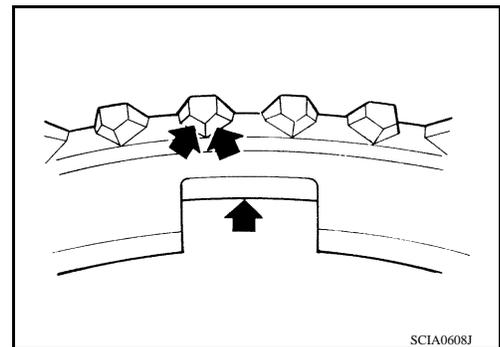


## Synchronizer

- If the contact surface on coupling sleeve, synchronizer hub, and shifting insert has damage or abrasion, replace the components.
- Coupling sleeve and synchronizer hub shall move smoothly.



- If the cam surface on baulk ring or contact surface on insert has damage or excessive wear, replace with a new one.
- If spread spring damaged, replace with a new one.



## Baulk Ring Clearance

- **Single Cone Synchronizer (5th and 6th)**

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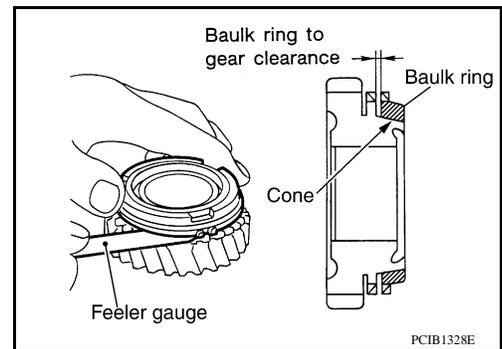
[6MT: FS6R31A]

Push baulk ring on the cone, and measure the clearance between baulk ring and cone. If the measurement is below limit, replace it with a new one.

**Clearance**

**Standard value** : 0.7 - 1.35 mm (0.028 - 0.0531 in)

**Limit value** : 0.5 mm (0.020 in)

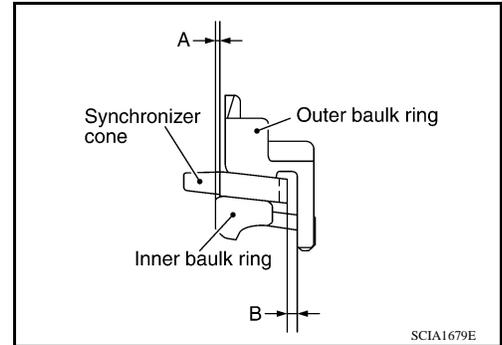


• **Double Cone Synchronizer (1st, 3rd and 4th)**

Check the clearance between outer baulk ring, synchronizer cone, and inner baulk ring as follows.

**CAUTION:**

The clearances “A” and “B” are controlled with outer baulk ring, synchronizer cone, and inner baulk ring as a set. Replace them as a set if the clearances are outside the limit value.



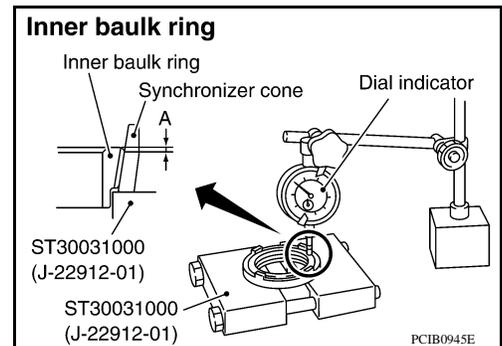
1. Measure the clearance “A” at 2 points or more diagonally opposite using a dial indicator and Tool. Then calculate the mean value.

**Tool number** : ST30031000 (J-22912-01)

**Clearance “A”**

**Standard value** : 0.5 - 0.7 mm (0.020 - 0.028 in)

**Limit value** : 0.3 mm (0.012 in)



2. Measure the clearance “B” at 2 points or more diagonally opposite using a feeler gauge. Then calculate the mean value.

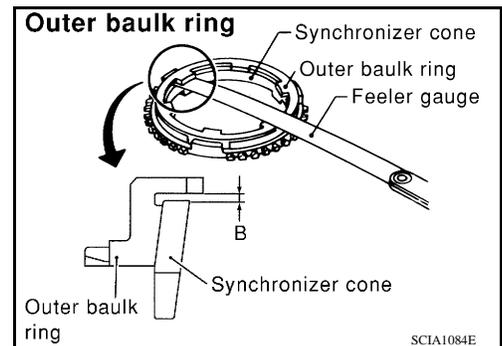
**Clearance “B”**

**Standard value**

**1st** : 1.0 - 1.5 mm (0.039 - 0.059 in)

**3rd,4th** : 0.85 - 1.35 mm (0.0335 - 0.0531 in)

**Limit value** : 0.7 mm (0.028 in)



# TRANSMISSION ASSEMBLY

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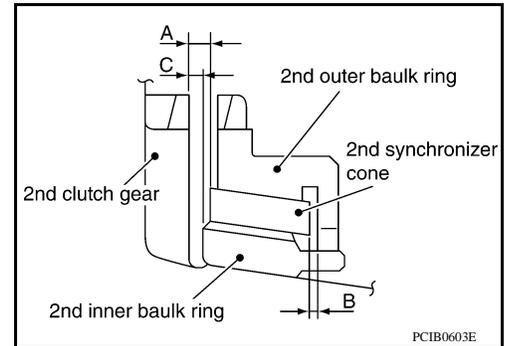
[6MT: FS6R31A]

## • Triple Cone Synchronizer (2nd)

Check the clearance between outer baulk ring, synchronizer cone, and inner baulk ring as follows.

### CAUTION:

The clearances "A", "B" and "C" are controlled with outer baulk ring, synchronizer cone, and inner baulk ring as a set. Replace them as a set if the clearances are outside the limit value.

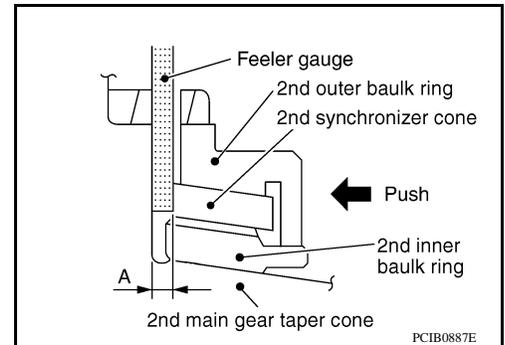


1. Measure the clearance "A" at 2 points or more diagonally opposite using a feeler gauge when pressing baulk ring toward clutch gear taper cone. Then calculate the mean value.

### Clearance "A"

Standard value : 0.6 - 1.3 mm (0.024 - 0.051 in)

Limit value : 0.3 mm (0.012 in)

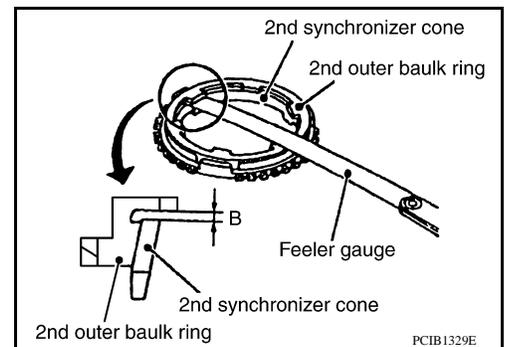


2. Measure the clearance "B" at 2 points or more diagonally opposite using a feeler gauge. Then calculate the mean value.

### Clearance "B"

Standard value : 0.85 - 1.35 mm (0.0335 - 0.0531 in)

Limit value : 0.7 mm (0.028 in)

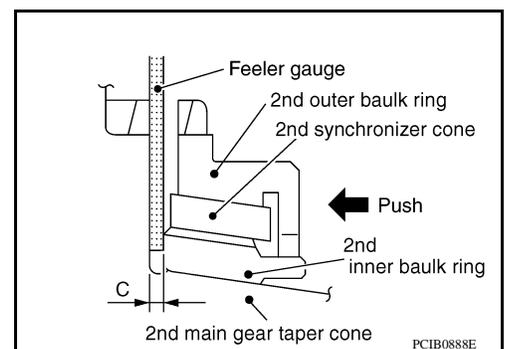


3. Measure the clearance "C" at 2 points or more diagonally opposite using a feeler gauge when pressing baulk ring toward clutch gear taper cone. Then calculate the mean value.

### Clearance "C"

Standard value : 0.7 - 1.25 mm (0.028 - 0.0492 in)

Limit value : 0.3 mm (0.012 in)



## • Reverse Synchronizer

# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

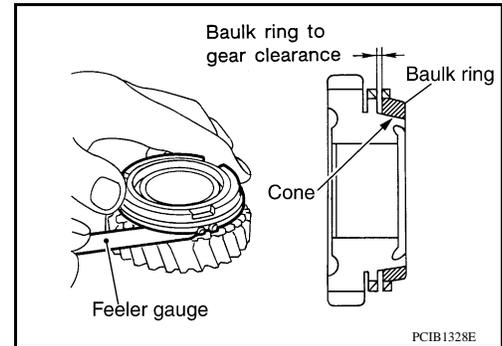
[6MT: FS6R31A]

Push baulk ring on the cone, and measure the clearance between baulk ring and cone. If the measurement is below limit, replace it with a new one.

## Clearance

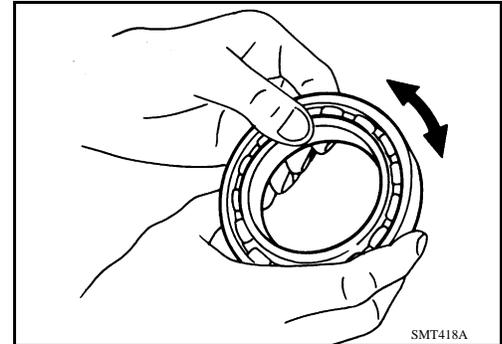
**Standard value : 0.75 - 1.2 mm (0.0295 - 0.047 in)**

**Limit value : 0.5 mm (0.020 in)**



## Bearing

If the bearing does not rotate smoothly or the contact surface on ball or race is damaged or peeled, replace with new ones.



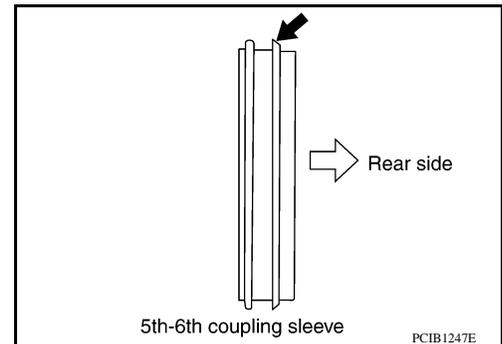
## ASSEMBLY

### Gear Components

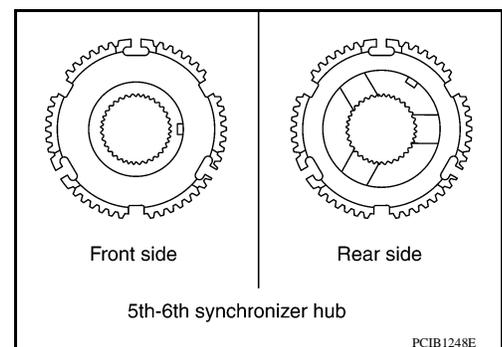
1. Install 5th-6th synchronizer hub assembly according to the following.
  - a. Install 5th-6th coupling sleeve to 5th-6th synchronizer hub.

### CAUTION:

- Do not reuse 5th-6th synchronizer hub and 5th-6th coupling sleeve.
- Replace 5th-6th synchronizer hub and 5th-6th coupling sleeve as a set.
- Be careful with the orientation 5th-6th coupling sleeve.



- Be careful with the orientation 5th-6th synchronizer hub.



# TRANSMISSION ASSEMBLY

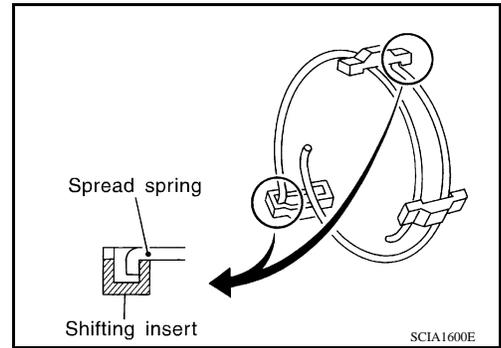
< DISASSEMBLY AND ASSEMBLY >

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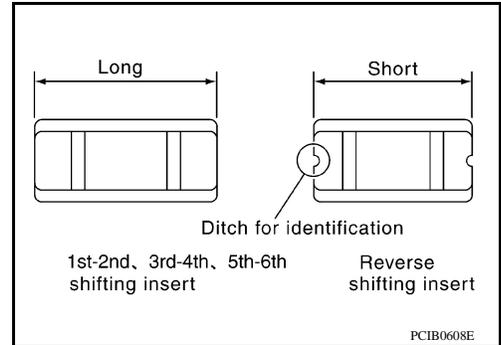
b. Install shifting inserts and spread springs to 5th-6th synchronizer hub.

**CAUTION:**

- Do not install spread spring hook onto the same shifting insert.



- Be careful with the shape of reserve shifting insert to avoid misemploy.

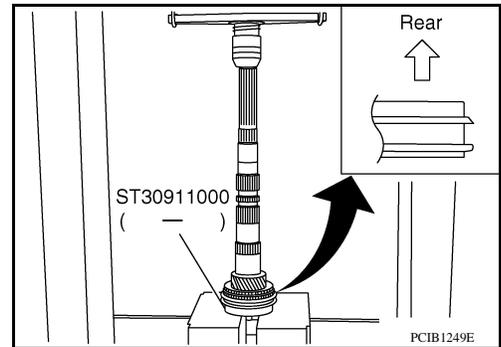


c. Press in 5th-6th synchronizer hub assembly, 6th baulk ring, 6th main gear and 6th needle bearing using Tool.

**Tool number** : ST30911000 ( — )

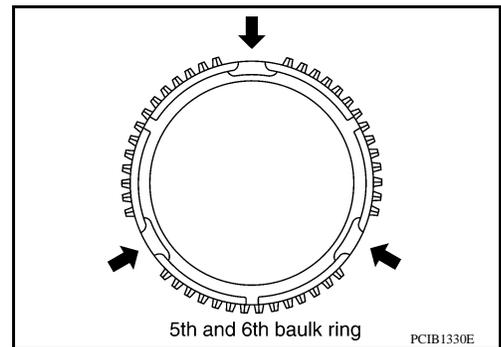
**CAUTION:**

- Apply gear oil to 6th baulk ring and 6th needle bearing.
- Be careful with the orientation 5th-6th coupling sleeve.



**NOTE:**

5th and 6th baulk rings have three spaces that four gear teeth are missing as shown.



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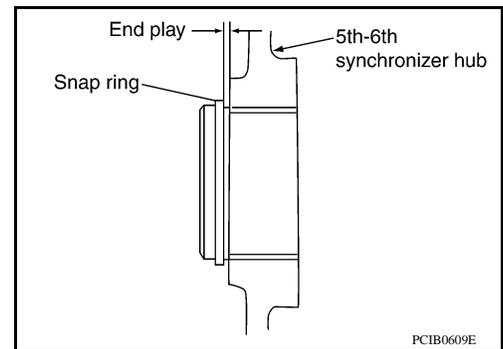
[6MT: FS6R31A]

2. Select and install a snap ring so that the end play comes within the standard value. Refer to [TM-121, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

**CAUTION:**

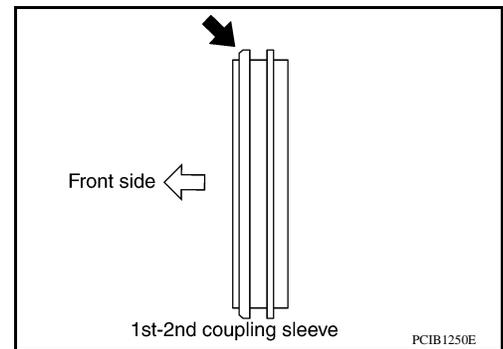
Do not reuse snap ring.



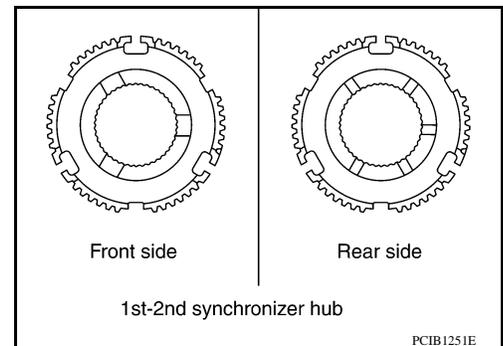
3. Install 1st-2nd synchronizer hub assembly according to the following.  
a. Install 1st-2nd coupling sleeve to 1st-2nd synchronizer hub.

**CAUTION:**

- Do not reuse 1st-2nd coupling sleeve and 1st-2nd synchronizer hub.
- Replace 1st-2nd synchronizer hub and 1st-2nd coupling sleeve as a set.
- Be careful with the orientation 1st-2nd coupling sleeve.



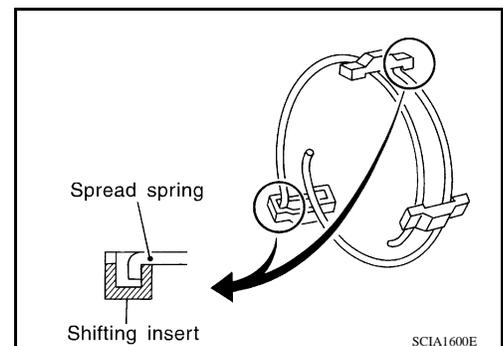
- Be careful with the orientation 1st-2nd synchronizer hub.



- b. Install spread springs and shifting inserts to 1st-2nd synchronizer hub.

**CAUTION:**

- Do not install spread spring hook onto the same shifting insert.

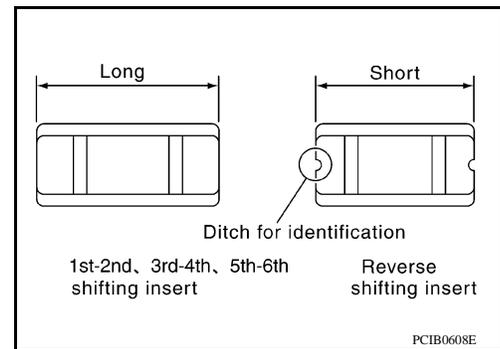


# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

- Be careful with the shape of reverse shifting insert to avoid misassembly.

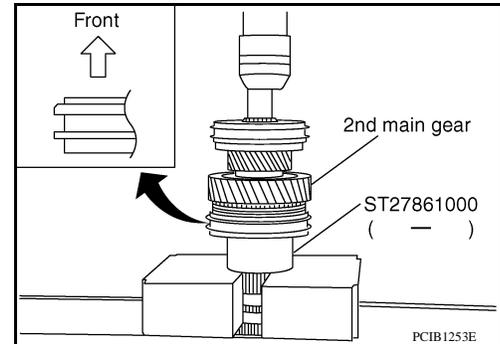


- c. Press in 1st-2nd synchronizer hub assembly, 2nd inner baulk ring, 2nd synchronizer cone and 2nd outer baulk ring, 2nd main gear and 2nd needle bearing using Tool.

**Tool number** : ST27861000 ( — )

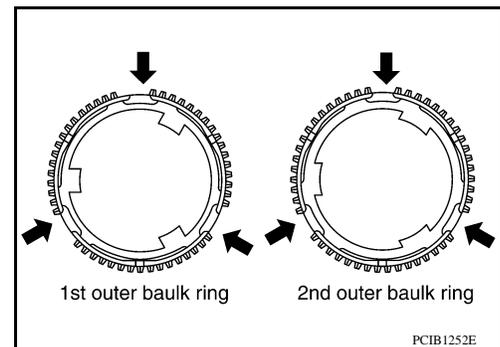
**CAUTION:**

- Apply gear oil to 2nd needle bearing, 2nd inner baulk ring, 2nd synchronizer cone and 2nd outer baulk ring, 1st-2nd synchronizer hub spline of mainshaft.
- Replace 2nd inner baulk ring, 2nd synchronizer cone and 2nd outer baulk ring as a set.
- Be careful with the orientation 1st-2nd coupling sleeve.



**NOTE:**

1st outer baulk ring has three spaces that three gear tooth is missing and 2nd outer baulk ring has three spaces that two gear teeth are missing.



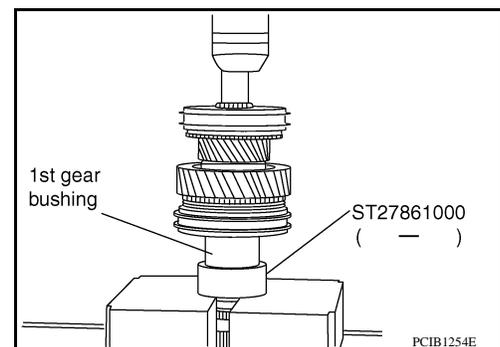
4. Press in 1st gear bushing using Tool.

**Tool number** : ST27861000 ( — )

5. Install 1st outer baulk ring, 1st synchronizer cone, 1st inner baulk ring, 1st needle bearing and 1st main gear to mainshaft.

**CAUTION:**

- Apply gear oil to 1st outer baulk ring, 1st synchronizer cone, 1st inner baulk ring and 1st needle bearing.
- Replace 1st outer baulk ring, 1st synchronizer cone and 1st inner baulk ring as a set.



**NOTE:**

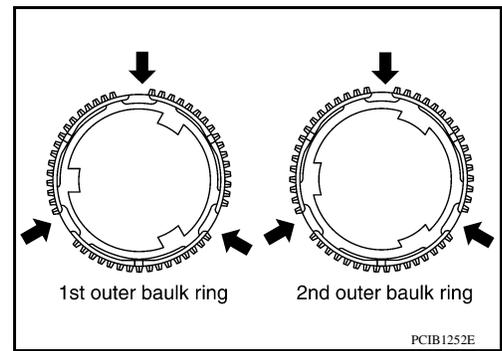
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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

1st outer baulk ring has three spaces that three gear tooth is missing and 2nd outer baulk ring has three spaces that two gear teeth are missing.

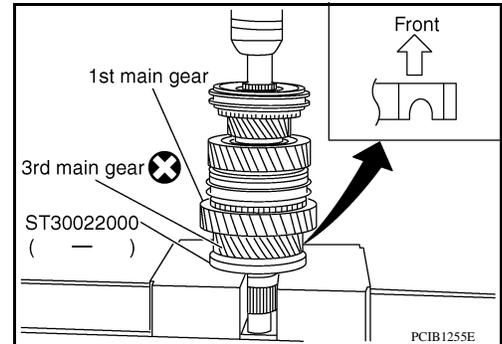


6. Press in 3rd main gear using Tool.

**Tool number** : ST30022000 ( — )

**CAUTION:**

- Do not reuse 3rd main gear.
- Be careful with the orientation 3rd main gear.



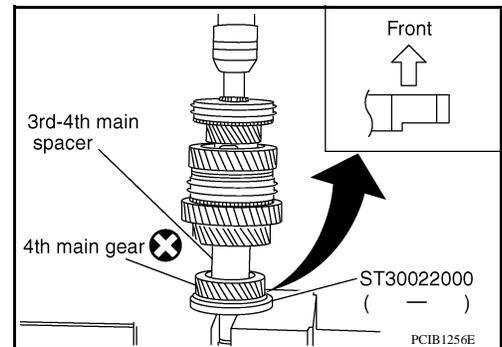
7. Install 3rd-4th main spacer to mainshaft.

8. Press in 4th main gear using Tool.

**Tool number** : ST30022000 ( — )

**CAUTION:**

- Do not reuse 4th main gear.
- Be careful with the orientation 4th main gear.

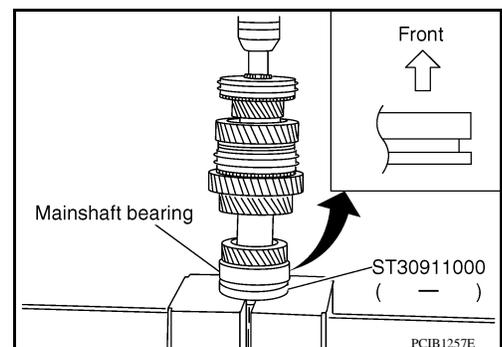


9. Press in mainshaft bearing using Tool.

**Tool number** : ST30911000 ( — )

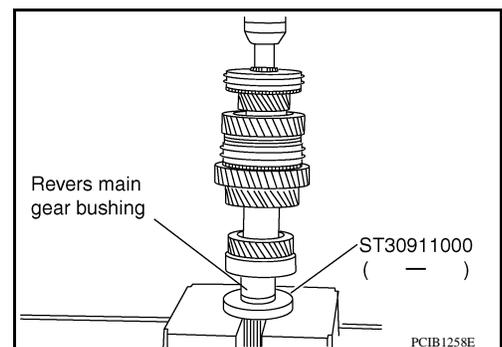
**CAUTION:**

Be careful with the orientation mainshaft bearing.



10. Press in reverse main gear bushing using Tool.

**Tool number** : ST30911000 ( — )



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

11. Press in 3rd gear bushing using Tool.

**Tool number** : ST30911000 ( — )

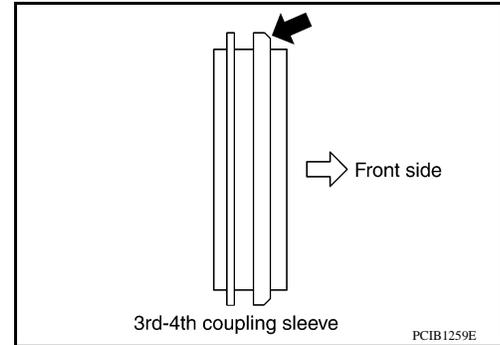
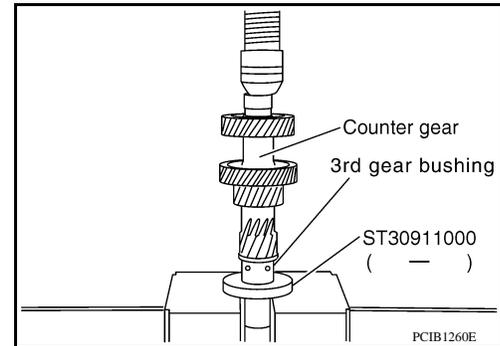
12. Install 3rd-4th synchronizer hub assembly according to the following.

a. Install 3rd-4th coupling sleeve to 3rd-4th synchronizer hub.

**CAUTION:**

- Do not reuse 3rd-4th synchronizer hub and 3rd-4th coupling sleeve.
- Replace 3rd-4th synchronizer hub and 3rd-4th coupling sleeve as a set.

- Be careful with the orientation 3rd-4th coupling sleeve.

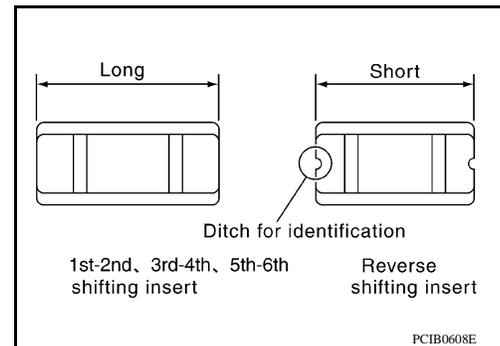
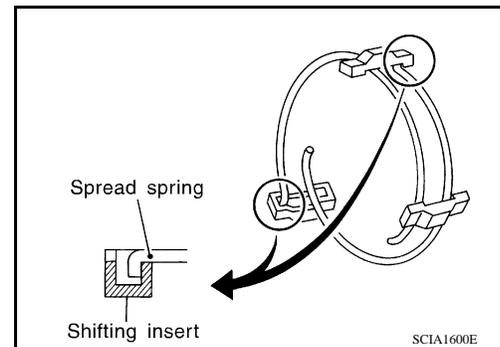


b. Install spread springs and shifting inserts to 3rd-4th synchronizer hub.

**CAUTION:**

- Do not install spread spring hook onto the same shifting insert.

- Be careful with the shape of reverse shifting insert to avoid misassembly.



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# TRANSMISSION ASSEMBLY

[6MT: FS6R31A]

< DISASSEMBLY AND ASSEMBLY >

- c. Press in 3rd-4th synchronizer hub assembly, 3rd inner baulk ring, 3rd synchronizer cone, 3rd outer baulk ring, 3rd counter gear and 3rd needle bearing using Tool.

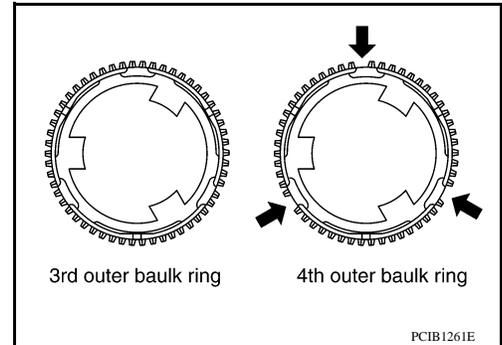
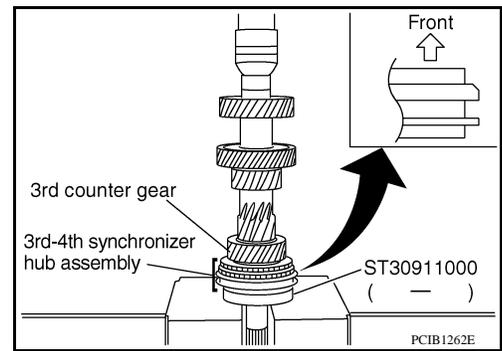
**Tool number** : ST30911000 ( — )

**CAUTION:**

- Apply gear oil to 3rd inner baulk ring, 3rd synchronizer cone, 3rd outer baulk ring and 3rd needle bearing, hole spline of 3rd-4th synchronizer hub.
- Replace 3rd inner baulk ring, 3rd synchronizer cone and 3rd outer baulk ring as a set.
- Be careful with the orientation 3rd-4th coupling sleeve.

**NOTE:**

4th baulk ring has three spaces that one gear tooth is missing but 3rd baulk ring doesn't.



13. Press in 4th counter gear thrust washer, 4th gear bushing, 4th needle bearing, 4th counter gear, 4th outer baulk ring, 4th synchronizer cone and 4th inner baulk ring using Tool.

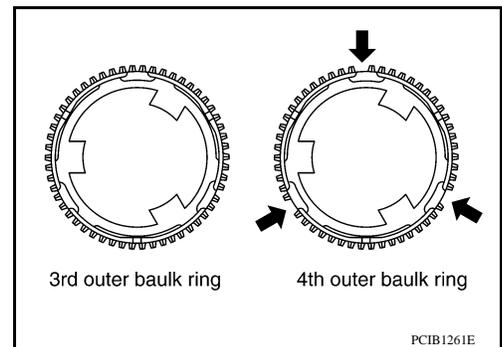
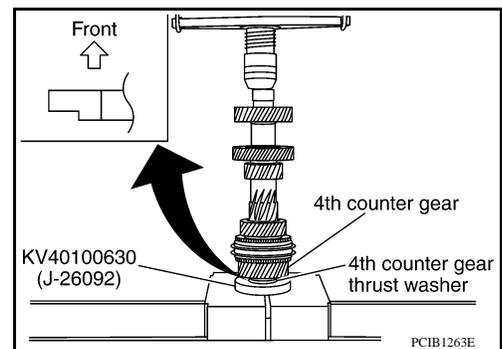
**Tool number** : KV40100630 (J-26092)

**CAUTION:**

- Apply gear oil to 4th needle bearing, 4th outer baulk ring, 4th synchronizer cone and 4th inner baulk ring.
- Replace 4th outer baulk ring, 4th synchronizer cone and 4th inner baulk ring as a set.
- Be careful with the orientation 4th counter gear thrust washer.

**NOTE:**

4th baulk ring has three spaces that one gear tooth is missing but 3rd baulk ring doesn't.



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

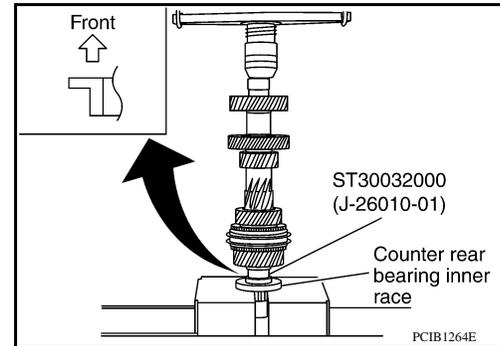
[6MT: FS6R31A]

14. Press in counter rear bearing inner race using Tool.

**Tool number** : ST30032000 (J-26010-01)

**CAUTION:**

Be careful with the orientation counter rear bearing inner race.



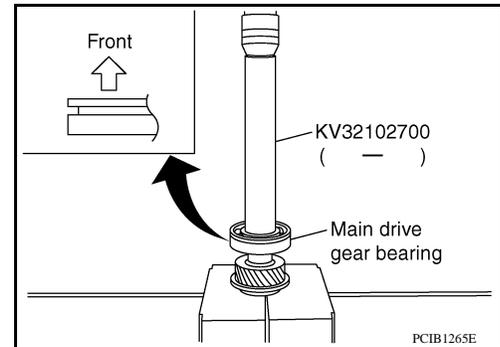
15. Install main drive gear bearing according to the following.

a. Press in main drive gear bearing using Tool.

**Tool number** : KV32102700 ( — )

**CAUTION:**

Be careful with the orientation main drive gear bearing.

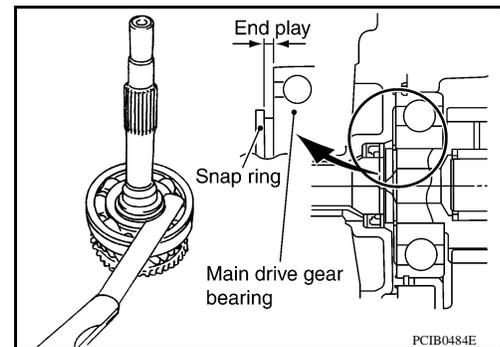


b. Select and install a snap ring to main drive gear bearing so that the end play comes within the standard value. Refer to [TM-121, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

**CAUTION:**

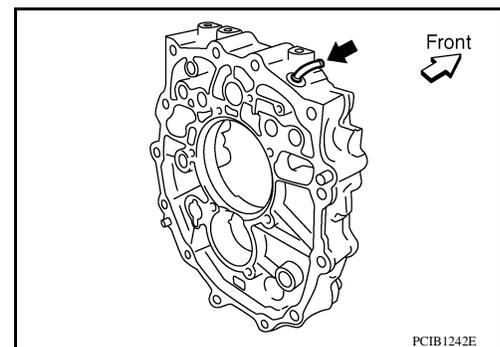
Do not reuse snap ring.



16. Install breather to adapter plate.

**CAUTION:**

- Do not reuse breather.
- Be careful with the orientation breather.



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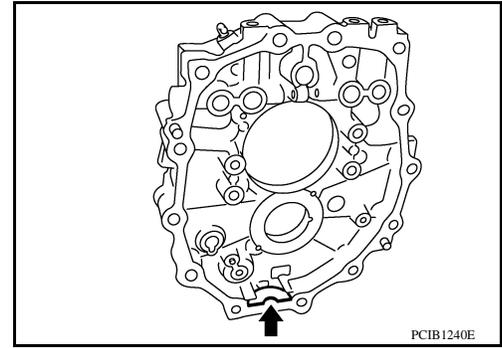
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

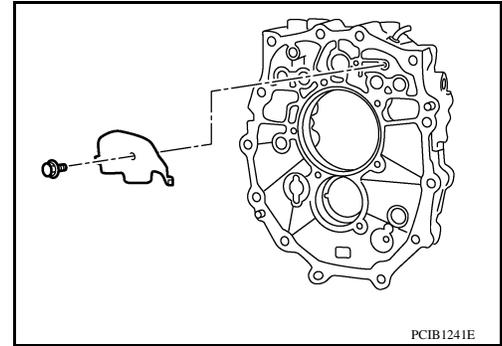
17. Install magnet to adapter plate.

**CAUTION:**

**Be careful with the orientation magnet.**

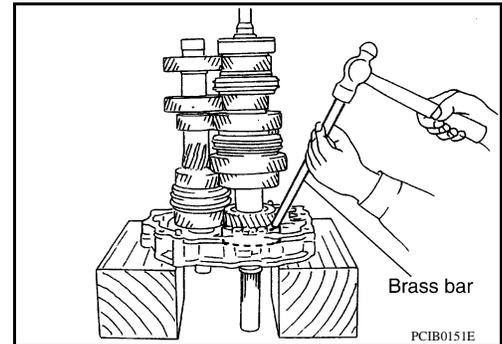


18. Install baffle plate to adapter plate, and then tighten bolt to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).



19. Install main drive gear assembly, mainshaft assembly and counter gear assembly according to the following.

- a. Install main pilot bearing, pilot bearing spacer and 5th baulk ring to main drive gear.
- b. Install main drive gear assembly, mainshaft assembly and counter gear assembly combined in one unit to adapter plate using brass bar.

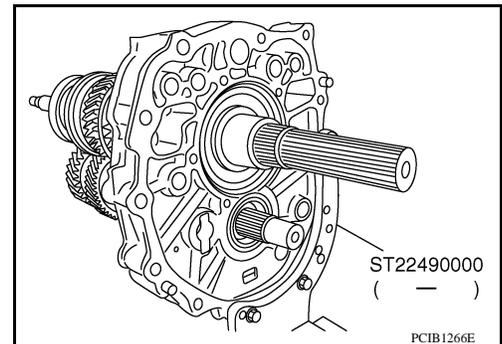


20. Install Tool to adapter plate, and then position in a vise.

**Tool number** : ST22490000 ( — )

**CAUTION:**

**Do not directly secure mating surface of adapter plate in a vise.**



# TRANSMISSION ASSEMBLY

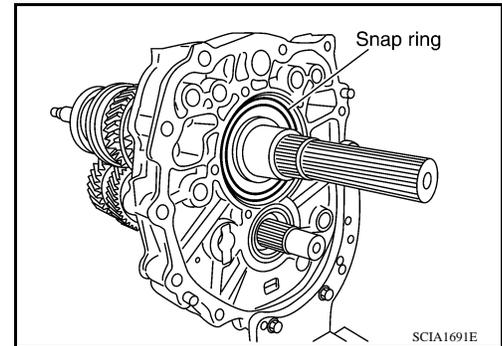
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

21. Install snap ring to mainshaft bearing.

**CAUTION:**

**Do not reuse snap ring.**



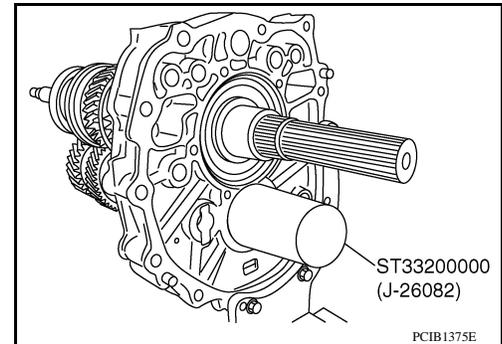
22. Install counter rear bearing to adapter plate using Tool.

**Tool number : ST33200000 (J-26082)**

23. Install counter rear bearing spacer to counter gear.

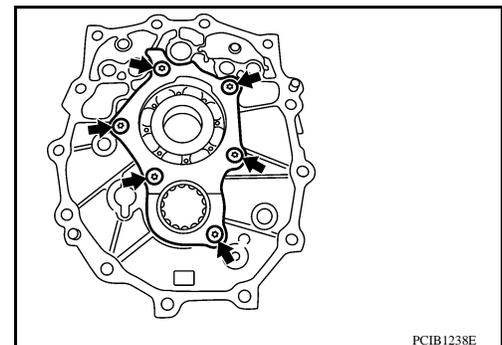
**CAUTION:**

**When installing counter rear bearing spacer, groove should face to the rear side.**



24. Install bearing retainer according to the following.

- Install bearing retainer to adapter plate.
- Apply recommended thread locking sealant to threads of bolts, and then tighten bolts to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).
  - Use Genuine Medium Strength Thread Locking Sealant or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).

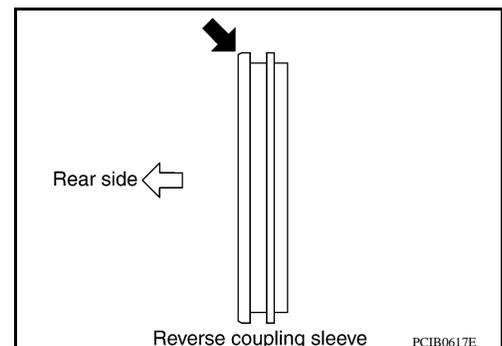


25. Install reverse synchronizer hub assembly according to the following.

- Install reverse coupling sleeve to reverse synchronizer hub.

**CAUTION:**

- Do not reuse reverse coupling sleeve and reverse synchronizer hub.
- Replace reuse reverse coupling sleeve and reverse synchronizer hub as a set.
- Be careful with the orientation reverse coupling sleeve.



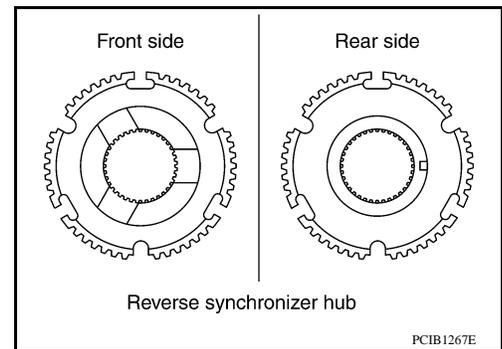
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# TRANSMISSION ASSEMBLY

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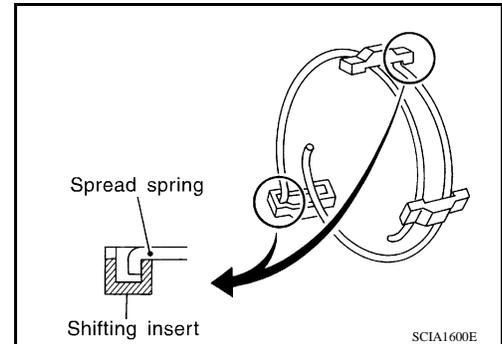
- Be careful with the orientation reverse synchronizer hub.



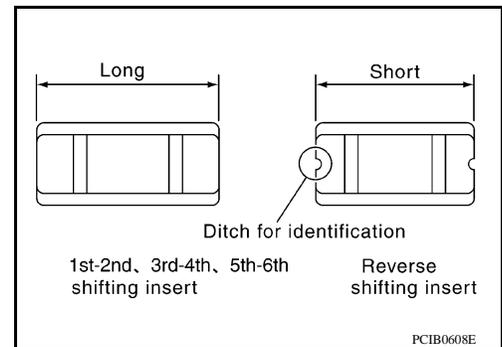
- b. Install spread springs to shifting inserts to reverse synchronizer hub.

**CAUTION:**

- Do not install spread spring hook onto the same shifting insert.



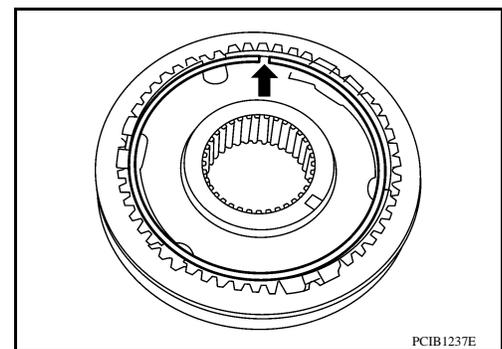
- Be careful with the shape of 1st-2nd, 3rd-4th and 5th-6th shifting insert to avoid misassembly.



- c. Install snap ring to reverse synchronizer hub.

**CAUTION:**

- Do not reuse snap ring.
- Do not align the snap ring notch with synchronizer hub groove when assembling.



# TRANSMISSION ASSEMBLY

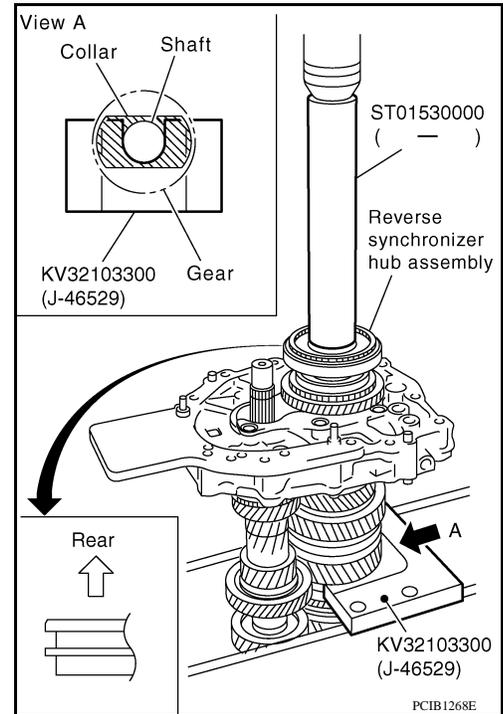
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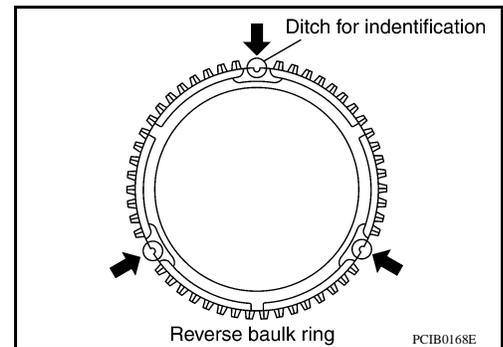
- d. Press in reverse synchronizer hub assembly, reverse baulk ring, reverse main gear and reverse main needle bearing using Tools.

**Tool number** : ST01530000 ( — )  
 : KV32103300 (J-46529)

**CAUTION:**  
 Apply gear oil to reverse baulk ring and reverse main needle bearing.



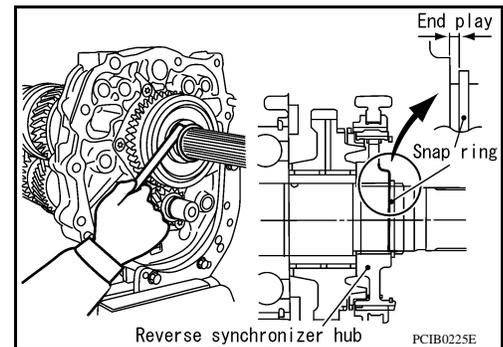
**NOTE:**  
 Reverse baulk ring has three spaces that two gear teeth are missing, and each space has small ditch for identification as shown.



26. Select and install a snap ring so that the end play comes within the standard value. Refer to [TM-121, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

**CAUTION:**  
 Do not reuse snap ring.



# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

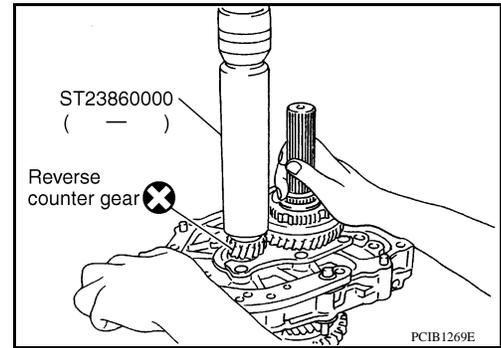
[6MT: FS6R31A]

27. Press in reverse counter gear using Tool.

**Tool number** : ST23860000 ( — )

**CAUTION:**

- Do not reverse counter gear.
- Be careful with the orientation counter gear.

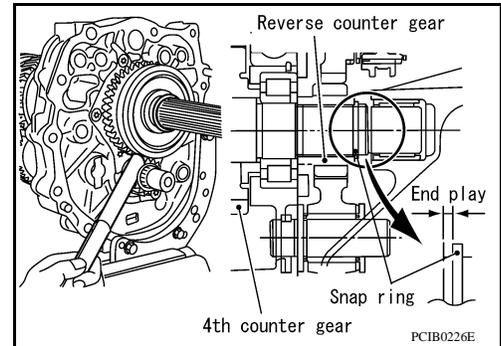


28. Select and install a snap ring so that the end play comes within the standard value. Refer to [TM-121, "Snap Rings"](#).

**End play** : 0 - 0.10 mm (0 - 0.004 in)

**CAUTION:**

**Do not reuse snap ring.**



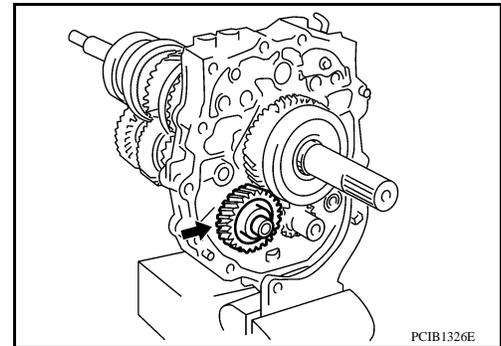
29. Install reverse idler shaft assembly according to the following.

a. Install reverse idler needle bearing, reverse idler gear and reverse idler thrust washer to reverse idler shaft.

**CAUTION:**

**Apply gear oil to reverse idler needle bearing.**

b. Install reverse idler shaft assembly to adapter plate.

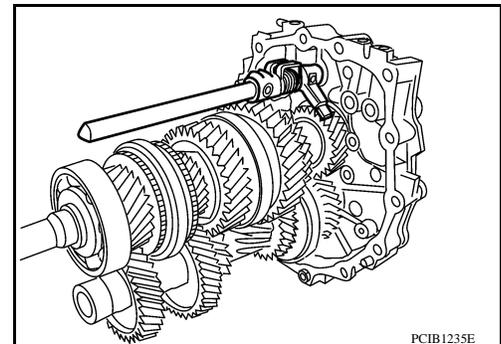


## Shift Control Components

1. Install main drive gear assembly, mainshaft assembly, counter gear assembly and reverse idler shaft assembly. Refer to [TM-73, "Disassembly and Assembly"](#).

2. Install striking rod assembly according to the following.

a. Install striking rod assembly to adapter plate.

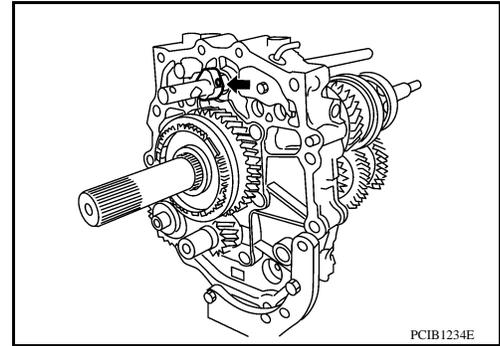


# TRANSMISSION ASSEMBLY

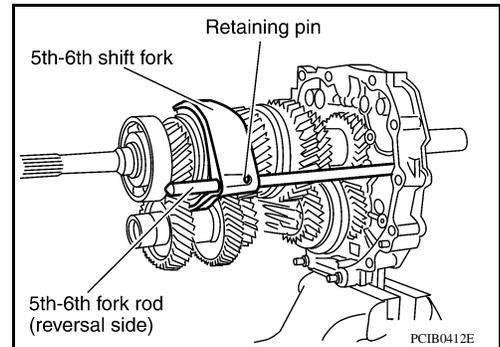
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

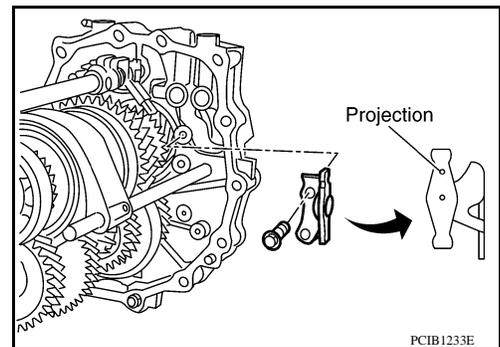
- b. Install stopper ring to striking rod assembly.
- c. Install retaining pin onto stopper ring using suitable tool.  
**CAUTION:**  
Do not reuse retaining pin.



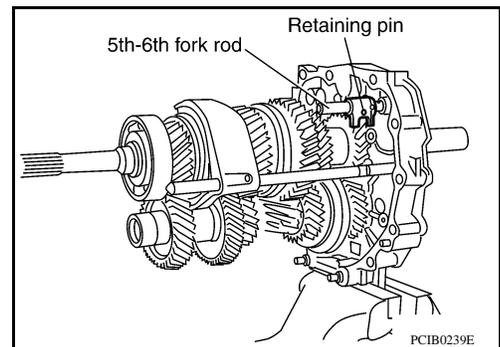
- 3. Install 5th-6th fork rod (reversal side) according to the following.
  - a. Install 5th-6th shift fork to 5th-6th coupling sleeve.
  - b. Install 5th-6th fork rod (reversal side) to 5th-6th shift fork.
  - c. Install retaining pin onto 5th-6th shift fork using suitable tool.  
**CAUTION:**  
Do not reuse retaining pin.



- 4. Install 5th-6th control lever to adapter plate, and then tighten bolts to the specified torque. Refer to "[TM-73. "Disassembly and Assembly"](#)".  
**CAUTION:**  
Install 5th-6th control lever with projection side at upward.



- 5. Install 5th-6th fork rod according to the following.
  - a. Install 5th-6th fork bracket and 5th-6th fork rod to adapter plate.
  - b. Install retaining pin onto 5th-6th fork bracket using suitable tool.  
**CAUTION:**  
Do not reuse retaining pin.



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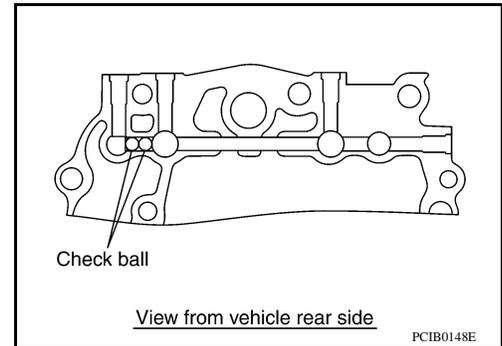
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

6. Install check balls to adapter plate.

**CAUTION:**

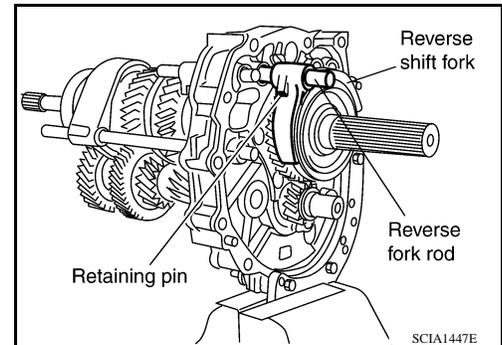
**Apply gear oil to check balls.**



7. Install reverse fork rod according to the following.
- Install reverse shift fork to reverse coupling sleeve.
  - Install reverse fork rod to reverse shift fork.
  - Install retaining pin onto reverse shift fork using suitable tool.

**CAUTION:**

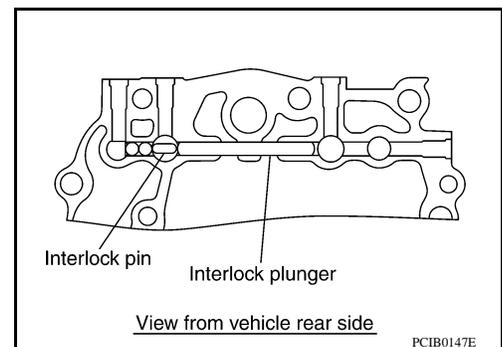
**Do not reuse retaining pin.**



8. Install interlock pin and interlock plunger to adapter plate.

**CAUTION:**

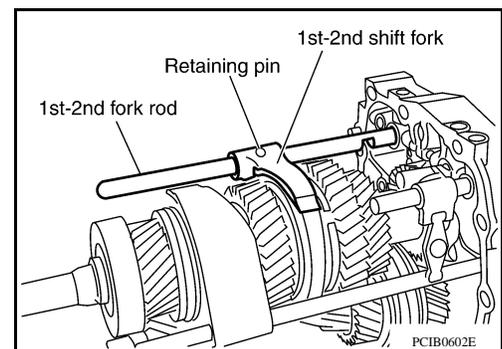
**Apply gear oil to interlock pin and interlock plunger.**



9. Install 1st-2nd fork rod according to the following.
- Install 1st-2nd shift fork to 1st-2nd coupling sleeve.
  - Install 1st-2nd fork rod to 1st-2nd shift fork.
  - Install retaining pin onto 1st-2nd shift fork using suitable tool.

**CAUTION:**

**Do not reuse retaining pin.**



# TRANSMISSION ASSEMBLY

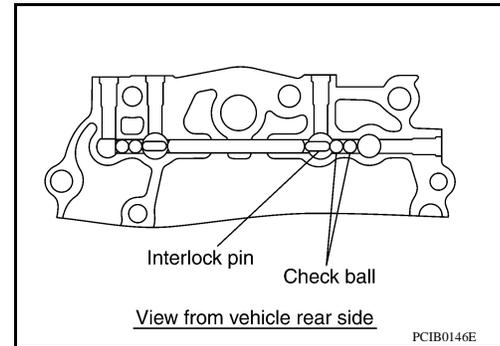
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

10. Install interlock pin and check balls to adapter plate.

**CAUTION:**

**Apply gear oil to interlock pin and check balls.**

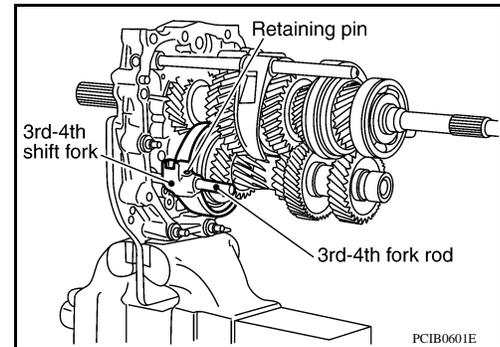


11. Install 3rd-4th fork rod (reversal side) according to the following.

- Install 3rd-4th shift fork to 3rd-4th coupling sleeve.
- Install 3rd-4th fork rod (reversal side) to 3rd-4th shift fork.
- Install retaining pin onto 3rd-4th shift fork using suitable tool.

**CAUTION:**

**Do not reuse retaining pin.**

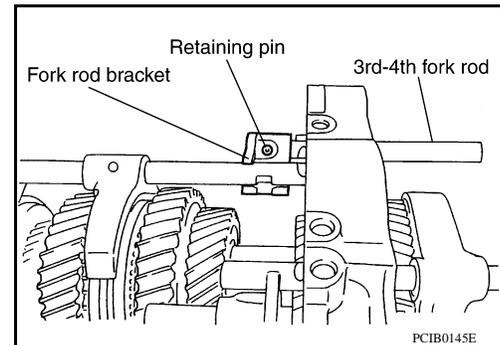


12. Install 3rd-4th fork rod according to the following.

- Install 3rd-4th fork rod to adapter plate.
- Install 3rd-4th fork rod bracket to 3rd-4th fork rod.
- Install retaining pin onto 3rd-4th fork rod bracket using suitable tool.

**CAUTION:**

**Do not reuse retaining pin.**

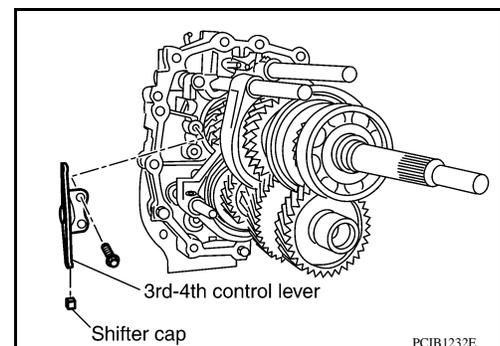


13. Install 3rd-4th control lever according to the following.

- Install shifter cap to 3rd-4th control lever.
- Install 3rd-4th control lever to adapter plate, and then tighten bolts to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#) "Shift Control Components".

**CAUTION:**

**Be careful with the orientation 3rd-4th control lever.**



14. Install check ball plug according to the following.

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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

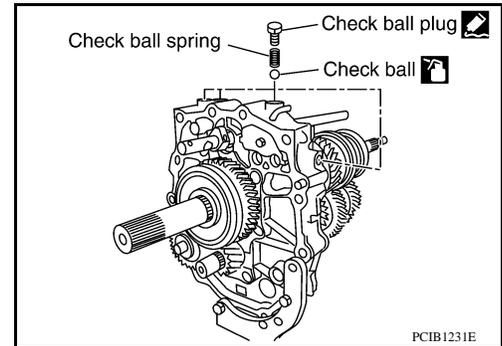
- a. Install check balls, check ball springs to adapter plate.

**CAUTION:**

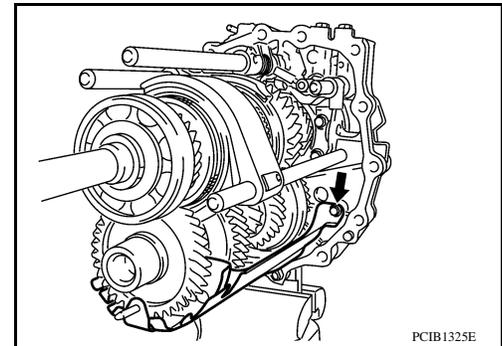
**Apply gear oil to check ball.**

- b. Apply recommended sealant to threads of check ball plugs, and tighten check ball plugs to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).

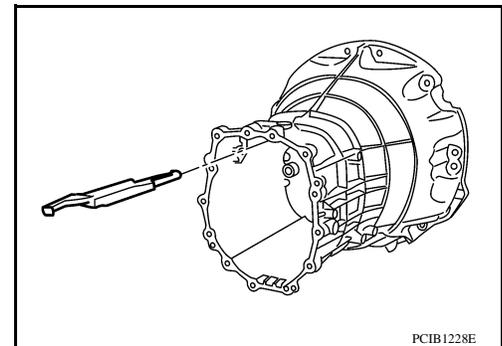


15. Install baffle plate to adapter plate, and then tighten bolt to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).



## Case Components

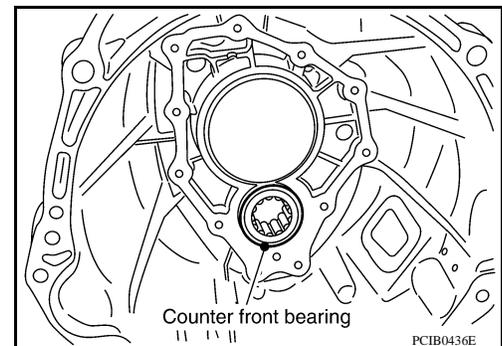
1. Install main drive gear assembly, mainshaft assembly, counter gear assembly and reverse idler shaft assembly. Refer to [TM-73, "Disassembly and Assembly"](#).
2. Install fork rods and shift forks. Refer to [TM-73, "Disassembly and Assembly"](#).
3. Install oil gutter to transmission case.



4. Install counter front bearing to transmission case.

**CAUTION:**

**Apply multi-purpose grease to counter front bearing.**

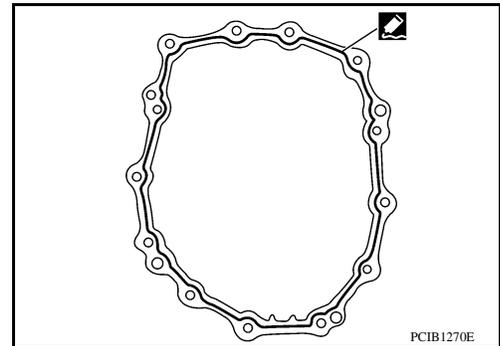


# TRANSMISSION ASSEMBLY

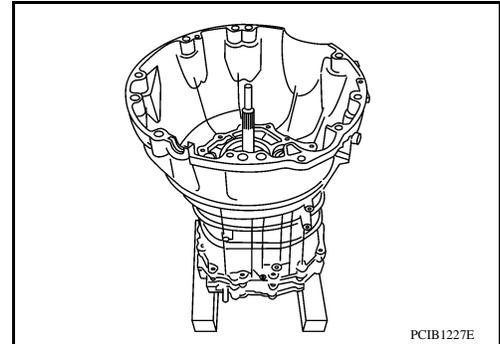
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

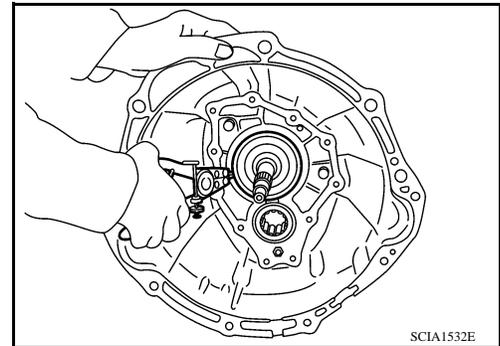
5. Apply recommended sealant to mating surface of transmission case as shown.
- Use Genuine Silicone RTV or the equivalent. Refer to [GI-25](#), "Recommended Chemical Products and Sealants".
- CAUTION:**  
Remove old sealant adhering to the mating surfaces. Also remove any moisture, oil, or foreign material adhering to both mating surfaces.



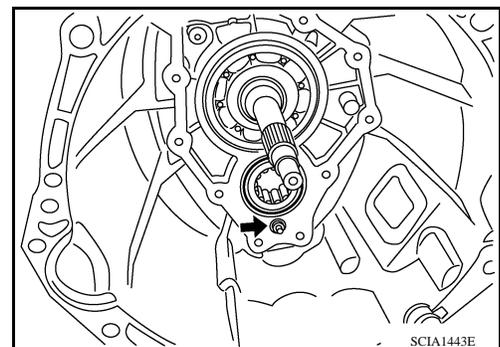
6. Install transmission case to adapter plate assembly.



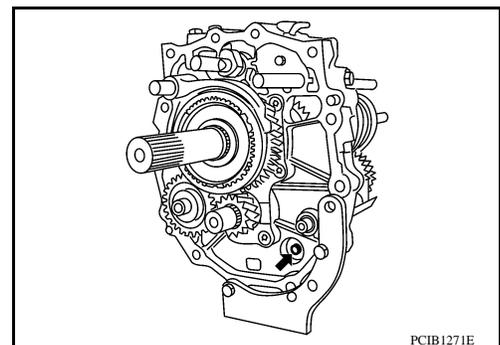
7. Install snap ring to main drive gear bearing using suitable tool.
- CAUTION:**  
Do not reuse snap ring.



8. Tighten baffle plate nut to the specified torque. Refer to [TM-73](#), "Disassembly and Assembly".



9. Tighten baffle plate bolt to the specified torque. Refer to [TM-73](#), "Disassembly and Assembly".



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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

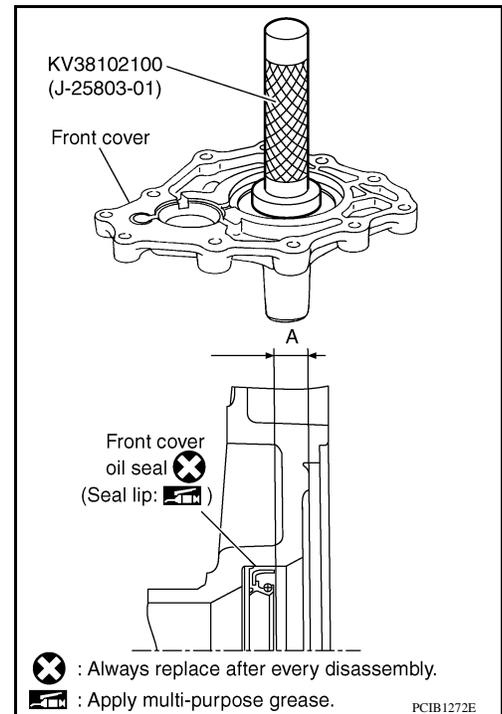
10. Install front cover oil seal to front cover using Tool.

**Tool number** : KV38102100 (J-25803-01)

**Dimension A**: 8.55 - 9.55 (0.336 - 0.376 in)

**CAUTION:**

- Do not reuse front cover oil seal.
- Apply multi-purpose grease onto oil seal lip.
- When installing, do not incline front cover oil seal.



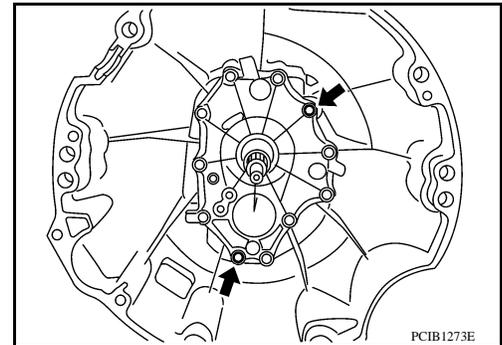
11. Install front cover according to the following.

a. Install front cover gasket and front cover to transmission case.

**CAUTION:**

**Do not reuse front cover gasket.**

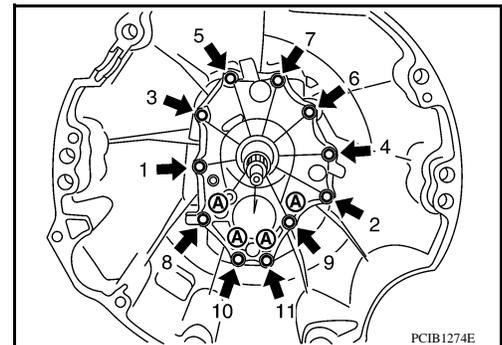
- b. Temporarily tighten 2 bolts in the positions shown.  
c. Temporarily tighten remaining 9 bolts.



d. Tighten bolts to the specified torque in order as shown. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

**Do not reuse bolts indicated as A in the figure.**

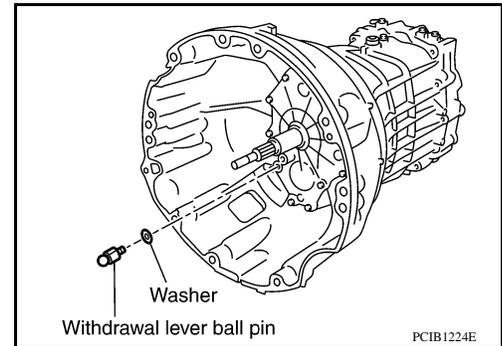


# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

12. Install washer to withdrawal lever ball pin, and then install it to front cover. Tighten withdrawal lever ball pin to the specified torque. Refer to [TM-73. "Disassembly and Assembly"](#)

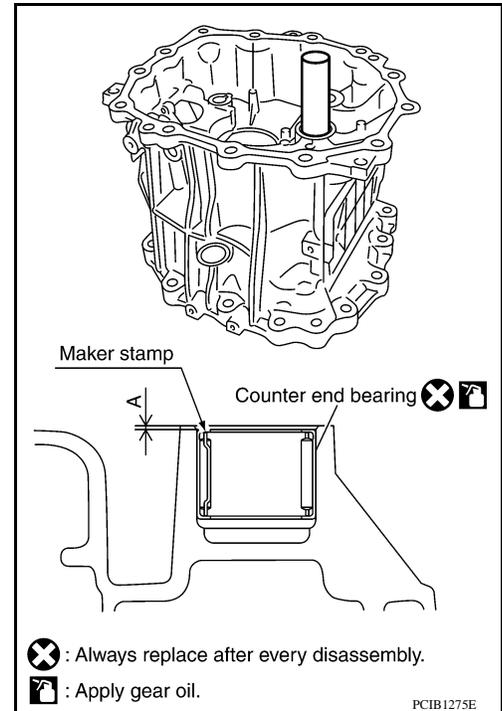


13. Install counter end bearing to rear extension (or OD gear case) using suitable tool [32 mm (1.26 in) dia.].

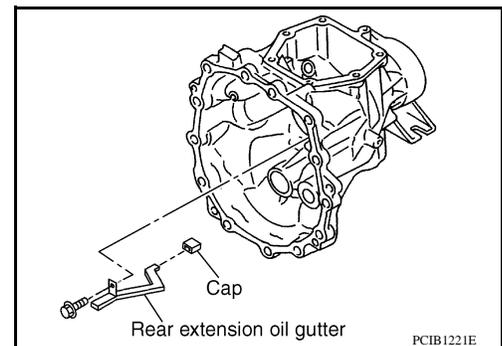
**Dimension**      **A: 0.5 - 1.5 (0.020 - 0.059 in)**

**CAUTION:**

- Do not reuse counter end bearing.
- Apply gear oil to counter end bearing.
- Install counter end bearing with maker stamp at upper side.



14. Install rear extension oil gutter according to the following. (For 2WD models)
- a. Install cap to rear extension oil gutter.
  - b. Install rear extension oil gutter to rear extension, and then tighten bolt to specified torque. Refer to [TM-73. "Disassembly and Assembly"](#).



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# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

15. Install rear oil seal (1) to rear extension (or OD gear case) using Tool A.

**Tool number** : ST33200000 (J-26082)

**Dimension H1**

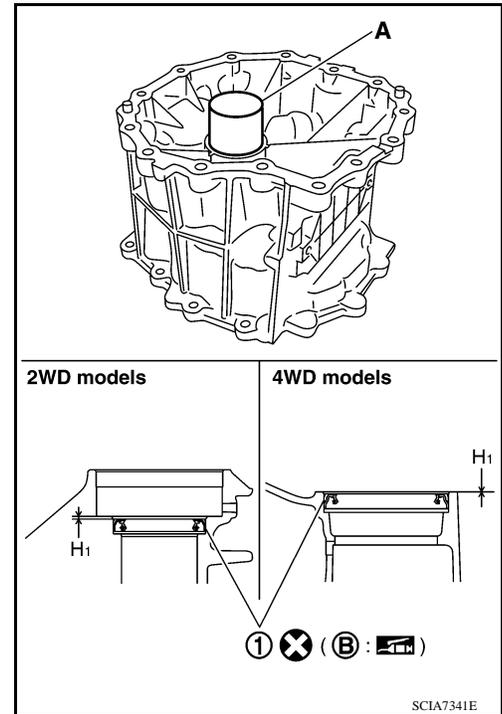
**2WD models** : 1.2 - 2.2 mm (0.047 - 0.087 in)

**4WD models** : -0.5 - 0.5 mm (-0.020 - 0.020 in)

**CAUTION:**

**When installing, do not incline rear oil seal.**

(B): Seal lip



16. Install dust seal (1) to rear extension using Tool A (for 2WD models).

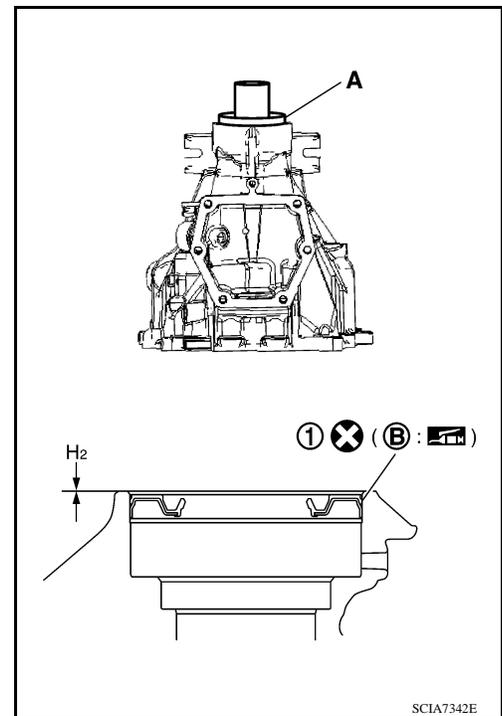
**Tool number** : KV38100500 ( — )

**Dimension H2** : 0.5 - 1.5 mm (0.020 - 0.059 in)

**CAUTION:**

**When installing, do not incline dust seal.**

(B): Seal lip

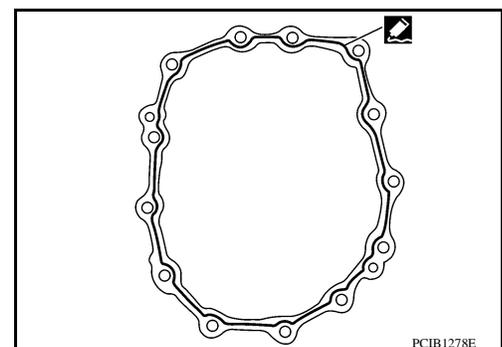


17. Apply recommended sealant to mating surface of rear extension as shown.

- Use Genuine Silicone RTV or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).

**CAUTION:**

**Remove old sealant adhering to the mating surfaces. Also remove any moisture, oil, or foreign material adhering to both mating surfaces.**

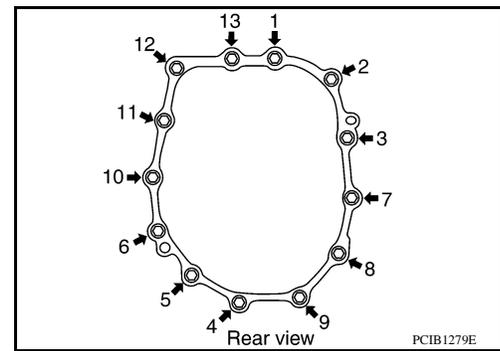


# TRANSMISSION ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

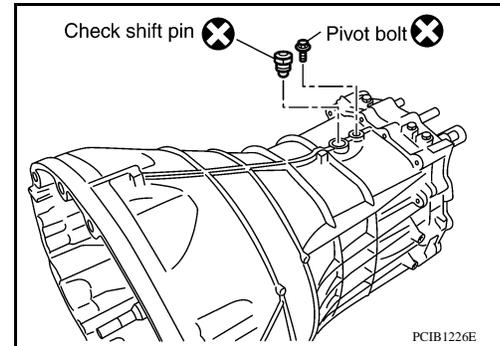
18. Install rear extension (or OD gear case) to adapter plate, and then tighten bolts to the specified torque in order as shown. Refer to [TM-73, "Disassembly and Assembly"](#).



19. Install check shift pin and pivot bolt to transmission case, and then tighten them to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

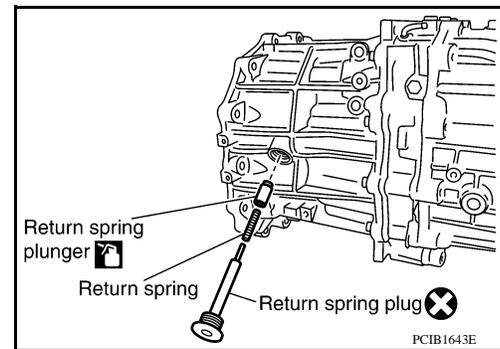
**Do not reuse check shift pin and pivot bolt.**



20. Install return spring plunger, return spring and return spring plug to rear extension (or OD gear case), and then tighten return spring plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

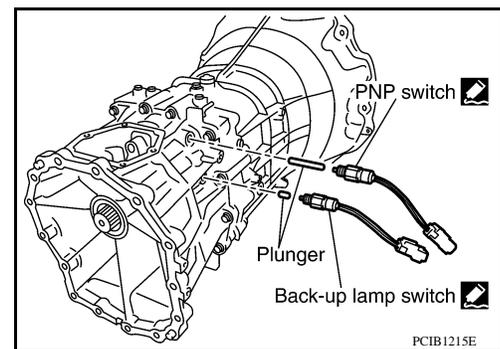
**CAUTION:**

- Do not reuse return spring plug.
- Apply gear oil to return spring plunger.



21. Install PNP switch and back-up lamp switch according to the following.

- Install plunger to rear extension (or OD gear case).
- Apply recommended sealant to threads of PNP switch and back-up lamp switch.
  - Use **Genuine Silicone RTV or the equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).**
- Install PNP switch and back-up lamp switch to rear extension (or OD gear case), and tighten them to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).



# TRANSMISSION ASSEMBLY

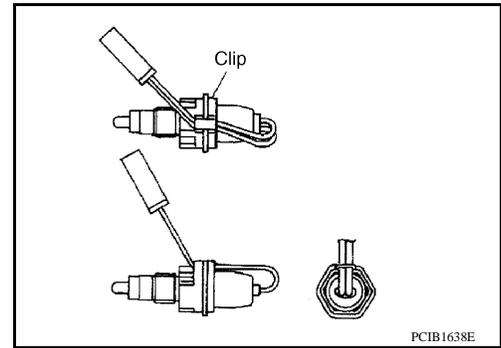
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

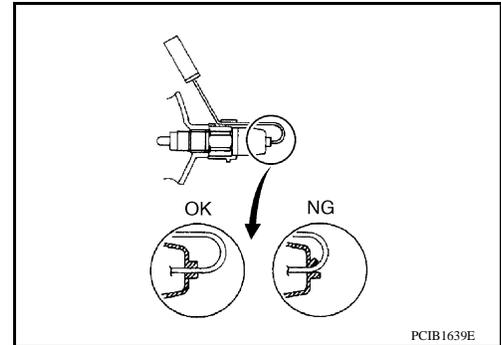
22. Install clips to PNP switch and back-up lamp switch.

**CAUTION:**

- Thread harness through the notch of clip.



- Thread the harness as shown.

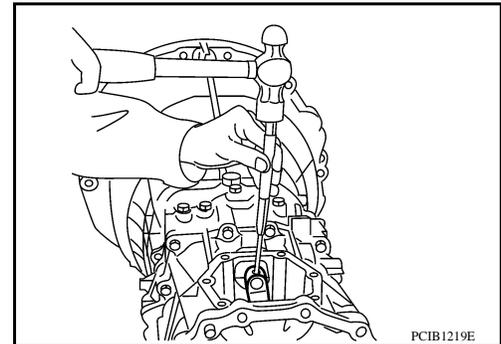


23. Install striking arm according to the following.

- Install striking arm to striking rod assembly.
- Install retaining pin to striking arm using suitable tool.

**CAUTION:**

**Do not reuse retaining pin.**



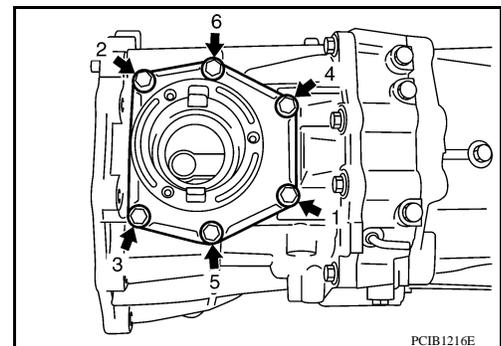
24. Install control housing according to the following.

- Install gasket and control housing to rear extension (or OD gear case).

**CAUTION:**

**Do not reuse gasket.**

- Tighten bolts to the specified torque in order as shown. Refer to [TM-73, "Disassembly and Assembly"](#).



# TRANSMISSION ASSEMBLY

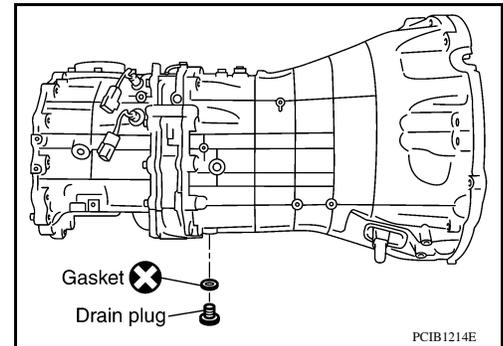
< DISASSEMBLY AND ASSEMBLY >

[6MT: FS6R31A]

25. Install gasket to drain plug, and then install it to transmission case. Tighten drain plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

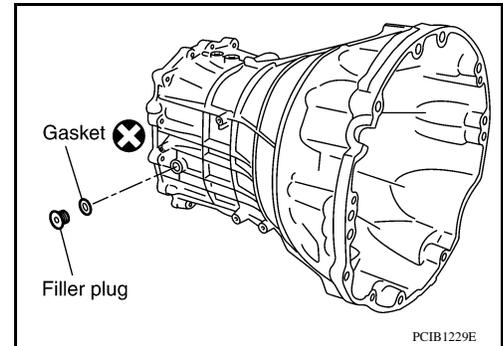
**Do not reuse gasket.**



26. Install gasket to filler plug, and then install it to transmission case. Tighten filler plug to the specified torque. Refer to [TM-73, "Disassembly and Assembly"](#).

**CAUTION:**

- **Do not reuse gasket.**
- **After oil is filled, tighten filler plug to specified torque.**



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# SERVICE DATA AND SPECIFICATIONS (SDS)

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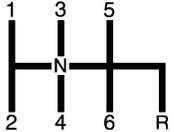
[6MT: FS6R31A]

## SERVICE DATA AND SPECIFICATIONS (SDS)

### SERVICE DATA AND SPECIFICATIONS (SDS)

#### General Specification

INFOID:000000004054287

|                                      |                          |  |   |
|--------------------------------------|--------------------------|--|---|
| Engine                               |                          | VQ40DE   |   |
| Transmission model                   |                          | FS6R31A  |   |
| Axle type                            |                          | 2WD  | 4WD                                       |
| Number of speed                      |                          | 6  |   |
| Synchromesh type                     |                          | Warner   |   |
| Shift pattern                        |                          |  <p style="text-align: center;">SCIA0955E</p> |   |
| Gear ratio                           | 1st                      | 4.368  |   |
|                                      | 2nd                      | 2.518  |   |
|                                      | 3rd                      | 1.743  |   |
|                                      | 4th                      | 1.283  |   |
|                                      | 5th                      | 1.000  |   |
|                                      | 6th                      | 0.769  |   |
|                                      | Reverse                  | 3.966  |   |
| Main gear<br>(Number of teeth)       | Drive                    | 24   |   |
|                                      | 1st                      | 37   |   |
|                                      | 2nd                      | 32   |   |
|                                      | 3rd                      | 32   |   |
|                                      | 4th                      | 29   |   |
|                                      | 6th                      | 25   |   |
|                                      | Reverse                  | 42   |   |
| Counter gear<br>(Number of teeth)    | Drive                    | 34   |   |
|                                      | 1st                      | 12   |   |
|                                      | 2nd                      | 18   |   |
|                                      | 3rd                      | 26   |   |
|                                      | 4th                      | 32   |   |
|                                      | 6th                      | 46   |   |
|                                      | Reverse                  | 15   |   |
| Reverse idler gear (Number of teeth) |                          | 26   |   |
| Oil capacity (Approx.)               |                          | $\ell$ (US qt, Imp qt)   | 3.98 (4-1/4, 3-1/2)   4.18 (4-3/8, 3-5/8) |
| Remarks                              | Reverse synchronizer     | Installed  |   |
|                                      | Double cone synchronizer | 1st, 3rd and 4th   |   |
|                                      | Triple cone synchronizer | 2nd  |   |

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[6MT: FS6R31A]

## Gear End Play

INFOID:000000004054288

Unit: mm (in)

| Item                   | Standard value       |
|------------------------|----------------------|
| Counter gear           | 0 - 0.10 (0 - 0.004) |
| Main drive gear        | 0 - 0.10 (0 - 0.004) |
| Mainshaft (Front side) | 0 - 0.10 (0 - 0.004) |
| Mainshaft (Rear side)  | 0 - 0.10 (0 - 0.004) |

## Snap Rings

INFOID:000000004054289

Unit: mm (in)

| Selective parts | Thickness     | Part number* |
|-----------------|---------------|--------------|
| Main drive gear | 1.89 (0.0744) | 32204 01G60  |
|                 | 1.95 (0.0768) | 32204 01G61  |
|                 | 1.99 (0.0783) | 32204 01G62  |
|                 | 2.03 (0.0799) | 32204 01G63  |
|                 | 2.07 (0.0815) | 32204 01G64  |
|                 | 2.11 (0.0831) | 32204 01G65  |
| Counter gear    | 1.96 (0.0772) | 32236 CD000  |
|                 | 2.02 (0.0795) | 32236 CD001  |
|                 | 2.08 (0.0819) | 32236 CD002  |
|                 | 2.14 (0.0843) | 32236 CD003  |
|                 | 2.20 (0.0866) | 32236 CD004  |
|                 | 2.26 (0.0890) | 32236 CD005  |
|                 | 2.32 (0.0913) | 32236 CD006  |
|                 | 2.38 (0.0937) | 32236 CD007  |
|                 | 2.44 (0.0961) | 32236 CD008  |
|                 | 2.50 (0.0984) | 32236 CD009  |
|                 | 2.56 (0.1008) | 32236 CD010  |
| 2.62 (0.1031)   | 32236 CD011   |              |
| Front side      | 2.08 (0.0819) | 32204 CD000  |
|                 | 2.14 (0.0843) | 32204 CD001  |
|                 | 2.20 (0.0866) | 32204 CD002  |
|                 | 2.26 (0.0890) | 32204 CD003  |
| Rear side       | 2.08 (0.0819) | 32204 CD000  |
|                 | 2.14 (0.0843) | 32204 CD001  |
|                 | 2.20 (0.0866) | 32204 CD002  |
|                 | 2.26 (0.0890) | 32204 CD003  |
|                 | 2.32 (0.0913) | 32204 CD004  |
|                 | 2.38 (0.0937) | 32204 CD005  |
|                 | 2.44 (0.0961) | 32204 CD006  |
|                 | 2.50 (0.0984) | 32204 CD007  |
|                 | 2.56 (0.1008) | 32204 CD008  |
|                 | 2.62 (0.1031) | 32204 CD009  |
|                 | 2.68 (0.1055) | 32204 CD010  |
|                 | 2.74 (0.1079) | 32204 CD011  |
|                 | 2.80 (0.1102) | 32204 CD012  |
|                 | 2.86 (0.1126) | 32204 CD013  |
|                 | 2.92 (0.1150) | 32204 CD014  |
| 2.98 (0.1173)   | 32204 CD015   |              |

\*: Always check with the Parts Department for the latest parts information.

## Baulk Ring Clearance

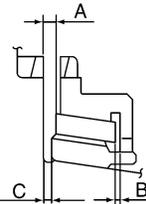
INFOID:000000004054290

Unit: mm (in)

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[6MT: FS6R31A]

| Measurement point  |   | Standard value  | Limit value                |
|--|---|---|----------------------------|
| 1st, 3rd and 4th<br>(Double-cone synchronizer)   | Clearance between synchronizer cone and inner baulk ring end face "A" | 0.5 - 0.7 (0.020 - 0.028)   | 0.3 (0.012)                |
|  | Clearance between outer baulk ring pawl and synchronizer cone "B"     | 1st : 1.0 - 1.5 (0.039 - 0.059)<br>3rd, 4th : 0.85 - 1.35 (0.0335 - 0.0531) | 0.7 (0.028)<br>0.7 (0.028) |
| <br>PCIB0249E |   |   |                            |
| 2nd<br>(Triple-cone synchronizer)  | Clearance between synchronizer and clutch gear end face "A"           | 0.6 - 1.3 (0.024 - 0.051)   | 0.3 (0.012)                |
|  | Clearance between outer baulk ring pawl and synchronizer cone "B"     | 0.85 - 1.35 (0.0335 - 0.0531)   | 0.7 (0.028)                |
|  | Clearance between inner baulk ring and clutch gear end face "C"       | 0.7 - 1.25 (0.028 - 0.0492)   | 0.3 (0.012)                |
| <br>PCIB0835J |   |   |                            |
| 5th and 6th  |   | 0.7 - 1.35 (0.028 - 0.0531)   | 0.5 (0.020)                |
| Reverse  |   | 0.75 - 1.2 (0.0295 - 0.047)   | 0.5 (0.020)                |

## BASIC INSPECTION

### DIAGNOSIS AND REPAIR WORKFLOW

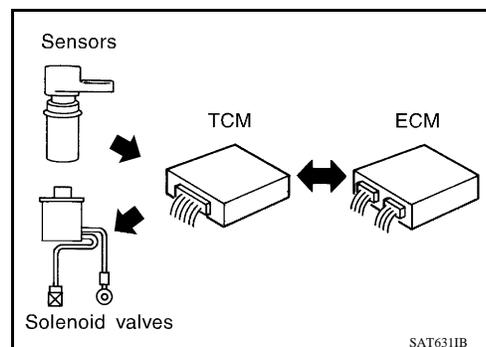
#### How to Perform Trouble Diagnosis For Quick and Accurate Repair

INFOID:000000004054291

#### INTRODUCTION

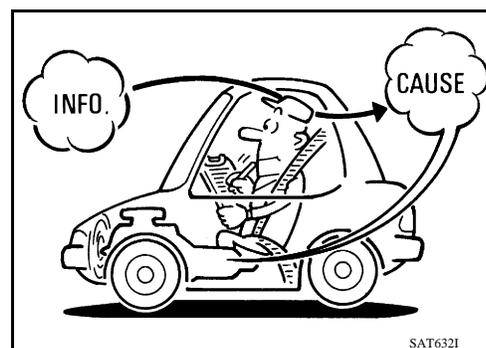
The TCM receives a signal from the vehicle speed sensor, accelerator pedal position sensor (throttle position sensor) or PNP switch. Then provides shift control or lock-up control via A/T solenoid valves. The TCM also communicates with the ECM by means of a signal sent from sensing elements used with 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 an error that occurs intermittently rather than continuously. Most intermittent errors 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.

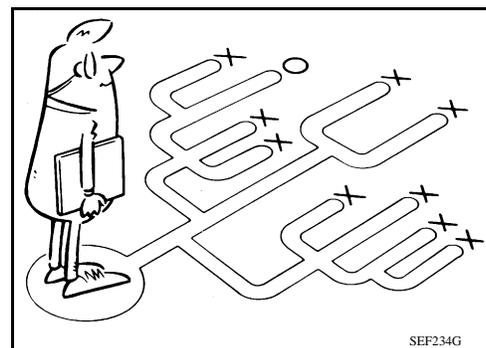
A visual check only may not find the cause of the errors. A road test with CONSULT-III (or GST) or a circuit tester connected should be performed. Follow the "DETAILED FLOW".



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 errors, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic work sheet" as shown on the example (Refer to [TM-124](#)) should be used.

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

Also check related Service bulletins.



#### DETAILED FLOW

##### 1. COLLECT THE INFORMATION FROM THE CUSTOMER

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using diagnosis worksheet. Refer to [TM-124, "Diagnostic Work Sheet"](#).

>> GO TO 2.

##### 2. CHECK SYMPTOM 1

Check the following items based on the information obtained from the customer.

- Fail-safe. Refer to [TM-228, "Fail-Safe"](#).
- A/T fluid inspection. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).
- Stall test. Refer to [TM-289, "Stall Test"](#).
- Line pressure test. Refer to [TM-290, "Line Pressure Test"](#).

# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[5AT: RE5R05A]

>> GO TO 3.

## 3. CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is detected.
  - Record DTC.
  - Erase DTC. Refer to [TM-148. "OBD-II Diagnostic Trouble Code \(DTC\)"](#).

Is any DTC detected?

YES >> GO TO 4.

NO >> GO TO 6.

## 4. PERFORM DIAGNOSTIC PROCEDURE

Perform "Diagnosis Procedure" for the displayed DTC.

>> GO TO 5.

## 5. PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE".

Is DTC detected?

YES >> GO TO 4.

NO >> GO TO 6.

## 6. CHECK SYMPTOM 2

Try to confirm the symptom described by the customer.

Is any malfunction present?

YES >> GO TO 7.

NO >> Inspection End

## 7. ROAD TEST

Perform "ROAD TEST". Refer to [TM-293. "Check Before Engine Is Started"](#).

>> GO TO 8.

## 8. CHECK SYMPTOM 3

Try to confirm the symptom described by the customer.

Is any malfunction present?

YES >> GO TO 2.

NO >> Inspection End

## Diagnostic Work Sheet

INFOID:000000004054292

### INFORMATION FROM CUSTOMER

#### KEY POINTS

- **WHAT**..... Vehicle and A/T model
- **WHEN**..... Date, Frequencies
- **WHERE**..... Road conditions
- **HOW**..... Operating conditions, Symptoms

|                     |  |                 |
|---------------------|--|-----------------|
| Customer name MR/MS | Model and Year   | VIN             |
| Trans. Model        | Engine   | Mileage         |
| Malfunction Date    | Manuf. Date  | In Service Date |
| Frequency           | <input type="checkbox"/> Continuous <input type="checkbox"/> Intermittent ( times a day) |                 |

# DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[5AT: RE5R05A]

|                                  |  |                                  |
|----------------------------------|--|----------------------------------|
| 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 → 4th <input type="checkbox"/> 4th → 5th)        |                                  |
|                                  | <input type="checkbox"/> No down-shift ( <input type="checkbox"/> 5th → 4th <input type="checkbox"/> 4th → 3rd <input type="checkbox"/> 3rd → 2nd <input type="checkbox"/> 2nd → 1st)      |                                  |
|                                  | <input type="checkbox"/> Lock-up 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"/> N → R <input type="checkbox"/> Lock-up <input type="checkbox"/> Any drive position) |                                  |
|                                  | <input type="checkbox"/> Noise or vibration  |                                  |
|                                  | <input type="checkbox"/> No kick down  |                                  |
|                                  | <input type="checkbox"/> No pattern select   |                                  |
|                                  | <input type="checkbox"/> Cannot be changed to manual mode  |                                  |
|                                  | <input type="checkbox"/> Others<br>( )   |                                  |
| O/D OFF indicator lamp           | <input type="checkbox"/> Continuously lit  | <input type="checkbox"/> Not lit |
| Malfunction indicator lamp (MIL) | <input type="checkbox"/> Continuously lit  | <input type="checkbox"/> Not lit |

## DIAGNOSTIC WORK SHEET

|  |   |   |   |                        |
|--|---|---|---|------------------------|
| 1  | <input type="checkbox"/> Read the item on cautions concerning fail-safe and understand the customer's complaint.  |   | <a href="#">TM-228</a>  |                        |
| 2  | <input type="checkbox"/> A/T fluid inspection, stall test and line pressure test                                  |   |   |                        |
|  |   | <input type="checkbox"/> A/T fluid inspection   |   |                        |
|  |   | <input type="checkbox"/> Leak (Repair leak location.)<br><input type="checkbox"/> State<br><input type="checkbox"/> Amount  | <a href="#">TM-283</a>  |                        |
|  |   | <input type="checkbox"/> Stall test   |   |                        |
|  |   | <input type="checkbox"/> Torque converter one-way clutch<br><input type="checkbox"/> Front brake<br><input type="checkbox"/> High and low reverse clutch<br><input type="checkbox"/> Low coast brake<br><input type="checkbox"/> Forward brake<br><input type="checkbox"/> Reverse brake<br><input type="checkbox"/> Forward one-way clutch | <input type="checkbox"/> 1st one-way clutch<br><input type="checkbox"/> 3rd one-way clutch<br><input type="checkbox"/> Engine<br><input type="checkbox"/> Line pressure low<br><input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK | <a href="#">TM-289</a> |
|  | <input type="checkbox"/> Line pressure test - Suspected part:   |   | <a href="#">TM-290</a>  |                        |
| 3  | <input type="checkbox"/> Perform self-diagnosis. — Check detected items to repair or replace malfunctioning part. |   | <a href="#">TM-150</a>  |                        |
| 4  | <input type="checkbox"/> Perform road test.   |   |   |                        |
|  | 5-1   | <input type="checkbox"/> Check before engine is started   | <a href="#">TM-293</a>  |                        |
|  | 5-2   | <input type="checkbox"/> Check at idle  | <a href="#">TM-293</a>  |                        |
|  | 5-3   | Cruise test   | <input type="checkbox"/> Part 1   | <a href="#">TM-294</a> |
|  |   |   | <input type="checkbox"/> Part 2   | <a href="#">TM-296</a> |
|  |   |   | <input type="checkbox"/> Part 3   | <a href="#">TM-296</a> |
| <input type="checkbox"/> Check malfunction phenomena to repair or replace malfunctioning part after completing all road test. Refer to <a href="#">TM-257, "Symptom Chart"</a> . |   |   |   |                        |
| 5  | <input type="checkbox"/> Drive vehicle to check that the malfunction phenomenon has been resolved.                |   |   |                        |
| 6  | <input type="checkbox"/> Erase the results of the self-diagnosis from the TCM and the ECM.                        |   | <a href="#">TM-148</a>  |                        |

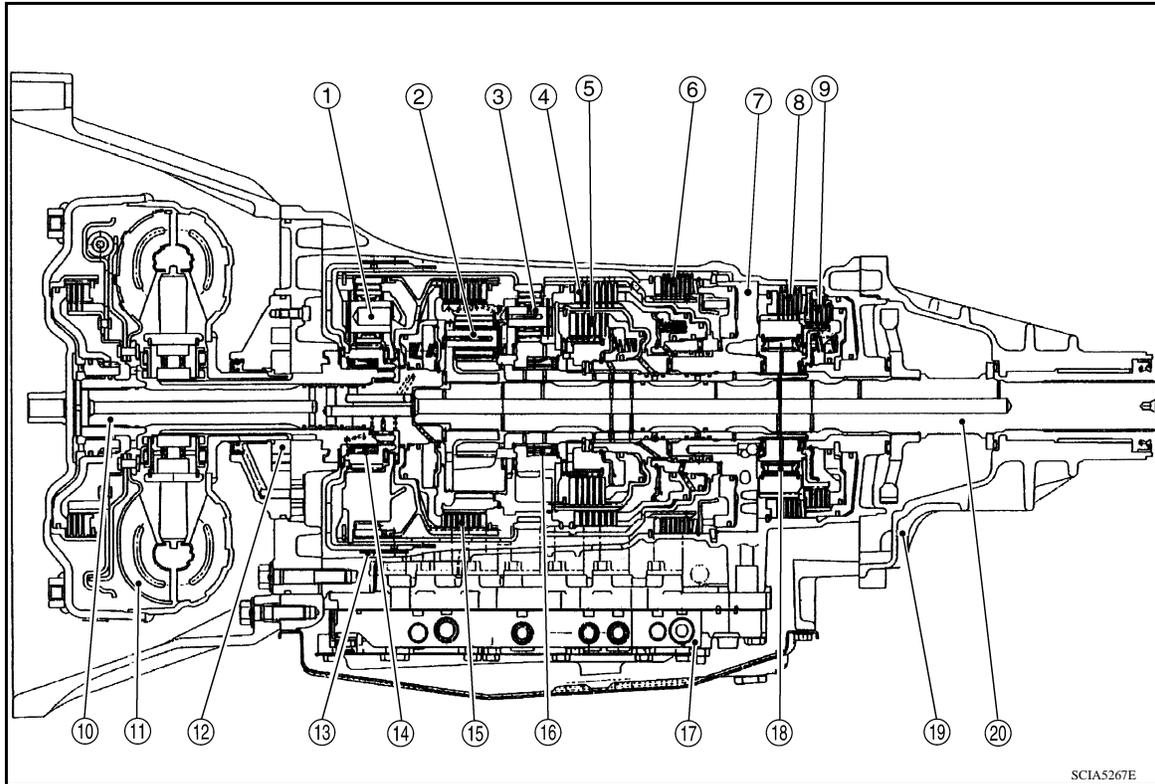
## FUNCTION DIAGNOSIS

### A/T CONTROL SYSTEM

#### Cross-Sectional View

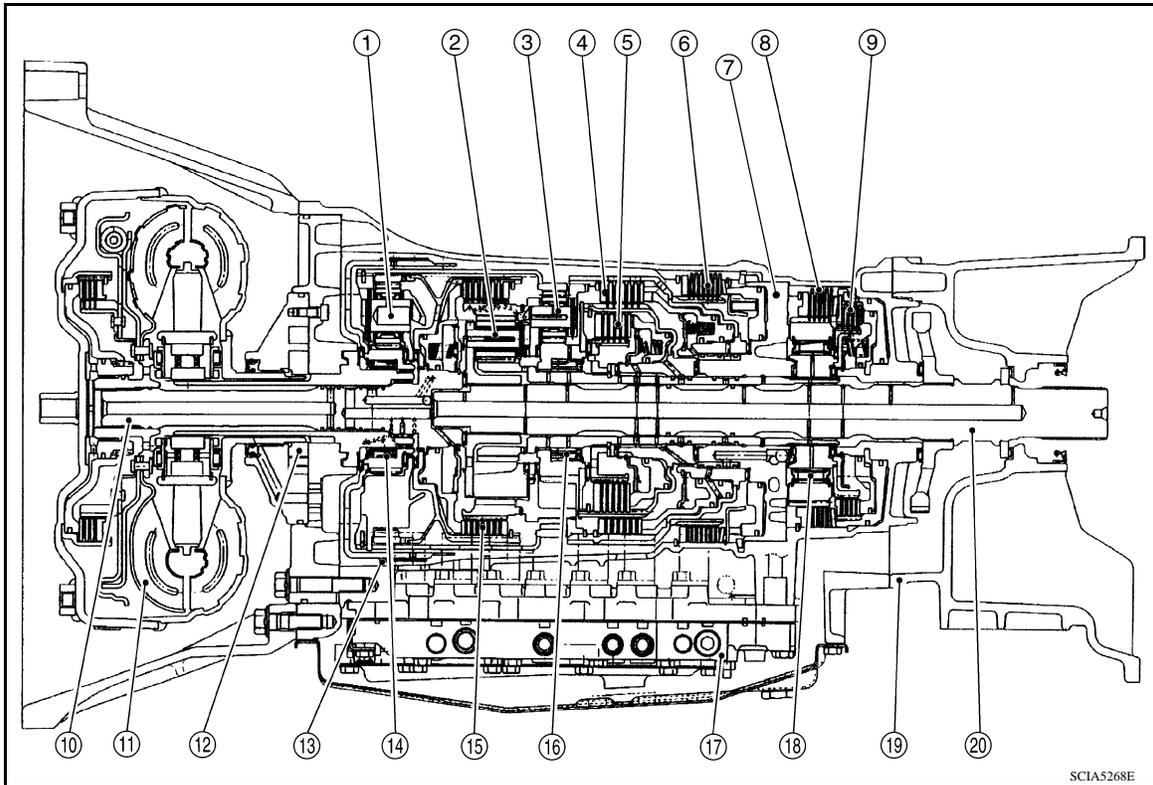
INFOID:000000004054293

2WD models



- |                         |                                |                            |
|-------------------------|--------------------------------|----------------------------|
| 1. Front planetary gear | 2. Mid planetary gear          | 3. Rear planetary gear     |
| 4. Direct clutch        | 5. High and low reverse clutch | 6. Reverse brake           |
| 7. Drum support         | 8. Forward brake               | 9. Low coast brake         |
| 10. Input shaft         | 11. Torque converter           | 12. Oil pump               |
| 13. Front brake         | 14. 3rd one-way clutch         | 15. Input clutch           |
| 16. 1st one-way clutch  | 17. Control valve with TCM     | 18. Forward one-way clutch |
| 19. Rear extension      | 20. Output shaft               |                            |

4WD models



- |                         |                                |                            |
|-------------------------|--------------------------------|----------------------------|
| 1. Front planetary gear | 2. Mid planetary gear          | 3. Rear planetary gear     |
| 4. Direct clutch        | 5. High and low reverse clutch | 6. Reverse brake           |
| 7. Drum support         | 8. Forward brake               | 9. Low coast brake         |
| 10. Input shaft         | 11. Torque converter           | 12. Oil pump               |
| 13. Front brake         | 14. 3rd one-way clutch         | 15. Input clutch           |
| 16. 1st one-way clutch  | 17. Control valve with TCM     | 18. Forward one-way clutch |
| 19. Adapter case        | 20. Output shaft               |                            |

## Shift Mechanism

INFOID:000000004054294

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

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

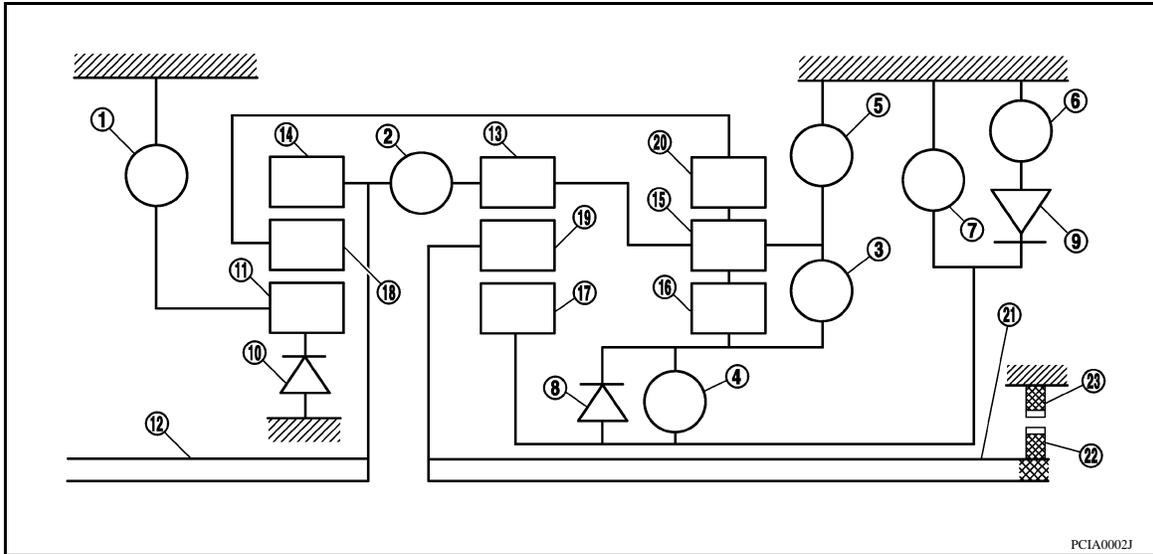
## CONSTRUCTION

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# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]



- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

## FUNCTION OF CLUTCH AND BRAKE

| Name of the Part                | Abbreviation | Function  |
|---------------------------------|--------------|---|
| Front brake (1)                 | FR/B         | Fastens the front sun gear (11).  |
| Input clutch (2)                | I/C          | Connects the input shaft (12), the front internal gear (14) and the mid internal gear (13).                                 |
| Direct clutch (3)               | D/C          | Connects the rear carrier (15) and the rear sun gear (16).  |
| High and low reverse clutch (4) | HLR/C        | Connects the mid sun gear (17) and the rear sun gear (16).  |
| Reverse brake (5)               | R/B          | Fastens the rear carrier (15).  |
| Forward brake (6)               | Fwd/B        | Fastens the mid sun gear (17).  |
| Low coast brake (7)             | LC/B         | Fastens the mid sun gear (17).  |
| 1st one-way clutch (8)          | 1st WOC      | Allows the rear sun gear (16) to turn freely forward relative to the mid sun gear (17) but fastens it for reverse rotation. |
| Forward one-way clutch (9)      | Fwd OWC      | Allows the mid sun gear (17) to turn freely in the forward direction but fastens it for reverse rotation.                   |
| 3rd one-way clutch (10)         | 3rd OWC      | Allows the front sun gear (11) to turn freely in the forward direction but fastens it for reverse rotation.                 |

## CLUTCH AND BAND CHART

| Shift position | I/C | HLR/C | D/C | R/B | FR/B | LC/B | Fwd/B | 1st OWC | Fwd OWC | 3rd OWC | Remarks          |
|----------------|-----|-------|-----|-----|------|------|-------|---------|---------|---------|------------------|
| P              |     | △     |     |     | △    |      |       |         |         |         | PARK POSITION    |
| R              |     | ○     |     | ○   | ○    |      |       | ☆       |         | ☆       | REVERSE POSITION |

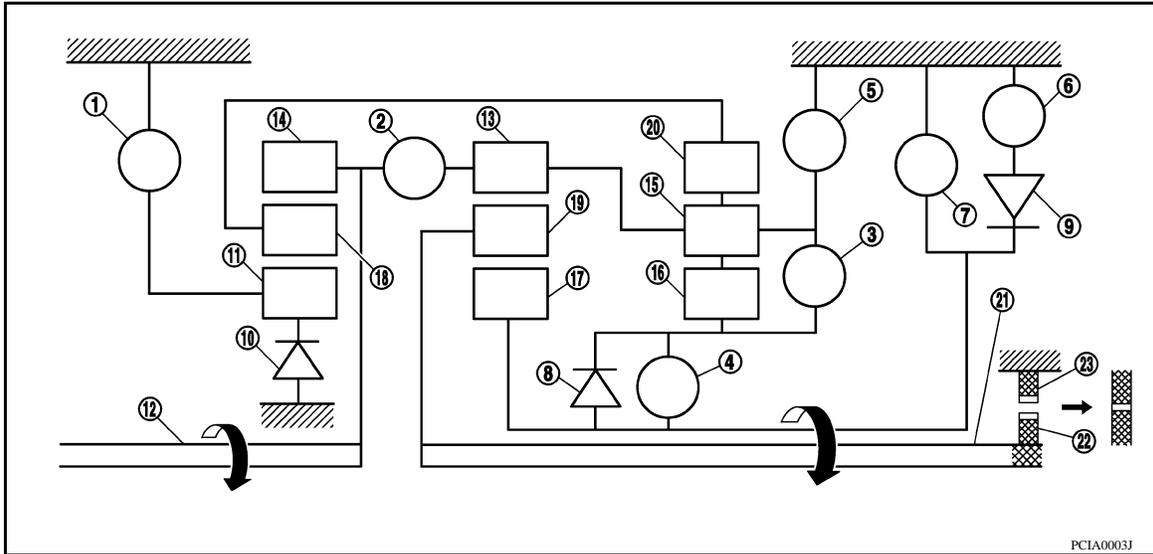


# A/T CONTROL SYSTEM

## < FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

- The parking pawl linked with the select lever meshes with the parking gear and fastens the output shaft mechanically.

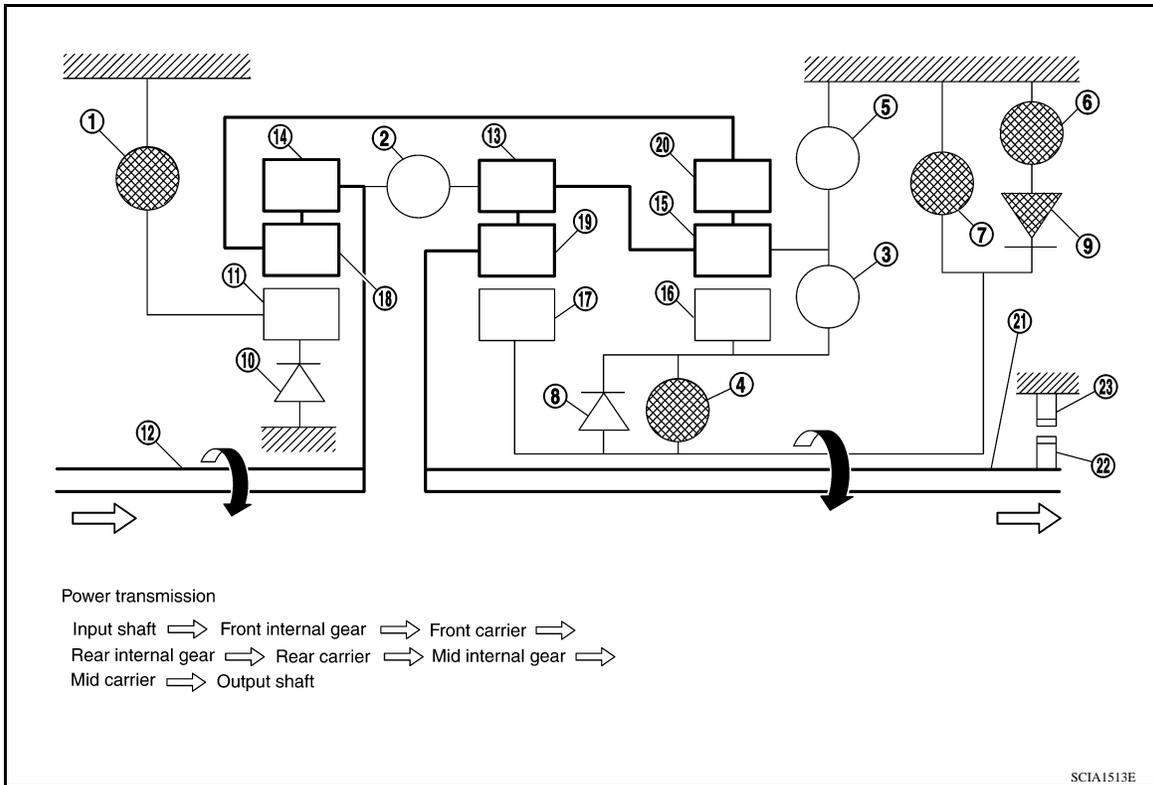


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

### "D1", "31" and "21" Positions

- The forward brake and the forward one-way clutch regulate reverse rotation of the mid sun gear.
- The 1st one-way clutch regulates reverse rotation of the rear sun gear.
- The 3rd one-way clutch regulates reverse rotation of the front sun gear.
- During deceleration, the mid sun gear turns forward, so the forward one-way clutch idles and the engine brake is not activated.





- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

**"D2" and "32" Positions**

- The forward brake and the forward one-way clutch regulate reverse rotation of the mid sun gear.
- The 3rd one-way clutch regulates reverse rotation of the front sun gear.
- The direct clutch is coupled and the rear carrier and rear sun gear are connected.
- During deceleration, the mid sun gear turns forward, so the forward one-way clutch idles and engine brake is not activated.



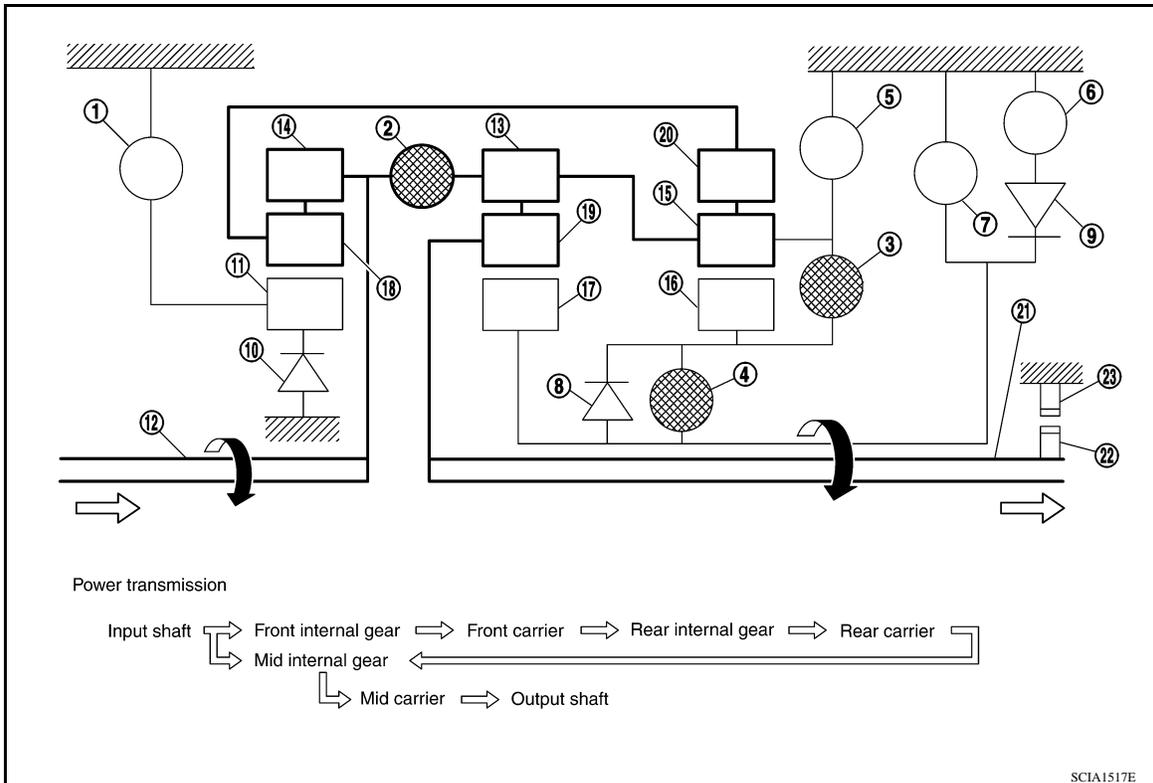




# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

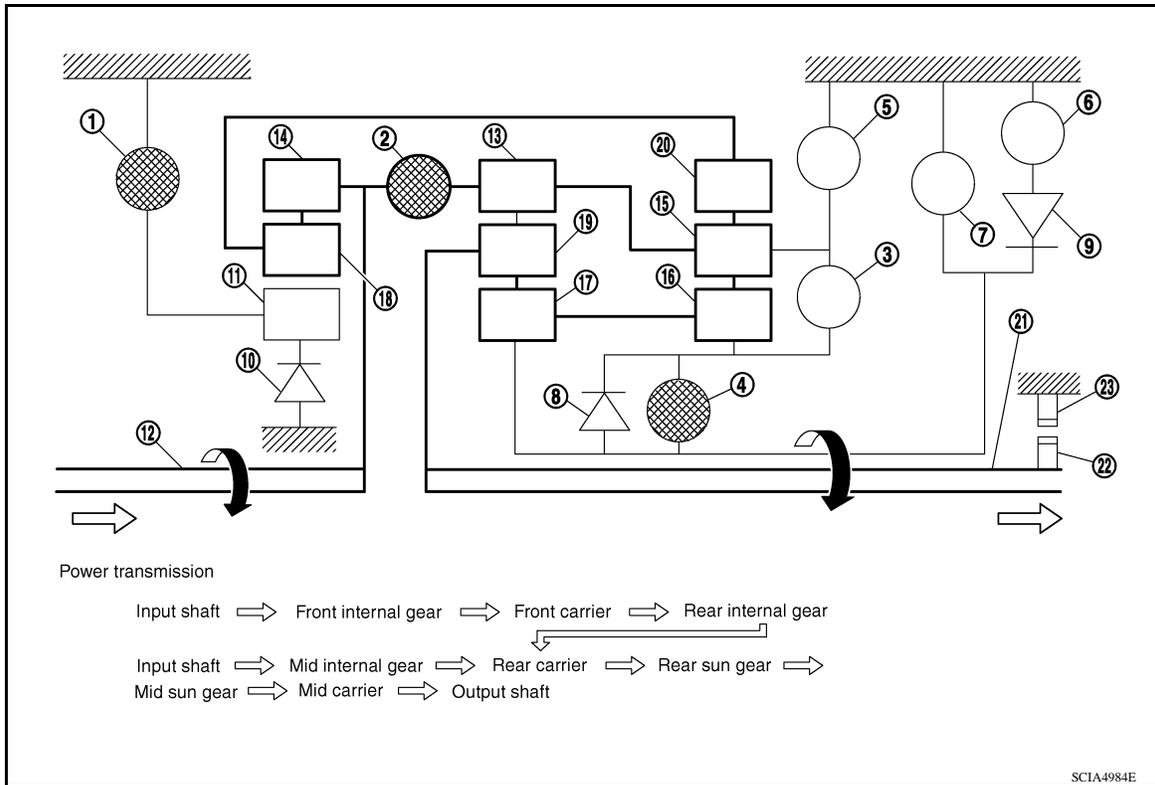
[5AT: RE5R05A]



- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

## "D5" Position

- The front brake fastens the front sun gear.
- The input clutch is coupled and the front internal gear and mid internal gear are connected.
- The high and low reverse clutch is coupled and the mid sun gear and rear sun gear are connected.

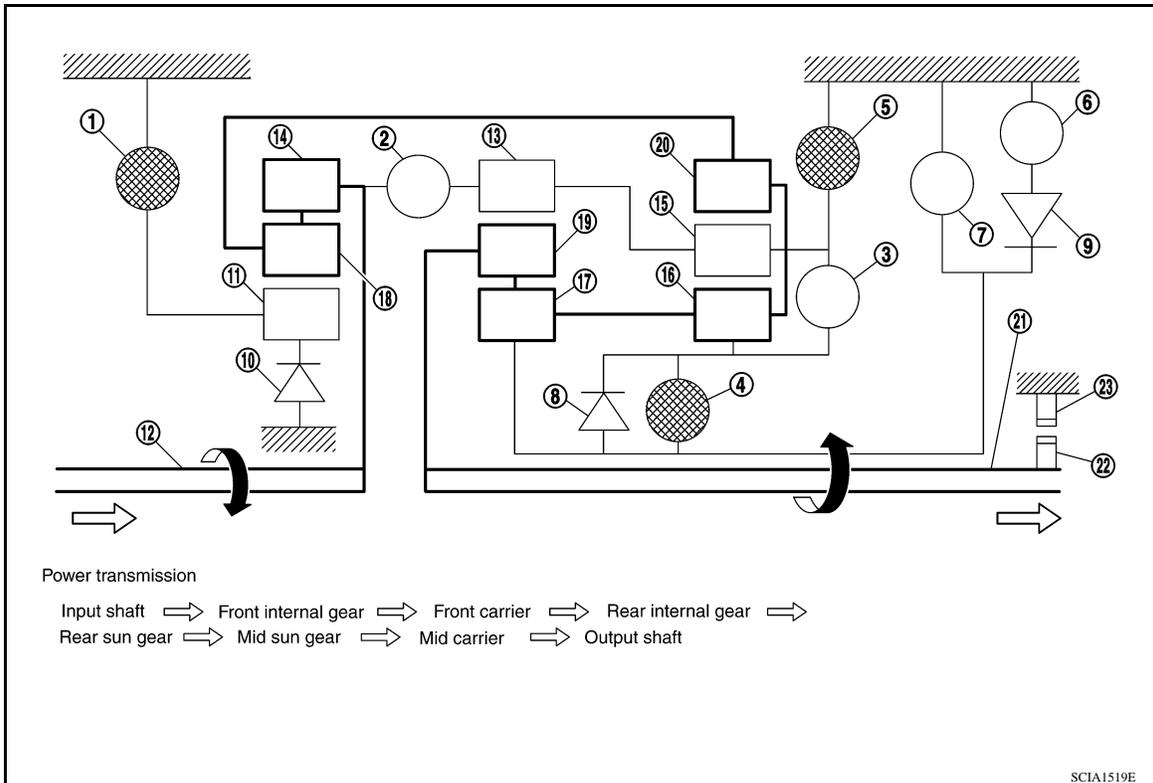


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

“R” Position

- The front brake fastens the front sun gear.
- The high and low reverse clutch is coupled, and the mid sun gear and rear sun gear are connected.
- The reverse brake fastens the rear carrier.

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- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch | 5. Reverse brake        | 6. Forward brake          |
| 7. Low coast brake             | 8. 1st one-way clutch   | 9. Forward one-way clutch |
| 10. 3rd one-way clutch         | 11. Front sun gear      | 12. Input shaft           |
| 13. Mid internal gear          | 14. Front internal gear | 15. Rear carrier          |
| 16. Rear sun gear              | 17. Mid sun gear        | 18. Front carrier         |
| 19. Mid carrier                | 20. Rear internal gear  | 21. Output shaft          |
| 22. Parking gear               | 23. Parking pawl        |                           |

## TCM Function

INFOID:000000004054295

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.

## CONTROL SYSTEM OUTLINE

The A/T senses vehicle operating conditions through various sensors or signals. It always controls the optimum shift position and reduces shifting and lock-up shocks.

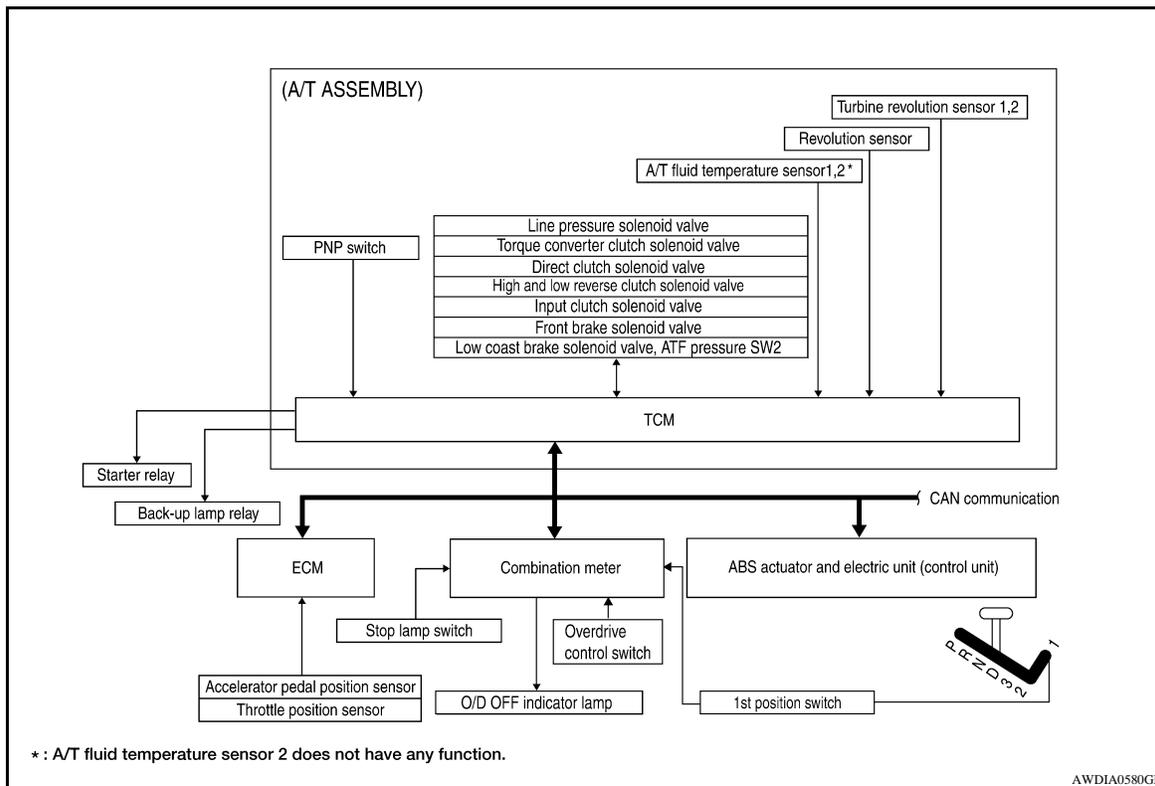
# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| SENSORS (or SIGNALS)  |   | TCM   |   | ACTUATORS  |
|---|---|---|---|--|
| PNP switch<br>Accelerator pedal position sensor<br>Closed throttle position signal<br>Wide open throttle position signal<br>Engine speed signal<br>A/T fluid temperature sensor<br>Revolution sensor<br>Vehicle speed signal<br>Stop lamp switch signal<br>Turbine revolution sensor<br>1st position switch signal<br>Overdrive control switch signal<br>ATF pressure switch signal | ⇒ | Shift control<br>Line pressure control<br>Lock-up control<br>Engine brake control<br>Timing control<br>Fail-safe control<br>Self-diagnosis<br>CONSULT-III communication line<br>Duet-EA control<br>CAN system | ⇒ | Input clutch solenoid valve<br>Direct clutch solenoid valve<br>Front brake solenoid valve<br>High and low reverse clutch solenoid valve<br>Low coast brake solenoid valve<br>Torque converter clutch solenoid valve<br>Line pressure solenoid valve<br>O/D OFF indicator lamp<br>Starter relay<br>Back-up lamp relay |

## CONTROL SYSTEM DIAGRAM



## CAN Communication

INFOID:000000004054296

## SYSTEM DESCRIPTION

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only. For details, refer to [LAN-55. "CAN System Specification Chart"](#).

# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

## Input/Output Signal of TCM

INFOID:000000004054297

| Control item |  | Line pressure control       | Vehicle speed control | Shift control | Lock-up control | Engine brake control | Fail-safe function (*3) | Self-diagnostics function |  |
|--------------|--|-----------------------------|-----------------------|---------------|-----------------|----------------------|-------------------------|---------------------------|--|
| Input        | Accelerator pedal position signal (*5)           | X                           | X                     | X             | X               | X                    | X                       | X                         |  |
|              | Vehicle speed sensor A/T (revolution sensor)     | X                           | X                     | X             | X               | X                    | X                       | X                         |  |
|              | Vehicle speed sensor MTR(*1) (*5)                |                             |                       |               |                 |                      | X                       |                           |  |
|              | Closed throttle position signal(*5)              |                             | X(*2)                 | X             | X               |                      | X                       | X(*4)                     |  |
|              | Wide open throttle position signal(*5)           |                             |                       |               |                 |                      | X                       | X(*4)                     |  |
|              | Turbine revolution sensor 1                      |                             | X                     |               | X               | X                    | X                       | X                         |  |
|              | Turbine revolution sensor 2 (for 4th speed only) |                             | X                     |               | X               | X                    | X                       | X                         |  |
|              | Engine speed signals(*5)                         | X                           | X                     | X             | X               | X                    | X                       | X                         |  |
|              | Stop lamp switch signal(*5)                      |                             | X                     | X             | X               |                      |                         | X(*4)                     |  |
|              | A/T fluid temperature sensors 1, 2(*7)           | X                           | X                     | X             | X               |                      | X                       | X                         |  |
|              | ASCD   | Operation signal(*5)        |                       | X             | X               | X                    |                         |                           |  |
|              |  | Overdrive cancel signal(*5) |                       | X             |                 |                      |                         |                           |  |
| Output       | Direct clutch solenoid                           |                             | X                     | X             |                 |                      | X                       | X                         |  |
|              | Input clutch solenoid                            |                             | X                     | X             |                 |                      | X                       | X                         |  |
|              | High and low reverse clutch solenoid             |                             | X                     | X             |                 |                      | X                       | X                         |  |
|              | Front brake solenoid                             |                             | X                     | X             |                 |                      | X                       | X                         |  |
|              | Low coast brake solenoid (ATF pressure switch 2) |                             | X                     | X             |                 | X                    | X                       | X                         |  |
|              | Line pressure solenoid                           | X                           | X                     | X             | X               | X                    | X                       | X                         |  |
|              | TCC solenoid                                     |                             |                       |               | X               |                      | X                       | X                         |  |
|              | O/D OFF indicator lamp(*6)                       |                             |                       |               |                 |                      |                         | X(*4)                     |  |
|              | Starter relay                                    |                             |                       |               |                 |                      | X                       | X                         |  |

\*1: Spare for vehicle speed sensor-A/T (revolution sensor).

\*2: Spare for accelerator pedal position signal.

\*3: If these input and output signals are different, the TCM triggers the fail-safe function.

\*4: Used as a condition for starting self-diagnosis; if self-diagnosis are not started, it is judged that there is some kind of error.

\*5: Input by CAN communications.

\*6: Output by CAN communications.

\*7: A/T fluid temperature sensor 2 does not have any function.

## Line Pressure Control

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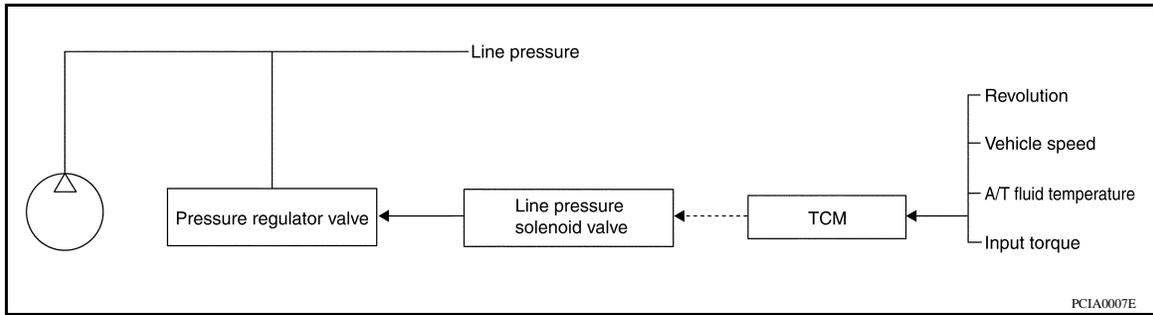
- When an input torque signal equivalent to the engine drive force is sent from the ECM to the TCM, the TCM controls the line pressure solenoid.

# A/T CONTROL SYSTEM

## < FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

- This line pressure solenoid controls the pressure regulator valve as the signal pressure and adjusts the pressure of the operating oil discharged from the oil pump to the line pressure most appropriate to the driving state.

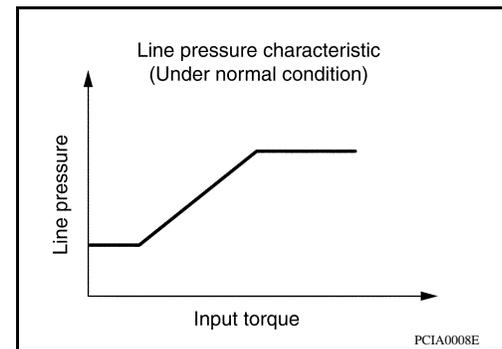


## LINE PRESSURE CONTROL IS BASED ON THE TCM LINE PRESSURE CHARACTERISTIC PATTERN

- The TCM has stored in memory a number of patterns for the optimum line pressure characteristic for the driving state.
- In order to obtain the most appropriate line pressure characteristic to meet the current driving state, the TCM controls the line pressure solenoid current value and thus controls the line pressure.

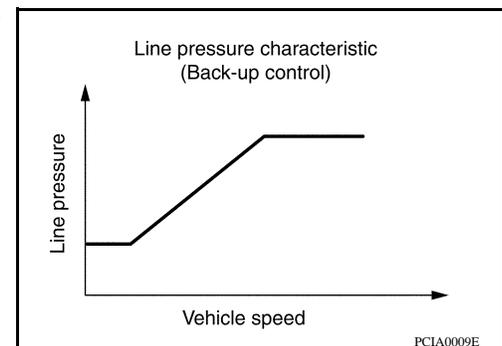
### Normal Control

Each clutch is adjusted to the necessary pressure to match the engine drive force.



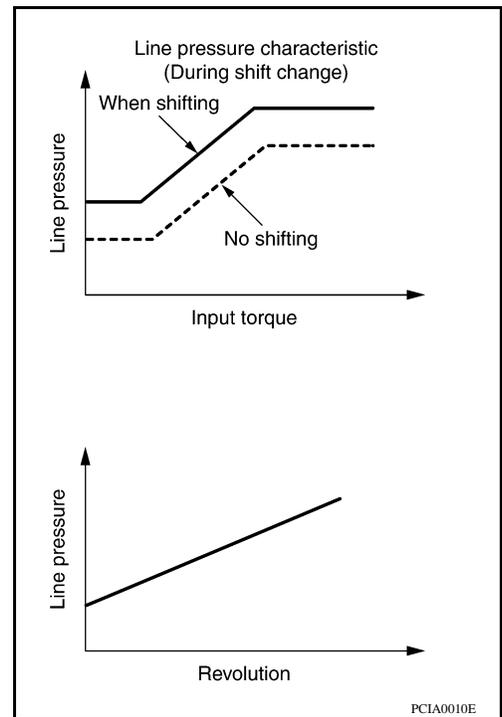
### Back-up Control (Engine Brake)

When the select operation is performed during driving and the transmission is shifted down, the line pressure is set according to the vehicle speed.



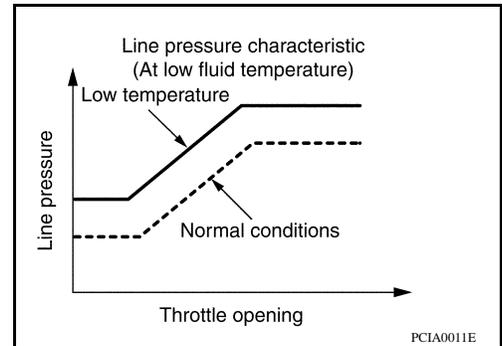
### During Shift Change

The necessary and adequate line pressure for shift change is set. For this reason, line pressure pattern setting corresponds to input torque and gearshift selection. Also, line pressure characteristic is set according to engine speed, during engine brake operation.



### At Low Fluid Temperature

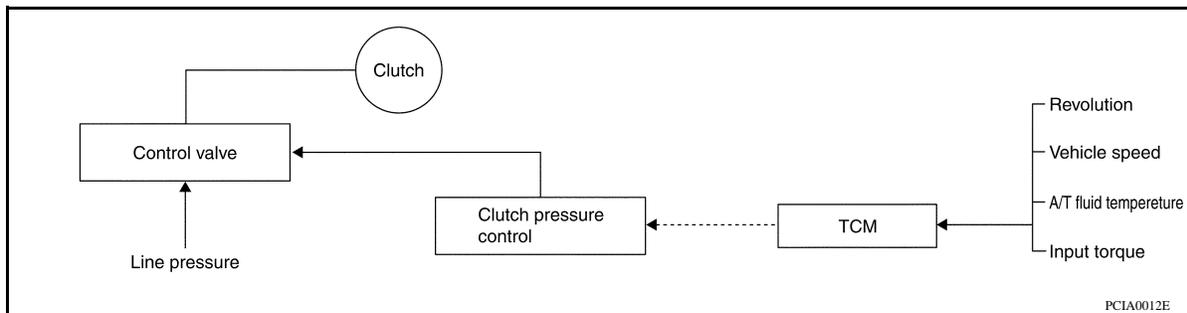
When the A/T fluid temperature drops below the prescribed temperature, in order to speed up the action of each friction element, the line pressure is set higher than the normal line pressure characteristic.



## Shift Control

INFOID:000000004054299

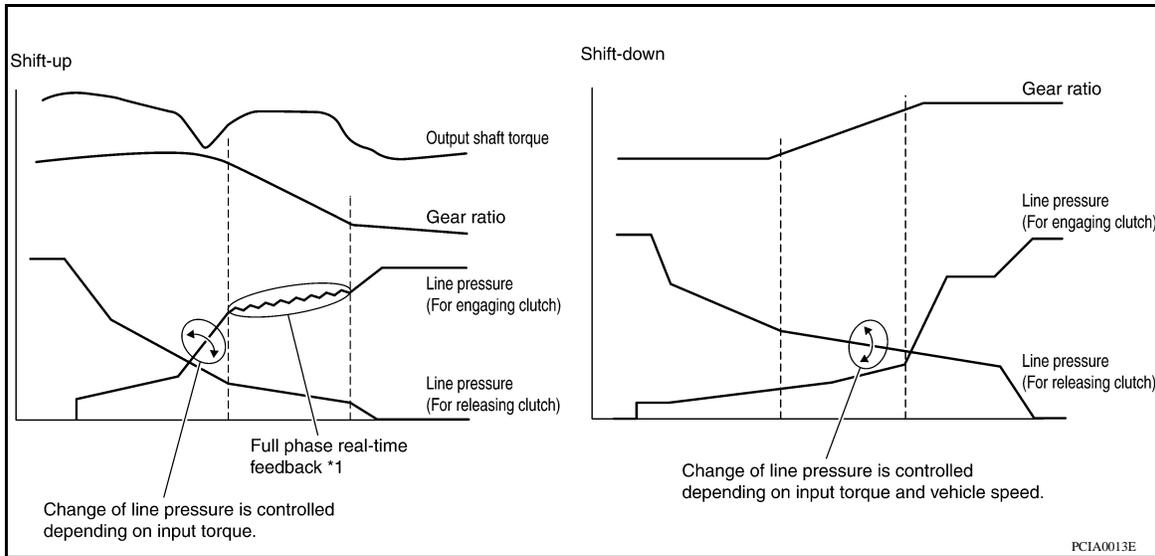
The clutch pressure control solenoid is controlled by the signals from the switches and sensors. Thus, the clutch pressure is adjusted to be appropriate to the engine load state and vehicle driving state. It becomes possible to finely control the clutch hydraulic pressure with high precision and a smoother shift change characteristic is attained.



### SHIFT CHANGE

The clutch is controlled with the optimum timing and oil pressure by the engine speed, engine torque information, etc.

Shift Change System Diagram



\*1: Full phase real-time feedback control monitors movement of gear ratio at gear change, and controls oil pressure at real-time to achieve the best gear ratio.

Lock-up Control

INFOID:000000004054300

The torque converter clutch piston in the torque converter is engaged to eliminate torque converter slip to increase power transmission efficiency.

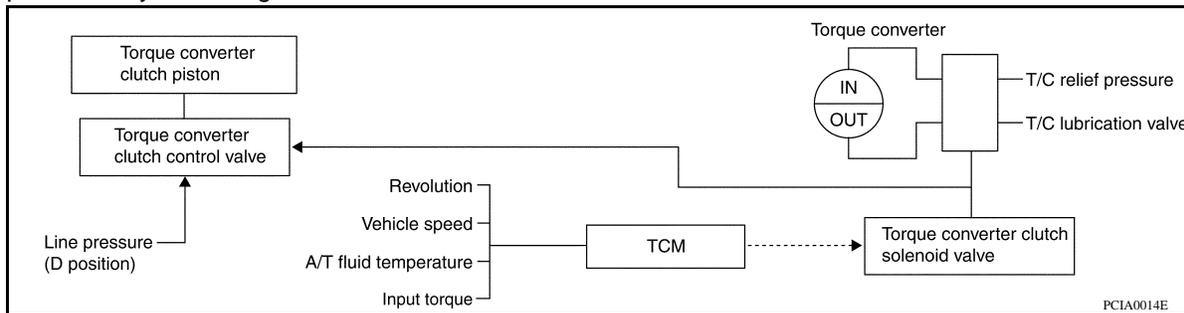
The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM, and the torque converter clutch control valve engages or releases the torque converter clutch piston.

Lock-up Operation Condition Table

| Select lever  | D position |   | 3 position | 2 position |
|---------------|------------|---|------------|------------|
| Gear position | 5          | 4 | 3          | 2          |
| Lock-up       | ×          | — | ×          | —          |
| Slip lock-up  | ×          | × | —          | —          |

TORQUE CONVERTER CLUTCH CONTROL VALVE CONTROL

Lock-up Control System Diagram



Lock-up Released

- In the lock-up released state, the torque converter clutch control valve is set into the unlocked state by the torque converter clutch solenoid and the lock-up apply pressure is drained. In this way, the torque converter clutch piston is not coupled.

Lock-up Applied

- In the lock-up applied state, the torque converter clutch control valve is set into the locked state by the torque converter clutch solenoid and lock-up apply pressure is generated. In this way, the torque converter clutch piston is pressed and coupled.

SMOOTH LOCK-UP CONTROL

# A/T CONTROL SYSTEM

## < FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

When shifting from the lock-up released state to the lock-up applied state, the current output to the torque converter clutch solenoid is controlled with the TCM. In this way, when shifting to the lock-up applied state, the torque converter clutch is temporarily set to the half-clutched state to reduce the shock.

### Half-clutched State

- The current output from the TCM to the torque converter clutch solenoid is varied to gradually increase the torque converter clutch solenoid pressure. In this way, the lock-up apply pressure gradually rises and while the torque converter clutch piston is put into half-clutched status, the torque converter clutch piston operating pressure is increased and the coupling is completed smoothly.

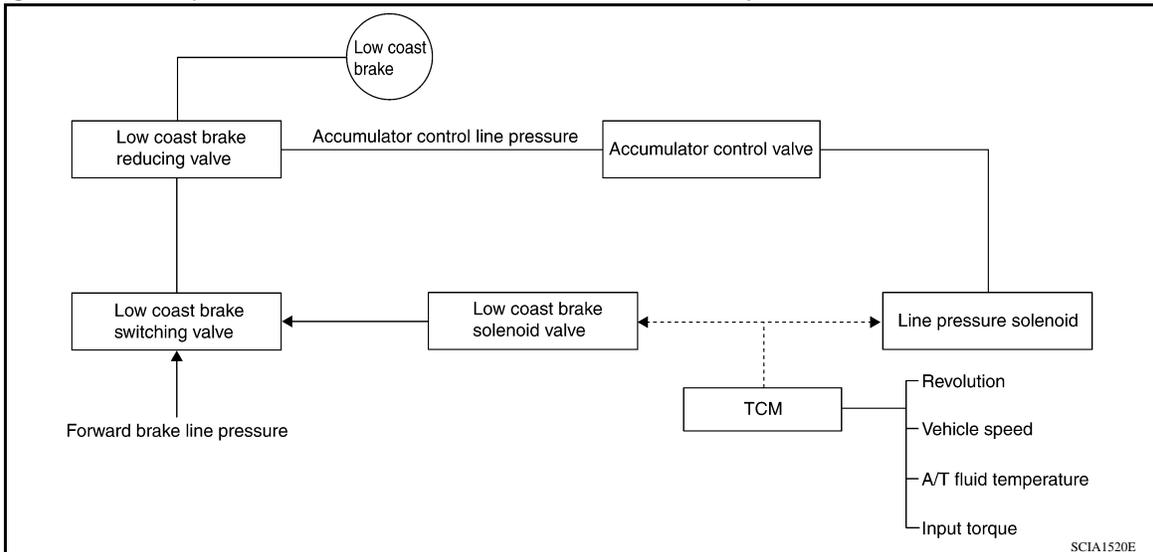
### Slip Lock-up Control

- In the slip region, the torque converter clutch solenoid current is controlled with the TCM to put it into the half-clutched state. This absorbs the engine torque fluctuation and lock-up operates from low speed. This raises the fuel efficiency for 4th and 5th gears at both low speed and when the accelerator has a low degree of opening.

## Engine Brake Control

INFOID:000000004054301

- The forward one-way clutch transmits the drive force from the engine to the rear wheels. But the reverse drive from the rear wheels is not transmitted to the engine because the one-way clutch is idling. Therefore, the low coast brake solenoid is operated to prevent the forward one-way clutch from idling and the engine brake is operated in the same manner as conventionally.



- The operation of the low coast brake solenoid switches the low coast brake switching valve and controls the coupling and releasing of the low coast brake. The low coast brake reducing valve controls the low coast brake coupling force.

## Control Valve

INFOID:000000004054302

### FUNCTION OF CONTROL VALVE

| Name   | Function  |
|--|---|
| Torque converter regulator valve   | In order to prevent the pressure supplied to the torque converter from being excessive, the line pressure is adjusted to the optimum pressure (torque converter operating pressure).                          |
| Pressure regulator valve<br>Pressure regulator plug<br>Pressure regulator sleeve | Adjusts the oil discharged from the oil pump to the optimum pressure (line pressure) for the driving state.   |
| Front brake control valve  | When the front brake is coupled, adjusts the line pressure to the optimum pressure (front brake pressure) and supplies it to the front brake. (In 1st, 2nd, 3rd, and 5th gears, adjusts the clutch pressure.) |
| Accumulator control valve  | Adjusts the pressure (accumulator control pressure) acting on the accumulator piston and low coast reducing valve to the pressure appropriate to the driving state.   |

# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Name  | Function   |
|---|--|
| Pilot valve A   | Adjusts the line pressure and produces the constant pressure (pilot pressure) required for line pressure control, shift change control, and lock-up control.   |
| Pilot valve B   | Adjusts the line pressure and produces the constant pressure (pilot pressure) required for shift change control.   |
| Low coast brake switching valve                             | During engine braking, supplies the line pressure to the low coast brake reducing valve.   |
| Low coast brake reducing valve                              | When the low coast brake is coupled, adjusts the line pressure to the optimum pressure (low coast brake pressure) and supplies it to the low coast brake.  |
| N-R accumulator   | Produces the stabilizing pressure for when N-R is selected.  |
| Direct clutch piston switching valve                        | Operates in 4th gear and switches the direct clutch coupling capacity.   |
| High and low reverse clutch control valve                   | When the high and low reverse clutch is coupled, adjusts the line pressure to the optimum pressure (high and low reverse clutch pressure) and supplies it to the high and low reverse clutch. (In 1st, 3rd, 4th and 5th gears, adjusts the clutch pressure.) |
| Input clutch control valve                                  | When the input clutch is coupled, adjusts the line pressure to the optimum pressure (input clutch pressure) and supplies it to the input clutch. (In 4th and 5th gears, adjusts the clutch pressure.)  |
| Direct clutch control valve                                 | When the direct clutch is coupled, adjusts the line pressure to the optimum pressure (direct clutch pressure) and supplies it to the direct clutch. (In 2nd, 3rd, and 4th gears, adjusts the clutch pressure.)   |
| TCC control valve<br>TCC control plug<br>TCC control sleeve | Switches the lock-up to operating or released. Also, by performing the lock-up operation transiently, lock-up smoothly.  |
| Torque converter lubrication valve                          | Operates during lock-up to switch the torque converter, cooling, and lubrication system oil path.  |
| Cool bypass valve   | Allows excess oil to bypass cooler circuit without being fed into it.  |
| Line pressure relief valve                                  | Discharges excess oil from line pressure circuit.  |
| N-D accumulator   | Produces the stabilizing pressure for when N-D is selected.  |
| Manual valve  | Sends line pressure to each circuit according to the select position. The circuits to which the line pressure is not sent drain.   |

## FUNCTION OF PRESSURE SWITCH

| Name                     | Function  |
|--------------------------|---|
| Pressure switch 2 (LC/B) | Detects any malfunction in the low coast brake hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode. |

A  
B  
C  
TM  
E  
F  
G  
H  
I  
J  
K  
L  
M  
N  
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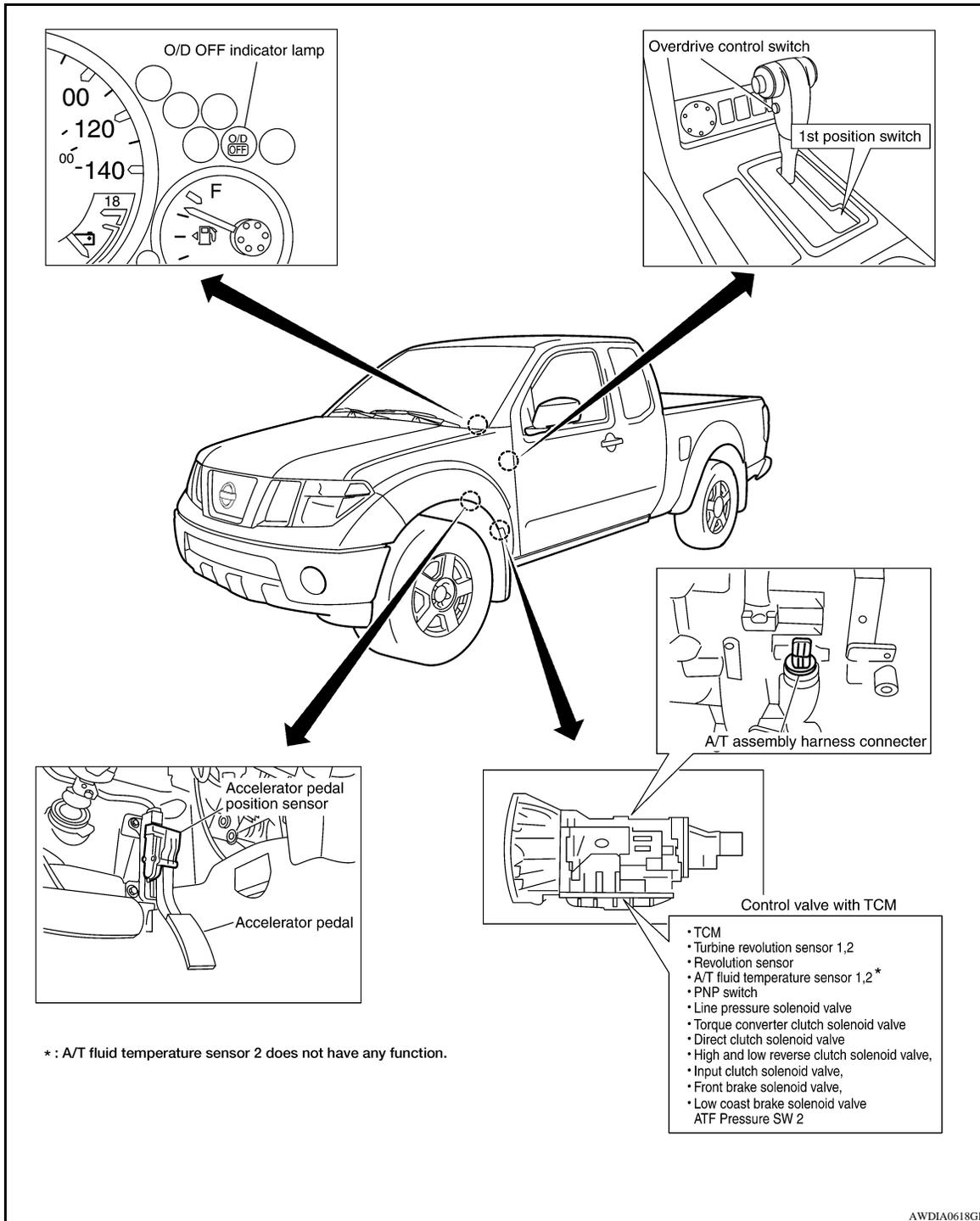
# A/T CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

## A/T Electrical Parts Location

INFOID:000000004054303



## A/T SHIFT LOCK SYSTEM

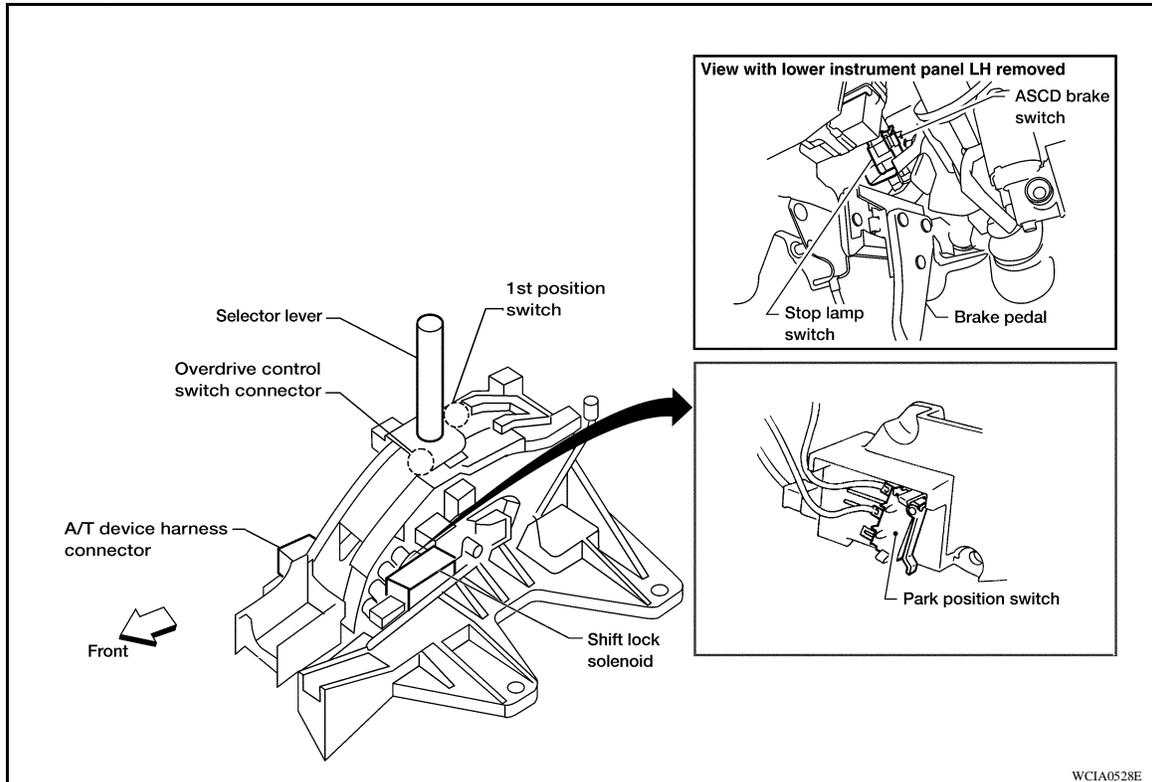
### System Description

INFOID:000000004054304

- The mechanical key interlock mechanism also operates as a shift lock:  
 With the ignition 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 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" position.
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder, respectively.

### Shift Lock System Electrical Parts Location

INFOID:000000004054305



WCIA0528E

## ON BOARD DIAGNOSTIC (OBD) SYSTEM

## Introduction

INFOID:000000004054306

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 [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

## OBD-II Function for A/T System

INFOID:000000004054307

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

INFOID:000000004054308

## 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. — 1st Trip

If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — 2nd Trip

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)

INFOID:000000004054309

## HOW TO READ DTC AND 1ST TRIP DTC

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

( with **CONSULT-III** or ( **GST**) CONSULT-III or GST (Generic Scan Tool) Examples: P0705, P0720 etc.

These DTC are prescribed by SAE J2012.

(CONSULT-III also displays the malfunctioning component or system.)

- **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-III can identify them as shown below, therefore, CONSULT-III (if available) is recommended.**

## 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-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST. For detail, refer to [TM-148](#).

Only one set of freeze frame data (either 1st trip freeze frame data of 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

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

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<br>Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175 |
| 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 DTC) are cleared when the ECM memory is erased.

## HOW TO ERASE DTC

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

- If the battery cable is disconnected, the diagnostic trouble code will be lost within 24 hours.
- When you erase the DTC, using CONSULT-III 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-47. "Emission-related Diagnostic Information"](#) (QR25DE) or [EC-503. "Emission-related Diagnostic Information"](#) (VQ40DE).

- 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-III)

1. The emission related diagnostic information in the TCM and ECM can be erased by selecting "ALL Erase" in the "Description" of "FINAL CHECK" mode with CONSULT-III.

### Ⓜ GST 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 10 seconds and then turn it "ON" (engine stopped) again.
2. Select Mode 4 with the Generic Scan Tool (GST). For details refer to [EC-77. "Generic Scan Tool \(GST\) Function"](#) (QR25DE) or [EC-532. "Generic Scan Tool \(GST\) Function"](#) (VQ40DE).

### Ⓜ NO TOOLS HOW TO ERASE DTC (NO TOOLS)

1. Disconnect battery for 24 hours.
2. Reconnect battery.

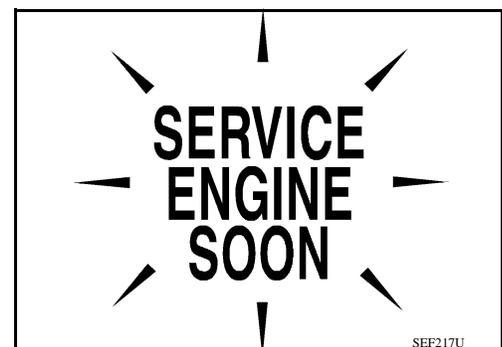
## Malfunction Indicator Lamp (MIL)

INFOID:000000004054310

### DESCRIPTION

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned "ON" without the engine running. This is a bulb check.
  - If the MIL does not light up, refer to [MWI-40. "Wiring Diagram"](#).
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



## DIAGNOSIS SYSTEM (TCM)

### CONSULT-III Function (TRANSMISSION)

INFOID:000000004054311

#### FUNCTION

| TCM diagnostic mode           | Description  |
|-------------------------------|--|
| Work Support                  | This mode enables a technician to adjust some devices faster and more accurately.            |
| Self-Diagnostic Results       | Retrieve DTC from ECU and display diagnostic items.  |
| Data Monitor                  | Monitor the input/output signal of the control unit in real time.                            |
| CAN Diagnosis Support Monitor | It monitors the status of CAN communication.   |
| DTC & SRT Confirmation        | The status of system monitoring tests and the self-diagnosis status/result can be confirmed. |
| ECU Identification            | Display the ECU identification number (part number etc.) of the selected system.             |

#### CONSULT-III REFERENCE VALUE

##### NOTICE:

- The CONSULT-III 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-III display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
- Shift schedule (which implies gear position) displayed on CONSULT-III 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-III indicates the point where shifts are completed.
- Display of solenoid valves on CONSULT-III changes at the start of shifting, while gear position is displayed upon completion of shifting (which is computed by TCM).

| Item name     | Condition   | Display value (Approx.)                        |
|---------------|---|--|
| ATF TEMP SE 1 | 0°C (32° F) - 20°C (68°F) - 80°C (176°F)                    | 3.3 - 2.7 - 0.9 V                              |
| TCC SOLENOID  | When perform slip lock-up                                   | 0.2 - 0.4 A                                    |
|               | When perform lock-up  | 0.4 - 0.6 A                                    |
| SLCT LVR POSI | Selector lever in "N", "P" positions.                       | N/P  |
|               | Selector lever in "R" position.                             | R  |
|               | Selector lever in "D" position.                             | D  |
|               | Selector lever in "3" position.                             | 3  |
|               | Selector lever in "2" position.                             | 2  |
|               | Selector lever in "1" position.                             | 1  |
| VHCL/S SE-A/T | During driving  | Approximately matches the speedometer reading. |
| ENGINE SPEED  | Engine running  | Closely matches the tachometer reading.        |
| LINE PRES SOL | During driving  | 0.2 - 0.6 A                                    |
| TURBINE REV   | During driving (lock-up ON)                                 | Approximately matches the engine speed.        |
| VHCL/S SE-MTR | During driving  | Approximately matches the speedometer reading. |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">TM-127</a>    | ON   |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a> | OFF  |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Item name     | Condition   | Display value (Approx.) |
|---------------|---|-------------------------|
| I/C SOLENOID  | Input clutch disengaged. Refer to <a href="#">TM-127</a>                | 0.6 - 0.8 A             |
|               | Input clutch engaged. Refer to <a href="#">TM-127</a>                   | 0 - 0.05 A              |
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">TM-127</a>                    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">TM-127</a>                 | 0 - 0.05 A              |
| D/C SOLENOID  | Direct clutch disengaged. Refer to <a href="#">TM-127</a>               | 0.6 - 0.8 A             |
|               | Direct clutch engaged. Refer to <a href="#">TM-127</a>                  | 0 - 0.05 A              |
| HLR/C SOL     | High and low reverse clutch disengaged. Refer to <a href="#">TM-127</a> | 0.6 - 0.8 A             |
|               | High and low reverse clutch engaged. Refer to <a href="#">TM-127</a>    | 0 - 0.05 A              |
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">TM-127</a>                | ON                      |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a>             | OFF                     |
| STARTER RELAY | Selector lever in "N", "P" positions.                                   | ON                      |
|               | Selector lever in other position.                                       | OFF                     |
| ACCELE POSI   | Released accelerator pedal.   | 0.0/8                   |
|               | Fully depressed accelerator pedal.                                      | 8/8                     |
| CLSD THL POS  | Released accelerator pedal.   | ON                      |
|               | Fully depressed accelerator pedal.                                      | OFF                     |
| W/O THL POS   | Fully depressed accelerator pedal.                                      | ON                      |
|               | Released accelerator pedal.   | OFF                     |
| OD CONT SW    | Releasing overdrive control switch                                      | OFF                     |
|               | Holding overdrive control switch  | ON                      |
| BRAKE SW      | Depressed brake pedal.  | ON                      |
|               | Released brake pedal.   | OFF                     |

## SELF-DIAGNOSTIC RESULT MODE

### Display Items List

X: Applicable, —: Not applicable

| Items (CONSULT-III screen terms) | Malfunction is detected when...  | TCM self-diagnosis              | OBD-II (DTC)   | Reference page         |
|----------------------------------|--|---------------------------------|--|------------------------|
|                                  |  | "TRANSMISSION" with CONSULT-III | MIL indicator lamp*1, "ENGINE" with CONSULT-III or GST |                        |
| CAN COMM CIRCUIT                 | <ul style="list-style-type: none"> <li>When TCM is not transmitting or receiving CAN communication signal for 2 seconds or more.</li> </ul>  | U1000                           | U1000  | <a href="#">TM-159</a> |
| STARTER RELAY/ CIRC              | <ul style="list-style-type: none"> <li>If this signal is ON other than in "P" or "N" position, this is judged to be a malfunction. (And if it is OFF in "P" or "N" position, this too is judged to be a malfunction.)</li> </ul> | P0615                           | —  | <a href="#">TM-160</a> |
| TCM                              | <ul style="list-style-type: none"> <li>TCM is malfunctioning.</li> </ul>   | P0700                           | P0700  | <a href="#">TM-162</a> |
| PNP SW/CIRC                      | <ul style="list-style-type: none"> <li>PNP switch 1-4 signals input with impossible pattern</li> <li>"P" position is detected from "N" position without any other position being detected in between.</li> </ul>                 | P0705                           | P0705  | <a href="#">TM-163</a> |
| TURBINE REV S/CIRC               | <ul style="list-style-type: none"> <li>TCM does not receive the proper voltage signal from the sensor.</li> <li>TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2.</li> </ul>             | P0717                           | P0717  | <a href="#">TM-165</a> |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Items (CONSULT-III screen terms)       | Malfunction is detected when...  | TCM self-diagnosis              | OBD-II (DTC)   | Reference page         |
|--|--|---------------------------------|--|------------------------|
|  |  | "TRANSMISSION" with CONSULT-III | MIL indicator lamp*1, "ENGINE" with CONSULT-III or GST |                        |
| VEH SPD SEN/CIR AT (Revolution sensor) | <ul style="list-style-type: none"> <li>Signal from vehicle speed sensor A/T (Revolution sensor) not input due to cut line or the like</li> <li>Unexpected signal input during running</li> <li>After ignition switch is turned ON, unexpected signal input from vehicle speed sensor MTR before the vehicle starts moving</li> </ul> | P0720                           | P0720  | <a href="#">TM-167</a> |
| ENGINE SPEED SIG                       | <ul style="list-style-type: none"> <li>TCM does not receive the CAN communication signal from the ECM.</li> </ul>  | P0725                           | —  | <a href="#">TM-170</a> |
| A/T 1ST GR FNCTN                       | <ul style="list-style-type: none"> <li>A/T cannot shift to 1st gear</li> </ul>   | P0731                           | P0731  | <a href="#">TM-173</a> |
| A/T 2ND GR FNCTN                       | <ul style="list-style-type: none"> <li>A/T cannot shift to 2nd gear</li> </ul>   | P0732                           | P0732  | <a href="#">TM-175</a> |
| A/T 3RD GR FNCTN                       | <ul style="list-style-type: none"> <li>A/T cannot shift to 3rd gear</li> </ul>   | P0733                           | P0733  | <a href="#">TM-177</a> |
| A/T 4TH GR FNCTN                       | <ul style="list-style-type: none"> <li>A/T cannot shift to 4th gear</li> </ul>   | P0734                           | P0734  | <a href="#">TM-179</a> |
| A/T 5TH GR FNCTN                       | <ul style="list-style-type: none"> <li>A/T cannot shift to 5th gear</li> </ul>   | P0735                           | P0735  | <a href="#">TM-181</a> |
| TCC SOLENOID/CIRC                      | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> </ul>   | P0740                           | P0740  | <a href="#">TM-182</a> |
| A/T TCC S/V FNCTN                      | <ul style="list-style-type: none"> <li>A/T cannot perform lock-up even if electrical circuit is good.</li> <li>TCM detects as irregular by comparing difference value with slip rotation.</li> </ul>   | P0744                           | P0744*2  | <a href="#">TM-184</a> |
| L/PRESS SOL/CIRC                       | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>   | P0745                           | P0745  | <a href="#">TM-186</a> |
| TP SEN/CIRC A/T                        | <ul style="list-style-type: none"> <li>TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.</li> </ul>  | P1705                           | —  | <a href="#">TM-188</a> |
| ATF TEMP SEN/CIRC                      | <ul style="list-style-type: none"> <li>During running, the ATF temperature sensor signal voltage is excessively high or low</li> </ul>   | P1710                           | P0710  | <a href="#">TM-190</a> |
| VEH SPD SE/CIR-MTR                     | <ul style="list-style-type: none"> <li>Signal (CAN communication) from vehicle speed sensor MTR not input due to cut line or the like</li> <li>Unexpected signal input during running</li> </ul>   | P1721                           | —  | <a href="#">TM-192</a> |
| A/T INTERLOCK                          | <ul style="list-style-type: none"> <li>Except during shift change, the gear position and ATF pressure switch states are monitored and comparative judgement made.</li> </ul>   | P1730                           | P1730  | <a href="#">TM-194</a> |
| A/T 1ST E/BRAKING                      | <ul style="list-style-type: none"> <li>Each ATF pressure switch and solenoid current is monitored and if a pattern is detected having engine braking 1st gear other than in the "1" position, a malfunction is detected.</li> </ul>  | P1731                           | —  | <a href="#">TM-196</a> |
| I/C SOLENOID/CIRC                      | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>   | P1752                           | P1752  | <a href="#">TM-198</a> |
| FR/B SOLENOID/CIRC                     | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>   | P1757                           | P1757  | <a href="#">TM-200</a> |
| D/C SOLENOID/CIRC                      | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>   | P1762                           | P1762  | <a href="#">TM-202</a> |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Items (CONSULT-III screen terms)                   | Malfunction is detected when...   | TCM self-diagnosis              | OBD-II (DTC)   | Reference page         |
|--|---|---------------------------------|--|------------------------|
|  |   | "TRANSMISSION" with CONSULT-III | MIL indicator lamp*1, "ENGINE" with CONSULT-III or GST |                        |
| HLR/C SOL/CIRC                                     | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>  | P1767                           | P1767  | <a href="#">TM-204</a> |
| LC/B SOLENOID/CIRC                                 | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> </ul>  | P1772                           | P1772  | <a href="#">TM-206</a> |
| LC/B SOLENOID FNCT                                 | <ul style="list-style-type: none"> <li>TCM detects an improper voltage drop when it tries to operate the solenoid valve.</li> <li>Condition of ATF pressure switch 2 is different from monitor value, and relation between gear position and actual gear ratio is irregular.</li> </ul> | P1774                           | P1774*2  | <a href="#">TM-208</a> |
| NO DTC IS DETECTED FURTHER TESTING MAY BE REQUIRED | <ul style="list-style-type: none"> <li>No NG item has been detected.</li> </ul>   | X                               | X  | —                      |

\*1: Refer to [TM-149, "Malfunction Indicator Lamp \(MIL\)"](#).

\*2: These malfunctions cannot be displayed MIL if another malfunction is assigned to MIL.

## DATA MONITOR MODE

### Display Items List

X: Standard, —: Not applicable, ▼: Option

| Monitored item (Unit)         | Monitor Item Selection |              |                     | Remarks   |
|-------------------------------|------------------------|--------------|---------------------|---|
|                               | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |   |
| VHCL/S SE·A/T (km/h)          | X                      | X            | ▼                   | Revolution sensor   |
| VHCL/S SE·MTR (km/h)          | X                      | —            | ▼                   |   |
| ACCELE POSI (0.0/8)           | X                      | —            | ▼                   | Accelerator pedal position signal   |
| THROTTLE POSI (0.0/8)         | X                      | X            | ▼                   | Degree of opening for accelerator recognized by the TCM<br>For fail-safe operation, the specific value used for control is displayed. |
| CLSD THL POS (ON-OFF display) | X                      | —            | ▼                   | Signal input with CAN communications  |
| W/O THL POS (ON-OFF display)  | X                      | —            | ▼                   |   |
| BRAKE SW (ON-OFF display)     | X                      | —            | ▼                   | Stop lamp switch  |
| GEAR                          | —                      | X            | ▼                   | Gear position recognized by the TCM updated after gear-shifting   |
| ENGINE SPEED (rpm)            | X                      | X            | ▼                   |   |
| TURBINE REV (rpm)             | X                      | X            | ▼                   |   |
| OUTPUT REV (rpm)              | X                      | X            | ▼                   |   |
| GEAR RATIO                    | —                      | X            | ▼                   |   |
| TC SLIP SPEED (rpm)           | —                      | X            | ▼                   | Difference between engine speed and torque converter input shaft speed  |
| F SUN GR REV (rpm)            | —                      | —            | ▼                   |   |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Monitored item (Unit)          | Monitor Item Selection |              |                     | Remarks  |
|--------------------------------|------------------------|--------------|---------------------|--|
|                                | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |  |
| F CARR GR REV (rpm)            | —                      | —            | ▼                   |  |
| ATF TEMP SE 1 (V)              | X                      | —            | ▼                   |  |
| ATF TEMP SE 2 (V)              | X                      | —            | ▼                   |  |
| ATF TEMP 1 (°C)                | —                      | X            | ▼                   |  |
| ATF TEMP 2 (°C)                | —                      | X            | ▼                   |  |
| BATTERY VOLT (V)               | X                      | —            | ▼                   |  |
| ATF PRES SW 1 (ON-OFF display) | X                      | X            | ▼                   |  |
| ATF PRES SW 2 (ON-OFF display) | X                      | X            | ▼                   | (for LC/B solenoid)  |
| ATF PRES SW 3 (ON-OFF display) | X                      | X            | ▼                   |  |
| ATF PRES SW 5 (ON-OFF display) | X                      | X            | ▼                   |  |
| ATF PRES SW 6 (ON-OFF display) | X                      | X            | ▼                   |  |
| PNP SW 1 (ON-OFF display)      | X                      | —            | ▼                   |  |
| PNP SW 2 (ON-OFF display)      | X                      | —            | ▼                   |  |
| PNP SW 3 (ON-OFF display)      | X                      | —            | ▼                   |  |
| PNP SW 4 (ON-OFF display)      | X                      | —            | ▼                   |  |
| 1 POSITION SW (ON-OFF display) | X                      | —            | ▼                   | 1st position switch  |
| SLCT LVR POSI                  | —                      | X            | ▼                   | Selector lever position is recognized by the TCM. For fail-safe operation, the specific value used for control is displayed. |
| OD CONT SW (ON-OFF display)    | X                      | —            | ▼                   |  |
| POWERSHIFT SW (ON-OFF display) | X                      | —            | ▼                   |  |
| HOLD SW (ON-OFF display)       | X                      | —            | ▼                   |  |
| MANU MODE SW (ON-OFF display)  | X                      | —            | ▼                   |  |
| NON M-MODE SW (ON-OFF display) | X                      | —            | ▼                   |  |
| UP SW LEVER (ON-OFF display)   | X                      | —            | ▼                   |  |
| DOWN SW LEVER (ON-OFF display) | X                      | —            | ▼                   |  |
| SFT UP ST SW (ON-OFF display)  | —                      | —            | ▼                   |  |
| SFT DWN ST SW (ON-OFF display) | —                      | —            | ▼                   |  |
| ASCD-OD CUT (ON-OFF display)   | —                      | —            | ▼                   |  |
| ASCD-CRUISE (ON-OFF display)   | —                      | —            | ▼                   |  |
| ABS SIGNAL (ON-OFF display)    | —                      | —            | ▼                   |  |
| ACC OD CUT (ON-OFF display)    | —                      | —            | ▼                   |  |
| ACC SIGNAL (ON-OFF display)    | —                      | —            | ▼                   | Not mounted but displayed.   |
| TCS GR/P KEEP (ON-OFF display) | —                      | —            | ▼                   |  |
| TCS SIGNAL 2 (ON-OFF display)  | —                      | —            | ▼                   |  |
| TCS SIGNAL 1 (ON-OFF display)  | —                      | —            | ▼                   |  |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Monitored item (Unit)          | Monitor Item Selection      |                   |                                | Remarks                    |    |
|--------------------------------|-----------------------------|-------------------|--------------------------------|----------------------------|----|
|                                | ECU IN-<br>PUT SIG-<br>NALS | MAIN SIG-<br>NALS | SELEC-<br>TION<br>FROM<br>MENU |                            |    |
| TCC SOLENOID (A)               | —                           | X                 | ▼                              |                            | A  |
| LINE PRES SOL (A)              | —                           | X                 | ▼                              |                            | B  |
| I/C SOLENOID (A)               | —                           | X                 | ▼                              |                            | C  |
| FR/B SOLENOID (A)              | —                           | X                 | ▼                              |                            | TM |
| D/C SOLENOID (A)               | —                           | X                 | ▼                              |                            |    |
| HLR/C SOL (A)                  | —                           | X                 | ▼                              |                            |    |
| ON OFF SOL (ON-OFF display)    | —                           | —                 | ▼                              | LC/B solenoid              | E  |
| TCC SOL MON (A)                | —                           | —                 | ▼                              |                            |    |
| L/P SOL MON (A)                | —                           | —                 | ▼                              |                            | F  |
| I/C SOL MON (A)                | —                           | —                 | ▼                              |                            |    |
| FR/B SOL MON (A)               | —                           | —                 | ▼                              |                            | G  |
| D/C SOL MON (A)                | —                           | —                 | ▼                              |                            |    |
| HLR/C SOL MON (A)              | —                           | —                 | ▼                              |                            | H  |
| ONOFF SOL MON (ON-OFF display) | —                           | —                 | ▼                              | LC/B solenoid              |    |
| P POSI IND (ON-OFF display)    | —                           | —                 | ▼                              |                            | I  |
| R POSI IND (ON-OFF display)    | —                           | —                 | ▼                              |                            |    |
| N POSI IND (ON-OFF display)    | —                           | —                 | ▼                              |                            | J  |
| D POSI IND (ON-OFF display)    | —                           | —                 | ▼                              |                            |    |
| 4TH POSI IND (ON-OFF display)  | —                           | —                 | ▼                              |                            | K  |
| 3RD POSI IND (ON-OFF display)  | —                           | —                 | ▼                              |                            |    |
| 2ND POSI IND (ON-OFF display)  | —                           | —                 | ▼                              |                            | L  |
| 1ST POSI IND (ON-OFF display)  | —                           | —                 | ▼                              |                            |    |
| MANU MODE IND (ON-OFF display) | —                           | —                 | ▼                              | Not mounted but displayed. |    |
| POWER M LAMP (ON-OFF display)  | —                           | —                 | ▼                              |                            | M  |
| F-SAFE IND/L (ON-OFF display)  | —                           | —                 | ▼                              |                            |    |
| ATF WARN LAMP (ON-OFF display) | —                           | —                 | ▼                              |                            | N  |
| BACK-UP LAMP (ON-OFF display)  | —                           | —                 | ▼                              |                            |    |
| STARTER RELAY (ON-OFF display) | —                           | —                 | ▼                              |                            | O  |
| PNP SW3 MON (ON-OFF display)   | —                           | —                 | ▼                              |                            |    |
| C/V CLB ID1                    | —                           | —                 | ▼                              |                            | P  |
| C/V CLB ID2                    | —                           | —                 | ▼                              |                            |    |
| C/V CLB ID3                    | —                           | —                 | ▼                              |                            |    |
| UNIT CLB ID1                   | —                           | —                 | ▼                              |                            |    |
| UNIT CLB ID2                   | —                           | —                 | ▼                              |                            |    |
| UNIT CLB ID3                   | —                           | —                 | ▼                              |                            |    |

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

| Monitored item (Unit) | Monitor Item Selection |              |                     | Remarks                              |
|-----------------------|------------------------|--------------|---------------------|--------------------------------------|
|                       | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |                                      |
| TRGT GR RATIO         | —                      | —            | ▼                   |                                      |
| TRGT PRES TCC (kPa)   | —                      | —            | ▼                   |                                      |
| TRGT PRES L/P (kPa)   | —                      | —            | ▼                   |                                      |
| TRGT PRES I/C (kPa)   | —                      | —            | ▼                   |                                      |
| TRGT PRE FR/B (kPa)   | —                      | —            | ▼                   |                                      |
| TRGT PRES D/C (kPa)   | —                      | —            | ▼                   |                                      |
| TRG PRE HLR/C (kPa)   | —                      | —            | ▼                   |                                      |
| SHIFT PATTERN         | —                      | —            | ▼                   |                                      |
| DRV CST JUDGE         | —                      | —            | ▼                   |                                      |
| START RLY MON         | —                      | —            | ▼                   |                                      |
| NEXT GR POSI          | —                      | —            | ▼                   |                                      |
| SHIFT MODE            | —                      | —            | ▼                   |                                      |
| MANU GR POSI          | —                      | —            | ▼                   |                                      |
| VEHICLE SPEED (km/h)  | —                      | X            | ▼                   | Vehicle speed recognized by the TCM. |

## DTC & SRT CONFIRMATION

### DTC Work Support Mode

| DTC work support item | Description   | Check item  |
|-----------------------|---|---|
| 1ST GR FUNCTN P0731   | Following items for "1st gear function" can be confirmed. <ul style="list-style-type: none"> <li>• Self-diagnosis status (whether the diagnosis is being performed or not)</li> <li>• Self-diagnostic results (OK or NG)</li> </ul> | <ul style="list-style-type: none"> <li>• Input clutch solenoid valve</li> <li>• Front brake solenoid valve</li> <li>• Direct clutch solenoid valve</li> <li>• High and low reverse clutch solenoid valve</li> <li>• Each clutch and brake</li> <li>• Hydraulic control circuit</li> </ul> |
| 2ND GR FUNCTN P0732   | Following items for "2nd gear function" can be confirmed. <ul style="list-style-type: none"> <li>• Self-diagnosis status (whether the diagnosis is being performed or not)</li> <li>• Self-diagnostic results (OK or NG)</li> </ul> |   |
| 3RD GR FUNCTN P0733   | Following items for "3rd gear function" can be confirmed. <ul style="list-style-type: none"> <li>• Self-diagnosis status (whether the diagnosis is being performed or not)</li> <li>• Self-diagnostic results (OK or NG)</li> </ul> |   |
| 4TH GR FUNCTN P0734   | Following items for "4th gear function" can be confirmed. <ul style="list-style-type: none"> <li>• Self-diagnosis status (whether the diagnosis is being performed or not)</li> <li>• Self-diagnostic results (OK or NG)</li> </ul> |   |
| 5TH GR FUNCTN P0735   | Following items for "5th gear function" can be confirmed. <ul style="list-style-type: none"> <li>• Self-diagnosis status (whether the diagnosis is being performed or not)</li> <li>• Self-diagnostic results (OK or NG)</li> </ul> |   |

## Diagnosis Procedure without CONSULT-III

INFOID:000000004054312

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

Refer to [EC-77, "Generic Scan Tool \(GST\) Function"](#) (QR25DE) or [EC-532, "Generic Scan Tool \(GST\) Function"](#) (VQ40DE).

 **OBD-II SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)**

Refer to [TM-149, "Malfunction Indicator Lamp \(MIL\)"](#).

 **TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)**

**Description**

When the ignition switch is switched "ON", the O/D OFF indicator lamp lights up for 2 seconds. As a method for locating the suspect circuit, when the self-diagnostics start signal is input, the memory for the malfunction location is output and the O/D OFF indicator lamp flashes to display the corresponding DTC.

**Diagnostic Procedure**

**1. CHECK O/D OFF INDICATOR LAMP**

1. Start the engine with selector lever in "P" position. Warm engine to normal operating temperature.
2. Turn ignition switch ON and OFF at least twice, then leave it in the OFF position.
3. Wait 10 seconds.
4. Turn ignition switch ON. (Do not start engine.)

Does O/D OFF indicator lamp come on for about 2 seconds?

YES >> GO TO 2.

NO >> GO TO [TM-232, "O/D OFF Indicator Lamp Does Not Come On"](#).

**2. JUDGEMENT PROCEDURE STEP 1**

1. Turn ignition switch OFF.
2. Keep pressing shift lock release button.
3. Move selector lever from "P" to "D" position.
4. Release accelerator pedal. (Set the closed throttle position signal "ON".)
5. Depress brake pedal. (Stop lamp switch signal "ON".)
6. Turn ignition switch ON. (Do not start engine.)
7. Wait 3 seconds.
8. Move the selector lever from "D" to "3" position.
9. Release brake pedal. (Stop lamp switch signal "OFF".)
10. Move the selector lever from "3" to "2" position.
11. Depress brake pedal. (Stop lamp switch signal "ON".)
12. Depress accelerator pedal fully and release it.

>> GO TO 3.

**3. CHECK SELF-DIAGNOSIS CODE**

Check O/D OFF indicator lamp.

Refer to "Judgement Self-diagnosis Code".

If the system does not go into self-diagnostics. Refer to [TM-163, "Diagnosis Procedure"](#), [TM-213, "Diagnosis Procedure"](#), [TM-214, "Diagnosis Procedure"](#).

>> **DIAGNOSIS END**

Judgement Self-diagnosis Code

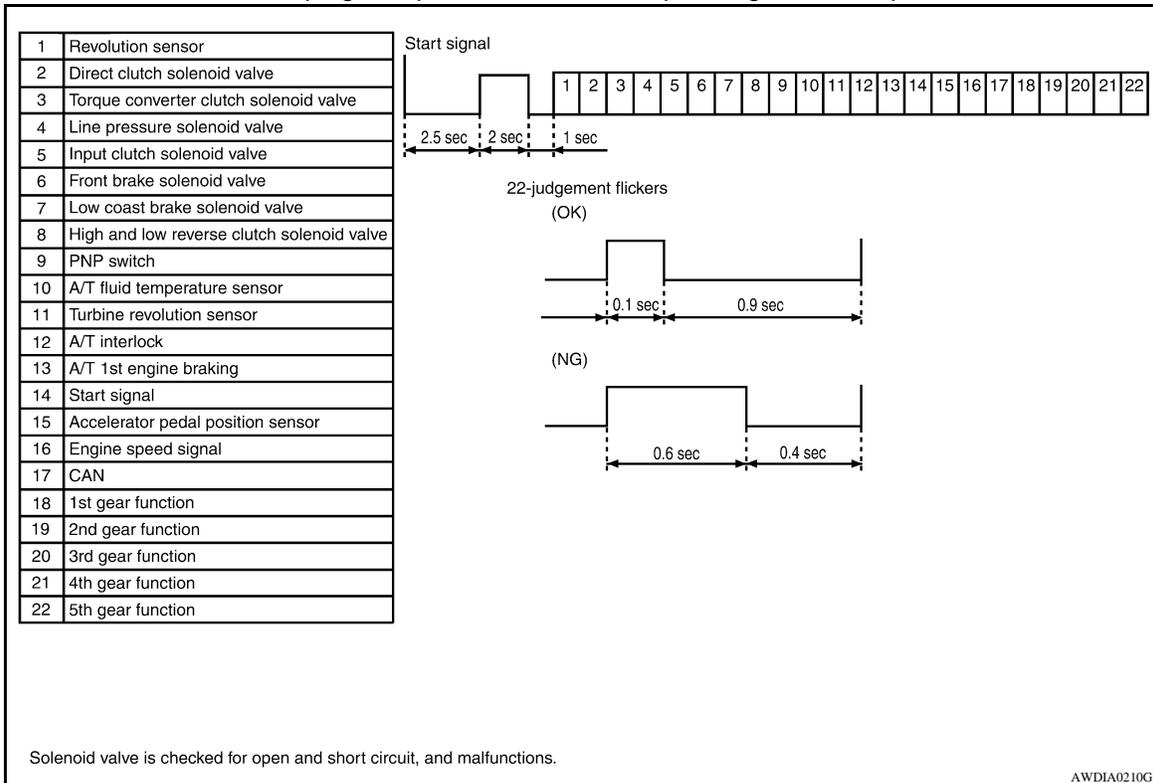
A  
B  
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E  
F  
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H  
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J  
K  
L  
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P

# DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[5AT: RE5R05A]

If there is a malfunction, the lamp lights up for the time corresponding to the suspect circuit.



## Erase Self-diagnosis

- In order to make it easier to find the cause of hard-to-duplicate malfunctions, malfunction information is stored into the control unit as necessary during use by the user. This memory is not erased no matter how many times the ignition switch is turned ON and OFF.
- However, this information is erased by turning ignition switch OFF after executing self-diagnostics or by erasing the memory using the CONSULT-III.

## COMPONENT DIAGNOSIS

### DTC U1000 CAN COMMUNICATION LINE

#### Description

INFOID:000000004054313

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent malfunction detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only.

#### On Board Diagnosis Logic

INFOID:000000004054314

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "U1000 CAN COMM CIRCUIT" with CONSULT-III or 17th judgement flicker without CONSULT-III is detected when TCM cannot communicate to other control units.

#### Possible Cause

INFOID:000000004054315

Harness or connectors  
(CAN communication line is open or shorted.)

#### DTC Confirmation Procedure

INFOID:000000004054316

##### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

##### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-III.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [TM-159, "Diagnosis Procedure"](#).

##### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

#### Diagnosis Procedure

INFOID:000000004054317

### 1. CHECK CAN COMMUNICATION CIRCUIT

##### ④ With CONSULT-III

1. Turn ignition switch "ON" and start engine.
2. Select "SELF-DIAG RESULTS" mode for "TRANSMISSION" with CONSULT-III.

Is any malfunction of the "CAN COMM CIRCUIT" indicated?

- YES >> GO TO LAN section. Refer to [LAN-55, "CAN System Specification Chart"](#).  
NO >> **INSPECTION END**

# DTC P0615 START SIGNAL CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0615 START SIGNAL CIRCUIT

### Description

INFOID:000000004054318

- TCM prohibits cranking other than at "P" or "N" position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054319

| Item name     | Condition                             | Display value |
|---------------|---------------------------------------|---------------|
| STARTER RELAY | Selector lever in "N", "P" positions. | ON            |
|               | Selector lever in other position.     | OFF           |

### On Board Diagnosis Logic

INFOID:000000004054320

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0615 STARTER RELAY/CIRC" with CONSULT-III or 14th judgement flicker without CONSULT-III is detected when park/neutral (PNP) relay (starter relay) is switched "ON" other than at "P" or "N" position. (Or when switched "OFF" at "P" or "N" position).

### Possible Cause

INFOID:000000004054321

- Harness or connectors  
[The park/neutral position (PNP) relay (starter relay) and TCM circuit is open or shorted.]
- Park/neutral position (PNP) relay (starter relay)

### DTC Confirmation Procedure

INFOID:000000004054322

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### Ⓟ WITH CONSULT-III

1. Shift selector lever to "P" or "N" position.
2. Turn ignition switch ON and wait for at least 2 seconds.
3. Select "SELF-DIAG RESULTS" mode for "TRANSMISSION" with CONSULT-III.
4. If DTC is detected, go to [TM-160, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000004054323

#### 1. CHECK STARTER RELAY

##### Ⓟ With CONSULT-III

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III and check monitor "STARTER RELAY" ON/OFF.

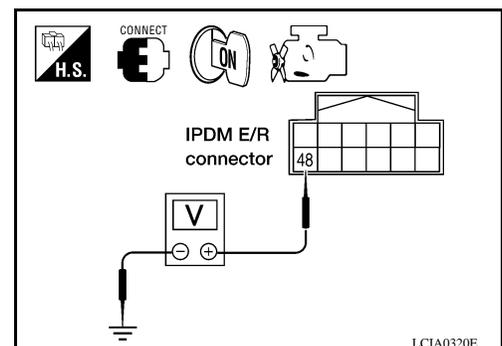
##### ⊗ Without CONSULT-III

1. Turn ignition switch ON. (Do not start engine.)
2. Check voltage between the IPDM E/R connector and ground.

| Item          | Connector | Terminal | Shift position | Voltage (Approx.) |                 |
|---------------|-----------|----------|----------------|-------------------|-----------------|
| Starter relay | E122      | 48       | Ground         | "N" and "P"       | Battery voltage |
|               |           |          |                | "R" and "D"       | 0V              |

#### OK or NG

- OK >> GO TO 5.  
NG >> GO TO 2.



LCIA0320E

# DTC P0615 START SIGNAL CIRCUIT

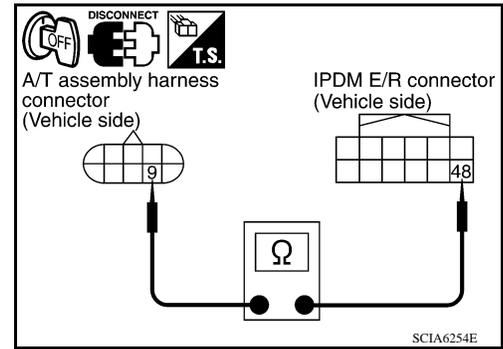
< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## 2. CHECK HARNESS BETWEEN A/T ASSEMBLY HARNESS CONNECTOR AND IPDM E/R CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector and IPDM E/R connector.
3. Check continuity between A/T assembly harness connector and IPDM E/R connector.

| Item                           | Connector | Terminal | Continuity |
|--------------------------------|-----------|----------|------------|
| A/T assembly harness connector | F9        | 9        | Yes        |
| IPDM E/R connector             | E122      | 48       |            |



4. If OK, check harness for short to ground and short to power.
5. Reinstall any part removed.

**OK or NG**

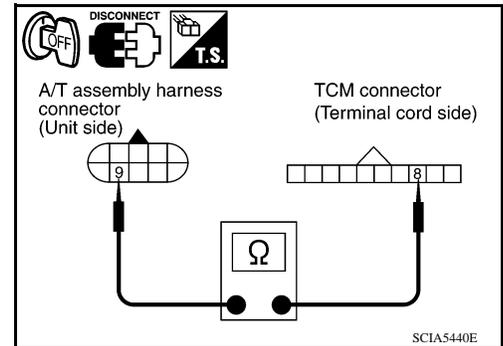
OK >> GO TO 3.

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

## 3. CHECK TERMINAL CORD ASSEMBLY

1. Remove control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect A/T assembly harness connector and TCM connector.
3. Check continuity between A/T assembly harness connector terminal and TCM connector terminal.

| Item                           | Connector | Terminal | Continuity |
|--------------------------------|-----------|----------|------------|
| A/T assembly harness connector | F9        | 9        | Yes        |
| TCM connector                  | F502      | 8        |            |



4. If OK, check harness for short to ground and short to power.
5. Reinstall any part removed.

**OK or NG**

OK >> GO TO 4.

NG >> Replace open circuit or short to ground and short to power in harness or connectors.

## 4. DETECT MALFUNCTIONING ITEM

Check the following.

- Starter relay, Refer to [STR-8](#).
- IPDM E/R, Refer to [PCS-8](#).

**OK or NG**

OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

## 5. CHECK DTC

Perform [TM-160, "DTC Confirmation Procedure"](#).

**OK or NG**

OK >> **INSPECTION END**

NG >> GO TO 2.

## DTC P0700 TCM

### Description

INFOID:000000004054324

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

### On Board Diagnosis Logic

INFOID:000000004054325

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0700 TCM" with CONSULT-III is detected when the TCM is malfunctioning.

### Possible Cause

INFOID:000000004054326

TCM.

### DTC Confirmation Procedure

INFOID:000000004054327

#### NOTE:

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [TM-162. "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054328

## 1. CHECK DTC

#### ④ With CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "SELF DIAG RESULTS" mode for "TRANSMISSION" with CONSULT-III.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform [TM-162. "DTC Confirmation Procedure"](#).

Is the "TCM" displayed again?

- YES >> Replace the control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NO >> **INSPECTION END**

# DTC P0705 PARK/NEUTRAL POSITION SWITCH

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0705 PARK/NEUTRAL POSITION SWITCH

### Description

INFOID:000000004054329

- The park/neutral position (PNP) switch includes a transmission position switch.
- The transmission range switch detects the selector lever position and sends a signal to the TCM.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054330

| Item name    | Condition                            | Display value |
|--------------|--------------------------------------|---------------|
| SLCTLVR POSI | Selector lever in "N","P" positions. | N/P           |
|              | Selector lever in "R" position.      | R             |
|              | Selector lever in "D" position.      | D             |
|              | Selector lever in "3" position.      | 3             |
|              | Selector lever in "2" position.      | 2             |
|              | Selector lever in "1" position.      | 1             |

### On Board Diagnosis Logic

INFOID:000000004054331

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0705 PNP SW/CIRC" with CONSULT-III or 9th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM does not receive the correct voltage signal from the PNP switch 1, 2, 3, 4 based on the gear position.
  - When no other position but "P" position is detected from "N" positions.

### Possible Cause

INFOID:000000004054332

- Harness or connectors  
[The park/neutral position (PNP) switch 1, 2, 3, 4 and TCM circuit is open or shorted.]
- Park/neutral position (PNP) switch 1, 2, 3, 4

### DTC Confirmation Procedure

INFOID:000000004054333

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**THRTL POS SEN: More than 1.2V**
5. If DTC is detected, go to [TM-163, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054334

#### 1. CHECK PNP SW CIRCUIT

##### ④ With CONSULT-III

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.

# DTC P0705 PARK/NEUTRAL POSITION SWITCH

[5AT: RE5R05A]

## < COMPONENT DIAGNOSIS >

- Check if correct selector lever position (N/P, R, D, 3, 2 or 1) is displayed as selector lever is moved into each position.

### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 2.

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210. "Diagnosis Procedure"](#).

### OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

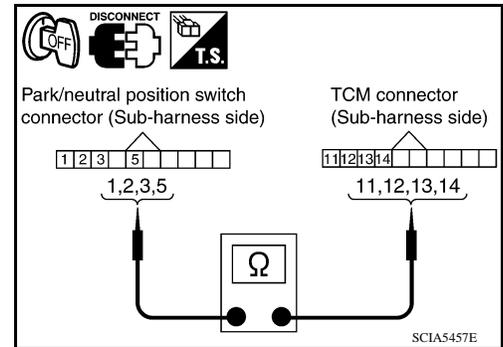
### OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace damaged parts.

## 4.CHECK SUB-HARNESS

- Remove control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- Disconnect park/neutral position switch connector and TCM connector.
- Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal | Continuity |
|--|-----------|----------|------------|
| Park/neutral position switch connector | F505      | 1        | Yes        |
| TCM connector                          | F503      | 13       |            |
| Park/neutral position switch connector | F505      | 2        | Yes        |
| TCM connector                          | F503      | 11       |            |
| Park/neutral position switch connector | F505      | 3        | Yes        |
| TCM connector                          | F503      | 12       |            |
| Park/neutral position switch connector | F505      | 5        | Yes        |
| TCM connector                          | F503      | 14       |            |



- If OK, check harness for short to ground and short to power.
- Reinstall any part removed.

### OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

## 5.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-163. "DTC Confirmation Procedure"](#).

### OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

# DTC P0717 TURBINE REVOLUTION SENSOR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0717 TURBINE REVOLUTION SENSOR

### Description

INFOID:000000004054335

The turbine revolution sensor detects input shaft rpm (revolutions per minute). It is located on the input side of the automatic transmission. Monitors revolution of sensor 1 and sensor 2 for non-standard conditions.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054336

| Item name   | Condition                   | Display value (rpm)                     |
|-------------|-----------------------------|---|
| TURBINE REV | During driving (lock-up ON) | Approximately matches the engine speed. |

### On Board Diagnosis Logic

INFOID:000000004054337

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0717 TURBINE REV S/CIRC" with CONSULT-III or 11th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM does not receive the proper voltage signal from the sensor.
  - When TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2.

### Possible Cause

INFOID:000000004054338

- Harness or connectors  
(The sensor circuit is open or shorted.)
- Turbine revolution sensor 1, 2

### DTC Confirmation Procedure

INFOID:000000004054339

#### CAUTION:

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

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### Ⓜ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.
  - VHCL/S SE-A/T: 40 km/h (25 MPH) or more**
  - ENGINE SPEED: 1,500 rpm or more**
  - ACCELE POSI: 0.5/8 or more**
  - SLCT LVR POSI: "D" position**
  - GEAR (Turbine revolution sensor 1): 4th or 5th position**
  - GEAR (Turbine revolution sensor 2): All position**
  - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
4. If DTC is detected, go to [TM-165, "Diagnosis Procedure"](#).

#### Ⓜ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054340

#### 1. CHECK INPUT SIGNAL

##### Ⓜ With CONSULT-III

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Vehicle start and read out the value of "TURBINE REV".

# DTC P0717 TURBINE REVOLUTION SENSOR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

## 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

## 3. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

## 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-165, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

# DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

### Description

INFOID:000000004054341

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

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054342

| Item name     | Condition      | Display value (km/h)                           |
|---------------|----------------|--|
| VHCL/S SE-A/T | During driving | Approximately matches the speedometer reading. |

### On Board Diagnosis Logic

INFOID:000000004054343

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0720 VEH SPD SEN/CIR AT" with CONSULT-III or 1st judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM does not receive the proper voltage signal from the sensor.
  - After ignition switch is turned "ON", irregular signal input from vehicle speed sensor MTR before the vehicle starts moving.

### Possible Cause

INFOID:000000004054344

- Harness or connectors  
(The sensor circuit is open or shorted.)
- Revolution sensor
- Vehicle speed sensor MTR

### DTC Confirmation Procedure

INFOID:000000004054345

#### CAUTION:

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

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Drive vehicle and check for an increase of "VHCL/S SE-A/T" value in response to "VHCL/S SE-MTR" value.  
If the check result is NG, go to [TM-168. "Diagnosis Procedure"](#).  
If the check result is OK, go to following step.
4. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-III.
5. Start engine and maintain the following conditions for at least 5 consecutive seconds.  
**VHCL/S SE-A/T: 30 km/h (19 MPH) or more**  
**ACCELE POSI: More than 1.0/8**  
**SLCT LVR POSI: "D" position**  
**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 [TM-168. "Diagnosis Procedure"](#).  
If the check result is OK, go to following step.
6. Maintain the following conditions for at least 5 consecutive seconds.  
**ENGINE SPEED: 3,500 rpm or more**  
**ACCELE POSI: More than 1.0/8**  
**SLCT LVR POSI: "D" position**  
**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 [TM-168. "Diagnosis Procedure"](#).

# DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

 WITH GST

Follow the procedure "WITH CONSULT-III".

## Diagnosis Procedure

INFOID:000000004054346

### 1. CHECK INPUT SIGNAL

 With CONSULT-III

1. Turn ignition switch ON.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start the engine.
4. Read out the value of "VHCL/S SE-A/T" while driving.  
Check the value changes according to driving speed.

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. CHECK SUB-HARNESS

1. Remove control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disconnect park/neutral position switch connector and TCM connector.
3. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal | Continuity |
|--|-----------|----------|------------|
| Park/neutral position switch connector | F505      | 8        | Yes        |
| TCM connector                          | F503      | 20       |            |
| Park/neutral position switch connector | F505      | 9        | Yes        |
| TCM connector                          | F503      | 17       |            |
| Park/neutral position switch connector | F505      | 10       | Yes        |
| TCM connector                          | F503      | 16       |            |

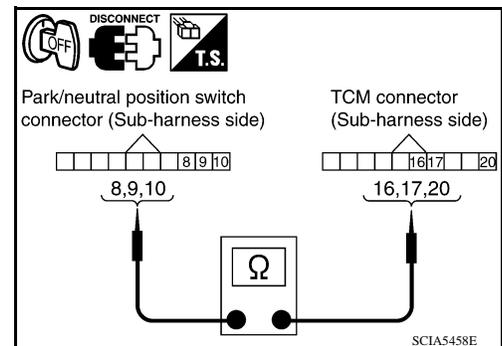
4. If OK, check harness for short to ground and short to power.
5. Reinstall any part removed.

OK or NG

- OK >> GO TO 5.  
NG >> Replace open circuit or short to ground and short to power in harness or connectors.

### 5. REPLACE THE REVOLUTION SENSOR AND CHECK DTC

1. Replace the revolution sensor. Refer to [TM-325](#).
2. Perform "DTC Confirmation Procedure". Refer to [TM-167, "DTC Confirmation Procedure"](#).



# DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

OK or NG

OK >> **INSPECTION END**

NG >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

## 6. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-167, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

A

B

C

TM

E

F

G

H

I

J

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L

M

N

O

P

# DTC P0725 ENGINE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0725 ENGINE SPEED SIGNAL

### Description

INFOID:000000004054347

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

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054348

| Item name    | Condition      | Display value (rpm)                     |
|--------------|----------------|---|
| ENGINE SPEED | Engine running | Closely matches the tachometer reading. |

### On Board Diagnosis Logic

INFOID:000000004054349

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “P0725 ENGINE SPEED SIG” with CONSULT-III or 16th judgement flicker without CONSULT-III is detected when TCM does not receive the ignition signal from ECM during engine cranking or running.

### Possible Cause

INFOID:000000004054350

Harness or connectors  
(The ECM to the TCM circuit is open or shorted.)

### DTC Confirmation Procedure

INFOID:000000004054351

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch “OFF” and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
2. Start engine and maintain the following conditions for at least 10 consecutive seconds.  
**VHCL/S SE-A/T: 10 km/h (6 MPH) or more**  
**ACCELE POSI: More than 1/8**  
**SLCT LVR POSI: “D” position**
3. If DTC is detected, go to [TM-170, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000004054352

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is a malfunction in the CAN communication indicated in the results?

YES >> Check CAN communication line. Refer to [TM-159](#).

NO >> GO TO 2.

#### 2. CHECK DTC WITH TCM

#### ④ With CONSULT-III

1. Start engine.
2. Select “ECU INPUT SIGNALS” in “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
3. While monitoring engine speed, check for engine speed change corresponding to wide-open throttle position signal.

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check the ignition signal circuit.

- Refer to [EC-385, "Diagnosis Procedure"](#) (QR25DE) or [EC-862, "Diagnosis Procedure"](#) (VQ40DE).

# DTC P0725 ENGINE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## 3. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-170, "DTC Confirmation Procedure"](#).

Is the inspection result normal?

YES >> **INSPECTION END**

NO >> GO TO 4.

## 4. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> Repair or replace damaged parts.

A  
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TM  
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P

# DTC P0731 A/T 1ST GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0731 A/T 1ST GEAR FUNCTION

### Description

INFOID:000000004054353

This malfunction is detected when the A/T does not shift into 1st gear position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### On Board Diagnosis Logic

INFOID:000000004054354

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0731 A/T 1ST GR FNCTN" with CONSULT-III or 18th judgment flicker without CONSULT-III is detected when TCM detects any inconsistency in the actual gear ratio.

### Possible Cause

INFOID:000000004054355

- Input clutch solenoid valve
- Front brake solenoid valve
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Each clutch
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054356

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start the engine and select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
2. Make sure that "ATF TEMP 1" is within the following range.  
**ATF TEMP 1: 20°C – 180°C**  
If out of range, drive vehicle to warm ATF or stop engine to cool ATF.
3. Select "1ST GR FNCTN P0731" of "DTC WORK SUPPORT" mode for "TRANSMISSION" with CONSULT-III.
4. Drive vehicle and maintain the following conditions.  
**SLCT LVR POSI: "1" position**  
**GEAR: "1" position**  
**ACCELE POSI: 0.6/8 or more**  
**VEHICLE SPEED: 10 km/h (6 MPH) or more**  
**ENGINE SPEED: TURBINE REV – 50 rpm or more**  
**TURBINE REV: 300 rpm or more**
5. Keep the current driving status for at least 5 consecutive seconds if CONSULT-III screen changes from "OUT OF CONDITION" to "TESTING".  
**CAUTION:**  
If "TESTING" does not appear on CONSULT-III for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0731 is shown, refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
If "COMPLETED RESULT NG" is detected, go to [TM-173, "Diagnosis Procedure"](#).  
If "STOP VEHICLE" is detected, go to the following step.
6. Stop vehicle.
7. Drive vehicle in "D" position allowing it to shift from 1st to 5th gear and check shift timing and shift shock.
  - Touch "OK" to complete the inspection when normally shifted from the 1st to 5th gear.
  - Touch "NG" when an unusual shift shock, etc. occurs in spite of shifting from the 1st to 5th gear. Go to [TM-293, "Check Before Engine Is Started"](#).
  - Perform [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#) when not shifted from the 1st to 5th gear. (Neither "OK" nor "NG" are indicated.)

#### WITH GST

# DTC P0731 A/T 1ST GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.
3. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: "1" position**  
**Gear position: "1" position**  
**Accelerator opening: 0.6/8 or more**  
**Vehicle speed: 10 km/h (6 MPH) or more**
4. Check DTC.
5. If DTC is detected, go to [TM-173, "Diagnosis Procedure"](#).

## Diagnosis Procedure

INFOID:000000004054357

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

- YES >> Check CAN communication line. Refer to [TM-159, "Diagnosis Procedure"](#).  
NO >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTION ITEM

Check A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. REPLACE CONTROL VALVE WITH TCM

1. Replace control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Perform [TM-172, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> Confirm malfunction phenomena by "ROAD TEST" to repair malfunctioning part. Refer to [TM-293, "Check Before Engine Is Started"](#).

# DTC P0732 A/T 2ND GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0732 A/T 2ND GEAR FUNCTION

### Description

INFOID:000000004054358

This malfunction is detected when the A/T does not shift into 2nd gear position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### On Board Diagnosis Logic

INFOID:000000004054359

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P0732 A/T 2ND GR FNCTN” with CONSULT-III or 19th judgment flicker without CONSULT-III is detected when TCM detects any inconsistency in the actual gear ratio.

### Possible Cause

INFOID:000000004054360

- Input clutch solenoid valve
- Front brake solenoid valve
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Each clutch
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054361

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start the engine and select “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
2. Make sure that “ATF TEMP 1” is within the following range.  
**ATF TEMP 1: 20°C – 180°C**  
If out of range, drive vehicle to warm ATF or stop engine to cool ATF.
3. Select “2ND GR FNCTN P0732” of “DTC WORK SUPPORT” mode for “TRANSMISSION” with CONSULT-III.
4. Drive vehicle and maintain the following conditions.  
**SLCT LVR POSI: “2” position**  
**GEAR: “2” position**  
**ACCELE POSI: 0.6/8 or more**  
**VEHICLE SPEED: 10 km/h (6 MPH) or more**  
**ENGINE SPEED: TURBINE REV – 50 rpm or more**  
**TURBINE REV: 300 rpm or more**
5. Keep the current driving status for at least 5 consecutive seconds if CONSULT-III screen changes from “OUT OF CONDITION” to “TESTING”.  
**CAUTION:**  
If “TESTING” does not appear on CONSULT-III for a long time, select “SELF-DIAG RESULTS”. In case a 1st trip DTC other than P0732 is shown, refer to [“TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#)”.  
If “COMPLETED RESULT NG” is detected, go to [TM-175. “Diagnosis Procedure”](#).  
If “STOP VEHICLE” is detected, go to the following step.
6. Stop vehicle.
7. Drive vehicle in “D” position allowing it to shift from 1st to 5th gear and check shift timing and shift shock.
  - Touch “OK” to complete the inspection when normally shifted from the 1st to 5th gear.
  - Touch “NG” when an unusual shift shock, etc. occurs in spite of shifting from the 1st to 5th gear. Go to [TM-293. “Check Before Engine Is Started”](#).
  - Perform [TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#) when not shifted from the 1st to 5th gear. (Neither “OK” nor “NG” are indicated.)

#### WITH GST

# DTC P0732 A/T 2ND GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.
3. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: "2" position**  
**Gear position: "2" position**  
**Accelerator opening: 0.6/8 or more**  
**Vehicle speed: 10 km/h (6 MPH) or more**
4. Check DTC.
5. If DTC is detected, go to [TM-175, "Diagnosis Procedure"](#).

## Diagnosis Procedure

INFOID:000000004054362

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

- YES >> Check CAN communication line. Refer to [TM-159, "Diagnosis Procedure"](#).  
NO >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTION ITEM

Check A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. REPLACE CONTROL VALVE WITH TCM

1. Replace control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Perform [TM-174, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> Confirm malfunction phenomena by "ROAD TEST" to repair malfunctioning part. Refer to [TM-293, "Check Before Engine Is Started"](#).

# DTC P0733 A/T 3RD GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0733 A/T 3RD GEAR FUNCTION

### Description

INFOID:000000004054363

This malfunction is detected when the A/T does not shift into 3rd gear position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### On Board Diagnosis Logic

INFOID:000000004054364

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P0733 A/T 3RD GR FNCTN” with CONSULT-III or 20th judgment flicker without CONSULT-III is detected when TCM detects any inconsistency in the actual gear ratio.

### Possible Cause

INFOID:000000004054365

- Input clutch solenoid valve
- Front brake solenoid valve
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Each clutch
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054366

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start the engine and select “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
2. Make sure that “ATF TEMP 1” is within the following range.  
**ATF TEMP 1: 20°C – 180°C**  
If out of range, drive vehicle to warm ATF or stop engine to cool ATF.
3. Select “3RD GR FNCTN P0733” of “DTC WORK SUPPORT” mode for “TRANSMISSION” with CONSULT-III.
4. Drive vehicle and maintain the following conditions.  
**SLCT LVR POSI: “3” position**  
**GEAR: “3” position**  
**ACCELE POSI: 0.6/8 or more**  
**VEHICLE SPEED: 10 km/h (6 MPH) or more**  
**ENGINE SPEED: TURBINE REV – 50 rpm or more**  
**TURBINE REV: 300 rpm or more**
5. Keep the current driving status for at least 5 consecutive seconds if CONSULT-III screen changes from “OUT OF CONDITION” to “TESTING”.  
**CAUTION:**  
If “TESTING” does not appear on CONSULT-III for a long time, select “SELF-DIAG RESULTS”. In case a 1st trip DTC other than P0733 is shown, refer to [“TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#).  
If “COMPLETED RESULT NG” is detected, go to [TM-177. “Diagnosis Procedure”](#).  
If “STOP VEHICLE” is detected, go to the following step.
6. Stop vehicle.
7. Drive vehicle in “D” position allowing it to shift from 1st to 5th gear and check shift timing and shift shock.
  - Touch “OK” to complete the inspection when normally shifted from the 1st to 5th gear.
  - Touch “NG” when an unusual shift shock, etc. occurs in spite of shifting from the 1st to 5th gear. Go to [TM-293. “Check Before Engine Is Started”](#).
  - Perform [TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#) when not shifted from the 1st to 5th gear. (Neither “OK” nor “NG” are indicated.)

#### WITH GST

# DTC P0733 A/T 3RD GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.
3. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: "3" position**  
**Gear position: "3" position**  
**Accelerator opening: 0.6/8 or more**  
**Vehicle speed: 10 km/h (6 MPH) or more**
4. Check DTC.
5. If DTC is detected, go to [TM-177, "Diagnosis Procedure"](#).

A  
B  
C

## Diagnosis Procedure

INFOID:000000004054367

### 1. CHECK CAN COMMUNICATION LINE

TM

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

E  
F

- YES >> Check CAN communication line. Refer to [TM-159, "Diagnosis Procedure"](#).  
NO >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

G  
H

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTION ITEM

Check A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

I  
J

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. REPLACE CONTROL VALVE WITH TCM

1. Replace control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Perform [TM-176, "DTC Confirmation Procedure"](#).

K  
L

OK or NG

- OK >> **INSPECTION END**  
NG >> Confirm malfunction phenomena by "ROAD TEST" to repair malfunctioning part. Refer to [TM-293, "Check Before Engine Is Started"](#).

M  
N  
O  
P

# DTC P0734 A/T 4TH GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0734 A/T 4TH GEAR FUNCTION

### Description

INFOID:000000004054368

This malfunction is detected when the A/T does not shift into 4th gear position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### On Board Diagnosis Logic

INFOID:000000004054369

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0734 A/T 4TH GR FNCTN" with CONSULT-III or 21th judgment flicker without CONSULT-III is detected when TCM detects any inconsistency in the actual gear ratio.

### Possible Cause

INFOID:000000004054370

- Input clutch solenoid valve
- Front brake solenoid valve
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Each clutch
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054371

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start the engine and select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
2. Make sure that "ATF TEMP 1" is within the following range.  
**ATF TEMP 1: 20°C – 180°C**  
If out of range, drive vehicle to warm ATF or stop engine to cool ATF.
3. Select "4TH GR FNCTN P0734" of "DTC WORK SUPPORT" mode for "TRANSMISSION" with CONSULT-III.
4. Drive vehicle and maintain the following conditions.  
**SLCT LVR POSI: "D" position**  
**GEAR: "4" position**  
**ACCELE POSI: 0.6/8 or more**  
**VEHICLE SPEED: 10 km/h (6 MPH) or more**  
**ENGINE SPEED: TURBINE REV – 50 rpm or more**  
**TURBINE REV: 300 rpm or more**
5. Keep the current driving status for at least 5 consecutive seconds if CONSULT-III screen changes from "OUT OF CONDITION" to "TESTING".  
**CAUTION:**  
If "TESTING" does not appear on CONSULT-III for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0734 is shown, refer to "[TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#)".  
If "COMPLETED RESULT NG" is detected, go to [TM-179. "Diagnosis Procedure"](#).  
If "STOP VEHICLE" is detected, go to the following step.
6. Stop vehicle.
7. Drive vehicle in "D" position allowing it to shift from 1st to 5th gear and check shift timing and shift shock.
  - Touch "OK" to complete the inspection when normally shifted from the 1st to 5th gear.
  - Touch "NG" when an unusual shift shock, etc. occurs in spite of shifting from the 1st to 5th gear. Go to [TM-293. "Check Before Engine Is Started"](#).
  - Perform [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#) when not shifted from the 1st to 5th gear. (Neither "OK" nor "NG" are indicated.)

#### WITH GST

# DTC P0734 A/T 4TH GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.
3. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: "D" position**  
**Gear position: "4" position**  
**Accelerator opening: 0.6/8 or more**  
**Vehicle speed: 10 km/h (6 MPH) or more**
4. Check DTC.
5. If DTC is detected, go to [TM-179, "Diagnosis Procedure"](#).

A  
B  
C

## Diagnosis Procedure

INFOID:000000004054372

### 1. CHECK CAN COMMUNICATION LINE

TM

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

E  
F

- YES >> Check CAN communication line. Refer to [TM-159, "Diagnosis Procedure"](#).  
NO >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

G  
H

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTION ITEM

Check A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

I  
J

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. REPLACE CONTROL VALVE WITH TCM

1. Replace control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Perform [TM-178, "DTC Confirmation Procedure"](#).

K  
L

OK or NG

- OK >> **INSPECTION END**  
NG >> Confirm malfunction phenomena by "ROAD TEST" to repair malfunctioning part. Refer to [TM-293, "Check Before Engine Is Started"](#).

M  
N  
O  
P

# DTC P0735 A/T 5TH GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0735 A/T 5TH GEAR FUNCTION

### Description

INFOID:000000004054373

This malfunction is detected when the A/T does not shift into 5th gear position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### On Board Diagnosis Logic

INFOID:000000004054374

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P0735 A/T 5TH GR FNCTN” with CONSULT-III or 22th judgment flicker without CONSULT-III is detected when TCM detects any inconsistency in the actual gear ratio.

### Possible Cause

INFOID:000000004054375

- Input clutch solenoid valve
- Front brake solenoid valve
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Each clutch
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054376

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start the engine and select “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
2. Make sure that “ATF TEMP 1” is within the following range.  
**ATF TEMP 1: 20°C – 180°C**  
If out of range, drive vehicle to warm ATF or stop engine to cool ATF.
3. Select “5TH GR FNCTN P0735” of “DTC WORK SUPPORT” mode for “TRANSMISSION” with CONSULT-III.
4. Drive vehicle and maintain the following conditions.  
**SLCT LVR POSI: “D” position**  
**GEAR: “5” position**  
**ACCELE POSI: 0.6/8 or more**  
**VEHICLE SPEED: 10 km/h (6 MPH) or more**  
**ENGINE SPEED: TURBINE REV – 50 rpm or more**  
**TURBINE REV: 300 rpm or more**
5. Keep the current driving status for at least 5 consecutive seconds if CONSULT-III screen changes from “OUT OF CONDITION” to “TESTING”.  
**CAUTION:**  
If “TESTING” does not appear on CONSULT-III for a long time, select “SELF-DIAG RESULTS”. In case a 1st trip DTC other than P0735 is shown, refer to [“TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#)”.  
If “COMPLETED RESULT NG” is detected, go to [TM-181. “Diagnosis Procedure”](#).  
If “STOP VEHICLE” is detected, go to the following step.
6. Stop vehicle.
7. Drive vehicle in “D” position allowing it to shift from 1st to 5th gear and check shift timing and shift shock.
  - Touch “OK” to complete the inspection when normally shifted from the 1st to 5th gear.
  - Touch “NG” when an unusual shift shock, etc. occurs in spite of shifting from the 1st to 5th gear. Go to [TM-293. “Check Before Engine Is Started”](#).
  - Perform [TM-150. “CONSULT-III Function \(TRANSMISSION\)”](#) when not shifted from the 1st to 5th gear. (Neither “OK” nor “NG” are indicated.)

#### WITH GST

# DTC P0735 A/T 5TH GEAR FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.
3. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: "D" position**  
**Gear position: "5" position**  
**Accelerator opening: 0.6/8 or more**  
**Vehicle speed: 10 km/h (6 MPH) or more**
4. Check DTC.
5. If DTC is detected, go to [TM-181, "Diagnosis Procedure"](#).

## Diagnosis Procedure

INFOID:000000004054377

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

- YES >> Check CAN communication line. Refer to [TM-159, "Diagnosis Procedure"](#).  
NO >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTION ITEM

Check A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

### 4. REPLACE CONTROL VALVE WITH TCM

1. Replace control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Perform [TM-180, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> Confirm malfunction phenomena by "ROAD TEST" to repair malfunctioning part. Refer to [TM-293, "Check Before Engine Is Started"](#).

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

### Description

INFOID:000000004054378

- The torque converter clutch solenoid valve is activated, with the gear in D4, D5 by the TCM in response to signals sent from the vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Torque converter clutch 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 1/8) 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-III Reference Value in Data Monitor Mode

INFOID:000000004054379

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

### On Board Diagnosis Logic

INFOID:000000004054380

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0740 TCC SOLENOID/CIRC" with CONSULT-III or 3rd judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054381

- Torque converter clutch solenoid valve
- Harness or connectors  
(The solenoid circuit is open or shorted.)

### DTC Confirmation Procedure

INFOID:000000004054382

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-III.
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.  
**VHCL/S SE-A/T: 80 km/h (50 MPH) or more**  
**ACCELE POSI: 0.5/8 - 1.0/8**  
**SLCT LVR POSI: "D" position**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
4. If DTC is detected go to [TM-182, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054383

#### 1. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

3. Start engine.
4. Read out the value of "TCC SOLENOID" while driving.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

## 4.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-182, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

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# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

### Description

INFOID:000000004054384

This malfunction is detected when the A/T does not shift into 5th gear position or the torque converter clutch does not lock-up as instructed by the TCM. This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054385

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

### On Board Diagnosis Logic

INFOID:000000004054386

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0744 A/T TCC S/V FNCTN" with CONSULT-III is detected under the following conditions.
  - When A/T cannot perform lock-up even if electrical circuit is good.
  - When TCM detects as irregular by comparing difference value with slip rotation.

### Possible Cause

INFOID:000000004054387

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Torque converter clutch solenoid valve
- Hydraulic control circuit

### DTC Confirmation Procedure

INFOID:000000004054388

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Start engine.
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Drive vehicle and maintain the following conditions for at least 30 consecutive seconds.  
**ACCELE POSI: More than 1.0/8**  
**SLCT LVR POSI: "D" position**  
**TCC SOLENOID: 0.4 - 0.6 A**  
**VEHICLE SPEED: 80 km/h (50 MPH) or more**  
**Driving locations: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
4. If DTC is detected, go to [TM-184, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054389

#### 1. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.

## DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

[5AT: RE5R05A]

< COMPONENT DIAGNOSIS >

3. Start the engine.
4. Read out the value of "TCC SOLENOID" while driving.

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

### 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

### 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

### 4.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-184, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

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# DTC P0745 LINE PRESSURE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P0745 LINE PRESSURE SOLENOID VALVE

### Description

INFOID:000000004054390

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.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054391

| Item name     | Condition      | Display value (Approx.) |
|---------------|----------------|-------------------------|
| LINE PRES SOL | During driving | 0.2 - 0.6 A             |

### On Board Diagnosis Logic

INFOID:000000004054392

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P0745 L/PRESS SOL/CIRC” with CONSULT-III or 4th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054393

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Line pressure solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054394

#### NOTE:

If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch “OFF” and wait at least 10 seconds before performing the next test.

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

#### ④ WITH CONSULT-III

1. Turn ignition switch “ON” and select “DATA MONITOR” mode for “ENGINE” with CONSULT-III.
2. Engine start and wait at least 5 second.
3. If DTC is detected, go to [TM-186, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure “WITH CONSULT-III”.

### Diagnosis Procedure

INFOID:000000004054395

#### 1.CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select “MAIN SIGNALS” in “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
3. Start the engine.
4. Read out the value of “LINE PRES SOL” while driving.

##### OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

#### 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

##### OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

#### 3.DETECT MALFUNCTIONING ITEM

# DTC P0745 LINE PRESSURE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> Replace the control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

## 4.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-186. "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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TM

# DTC P1705 THROTTLE POSITION SENSOR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1705 THROTTLE POSITION SENSOR

### Description

INFOID:000000004054396

Electric throttle control actuator consists of throttle control motor, accelerator pedal position sensor, throttle position sensor, etc. The actuator sends a signal to the ECM, and ECM sends signals to TCM with CAN communication.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054397

| Item name   | Condition                          | Display value (Approx.) |
|-------------|------------------------------------|-------------------------|
| ACCELE POSI | Released accelerator pedal.        | 0.0/8                   |
|             | Fully depressed accelerator pedal. | 8/8                     |

### On Board Diagnosis Logic

INFOID:000000004054398

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1705 TP SEN/CIRC A/T" with CONSULT-III or 15th judgement flicker without CONSULT-III is detected when TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.

### Possible Cause

INFOID:000000004054399

Harness or connectors  
(The sensor circuit is open or shorted.)

### DTC Confirmation Procedure

INFOID:000000004054400

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### Ⓟ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [TM-188, "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000004054401

#### 1.CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is a malfunction in the CAN communication indicated in the results?

YES >> Check CAN communication line. Refer to [TM-159](#).

NO >> GO TO 2.

#### 2.CHECK DTC WITH TCM

##### Ⓟ With CONSULT-III

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Depress accelerator pedal and read out the value of "ACCELE POSI".
4. Select "SELF-DIAG RESULTS" mode for "TRANSMISSION" with CONSULT-III. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> GO TO 3.

#### 3.CHECK DTC WITH ECM

# DTC P1705 THROTTLE POSITION SENSOR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## ④ With CONSULT-III

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-III. Refer to [EC-68, "CONSULT-III Function \(ENGINE\)"](#) (QR25DE) or [EC-523, "CONSULT-III Function \(ENGINE\)"](#) (VQ40DE).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Check the DTC detected item. Refer to [EC-68, "CONSULT-III Function \(ENGINE\)"](#) (QR25DE) or [EC-523, "CONSULT-III Function \(ENGINE\)"](#) (VQ40DE).

- If CAN communication line is detected, go to [TM-159, "Diagnosis Procedure"](#).

## 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-188, "DTC Confirmation Procedure"](#).

Is the inspection result normal?

YES >> **INSPECTION END**

NO >> GO TO 5.

## 5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> Repair or replace damaged parts.

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# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

### Description

INFOID:000000004054402

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

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054403

| Item name     | Condition °C (°F)           | Display value (Approx.) |
|---------------|-----------------------------|-------------------------|
| ATF TEMP SE 1 | 0 (32) - 20 (68) - 80 (176) | 3.3 - 2.7 - 0.9 V       |

### On Board Diagnosis Logic

INFOID:000000004054404

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1710 (A/T), P0710 (ENGINE) ATF TEMP SEN/CIRC" with CONSULT-III or 10th judgement flicker without CONSULT-III is detected when TCM receives an excessively low or high voltage from the sensor.

### Possible Cause

INFOID:000000004054405

- Harness or connectors  
(The sensor circuit is open or shorted.)
- A/T fluid temperature sensor 1

### DTC Confirmation Procedure

INFOID:000000004054406

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-III.
3. Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)  
**VHCL/S SE-AT: 10 km/h (6 MPH) or more**  
**ACCELE POSI: More than 1.0/8**  
**SLCT LVR POSI: "D" position**
4. If DTC is detected, go to [TM-190, "Diagnosis Procedure"](#).

#### WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054407

#### 1. CHECK A/T FLUID TEMPERATURE SENSOR 1 SIGNAL

##### With CONSULT-III

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Read out the value of "ATF TEMP SE 1".

#### OK or NG

- OK >> GO TO 5.
- NG >> GO TO 2.

#### 2. CHECK A/T FLUID TEMPERATURE SENSOR 1

Check A/T fluid temperature sensor 1. Refer to [TM-191, "Component Inspection"](#).

#### OK or NG

# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

< COMPONENT DIAGNOSIS >

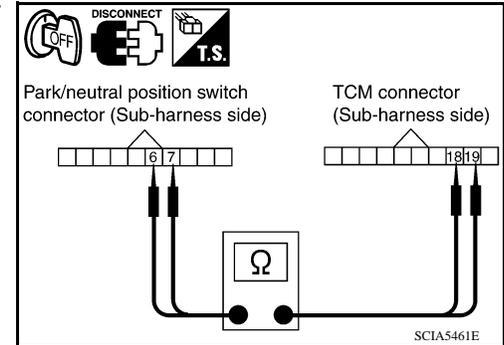
[5AT: RE5R05A]

- OK >> GO TO 3.
- NG >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

## 3. CHECK SUB-HARNESS

1. Disconnect park/neutral position switch connector and TCM connector.
2. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal | Continuity |
|--|-----------|----------|------------|
| Park/neutral position switch connector | F505      | 6        | Yes        |
| TCM connector                          | F503      | 19       |            |
| Park/neutral position switch connector | F505      | 7        | Yes        |
| TCM connector                          | F503      | 18       |            |



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

OK or NG

- OK >> GO TO 4.
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

## 4. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

1. Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).
2. Reinstall any part removed.

OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

## 5. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-190, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 1.

## Component Inspection

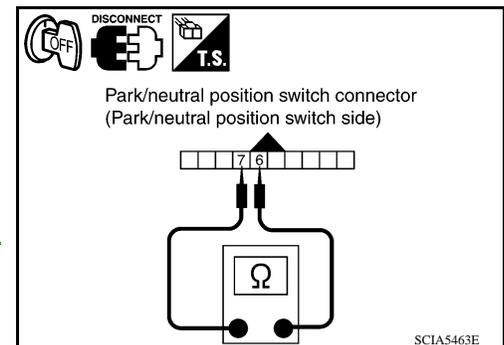
INFOID:000000004054408

### A/T FLUID TEMPERATURE SENSOR 1

1. Remove control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Check resistance between terminals.

| Name                           | Terminal | Temperature °C (°F)                                    | Resistance (Approx.) |
|--------------------------------|----------|--|----------------------|
| A/T fluid temperature sensor 1 | 6 - 7    | <a href="#">TM-399, "A/T Fluid Temperature Sensor"</a> |                      |

3. If NG, replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).



# DTC P1721 VEHICLE SPEED SENSOR MTR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1721 VEHICLE SPEED SENSOR MTR

### Description

INFOID:000000004054409

The vehicle speed sensor-MTR signal is transmitted from combination meter to TCM by CAN communication line. The signal functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use the vehicle speed sensor-MTR signal.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054410

| Item name     | Condition      | Display value (km/h)                           |
|---------------|----------------|--|
| VHCL/S SE-MTR | During driving | Approximately matches the speedometer reading. |

### On Board Diagnosis Logic

INFOID:000000004054411

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1721 VEH SPD SE-MTR" with CONSULT-III is detected when TCM does not receive the proper vehicle speed sensor MTR signal (input by CAN communication) from combination meter.

### Possible Cause

INFOID:000000004054412

Harness or connectors  
(The sensor circuit is open or shorted.)

### DTC Confirmation Procedure

INFOID:000000004054413

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.  
**ACCELE POSI: 1/8 or less**  
**VHCL/S SE-A/T: 30 km/h (19 MPH) or more**
4. If DTC is detected, go to [TM-192. "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000004054414

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

Is malfunction in the CAN communication indicated in the result?

- YES >> Check CAN communication line. Refer to [TM-159](#).  
NO >> GO TO 2.

#### 2. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Drive vehicle and read out the value of "VHCL/S SE-MTR".

##### OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.

#### 3. CHECK COMBINATION METERS

# DTC P1721 VEHICLE SPEED SENSOR MTR

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

Check combination meters. Refer to [MWI-4, "METER SYSTEM : System Description"](#).

OK or NG

OK >> GO TO 4.

NG >> Repair or replace damaged parts.

## 4.CHECK DTC

Perform "DTC Confirmation Procedure".

• Refer to [TM-192, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

## 5.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

OK >> GO TO 6.

NG >> Repair or replace damaged parts.

## 6.DETECT MALFUNCTIONING ITEM

Check the following.

• The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

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## DTC P1730 A/T INTERLOCK

### Description

INFOID:000000004054415

- Fail-safe function to detect interlock conditions.

### On Board Diagnosis Logic

INFOID:000000004054416

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1730 A/T INTERLOCK” with CONSULT-III or 12th judgement flicker without CONSULT-III is detected when TCM does not receive the proper voltage signal from the sensor and switch.
- TCM monitors and compares gear position and conditions of each ATF pressure switch when gear is steady.

### Possible Cause

INFOID:000000004054417

- Harness or connectors  
(The solenoid and switch circuit is open or shorted.)
- Low coast brake solenoid valve
- ATF pressure switch 2

### DTC Confirmation Procedure

INFOID:000000004054418

#### NOTE:

If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch “OFF” and wait at least 10 seconds before performing the next test.

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

#### Ⓟ WITH CONSULT-III

1. Turn ignition switch “ON”. (Do not start engine.)
2. Select “DATA MONITOR” mode for “TRANSMISSION” with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**SLCT LVR POSI: “D” position**
5. If DTC is detected, go to [TM-194. "Diagnosis Procedure"](#).

#### Ⓟ WITH GST

Follow the procedure “WITH CONSULT-III”.

### Judgement of A/T Interlock

INFOID:000000004054419

When A/T Interlock is judged to be malfunctioning, the vehicle should be fixed in 2nd gear, and should be set in a condition in which it can travel.

When one of the following fastening patterns is detected, the fail-safe function in correspondence with the individual pattern should be performed.

#### NOTE:

**When the vehicle is driven in 2nd gear, a turbine revolution sensor malfunction is displayed, but this is not a turbine revolution sensor malfunction.**

When interlock is detected at the 3rd gear or more, it is locked at the 2nd gear.

### Diagnosis Procedure

INFOID:000000004054420

## 1. SELF-DIAGNOSIS

#### Ⓟ With CONSULT-III

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.
3. Turn ignition switch ON.
4. Select “SELF-DIAG RESULTS” mode for “TRANSMISSION” with CONSULT-III.

#### Ⓟ Without CONSULT-III

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.

# DTC P1730 A/T INTERLOCK

[5AT: RE5R05A]

< COMPONENT DIAGNOSIS >

3. Turn ignition switch ON.
4. Perform self-diagnosis. Refer to [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

OK or NG

- OK >> GO TO 2.
- NG >> Check low coast brake solenoid valve circuit and function. Refer to [TM-206](#), [TM-208](#).

## 2.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-194, "DTC Confirmation Procedure"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

## 3.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Repair or replace damaged parts.

## 4.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

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# DTC P1731 A/T 1ST ENGINE BRAKING

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1731 A/T 1ST ENGINE BRAKING

### Description

INFOID:000000004054421

Fail-safe function to prevent sudden decrease in speed by engine brake other than at "1" position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054422

| Item name     | Condition   | Display value |
|---------------|---|---------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">TM-127</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a> . | OFF           |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">TM-127</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a> . | OFF           |

### On Board Diagnosis Logic

INFOID:000000004054423

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1731 A/T 1ST E/BRAKING" with CONSULT-III or 13th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM does not receive the proper voltage signal from the sensor.
  - When TCM monitors each ATF pressure switch and solenoid monitor value, and detects as irregular when engine brake of 1st gear acts other than at "1" position.

### Possible Cause

INFOID:000000004054424

- Harness or connectors  
(The sensor circuit is open or shorted.)
- Low coast brake solenoid valve
- ATF pressure switch 2

### DTC Confirmation Procedure

INFOID:000000004054425

#### NOTE:

If "DTC Confirmation Procedure" has been previously preformed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**ENGINE SPEED: 1,200 rpm**  
**SLCT LVR POSI: "1" position**  
**GEAR: 1st gear**
5. If DTC is detected, go to [TM-196. "Diagnosis Procedure"](#).

### Diagnosis Procedure

INFOID:000000004054426

#### 1. CHECK INPUT SIGNALS

#### ④ With CONSULT-III

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Drive vehicle in the "1" position (1st gear), and confirm the ON/OFF actuation of "ATF PRES SW 2" and "ON OFF SOL".

#### OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

# DTC P1731 A/T 1ST ENGINE BRAKING

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

OK >> GO TO 3.

NG >> Repair or replace damaged parts.

## 3. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

## 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-196, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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# DTC P1752 INPUT CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1752 INPUT CLUTCH SOLENOID VALVE

### Description

INFOID:000000004054427

Input clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054428

| Item name    | Condition  | Display value (Approx.) |
|--------------|--|-------------------------|
| I/C SOLENOID | Input clutch disengaged. Refer to <a href="#">TM-127</a> . | 0.6 - 0.8 A             |
|              | Input clutch engaged. Refer to <a href="#">TM-127</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

INFOID:000000004054429

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1752 I/C SOLENOID/CIRC" with CONSULT-III or 5th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054430

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Input clutch solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054431

#### CAUTION:

**Always drive vehicle at a safe speed.**

#### NOTE:

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
  - ACCELE POSI: 1.5/8 - 2.0/8**
  - SLCT LVR POSI: "D" position**
  - GEAR: 3rd ⇒ 4th Gear (I/C ON/OFF)**
  - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
5. If DTC is detected go to [TM-198, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054432

#### 1. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start the engine.
4. Read out the value of "I/C SOLENOID" while driving.

# DTC P1752 INPUT CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

A

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

B

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

C

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

TM

## OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

E

## 4.CHECK DTC

F

Perform "DTC Confirmation Procedure".

- Refer to [TM-198, "DTC Confirmation Procedure"](#).

G

## OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

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# DTC P1757 FRONT BRAKE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1757 FRONT BRAKE SOLENOID VALVE

### Description

INFOID:000000004054433

Front brake solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054434

| Item name     | Condition   | Display value (Approx.) |
|---------------|---|-------------------------|
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">TM-127</a> .    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">TM-127</a> . | 0 - 0.05 A              |

### On Board Diagnosis Logic

INFOID:000000004054435

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1757 FR/B SOLENOID/CIRC" with CONSULT-III or 6th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054436

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Front brake solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054437

#### CAUTION:

**Always drive vehicle at a safe speed.**

#### NOTE:

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
  - ACCELE POSI: 1.5/8 - 2.0/8**
  - SLCT LVR POSI: "D" position**
  - GEAR: 3rd ⇒ 4th Gear (FR/B ON/OFF)**
  - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
5. If DTC is detected go to [TM-200, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054438

#### 1. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Read out the value of "FR/B SOLENOID" while driving.

# DTC P1757 FRONT BRAKE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

A

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

B

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

C

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

TM

## OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

E

## 4.CHECK DTC

F

Perform "DTC Confirmation Procedure".

- Refer to [TM-200, "DTC Confirmation Procedure"](#).

G

## OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

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# DTC P1762 DIRECT CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1762 DIRECT CLUTCH SOLENOID VALVE

### Description

INFOID:000000004054439

Direct clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054440

| Item name    | Condition   | Display value (Approx.) |
|--------------|---|-------------------------|
| D/C SOLENOID | Direct clutch disengaged. Refer to <a href="#">TM-127</a> . | 0.6 - 0.8 A             |
|              | Direct clutch engaged. Refer to <a href="#">TM-127</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

INFOID:000000004054441

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1762 D/C SOLENOID/CIRC" with CONSULT-III or 2nd judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054442

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Direct clutch solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054443

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### Ⓜ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**SLCT LVR POSI: "D" position**  
**GEAR: 1st ⇒ 2nd Gear (D/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
5. If DTC is detected, go to [TM-202. "Diagnosis Procedure"](#).

#### Ⓜ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054444

## 1. CHECK INPUT SIGNAL

#### Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start the engine.
4. Read out the value of "D/C SOLENOID" while driving.

#### OK or NG

OK >> GO TO 4.

# DTC P1762 DIRECT CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

NG >> GO TO 2.

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

OK >> GO TO 3.

NG >> Repair or replace damaged parts.

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

## 4.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-202, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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# DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

### Description

INFOID:000000004054445

High and low reverse clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054446

| Item name | Condition   | Display value (Approx.) |
|-----------|---|-------------------------|
| HLR/C SOL | High and low reverse clutch disengaged. Refer to <a href="#">TM-127</a> . | 0.6 - 0.8 A             |
|           | High and low reverse clutch engaged. Refer to <a href="#">TM-127</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

INFOID:000000004054447

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1767 HLR/C SOL/CIRC" with CONSULT-III or 8th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

INFOID:000000004054448

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- High and low reverse clutch solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054449

#### CAUTION:

**Always drive vehicle at a safe speed.**

#### NOTE:

**If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.**

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

#### ④ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
  - ACCELE POSI: 1.5/8 - 2.0/8**
  - SLCT LVR POSI: "D" position**
  - GEAR: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)**
  - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
5. If DTC is detected, go to [TM-204, "Diagnosis Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054450

#### 1. CHECK INPUT SIGNAL

##### ④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start the engine.
4. Read out the value of "HLR/C SOLENOID" while driving.

# DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

A

## 2.CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

B

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

C

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

TM

## OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

E

## 4.CHECK DTC

F

Perform "DTC Confirmation Procedure".

- Refer to [TM-204, "DTC Confirmation Procedure"](#).

G

## OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 2.

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# DTC P1772 LOW COAST BRAKE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1772 LOW COAST BRAKE SOLENOID VALVE

### Description

INFOID:000000004054451

Low coast brake solenoid valve is turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054452

| Item name  | Condition   | Display value |
|------------|---|---------------|
| ON OFF SOL | Low coast brake engaged. Refer to <a href="#">TM-127</a> .    | ON            |
|            | Low coast brake disengaged. Refer to <a href="#">TM-127</a> . | OFF           |

### On Board Diagnosis Logic

INFOID:000000004054453

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1772 LC/B SOLENOID/CIRC" with CONSULT-III or 7th judgement flicker without CONSULT-III is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

### Possible Cause

INFOID:000000004054454

- Harness or connectors  
(The solenoid circuit is open or shorted.)
- Low coast brake solenoid valve

### DTC Confirmation Procedure

INFOID:000000004054455

#### NOTE:

If "DTC Confirmation Procedure" has been previously performed, always turn ignition switch "OFF" and wait at least 10 seconds before performing the next test.

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

#### Ⓜ WITH CONSULT-III

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-III.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**SLCT LVR POSI: "1" or "2"**  
**GEAR: "1st" or "2nd" gear (LC/B ON/OFF)**
5. If DTC is detected, go to [TM-206, "Diagnosis Procedure"](#).

#### Ⓜ WITH GST

Follow the procedure "WITH CONSULT-III".

### Diagnosis Procedure

INFOID:000000004054456

#### 1. CHECK INPUT SIGNAL

##### Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Start the engine.
4. Read out the value of "ON OFF SOL" while driving.

#### OK or NG

- OK >> GO TO 4.
- NG >> GO TO 2.

#### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

# DTC P1772 LOW COAST BRAKE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

Check TCM power supply and ground circuit. Refer to [TM-210. "Diagnosis Procedure"](#).

OK or NG

OK >> GO TO 3.

NG >> Repair or replace damaged parts.

## 3.DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> Replace the control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

## 4.CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-206. "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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# DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

### Description

INFOID:000000004054457

- Low coast brake solenoid valve is turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054458

| Item name     | Condition   | Display value |
|---------------|---|---------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">TM-127</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a> . | OFF           |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">TM-127</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">TM-127</a> . | OFF           |

### On Board Diagnosis Logic

INFOID:000000004054459

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1774 LC/B SOLENOID FNCT” with CONSULT-III or 7th judgement flicker without CONSULT-III is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 2 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 2 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

INFOID:000000004054460

- Harness or connectors  
(The solenoid and switch circuits are open or shorted.)
- Low coast brake solenoid valve
- ATF pressure switch 2

### DTC Confirmation Procedure

INFOID:000000004054461

#### **CAUTION:**

**Always drive vehicle at a safe speed.**

#### **NOTE:**

**If “DTC Confirmation Procedure” has been previously performed, always turn ignition switch “OFF” and wait at least 10 seconds before performing the next test.**

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

#### WITH CONSULT-III

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**SLCT LVR POSI: “1” or “2” position**  
**GEAR: “1st” or “2nd” gear (LC/B ON/OFF)**
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “TRANSMISSION” with CONSULT-III. If DTC (P1774) is detected, refer to [TM-209, "Diagnosis Procedure"](#).  
If DTC (P1772) is detected, go to [TM-206, "Diagnosis Procedure"](#).

#### WITH GST

Follow the procedure “WITH CONSULT-III”.

# DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

INFOID:000000004054462

## Diagnosis Procedure

### 1. CHECK INPUT SIGNALS

#### Ⓜ With CONSULT-III

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Drive vehicle in the "1" or "2" position (11 or 22" gear), and confirm the ON/OFF actuation of the "ATF PRES SW 2" and "ON OFF SOL".

#### OK or NG

- OK >> GO TO 4.  
NG >> GO TO 2.

### 2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

#### OK or NG

- OK >> GO TO 3.  
NG >> Repair or replace damaged parts.

### 3. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector pin terminals for damage or loose connection with harness connector.

#### OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [TM-208, "DTC Confirmation Procedure"](#).

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 2.

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# MAIN POWER SUPPLY AND GROUND CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## MAIN POWER SUPPLY AND GROUND CIRCUIT

### Diagnosis Procedure

INFOID:000000004054463

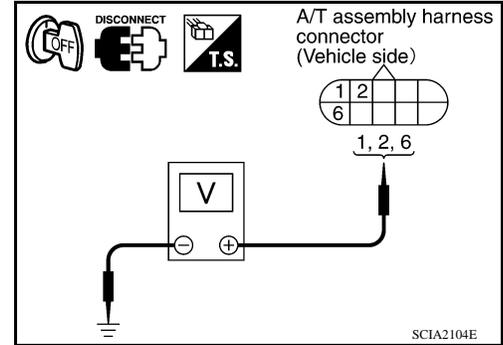
#### 1. CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector.
3. Check voltage between A/T assembly harness connector terminals and ground.

| Item | Connector | Terminal   | Voltage         |
|------|-----------|------------|-----------------|
| TCM  | F9        | 1 - Ground | Battery voltage |
|      |           | 2 - Ground |                 |
|      |           | 6 - Ground | 0V              |

#### OK or NG

- OK >> GO TO 2.  
NG >> GO TO 3.



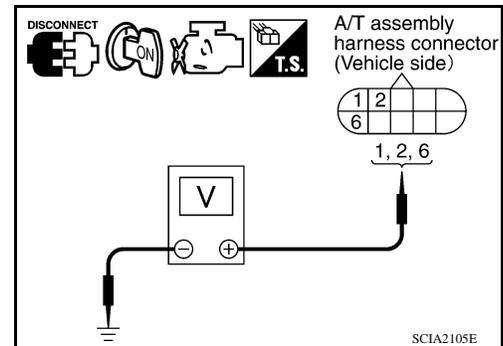
#### 2. CHECK TCM POWER SOURCE STEP 2

1. Disconnect A/T assembly harness connector.
2. Turn ignition switch ON. (Do not start engine.)
3. Check voltage between A/T assembly harness connector terminals and ground.

| Item | Connector | Terminal   | Voltage         |
|------|-----------|------------|-----------------|
| TCM  | F9        | 1 - Ground | Battery voltage |
|      |           | 2 - Ground |                 |
|      |           | 6 - Ground |                 |

#### OK or NG

- OK >> GO TO 4.  
NG >> GO TO 3.



#### 3. DETECT MALFUNCTIONING ITEM

Check the following.

- Harness for short or open between battery and A/T assembly harness connector terminals 1, 2
- Harness for short or open between ignition switch and A/T assembly harness connector terminal 6
- 10A fuse (No. 22, located in the fuse and fusible link block) and 10A fuse (No. 49, located in the IPDM E/R)
- Ignition switch. Refer to [PG-16, "Wiring Diagram—Ignition Power Supply"](#).

#### OK or NG

- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

#### 4. CHECK TCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector.

# MAIN POWER SUPPLY AND GROUND CIRCUIT

[5AT: RE5R05A]

## < COMPONENT DIAGNOSIS >

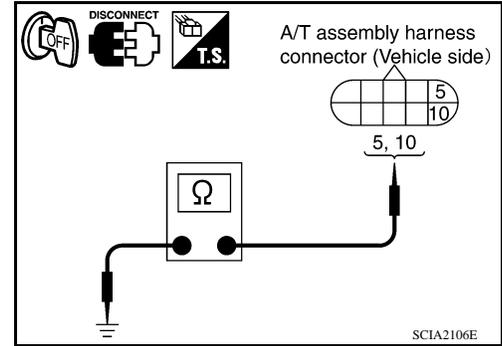
- Check continuity between A/T assembly harness connector terminals and ground.

| Item | Connector | Terminal       | Continuity |
|------|-----------|----------------|------------|
| TCM  | F9        | 5, 10 - Ground | Yes        |

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

### OK or NG

- OK >> GO TO 5.
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.



## 5. DETECT MALFUNCTIONING ITEM

Check the following.

- The A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 6. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

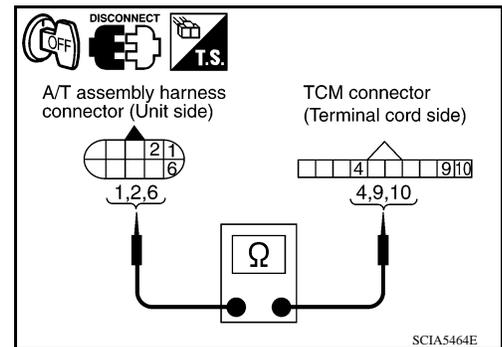
### OK or NG

- OK >> **INSPECTION END**
- NG-1 >> Self-diagnosis does not activate: GO TO 7.
- NG-2 >> DTC is displayed: Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

## 7. CHECK TERMINAL CORD ASSEMBLY

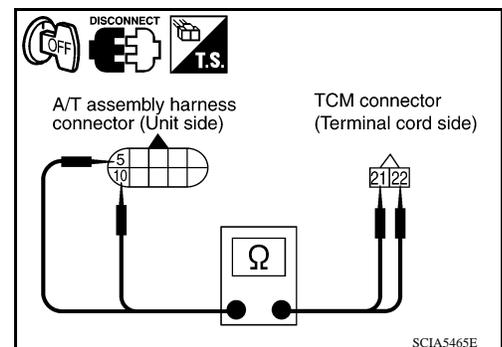
- Remove control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- Disconnect A/T assembly harness connector and TCM connector.
- Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

| Item                           | Connector | Terminal | Continuity |
|--------------------------------|-----------|----------|------------|
| A/T assembly harness connector | F9        | 1        | Yes        |
| TCM connector                  | F502      | 9        |            |
| A/T assembly harness connector | F9        | 2        | Yes        |
| TCM connector                  | F502      | 10       |            |
| A/T assembly harness connector | F9        | 6        | Yes        |
| TCM connector                  | F502      | 4        |            |



- Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

| Item                           | Connector | Terminal | Continuity |
|--------------------------------|-----------|----------|------------|
| A/T assembly harness connector | F9        | 5        | Yes        |
| TCM connector                  | F504      | 21       |            |
| A/T assembly harness connector | F9        | 10       | Yes        |
| TCM connector                  | F504      | 22       |            |



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

### OK or NG

- OK >> Replace the control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

## MAIN POWER SUPPLY AND GROUND CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

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NG >> Replace open circuit or short to ground and short to power in harness or connectors.

# CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054464

| Item name    | Condition                          | Display value |
|--------------|------------------------------------|---------------|
| CLSD THL POS | Released accelerator pedal.        | ON            |
|              | Fully depressed accelerator pedal. | OFF           |
| W/O THL POS  | Fully depressed accelerator pedal. | ON            |
|              | Released accelerator pedal.        | OFF           |

### Diagnosis Procedure

INFOID:000000004054465

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is a malfunction in the CAN communication indicated in the results?

- YES >> Check CAN communication line. Refer to [TM-159](#).  
NO >> GO TO 2.

#### 2. CHECK THROTTLE POSITION SIGNAL CIRCUIT

##### With CONSULT-III

- Turn ignition switch "ON". (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
- Depress accelerator pedal and read out the value of "CLSD THL POS" and "W/O THL POS".

OK or NG

OK >> **INSPECTION END**

- NG >> Check the following. If NG, repair or replace damaged parts.
- Perform the self-diagnosis for "ENGINE" with CONSULT-III.
  - Open circuit or short to ground or short to power in harness or connectors.
  - Pin terminals for damage or loose connection with harness connector.

# BRAKE SIGNAL CIRCUIT

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## BRAKE SIGNAL CIRCUIT

CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054466

| Item name | Condition              | Display value |
|-----------|------------------------|---------------|
| BRAKE SW  | Depressed brake pedal. | ON            |
|           | Released brake pedal.  | OFF           |

### Diagnosis Procedure

INFOID:000000004054467

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

Is a malfunction in the CAN communication indicated in the results?

- YES >> Check CAN communication line. Refer to [TM-159](#).  
 NO >> GO TO 2.

#### 2. CHECK STOP LAMP SWITCH CIRCUIT

##### Ⓜ With CONSULT-III

- Turn ignition switch "ON". (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
- Read out ON/OFF switching action of the "BRAKE SW".

OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 3.

#### 3. CHECK STOP LAMP SWITCH

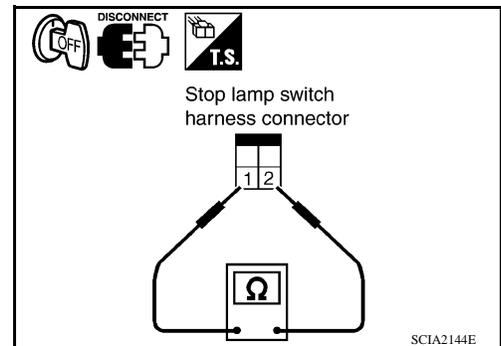
Check continuity between stop lamp switch harness connector terminals 1 and 2.

| Item                               | Condition                     | Terminal | Continuity |
|------------------------------------|-------------------------------|----------|------------|
| Stop lamp switch harness connector | When brake pedal is depressed | 1 - 2    | Yes        |
|                                    | When brake pedal is released  |          | No         |

Check stop lamp switch after adjusting brake pedal — refer to [BR-18. "Inspection and Adjustment"](#).

OK or NG

- OK >> Check the following. If NG, repair or replace damaged parts.
- Harness for short or open between battery and stop lamp switch.
  - Harness for short or open between stop lamp switch and combination meter.
- NG >> Repair or replace the stop lamp switch.



# A/T SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

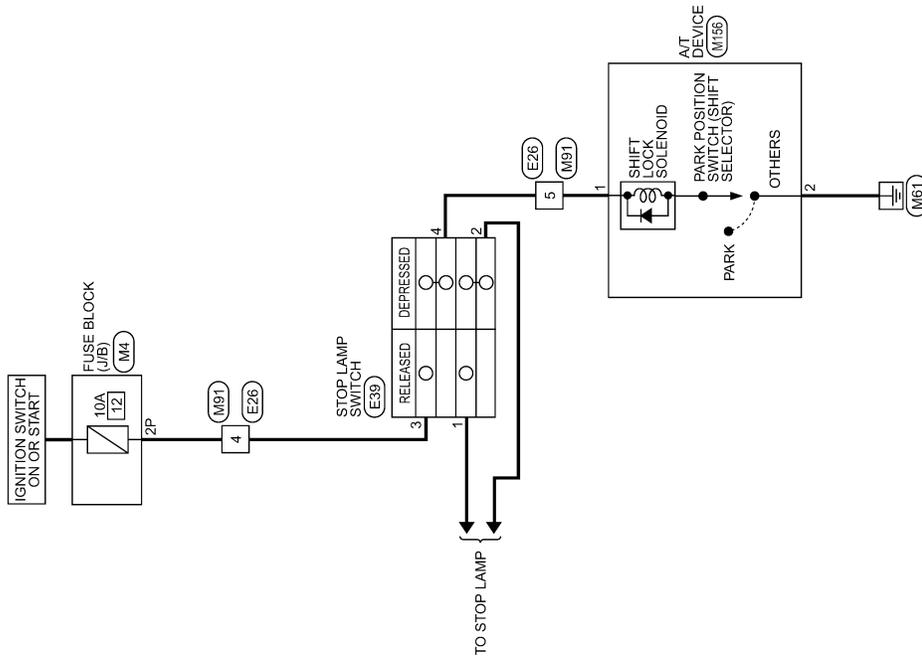
[5AT: RE5R05A]

## A/T SHIFT LOCK SYSTEM

### Wiring Diagram - A/T - SHIFT

INFOID:000000004054468

A/T SHIFT LOCK SYSTEM

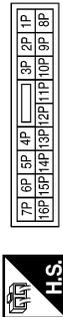


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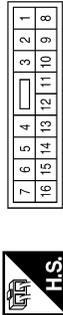
## A/T SHIFT LOCK SYSTEM CONNECTORS

|                 |                  |
|-----------------|------------------|
| Connector No.   | M4               |
| Connector Name  | FUSE BLOCK (J/B) |
| Connector Color | WHITE            |



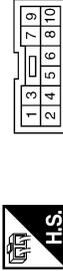
|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 2P           | W/G           | -           |

|                 |              |
|-----------------|--------------|
| Connector No.   | M91          |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



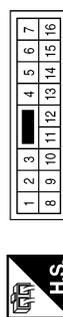
|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 4            | W/G           | -           |
| 5            | R             | -           |

|                 |            |
|-----------------|------------|
| Connector No.   | M156       |
| Connector Name  | A/T DEVICE |
| Connector Color | WHITE      |



|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 1            | R             | -           |
| 2            | B             | -           |

|                 |              |
|-----------------|--------------|
| Connector No.   | E26          |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 4            | W/G           | -           |
| 5            | R             | -           |

|                 |                             |
|-----------------|-----------------------------|
| Connector No.   | E39                         |
| Connector Name  | STOP LAMP SWITCH (WITH A/T) |
| Connector Color | WHITE                       |



|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 1            | R/B           | -           |
| 2            | Y             | -           |
| 3            | W/G           | -           |
| 4            | R             | -           |

## Diagnosis Procedure

### 1. CHECK KEY INTERLOCK CABLE

Check key interlock cable for damage.

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair key interlock cable. Refer to [TM-309. "Removal and Installation"](#).

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INFOID:000000004054469

# A/T SHIFT LOCK SYSTEM

[5AT: RE5R05A]

< COMPONENT DIAGNOSIS >

## 2. CHECK SELECTOR LEVER POSITION

Check selector lever position for damage. Refer to [TM-298. "Inspection and Adjustment"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Check selector lever. Refer to [TM-298. "Inspection and Adjustment"](#).

## 3. CHECK INPUT SIGNAL

1. Turn ignition switch ON.
2. Check voltage between A/T device connector M156 terminal 1 and ground.

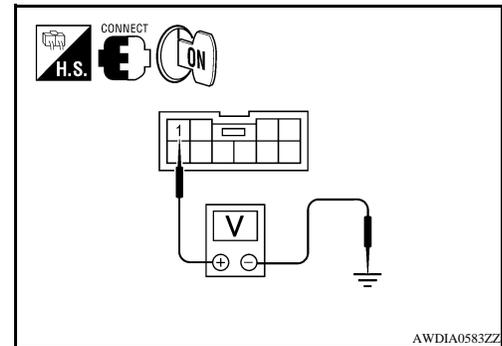
**Brake pedal depressed : Battery voltage**

**Brake pedal released : 0V**

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 4.



## 4. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch connector.
3. Check continuity between stop lamp switch terminals 3 and 4.

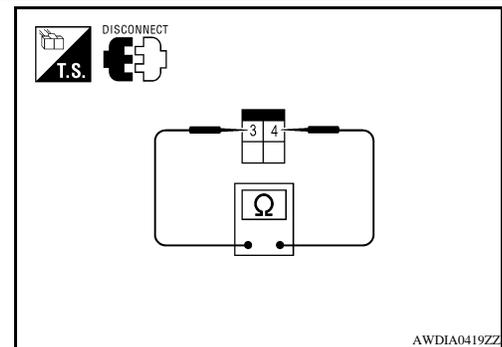
**Brake pedal depressed : Continuity should exist**

**Brake pedal released : Continuity should not exist**

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.



## 5. CHECK GROUND CIRCUIT

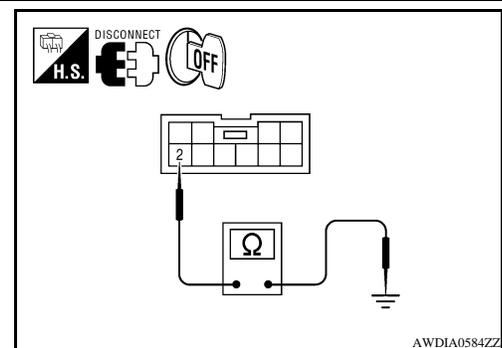
1. Turn ignition switch OFF.
2. Disconnect A/T device connector.
3. Check continuity between A/T device connector M156 terminal 2 and ground.

**Continuity should exist.**

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair harness or connectors.



## 6. CHECK PARK POSITION SWITCH AND SHIFT LOCK SOLENOID

Check continuity between A/T device terminals 1 and 2.

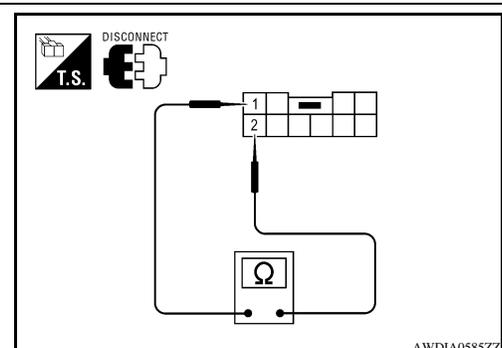
**Selector lever in "P" position : Continuity should exist**

**Except above : Continuity should not exist**

Is the inspection result normal?

YES >> Inspection End

NO >> Replace A/T device. Refer to [TM-297. "Removal and Installation"](#).



# OVERDRIVE CONTROL SWITCH

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## OVERDRIVE CONTROL SWITCH

CONSULT-III Reference Value in Data Monitor Mode

INFOID:000000004054470

| Item name  | Condition                          | Display value |
|------------|------------------------------------|---------------|
| OD CONT SW | Releasing overdrive control switch | OFF           |
|            | Holding overdrive control switch   | ON            |

### Diagnosis Procedure

INFOID:000000004054471

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction in the CAN communication indicated in the results?

YES >> Check CAN communication line. Refer to [TM-159](#).

NO >> GO TO 2.

#### 2. CHECK OVERDRIVE CONTROL SWITCH CIRCUIT

##### With CONSULT-III

1. Turn ignition switch "ON".
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Read out "OD CONT SW".  
Check the signal of the overdrive control switch is indicated properly.

| Monitor item | Condition                          | Display value |
|--------------|------------------------------------|---------------|
| OD CONT SW   | Releasing overdrive control switch | OFF           |
|              | Holding overdrive control switch   | ON            |

##### Without CONSULT-III

1. Turn ignition switch "ON". (Do not start engine)
2. Check voltage between A/T control device connector terminal and ground.

| Item                     | Connector No. | Terminal No. | Condition                          | Data (Approx.)  |
|--------------------------|---------------|--------------|------------------------------------|-----------------|
| Overdrive control switch | M156          | 7 - Ground   | Releasing overdrive control switch | Battery voltage |
|                          |               |              | Holding overdrive control switch   | 0V              |

##### OK or NG

OK >> GO TO 5.

NG >> GO TO 3.

#### 3. CHECK OVERDRIVE CONTROL SWITCH

1. Turn ignition switch "OFF".
2. Disconnect A/T control device connector.
3. Check continuity between A/T control device connector M156 terminals 7 and 8.

| Condition                          | Continuity |
|------------------------------------|------------|
| Releasing overdrive control switch | No         |
| Holding overdrive control switch   | Yes        |

##### OK or NG

OK >> GO TO 4.

NG >> Repair or replace overdrive control switch.

# OVERDRIVE CONTROL SWITCH

< COMPONENT DIAGNOSIS >

[5AT: RE5R05A]

## 4. DETECT MALFUNCTIONING ITEM

Check the following. If any items are damaged, repair or replace damaged parts.

- Harness for short or open between combination meter connector terminal 20 and A/T control device connector terminal 7.
- Harness for short or open between A/T control device connector terminal 8 and ground.

### OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

## 5. CHECK COMBINATION METER

Check the combination meter. Refer to [MWI-4, "METER SYSTEM : System Description"](#).

### OK or NG

OK >> **INSPECTION END**

NO >> Repair or replace damaged parts.

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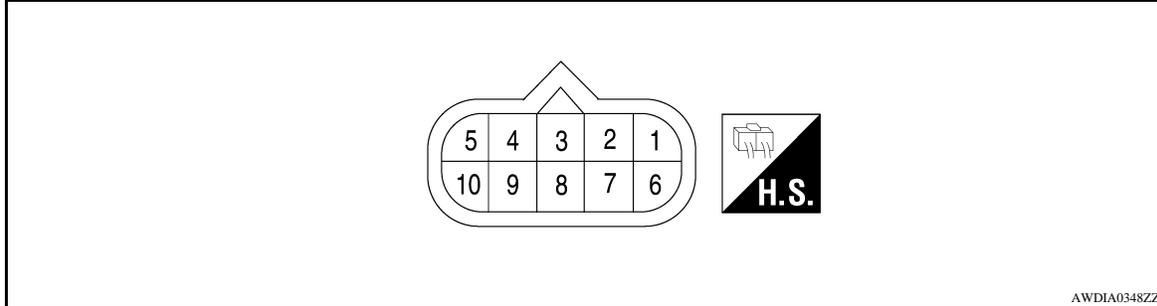
# ECU DIAGNOSIS

## TCM

### TCM Terminals and Reference Values

INFOID:000000004054472

#### A/T ASSEMBLY HARNESS CONNECTOR TERMINAL LAYOUT



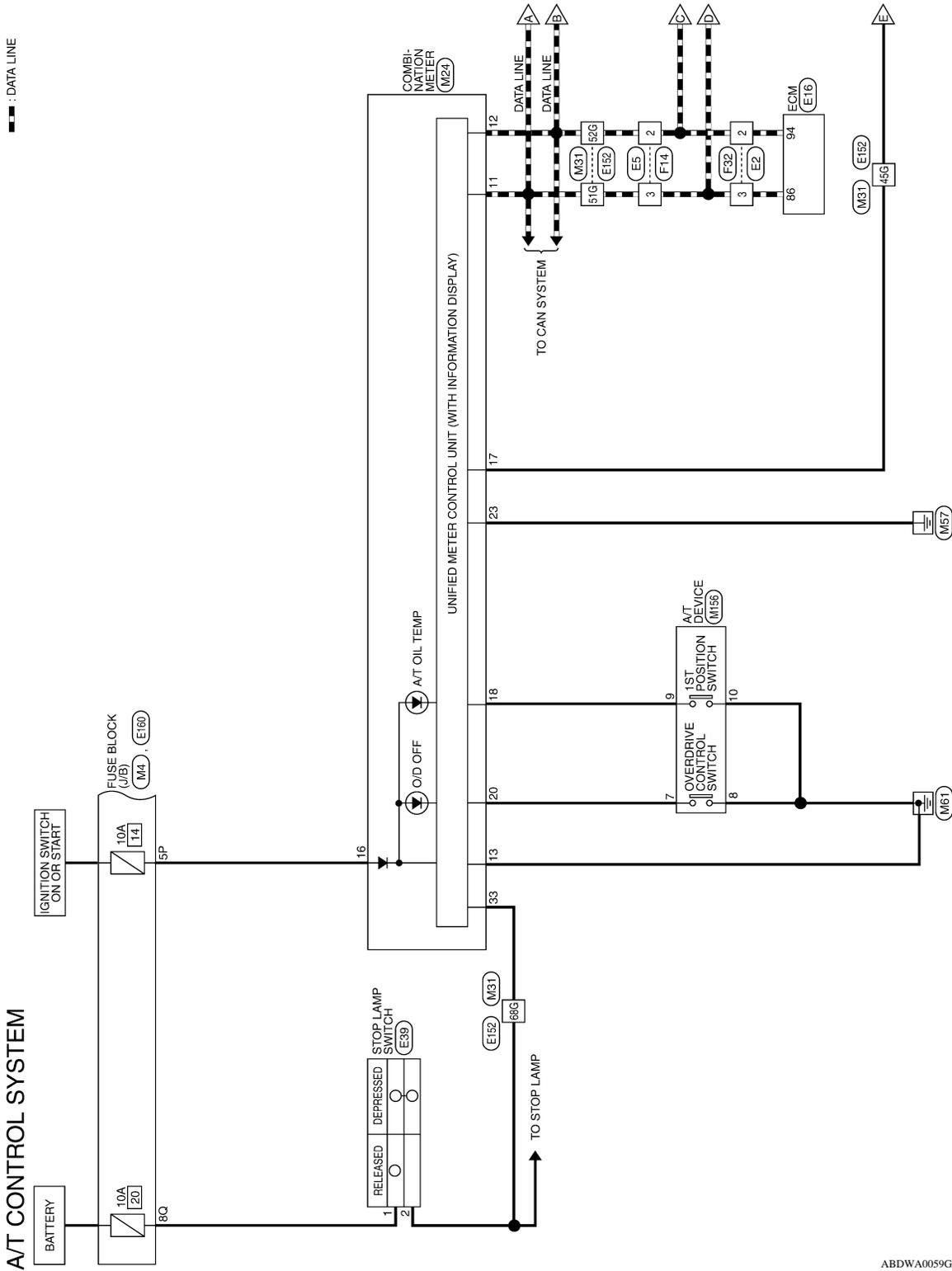
#### TERMINALS AND REFERENCE VALUES FOR TCM

Data are reference value and are measured between each terminal and ground.

| Terminal No. | Wire color | Item                          | Condition   | Data (Approx.)  |
|--------------|------------|-------------------------------|---|-----------------|
| 1            | R/B        | Power supply (Memory back-up) | Always  | Battery voltage |
| 2            | R/B        | Power supply (Memory back-up) | Always  | Battery voltage |
| 3            | L          | CAN H                         | -   | -               |
| 4            | V          | K-line (CONSULT-III signal)   | The terminal is connected to the data link connector for CONSULT-III.   | -               |
| 5            | B          | Ground                        | Always  | 0V              |
| 6            | W/G        | Power supply                  |  -                                     | Battery voltage |
|              |            |                               |  -                                     | 0V              |
| 7            | LG         | Back-up lamp relay            |  Selector lever in "R" position.       | 0V              |
|              |            |                               |  Selector lever in other positions.    | Battery voltage |
| 8            | P          | CAN L                         | -   | -               |
| 9            | R          | Starter relay                 |  Selector lever in "N", "P" positions. | Battery voltage |
|              |            |                               |  Selector lever in other positions.    | 0V              |
| 10           | B          | Ground                        | Always  | 0V              |

Wiring Diagram A/T Control System

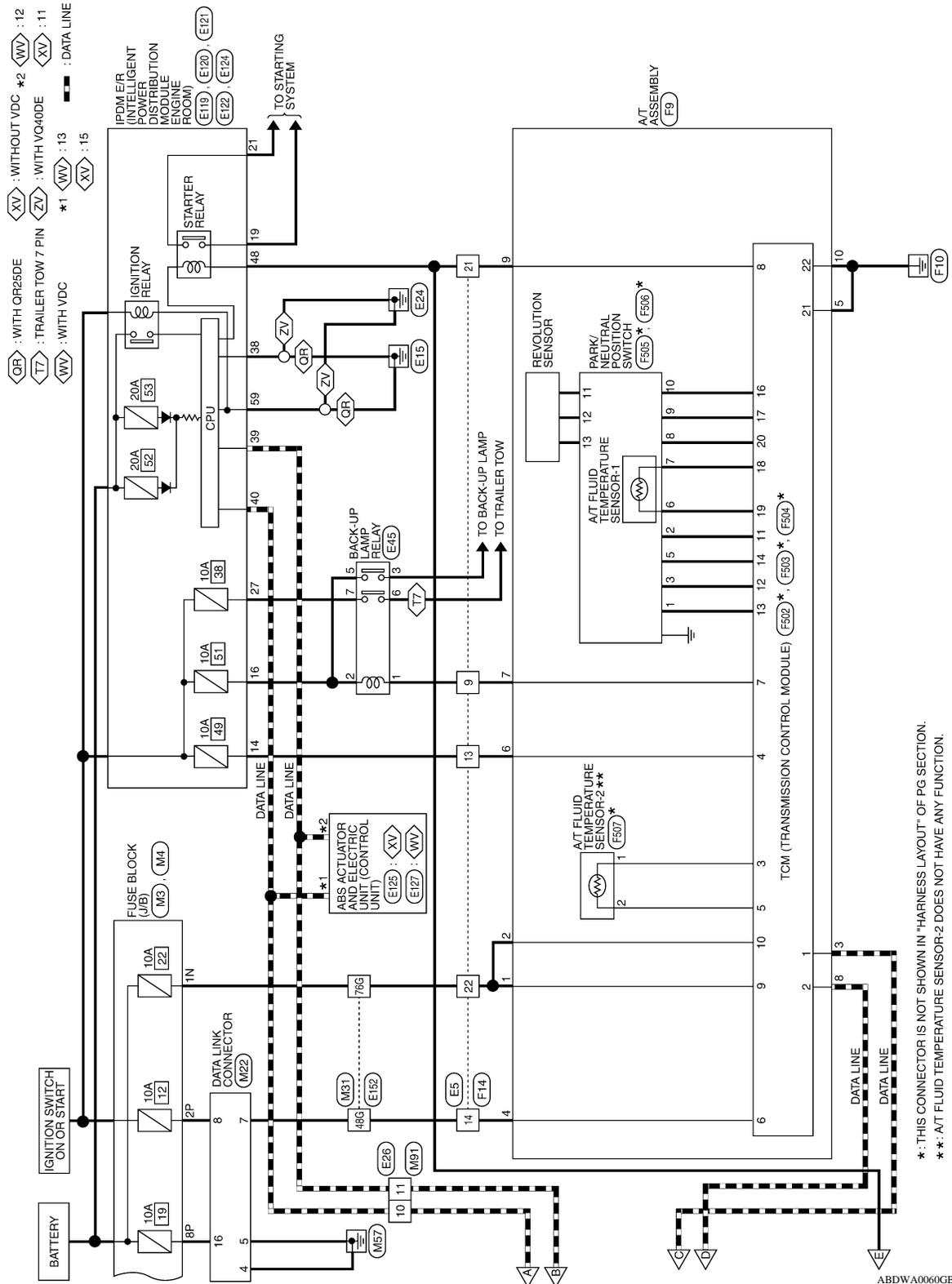
INFOID:000000004054473



--- : DATA LINE

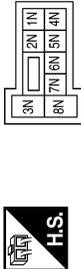
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A/T CONTROL SYSTEM CONNECTORS

|                 |                  |
|-----------------|------------------|
| Connector No.   | M3               |
| Connector Name  | FUSE BLOCK (J/B) |
| Connector Color | WHITE            |



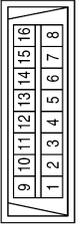
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1N           | R/B           | -           |

|                 |                  |
|-----------------|------------------|
| Connector No.   | M4               |
| Connector Name  | FUSE BLOCK (J/B) |
| Connector Color | WHITE            |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 2P           | W/G           | -           |
| 5P           | W/G           | -           |
| 8P           | R/Y           | -           |

|                 |                     |
|-----------------|---------------------|
| Connector No.   | M22                 |
| Connector Name  | DATA LINK CONNECTOR |
| Connector Color | WHITE               |



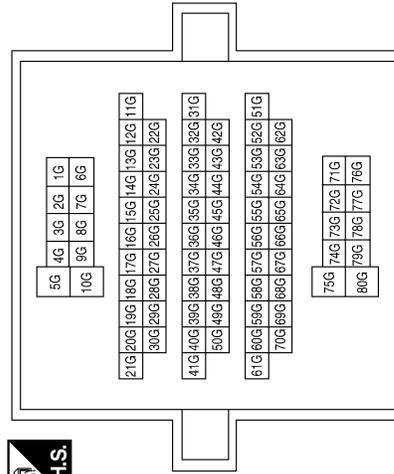
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 4            | B             | -           |
| 5            | B             | -           |
| 7            | W             | -           |
| 8            | W/G           | -           |
| 16           | R/Y           | -           |

|                 |                   |
|-----------------|-------------------|
| Connector No.   | M24               |
| Connector Name  | COMBINATION METER |
| Connector Color | WHITE             |



| Terminal No. | Color of Wire | Signal Name       |
|--------------|---------------|-------------------|
| 11           | P             | CAN-L             |
| 12           | L             | CAN-H             |
| 13           | GR            | GROUND            |
| 16           | W/G           | RUN START         |
| 17           | B             | AT-PN SWITCH      |
| 18           | L             | AT 1 RANGE SWITCH |
| 20           | Y             | O/D OFF SWITCH    |
| 23           | B             | POWER GND         |
| 33           | LG            | BRAKE PEDAL SW    |

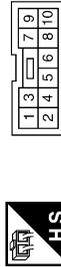
|                 |              |
|-----------------|--------------|
| Connector No.   | M31          |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 45G          | B             | -           |
| 48G          | W             | -           |
| 51G          | P             | -           |
| 52G          | L             | -           |
| 68G          | LG            | -           |
| 76G          | R/B           | -           |

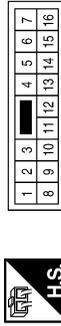
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|                 |            |
|-----------------|------------|
| Connector No.   | M156       |
| Connector Name  | A/T DEVICE |
| Connector Color | WHITE      |



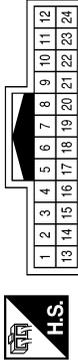
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 7            | Y             | -           |
| 8            | B             | -           |
| 9            | L             | -           |
| 10           | B             | -           |

|                 |              |
|-----------------|--------------|
| Connector No.   | E2           |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



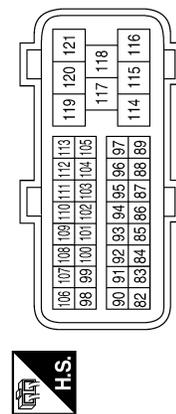
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 2            | L             | -           |
| 3            | P             | -           |

|                 |              |
|-----------------|--------------|
| Connector No.   | E5           |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 2            | L             | -           |
| 3            | P             | -           |
| 9            | LG            | -           |
| 13           | W/G           | -           |
| 14           | V             | -           |
| 21           | R             | -           |
| 22           | R/B           | -           |

|                 |       |
|-----------------|-------|
| Connector No.   | E16   |
| Connector Name  | ECM   |
| Connector Color | BLACK |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 86           | P             | CAN-L       |
| 94           | L             | CAN-H       |

|                 |                             |
|-----------------|-----------------------------|
| Connector No.   | E39                         |
| Connector Name  | STOP LAMP SWITCH (WITH A/T) |
| Connector Color | WHITE                       |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1            | R/B           | -           |
| 2            | Y             | -           |

|                 |                    |
|-----------------|--------------------|
| Connector No.   | E45                |
| Connector Name  | BACK-UP LAMP RELAY |
| Connector Color | BROWN              |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1            | LG            | -           |
| 2            | W/G           | -           |
| 3            | SB            | -           |
| 5            | W/G           | -           |
| 6            | Y             | -           |
| 7            | W             | -           |

|                 |  |
|-----------------|--|
| Connector No.   | E121   |
| Connector Name  | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | BROWN  |



|    |    |    |    |    |
|----|----|----|----|----|
| 29 | 28 | 27 | 26 | 25 |
| 36 | 35 | 34 | 33 | 32 |
| 31 | 30 |    |    |    |

|              |               |                |
|--------------|---------------|----------------|
| Terminal No. | Color of Wire | Signal Name    |
| 27           | W             | T_TOW_REV_LAMP |

|                 |  |
|-----------------|--|
| Connector No.   | E120   |
| Connector Name  | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | WHITE  |



|    |    |    |
|----|----|----|
| 21 | 20 | 19 |
| 24 | 23 | 22 |

|              |               |               |
|--------------|---------------|---------------|
| Terminal No. | Color of Wire | Signal Name   |
| 19           | W             | STARTER_MOTOR |
| 21           | GR            | IGN_SW_(ST)   |

|                 |  |
|-----------------|--|
| Connector No.   | E119   |
| Connector Name  | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | WHITE  |



|    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|
| 9  | 8  | 7  | 6  | 5  | 4  | 3  |
| 18 | 17 | 16 | 15 | 14 | 13 | 12 |
| 11 | 10 |    |    |    |    |    |

|              |               |                    |
|--------------|---------------|--------------------|
| Terminal No. | Color of Wire | Signal Name        |
| 14           | W/G           | A/T_ECU_IGN_SUPPLY |
| 16           | W/G           | REVERS_LAMP        |

|                 |   |
|-----------------|---|
| Connector No.   | E125  |
| Connector Name  | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) (WITHOUT VDC) |
| Connector Color | BLACK   |



|    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |    |
| 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 |

|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 11           | L             | CAN-H       |
| 15           | P             | CAN-L       |

|                 |  |
|-----------------|--|
| Connector No.   | E124   |
| Connector Name  | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | BLACK  |



|    |    |    |
|----|----|----|
| 59 | 58 | 57 |
| 62 | 61 | 60 |

|              |               |             |
|--------------|---------------|-------------|
| Terminal No. | Color of Wire | Signal Name |
| 59           | B             | GND (POWER) |

|                 |  |
|-----------------|--|
| Connector No.   | E122   |
| Connector Name  | IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM) |
| Connector Color | WHITE  |

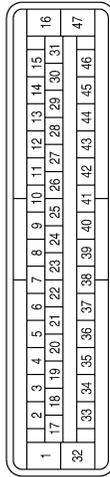


|    |    |    |    |    |    |
|----|----|----|----|----|----|
| 42 | 41 | 40 | 39 | 38 | 37 |
| 48 | 47 | 46 | 45 | 44 | 43 |

|              |               |              |
|--------------|---------------|--------------|
| Terminal No. | Color of Wire | Signal Name  |
| 38           | B             | GND (SIGNAL) |
| 39           | L             | CAN-H        |
| 40           | P             | CAN-L        |
| 48           | R             | INHIBIT      |

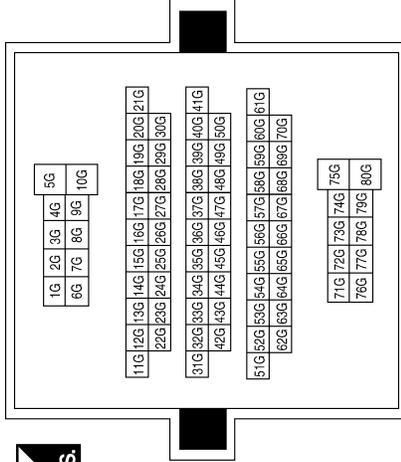
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|                 |  |
|-----------------|--|
| Connector No.   | E127   |
| Connector Name  | ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT) (WITH VDC) |
| Connector Color | BLACK  |



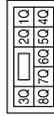
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 12           | L             | CAN+H       |
| 13           | P             | CAN-L       |

|                 |              |
|-----------------|--------------|
| Connector No.   | E152         |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |

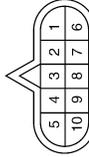


| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 45G          | B             | -           |
| 48G          | W             | -           |
| 51G          | P             | -           |
| 52G          | L             | -           |
| 68G          | LG            | -           |
| 76G          | R/B           | -           |

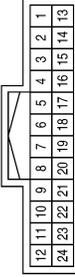
|                 |                  |
|-----------------|------------------|
| Connector No.   | E160             |
| Connector Name  | FUSE BLOCK (J/B) |
| Connector Color | WHITE            |



|                 |              |
|-----------------|--------------|
| Connector No.   | F9           |
| Connector Name  | A/T ASSEMBLY |
| Connector Color | GREEN        |



|                 |              |
|-----------------|--------------|
| Connector No.   | F14          |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |

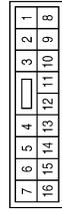


| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 8Q           | R/B           | -           |

| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1            | R/B           | -           |
| 2            | R/B           | -           |
| 3            | L             | -           |
| 4            | V             | -           |
| 5            | B             | -           |
| 6            | W/G           | -           |
| 7            | LG            | -           |
| 8            | P             | -           |
| 9            | R             | -           |
| 10           | B             | -           |

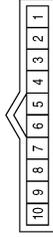
| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 2            | L             | -           |
| 3            | P             | -           |
| 9            | LG            | -           |
| 13           | W/G           | -           |
| 14           | V             | -           |
| 21           | R             | -           |
| 22           | R/B           | -           |

|                 |              |
|-----------------|--------------|
| Connector No.   | F32          |
| Connector Name  | WIRE TO WIRE |
| Connector Color | WHITE        |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 2            | L             | -           |
| 3            | P             | -           |

|                 |                                   |
|-----------------|-----------------------------------|
| Connector No.   | F502                              |
| Connector Name  | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Color | GRAY                              |



| Terminal No. | Color of Wire | Signal Name       |
|--------------|---------------|-------------------|
| 1            | BR            | CAN-H             |
| 2            | L/Y           | CAN-L             |
| 3            | W/Y           | ATF SENS 2-       |
| 4            | R             | VIGN              |
| 5            | W/R           | ATF SENS 2+       |
| 6            | V             | K-LINE            |
| 7            | O             | REV LAMP RLY      |
| 8            | G             | START-RLY         |
| 9            | W             | STAND BY SUPPLY-1 |
| 10           | GR            | STAND BY SUPPLY-2 |

|                 |                                   |
|-----------------|-----------------------------------|
| Connector No.   | F503                              |
| Connector Name  | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Color | GREEN                             |



| Terminal No. | Color of Wire | Signal Name  |
|--------------|---------------|--------------|
| 11           | W             | INH-SW4      |
| 12           | GR            | INH-SW2      |
| 13           | BR            | INH-SW1      |
| 14           | L             | INH-SW3      |
| 15           | -             | -            |
| 16           | B             | REV SEN GND  |
| 17           | R             | REV SEN VOUT |
| 18           | O             | ATF SENS1-   |
| 19           | G             | ATF SENS1+   |
| 20           | Y             | REV SEN VIN  |

|                 |                                   |
|-----------------|-----------------------------------|
| Connector No.   | F504                              |
| Connector Name  | TCM (TRANSMISSION CONTROL MODULE) |
| Connector Color | WHITE                             |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 21           | B             | POWER GND-1 |
| 22           | Y             | POWER GND-2 |

|                 |                              |
|-----------------|------------------------------|
| Connector No.   | F505                         |
| Connector Name  | PARK/NEUTRAL POSITION SWITCH |
| Connector Color | GRAY                         |



| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1            | BR            | S1          |
| 2            | W             | S4          |
| 3            | GR            | S2          |
| 4            | -             | -           |
| 5            | L             | S3          |
| 6            | G             | -           |
| 7            | O             | -           |
| 8            | Y             | C1          |
| 9            | R             | C2          |
| 10           | B             | C3          |

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|                 |                          |
|-----------------|--------------------------|
| Connector No.   | F507                     |
| Connector Name  | A/T TEMPERATURE SENSOR-2 |
| Connector Color | WHITE                    |




| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 1            | W/Y           | -           |
| 2            | W/R           | -           |

|                 |                              |
|-----------------|------------------------------|
| Connector No.   | F506                         |
| Connector Name  | PARK/NEUTRAL POSITION SWITCH |
| Connector Color | GREEN                        |




| Terminal No. | Color of Wire | Signal Name |
|--------------|---------------|-------------|
| 11           | B             | C3 (GND)    |
| 12           | W             | C2 (VOUT)   |
| 13           | R             | C1 (VIN)    |

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## Fail-Safe

INFOID:000000004054474

The TCM has an electrical fail-safe mode. This mode makes it possible to operate even if there is an error in a main electronic control input/output signal circuit. In fail-safe mode the transmission is fixed in 2nd, 4th or 5th (depending on the breakdown position), so the customer should feel “slipping” or “poor acceleration”.

Even when the electronic circuits are normal, under special conditions (for example, when slamming on the brake with the wheels spinning drastically and stopping the tire rotation), the transmission can go into fail-safe mode. If this happens, switch “OFF” the ignition switch for 10 seconds, then switch it “ON” again to return to

## &lt; ECU DIAGNOSIS &gt;

the normal shift pattern. Therefore, the customer's vehicle has returned to normal, so handle according to the "diagnostics flow" (Refer to [TM-124, "Diagnostic Work Sheet"](#)).

## FAIL-SAFE FUNCTION

If any malfunction occurs in a sensor or solenoid, this function controls the A/T to mark driving possible.

## Vehicle Speed Sensor

- Signals are input from two systems - from vehicle speed sensor A/T (revolution sensor) installed on the transmission and from combination meter so normal driving is possible even if there is a malfunction in one of the systems. And if vehicle speed sensor A/T (revolution sensor) has unusual cases, 5th gear is prohibited.

## Accelerator Pedal Position Sensor

- If there is a malfunction in one of the systems, the accelerator opening angle is controlled by ECM according to a pre-determined accelerator angle to make driving possible. And if there are malfunctions in tow systems, the engine speed is fixed by ECM to a pre-determined engine speed to make driving possible.

## Throttle Position Sensor

- If there is a malfunction in one of the systems, the accelerator opening angle is controlled by ECM according to a pre-determined accelerator angle to make driving possible. And if there are malfunctions in tow systems, the accelerator opening angle is controlled by the idle signal sent from the ECM which is based on input indicating either idle condition or off-idle condition (pre-determined accelerator opening) in order to make driving possible.

## PNP Switch

- In the unlikely event that a malfunction signal enters the TCM, the position indicator is switched "OFF", the starter relay is switched "OFF" (starter starting is disabled), the back-up lamp relay switched "OFF" (back-up lamp is OFF) and the position is fixed to the "D" range to make driving possible.

## Starter Relay

- The starter relay is switched "OFF". (Starter starting is disabled.)

## A/T Interlock

- If there is an A/T interlock judgment malfunction, the transmission is fixed in 2nd gear to make driving possible.

**NOTE:**

**When the vehicle is driven fixed in 2nd gear, a turbine revolution sensor malfunction is displayed, but this is not a turbine revolution sensor malfunction.**

- When interlock is detected at the 3rd gear or more, it is locked at the 2nd gear.

## A/T 1st Engine Braking

- When there is an A/T first gear engine brake judgment malfunction, the low coast brake solenoid is switched "OFF" to avoid the engine brake operation.

## Line Pressure Solenoid

- The solenoid is switched "OFF" and the line pressure is set to the maximum hydraulic pressure to make driving possible.

## Torque Converter Clutch Solenoid

- The solenoid is switched "OFF" to release the lock-up.

## Low Coast Brake Solenoid

- When a (electrical or functional) malfunction occurs, in order to make driving possible, the engine brake is not applied in 1st and 2nd gear.

## Input Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either "ON" or "OFF", the transmission is held in 4th gear to make driving possible.

## Direct Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either "ON" or "OFF", the transmission is held in 4th gear to make driving possible.

## Front Brake Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid "ON", in order to make driving possible, the A/T is held in 5th gear; if the solenoid is OFF, 4th gear.

## High and Low Reverse Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either “ON” or “OFF”, the transmission is held in 4th gear to make driving possible.

Turbine Revolution Sensor 1 or 2

- The control is the same as if there were no turbine revolution sensors, 5th gear is prohibited.

### DTC Inspection Priority Chart

INFOID:000000004054475

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

**NOTE:**

**If DTC U1000 is displayed with other DTCs, first perform the trouble diagnosis for DTC U1000. Refer to [TM-159](#).**

| Priority | Detected items (DTC)         |
|----------|------------------------------|
| 1        | U1000 CAN communication line |
| 2        | Except above                 |

### DTC No. Index

INFOID:000000004054476

**NOTE:**

**If DTC U1000 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000. Refer to [TM-159](#).**

| DTC                      |                            | Items<br>(CONSULT- III screen terms) | Reference page         |
|--------------------------|----------------------------|--------------------------------------|------------------------|
| OBD- II                  | Except OBD- II             |                                      |                        |
| CONSULT- III<br>GST (*1) | CONSULT- III<br>only “A/T” |                                      |                        |
| —                        | P0615                      | STARTER RELAY/CIRC                   | <a href="#">TM-160</a> |
| P0700                    | P0700                      | TCM                                  | <a href="#">TM-162</a> |
| P0705                    | P0705                      | PNP SW/CIRC                          | <a href="#">TM-163</a> |
| P0710                    | P1710                      | ATF TEMP SEN/CIRC                    | <a href="#">TM-190</a> |
| P0717                    | P0717                      | TURBINE REV S/CIRC                   | <a href="#">TM-165</a> |
| P0720                    | P0720                      | VEH SPD SEN/CIR AT                   | <a href="#">TM-167</a> |
| —                        | P0725                      | ENGINE SPEED SIG                     | <a href="#">TM-170</a> |
| P0731                    | P0731                      | A/T 1ST GR FNCTN                     | <a href="#">TM-182</a> |
| P0732                    | P0732                      | A/T 2ND GR FNCTN                     | <a href="#">TM-182</a> |
| P0733                    | P0733                      | A/T 3RD GR FNCTN                     | <a href="#">TM-182</a> |
| P0734                    | P0734                      | A/T 4TH GR FNCTN                     | <a href="#">TM-182</a> |
| P0735                    | P0735                      | A/T 5TH GR FNCTN                     | <a href="#">TM-182</a> |
| P0740                    | P0740                      | TCC SOLENOID/CIRC                    | <a href="#">TM-182</a> |
| P0744 (*2)               | P0744                      | A/T TCC S/V FNCTN                    | <a href="#">TM-184</a> |
| P0745                    | P0745                      | L/PRESS SOL/CIRC                     | <a href="#">TM-186</a> |
| —                        | P1705                      | TP SEN/CIRC A/T                      | <a href="#">TM-188</a> |
| —                        | P1721                      | VEH SPD SE/CIR-MTR                   | <a href="#">TM-192</a> |
| P1730                    | P1730                      | A/T INTERLOCK                        | <a href="#">TM-194</a> |
| —                        | P1731                      | A/T 1ST E/BRAKING                    | <a href="#">TM-196</a> |
| P1752                    | P1752                      | I/C SOLENOID/CIRC                    | <a href="#">TM-198</a> |
| P1757                    | P1757                      | FR/B SOLENOID/CIRC                   | <a href="#">TM-200</a> |
| P1762                    | P1762                      | D/C SOLENOID/CIRC                    | <a href="#">TM-202</a> |
| P1767                    | P1767                      | HLR/C SOL/CIRC                       | <a href="#">TM-204</a> |
| P1772                    | P1772                      | LC/B SOLENOID/CIRC                   | <a href="#">TM-206</a> |

# TCM

< ECU DIAGNOSIS >

[5AT: RE5R05A]

| DTC                      |                            | Items<br>(CONSULT- III screen terms) | Reference page         |
|--------------------------|----------------------------|--------------------------------------|------------------------|
| OBD- II                  | Except OBD- II             |                                      |                        |
| CONSULT- III<br>GST (*1) | CONSULT- III<br>only "A/T" |                                      |                        |
| P1774 (*2)               | P1774                      | LC/B SOLENOID FNCT                   | <a href="#">TM-208</a> |
| U1000                    | U1000                      | CAN COMM CIRCUIT                     | <a href="#">TM-159</a> |

\*1: These numbers are prescribed by SAE J2012.

\*2: These malfunctions cannot be displayed MIL if another malfunction is assigned to MIL.

## Alphabetical Index

INFOID:000000004054477

### NOTE:

**If DTC U1000 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000. Refer to [TM-159](#).**

| Items<br>(CONSULT- III screen terms) | DTC                   |                         | Reference page         |
|--------------------------------------|-----------------------|-------------------------|------------------------|
|                                      | OBD- II               | Except OBD- II          |                        |
|                                      | CONSULT- III GST (*1) | CONSULT- III only "A/T" |                        |
| A/T 1ST E/BRAKING                    | —                     | P1731                   | <a href="#">TM-196</a> |
| A/T 1ST GR FNCTN                     | P0731                 | P0731                   | <a href="#">TM-172</a> |
| A/T 2ND GR FNCTN                     | P0732                 | P0732                   | <a href="#">TM-174</a> |
| A/T 3RD GR FNCTN                     | P0733                 | P0733                   | <a href="#">TM-176</a> |
| A/T 4TH GR FNCTN                     | P0734                 | P0734                   | <a href="#">TM-178</a> |
| A/T 5TH GR FNCTN                     | P0735                 | P0735                   | <a href="#">TM-180</a> |
| A/T INTERLOCK                        | P1730                 | P1730                   | <a href="#">TM-194</a> |
| A/T TCC S/V FNCTN                    | P0744 (*2)            | P0744                   | <a href="#">TM-184</a> |
| ATF TEMP SEN/CIRC                    | P0710                 | P1710                   | <a href="#">TM-190</a> |
| CAN COMM CIRCUIT                     | U1000                 | U1000                   | <a href="#">TM-159</a> |
| D/C SOLENOID/CIRC                    | P1762                 | P1762                   | <a href="#">TM-202</a> |
| ENGINE SPEED SIG                     | —                     | P0725                   | <a href="#">TM-170</a> |
| FR/B SOLENOID/CIRC                   | P1757                 | P1757                   | <a href="#">TM-200</a> |
| HLR/C SOL/CIRC                       | P1767                 | P1767                   | <a href="#">TM-204</a> |
| I/C SOLENOID/CIRC                    | P1752                 | P1752                   | <a href="#">TM-198</a> |
| L/PRESS SOL/CIRC                     | P0745                 | P0745                   | <a href="#">TM-186</a> |
| LC/B SOLENOID/CIRC                   | P1772                 | P1772                   | <a href="#">TM-206</a> |
| LC/B SOLENOID FNCT                   | P1774 (*2)            | P1774                   | <a href="#">TM-208</a> |
| PNP SW/CIRC                          | P0705                 | P0705                   | <a href="#">TM-163</a> |
| STARTER RELAY/CIRC                   | —                     | P0615                   | <a href="#">TM-160</a> |
| TCC SOLENOID/CIRC                    | P0740                 | P0740                   | <a href="#">TM-182</a> |
| TCM                                  | P0700                 | P0700                   | <a href="#">TM-162</a> |
| TP SEN/CIRC A/T                      | —                     | P1705                   | <a href="#">TM-188</a> |
| TURBINE REV S/CIRC                   | P0717                 | P0717                   | <a href="#">TM-165</a> |
| VEH SPD SE/CIR-MTR                   | —                     | P1721                   | <a href="#">TM-192</a> |
| VEH SPD SEN/CIR AT                   | P0720                 | P0720                   | <a href="#">TM-167</a> |

\*1: These numbers are prescribed by SAE J2012.

\*2: These malfunctions cannot be displayed MIL if another malfunction is assigned to MIL.

# SYMPTOM DIAGNOSIS

## SYSTEM SYMPTOM

O/D OFF Indicator Lamp Does Not Come On

INFOID:000000004054478

SYMPTOM:

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

DIAGNOSTIC PROCEDURE

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).

Is a malfunction in the CAN communication indicated in the results?

YES >> Check CAN communication line. Refer to [TM-159](#).

NO >> GO TO 2.

### 2. CHECK O/D OFF INDICATOR LAMP CIRCUIT

Check the combination meter. Refer to [MWI-17, "WARNING LAMPS/INDICATOR LAMPS : System Description"](#).

OK or NG

OK >> GO TO 3

NG >> Repair or replace damaged parts.

### 3. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [TM-210, "Diagnosis Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

Engine Cannot Be Started in "P" or "N" Position

INFOID:000000004054479

SYMPTOM:

- Engine cannot be started with selector lever in "P" or "N" position.
- Engine can be started with selector lever in "D", "3", "2", "1" or "R" position.

DIAGNOSTIC PROCEDURE

### 1. CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [TM-163](#).

NO >> GO TO 2.

### 2. CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

### 3. CHECK STARTING SYSTEM

Check the starting system. Refer to [STR-8, "A/T : System Description"](#).

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

In "P" Position, Vehicle Moves When Pushed

INFOID:000000004054480

SYMPTOM:

**Even though the selector lever is set in the "P" position, the parking mechanism is not actuated, allowing the vehicle to be moved when it is pushed.**

DIAGNOSTIC PROCEDURE

## 1.CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [TM-163](#).

NO >> GO TO 2.

## 2.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

## 3.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).

2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 4.

## 4.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.58).

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

In "N" Position, Vehicle Moves

INFOID:000000004054481

SYMPTOM:

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

DIAGNOSTIC PROCEDURE

## 1.CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Do the self-diagnostic results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [TM-163](#).

NO >> GO TO 2.

## 2.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

## 3.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

# SYSTEM SYMPTOM

[5AT: RE5R05A]

< SYMPTOM DIAGNOSIS >

- OK >> GO TO 4.  
NG >> Refill ATF.

## 4.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 5.  
NG >> Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.60).

## 5.CHECK SYMPTOM

Check again. Refer to [TM-293, "Check at Idle"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 6.

## 6.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## Large Shock ("N" to "D" Position)

INFOID:000000004054482

SYMPTOM:

**A noticeable shock occurs when the selector lever is shifted from the "N" to "D" position.**

DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

### 2.ENGINE IDLE SPEED

Check the engine idle speed. Refer to [EC-23, "Idle Speed and Ignition Timing Check"](#) (QR25DE) or [EC-474, "Idle Speed and Ignition Timing Check"](#) (VQ40DE).

OK or NG

- OK >> GO TO 3.  
NG >> Repair.

### 3.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

- OK >> GO TO 4.  
NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

### 4.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 5.  
NG >> Refill ATF.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## 5. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to [TM-290, "Line Pressure Test"](#).

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high: GO TO 6.

NG - 2 >> Line pressure low: GO TO 7.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

## 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

- Power train system. Refer to [TM-336, "Disassembly"](#).

- Transmission case. Refer to [TM-336, "Disassembly"](#).

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

## 8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).

2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> GO TO 10.

NG >> GO TO 9.

## 9. DETECT MALFUNCTIONING ITEM

• Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.1).

OK or NG

OK >> GO TO 10.

NG >> Repair or replace damaged parts.

## 10. CHECK SYMPTOM

Check again. Refer to [TM-293, "Check at Idle"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 11.

## 11. PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).

2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## Vehicle Does Not Creep Backward in "R" Position

INFOID:000000004054483

### SYMPTOM:

The vehicle does not creep in the "R" position. Or an extreme lack of acceleration is observed.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).
- NO >> GO TO 2.

#### 2. CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

#### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

#### 4. CHECK STALL TEST

Check stall revolution with selector lever in "1" and "R" positions.

Refer to [TM-289, "Stall Test"](#).

OK or NG

- OK >> GO TO 6.
- OK in "1" position, NG in "R" position >> GO TO 5.
- NG in both "1" and "R" positions >> GO TO 8.

#### 5. DETECT MALFUNCTIONING ITEM

1. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
2. Check the following items:
  - Reverse brake. Refer to [TM-336, "Disassembly"](#).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

#### 6. CHECK LINE PRESSURE

Check the line pressure with the engine idling. Refer to [TM-290, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 9.
- NG - 1 >> Line pressure high. GO TO 7.
- NG - 2 >> Line pressure low. GO TO 8.

#### 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

OK or NG

- OK >> GO TO 9.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

NG >> Repair or replace damaged parts.

## 8.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
  - Power train system. Refer to [TM-336, "Disassembly"](#).
  - Transmission case. Refer to [TM-336, "Disassembly"](#).

### OK or NG

OK >> GO TO 9.

NG >> Repair or replace damaged parts.

## 9.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

### OK or NG

OK >> GO TO 10.

NG >> GO TO 13.

## 10.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.43).

### OK or NG

OK >> GO TO 11.

NG >> Repair or replace damaged parts.

## 11.CHECK SYMPTOM

Check again. Refer to [TM-293, "Check at Idle"](#).

### OK or NG

OK >> **INSPECTION END**

NG >> GO TO 12.

## 12.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## 13.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.43).

### OK or NG

OK >> GO TO 11.

NG >> Repair or replace damaged parts.

## Vehicle Does Not Creep Forward in "D" Position

INFOID:000000004054484

### SYMPTOM:

**Vehicle does not creep forward when selecting "D" position.**

### DIAGNOSTIC PROCEDURE

## 1.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

---

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

## 2.CHECK CONTROL CABLE

---

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

## 3.CHECK A/T FLUID LEVEL

---

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 4.  
NG >> Refill ATF.

## 4.CHECK STALL TEST

---

Check stall revolution with selector lever in "D" position. Refer to [TM-289, "Stall Test"](#).

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 7.

## 5.CHECK LINE PRESSURE

---

Check line pressure at idle with selector lever in "D" position. Refer to [TM-290, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 8.  
NG - 1 >> Line pressure high. GO TO 6.  
NG - 2 >> Line pressure low. GO TO 7.

## 6.DETECT MALFUNCTIONING ITEM

- 
1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
  2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
  3. Check the following items:
    - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## 7.DETECT MALFUNCTIONING ITEM

- 
1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
  2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
  3. Check the following.
    - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
    - Power train system. Refer to [TM-336, "Disassembly"](#).
    - Transmission case. Refer to [TM-336, "Disassembly"](#).

OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## 8.CHECK A/T FLUID CONDITION

- 
1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
  2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 9.

# SYSTEM SYMPTOM

[5AT: RE5R05A]

< SYMPTOM DIAGNOSIS >

NG >> GO TO 12.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.43).

OK or NG

OK >> GO TO 10.

NG >> Repair or replace damaged parts.

## 10. CHECK SYMPTOM

Check again. Refer to [TM-293, "Check at Idle"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 11.

## 11. PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## 12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.43).

OK or NG

OK >> GO TO 10.

NG >> Repair or replace damaged parts.

## Vehicle Cannot Be Started from D1

INFOID:000000004054485

SYMPTOM:

**Vehicle cannot be started from D1 on cruise test - Part 1 and cruise test - Part 2.**

DIAGNOSTIC PROCEDURE

### 1. CONFIRM THE SYMPTOM

Check if vehicle creeps in "R" position.

OK or NG

OK >> GO TO 2.

NG >> Refer to [TM-236, "Vehicle Does Not Creep Backward in "R" Position"](#).

### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

NO >> GO TO 3.

### 3. CHECK ACCELERATOR PEDAL POSITION (APP) SENSOR

Check accelerator pedal position (APP) sensor. Refer to [TM-188](#).

OK or NG

OK >> GO TO 4.

NG >> Repair or replace accelerator pedal position (APP) sensor.

### 4. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

# SYSTEM SYMPTOM

[5AT: RE5R05A]

## < SYMPTOM DIAGNOSIS >

- OK >> GO TO 5.  
NG >> Refill ATF.

### 5.CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290, "Line Pressure Test"](#).

#### OK or NG

- OK >> GO TO 8.  
NG - 1 >> Line pressure high. GO TO 6.  
NG - 2 >> Line pressure low. GO TO 7.

### 6.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

#### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

### 7.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
  - Power train system. Refer to [TM-336, "Disassembly"](#).
  - Transmission case. Refer to [TM-336, "Disassembly"](#).

#### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

### 8.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

#### OK or NG

- OK >> GO TO 9.  
NG >> GO TO 12.

### 9.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.23).

#### OK or NG

- OK >> GO TO 10.  
NG >> Repair or replace damaged parts.

### 10.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#), [TM-296, "Cruise Test - Part 2"](#).

#### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 11.

### 11.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

#### OK or NG

- OK >> **INSPECTION END**

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

NG >> Repair or replace damaged parts.

## 12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.23).

### OK or NG

OK >> GO TO 10.

NG >> Repair or replace damaged parts.

A/T Does Not Shift: D1→ D2

INFOID:000000004054486

SYMPTOM:

**The vehicle does not shift-up from the D1 to D2 gear at the specified speed.**

DIAGNOSTIC PROCEDURE

## 1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

### OK or NG

OK >> GO TO 2.

NG >> Refer to [TM-237, "Vehicle Does Not Creep Forward in "D" Position"](#), [TM-239, "Vehicle Cannot Be Started from D1"](#).

## 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

NO >> GO TO 3.

## 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

### OK or NG

OK >> GO TO 4.

NG >> Refill ATF.

## 4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290, "Line Pressure Test"](#).

### OK or NG

OK >> GO TO 7.

NG - 1 >> Line pressure high. GO TO 5.

NG - 2 >> Line pressure low. GO TO 6.

## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

### OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

# SYSTEM SYMPTOM

[5AT: RE5R05A]

## < SYMPTOM DIAGNOSIS >

- Power train system. Refer to [TM-336, "Disassembly"](#).
- Transmission case. Refer to [TM-336, "Disassembly"](#).

### OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

### OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.

## 8.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.10).

### OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

## 9.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#), [TM-296, "Cruise Test - Part 2"](#).

### OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

## 10.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 11.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.10).

### OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

## A/T Does Not Shift: D2→ D3

INFOID:000000004054487

### SYMPTOM:

**The vehicle does not shift-up from D2 to D3 gear at the specified speed.**

### DIAGNOSTIC PROCEDURE

## 1.CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

### OK or NG

- OK >> GO TO 2.
- NG >> Refer to [TM-237, "Vehicle Does Not Creep Forward in "D" Position"](#), [TM-239, "Vehicle Cannot Be Started from D1"](#).

## 2.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

# SYSTEM SYMPTOM

[5AT: RE5R05A]

< SYMPTOM DIAGNOSIS >

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 3.

## 3.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 4.  
NG >> Refill ATF.

## 4.CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290, "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 7.  
NG - 1 >> Line pressure high. GO TO 5.  
NG - 2 >> Line pressure low. GO TO 6.

## 5.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 6.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
  - Power train system. Refer to [TM-336, "Disassembly"](#).
  - Transmission case. Refer to [TM-336, "Disassembly"](#).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 11.

## 8.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.11).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 9.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#), [TM-296, "Cruise Test - Part 2"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## 10.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.11).

### OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

A/T Does Not Shift: D3→ D4

INFOID:000000004054488

### SYMPTOM:

- **The vehicle does not shift-up from the D3 to D4 gear at the specified speed.**

### DIAGNOSTIC PROCEDURE

## 1.CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

### OK or NG

- OK >> GO TO 2.  
NG >> Refer to [TM-237, "Vehicle Does Not Creep Forward in "D" Position"](#), [TM-239, "Vehicle Cannot Be Started from D1"](#).

## 2.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 3.

## 3.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

### OK or NG

- OK >> GO TO 4.  
NG >> Refill ATF.

## 4.CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290, "Line Pressure Test"](#).

### OK or NG

- OK >> GO TO 7.  
NG - 1 >> Line pressure high. GO TO 5.  
NG - 2 >> Line pressure low. GO TO 6.

## 5.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
  - Power train system. Refer to [TM-336, "Disassembly"](#).
  - Transmission case. Refer to [TM-336, "Disassembly"](#).

### OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

### OK or NG

- OK >> GO TO 8.  
NG >> GO TO 11.

## 8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.12).

### OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 9. CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#), [TM-296, "Cruise Test - Part 2"](#).

### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10.

## 10. PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.12).

### OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

A/T Does Not Shift: D4→ D5

INFOID:000000004054489

### SYMPTOM:

- The vehicle does not shift-up from the D4 to D5 gear at the specified speed.
- The vehicle does not shift-up from the D4 to D5 gear unless A/T is warmed up.

### DIAGNOSTIC PROCEDURE

## 1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## OK or NG

OK >> GO TO 2.

NG >> Refer to [TM-237, "Vehicle Does Not Creep Forward in "D" Position"](#), [TM-239, "Vehicle Cannot Be Started from D1"](#).

## 2.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

NO >> GO TO 3.

## 3.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

## OK or NG

OK >> GO TO 4.

NG >> Refill ATF.

## 4.CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290, "Line Pressure Test"](#).

## OK or NG

OK >> GO TO 7.

NG - 1 >> Line pressure high. GO TO 5.

NG - 2 >> Line pressure low. GO TO 6.

## 5.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

## OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 6.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).

3. Check the following.

- Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).

- Power train system. Refer to [TM-336, "Disassembly"](#).

- Transmission case. Refer to [TM-336, "Disassembly"](#).

## OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 7.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).

2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

## OK or NG

OK >> GO TO 8.

NG >> GO TO 11.

## 8.DETECT MALFUNCTIONING ITEM

• Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.13).

## OK or NG

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 9.CHECK SYMPTOM

Check again. Refer to [TM-294. "Cruise Test - Part 1"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10.

## 10.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220. "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257. "Symptom Chart"](#) (Symptom No.13).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## A/T Does Not Perform Lock-up

INFOID:000000004054490

SYMPTOM:

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

DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

### 2.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.

### 3.CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [TM-290. "Line Pressure Test"](#).

OK or NG

- OK >> GO TO 6.  
NG - 1 >> Line pressure high. GO TO 4.  
NG - 2 >> Line pressure low. GO TO 5.

### 4.DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301. "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336. "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354. "Disassembly and Assembly"](#).

OK or NG

- OK >> GO TO 7.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

NG >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [TM-301, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
2. Disassemble A/T. Refer to [TM-336, "Disassembly"](#).
3. Check the following.
  - Oil pump assembly. Refer to [TM-354, "Disassembly and Assembly"](#).
  - Power train system. Refer to [TM-336, "Disassembly"](#).
  - Transmission case. Refer to [TM-336, "Disassembly"](#).

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 6. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> GO TO 7.

NG >> GO TO 10.

## 7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.24).

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

## 8. CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 9.

## 9. PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## 10. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.24).

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

A/T Does Not Hold Lock-up Condition

INFOID:000000004054491

SYMPTOM:

**The lock-up condition cannot be maintained for more than 30 seconds.**

DIAGNOSTIC PROCEDURE

## 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

## 2.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.

## 3.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 4.  
NG >> GO TO 7.

## 4.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.25).

OK or NG

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.

## 5.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 6.

## 6.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 7.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.25).

OK or NG

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.

## Lock-up Is Not Released

INFOID:000000004054492

SYMPTOM:

**The lock-up condition cannot be cancelled even after releasing the accelerator pedal.**

DIAGNOSTIC PROCEDURE

## 1.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## 2.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 3.

## 3.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## Engine Speed Does Not Return to Idle

INFOID:000000004054493

SYMPTOM:

**When a shift-down is performed, the engine speed does not smoothly return to the idling speed.**

DIAGNOSTIC PROCEDURE

## 1.CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> GO TO 2.

NG >> Refill ATF.

## 2.CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

NO >> GO TO 3.

## 3.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> GO TO 4.

NG >> GO TO 7.

## 4.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.65).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

## 5.CHECK SYMPTOM

Check again. Refer to [TM-294, "Cruise Test - Part 1"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

## 6.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

## OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 7.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.65).

## OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

A/T Does Not Shift: 5th gear → 4th gear

INFOID:000000004054494

SYMPTOM:

**When shifted from D5 to D4 position, does not downshift from 5th to 4th gears.**

## DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).
- NO >> GO TO 2.

### 2.CHECK OVERDRIVE CONTROL SWITCH CIRCUIT

Check overdrive control switch. Refer to [TM-218](#).

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

### 3.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

## OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

### 4.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

## OK or NG

- OK >> GO TO 5.
- NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

### 5.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

## OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.

## 6.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.14).

## OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

### 7.CHECK SYMPTOM

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

Check again. Refer to [TM-296, "Cruise Test - Part 3"](#).

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

## 8.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 9.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

A/T Does Not Shift: 4th gear → 3rd gear

INFOID:000000004054495

SYMPTOM:

**When shifted from D4 to 3<sup>3</sup> position, does not downshift from 4th to 3rd gears.**

DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#).
- NO >> GO TO 2.

### 2.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.

### 3.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment"](#).

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment"](#).

### 4.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 8.

### 5.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.15).

OK or NG

# SYSTEM SYMPTOM

[5AT: RE5R05A]

< SYMPTOM DIAGNOSIS >

- OK >> GO TO 6.  
NG >> Repair or replace damaged parts.

## 6.CHECK SYMPTOM

Check again. Refer to [TM-296. "Cruise Test - Part 3"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 7.

## 7.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220. "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 8.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257. "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 6.  
NG >> Repair or replace damaged parts.

A/T Does Not Shift: 3rd gear → 2nd gear

INFOID:000000004054496

SYMPTOM:

**When shifted from 3<sup>rd</sup> to 2<sup>nd</sup> position, does not downshift from 3<sup>rd</sup> to 2<sup>nd</sup> gears.**

DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150. "CONSULT-III Function \(TRANSMISSION\)"](#).  
NO >> GO TO 2.

### 2.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.

### 3.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298. "Inspection and Adjustment"](#).

OK or NG

- OK >> GO TO 4.  
NG >> Adjust control cable. Refer to [TM-298. "Inspection and Adjustment"](#).

### 4.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299. "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

- OK >> GO TO 5.  
NG >> GO TO 8.

### 5.DETECT MALFUNCTIONING ITEM

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257](#), "[Symptom Chart](#)" (Symptom No.16).

## OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 6.CHECK SYMPTOM

Check again. Refer to [TM-296](#), "[Cruise Test - Part 3](#)".

## OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 7.

## 7.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220](#), "[TCM Terminals and Reference Values](#)".
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

## OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 8.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257](#), "[Symptom Chart](#)" (Symptom No.16).

## OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

A/T Does Not Shift: 2nd gear → 1st gear

INFOID:000000004054497

SYMPTOM:

**When shifted from 22 to 11 position, does not downshift from 2nd to 1st gears.**

## DIAGNOSTIC PROCEDURE

### 1.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis. Refer to [TM-150](#), "[CONSULT-III Function \(TRANSMISSION\)](#)".

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150](#), "[CONSULT-III Function \(TRANSMISSION\)](#)".
- NO >> GO TO 2.

### 2.CHECK 1ST POSITION SWITCH CIRCUIT

#### Ⓟ With CONSULT-III

1. Turn ignition switch "ON".
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Read out "1 POSITION SW" switch moving selector lever to each position.

| Monitor item  | Condition  | Display value |
|---------------|--|---------------|
| 1 POSITION SW | When setting the selector lever to "1" position. | ON            |
|               | When setting selector lever to other positions.  | OFF           |

#### ⓧ Without CONSULT-III

1. Turn ignition switch "ON". (Do not start engine)
2. Check voltage between A/T device harness connector terminal and ground.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| Item                | Connector No. | Terminal No. | Condition  | Data (Approx.)  |
|---------------------|---------------|--------------|--|-----------------|
| 1st position switch | M156          | 9 - Ground   | When setting the selector lever to "1" position. | 0V              |
|                     |               |              | When setting selector lever to other positions.  | Battery voltage |

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

## 3.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)".](#)

## OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

## 4.CHECK CONTROL CABLE

Check the control cable.

- Refer to [TM-298, "Inspection and Adjustment".](#)

## OK or NG

- OK >> GO TO 5.
- NG >> Adjust control cable. Refer to [TM-298, "Inspection and Adjustment".](#)

## 5.CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299, "Removal and Installation".](#)
2. Check A/T fluid condition. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)".](#)

## OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.

## 6.DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257, "Symptom Chart"](#) (Symptom No.17).

## OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7.CHECK SYMPTOM

Check again. Refer to [TM-296, "Cruise Test - Part 3".](#)

## OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

## 8.PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220, "TCM Terminals and Reference Values".](#)
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

## OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 9.DETECT MALFUNCTIONING ITEM

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257](#), "[Symptom Chart](#)" (Symptom No.17).

## OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## Vehicle Does Not Decelerate By Engine Brake

INFOID:000000004054498

### SYMPTOM:

**No engine brake is applied when the gear is shifted from the 22 to 11.**

### DIAGNOSTIC PROCEDURE

#### 1.CHECK SELF-DIAGNOSIS RESULTS

Perform self-diagnosis.

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [TM-150](#), "[CONSULT-III Function \(TRANSMISSION\)](#)".
- NO >> GO TO 2.

#### 2.CHECK 1ST POSITION SWITCH CIRCUIT

##### Ⓜ With CONSULT-III

1. Turn ignition switch "ON".
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "TRANSMISSION" with CONSULT-III.
3. Read out "1 POSITION SW" moving switch selector lever to each position.

| Monitor item  | Condition  | Display value |
|---------------|--|---------------|
| 1 POSITION SW | When setting the selector lever to "1" position. | ON            |
|               | When setting selector lever to other positions.  | OFF           |

##### ⓧ Without CONSULT-III

1. Turn ignition switch "ON". (Do not start engine)
2. Check voltage between A/T device harness connector terminal and ground.

| Item                | Connector No. | Terminal No. | Condition  | Data (Approx.)  |
|---------------------|---------------|--------------|--|-----------------|
| 1st position switch | M156          | 9 - Ground   | When setting the selector lever to "1" position. | 0V              |
|                     |               |              | When setting selector lever to other positions.  | Battery voltage |

## OK or NG

- OK >> GO TO 3.
- NG >> Repair or replace damaged parts.

#### 3.CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [TM-283](#), "[Checking the A/T Fluid \(ATF\)](#)".

## OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

#### 4.CHECK CONTROL CABLE

Check the control cable.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

- Refer to [TM-298. "Inspection and Adjustment"](#).

OK or NG

OK >> GO TO 5.

NG >> Adjust control cable. Refer to [TM-298. "Inspection and Adjustment"](#).

## 5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [TM-299. "Removal and Installation"](#).
2. Check A/T fluid condition. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

OK or NG

OK >> GO TO 6.

NG >> GO TO 9.

## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257. "Symptom Chart"](#) (Symptom No.53).

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [TM-296. "Cruise Test - Part 3"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 8.

## 8. PERFORM TCM INSPECTION

1. Perform TCM input/output signals inspection. Refer to [TM-220. "TCM Terminals and Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [TM-257. "Symptom Chart"](#) (Symptom No.53).

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## Symptom Chart

INFOID:000000004054499

- The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.
- Overhaul and inspect inside the A/T only if A/T fluid condition is NG. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items       | Symptom   | Condition   | Diagnostic Item   | Reference page   |
|-----|-------------|---|-------------|---|--|
| 1   |             | Large shock. ("N"→"D" position)<br>Refer to <a href="#">TM-234</a> ,<br><a href="#">"Large Shock ("N" to "D" Position)"</a> . | ON vehicle  | 1. Engine idle speed  | <a href="#">EC-23</a><br>(QR25DE),<br><a href="#">EC-474</a><br>(VQ40DE) |
|     |             |   |             | 2. Engine speed signal  | <a href="#">TM-170</a>   |
|     |             |   |             | 3. Accelerator pedal position sensor  | <a href="#">TM-188</a>   |
|     |             |   |             | 4. Control cable adjustment   | <a href="#">TM-298</a>   |
|     |             |   |             | 5. ATF temperature sensor   | <a href="#">TM-190</a>   |
|     |             |   |             | 6. Front brake solenoid valve   | <a href="#">TM-200</a>   |
|     |             |   |             | 7. CAN communication line   | <a href="#">TM-159</a>   |
|     |             |   |             | 8. Fluid level and state  | <a href="#">TM-283</a>   |
|     |             |   |             | 9. Line pressure test   | <a href="#">TM-290</a>   |
|     |             |   |             | 10. Control valve with TCM  | <a href="#">TM-301</a>   |
|     |             |   | OFF vehicle | 11. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>   |
| 2   | Shift Shock | Shock is too large when changing D1→D2.   | ON vehicle  | 1. Accelerator pedal position sensor  | <a href="#">TM-188</a>   |
|     |             |   |             | 2. Control cable adjustment   | <a href="#">TM-298</a>   |
|     |             |   |             | 3. Direct clutch solenoid valve   | <a href="#">TM-202</a>   |
|     |             |   |             | 4. CAN communication line   | <a href="#">TM-159</a>   |
|     |             |   |             | 5. Engine speed signal  | <a href="#">TM-170</a>   |
|     |             |   |             | 6. Turbine revolution sensor  | <a href="#">TM-165</a>   |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a>                       |
|     |             |   |             | 8. Fluid level and state  | <a href="#">TM-283</a>   |
|     |             |   |             | 9. Control valve with TCM   | <a href="#">TM-301</a>   |
|     |             |   | OFF vehicle | 10. Direct clutch   | <a href="#">TM-373</a>   |
| 3   |             | Shock is too large when changing D2→D3.   | ON vehicle  | 1. Accelerator pedal position sensor  | <a href="#">TM-188</a>   |
|     |             |   |             | 2. Control cable adjustment   | <a href="#">TM-298</a>   |
|     |             |   |             | 3. High and low reverse clutch solenoid valve   | <a href="#">TM-204</a>   |
|     |             |   |             | 4. CAN communication line   | <a href="#">TM-159</a>   |
|     |             |   |             | 5. Engine speed signal  | <a href="#">TM-170</a>   |
|     |             |   |             | 6. Turbine revolution sensor  | <a href="#">TM-165</a>   |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a>                       |
|     |             |   |             | 8. Fluid level and state  | <a href="#">TM-283</a>   |
|     |             |   |             | 9. Control valve with TCM   | <a href="#">TM-301</a>   |
|     |             |   | OFF vehicle | 10. High and low reverse clutch   | <a href="#">TM-370</a>   |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items       | Symptom   | Condition   | Diagnostic Item  | Reference page                                    |                                 |                        |
|-----|-------------|---|-------------|--|---|---------------------------------|------------------------|
| 4   |             | Shock is too large when changing D3→D4.                             | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |                                 |                        |
|     |             |   |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |                                 |                        |
|     |             |   |             | 3. Input clutch solenoid valve                           | <a href="#">TM-198</a>                            |                                 |                        |
|     |             |   |             | 4. CAN communication line                                | <a href="#">TM-159</a>                            |                                 |                        |
|     |             |   |             | 5. Engine speed signal                                   | <a href="#">TM-170</a>                            |                                 |                        |
|     |             |   |             | 6. Turbine revolution sensor                             | <a href="#">TM-165</a>                            |                                 |                        |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |                                 |                        |
|     |             |   |             | 8. Fluid level and state                                 | <a href="#">TM-283</a>                            |                                 |                        |
|     |             |   |             | 9. Control valve with TCM                                | <a href="#">TM-301</a>                            |                                 |                        |
|     |             |   | OFF vehicle | 10. Input clutch   | <a href="#">TM-359</a>                            |                                 |                        |
| 5   | Shift Shock | Shock is too large when changing D4→D5.                             | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |                                 |                        |
|     |             |   |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |                                 |                        |
|     |             |   |             | 3. Front brake solenoid valve                            | <a href="#">TM-200</a>                            |                                 |                        |
|     |             |   |             | 4. CAN communication line                                | <a href="#">TM-159</a>                            |                                 |                        |
|     |             |   |             | 5. Engine speed signal                                   | <a href="#">TM-170</a>                            |                                 |                        |
|     |             |   |             | 6. Turbine revolution sensor                             | <a href="#">TM-165</a>                            |                                 |                        |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |                                 |                        |
|     |             |   |             | 8. Fluid level and state                                 | <a href="#">TM-283</a>                            |                                 |                        |
|     |             |   |             | 9. Control valve with TCM                                | <a href="#">TM-301</a>                            |                                 |                        |
|     |             |   |             |  | OFF vehicle                                       | 10. Front brake (brake band)    | <a href="#">TM-325</a> |
|     |             |   |             |  |   | 11. Input clutch                | <a href="#">TM-359</a> |
| 6   |             | Shock is too large for downshift when accelerator pedal is pressed. | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |                                 |                        |
|     |             |   |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |                                 |                        |
|     |             |   |             | 3. CAN communication line                                | <a href="#">TM-159</a>                            |                                 |                        |
|     |             |   |             | 4. Engine speed signal                                   | <a href="#">TM-170</a>                            |                                 |                        |
|     |             |   |             | 5. Turbine revolution sensor                             | <a href="#">TM-165</a>                            |                                 |                        |
|     |             |   |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |                                 |                        |
|     |             |   |             | 7. Fluid level and state                                 | <a href="#">TM-283</a>                            |                                 |                        |
|     |             |   |             | 8. Control valve with TCM                                | <a href="#">TM-301</a>                            |                                 |                        |
|     |             |   |             |  | OFF vehicle                                       | 9. Front brake (brake band)     | <a href="#">TM-325</a> |
|     |             |   |             |  |   | 10. Input clutch                | <a href="#">TM-359</a> |
|     |             |   |             |  |   | 11. High and low reverse clutch | <a href="#">TM-370</a> |
|     |             |   |             |  |   | 12. Direct clutch               | <a href="#">TM-373</a> |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items       | Symptom  | Condition   | Diagnostic Item  | Reference page                                    |
|-----|-------------|--|-------------|--|---|
| 7   |             | Shock is too large for upshift when accelerator pedal is released. | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |
|     |             |  |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |
|     |             |  |             | 3. Engine speed signal                                   | <a href="#">TM-170</a>                            |
|     |             |  |             | 4. CAN communication line                                | <a href="#">TM-159</a>                            |
|     |             |  |             | 5. Turbine revolution sensor                             | <a href="#">TM-165</a>                            |
|     |             |  |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |
|     |             |  |             | 7. Fluid level and state                                 | <a href="#">TM-283</a>                            |
|     |             |  |             | 8. Control valve with TCM                                | <a href="#">TM-301</a>                            |
|     |             |  | OFF vehicle | 9. Front brake (brake band)                              | <a href="#">TM-325</a>                            |
|     |             |  |             | 10. Input clutch   | <a href="#">TM-359</a>                            |
|     |             |  |             | 11. High and low reverse clutch                          | <a href="#">TM-370</a>                            |
|     |             |  |             | 12. Direct clutch  | <a href="#">TM-373</a>                            |
| 8   | Shift Shock | Shock is too large for lock-up.                                    | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |
|     |             |  |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |
|     |             |  |             | 3. Engine speed signal                                   | <a href="#">TM-170</a>                            |
|     |             |  |             | 4. CAN communication line                                | <a href="#">TM-159</a>                            |
|     |             |  |             | 5. Turbine revolution sensor                             | <a href="#">TM-165</a>                            |
|     |             |  |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |
|     |             |  |             | 7. Torque converter clutch solenoid valve                | <a href="#">TM-182</a>                            |
|     |             |  |             | 8. Fluid level and state                                 | <a href="#">TM-283</a>                            |
|     |             |  |             | 9. Control valve with TCM                                | <a href="#">TM-301</a>                            |
|     |             |  | OFF vehicle | 10. Torque converter                                     | <a href="#">TM-325</a>                            |
| 9   |             | Shock is too large during engine brake.                            | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">TM-188</a>                            |
|     |             |  |             | 2. Control cable adjustment                              | <a href="#">TM-298</a>                            |
|     |             |  |             | 3. CAN communication line                                | <a href="#">TM-159</a>                            |
|     |             |  |             | 4. Fluid level and state                                 | <a href="#">TM-283</a>                            |
|     |             |  |             | 5. Control valve with TCM                                | <a href="#">TM-301</a>                            |
|     |             |  | OFF vehicle | 6. Front brake (brake band)                              | <a href="#">TM-325</a>                            |
|     |             |  |             | 7. Input clutch  | <a href="#">TM-359</a>                            |
|     |             |  |             | 8. High and low reverse clutch                           | <a href="#">TM-370</a>                            |
|     |             |  |             | 9. Direct clutch   | <a href="#">TM-373</a>                            |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No.         | Items           | Symptom  | Condition   | Diagnostic Item  | Reference page                                     |
|-------------|-----------------|--|-------------|--|--|
| 10          |                 | Gear does not change from D1 → D2.<br>Refer to <a href="#">TM-241</a> , " <a href="#">A/T Does Not Shift: D1/E D2</a> ". | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|             |                 |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|             |                 |  |             | 3. Direct clutch solenoid valve                          | <a href="#">TM-202</a>                             |
|             |                 |  |             | 4. Line pressure test                                    | <a href="#">TM-290</a>                             |
|             |                 |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>                             |
|             |                 |  |             | 6. Control valve with TCM                                | <a href="#">TM-301</a>                             |
|             |                 |  | OFF vehicle | 7. Direct clutch   | <a href="#">TM-373</a>                             |
| 11          |                 | Gear does not change from D2 → D3.<br>Refer to <a href="#">TM-242</a> , " <a href="#">A/T Does Not Shift: D2/E D3</a> ". | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|             |                 |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|             |                 |  |             | 3. High and low reverse clutch solenoid valve            | <a href="#">TM-204</a>                             |
|             |                 |  |             | 4. Line pressure test                                    | <a href="#">TM-290</a>                             |
|             |                 |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>                             |
|             |                 |  |             | 6. Control valve with TCM                                | <a href="#">TM-301</a>                             |
|             |                 |  | OFF vehicle | 7. High and low reverse clutch                           | <a href="#">TM-370</a>                             |
| 12          | No Up Shift     | Gear does not change from D3 → D4.<br>Refer to <a href="#">TM-244</a> , " <a href="#">A/T Does Not Shift: D3/E D4</a> ". | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|             |                 |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|             |                 |  |             | 3. Input clutch solenoid valve                           | <a href="#">TM-198</a>                             |
|             |                 |  |             | 4. Front brake solenoid valve                            | <a href="#">TM-200</a>                             |
|             |                 |  |             | 5. Line pressure test                                    | <a href="#">TM-290</a>                             |
|             |                 |  |             | 6. CAN communication line                                | <a href="#">TM-159</a>                             |
|             |                 |  |             | 7. Control valve with TCM                                | <a href="#">TM-301</a>                             |
| OFF vehicle | 8. Input clutch | <a href="#">TM-359</a>   |             |  |  |
| 13          |                 | Gear does not change from D4 → D5.<br>Refer to <a href="#">TM-245</a> , " <a href="#">A/T Does Not Shift: D4/E D5</a> ". | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|             |                 |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|             |                 |  |             | 3. Front brake solenoid valve                            | <a href="#">TM-200</a>                             |
|             |                 |  |             | 4. Direct clutch solenoid valve                          | <a href="#">TM-202</a>                             |
|             |                 |  |             | 5. Turbine revolution sensor                             | <a href="#">TM-165</a>                             |
|             |                 |  |             | 6. Line pressure test                                    | <a href="#">TM-290</a>                             |
|             |                 |  |             | 7. CAN communication line                                | <a href="#">TM-159</a>                             |
|             |                 |  |             | 8. Control valve with TCM                                | <a href="#">TM-301</a>                             |
|             |                 |  | OFF vehicle | 9. Front brake (brake band)                              | <a href="#">TM-325</a>                             |
|             |                 |  |             | 10. Input clutch   | <a href="#">TM-359</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items         | Symptom  | Condition   | Diagnostic Item  | Reference page                 |
|-----|---------------|--|-------------|--|--------------------------------|
| 14  | No Down Shift | In "D" range, does not downshift to 4th gear. Refer to <a href="#">TM-251, "A/T Does Not Shift: 5th gear /E 4th gear"</a> .        | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>         |
|     |               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167, TM-192</a> |
|     |               |  |             | 3. Front brake solenoid valve                            | <a href="#">TM-200</a>         |
|     |               |  |             | 4. Direct clutch solenoid valve                          | <a href="#">TM-202</a>         |
|     |               |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>         |
|     |               |  |             | 6. Line pressure test                                    | <a href="#">TM-290</a>         |
|     |               |  |             | 7. Control valve with TCM                                | <a href="#">TM-301</a>         |
|     |               |  | OFF vehicle | 8. Front brake (brake band)                              | <a href="#">TM-325</a>         |
|     |               |  |             | 9. Input clutch  | <a href="#">TM-359</a>         |
| 15  | No Down Shift | In "D" or "3" range, does not downshift to 3rd gear. Refer to <a href="#">TM-252, "A/T Does Not Shift: 4th gear /E 3rd gear"</a> . | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>         |
|     |               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167, TM-192</a> |
|     |               |  |             | 3. Input clutch solenoid valve                           | <a href="#">TM-198</a>         |
|     |               |  |             | 4. Front brake solenoid valve                            | <a href="#">TM-200</a>         |
|     |               |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>         |
|     |               |  |             | 6. Line pressure test                                    | <a href="#">TM-290</a>         |
|     |               |  |             | 7. Control valve with TCM                                | <a href="#">TM-301</a>         |
|     |               |  | OFF vehicle | 8. Input clutch  | <a href="#">TM-359</a>         |
| 16  | No Down Shift | In "D" or "2" range, does not downshift to 2nd gear. Refer to <a href="#">TM-253, "A/T Does Not Shift: 3rd gear /E 2nd gear"</a> . | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>         |
|     |               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167, TM-192</a> |
|     |               |  |             | 3. High and low reverse clutch solenoid valve            | <a href="#">TM-204</a>         |
|     |               |  |             | 4. CAN communication line                                | <a href="#">TM-159</a>         |
|     |               |  |             | 5. Line pressure test                                    | <a href="#">TM-290</a>         |
|     |               |  |             | 6. Control valve with TCM                                | <a href="#">TM-301</a>         |
|     |               |  | OFF vehicle | 7. High and low reverse clutch                           | <a href="#">TM-370</a>         |
| 17  | No Down Shift | In "D" or "1" range, does not downshift to 1st gear. Refer to <a href="#">TM-254, "A/T Does Not Shift: 2nd gear /E 1st gear"</a> . | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>         |
|     |               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167, TM-192</a> |
|     |               |  |             | 3. Direct clutch solenoid valve                          | <a href="#">TM-202</a>         |
|     |               |  |             | 4. CAN communication line                                | <a href="#">TM-159</a>         |
|     |               |  |             | 5. Line pressure test                                    | <a href="#">TM-290</a>         |
|     |               |  |             | 6. Control valve with TCM                                | <a href="#">TM-301</a>         |
|     |               |  | OFF vehicle | 7. Direct clutch   | <a href="#">TM-373</a>         |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom                                 | Condition   | Diagnostic Item  | Reference page                                     |
|-----|-----------------------|---|-------------|--|--|
| 18  | Slips/Will Not engage | When "D" position, remains in 1st gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |   |             | 3. Direct clutch solenoid valve  | <a href="#">TM-202</a>                             |
|     |                       |   |             | 4. Line pressure test  | <a href="#">TM-290</a>                             |
|     |                       |   |             | 5. CAN communication line  | <a href="#">TM-159</a>                             |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 7. 3rd one-way clutch  | <a href="#">TM-357</a>                             |
|     |                       |   |             | 8. 1st one-way clutch  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 9. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 10. Reverse brake  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 11. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |
|     |                       |   |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)          | <a href="#">TM-325</a>                             |
| 19  |                       | When "D" position, remains in 2nd gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |   |             | 3. Low coast brake solenoid valve  | <a href="#">TM-206</a>                             |
|     |                       |   |             | 4. Line pressure test  | <a href="#">TM-290</a>                             |
|     |                       |   |             | 5. CAN communication line  | <a href="#">TM-159</a>                             |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 7. 3rd one-way clutch  | <a href="#">TM-357</a>                             |
|     |                       |   |             | 8. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 9. Direct clutch   | <a href="#">TM-373</a>                             |
|     |                       |   |             | 10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)          | <a href="#">TM-325</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                         | Symptom                                      | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-------------------------------|--|-------------|---|--|
| 20  |                               | When "D" position, re-<br>mains in 3rd gear. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                               |  |             | 3. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                               |  |             | 4. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                               |  |             | 5. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                               |  | OFF vehicle | 6. 3rd one-way clutch   | <a href="#">TM-357</a>                             |
|     |                               |  |             | 7. Gear system  | <a href="#">TM-325</a>                             |
|     |                               |  |             | 8. High and low reverse clutch  | <a href="#">TM-370</a>                             |
|     |                               |  |             | 9. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |
|     |                               |  |             | 10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)         | <a href="#">TM-325</a>                             |
| 21  | Slips/Will<br>Not en-<br>gage | When "D" position, re-<br>mains in 4th gear. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                               |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                               |  |             | 3. Input clutch solenoid valve  | <a href="#">TM-198</a>                             |
|     |                               |  |             | 4. Direct clutch solenoid valve   | <a href="#">TM-202</a>                             |
|     |                               |  |             | 5. High and low reverse clutch solenoid valve   | <a href="#">TM-204</a>                             |
|     |                               |  |             | 6. Low coast brake solenoid valve   | <a href="#">TM-206</a>                             |
|     |                               |  |             | 7. Front brake solenoid valve   | <a href="#">TM-200</a>                             |
|     |                               |  |             | 8. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                               |  |             | 9. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                               |  |             | 10. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                               |  | OFF vehicle | 11. Input clutch  | <a href="#">TM-359</a>                             |
|     |                               |  |             | 12. Gear system   | <a href="#">TM-325</a>                             |
|     |                               |  |             | 13. High and low reverse clutch   | <a href="#">TM-370</a>                             |
|     |                               |  |             | 14. Direct clutch   | <a href="#">TM-373</a>                             |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom   | Condition   | Diagnostic Item  | Reference page                                     |
|-----|-----------------------|---|-------------|--|--|
| 22  |                       | When "D" position, remains in 5th gear.   | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |   |             | 3. Front brake solenoid valve  | <a href="#">TM-200</a>                             |
|     |                       |   |             | 4. Line pressure test  | <a href="#">TM-290</a>                             |
|     |                       |   |             | 5. CAN communication line  | <a href="#">TM-159</a>                             |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 7. Front brake (brake band)  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 8. Input clutch  | <a href="#">TM-359</a>                             |
|     |                       |   |             | 9. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 10. High and low reverse clutch  | <a href="#">TM-370</a>                             |
| 23  | Slips/Will Not Engage | Vehicle cannot be started from D1. Refer to <a href="#">TM-239</a> , " <a href="#">Vehicle Cannot Be Started from D1</a> ". | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Accelerator pedal position sensor   | <a href="#">TM-188</a>                             |
|     |                       |   |             | 3. Line pressure test  | <a href="#">TM-290</a>                             |
|     |                       |   |             | 4. CAN communication line  | <a href="#">TM-159</a>                             |
|     |                       |   |             | 5. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 6. Torque converter  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 7. Oil pump assembly   | <a href="#">TM-354</a>                             |
|     |                       |   |             | 8. 3rd one-way clutch  | <a href="#">TM-357</a>                             |
|     |                       |   |             | 9. 1st one-way clutch  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 10. Gear system  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 11. Reverse brake  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 12. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)          | <a href="#">TM-325</a>                             |
| 24  |                       | Does not lock-up. Refer to <a href="#">TM-247</a> , " <a href="#">A/T Does Not Perform Lock-up</a> ".                       | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Line pressure test  | <a href="#">TM-290</a>                             |
|     |                       |   |             | 3. Engine speed signal   | <a href="#">TM-170</a>                             |
|     |                       |   |             | 4. Turbine revolution sensor   | <a href="#">TM-165</a>                             |
|     |                       |   |             | 5. Torque converter clutch solenoid valve  | <a href="#">TM-182</a>                             |
|     |                       |   |             | 6. CAN communication line  | <a href="#">TM-159</a>                             |
|     |                       |   |             | 7. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 8. Torque converter  | <a href="#">TM-325</a>                             |
|     |                       |   |             | 9. Oil pump assembly   | <a href="#">TM-354</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom  | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|--|-------------|---|--|
| 25  |                       | Does not hold lock-up condition.<br>Refer to <a href="#">TM-248</a> , " <a href="#">A/T Does Not Hold Lock-up Condition</a> ". | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |  |             | 3. Engine speed signal  | <a href="#">TM-170</a>                             |
|     |                       |  |             | 4. Turbine revolution sensor  | <a href="#">TM-165</a>                             |
|     |                       |  |             | 5. Torque converter clutch solenoid valve   | <a href="#">TM-182</a>                             |
|     |                       |  |             | 6. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |  |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
| 26  | Slips/Will Not engage | Lock-up is not released.<br>Refer to <a href="#">TM-249</a> , " <a href="#">Lock-up Is Not Released</a> ".                     | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |  |             | 3. Engine speed signal  | <a href="#">TM-170</a>                             |
|     |                       |  |             | 4. Turbine revolution sensor  | <a href="#">TM-165</a>                             |
|     |                       |  |             | 5. Torque converter clutch solenoid valve   | <a href="#">TM-182</a>                             |
|     |                       |  |             | 6. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |  |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
| 27  |                       | No shock at all or the clutch slips when vehicle changes speed D1 → D2.  | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |  |             | 3. Direct clutch solenoid valve   | <a href="#">TM-202</a>                             |
|     |                       |  |             | 4. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |  |             | 5. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |  |             | 6. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 7. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 8. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |                       |  |             | 9. 3rd one-way clutch   | <a href="#">TM-357</a>                             |
|     |                       |  |             | 10. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 11. Direct clutch   | <a href="#">TM-373</a>                             |
|     |                       |  |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|---|-------------|---|--|
| 28  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D2 → D3. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |   |             | 3. High and low reverse clutch solenoid valve   | <a href="#">TM-204</a>                             |
|     |                       |   |             | 4. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |   |             | 5. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |   |             | 6. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 7. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 8. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |                       |   |             | 9. 3rd one-way clutch   | <a href="#">TM-357</a>                             |
|     |                       |   |             | 10. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 11. High and low reverse clutch   | <a href="#">TM-370</a>                             |
|     |                       |   |             | 12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)           | <a href="#">TM-325</a>                             |
| 29  |                       | No shock at all or the clutch slips when vehicle changes speed D3 → D4. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |   |             | 3. Input clutch solenoid valve  | <a href="#">TM-198</a>                             |
|     |                       |   |             | 4. Front brake solenoid valve   | <a href="#">TM-200</a>                             |
|     |                       |   |             | 5. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |   |             | 6. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |   |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |   | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |                       |   |             | 10. Input clutch  | <a href="#">TM-359</a>                             |
|     |                       |   |             | 11. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |   |             | 12. High and low reverse clutch   | <a href="#">TM-370</a>                             |
|     |                       |   |             | 13. Direct clutch   | <a href="#">TM-373</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom  | Condition   | Diagnostic Item  | Reference page                                     |
|-----|-----------------------|--|-------------|--|--|
| 30  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D4 → D5.                                  | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |  |             | 3. Front brake solenoid valve                            | <a href="#">TM-200</a>                             |
|     |                       |  |             | 4. Direct clutch solenoid valve                          | <a href="#">TM-202</a>                             |
|     |                       |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>                             |
|     |                       |  |             | 6. Line pressure test                                    | <a href="#">TM-290</a>                             |
|     |                       |  |             | 7. Control valve with TCM                                | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter                                      | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly                                     | <a href="#">TM-354</a>                             |
|     |                       |  |             | 10. Front brake (brake band)                             | <a href="#">TM-325</a>                             |
|     |                       |  |             | 11. Input clutch   | <a href="#">TM-359</a>                             |
|     |                       |  |             | 12. Gear system  | <a href="#">TM-325</a>                             |
|     |                       |  |             | 13. High and low reverse clutch                          | <a href="#">TM-370</a>                             |
| 31  | Slips/Will Not engage | When you press the accelerator pedal and shift speed D5→ D4, the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state                                 | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |  |             | 3. Front brake solenoid valve                            | <a href="#">TM-200</a>                             |
|     |                       |  |             | 4. Direct clutch solenoid valve                          | <a href="#">TM-202</a>                             |
|     |                       |  |             | 5. CAN communication line                                | <a href="#">TM-159</a>                             |
|     |                       |  |             | 6. Line pressure test                                    | <a href="#">TM-290</a>                             |
|     |                       |  |             | 7. Control valve with TCM                                | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter                                      | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly                                     | <a href="#">TM-354</a>                             |
|     |                       |  |             | 10. Input clutch   | <a href="#">TM-359</a>                             |
|     |                       |  |             | 11. Gear system  | <a href="#">TM-325</a>                             |
|     |                       |  |             | 12. High and low reverse clutch                          | <a href="#">TM-370</a>                             |
|     |                       |  |             | 13. Direct clutch  | <a href="#">TM-373</a>                             |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom  | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|--|-------------|---|--|
| 32  | Slips/Will Not engage | When you press the accelerator pedal and shift speed D4→ D3, the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |  |             | 3. Input clutch solenoid valve  | <a href="#">TM-198</a>                             |
|     |                       |  |             | 4. Front brake solenoid valve   | <a href="#">TM-200</a>                             |
|     |                       |  |             | 5. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |  |             | 6. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |  |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |                       |  |             | 10. 3rd one-way clutch  | <a href="#">TM-357</a>                             |
|     |                       |  |             | 11. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 12. High and low reverse clutch   | <a href="#">TM-370</a>                             |
|     |                       |  |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>                             |
|     |                       |  |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a>                             |
| 33  |                       | When you press the accelerator pedal and shift speed D3→ D2, the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |                       |  |             | 3. High and low reverse clutch solenoid valve   | <a href="#">TM-204</a>                             |
|     |                       |  |             | 4. Direct clutch solenoid valve   | <a href="#">TM-202</a>                             |
|     |                       |  |             | 5. CAN communication line   | <a href="#">TM-159</a>                             |
|     |                       |  |             | 6. Line pressure test   | <a href="#">TM-290</a>                             |
|     |                       |  |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |                       |  |             | 10. 3rd one-way clutch  | <a href="#">TM-357</a>                             |
|     |                       |  |             | 11. Gear system   | <a href="#">TM-325</a>                             |
|     |                       |  |             | 12. Direct clutch   | <a href="#">TM-373</a>                             |
|     |                       |  |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items  | Symptom  | Condition   | Diagnostic Item   | Reference page                                     |
|-----|--|--|-------------|---|--|
| 34  | Slips/Will Not Engage  | When you press the accelerator pedal and shift speed D2→ D1, the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |  |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |  |  |             | 3. Direct clutch solenoid valve   | <a href="#">TM-202</a>                             |
|     |  |  |             | 4. CAN communication line   | <a href="#">TM-159</a>                             |
|     |  |  |             | 5. Line pressure test   | <a href="#">TM-290</a>                             |
|     |  |  |             | 6. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |  |  | OFF vehicle | 7. Torque converter   | <a href="#">TM-325</a>                             |
|     |  |  |             | 8. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |  |  |             | 9. 3rd one-way clutch   | <a href="#">TM-357</a>                             |
|     |  |  |             | 10. 1st one-way clutch  | <a href="#">TM-325</a>                             |
|     |  |  |             | 11. Gear system   | <a href="#">TM-325</a>                             |
|     |  |  |             | 12. Reverse brake   | <a href="#">TM-325</a>                             |
|     |  |  |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>                             |
|     |  |  |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a>                             |
| 35  | With selector lever in "D" position, acceleration is extremely poor. |  | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                             |
|     |  |  |             | 2. Line pressure test   | <a href="#">TM-290</a>                             |
|     |  |  |             | 3. Accelerator pedal position sensor  | <a href="#">TM-188</a>                             |
|     |  |  |             | 4. CAN communication line   | <a href="#">TM-159</a>                             |
|     |  |  |             | 5. PNP switch   | <a href="#">TM-163</a>                             |
|     |  |  |             | 6. Control cable adjustment   | <a href="#">TM-298</a>                             |
|     |  |  |             | 7. Control valve with TCM   | <a href="#">TM-301</a>                             |
|     |  |  | OFF vehicle | 8. Torque converter   | <a href="#">TM-325</a>                             |
|     |  |  |             | 9. Oil pump assembly  | <a href="#">TM-354</a>                             |
|     |  |  |             | 10. 1st one-way clutch  | <a href="#">TM-325</a>                             |
|     |  |  |             | 11. Gear system   | <a href="#">TM-325</a>                             |
|     |  |  |             | 12. Reverse brake   | <a href="#">TM-325</a>                             |
|     |  |  |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>                             |
|     |  |  |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a>                             |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom   | Condition   | Diagnostic Item  | Reference page         |
|-----|-----------------------|---|-------------|--|------------------------|
| 36  |                       | With selector lever in "R" position, acceleration is extremely poor.        | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |   |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |   |             | 3. Accelerator pedal position sensor   | <a href="#">TM-188</a> |
|     |                       |   |             | 4. High and low reverse clutch solenoid valve  | <a href="#">TM-204</a> |
|     |                       |   |             | 5. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |   |             | 6. PNP switch  | <a href="#">TM-163</a> |
|     |                       |   |             | 7. Control cable adjustment  | <a href="#">TM-298</a> |
|     |                       |   |             | 8. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |   | OFF vehicle | 9. Gear system   | <a href="#">TM-325</a> |
|     |                       |   |             | 10. Output shaft   | <a href="#">TM-325</a> |
|     |                       |   |             | 11. Reverse brake  | <a href="#">TM-325</a> |
| 37  | Slips/Will Not Engage | While starting off by accelerating in 1st, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |   |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |   |             | 3. Accelerator pedal position sensor   | <a href="#">TM-188</a> |
|     |                       |   |             | 4. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |   |             | 5. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |   | OFF vehicle | 6. Torque converter  | <a href="#">TM-354</a> |
|     |                       |   |             | 7. Oil pump assembly   | <a href="#">TM-354</a> |
|     |                       |   |             | 8. 3rd one-way clutch  | <a href="#">TM-357</a> |
|     |                       |   |             | 9. 1st one-way clutch  | <a href="#">TM-325</a> |
|     |                       |   |             | 10. Gear system  | <a href="#">TM-325</a> |
|     |                       |   |             | 11. Reverse brake  | <a href="#">TM-325</a> |
|     |                       |   |             | 12. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a> |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )          | <a href="#">TM-325</a> |
| 38  |                       | While accelerating in 2nd, engine races or slippage occurs.                 | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |   |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |   |             | 3. Accelerator pedal position sensor   | <a href="#">TM-188</a> |
|     |                       |   |             | 4. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |   |             | 5. Direct clutch solenoid valve  | <a href="#">TM-202</a> |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |   | OFF vehicle | 7. Torque converter  | <a href="#">TM-325</a> |
|     |                       |   |             | 8. Oil pump assembly   | <a href="#">TM-354</a> |
|     |                       |   |             | 9. 3rd one-way clutch  | <a href="#">TM-357</a> |
|     |                       |   |             | 10. Gear system  | <a href="#">TM-325</a> |
|     |                       |   |             | 11. Direct clutch  | <a href="#">TM-373</a> |
|     |                       |   |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )          | <a href="#">TM-325</a> |

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## SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page         |
|-----|-----------------------|---|-------------|---|------------------------|
| 39  | Slips/Will Not Engage | While accelerating in 3rd, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a> |
|     |                       |   |             | 2. Line pressure test   | <a href="#">TM-290</a> |
|     |                       |   |             | 3. Accelerator pedal position sensor  | <a href="#">TM-188</a> |
|     |                       |   |             | 4. CAN communication line   | <a href="#">TM-159</a> |
|     |                       |   |             | 5. High and low reverse clutch solenoid valve   | <a href="#">TM-204</a> |
|     |                       |   |             | 6. Control valve with TCM   | <a href="#">TM-301</a> |
|     |                       |   | OFF vehicle | 7. Torque converter   | <a href="#">TM-325</a> |
|     |                       |   |             | 8. Oil pump assembly  | <a href="#">TM-354</a> |
|     |                       |   |             | 9. 3rd one-way clutch   | <a href="#">TM-357</a> |
|     |                       |   |             | 10. Gear system   | <a href="#">TM-325</a> |
|     |                       |   |             | 11. High and low reverse clutch   | <a href="#">TM-370</a> |
|     |                       |   |             | 12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a> |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a> |
| 40  |                       | While accelerating in 4th, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a> |
|     |                       |   |             | 2. Line pressure test   | <a href="#">TM-290</a> |
|     |                       |   |             | 3. Accelerator pedal position sensor  | <a href="#">TM-188</a> |
|     |                       |   |             | 4. CAN communication line   | <a href="#">TM-159</a> |
|     |                       |   |             | 5. Input clutch solenoid valve  | <a href="#">TM-198</a> |
|     |                       |   |             | 6. Control valve with TCM   | <a href="#">TM-301</a> |
|     |                       |   | OFF vehicle | 7. Torque converter   | <a href="#">TM-325</a> |
|     |                       |   |             | 8. Oil pump assembly  | <a href="#">TM-354</a> |
|     |                       |   |             | 9. Input clutch   | <a href="#">TM-359</a> |
|     |                       |   |             | 10. Gear system   | <a href="#">TM-325</a> |
|     |                       |   |             | 11. High and low reverse clutch   | <a href="#">TM-370</a> |
|     |                       |   |             | 12. Direct clutch   | <a href="#">TM-373</a> |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom  | Condition   | Diagnostic Item  | Reference page         |
|-----|-----------------------|--|-------------|--|------------------------|
| 41  |                       | While accelerating in 5th, engine races or slippage occurs.  | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |  |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |  |             | 3. Accelerator pedal position sensor   | <a href="#">TM-188</a> |
|     |                       |  |             | 4. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |  |             | 5. Front brake solenoid valve  | <a href="#">TM-200</a> |
|     |                       |  |             | 6. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |  | OFF vehicle | 7. Torque converter  | <a href="#">TM-325</a> |
|     |                       |  |             | 8. Oil pump assembly   | <a href="#">TM-354</a> |
|     |                       |  |             | 9. Front brake (brake band)  | <a href="#">TM-325</a> |
|     |                       |  |             | 10. Input clutch   | <a href="#">TM-359</a> |
|     |                       |  |             | 11. Gear system  | <a href="#">TM-325</a> |
|     |                       |  |             | 12. High and low reverse clutch  | <a href="#">TM-370</a> |
| 42  | Slips/Will Not Engage | Slips at lock-up.  | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |  |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |  |             | 3. Engine speed signal   | <a href="#">TM-170</a> |
|     |                       |  |             | 4. Turbine revolution sensor   | <a href="#">TM-165</a> |
|     |                       |  |             | 5. Torque converter clutch solenoid valve  | <a href="#">TM-182</a> |
|     |                       |  |             | 6. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |  |             | 7. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |  | OFF vehicle | 8. Torque converter  | <a href="#">TM-325</a> |
|     |                       |  |             | 9. Oil pump assembly   | <a href="#">TM-354</a> |
|     |                       |  |             |  |                        |
| 43  |                       | No creep at all.<br>Refer to <a href="#">TM-236</a> . " <a href="#">Vehicle Does Not Creep Backward in "R" Position</a> ", <a href="#">TM-237</a> . " <a href="#">Vehicle Does Not Creep Forward in "D" Position</a> " | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a> |
|     |                       |  |             | 2. Line pressure test  | <a href="#">TM-290</a> |
|     |                       |  |             | 3. Accelerator pedal position sensor   | <a href="#">TM-188</a> |
|     |                       |  |             | 4. Direct clutch solenoid valve  | <a href="#">TM-202</a> |
|     |                       |  |             | 5. PNP switch  | <a href="#">TM-163</a> |
|     |                       |  |             | 6. CAN communication line  | <a href="#">TM-159</a> |
|     |                       |  |             | 7. Control cable adjustment  | <a href="#">TM-298</a> |
|     |                       |  |             | 8. Control valve with TCM  | <a href="#">TM-301</a> |
|     |                       |  | OFF vehicle | 9. Torque converter  | <a href="#">TM-325</a> |
|     |                       |  |             | 10. Oil pump assembly  | <a href="#">TM-354</a> |
|     |                       |  |             | 11. 1st one-way clutch   | <a href="#">TM-325</a> |
|     |                       |  |             | 12. Gear system  | <a href="#">TM-325</a> |
|     |                       |  |             | 13. Reverse brake  | <a href="#">TM-325</a> |
|     |                       |  |             | 14. Direct clutch  | <a href="#">TM-373</a> |
|     |                       |  |             | 15. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a> |
|     |                       |  |             | 16. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .)          | <a href="#">TM-325</a> |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                                    |
|-----|-----------------------|---|-------------|---|---|
| 44  |                       | Vehicle cannot run in all positions.                          | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                            |
|     |                       |   |             | 2. Line pressure test   | <a href="#">TM-290</a>                            |
|     |                       |   |             | 3. PNP switch   | <a href="#">TM-163</a>                            |
|     |                       |   |             | 4. Control cable adjustment   | <a href="#">TM-298</a>                            |
|     |                       |   |             | 5. Control valve with TCM   | <a href="#">TM-301</a>                            |
|     |                       |   | OFF vehicle | 6. Oil pump assembly  | <a href="#">TM-354</a>                            |
|     |                       |   |             | 7. Gear system  | <a href="#">TM-325</a>                            |
|     |                       |   |             | 8. Output shaft   | <a href="#">TM-325</a>                            |
| 45  | Slips/Will Not Engage | With selector lever in "D" position, driving is not possible. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                            |
|     |                       |   |             | 2. Line pressure test   | <a href="#">TM-290</a>                            |
|     |                       |   |             | 3. PNP switch   | <a href="#">TM-163</a>                            |
|     |                       |   |             | 4. Control cable adjustment   | <a href="#">TM-298</a>                            |
|     |                       |   |             | 5. Control valve with TCM   | <a href="#">TM-301</a>                            |
|     |                       |   | OFF vehicle | 6. Torque converter   | <a href="#">TM-325</a>                            |
|     |                       |   |             | 7. Oil pump assembly  | <a href="#">TM-354</a>                            |
|     |                       |   |             | 8. 1st one-way clutch   | <a href="#">TM-325</a>                            |
|     |                       |   |             | 9. Gear system  | <a href="#">TM-325</a>                            |
|     |                       |   |             | 10. Reverse brake   | <a href="#">TM-325</a>                            |
|     |                       |   |             | 11. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>                            |
|     |                       |   |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )           | <a href="#">TM-325</a>                            |
| 46  |                       | With selector lever in "R" position, driving is not possible. | ON vehicle  | 1. Fluid level and state  | <a href="#">TM-283</a>                            |
|     |                       |   |             | 2. Line pressure test   | <a href="#">TM-290</a>                            |
|     |                       |   |             | 3. PNP switch   | <a href="#">TM-163</a>                            |
|     |                       |   |             | 4. Control cable adjustment   | <a href="#">TM-298</a>                            |
|     |                       |   |             | 5. Control valve with TCM   | <a href="#">TM-301</a>                            |
|     |                       |   | OFF vehicle | 6. Gear system  | <a href="#">TM-325</a>                            |
|     |                       |   |             | 7. Output shaft   | <a href="#">TM-325</a>                            |
|     |                       |   |             | 8. Reverse brake  | <a href="#">TM-325</a>                            |
| 47  | Others                | Shift point is high in "D" position.                          | ON vehicle  | 1. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">TM-167,</a><br><a href="#">TM-192</a> |
|     |                       |   |             | 2. Accelerator pedal position sensor  | <a href="#">TM-188</a>                            |
|     |                       |   |             | 3. CAN communication line   | <a href="#">TM-159</a>                            |
|     |                       |   |             | 4. ATF temperature sensor   | <a href="#">TM-190</a>                            |
|     |                       |   |             | 5. Control valve with TCM   | <a href="#">TM-301</a>                            |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items  | Symptom                             | Condition   | Diagnostic Item  | Reference page                                     |
|-----|--------|-------------------------------------|-------------|--|--|
| 48  |        | Shift point is low in "D" position. | ON vehicle  | 1. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |        |                                     |             | 2. Accelerator pedal position sensor   | <a href="#">TM-188</a>                             |
|     |        |                                     |             | 3. CAN communication line  | <a href="#">TM-159</a>                             |
|     |        |                                     |             | 4. Control valve with TCM  | <a href="#">TM-301</a>                             |
| 49  |        | Judder occurs during lock-up.       | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |        |                                     |             | 2. Engine speed signal   | <a href="#">TM-170</a>                             |
|     |        |                                     |             | 3. Turbine revolution sensor   | <a href="#">TM-165</a>                             |
|     |        |                                     |             | 4. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167</a> ,<br><a href="#">TM-192</a> |
|     |        |                                     | OFF vehicle | 5. Accelerator pedal position sensor   | <a href="#">TM-188</a>                             |
|     |        |                                     |             | 6. CAN communication line  | <a href="#">TM-159</a>                             |
|     |        |                                     |             | 7. Torque converter clutch solenoid valve  | <a href="#">TM-182</a>                             |
|     |        |                                     |             | 8. Control valve with TCM  | <a href="#">TM-301</a>                             |
| 50  | Others | Strange noise in "R" position.      | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |        |                                     |             | 2. Engine speed signal   | <a href="#">TM-170</a>                             |
|     |        |                                     |             | 3. CAN communication line  | <a href="#">TM-159</a>                             |
|     |        |                                     |             | 4. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |        |                                     | OFF vehicle | 5. Torque converter  | <a href="#">TM-325</a>                             |
|     |        |                                     |             | 6. Oil pump assembly   | <a href="#">TM-354</a>                             |
|     |        |                                     |             | 7. Gear system   | <a href="#">TM-325</a>                             |
|     |        |                                     |             | 8. High and low reverse clutch   | <a href="#">TM-370</a>                             |
|     |        |                                     |             | 9. Reverse brake   | <a href="#">TM-325</a>                             |
| 51  |        | Strange noise in "N" position.      | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |        |                                     |             | 2. Engine speed signal   | <a href="#">TM-170</a>                             |
|     |        |                                     |             | 3. CAN communication line  | <a href="#">TM-159</a>                             |
|     |        |                                     |             | 4. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |        |                                     | OFF vehicle | 5. Torque converter  | <a href="#">TM-325</a>                             |
|     |        |                                     |             | 6. Oil pump assembly   | <a href="#">TM-354</a>                             |
|     |        |                                     |             | 7. Gear system   | <a href="#">TM-325</a>                             |
| 52  |        | Strange noise in "D" position.      | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>                             |
|     |        |                                     |             | 2. Engine speed signal   | <a href="#">TM-170</a>                             |
|     |        |                                     |             | 3. CAN communication line  | <a href="#">TM-159</a>                             |
|     |        |                                     |             | 4. Control valve with TCM  | <a href="#">TM-301</a>                             |
|     |        |                                     | OFF vehicle | 5. Torque converter  | <a href="#">TM-325</a>                             |
|     |        |                                     |             | 6. Oil pump assembly   | <a href="#">TM-354</a>                             |
|     |        |                                     |             | 7. Gear system   | <a href="#">TM-325</a>                             |
|     |        |                                     |             | 8. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126</a> .) | <a href="#">TM-325</a>                             |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items  | Symptom  | Condition   | Diagnostic Item                | Reference page         |
|-----|--------|--|-------------|--------------------------------|------------------------|
| 53  | Others | Vehicle does not decelerate by engine brake.<br>Refer to <a href="#">TM-256, "Vehicle Does Not Decelerate By Engine Brake"</a> . | ON vehicle  | 1. PNP switch                  | <a href="#">TM-163</a> |
|     |        |  |             | 2. Fluid level and state       | <a href="#">TM-283</a> |
|     |        |  |             | 3. Control cable adjustment    | <a href="#">TM-298</a> |
|     |        |  |             | 4. 1st position switch         | <a href="#">TM-256</a> |
|     |        |  |             | 5. CAN communication line      | <a href="#">TM-159</a> |
|     |        |  |             | 6. Control valve with TCM      | <a href="#">TM-301</a> |
|     |        |  | OFF vehicle | 7. Input clutch                | <a href="#">TM-359</a> |
|     |        |  |             | 8. High and low reverse clutch | <a href="#">TM-370</a> |
|     |        |  |             | 9. Direct clutch               | <a href="#">TM-373</a> |
| 54  | Others | Engine brake does not operate in "2" position.   | ON vehicle  | 1. PNP switch                  | <a href="#">TM-163</a> |
|     |        |  |             | 2. Fluid level and state       | <a href="#">TM-283</a> |
|     |        |  |             | 3. Control cable adjustment    | <a href="#">TM-298</a> |
|     |        |  |             | 4. CAN communication line      | <a href="#">TM-159</a> |
|     |        |  |             | 5. Control valve with TCM      | <a href="#">TM-301</a> |
|     |        |  | OFF vehicle | 6. Front brake (brake band)    | <a href="#">TM-325</a> |
|     |        |  |             | 7. Input clutch                | <a href="#">TM-359</a> |
|     |        |  |             | 8. High and low reverse clutch | <a href="#">TM-370</a> |
| 55  | Others | Engine brake does not operate in "1" position.   | ON vehicle  | 1. PNP switch                  | <a href="#">TM-163</a> |
|     |        |  |             | 2. Fluid level and state       | <a href="#">TM-283</a> |
|     |        |  |             | 3. Control cable adjustment    | <a href="#">TM-298</a> |
|     |        |  |             | 4. 1st position switch         | <a href="#">TM-256</a> |
|     |        |  |             | 5. CAN communication line      | <a href="#">TM-159</a> |
|     |        |  |             | 6. Control valve with TCM      | <a href="#">TM-301</a> |
|     |        |  | OFF vehicle | 7. Input clutch                | <a href="#">TM-359</a> |
|     |        |  |             | 8. High and low reverse clutch | <a href="#">TM-370</a> |
|     |        |  |             | 9. Direct clutch               | <a href="#">TM-373</a> |

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No.                         | Items                      | Symptom   | Condition                   | Diagnostic Item   | Reference page   |
|-----------------------------|----------------------------|---|-----------------------------|---|--|
| 56                          |                            | Maximum speed low.                              | ON vehicle                  | 1. Fluid level and state  | <a href="#">TM-283</a>   |
|                             |                            |   |                             | 2. Line pressure test   | <a href="#">TM-290</a>   |
|                             |                            |   |                             | 3. Accelerator pedal position sensor  | <a href="#">TM-188</a>   |
|                             |                            |   |                             | 4. CAN communication line   | <a href="#">TM-159</a>   |
|                             |                            |   |                             | 5. Direct clutch solenoid valve   | <a href="#">TM-202</a>   |
|                             |                            |   |                             | 6. Control valve with TCM   | <a href="#">TM-301</a>   |
|                             |                            |   | OFF vehicle                 | 7. Torque converter   | <a href="#">TM-325</a>   |
|                             |                            |   |                             | 8. Oil pump assembly  | <a href="#">TM-354</a>   |
|                             |                            |   |                             | 9. Input clutch   | <a href="#">TM-359</a>   |
|                             |                            |   |                             | 10. Gear system   | <a href="#">TM-325</a>   |
|                             |                            |   |                             | 11. High and low reverse clutch   | <a href="#">TM-370</a>   |
|                             |                            |   |                             | 12. Direct clutch   | <a href="#">TM-373</a>   |
|                             |                            |   |                             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>   |
|                             |                            |   |                             | 14 Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )            | <a href="#">TM-325</a>   |
| 57                          | Others                     | Extremely large creep.                          | ON vehicle                  | 1. Engine idle speed  | <a href="#">EC-23</a> (QR25DE), <a href="#">EC-474</a> (VQ40DE)  |
|                             |                            |   |                             | 2. CAN communication line   | <a href="#">TM-159</a>   |
|                             |                            |   | OFF vehicle                 | 3. Torque converter   | <a href="#">TM-325</a>   |
|                             |                            |   | 58                          |   | With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled. Refer to <a href="#">TM-233</a> , " <a href="#">In "P" Position, Vehicle Moves When Pushed</a> ". |
| 2. Control cable adjustment | <a href="#">TM-298</a>     |   |                             |   |  |
| OFF vehicle                 | 3. Parking pawl components | <a href="#">TM-325</a>                          |                             |   |  |
| 59                          |                            | Vehicle runs with transmission in "P" position. |                             |   |  |
|                             |                            |   | 2. Fluid level and state    | <a href="#">TM-283</a>  |  |
|                             |                            |   | 3. Control cable adjustment | <a href="#">TM-298</a>  |  |
|                             |                            |   | 4. Control valve with TCM   | <a href="#">TM-301</a>  |  |
|                             |                            |   | 5. Parking pawl components  | <a href="#">TM-325</a>  |  |
|                             |                            |   | OFF vehicle                 | 6. Gear system  | <a href="#">TM-325</a>   |

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[5AT: RE5R05A]

| No. | Items  | Symptom  | Condition   | Diagnostic Item  | Reference page                 |
|-----|--------|--|-------------|--|--------------------------------|
| 60  |        | Vehicle runs with transmission in "N" position. Refer to <a href="#">TM-233, "In "N" Position, Vehicle Moves"</a> .                | ON vehicle  | 1. PNP switch  | <a href="#">TM-163</a>         |
|     |        |  |             | 2. Fluid level and state   | <a href="#">TM-283</a>         |
|     |        |  |             | 3. Control cable adjustment  | <a href="#">TM-298</a>         |
|     |        |  |             | 4. Control valve with TCM  | <a href="#">TM-301</a>         |
|     |        |  | OFF vehicle | 5. Input clutch  | <a href="#">TM-359</a>         |
|     |        |  |             | 6. Gear system   | <a href="#">TM-325</a>         |
|     |        |  |             | 7. Direct clutch   | <a href="#">TM-373</a>         |
|     |        |  |             | 8. Reverse brake   | <a href="#">TM-325</a>         |
|     |        |  |             | 9. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> ) | <a href="#">TM-325</a>         |
|     |        |  |             | 10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">TM-126.</a> )          | <a href="#">TM-325</a>         |
| 61  |        | Engine does not start in "N" or "P" position. Refer to <a href="#">TM-232, "Engine Cannot Be Started in "P" or "N" Position"</a> . | ON vehicle  | 1. Ignition switch and starter   | <a href="#">PG-16, STR-8</a>   |
|     |        |  |             | 2. Control cable adjustment  | <a href="#">TM-298</a>         |
|     |        |  |             | 3. PNP switch  | <a href="#">TM-163</a>         |
| 62  | Others | Engine starts in positions other than "N" or "P".  | ON vehicle  | 1. Ignition switch and starter   | <a href="#">PG-16, STR-8</a>   |
|     |        |  |             | 2. Control cable adjustment  | <a href="#">TM-298</a>         |
|     |        |  |             | 3. PNP switch  | <a href="#">TM-163</a>         |
| 63  |        | Engine stall.  | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>         |
|     |        |  |             | 2. Engine speed signal   | <a href="#">TM-170</a>         |
|     |        |  |             | 3. Turbine revolution sensor   | <a href="#">TM-165</a>         |
|     |        |  |             | 4. Torque converter clutch solenoid valve  | <a href="#">TM-182</a>         |
|     |        |  |             | 5. CAN communication line  | <a href="#">TM-159</a>         |
|     |        |  |             | 6. Control valve with TCM  | <a href="#">TM-301</a>         |
|     |        |  | OFF vehicle | 7. Torque converter  | <a href="#">TM-325</a>         |
| 64  |        | Engine stalls when select lever shifted "N" → "D", "R".  | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>         |
|     |        |  |             | 2. Engine speed signal   | <a href="#">TM-170</a>         |
|     |        |  |             | 3. Turbine revolution sensor   | <a href="#">TM-165</a>         |
|     |        |  |             | 4. Torque converter clutch solenoid valve  | <a href="#">TM-182</a>         |
|     |        |  |             | 5. CAN communication line  | <a href="#">TM-159</a>         |
|     |        |  |             | 6. Control valve with TCM  | <a href="#">TM-301</a>         |
|     |        |  | OFF vehicle | 7. Torque converter  | <a href="#">TM-325</a>         |
| 65  | Others | Engine speed does not return to idle. Refer to <a href="#">TM-250, "Engine Speed Does Not Return to Idle"</a> .                    | ON vehicle  | 1. Fluid level and state   | <a href="#">TM-283</a>         |
|     |        |  |             | 2. Direct clutch solenoid valve  | <a href="#">TM-202</a>         |
|     |        |  |             | 3. Front brake solenoid valve  | <a href="#">TM-200</a>         |
|     |        |  |             | 4. Accelerator pedal position sensor   | <a href="#">TM-188</a>         |
|     |        |  |             | 5. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">TM-167, TM-192</a> |
|     |        |  |             | 6. CAN communication line  | <a href="#">TM-159</a>         |
|     |        |  |             | 7. Control valve with TCM  | <a href="#">TM-301</a>         |
|     |        |  | OFF vehicle | 8. Front brake (brake band)  | <a href="#">TM-325</a>         |
|     |        |  |             | 9. Direct clutch   | <a href="#">TM-373</a>         |

PRECAUTION

PRECAUTIONS

Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000004054500

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB 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 NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SR section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

Precaution for On Board Diagnosis (OBD) System of A/T and Engine

INFOID:000000004054501

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.

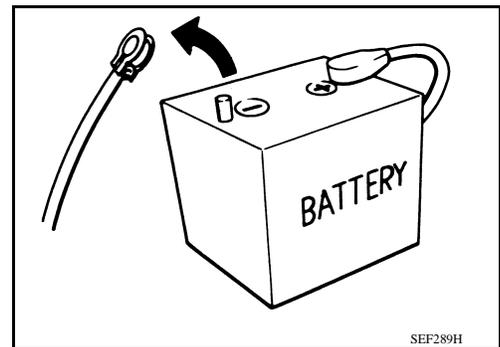
**CAUTION:**

- Be sure to turn the ignition switch "OFF" and disconnect the negative battery cable 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 mis-connected 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.

Precaution

INFOID:000000004054502

- Before connecting or disconnecting the A/T assembly harness connector, turn ignition switch "OFF" and disconnect negative battery cable. Because battery voltage is applied to TCM even if ignition switch is turned "OFF".



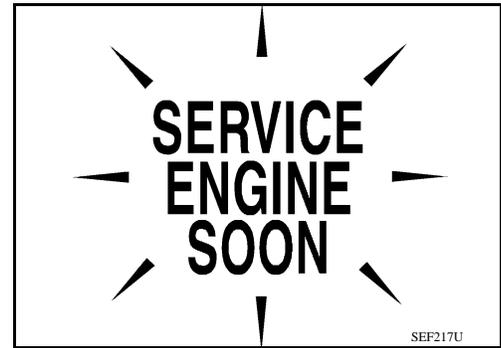
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# PRECAUTIONS

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[5AT: RE5R05A]

- After performing each TROUBLE DIAGNOSIS, perform “DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE”. If the repair is completed the DTC should not be displayed in the “DTC CONFIRMATION PROCEDURE”.



- Always use the specified brand of ATF. Refer to [MA-12, "Fluids and Lubricants"](#).
  - Use lint-free paper not cloth rags during work.
  - After replacing the ATF, dispose of the waste oil using the methods prescribed by law, ordinance, etc.
  - 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 paper 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.
  - Clean or replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to [TM-286, "A/T Fluid Cooler Cleaning"](#).
  - 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 AT section when changing A/T fluid. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#), [TM-283, "Checking the A/T Fluid \(ATF\)"](#).

## Service Notice or Precaution

INFOID:000000004054503

### ATF COOLER SERVICE

If A/T fluid contains frictional material (clutches, bands, etc.), or if an A/T is repaired, overhauled, or replaced, inspect and clean the A/T fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using cleaning solvent and compressed air after repair. For A/T fluid cooler cleaning procedure, refer to [TM-286, "A/T Fluid Cooler Cleaning"](#). For radiator replacement, refer to [CO-16, "Removal and Installation"](#) (QR25DE), [CO-44, "Removal and Installation"](#) (VQ40DE).

### OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the TCM in combination with the ECM. Refer to the table on [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#) 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 on [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#) to complete the repair and avoid unnecessary blinking of the MIL.**

For details of OBD-III, refer to [EC-46, "Introduction"](#) (QR25DE), [EC-502, "Introduction"](#) (VQ40DE).

- **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 [PG-71, "Description"](#).**

# PREPARATION

< PREPARATION >

[5AT: RE5R05A]

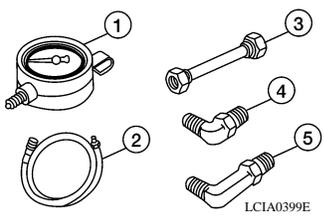
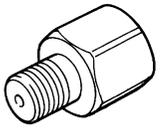
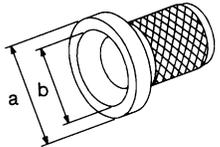
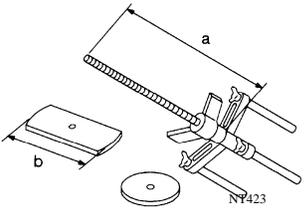
## PREPARATION

### PREPARATION

#### Special Service Tool

INFOID:000000004054504

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

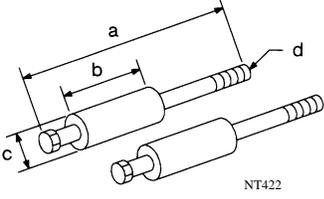
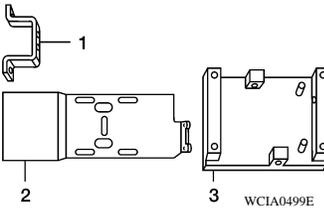
| Tool number<br>(Kent-Moore No.)<br>Tool name   | Description  |
|--|--|
| ST2505S001<br>(J-34301-C)<br>Oil pressure gauge set<br>1 ST25051001<br>( — )<br>Oil pressure gauge<br>2 ST25052000<br>( — )<br>Hose<br>3 ST25053000<br>( — )<br>Joint pipe<br>4 ST25054000<br>( — )<br>Adapter<br>5 ST25055000<br>( — )<br>Adapter |  <p>Measuring line pressure</p>   |
| KV31103600<br>(J-45674)<br>Joint pipe adapter<br>(With ST25054000)   |  <p>Measuring line pressure</p>   |
| ST33400001<br>(J-26082)<br>Drift   |  <ul style="list-style-type: none"> <li>• Installing rear oil seal (2WD models)</li> <li>• Installing oil pump housing oil seal</li> </ul> <p><b>a: 60 mm (2.36 in) dia.</b><br/><b>b: 47 mm (1.85 in) dia.</b></p> |
| KV31102400<br>(J-34285 and J-34285-87)<br>Clutch spring compressor   |  <p>Installing reverse brake return spring retainer</p> <p><b>a: 320 mm (12.60 in)</b><br/><b>b: 174 mm (6.85 in)</b></p>   |

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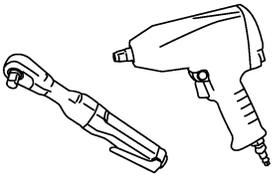
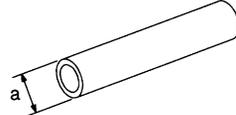
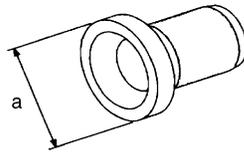
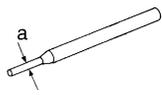
< PREPARATION >

[5AT: RE5R05A]

| Tool number<br>(Kent-Moore No.)<br>Tool name   | Description   |
|--|---|
| ST25850000<br>(J-25721-A)<br>Sliding hammer  | Remove oil pump assembly<br><b>a: 179 mm (7.05 in)</b><br><b>b: 70 mm (2.76 in)</b><br><b>c: 40 mm (1.57 in)</b><br><b>d: M12X1.75P</b> |
|  <p style="text-align: right; margin-right: 50px;">NT422</p>                            |   |
| —<br>(J-47002)<br>Transmission jack adapter kit<br>1. —<br>(J-47002-1)<br>Center bracket<br>2. —<br>(J-47002-3)<br>Adapter plate<br>3. —<br>(J-47002-4)<br>Adapter block | Assist in removal of transmission and transfer case as one assembly using only one transmission jack.                                   |
|  <p style="text-align: right; margin-right: 50px;">WCIA0499E</p>                        |   |

## Commercial Service Tool

INFOID:000000004054505

| Tool name   | Description  |
|---|--|
| Power tool  | Loosening bolts and nuts   |
|  <p style="text-align: right; margin-right: 50px;">PBIC0190E</p> |  |
| Drift   | Installing manual shaft seals<br><b>a: 22 mm (0.87 in) dia.</b>  |
|  <p style="text-align: right; margin-right: 50px;">NT083</p>     |  |
| Drift   | Installing rear oil seal (4WD models)<br><b>a: 64 mm (2.52 in) dia.</b>  |
|  <p style="text-align: right; margin-right: 50px;">SCIA5338E</p> |  |
| Pin punch   | <ul style="list-style-type: none"> <li>• Removing retaining pin</li> <li>• Installing retaining pin</li> </ul> <b>a: 4 mm (0.16 in) dia.</b> |
|  <p style="text-align: right; margin-right: 50px;">NT410</p>     |  |

## ON-VEHICLE MAINTENANCE

## A/T FLUID

## Checking the A/T Fluid (ATF)

INFOID:000000004054506

**CAUTION:**

If using the vehicle for towing, the A/T fluid must be replaced as specified. Refer to [MA-7, "Introduction of Periodic Maintenance"](#).

1. Before driving, the A/T fluid level can be checked at A/T fluid temperatures of 30° to 50° C (86° to 122° F) using the "COLD" range on the A/T fluid level gauge as follows:
  - a. Park the vehicle on a level surface and set the parking brake.
  - b. Start the engine and move the selector lever through each gear position. Shift the selector lever into the "P" position.
  - c. Check the A/T fluid level with the engine idling.
  - d. Remove the A/T fluid level gauge and wipe it clean with a lint-free paper.

**CAUTION:**

When wiping the A/T fluid from the A/T fluid level gauge, always use a lint-free paper, not a cloth.

- e. Re-insert the A/T fluid level gauge into the A/T fluid charging pipe until the cap contacts the top of the A/T fluid charging pipe as shown.

**CAUTION:**

To check A/T fluid level, insert the A/T fluid level gauge until the cap contacts the top of the A/T fluid charging pipe, with the gauge reversed from the normal inserted position.

- f. Remove the A/T fluid level gauge and note the A/T fluid level. If the A/T fluid level is at low side of range, add A/T fluid to the transmission through the A/T fluid charging pipe.

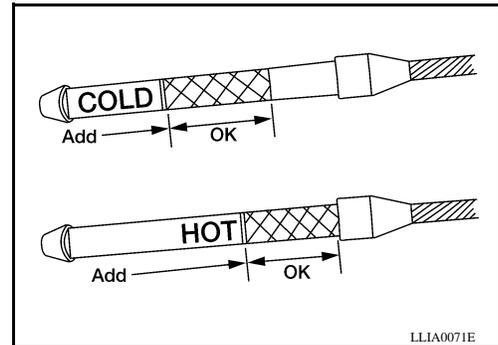
**CAUTION:**

Do not overfill the transmission with A/T fluid.

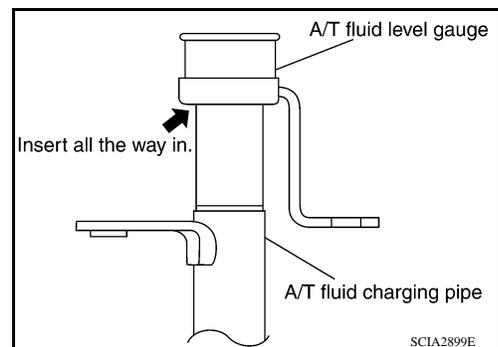
- g. Install the A/T fluid level gauge and the A/T fluid level gauge bolt.

**A/T fluid level gauge bolt** : Refer to [TM-316, "Component"](#).

2. Warm up the engine and transmission.
3. Check for any A/T fluid leaks.
4. Drive the vehicle to increase the A/T fluid temperature to 80° C (176° F).



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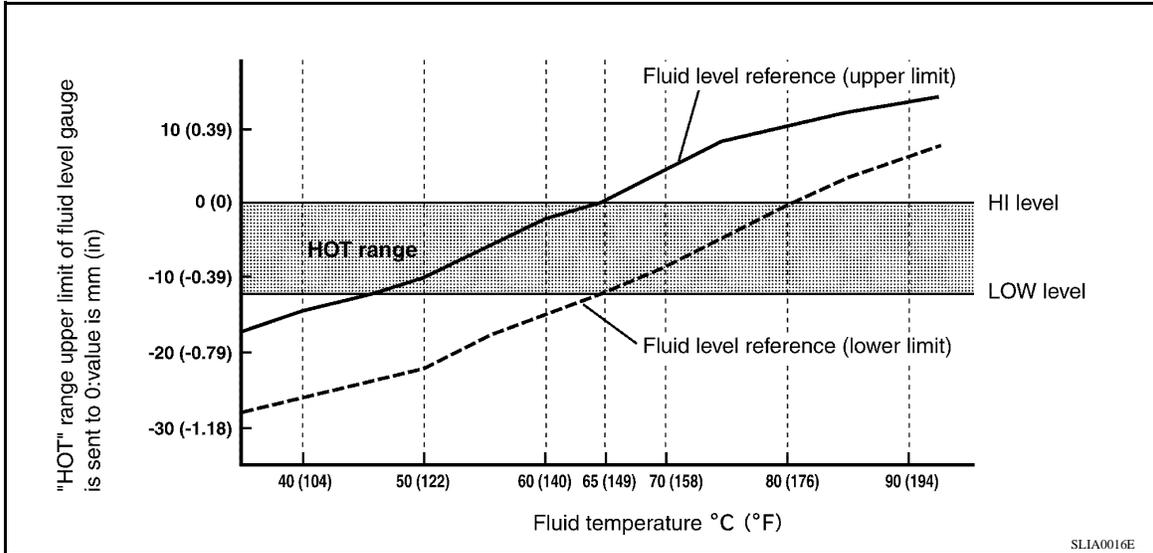
SCIA2899E

# A/T FLUID

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

- Allow the A/T fluid temperature to fall to approximately 65°C (149°F). Use the CONSULT-III to monitor the A/T fluid temperature as follows:



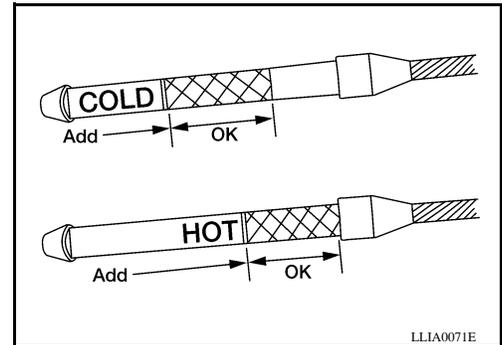
**NOTE:**

The A/T fluid level will be significantly affected by the A/T fluid temperature as shown. Therefore monitor the A/T fluid temperature data using the CONSULT-III.

- Connect CONSULT-III to data link connector.
  - Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-III.
  - Read out the value of "ATF TEMP 1".
- Re-check the A/T fluid level at A/T fluid temperatures of approximately 65°C (149°F) using the "HOT" range on the A/T fluid level gauge as shown. The HOT range is between 50° - 80° C (122° - 176° F).

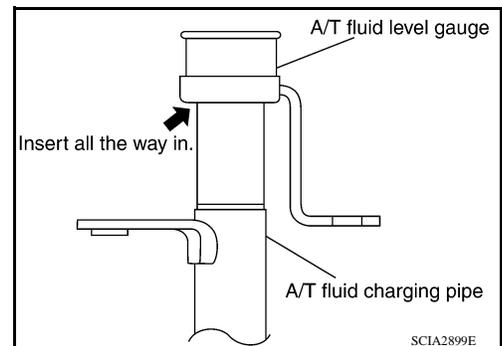
**CAUTION:**

- When wiping the A/T fluid from the A/T fluid level gauge, always use lint-free paper, not a cloth.



- To check the A/T fluid level, insert the A/T fluid level gauge until the cap contacts the top of the A/T fluid charging pipe, with the gauge reversed from the normal inserted position as shown.

- Check the A/T fluid condition.
  - If the A/T fluid is very dark or has some burned smell, there may be an internal problem with the transmission. Flush the transmission cooling system after repairing the transmission.
  - If the A/T fluid contains frictional material (clutches, bands, etc.), replace the radiator and flush the transmission cooler lines using cleaning solvent and compressed air after repairing the transmission.
- Install the A/T fluid level gauge in the A/T fluid charging pipe.
- Tighten the A/T fluid level gauge bolt to specification.



A/T fluid level gauge bolt : Refer to [TM-316, "Component"](#).

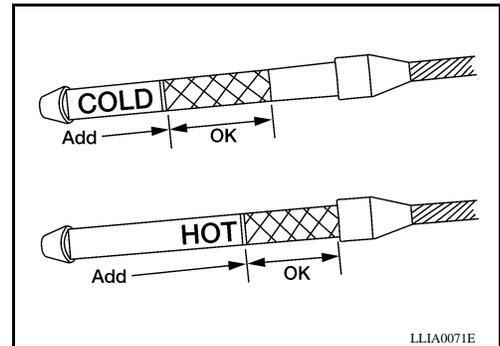
## Changing the A/T Fluid (ATF)

**CAUTION:**

If using the vehicle for towing, the A/T fluid must be replaced as specified. Refer to [MA-7, "Introduction of Periodic Maintenance"](#).

1. Drive the vehicle to warm up the A/T fluid to approximately 80° C (176° F).
2. Stop the engine.
3. Remove the A/T fluid level gauge.
4. Drain the A/T fluid from the drain plug hole, then install the drain plug with a new gasket. Refill the transmission with new A/T fluid. Always refill with the same volume as the drained A/T fluid. Use the A/T fluid level gauge to check the A/T fluid level as shown. Add A/T fluid as necessary.

**Drain plug** : Refer to [TM-316, "Component"](#).



- To flush out the old A/T fluid from the transmission oil coolers, pour new A/T fluid into the A/T fluid charging pipe with the engine idling and at the same time drain the old A/T fluid from the auxiliary transmission oil cooler hose return line.
- When the color of the A/T fluid coming out of the auxiliary transmission oil cooler hose return line is about the same as the color of the new A/T fluid, flushing out the old A/T fluid is complete. The amount of new A/T fluid used for flushing should be 30% to 50% increase of the specified capacity.

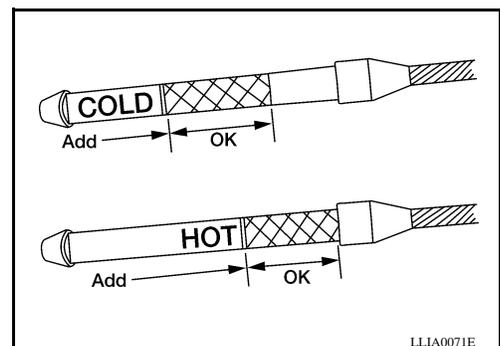
**A/T fluid grade and capacity** : Refer to [MA-12, "Fluids and Lubricants"](#).

**CAUTION:**

- If genuine NISSAN Matic S ATF is not available, Genuine NISSAN Matic J ATF may also be used. Using automatic transmission fluid other than Genuine NISSAN Matic S ATF or Matic J ATF will cause deterioration in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the NISSAN new vehicle limited warranty
  - When filling the transmission with A/T fluid, do not spill the A/T fluid on any heat generating parts such as the exhaust manifold.
  - Do not reuse the drain plug gasket.
5. Install the A/T fluid level gauge and tighten the A/T fluid level gauge bolt to specification.

**A/T fluid level gauge bolt** : Refer to [TM-316, "Component"](#).

6. Drive the vehicle to warm up the A/T fluid to approximately 80° C (176° F).
7. Check the fluid level and condition. If the A/T fluid is still dirty, repeat steps 2 through 6.



8. Install the A/T fluid level gauge in the A/T fluid charging pipe and install the A/T fluid level gauge bolt.
9. Tighten the A/T fluid level gauge bolt to specification.

**A/T fluid level gauge bolt** : Refer to [TM-316, "Component"](#).

## A/T Fluid Cooler Cleaning

Whenever an A/T is repaired, overhauled, or replaced, the A/T fluid cooler mounted in the radiator must be inspected and cleaned.

Metal debris and friction material, if present, can become trapped in the A/T fluid cooler. This debris can contaminate the newly serviced A/T or, in severe cases, can block or restrict the flow of A/T fluid. In either case, malfunction of the newly serviced A/T may result.

Debris, if present, may build up as A/T fluid enters the cooler inlet. It will be necessary to back flush the cooler through the cooler outlet in order to flush out any built up debris.

### A/T FLUID COOLER CLEANING PROCEDURE

1. Position a drain pan under the A/T inlet and outlet fluid cooler tube to cooler hose connection.
2. Put a different color matching mark on each cooler tube to cooler hose connection.

**CAUTION:**

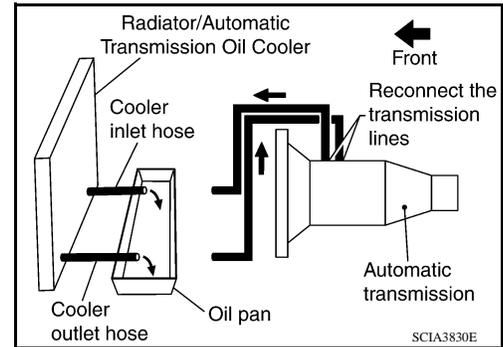
**Use paint to make the matching mark. Do not damage the tubes or hose.**

3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes.

**NOTE:**

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Drain any A/T fluid from the cooler hose.

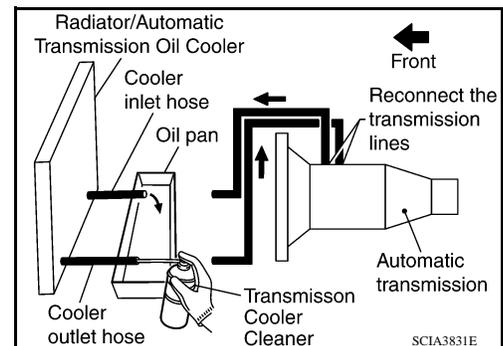


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

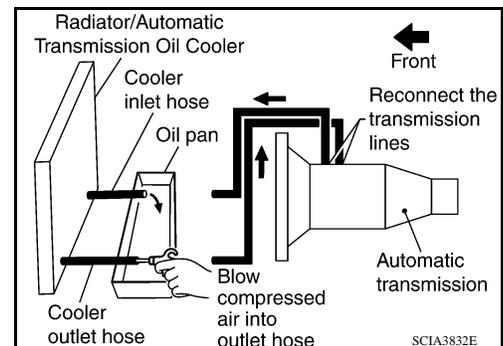
**CAUTION:**

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray cooler cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Do not breath vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until fluid flows out of the cooler inlet hose for 5 seconds.



7. Insert the tip of an air gun into the end of the cooler outlet hose.
8. Wrap a shop rag around the tip of the air gun and the cooler outlet hose.



9. Blow compressed air regulated to 5 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining fluid.
10. Repeat steps 5 through 9 three additional times.
11. Position an oil pan under the banjo bolts that connect the fluid cooler tubes to the A/T.
12. Remove the banjo bolts.
13. Flush each steel line from the cooler side back toward the A/T by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.

## A/T FLUID

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

14. Blow compressed air regulated to 5 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through each steel line from the cooler side back toward the A/T for 10 seconds to force out any remaining fluid.
15. Ensure all debris is removed from the steel cooler lines.
16. Ensure all debris is removed from the banjo bolts and fittings.
17. Perform "A/T FLUID COOLER DIAGNOSIS PROCEDURE".

### A/T FLUID COOLER DIAGNOSIS PROCEDURE

#### NOTE:

Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

1. Position a drain pan under the A/T inlet and outlet fluid cooler tube to cooler hose connection.
2. Clean the exterior and tip of the cooler inlet hose.
3. Put a different color matching mark on each cooler tube to cooler hose connection to aid in assembly.

#### CAUTION:

**Use paint to make the matching mark. Do not damage the tubes or hose.**

4. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes.

#### NOTE:

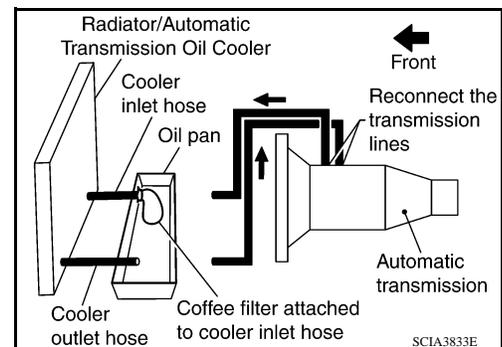
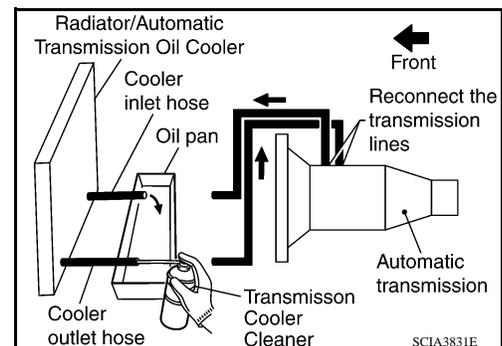
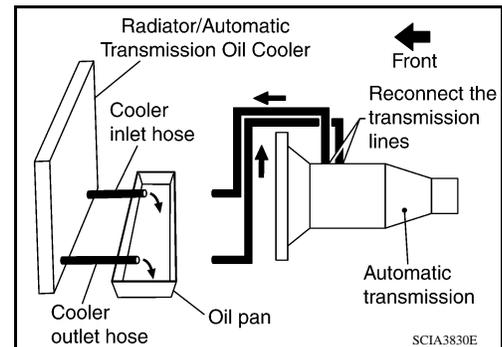
Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

#### CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray cooler cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Do not breath vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until fluid flows out of the cooler inlet hose for 5 seconds.
7. Tie a common white, basket-type coffee filter to the end of the cooler inlet hose.

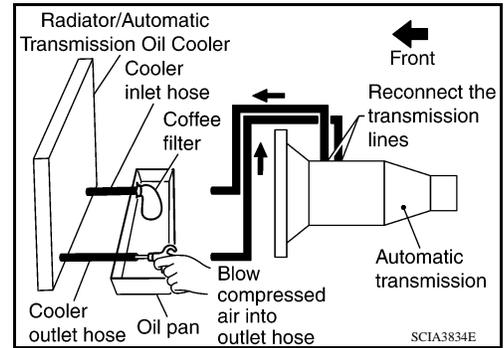


## A/T FLUID

### < ON-VEHICLE MAINTENANCE >

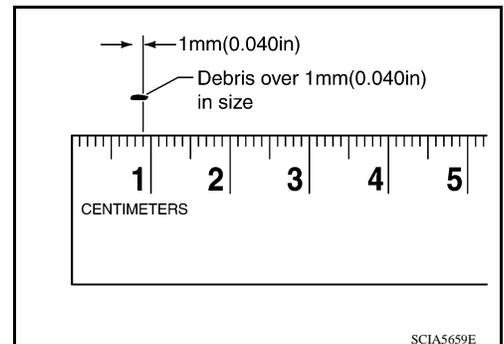
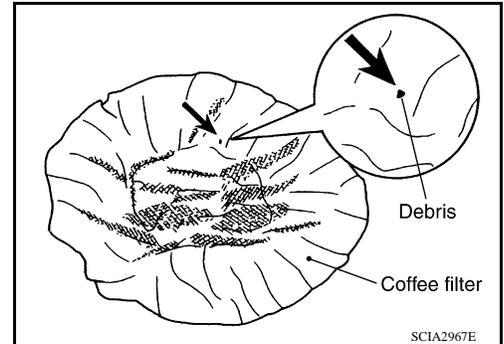
[5AT: RE5R05A]

8. Insert the tip of an air gun into the end of the cooler outlet hose.
9. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
10. Blow compressed air regulated to 5 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through the cooler outlet hose to force any remaining A/T fluid into the coffee filter.
11. Remove the coffee filter from the end of the cooler inlet hose.
12. Perform A/T fluid cooler inspection. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).



### A/T FLUID COOLER INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
  - a. If small metal debris less than 1mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the A/T fluid cooler/radiator can be re-used and the procedure is ended.
  - b. If one or more pieces of debris are found that are over 1mm (0.040 in) in size and/or peeled clutch facing material is found in the coffee filter, the fluid cooler is not serviceable. The A/T fluid cooler/radiator must be replaced and the inspection procedure is ended. Refer to [CO-16, "Removal and Installation"](#) for (QR25DE) [CO-44, "Removal and Installation"](#) for (VQ40DE).



### A/T FLUID COOLER FINAL INSPECTION

After performing all procedures, ensure that all remaining oil is cleaned from all components.

# INSPECTIONS BEFORE TROUBLE DIAGNOSIS

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

## INSPECTIONS BEFORE TROUBLE DIAGNOSIS

### Fluid Condition Check

INFOID:000000004054509

#### A/T FLUID CHECK

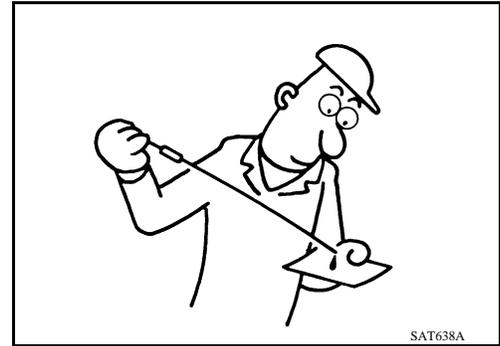
##### Fluid Leakage and Fluid Level Check

- Inspect for fluid leakage and check the fluid level. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#).

##### Fluid Condition Check

Inspect the fluid condition.

| Fluid condition                       | Conceivable Cause                        | Required Operation  |
|---------------------------------------|--|---|
| Varnished (viscous varnish state)     | Clutch, brake scorched                   | Replace the ATF and check the A/T main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.) |
| Milky white or cloudy                 | Water in the fluid                       | Replace the ATF and check for places where water is getting in.   |
| Large amount of metal powder mixed in | Unusual wear of sliding parts within A/T | Replace the ATF and check for improper operation of the A/T.  |



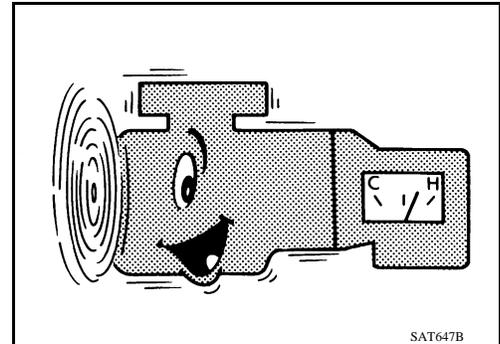
### Stall Test

INFOID:000000004054510

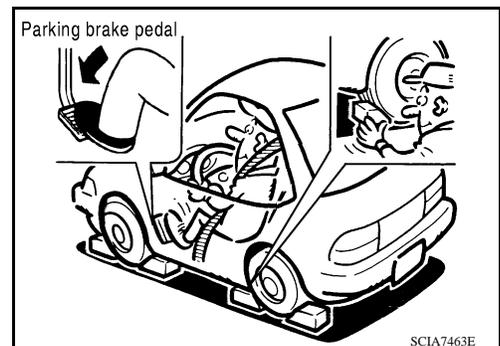
#### STALL TEST

##### Stall Test Procedure

1. Inspect the amount of engine oil. Replenish the engine oil if necessary.
2. Drive for about 10 minutes to warm up the vehicle so that the A/T fluid temperature is 50 to 80°C (122 to 176°F). Inspect the amount of ATF. Replenish if necessary.



3. Securely engage the parking brake so that the tires do not turn.



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# INSPECTIONS BEFORE TROUBLE DIAGNOSIS

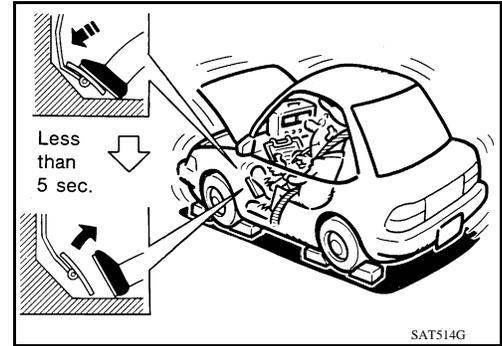
< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

4. Engine start, apply foot brake, and place selector lever in "D" position.
5. While holding down the foot brake, gradually press down the accelerator pedal.
6. Quickly read off the stall speed, then quickly remove your foot from the accelerator pedal.

**CAUTION:**

**Do not hold down the accelerator pedal for more than 5 seconds during this test.**



**Stall speed:** [TM-398, "Stall Speed"](#)

7. Move the selector lever to the "N" position.
8. Cool down the ATF.  
**CAUTION:**  
**Run the engine at idle for at least one minute.**
9. Repeat steps 5 through 8 with selector lever in "R" position.

Judgement of Stall Test

|                | Selector lever position |   | Expected problem location   |
|----------------|-------------------------|---|---|
|                | D                       | R |   |
| Stall rotation | H                       | O | <ul style="list-style-type: none"> <li>• Forward brake</li> <li>• Forward one-way clutch</li> <li>• 1st one-way clutch</li> <li>• 3rd one-way clutch</li> </ul> |
|                | O                       | H | <ul style="list-style-type: none"> <li>• Reverse brake</li> </ul>   |
|                | L                       | L | <ul style="list-style-type: none"> <li>• Engine and torque converter one-way clutch</li> </ul>  |
|                | H                       | H | <ul style="list-style-type: none"> <li>• Line pressure low</li> </ul>   |

O: Stall speed within standard value position

H: Stall speed higher than standard value

L: Stall speed lower than standard value

Stall test standard value position

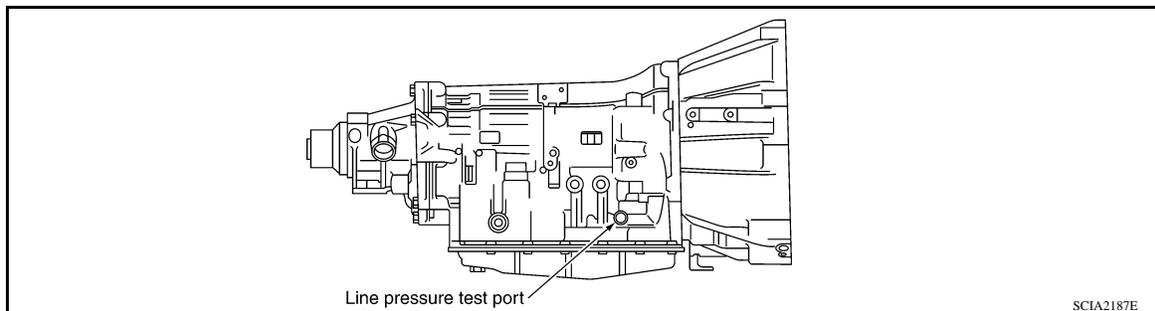
|                                    |                                 |                                      |
|------------------------------------|---------------------------------|--------------------------------------|
| Does not shift-up D position 1 → 2 | Slipping in 2nd, 3rd, 4th gears | Direct clutch slippage               |
| Does not shift-up D position 2 → 3 | Slipping in 3rd, 4th, 5th gears | High and low reverse clutch slippage |
| Does not shift-up D position 3 → 4 | Slipping in 4th, 5th gears      | Input clutch slippage                |
| Does not shift-up D position 4 → 5 | Slipping in 5th gear            | Front brake slippage                 |

## Line Pressure Test

INFOID:000000004054511

### LINE PRESSURE TEST

#### Line Pressure Test Port



SCIA2187E

#### Line Pressure Test Procedure

1. Inspect the amount of engine oil and replenish if necessary.

# INSPECTIONS BEFORE TROUBLE DIAGNOSIS

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

- Drive the car for about 10 minutes to warm it up so that the ATF reaches in range of 50 to 80°C (122 to 176°F), then inspect the amount of ATF and replenish if necessary.

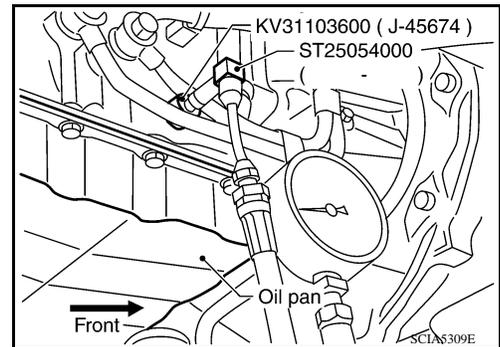
**NOTE:**

The automatic fluid temperature rises in range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.

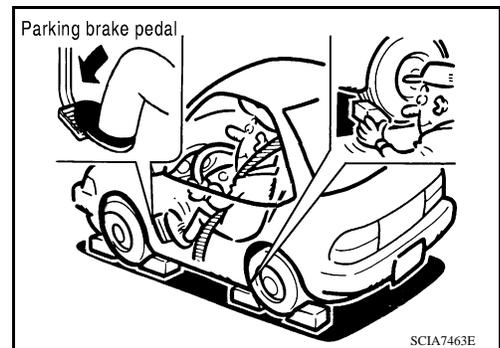
- After warming up remove the oil pressure detection plug and install the oil pressure gauge [ST2505S001(J-34301-C)].

**CAUTION:**

When using the oil pressure gauge, be sure to use the O-ring attached to the oil pressure detection plug.



- Securely engage the parking brake so that the tires do not turn.



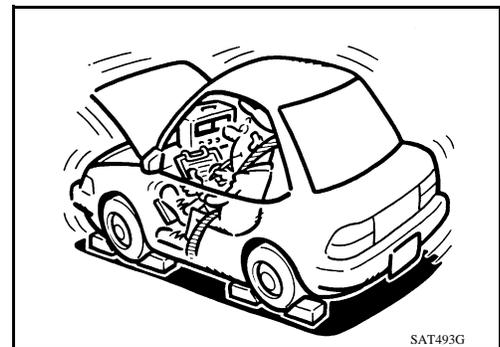
- Start the engine, then measure the line pressure at both idle and the stall speed.

**CAUTION:**

- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed, refer to "STALL TEST".

- After the measurements are complete, install the oil pressure detection plug and tighten to the regulation torque below.

 :7.3 N·m (0.74 kg·m, 65 in·lb)



**CAUTION:**

- Do not reuse the O-ring.
- Apply ATF to O-ring.

Line Pressure

| Engine speed   | Line pressure [kPa (kg/cm <sup>2</sup> , psi)] |              |
|----------------|--|--------------|
|                | "R" position                                   | "D" position |
| At idle speed  | <a href="#">TM-398. "Line Pressure"</a>        |              |
| At stall speed |  |              |

Judgement of Line Pressure Test

# INSPECTIONS BEFORE TROUBLE DIAGNOSIS

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

| Judgement   |   | Possible cause  |
|-------------|---|---|
| Idle speed  | Low for all positions (P, R, N, D)                                | <p>Possible causes include malfunctions in the pressure supply system and low oil pump output.</p> <p>For example</p> <ul style="list-style-type: none"> <li>• Oil pump wear</li> <li>• Pressure regulator valve or plug sticking or spring fatigue</li> <li>• Oil strainer ⇒ oil pump ⇒ pressure regulator valve passage oil leak</li> <li>• Engine idle speed too low</li> </ul>  |
|             | Only low for a specific position                                  | <p>Possible causes include an oil pressure leak in a passage or device related to the position after the pressure is distributed by the manual valve.</p>   |
|             | High  | <p>Possible causes include a sensor malfunction or malfunction in the line pressure adjustment function.</p> <p>For example</p> <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• ATF temperature sensor malfunction</li> <li>• Line pressure solenoid malfunction (sticking in "OFF" state, filter clog, cut line)</li> <li>• Pressure regulator valve or plug sticking</li> </ul>                 |
| Stall speed | Oil pressure does not rise higher than the oil pressure for idle. | <p>Possible causes include a sensor malfunction or malfunction in the pressure adjustment function.</p> <p>For example</p> <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• TCM breakdown</li> <li>• Line pressure solenoid malfunction (shorting, sticking in "ON" state)</li> <li>• Pressure regulator valve or plug sticking</li> <li>• Pilot valve sticking or pilot filter clogged</li> </ul> |
|             | The pressure rises, but does not enter the standard position.     | <p>Possible causes include malfunctions in the pressure supply system and malfunction in the pressure adjustment function.</p> <p>For example</p> <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• Line pressure solenoid malfunction (sticking, filter clog)</li> <li>• Pressure regulator valve or plug sticking</li> <li>• Pilot valve sticking or pilot filter clogged</li> </ul>              |
|             | Only low for a specific position                                  | <p>Possible causes include an oil pressure leak in a passage or device related to the position after the pressure is distributed by the manual valve.</p>   |

**ROAD TEST****Check Before Engine Is Started**

INFOID:000000004054512

**1.CHECK O/D OFF INDICATOR LAMP**

1. Park vehicle on level surface.
2. Move selector lever to "P" position.
3. Turn ignition switch to "OFF" position and wait at least 10 seconds.
4. Turn ignition switch to "ON" position. (Do not start engine.)

Does O/D OFF indicator lamp light up for about 2 seconds?

- YES >> 1. Turn ignition switch "OFF".  
 2. Perform self-diagnostics and record all NG items on the [TM-124, "Diagnostic Work Sheet"](#). Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)"](#), [TM-156, "Diagnosis Procedure without CONSULT-III"](#).  
 3. Go to [TM-293, "Check at Idle"](#).
- NO >> Stop the test and go to [TM-232, "O/D OFF Indicator Lamp Does Not Come On"](#).

**Check at Idle**

INFOID:000000004054513

**1.CHECK STARTING THE ENGINE**

1. Park vehicle on level surface.
2. Move selector lever to "P" or "N" position.
3. Turn ignition switch to "OFF" position.
4. Turn ignition switch to "START" position.

Does the engine start?

- YES >> GO TO 2.
- NO >> Stop the road test and go to [TM-232, "Engine Cannot Be Started in "P" or "N" Position"](#).

**2.CHECK STARTING THE ENGINE**

1. Turn ignition switch to "ON" position.
2. Move selector lever in "D", "3", "2", "1" or "R" position.
3. Turn ignition switch to "START" position.

Does the engine start in either position?

- YES >> Stop the road test and go to [TM-232, "Engine Cannot Be Started in "P" or "N" Position"](#).
- NO >> GO TO 3.

**3.CHECK "P" POSITION FUNCTIONS**

1. Move selector lever to "P" position.
2. Turn ignition switch to "OFF" position.
3. Release the parking brake.
4. Push the vehicle forward or backward.
5. Engage the parking brake.

When you push the vehicle with disengaging the parking brake, does it move?

- YES >> Record the malfunction, then continue the road test.
- NO >> GO TO 4.

**4.CHECK "N" POSITION FUNCTIONS**

1. Start the engine.
2. Move selector lever to "N" position.
3. Release the parking brake.

Does vehicle move forward or backward?

- YES >> Record the malfunction, then continue the road test.
- NO >> GO TO 5.

**5.CHECK SHIFT SHOCK**

1. Engage the brake.
2. Move selector lever to "D" position.

# ROAD TEST

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

When the transmission is shifted from “N” to “D”, is there an excessive shock?

- YES >> Record the malfunction, then continue the road test.  
NO >> GO TO 6.

## 6.CHECK “R” POSITION FUNCTIONS

1. Engage the brake.
2. Move selector lever to “R” position.
3. Release the brake for 4 to 5 seconds.

Does the vehicle creep backward?

- YES >> GO TO 7.  
NO >> Record the malfunction, then continue the road test.

## 7.CHECK “D” POSITION FUNCTIONS

Inspect whether the vehicle creep forward when the transmission is put into the “D” position.

Does the vehicle creep forward in the “D” positions?

- YES >> Go to [TM-294. "Cruise Test - Part 1"](#), [TM-296. "Cruise Test - Part 2"](#) and [TM-296. "Cruise Test - Part 3"](#).  
NO >> Record the malfunction, then continue the road test.

## Cruise Test - Part 1

INFOID:000000004054514

### 1.CHECK STARTING OUT FROM D1

1. Drive the vehicle for about 10 minutes to warm up the engine oil and ATF.  
Appropriate temperature for the ATF: 50 - 80°C (122 - 176°F)
2. Park the vehicle on a level surface.
3. Move selector lever to “P” position.
4. Start the engine.
5. Set overdrive control switch to ON position (without manual mode).
6. Move selector lever to “D” position.
7. Press the accelerator pedal about half way down to accelerate the vehicle.

#### With CONSULT-III

Read off the gear positions.

Starts from D1?

- YES >> GO TO 2.  
NO >> Record the malfunction, then continue the road test.

### 2.CHECK SHIFT-UP D1 → D2

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D1 → D2) at the appropriate speed.

- Refer to [TM-397. "Vehicle Speed at Which Gear Shifting Occurs"](#).

#### With CONSULT-III

Read the gear position, throttle degree of opening, and vehicle speed.

Does the A/T shift-up D1 → D2 at the correct speed?

- YES >> GO TO 3.  
NO >> Record the malfunction, then continue the road test.

### 3.CHECK SHIFT-UP D2 → D3

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D2 → D3) at the appropriate speed.

- Refer to [TM-397. "Vehicle Speed at Which Gear Shifting Occurs"](#).

#### With CONSULT-III

Read the gear position, throttle degree of opening, and vehicle speed.

Does the A/T shift-up D2 → D3 at the correct speed?

- YES >> GO TO 4.  
NO >> Record the malfunction, then continue the road test.

### 4.CHECK SHIFT-UP D3 → D4

# ROAD TEST

< ON-VEHICLE MAINTENANCE >

[5AT: RE5R05A]

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D3 → D4) at the appropriate speed.

- Refer to [TM-397, "Vehicle Speed at Which Gear Shifting Occurs"](#).

## With CONSULT-III

Read the gear position, throttle degree of opening, and vehicle speed.

Does the A/T shift-up D3 → D4 at the correct speed?

YES >> GO TO 5.

NO >> Record the malfunction, then continue the road test.

## 5.CHECK SHIFT-UP D4 → D5

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D4 → D5) at the appropriate speed.

- Refer to [TM-397, "Vehicle Speed at Which Gear Shifting Occurs"](#).

## With CONSULT-III

Read the gear position, throttle degree of opening, and vehicle speed.

Does the A/T shift-up D4 → D5 at the correct speed?

YES >> GO TO 6.

NO >> Record the malfunction, then continue the road test.

## 6.CHECK LOCK-UP

When releasing accelerator pedal from D5 (closed throttle position signal: OFF), check lock-up from D5 to L/U.

- Refer to [TM-397, "Vehicle Speed at Which Gear Shifting Occurs"](#).

## With CONSULT-III

Select "TCC SOLENOID" with the "MAIN SIGNAL" mode for A/T.

Does it lock-up?

YES >> GO TO 7.

NO >> Record the malfunction, then continue the road test.

## 7.CHECK LOCK-UP HOLD

Check hold lock-up.

## With CONSULT-III

Select "TCC SOLENOID" with the "MAIN SIGNAL" mode for A/T.

Does it maintain lock-up status?

YES >> GO TO 8.

NO >> Record the malfunction, then continue the road test.

## 8.CHECK LOCK-UP RELEASE

Check lock-up cancellation by depressing brake pedal lightly to decelerate.

## With CONSULT-III

Select "TCC SOLENOID" with the "MAIN SIGNAL" mode for A/T.

Does lock-up cancel?

YES >> GO TO 9.

NO >> Enter a check mark at "Lock-up Is Not Released" on the diagnostics worksheet, then continue the road test.

## 9.CHECK SHIFT-DOWN D5 → D4

Decelerate by pressing lightly on the brake pedal.

## With CONSULT-III

Read the gear position and engine speed.

When the A/T shift-down D5 → D4, does the engine speed drop smoothly back to idle?

YES >> 1. Stop the vehicle.

2. Go to Cruise test - Part 2 (Refer to [TM-296](#)).

NO >> Record the malfunction, then continue the road test. Go To Cruise test - Part 2 (Refer to [TM-296](#)).

## Cruise Test - Part 2

**1.CHECK STARTING FROM D1**

1. Move selector lever to "D" position.
2. Accelerate at half throttle.

**Ⓜ With CONSULT-III**

Read the gear position.

Does it start from D1?

YES >> GO TO 2.

NO >> Record the malfunction, "then continue the road test.

**2.CHECK SHIFT - DOWN**

During D4 driving, move gear selector from D → 3 → 2 → 1.

**Ⓜ With CONSULT-III**

Read the gear position.

Is downshifting correctly performed→?

YES >> GO TO 3.

NO >> Record the malfunction, "then continue the road test.

**3.CHECK ENGINE BRAKE**

Does engine braking effectively reduce speed in 11 position?

YES >> 1. Stop the vehicle.

2. Carry out the self-diagnostics. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)".](#)

NO >> Record the malfunction, "then continue the trouble diagnosis.

## Cruise Test - Part 3

**1.CHECK SHIFT-DOWN**

1. Confirm overdrive control switch is ON position.
2. Confirm gear selector lever is in "D" position.
3. Accelerate vehicle using half-throttle to D5.
4. Release accelerator pedal.
5. Set overdrive control switch to OFF position while driving in D5.

**Ⓜ With CONSULT-III**

Read the gear position.

Does A/T shift from D5 to D4 (O/D OFF)?

YES >> GO TO 2.

NO >> Record the malfunction, then continue the road test.

**2.CHECK SHIFT-DOWN**

During D4 driving, move gear selector from D → 3 → 2 → 1.

**Ⓜ With CONSULT-III**

Read the gear position.

Is downshifting correctly performed?

YES >> GO TO 3.

NO >> Record the malfunction, then continue the road test.

**3.CHECK ENGINE BRAKE**

Does engine braking effectively reduce speed in 11 position?

YES >> 1. Stop the vehicle.

2. Carry out the self-diagnostics. Refer to [TM-150, "CONSULT-III Function \(TRANSMISSION\)".](#)

NO >> Record the malfunction, then continue the trouble diagnosis.

# SHIFT CONTROL SYSTEM

< ON-VEHICLE REPAIR >

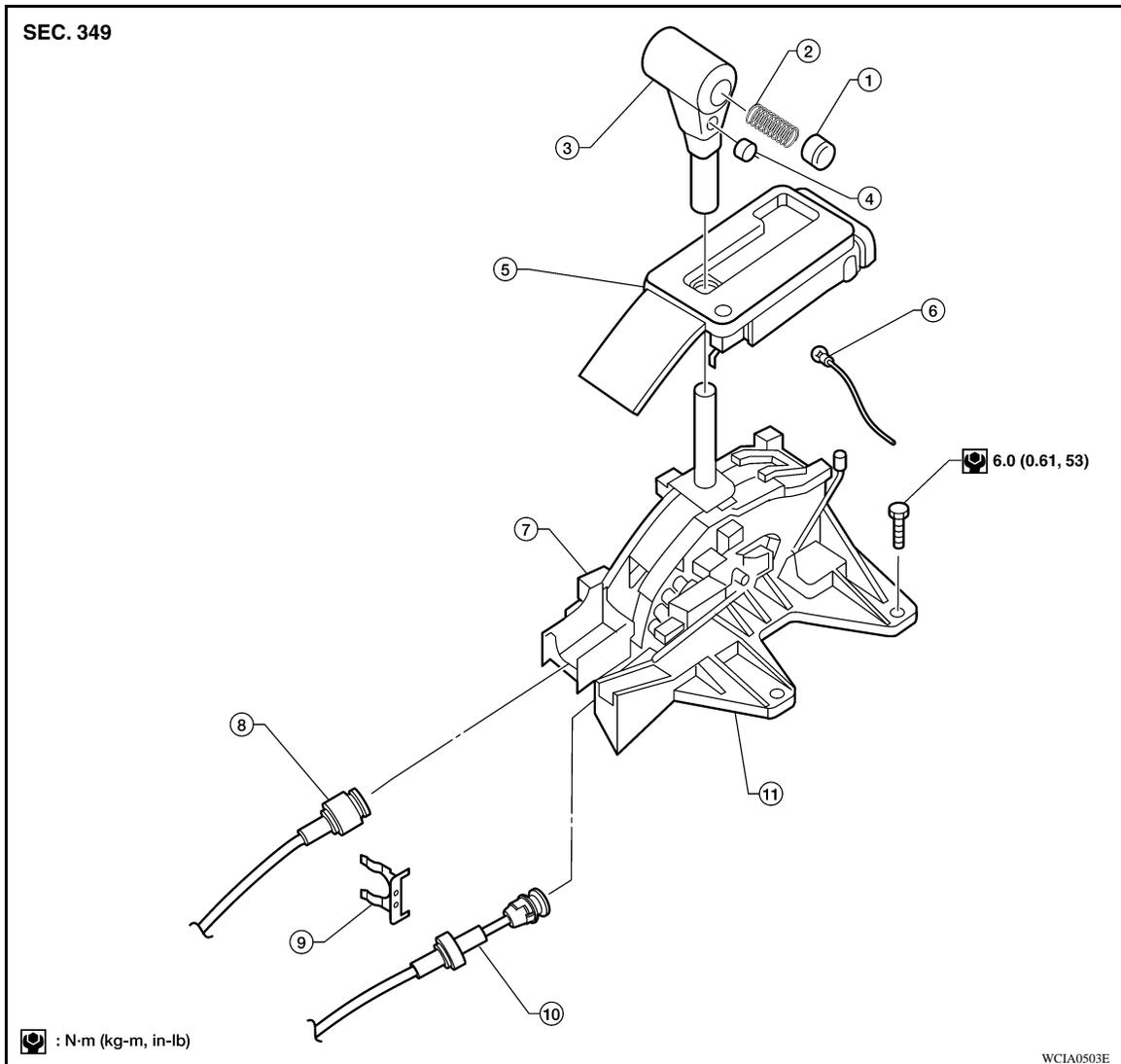
[5AT: RE5R05A]

## ON-VEHICLE REPAIR

### SHIFT CONTROL SYSTEM

Exploded view

INFOID:000000004054517



- |                                 |                                 |                   |
|---------------------------------|---------------------------------|-------------------|
| 1. Selector button              | 2. Selector spring              | 3. Selector lever |
| 4. Overdrive control switch     | 5. Position indicator           | 6. Position lamp  |
| 7. A/T device harness connector | 8. A/T selector control cable   | 9. Lock plate     |
| 10. A/T key interlock cable     | 11. A/T control device assembly |                   |

## Removal and Installation

INFOID:000000004054518

### REMOVAL

1. Remove the A/T finisher. Refer to [IP-19, "Exploded View"](#).
2. Disconnect the following from the A/T control device assembly.
  - A/T selector control cable
  - A/T key interlock cable
  - A/T device connector
3. Remove the A/T control device assembly.

### INSTALLATION

# SHIFT CONTROL SYSTEM

< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

Installation is in the reverse order of removal.

## Inspection and Adjustment

INFOID:000000004054519

### INSPECTION

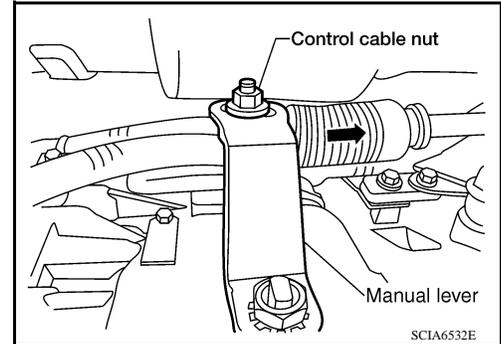
With the selector lever in the “P” position, turn the ignition switch to the ON position with the engine OFF. Confirm that the following conditions apply.

- The selector lever can be shifted from the “P” position only when the brake pedal is depressed.
- The selector lever stops at each position with the feel of engagement when it is moved through all the positions.
- There is no excessive effort, sticking, noise or rattle.
- The actual position of the selector lever matches the position shown by the shift position indicator and the A/T body.
- The back-up lamps illuminate only when the selector lever is placed in the “R” position.
- The back-up lamps do not illuminate when the selector lever is pushed against the “R” position when in the “P” or “N” position.
- The engine can only be started with the selector lever in the “P” and “N” positions.
- The A/T is locked completely when in the “P” position.

### ADJUSTMENT

1. Loosen nut of control cable.
2. Place the manual lever and selector lever in “P” position.
3. Push the control cable in the direction shown with a force of 9.8 N (1kg, 2.2 lb), and release it. This is in the natural state, tighten control cable nut to specifications.

**Control cable nut : 14.7 N·m (1.5 kg-m, 11 ft-lb)**



## OIL PAN

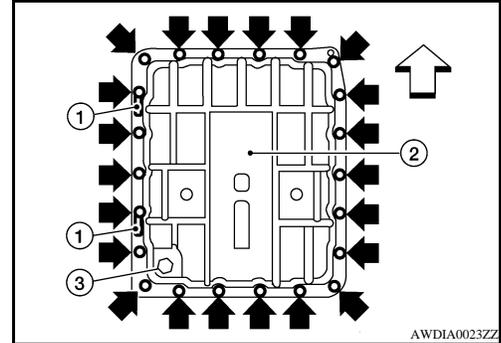
### Removal and Installation

INFOID:000000004054520

#### REMOVAL AND INSTALLATION

##### Removal

1. Drain A/T fluid. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#).
2. Remove oil pan clips (1).
3. Remove oil pan (2).
4. Remove oil pan gasket.
  - ⇨ Vehicle front
  - ➡ Oil pan bolts
  - Drain plug (3)

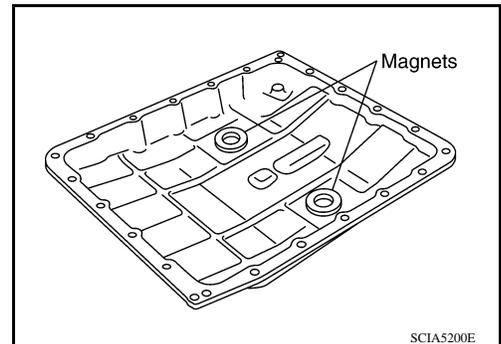


5. Check for foreign materials in oil pan to help determine cause of malfunction. If the A/T fluid is very dark, has some burned smell, or contains foreign particles then friction material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

**CAUTION:**

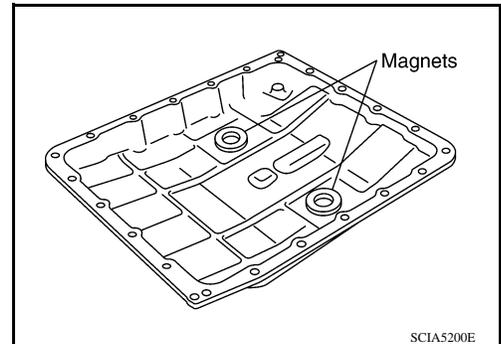
If friction material is detected, flush the transmission cooler after repair. Refer to [TM-286, "A/T Fluid Cooler Cleaning"](#).

6. Remove magnets from oil pan.



##### Installation

1. Install the oil pan magnets as shown.



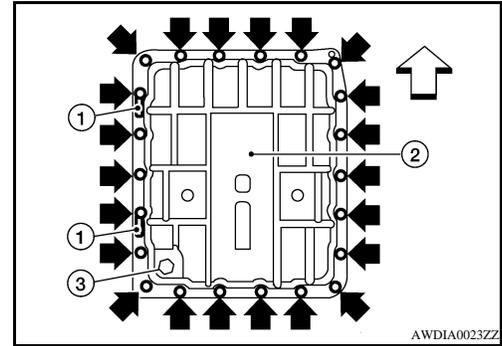
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# OIL PAN

< ON-VEHICLE REPAIR >

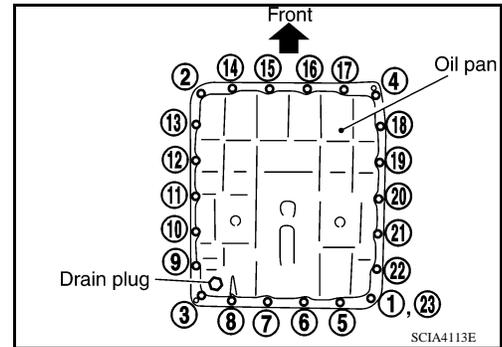
[5AT: RE5R05A]

2. Install the oil pan (2) with new oil pan gasket with the bolts and clips (1) finger tight to secure in place as shown.
- ⇨ : Vehicle Front
  - ➡ : Oil pan bolts
- CAUTION:**
- Be sure the oil drain plug is located to the rear of the transmission assembly.
  - Before installing oil pan bolts, remove any traces of old sealant from the sealing surfaces and threaded holes.
  - Do not reuse old gasket, replace with a new one.
  - Always replace the oil pan bolts as they are self-sealing.
  - Partially install the oil pan bolts in a criss-cross pattern to prevent dislocation of the gasket.



3. Tighten oil pan bolts in numerical order as shown.

**Oil pan bolts : 7.9 N-m (0.81 kg-m, 70 in-lb)**



4. Refill the A/T with fluid and check for fluid leakage. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).

# CONTROL VALVE WITH TCM

< ON-VEHICLE REPAIR >

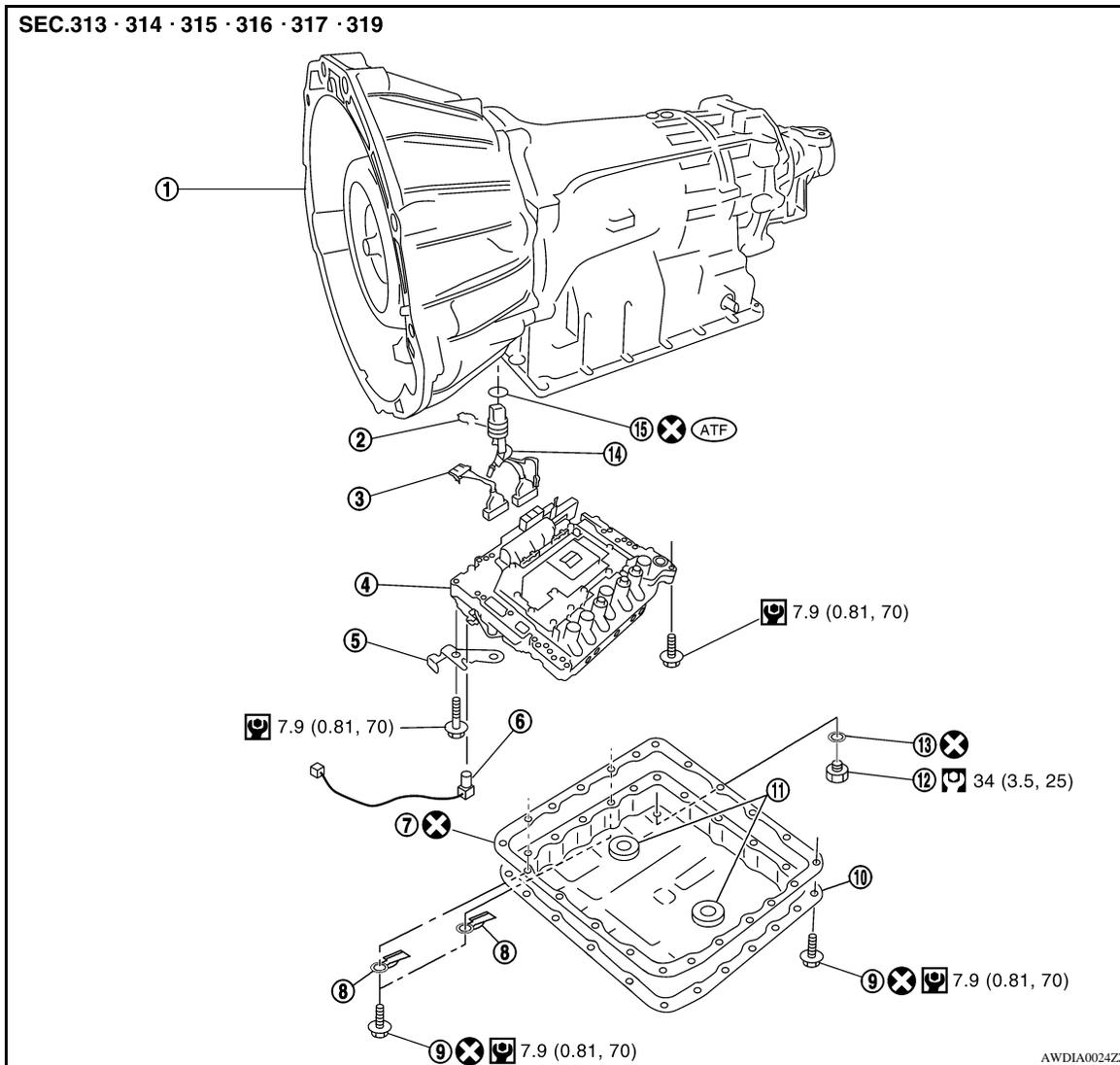
[5AT: RE5R05A]

## CONTROL VALVE WITH TCM

### Control Valve with TCM and A/T Fluid Temperature Sensor 2

INFOID:000000004458436

#### COMPONENTS



- |                           |                                    |                                   |
|---------------------------|------------------------------------|-----------------------------------|
| 1. Transmission           | 2. Snap ring                       | 3. Sub-harness                    |
| 4. Control valve with TCM | 5. Bracket                         | 6. A/T fluid temperature sensor 2 |
| 7. Oil pan gasket         | 8. Brackets                        | 9. Oil pan bolt                   |
| 10. Oil pan               | 11. Magnet                         | 12. Drain plug                    |
| 13. Drain plug gasket     | 14. A/T assembly harness connector | 15. O-ring                        |

#### CONTROL VALVE WITH TCM REMOVAL AND INSTALLATION

##### Removal

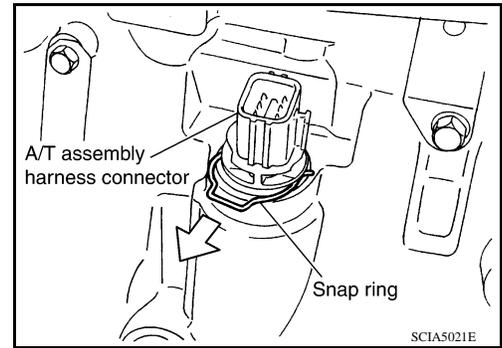
1. Disconnect negative battery terminal.
2. Drain A/T fluid. Refer to [TM-285. "Changing the A/T Fluid \(ATF\)".](#)
3. Disconnect A/T assembly harness connector.

# CONTROL VALVE WITH TCM

< ON-VEHICLE REPAIR >

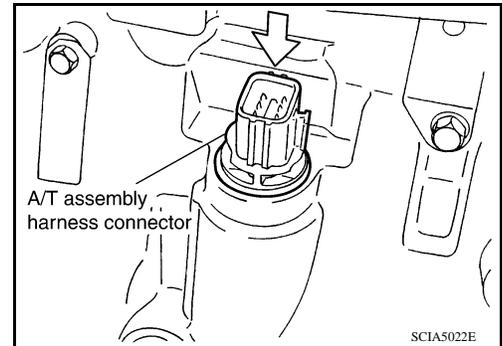
[5AT: RE5R05A]

4. Remove snap ring from A/T assembly harness connector.



5. Push A/T assembly harness connector.

**CAUTION:**  
Do not damage connector.



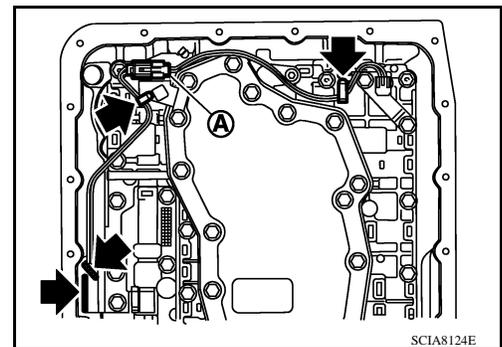
6. Remove oil pan and oil pan gasket. Refer to [TM-299, "Removal and Installation"](#).

7. Disconnect A/T fluid temperature sensor 2 connector (A).

**CAUTION:**  
Do not damage connector.

8. Straighten the four terminal clips to free the terminal cord assembly for A/T fluid temperature sensor 2 harness.

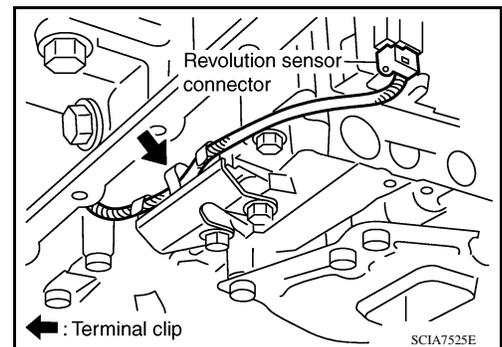
• ➡ : Terminal clip



9. Straighten terminal clip to free the revolution sensor harness.

10. Disconnect revolution sensor connector.

**CAUTION:**  
Do not damage connector.



# CONTROL VALVE WITH TCM

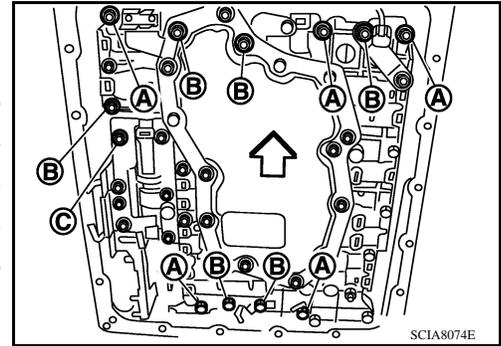
[5AT: RE5R05A]

< ON-VEHICLE REPAIR >

11. Remove bolts (A), (B) and (C) from control valve with TCM.

- ← : Front

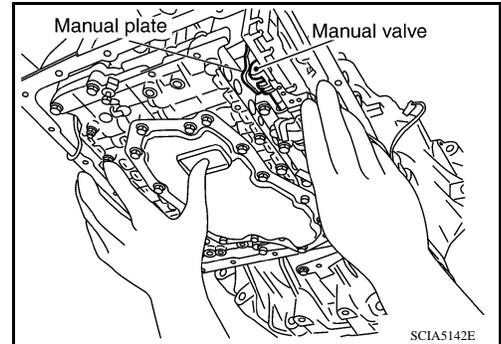
| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



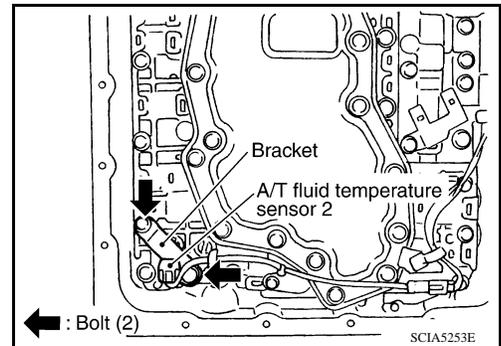
12. Remove control valve with TCM from transmission case.

**CAUTION:**

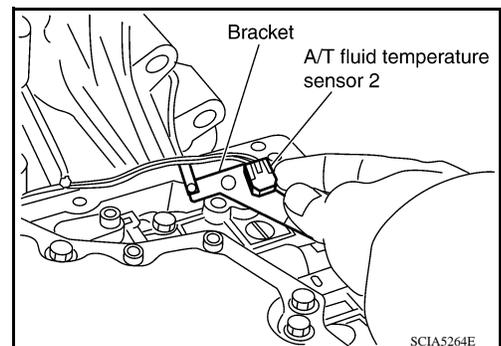
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



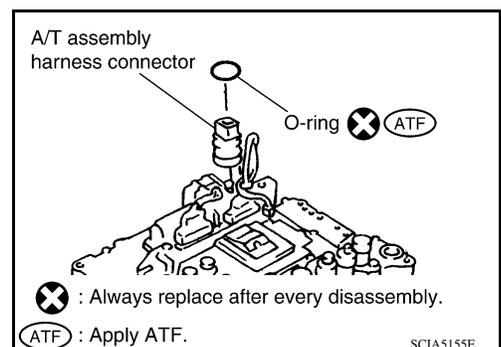
13. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



14. Remove bracket from A/T fluid temperature sensor 2.



15. Remove O-ring from A/T assembly harness connector.



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# CONTROL VALVE WITH TCM

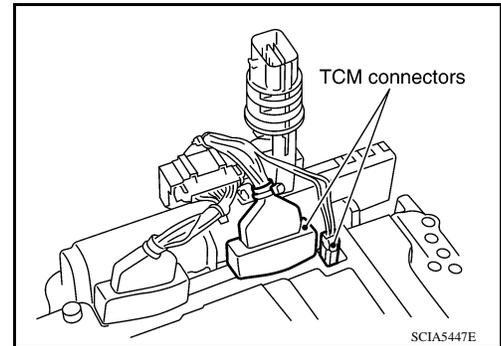
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

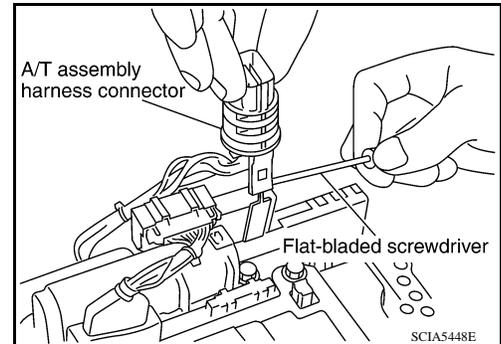
16. Disconnect TCM connectors.

**CAUTION:**

**Do not damage connectors.**



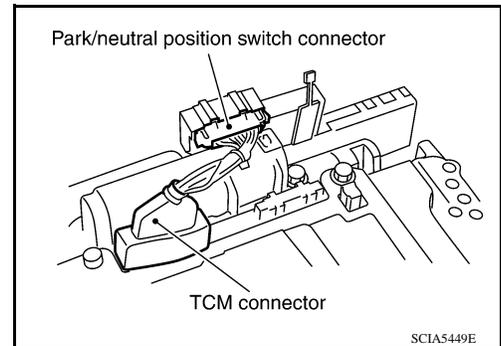
17. Remove A/T assembly harness connector from control valve with TCM using suitable tool.



18. Disconnect TCM connector and park/neutral position switch connector

**CAUTION:**

**Do not damage connectors.**

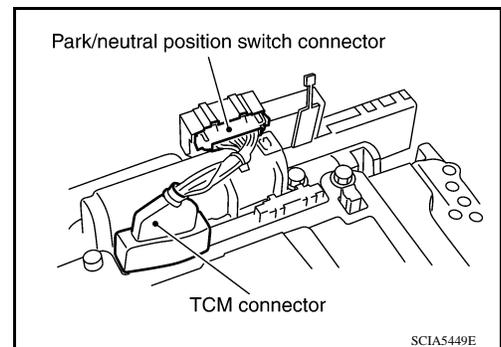


Installation

**CAUTION:**

**After completing installation, check A/T fluid leakage and fluid level. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).**

1. Connect TCM connector and park/neutral position switch connector.

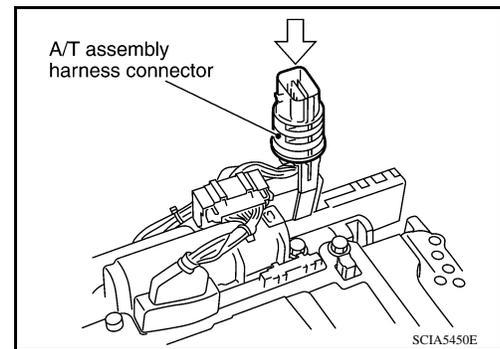


# CONTROL VALVE WITH TCM

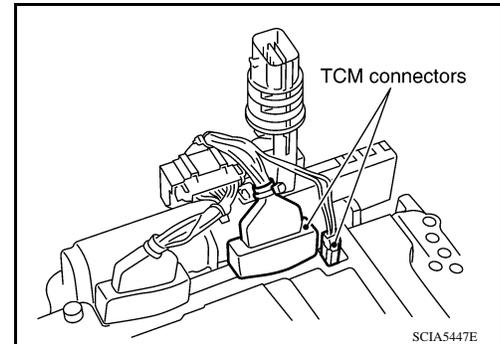
[5AT: RE5R05A]

< ON-VEHICLE REPAIR >

2. Install A/T assembly harness connector to control valve with TCM.



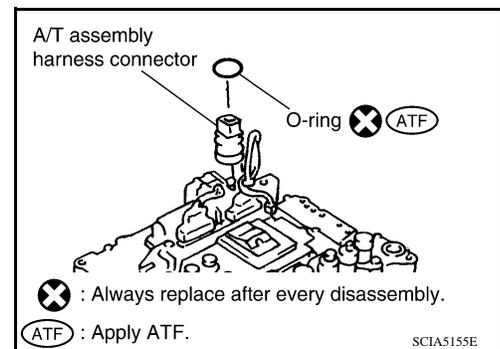
3. Connect TCM connector.



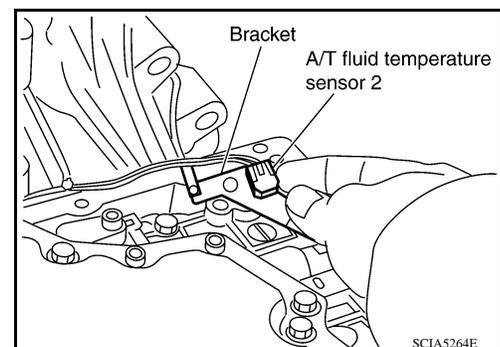
4. Install new O-ring in A/T assembly harness connector.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



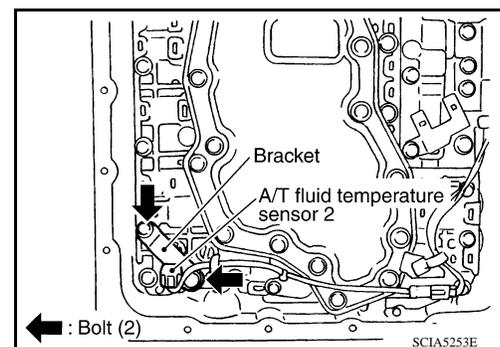
5. Install A/T fluid temperature sensor 2 to bracket.



6. Install A/T fluid temperature sensor 2 (with bracket) to control valve with TCM. Tighten A/T fluid temperature sensor 2 bolt to the specified torque. Refer to [TM-325, "Component"](#).

**CAUTION:**

Adjust bolt hole of bracket to bolt hole of control valve with TCM.



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# CONTROL VALVE WITH TCM

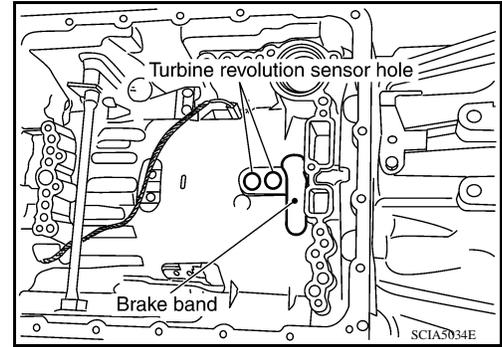
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

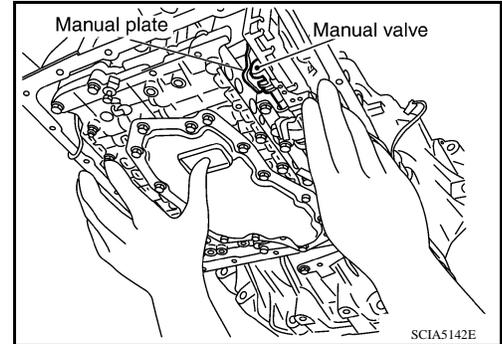
7. Install control valve with TCM in transmission case.

**CAUTION:**

- Make sure that turbine revolution sensor is securely installed into turbine revolution sensor hole.
- Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.
- Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.



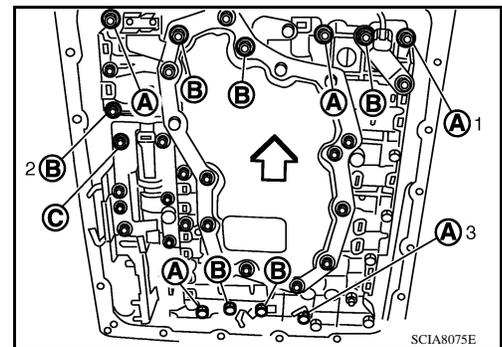
- Assemble it so that manual valve cutout is engaged with manual plate projection.



8. Install bolts (A), (B) and (C) in control valve with TCM. Tighten bolt (1), (2) and (3) temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3). Then tighten other bolts. Tighten control valve with TCM bolts to the specified torque.

- ⇐ : Front

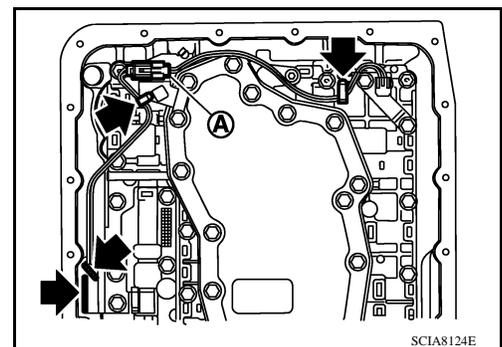
| Bolt symbol                            | A              | B         | C                |
|--|----------------|-----------|------------------|
| Number of bolts                        | 5              | 6         | 1                |
| Length mm (in)                         | 42 (1.65)      | 55 (2.17) | 40 (1.57)        |
| Tightening torque<br>N·m (kg·m, in·lb) | 7.9 (0.81, 70) |           | With ATF applied |
|  |                |           | 7.9 (0.81, 70)   |



9. Connect A/T fluid temperature sensor 2 connector (A).

10. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips

- ← : Terminal clip

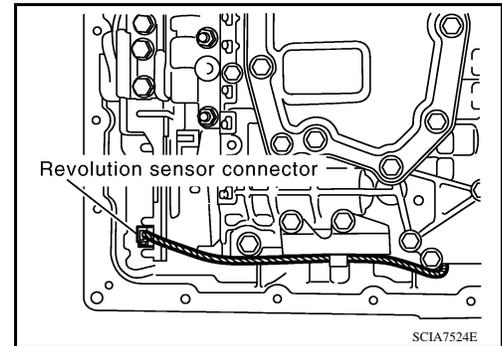


# CONTROL VALVE WITH TCM

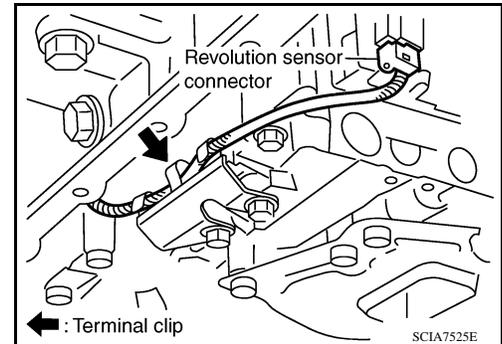
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

11. Connect revolution sensor connector.



12. Securely fasten revolution sensor harness with terminal clip.

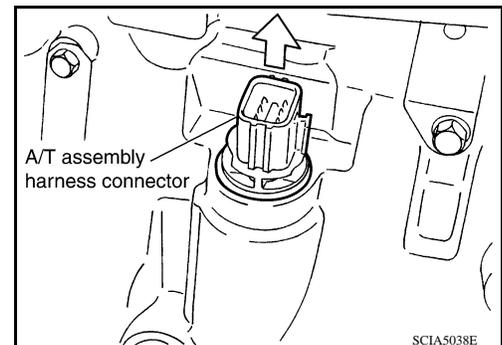


13. Install oil pan to transmission case. Refer to [TM-299, "Removal and Installation"](#).

14. Pull up A/T assembly harness connector.

**CAUTION:**

**Do not damage connector.**

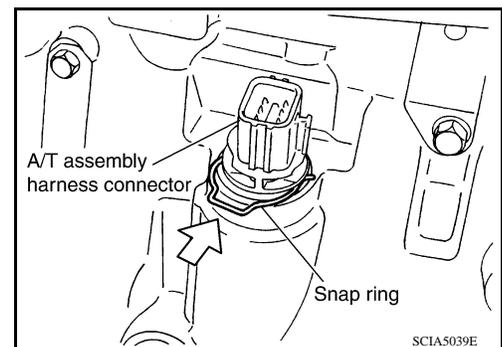


15. Install snap ring to A/T assembly harness connector.

16. Connect A/T assembly harness connector.

17. Connect the negative battery terminal.

18. Refill the A/T with fluid and check the fluid level and for fluid leakage. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#).



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## REAR OIL SEAL

### Removal and Installation

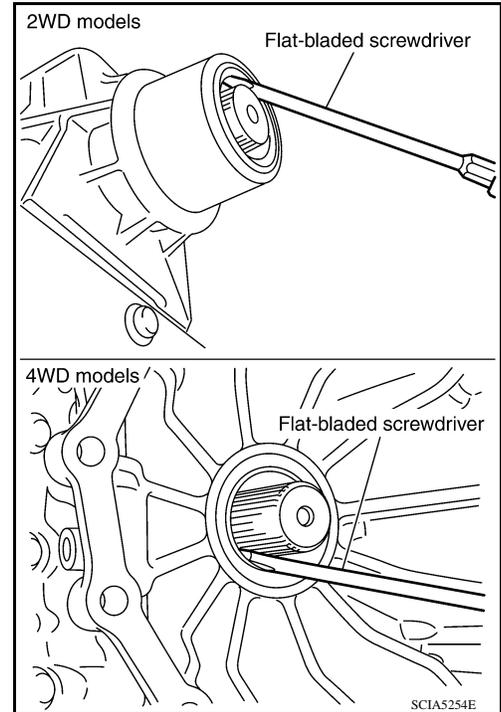
INFOID:000000004054524

#### REMOVAL

1. Remove rear propeller shaft. Refer to [DLN-138. "Removal and Installation"](#) (2S1330), [DLN-146. "Removal and Installation"](#) (3S1310), [DLN-162. "Removal and Installation"](#) (3S1330), [DLN-162. "Removal and Installation"](#) (3S1350), [DLN-170. "Removal and Installation"](#) (3S1330-2BJ100).
2. Remove transfer from transmission (4WD models). Refer to [DLN-109. "Removal and Installation"](#) (TX15B).
3. Remove rear oil seal using flat bladed screwdriver.

**CAUTION:**

Do not scratch rear extension assembly (2WD models) or adapter case assembly (4WD models).



#### INSTALLATION

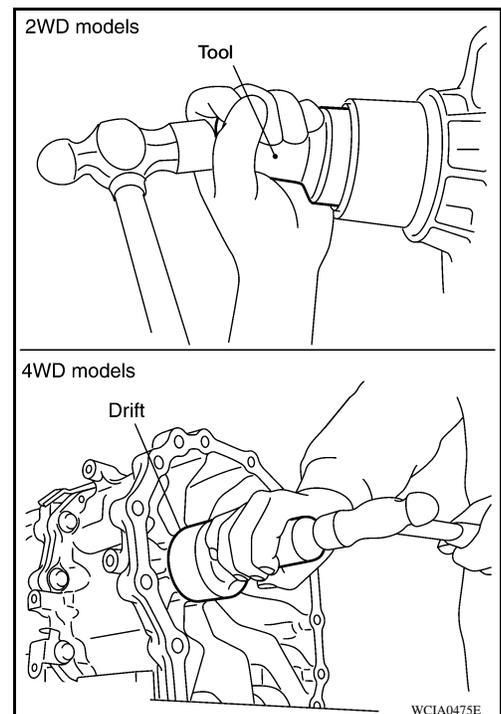
1. Install new rear oil seal until it is flush into the rear extension case (2WD models) using Tool or adapter case (4WD models) using suitable tool.

**Tool number** : ST33400001 (J-26082)

**CAUTION:**

- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.

2. Install transfer to transmission (4WD models). Refer to [DLN-109. "Removal and Installation"](#) (TX15B).
3. Install rear propeller shaft. Refer to [DLN-138. "Removal and Installation"](#) (2S1330), [DLN-146. "Removal and Installation"](#) (3S1310), [DLN-162. "Removal and Installation"](#) (3S1330), [DLN-162. "Removal and Installation"](#) (3S1350), [DLN-170. "Removal and Installation"](#) (3S1330-2BJ100).
4. Check the A/T fluid level and for fluid leakage. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)"](#).



# KEY INTERLOCK CABLE

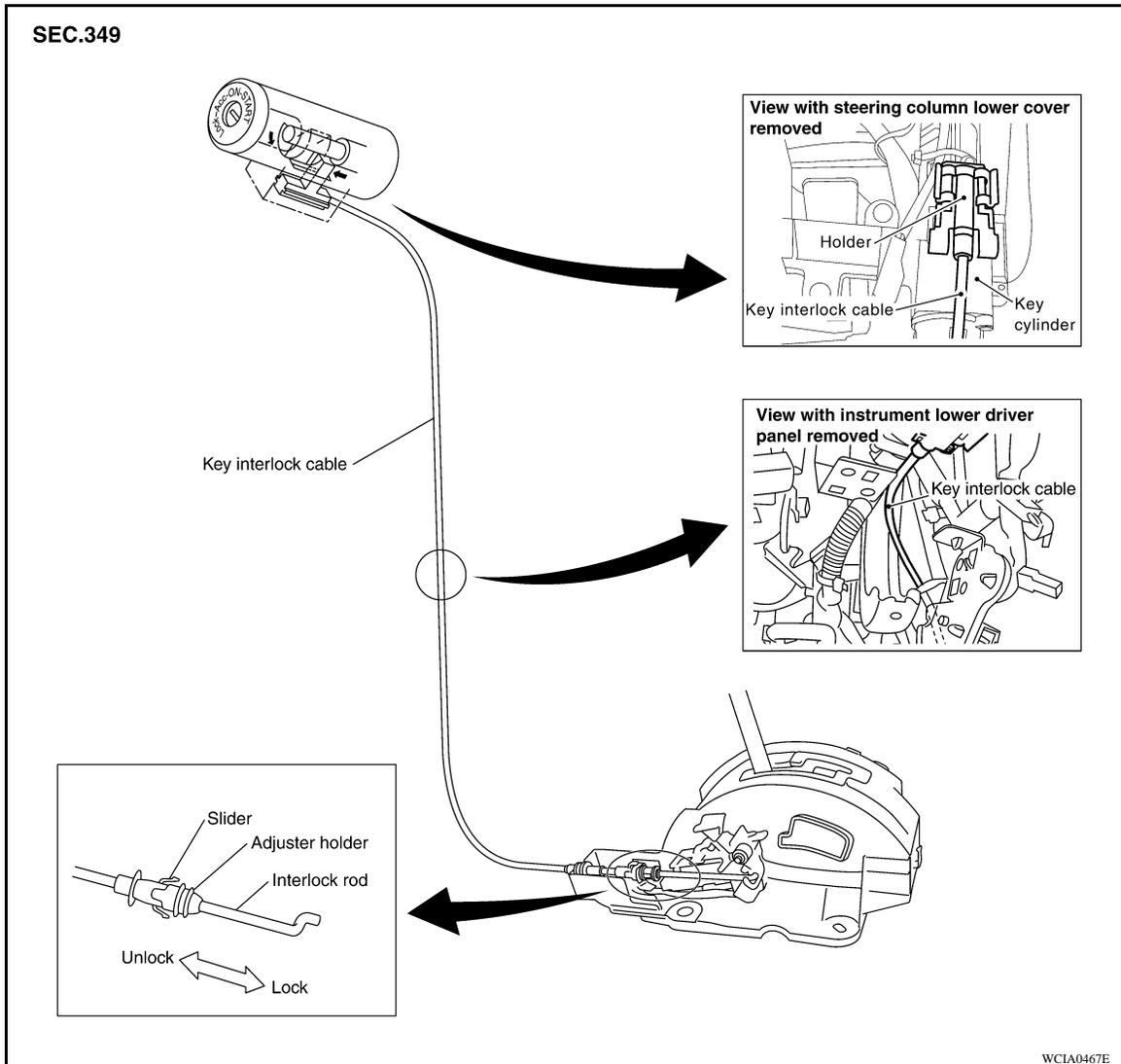
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

## KEY INTERLOCK CABLE

Component

INFOID:000000004054525



### CAUTION:

- Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.
- After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions. If casing cap can be removed with an external load of less than 39 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.

## Removal and Installation

INFOID:000000004054526

### REMOVAL

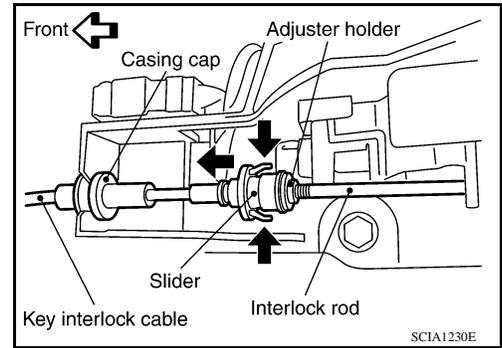
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# KEY INTERLOCK CABLE

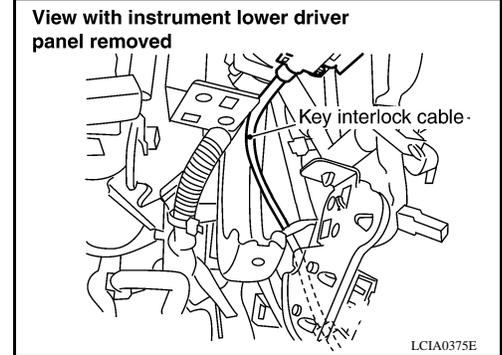
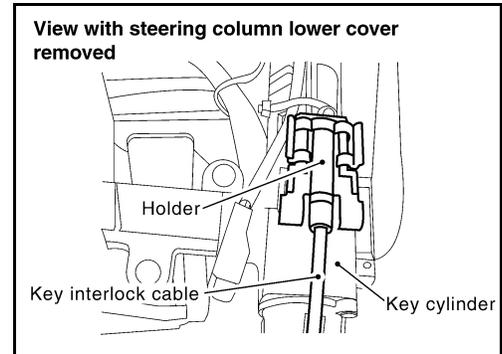
[5AT: RE5R05A]

## < ON-VEHICLE REPAIR >

1. Unlock slider from adjuster holder by squeezing lock tabs.
2. Remove casing cap from bracket of control device assembly and remove interlock rod from adjuster holder.

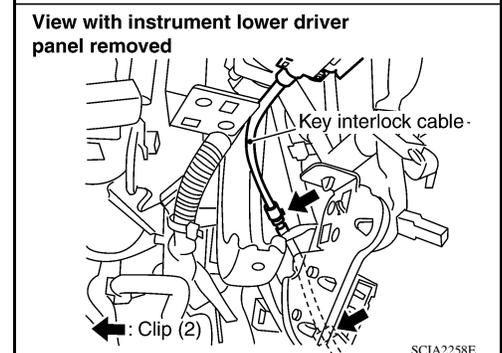
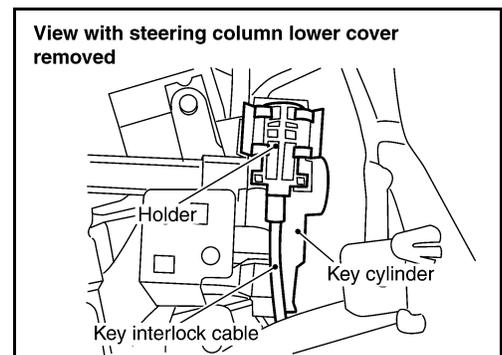


3. Remove holder from key cylinder and remove key interlock cable.



## INSTALLATION

1. Set key interlock cable to key cylinder and install holder.
2. Turn ignition key to "LOCK" position.
3. Set selector lever to "P" position.

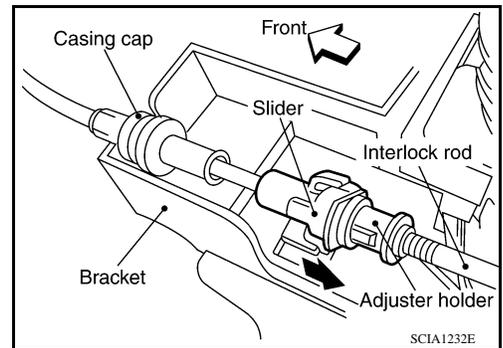


## KEY INTERLOCK CABLE

< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

4. Insert interlock rod into adjuster holder.
5. Install casing cap to bracket.
6. Move slider in order to secure adjuster holder to interlock rod.



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# AIR BREATHER HOSE

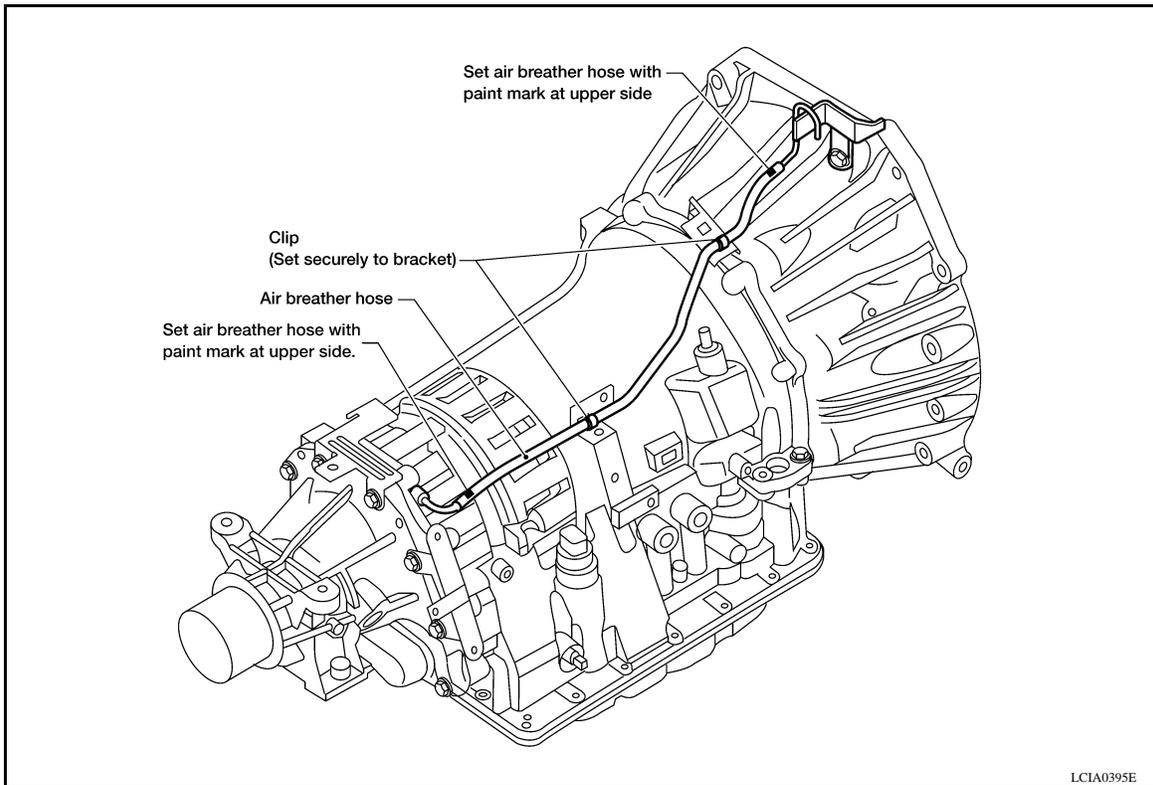
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

## AIR BREATHER HOSE

Removal and Installation for QR25DE Engine

INFOID:000000004054527



### CAUTION:

- When installing an air breather hose, do not to crush or block by folding or bending the hose.
- When inserting a hose to the transmission tube, be sure to insert it fully until its end reaches the tube bend portion.

# AIR BREATHER HOSE

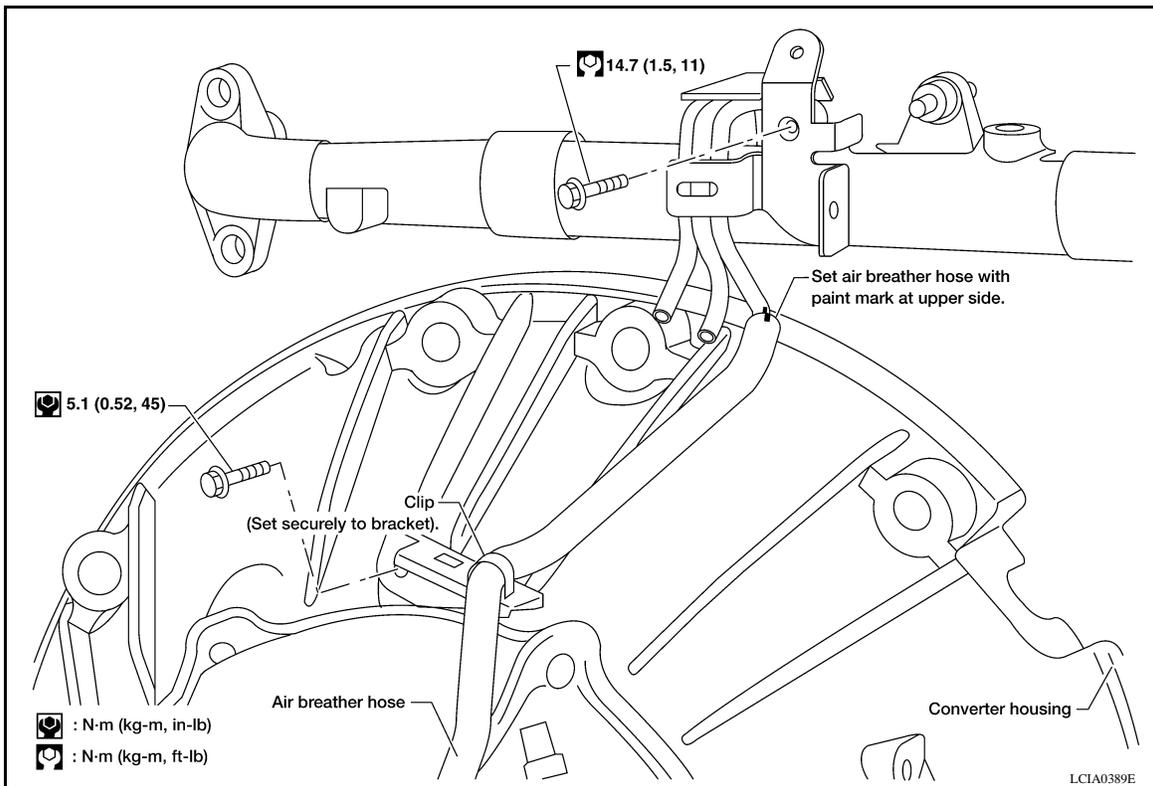
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

## Removal and Installation for VQ40DE Engine

INFOID:000000004054528

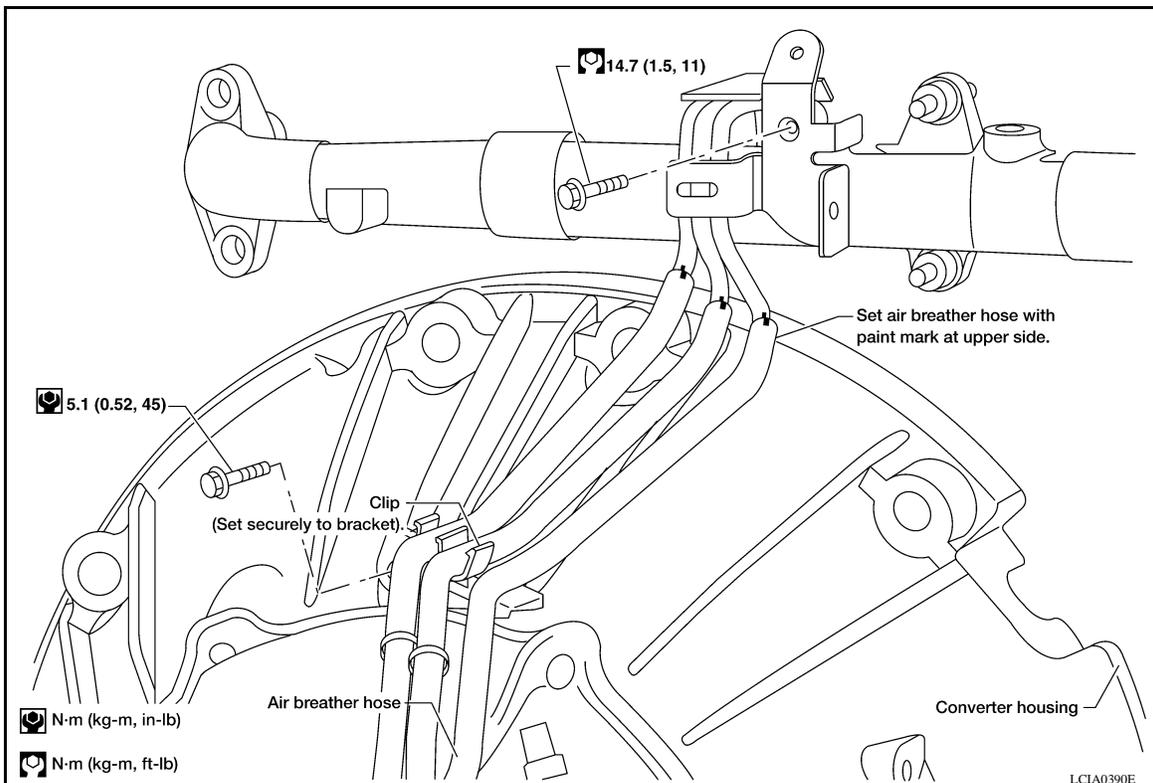
### 2WD Models



### CAUTION:

- When installing an air breather hose, do not to crush or block by folding or bending the hose.
- When inserting a hose to the transmission tube, be sure to insert it fully until its end reaches the tube bend portion.

### 4WD Models



### CAUTION:

## AIR BREATHER HOSE

< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

---

- When installing an air breather hose, do not to crush or block by folding or bending the hose.
- When inserting a hose to the transmission tube, be sure to insert it fully until its end reaches the tube bend portion.

# A/T FLUID COOLER

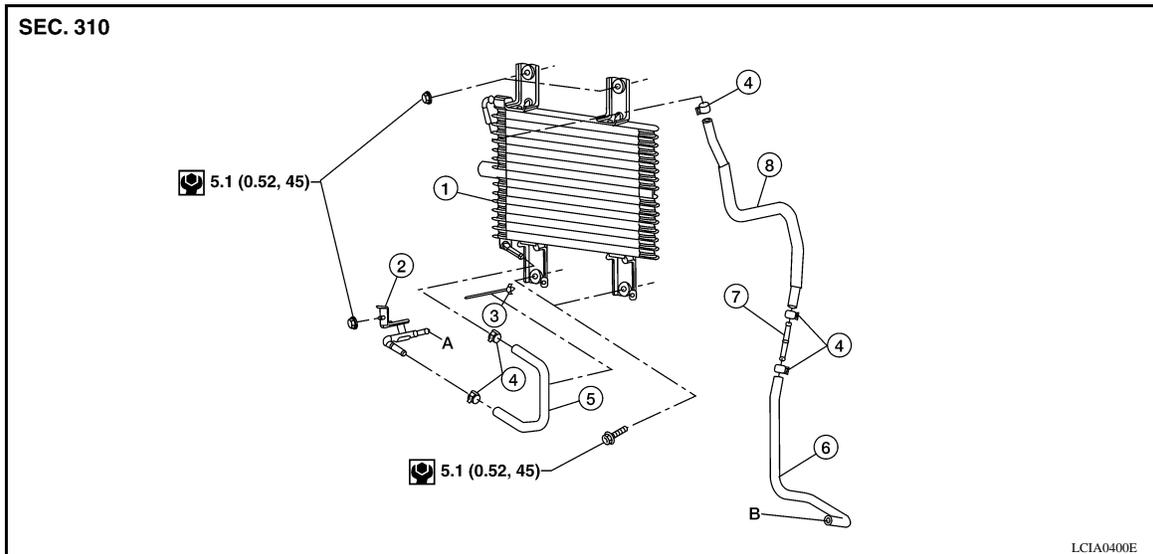
< ON-VEHICLE REPAIR >

[5AT: RE5R05A]

## A/T FLUID COOLER

### Removal and Installation

INFOID:000000004054529



- |                     |                        |                    |
|---------------------|------------------------|--------------------|
| 1. A/T fluid cooler | 2. Fluid cooler tube   | 3. Clip            |
| 4. Hose clamp       | 5. Cooler hose (lower) | 6. Cooler hose     |
| 7. Tube joint       | 8. Cooler hose (upper) | A. To transmission |
| B. From radiator    |                        |                    |

- After completing installation, check fluid level and check for fluid leakage. Refer to [TM-283. "Checking the A/T Fluid \(ATF\)".](#)

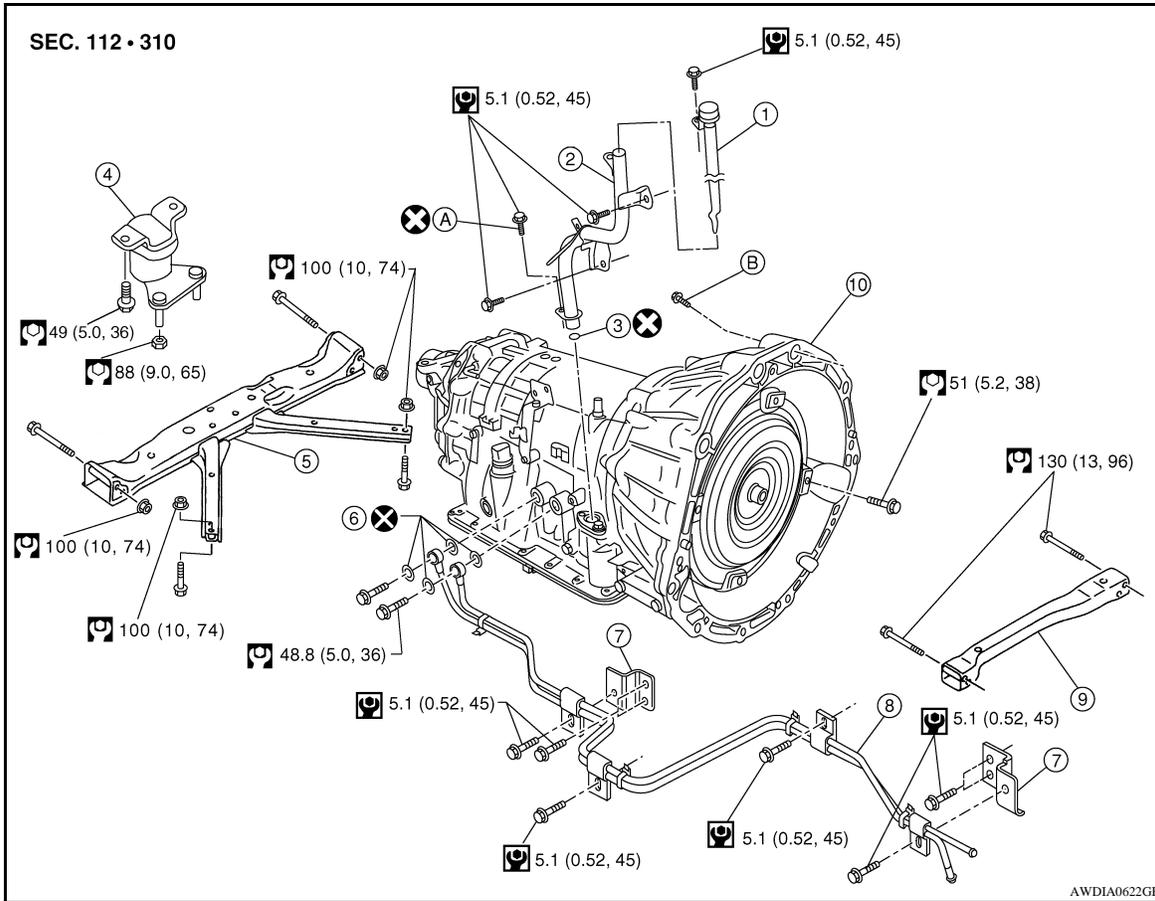


# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

VQ40DE 2WD Models



- |                           |                             |                           |
|---------------------------|-----------------------------|---------------------------|
| 1. A/T fluid indicator    | 2. A/T fluid indicator pipe | 3. O-ring                 |
| 4. Insulator              | 5. A/T crossmember          | 6. Copper washer          |
| 7. Bracket                | 8. A/T fluid cooler tube    | 9. Front crossmember      |
| 10. Transmission assembly | A. Self-sealing bolt        | B. Refer to installation. |

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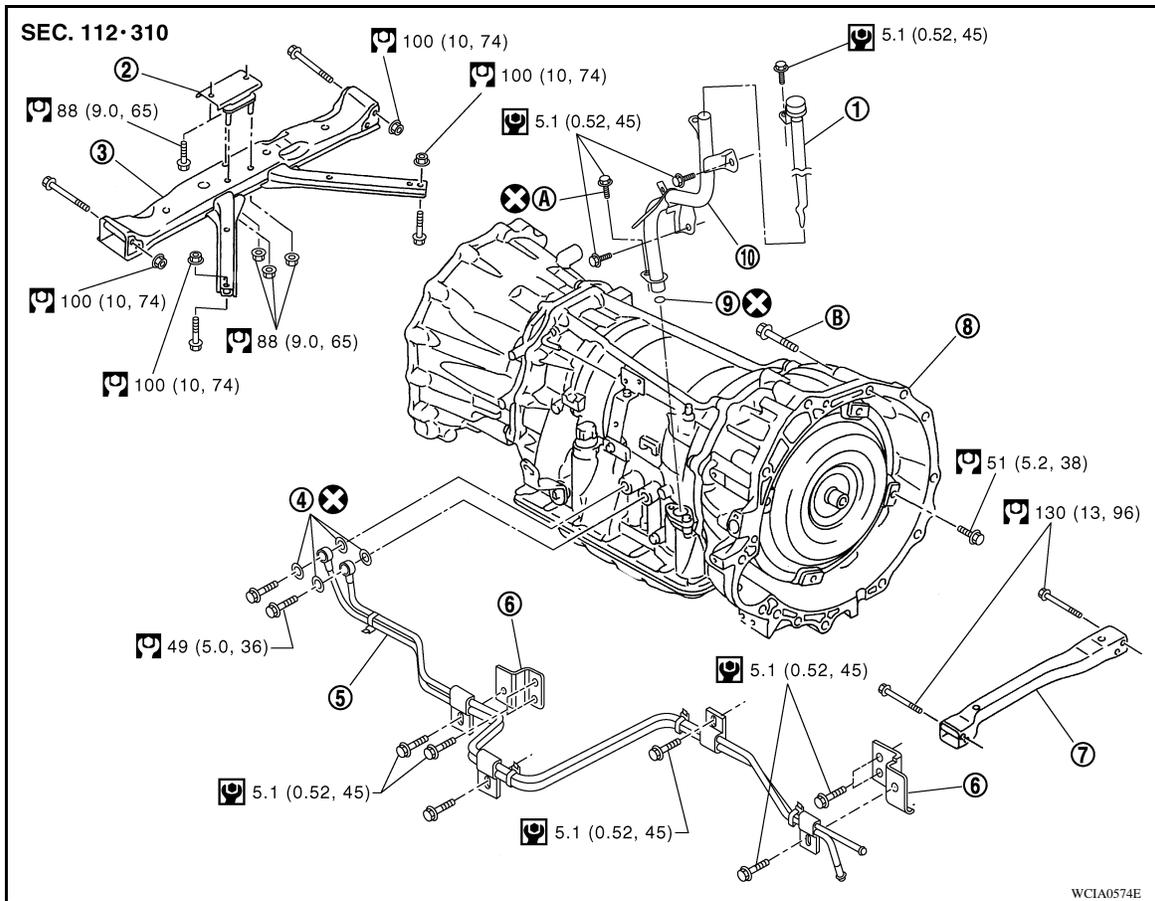
P

# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

VQ40DE 4WD Models



- |                              |                          |                           |
|------------------------------|--------------------------|---------------------------|
| 1. A/T fluid indicator       | 2. Insulator             | 3. A/T crossmember        |
| 4. Copper washers            | 5. A/T fluid cooler tube | 6. Bracket                |
| 7. Front crossmember         | 8. Transmission assembly | 9. O-ring                 |
| 10. A/T fluid indicator pipe | A. Self-sealing bolt     | B. Refer to installation. |

## Removal and Installation for QR25DE

INFOID:000000004054531

### REMOVAL

#### CAUTION:

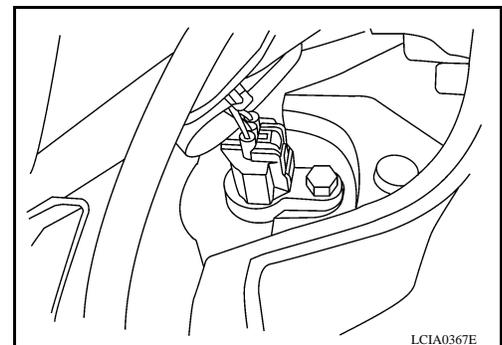
When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.

1. Disconnect the negative battery terminal.
2. Remove the A/T fluid indicator.
3. Remove the LH fender protector.
4. Remove the crankshaft position sensor (POS) from the A/T assembly.

#### CAUTION:

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings or debris to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

5. Remove the under cover using power tool.
6. Partially drain the A/T fluid. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#).
7. Remove the front cross member using power tool.
8. Remove the starter.



# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

9. Remove the rear propeller shaft. Refer to [DLN-146. "Removal and Installation"](#).
10. Remove the A/T selector control cable and bracket from the A/T.
11. Disconnect the A/T fluid cooler tubes from the A/T assembly.
12. Remove the dust cover from the converter housing.
13. Turn the crankshaft to access and remove the four bolts for the drive plate and torque converter.

**CAUTION:**

**When turning the crankshaft, turn it clockwise as viewed from the front of the engine.**

14. Support the A/T assembly using a transmission jack.

**CAUTION:**

**When setting the transmission jack, be careful not to allow it to collide against the drain plug.**

15. Remove the nuts securing the insulator to the cross member.
16. Remove the cross member using power tool.

**WARNING:**

**Support the transmission using suitable jack.**

17. Tilt the transmission slightly to gain clearance between the body and the transmission, then disconnect the air breather hose.
18. Disconnect the A/T assembly harness connector.
19. Remove the wiring harness from the retainers.
20. Remove the A/T fluid indicator pipe.
21. Plug any openings such as the A/T fluid indicator pipe hole.
22. Remove the A/T assembly to engine bolts using power tool.
23. Remove A/T assembly from the vehicle using Tool.

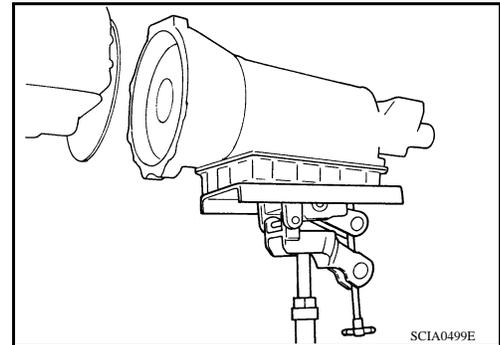
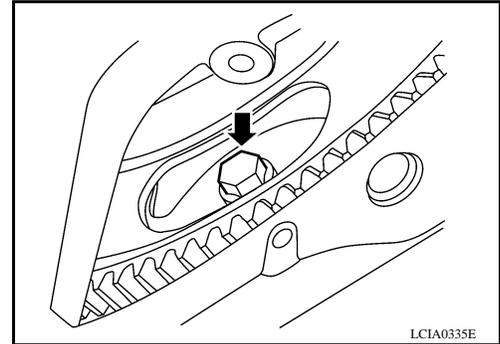
**Tool number** : — (J-47002)

**CAUTION:**

- Secure the torque converter to prevent it from dropping.
- Secure the A/T assembly to a transmission jack.

**NOTE:**

The actual special service Tool may differ from Tool shown.

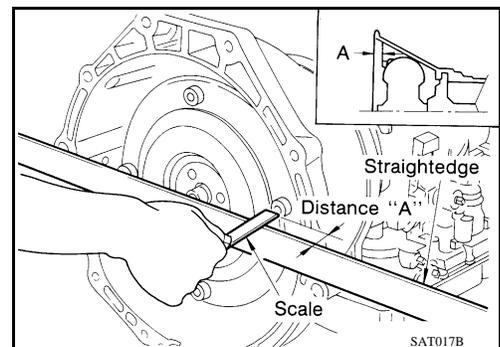


## INSPECTION

Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check dimension A to ensure it is within the reference value limit.

**Dimension A** : 25.0 mm (0.98 in) or more



## INSTALLATION

Installation of the remaining components is in the reverse order of the removal, while paying attention to the following work.

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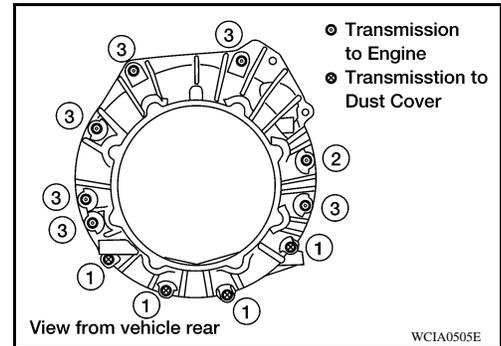
# TRANSMISSION ASSEMBLY

## < REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

- When installing the transmission to the engine, install the bolts in accordance with the standard below.

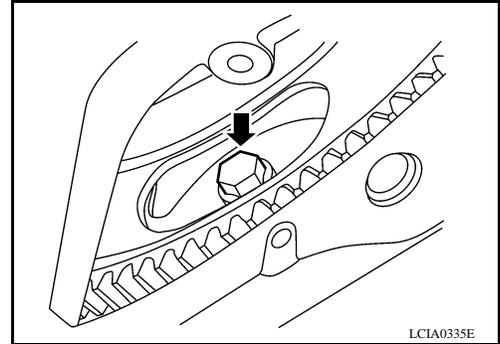
| Bolt No.                               | 1               | 2 | 3               |
|--|-----------------|---|-----------------|
| Quantity                               | 4               | 1 | 6               |
| Bolt length "ℓ"<br>mm (in)             | 60<br>(2.36)    |   | 65<br>(2.56)    |
| Tightening torque<br>N·m (kg·m, ft·lb) | 35<br>(3.6, 26) |   | 75<br>(7.7, 55) |



- Align the positions of bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

### CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drive train components.
- Install crankshaft position sensor (POS).
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#), [TM-298, "Inspection and Adjustment"](#).



## Removal and Installation for VQ40DE 2WD Models

INFOID:000000004054532

### REMOVAL

#### CAUTION:

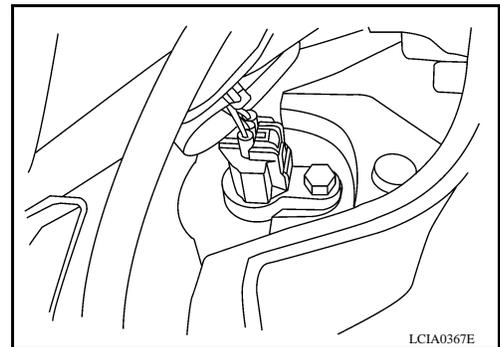
When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.

- Disconnect the negative battery terminal.
- Remove the A/T fluid indicator.
- Remove the LH fender protector.
- Remove the crankshaft position sensor (POS) from the A/T assembly.

#### CAUTION:

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings or debris to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

- Remove the under covers using power tool.
- Partially drain the A/T fluid. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#).
- Remove the front cross member using power tool.
- Remove the starter.
- Remove the rear propeller shaft. Refer to [DLN-162, "Removal and Installation" \(3S1330\)](#), [DLN-170, "Removal and Installation" \(3S1330-2BJ1330\)](#).
- Remove the left and right front exhaust tubes. Refer to [EX-6, "Removal and Installation"](#).
- Remove the A/T selector control cable and bracket from the A/T.
- Disconnect the A/T fluid cooler tubes from the A/T assembly.
- Remove the dust cover from the converter housing.



# TRANSMISSION ASSEMBLY

## < REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

14. Turn the crankshaft to access and remove the four bolts for the drive plate and torque converter.

**CAUTION:**

**When turning the crankshaft, turn it clockwise as viewed from the front of the engine.**

15. Support the A/T assembly using a transmission jack.

**CAUTION:**

**When setting the transmission jack, be careful not to allow it to collide against the drain plug.**

16. Remove the nuts securing the insulator to the cross member.

17. Remove the cross member using power tool.

18. Tilt the transmission slightly to gain clearance between the body and the transmission, then disconnect the air breather hose.

19. Disconnect the A/T assembly harness connector.

20. Remove the wiring harness from the retainers.

21. Remove the A/T fluid indicator pipe.

22. Plug any openings such as the A/T fluid indicator pipe hole.

23. Remove the A/T assembly to engine bolts using power tool.

24. Remove A/T assembly from the vehicle using Tool.

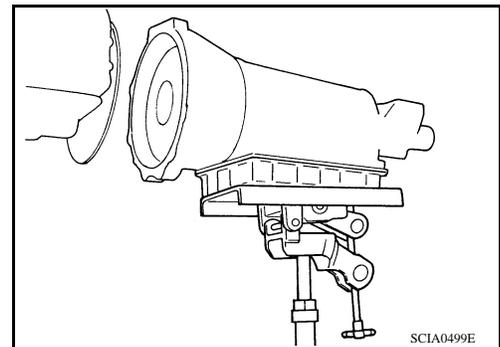
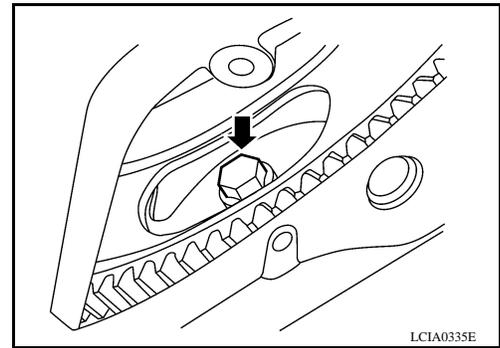
**Tool number** : — (J-47002)

**CAUTION:**

- **Secure the torque converter to prevent it from dropping.**
- **Secure the A/T assembly to a transmission jack.**

**NOTE:**

The actual special service Tool may differ from Tool shown.

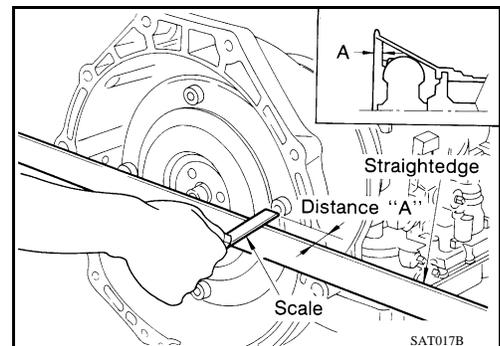


## INSPECTION

### Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check dimension A to ensure it is within the reference value limit.

**Dimension A** : 25.0 mm (0.98 in) or more



## INSTALLATION

Installation of the remaining components is in the reverse order of the removal, while paying attention to the following work.

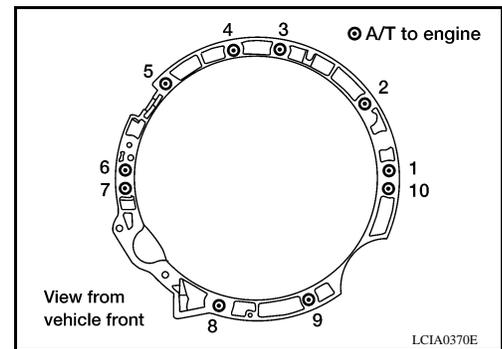
# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

- When installing transmission to the engine, tighten the bolts to the specified torque using sequence shown.

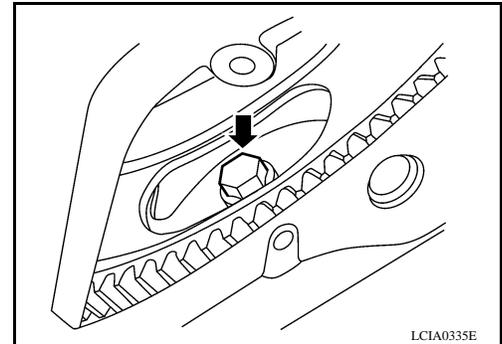
**Transmission bolts : 74 N·m (7.5 kg-m, 55 ft-lb)**



- Align the positions of bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

**CAUTION:**

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drive train components.
- Install crankshaft position sensor (POS).
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#), [TM-298, "Inspection and Adjustment"](#).



## Removal and Installation for VQ40DE 4WD Models

INFOID:000000004054533

### REMOVAL

**CAUTION:**

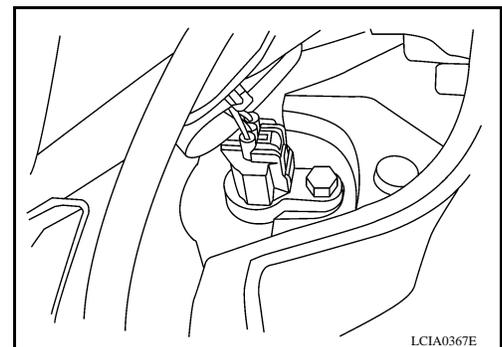
When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.

1. Disconnect the negative battery terminal.
2. Remove the A/T fluid indicator.
3. Remove the LH fender protector.
4. Remove the crankshaft position sensor (POS) from the A/T assembly.

**CAUTION:**

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings or debris to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

5. Remove the air dam.
6. Remove the front and rear engine under cover using power tool.
7. Partially drain the A/T fluid. Refer to [TM-285, "Changing the A/T Fluid \(ATF\)"](#).



8. Remove the front cross member using power tool.
9. Remove the starter motor.
10. Remove the front and rear propeller shafts. Refer to [DLN-130, "Removal and Installation"](#) (2F1310), [DLN-138, "Removal and Installation"](#) (2S1330).
11. Remove the left and right front exhaust tubes. Refer to [EX-6, "Removal and Installation"](#).
12. Remove the A/T selector control cable and bracket from the A/T.
13. Disconnect the fluid cooler tubes from the A/T assembly.

# TRANSMISSION ASSEMBLY

< REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

14. Remove the dust cover from the converter housing.
15. Turn the crankshaft to access and remove the four bolts for the drive plate and torque converter.

**CAUTION:**

**When turning the crankshaft, turn it clockwise as viewed from the front of the engine.**

16. Support the A/T assembly using a transmission jack.

**CAUTION:**

**When setting the transmission jack, be careful not to allow it to collide against the drain plug.**

17. Remove the nuts securing the insulator to the crossmember.
18. Remove the crossmember using power tool.
19. Tilt the transmission slightly to gain clearance between the body and the transmission, then disconnect the air breather hose.
20. Disconnect the following:
  - A/T assembly harness connector
  - 4LO switch connector
  - Wait detection switch connector
  - ATP switch connector
  - Transfer control device connector
21. Remove the wiring harness from the retainers.
22. Remove the A/T fluid indicator pipe.
23. Plug any openings such as the fluid charging pipe hole.
24. Remove the A/T assembly to engine bolts using power tool.
25. Remove A/T assembly with transfer from the vehicle using Tool.

**Tool number** : — (J-47002)

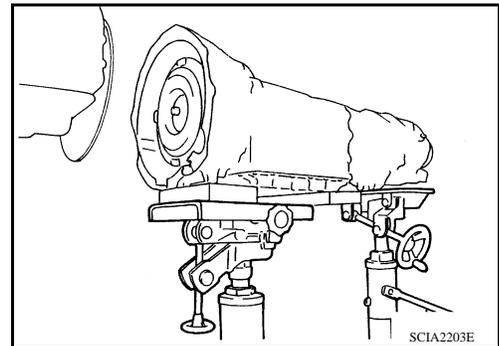
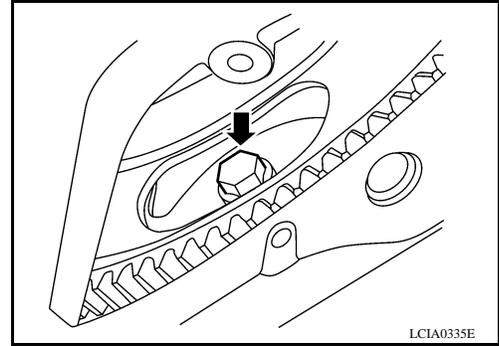
**CAUTION:**

- **Secure the torque converter to prevent it from dropping.**
- **Secure the A/T assembly to a transmission jack.**

**NOTE:**

The actual special service Tool may differ from Tool shown.

26. Remove the transfer from the A/T assembly. Refer to [DLN-109, "Removal and Installation"](#).

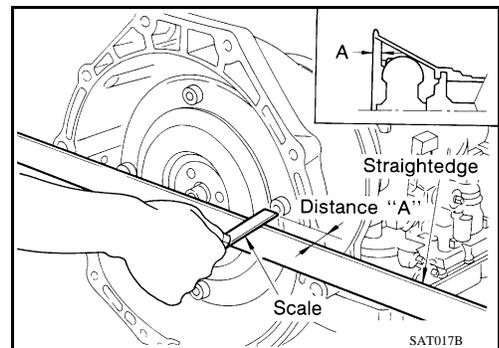


## INSPECTION

Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check dimension A to ensure it is within the reference value limit.

**Dimension A** : 25.0 mm (0.98 in) or more



## INSTALLATION

Installation of the remaining components is in the reverse order of removal, while paying attention to the following work.

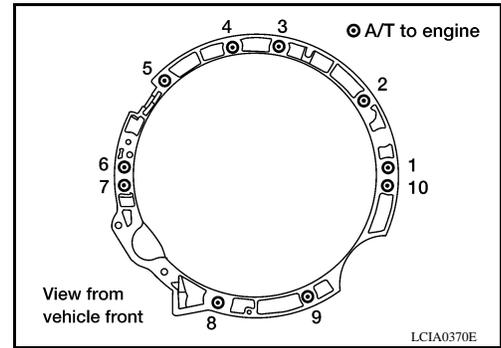
# TRANSMISSION ASSEMBLY

## < REMOVAL AND INSTALLATION >

[5AT: RE5R05A]

- When installing transmission to the engine, tighten the bolts to the specified torque using sequence shown.

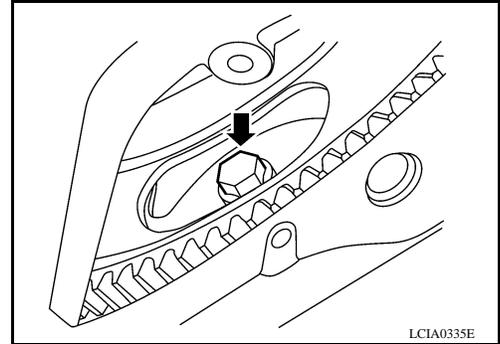
**Transmission bolts : 74 N·m (7.5 kg-m, 55 ft-lb)**



- Align the positions of bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

### CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.
- When replacing an engine or transmission you must make sure the dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drive train components.
- Install crankshaft position sensor (POS).
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [TM-283, "Checking the A/T Fluid \(ATF\)"](#), [TM-298, "Inspection and Adjustment"](#).



# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

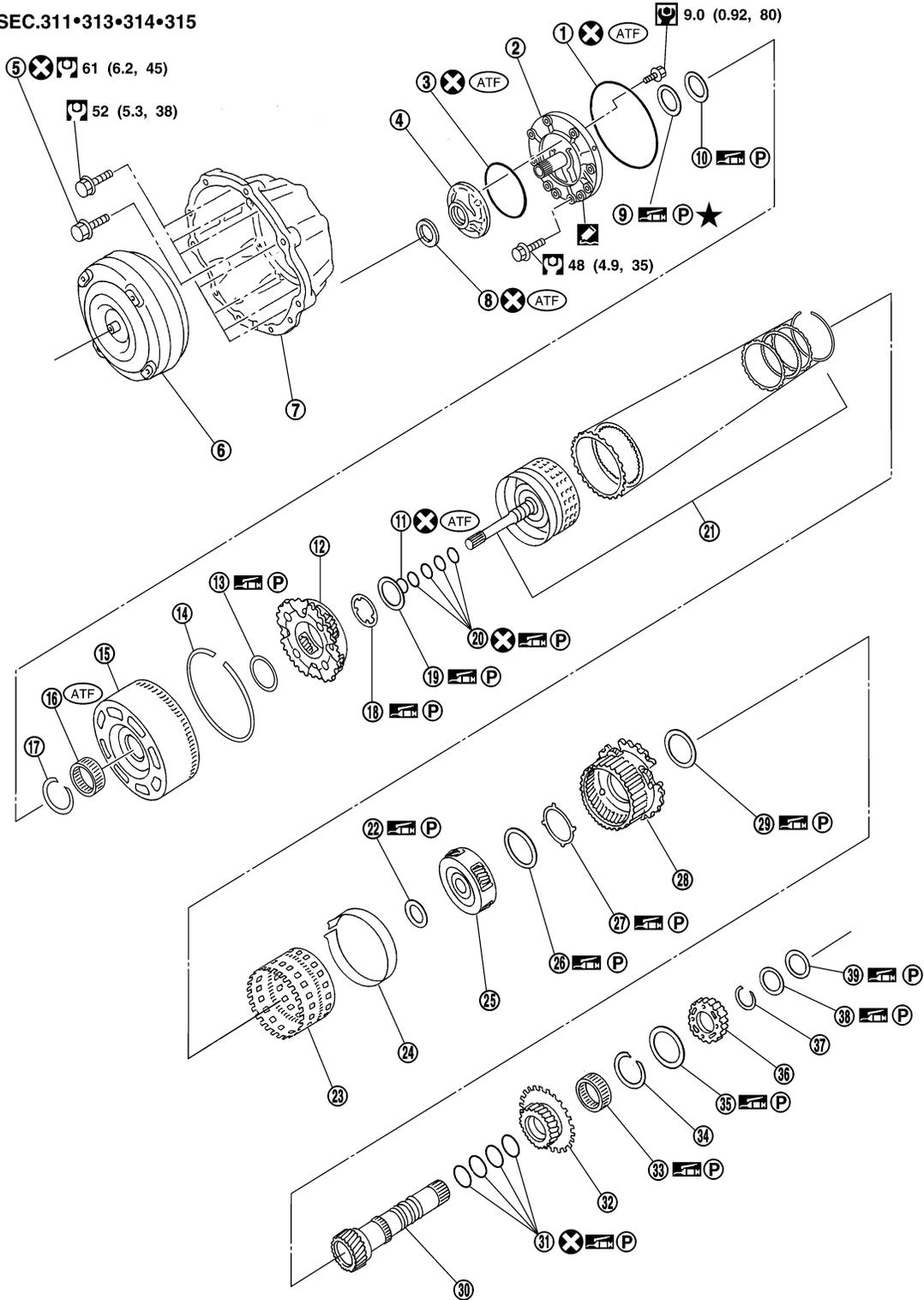
## DISASSEMBLY AND ASSEMBLY

### OVERHAUL

Component

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SEC.311•313•314•315



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# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

- 
- |                           |                              |                                     |
|---------------------------|------------------------------|-------------------------------------|
| 1. O-ring                 | 2. Oil pump cover            | 3. O-ring                           |
| 4. Oil pump housing       | 5. Self-sealing bolt         | 6. Torque converter                 |
| 7. Converter housing      | 8. Oil pump housing oil seal | 9. Bearing race                     |
| 10. Needle bearing        | 11. O-ring                   | 12. Front carrier assembly          |
| 13. Needle bearing        | 14. Snap ring                | 15. Front sun gear                  |
| 16. 3rd one-way clutch    | 17. Snap ring                | 18. Bearing race                    |
| 19. Needle bearing        | 20. Seal ring                | 21. Input clutch assembly           |
| 22. Needle bearing        | 23. Rear internal gear       | 24. Brake band                      |
| 25. Mid carrier assembly  | 26. Needle bearing           | 27. Bearing race                    |
| 28. Rear carrier assembly | 29. Needle bearing           | 30. Mid sun gear                    |
| 31. Seal ring             | 32. Rear sun gear            | 33. 1st one-way clutch              |
| 34. Snap ring             | 35. Needle bearing           | 36. High and low reverse clutch hub |
| 37. Snap ring             | 38. Bearing race             | 39. Needle bearing                  |

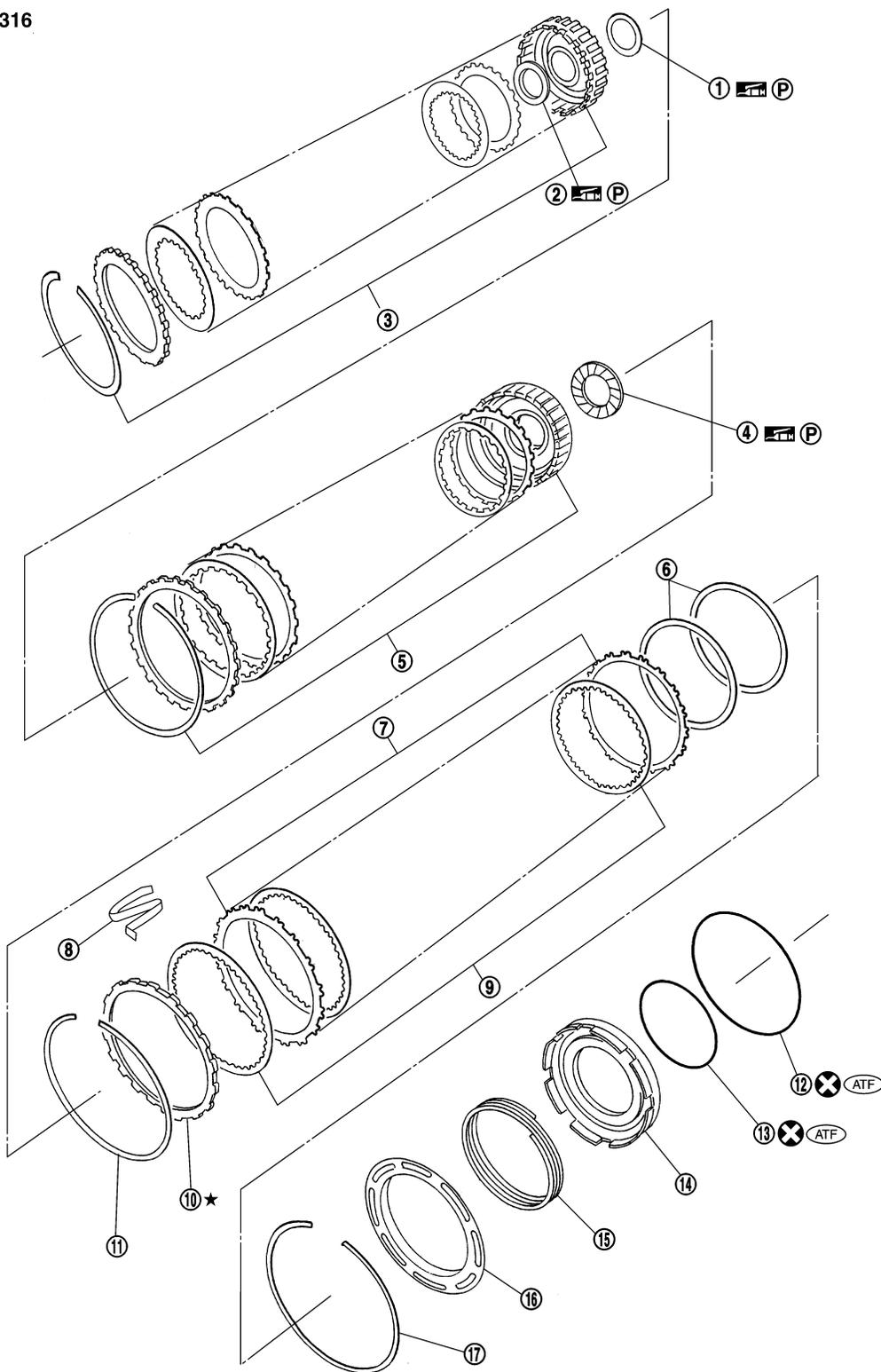
# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

QR25DE models

SEC.315•316



- |                                   |                           |   |
|-----------------------------------|---------------------------|---|
| 1. Needle bearing                 | 2. Bearing race           | 3. High and low reverse clutch assembly |
| 4. Needle bearing                 | 5. Direct clutch assembly | 6. Reverse brake dish plate             |
| 7. Reverse brake driven plate     | 8. N-spring               | 9. Reverse brake drive plate            |
| 10. Reverse brake retaining plate | 11. Snap ring             | 12. D-ring                              |
| 13. D-ring                        | 14. Reverse brake piston  | 15. Return spring                       |
| 16. Spring retainer               | 17. Snap ring             |   |

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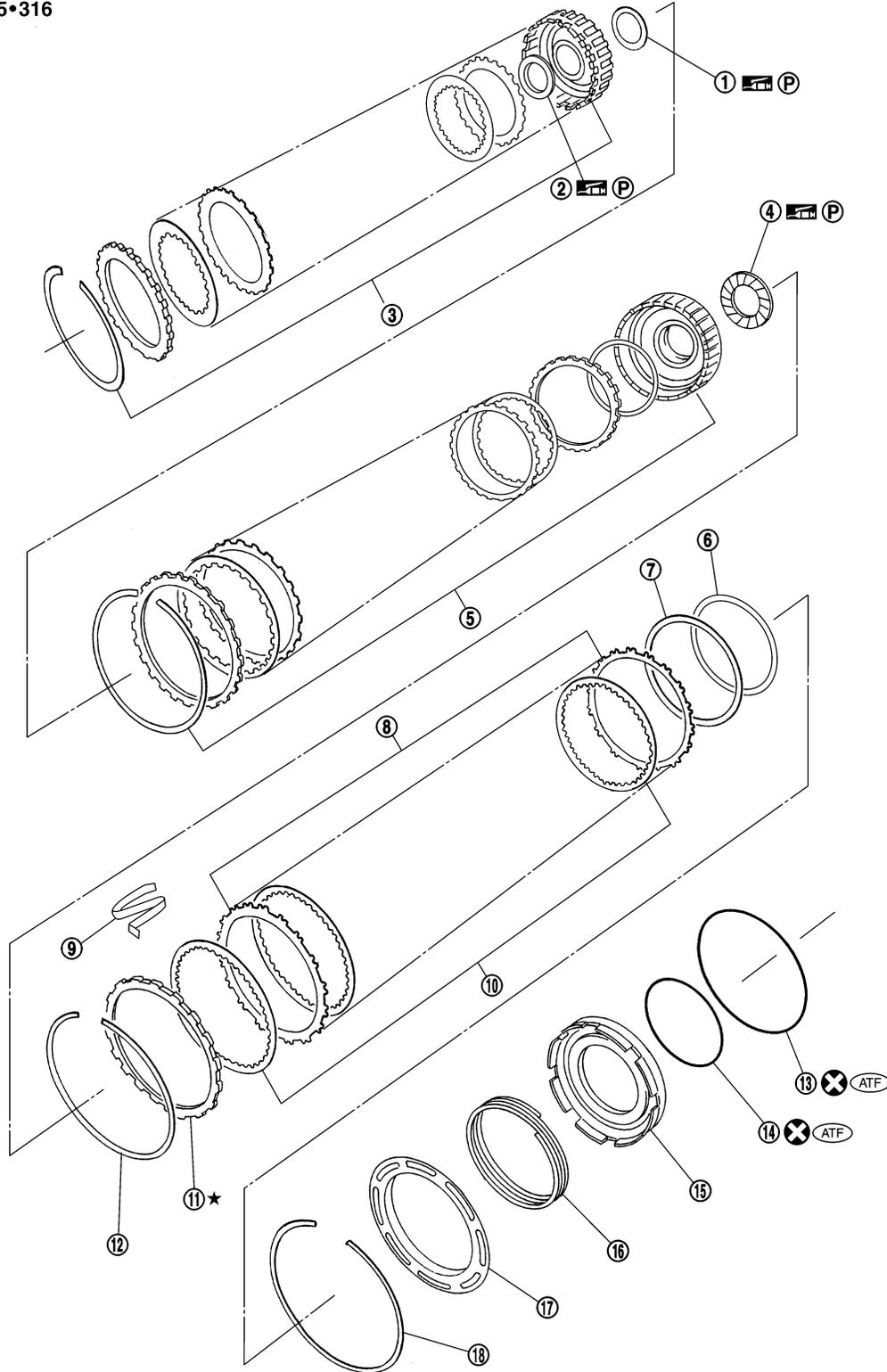
# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

VQ40DE models

SEC.315•316



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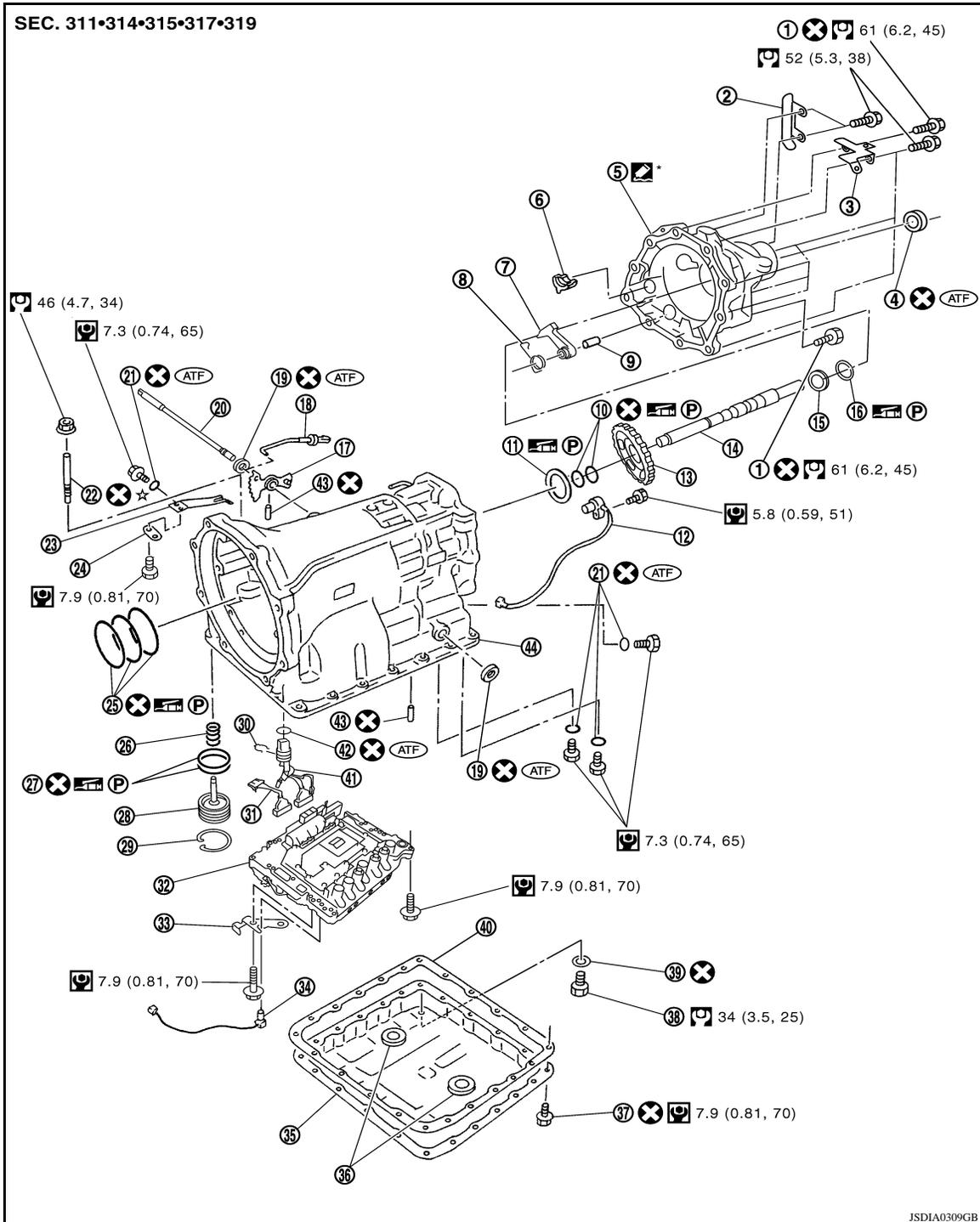
- |                               |                                   |   |
|-------------------------------|-----------------------------------|---|
| 1. Needle bearing             | 2. Bearing race                   | 3. High and low reverse clutch assembly |
| 4. Needle bearing             | 5. Direct clutch assembly         | 6. Reverse brake dish plate             |
| 7. Reverse brake dish plate   | 8. Reverse brake driven plate     | 9. N-spring                             |
| 10. Reverse brake drive plate | 11. Reverse brake retaining plate | 12. Snap ring                           |
| 13. D-ring                    | 14. D-ring                        | 15. Reverse brake piston                |
| 16. Return spring             | 17. Spring retainer               | 18. Snap ring                           |

# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

2WD Models



- |                               |                    |                              |
|-------------------------------|--------------------|------------------------------|
| 1. Self-sealing bolt          | 2. Bracket         | 3. Bracket                   |
| 4. Rear oil seal              | 5. Rear extension  | 6. Parking actuator support  |
| 7. Parking pawl               | 8. Return spring   | 9. Pawl shaft                |
| 10. Seal ring                 | 11. Needle bearing | 12. Gasket Revolution sensor |
| 13. Parking gear              | 14. Output shaft   | 15. Bearing race             |
| 16. Needle bearing            | 17. Manual plate   | 18. Parking rod              |
| 19. Manual shaft oil seal     | 20. Manual shaft   | 21. O-ring                   |
| 22. Band servo anchor end pin | 23. Detent spring  | 24. Spacer                   |
| 25. Seal ring                 | 26. Return spring  | 27. O-ring                   |
| 28. Servo assembly            | 29. Snap ring      | 30. Snap ring                |

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# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

|                             |                                    |                            |    |
|-----------------------------|------------------------------------|----------------------------|----|
| 1. Rear oil seal            | 2. Bracket                         | 3. Adapter case            | A  |
| 4. Parking actuator support | 5. Parking pawl                    | 6. Return spring           |    |
| 7. Pawl shaft               | 8. Bracket                         | 9. Self-sealing bolt       |    |
| 10. Seal ring               | 11. Needle bearing                 | 12. Gasket                 | B  |
| 13. Revolution sensor       | 14. Parking gear                   | 15. Output shaft           |    |
| 16. Bearing race            | 17. Needle bearing                 | 18. Manual plate           |    |
| 19. Parking rod             | 20. Manual shaft oil seal          | 21. Manual shaft           | C  |
| 22. O-ring                  | 23. Band servo anchor end pin      | 24. Detent spring          |    |
| 25. Spacer                  | 26. Seal ring                      | 27. Snap ring              |    |
| 28. Return spring           | 29. O-ring                         | 30. Servo assembly         | TM |
| 31. Snap ring               | 32. Sub-harness                    | 33. Control valve with TCM |    |
| 34. Bracket                 | 35. A/T fluid temperature sensor 2 | 36. Oil pan                |    |
| 37. Magnet                  | 38. Drain plug                     | 39. Drain plug gasket      | E  |
| 40. Oil pan bolt            | 41. Oil pan gasket                 | 42. Terminal cord assembly |    |
| 43. O-ring                  | 44. Retaining pin                  | 45. Transmission case      | F  |
|                             |                                    |                            | G  |
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# OVERHAUL

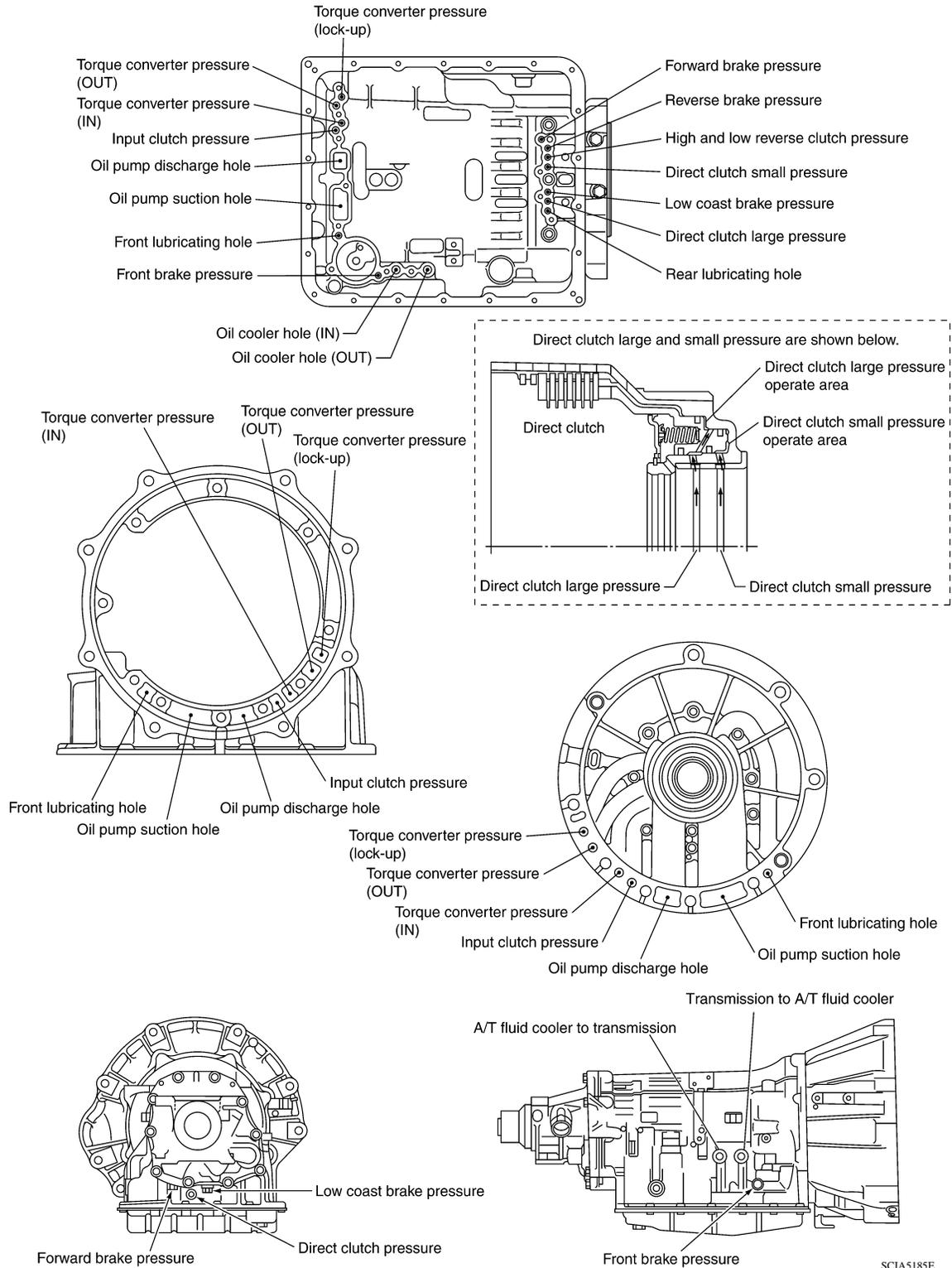
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

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## Oil Channel

### 2WD Models



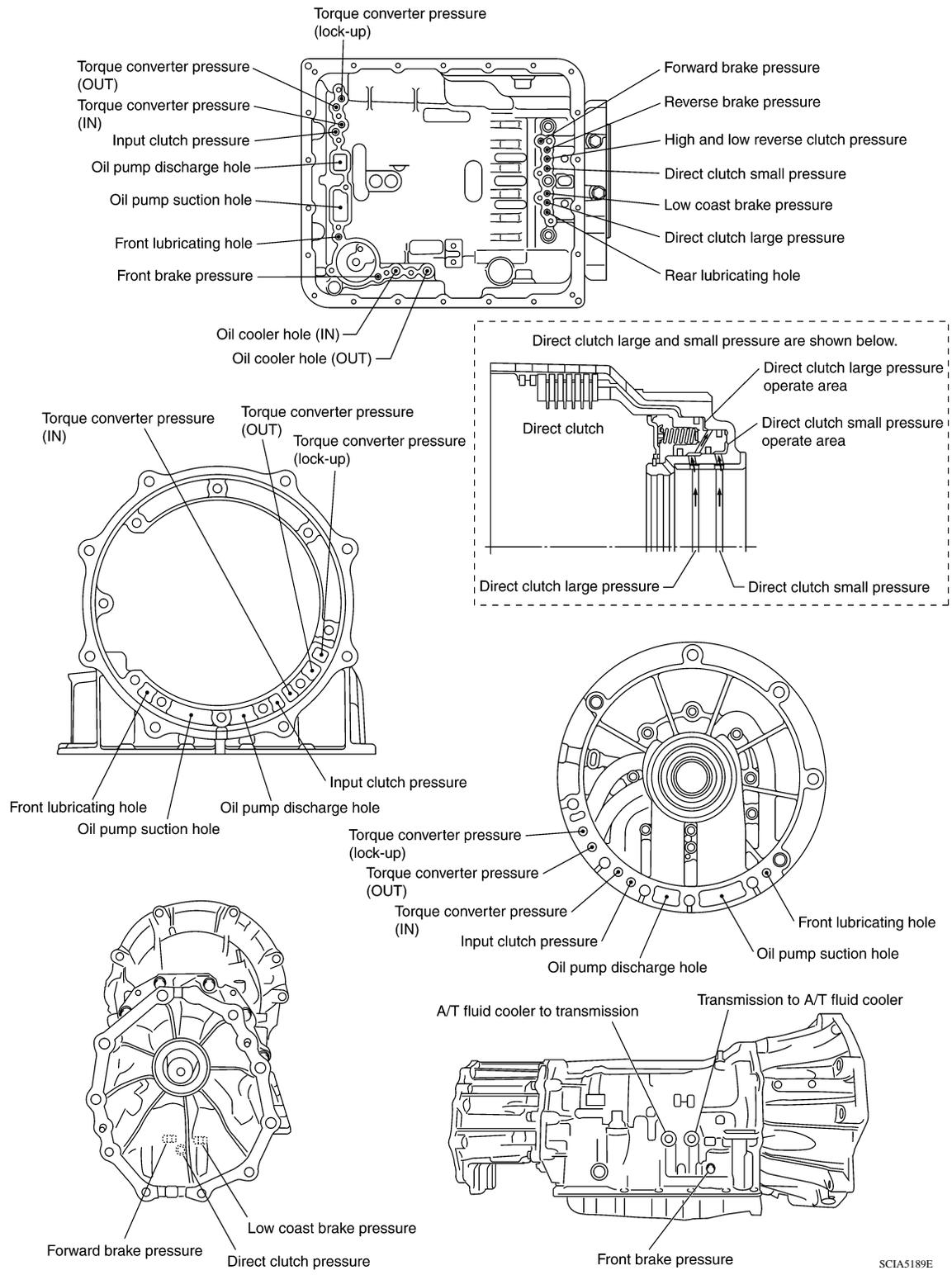
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# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

4WD Models



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# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

## Location of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

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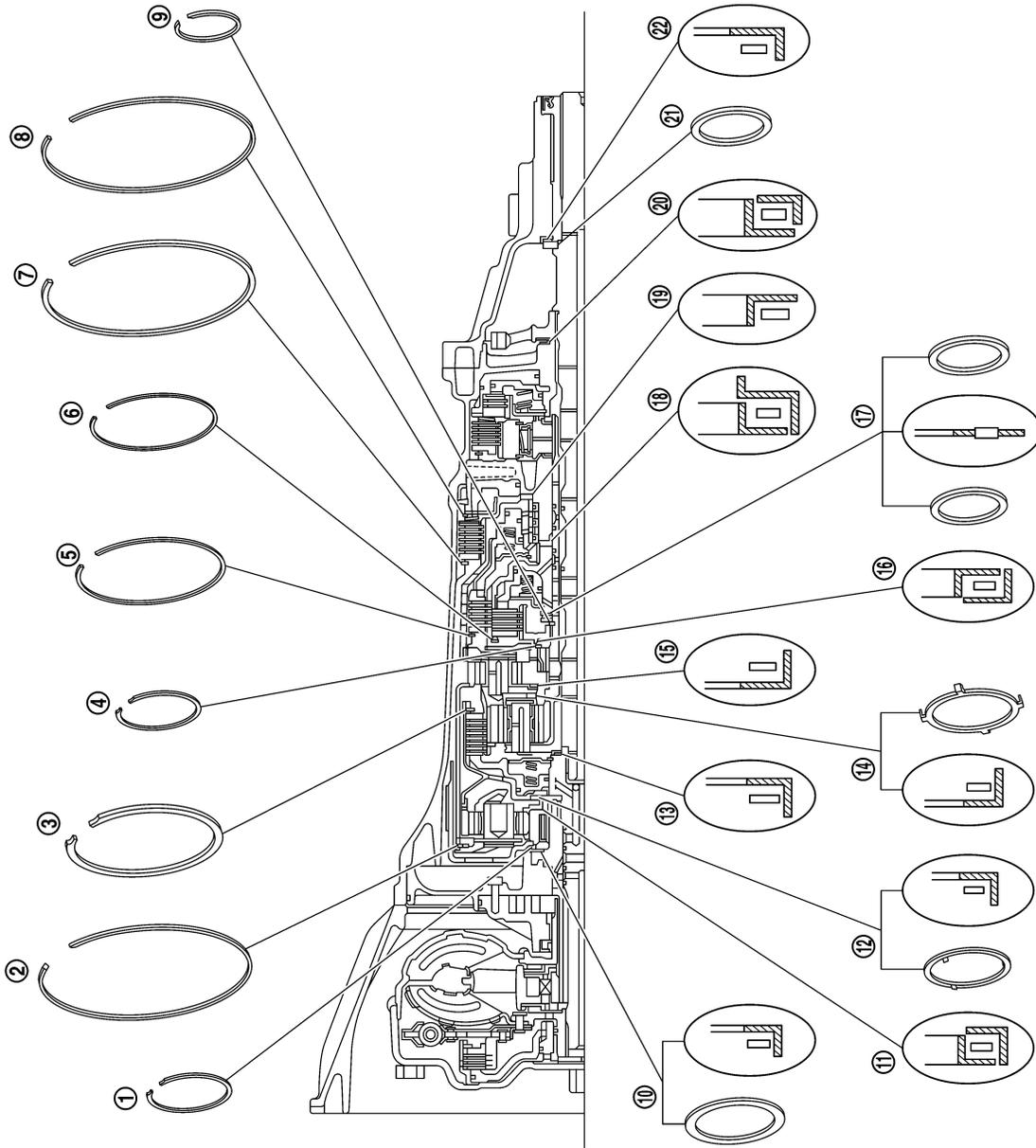
### 2WD Models

Outer diameter of snap rings

| Item number | Outer diameter mm (in) |
|-------------|------------------------|
| ①           | 63 (2.48)              |
| ②           | 183 (7.20)             |
| ③           | 173 (6.81)             |
| ④           | 70 (2.76)              |
| ⑤           | 170 (6.69)             |
| ⑥           | 135 (5.31)             |
| ⑦           | 180 (7.09)             |
| ⑧           | 185 (7.28)             |
| ⑨           | 48 (1.89)              |

Outer diameter of needle bearings

| Item number | Outer diameter mm (in) |
|-------------|------------------------|
| ⑩           | 80 (3.15)              |
| ⑪           | 77 (3.03)              |
| ⑫           | 77 (3.03)              |
| ⑬           | 47 (1.85)              |
| ⑭           | 84 (3.31)              |
| ⑮           | 80 (3.15)              |
| ⑯           | 92 (3.62)              |
| ⑰           | 60 (2.36)              |
| ⑱           | 63 (2.48)              |
| ⑲           | 92 (3.62)              |
| ⑳           | 65 (2.56)              |
| ㉑           | 60 (2.36)              |



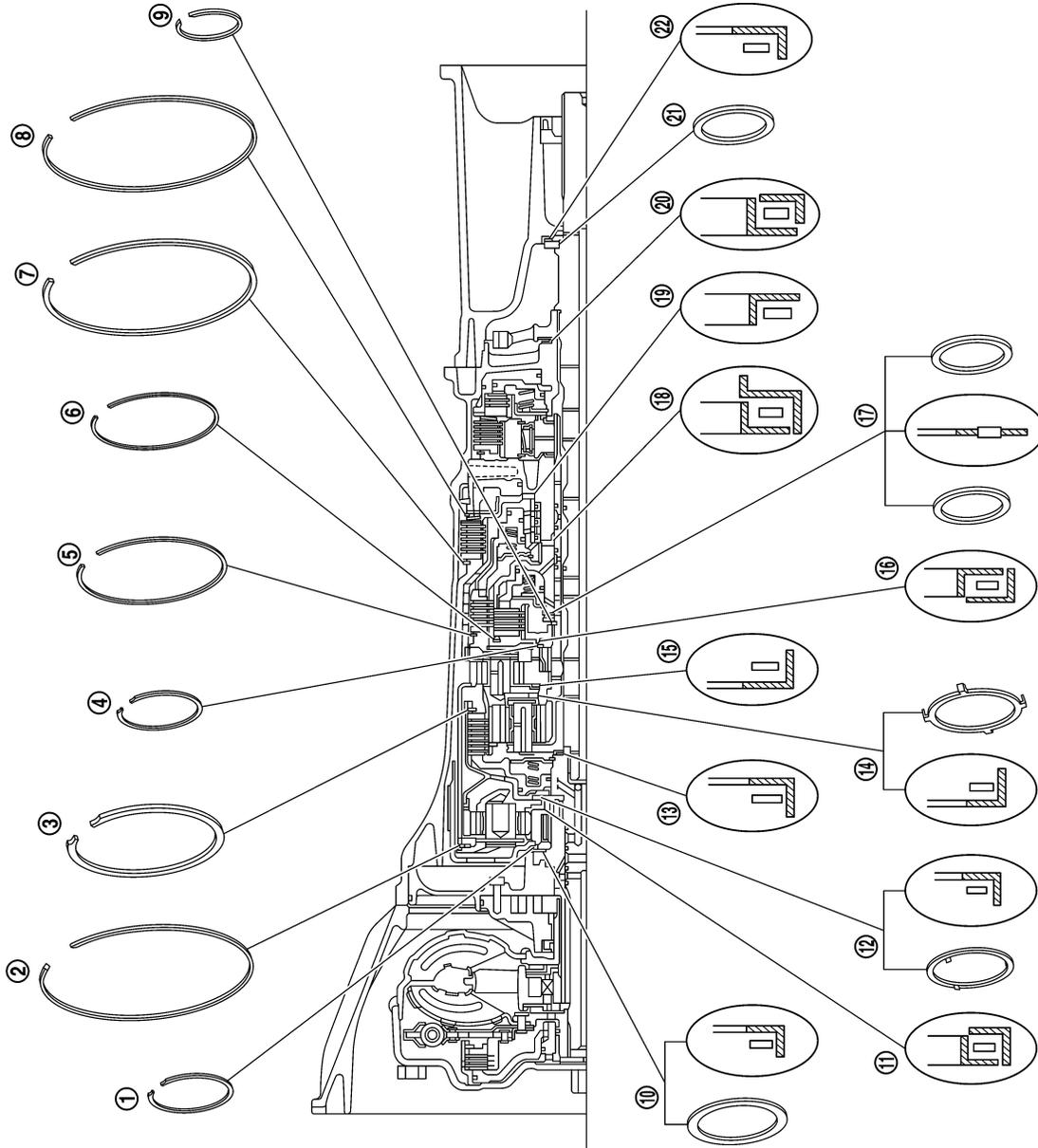
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# OVERHAUL

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

## 4WD Models



Outer diameter of snap rings

| Item number | Outer diameter mm (in) |
|-------------|------------------------|
| ①           | 63 (2.48)              |
| ②           | 183 (7.20)             |
| ③           | 173 (6.81)             |
| ④           | 70 (2.76)              |
| ⑤           | 170 (6.69)             |
| ⑥           | 135 (5.31)             |
| ⑦           | 180 (7.09)             |
| ⑧           | 185 (7.28)             |
| ⑨           | 48 (1.89)              |

Outer diameter of needle bearings

| Item number | Outer diameter mm (in) |
|-------------|------------------------|
| ⑩           | 80 (3.15)              |
| ⑪           | 77 (3.03)              |
| ⑫           | 77 (3.03)              |
| ⑬           | 47 (1.85)              |
| ⑭           | 84 (3.31)              |
| ⑮           | 80 (3.15)              |
| ⑯           | 92 (3.62)              |
| ⑰           | 60 (2.36)              |
| ⑱           | 63 (2.48)              |
| ⑲           | 92 (3.62)              |
| ⑳           | 65 (2.56)              |
| ㉑           | 60 (2.36)              |

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## DISASSEMBLY

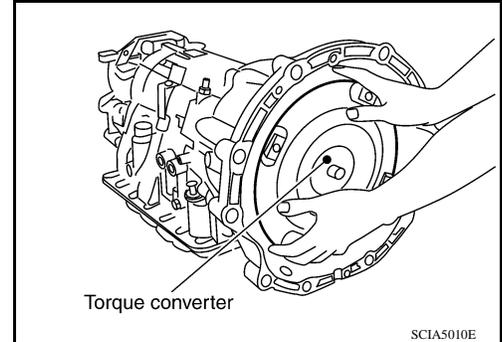
### Disassembly

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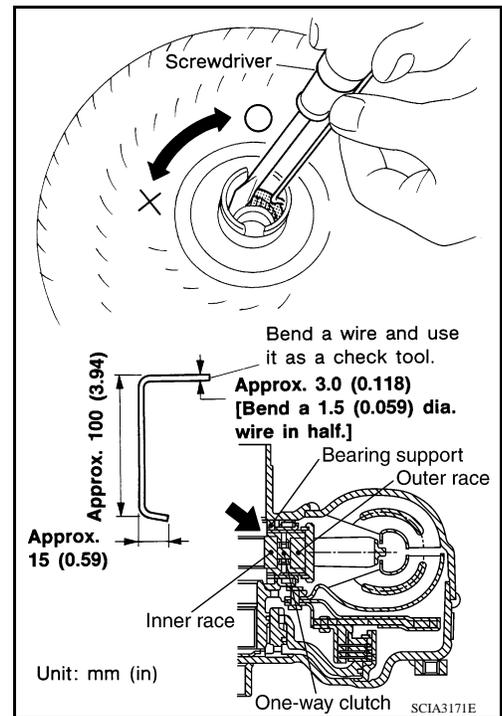
**CAUTION:**

Do not disassemble parts behind Drum Support. Refer to [TM-126, "Cross-Sectional View"](#).

1. Drain A/T fluid through drain plug.
2. Remove torque converter by holding it firmly and turning while pulling straight out.



3. Check torque converter one-way clutch using a check tool as shown.
  - a. Insert a check tool into the groove of bearing support built into one-way clutch outer race.
  - b. While holding bearing support with a check tool, rotate one-way clutch spline using suitable tool.
  - c. Make sure that inner race rotates clockwise only. If not, replace torque converter assembly.

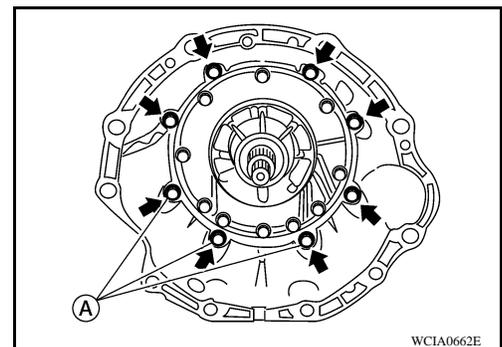


4. Remove bolts and converter housing from transmission case.

**CAUTION:**

Do not scratch converter housing.

- Self-sealing bolt (A)

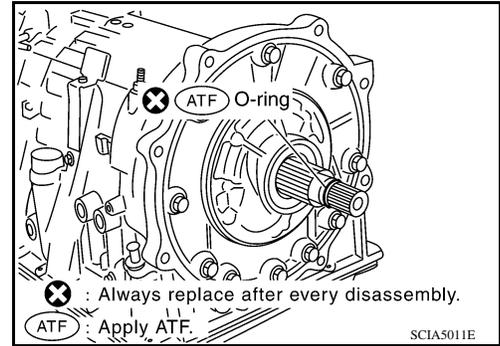


# DISASSEMBLY

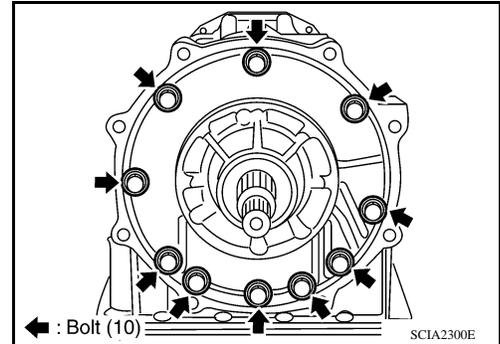
## < DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

5. Remove O-ring from input clutch assembly.



6. Remove oil pump assembly to transmission case bolts.

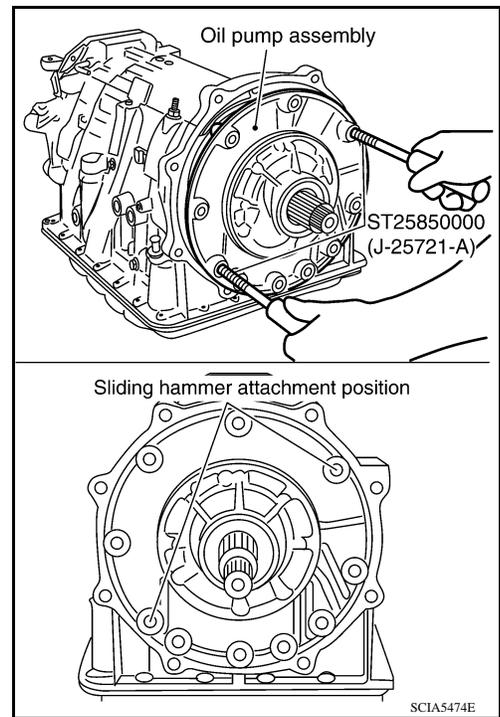


7. Remove the oil pump assembly evenly from the transmission case using Tools.

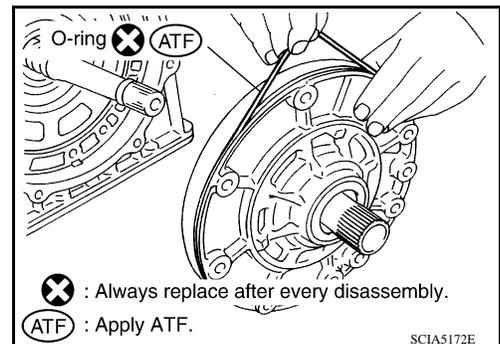
**Tool number** : ST25850000 (J-25721-A)

**CAUTION:**

- Fully tighten the sliding hammer screws.
- Make sure that bearing race is installed to the oil pump assembly edge surface.



8. Remove O-ring from oil pump assembly.



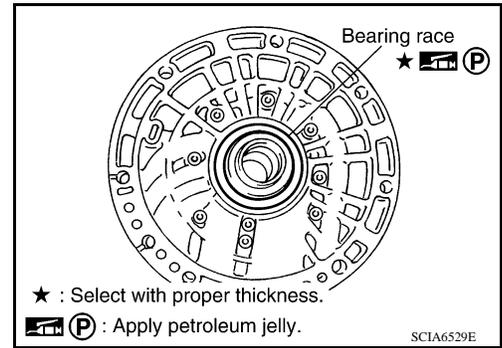
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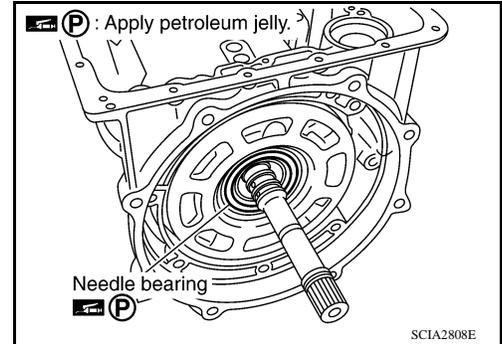
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

9. Remove bearing race from oil pump assembly.



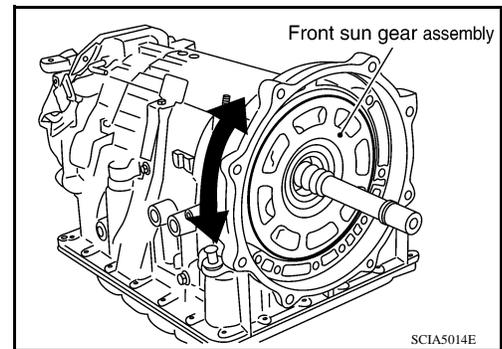
10. Remove needle bearing from front sun gear.



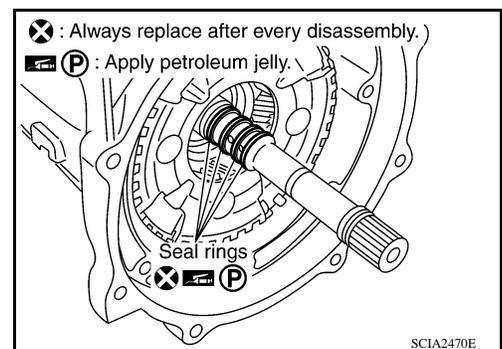
11. Remove front sun gear assembly from front carrier assembly.

**NOTE:**

Remove front sun gear by rotating it left and right.



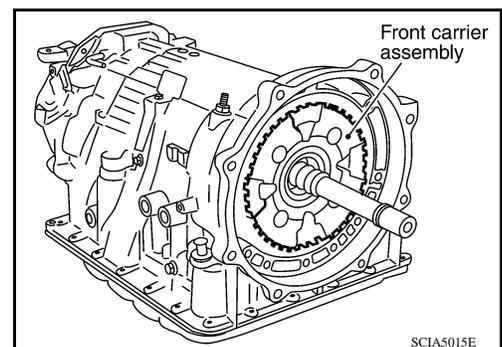
12. Remove seal rings from input clutch assembly.



13. Remove front carrier assembly (with input clutch assembly and rear internal gear) from rear carrier assembly.

**CAUTION:**

Do not remove it with needle bearing.

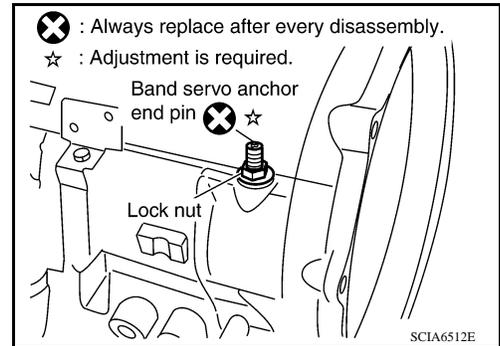


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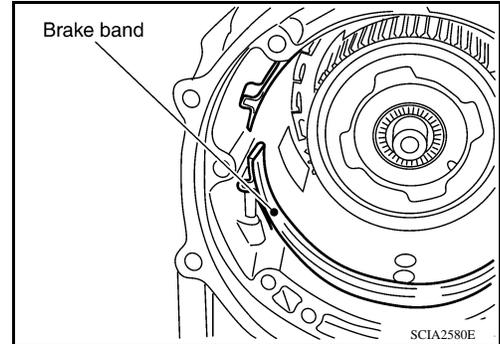
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

14. Loosen lock nut and remove band servo anchor end pin from transmission case.

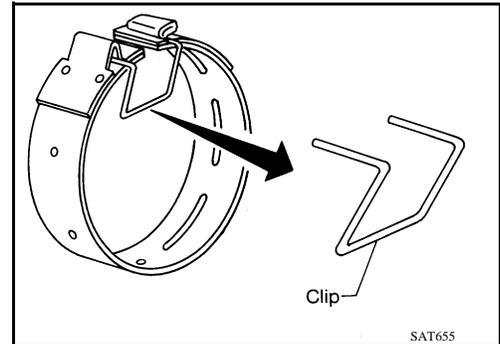


15. Remove brake band from transmission case.

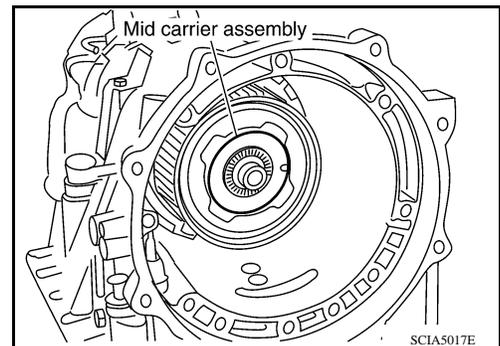


**CAUTION:**

- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown.
- Check brake band facing for damage, cracks, wear or burns.



16. Remove mid carrier assembly and rear carrier assembly as a unit.



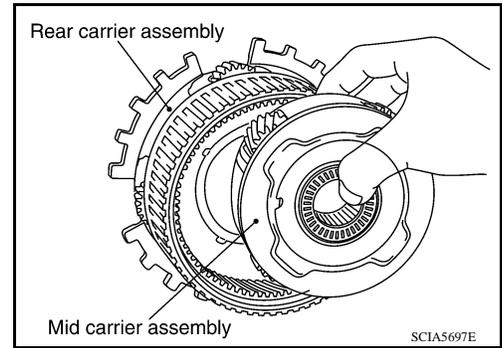
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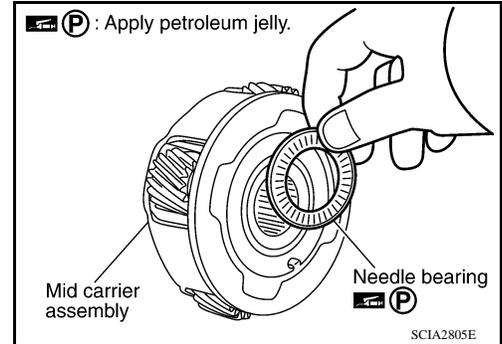
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[5AT: RE5R05A]

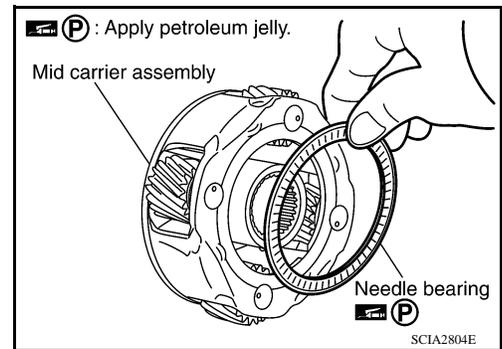
17. Remove mid carrier assembly from rear carrier assembly.



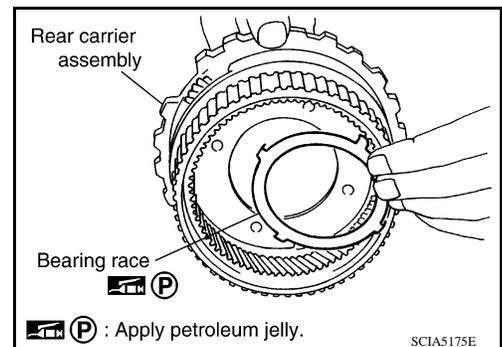
18. Remove needle bearing (front side) from mid carrier assembly.



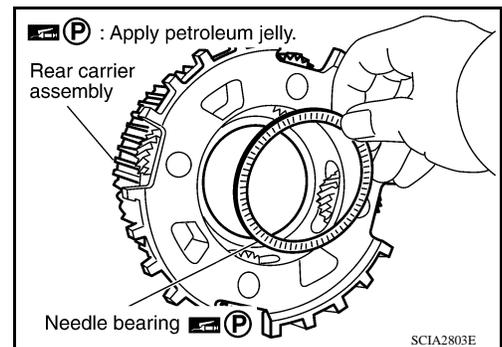
19. Remove needle bearing (rear side) from mid carrier assembly.



20. Remove bearing race from rear carrier assembly.



21. Remove needle bearing from rear carrier assembly.



# DISASSEMBLY

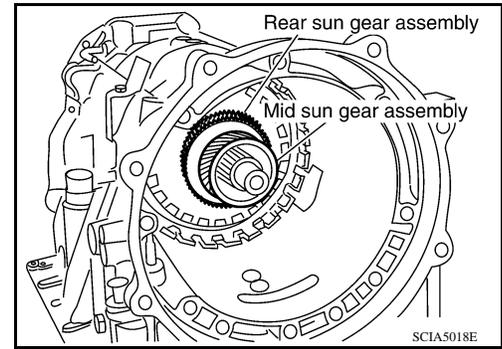
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

22. Remove mid sun gear assembly, rear sun gear assembly and high and low reverse clutch hub as a unit.

**CAUTION:**

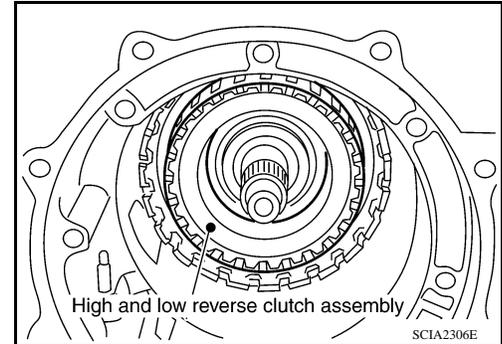
Remove them with bearing race and needle bearing.



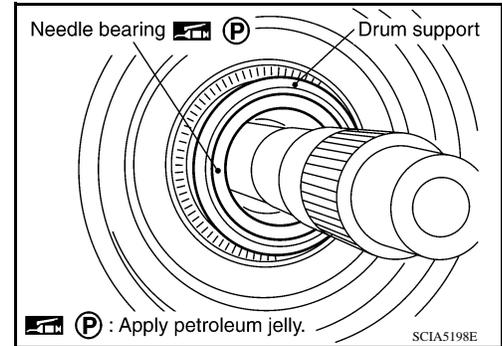
23. Remove high and low reverse clutch assembly from direct clutch assembly.

**CAUTION:**

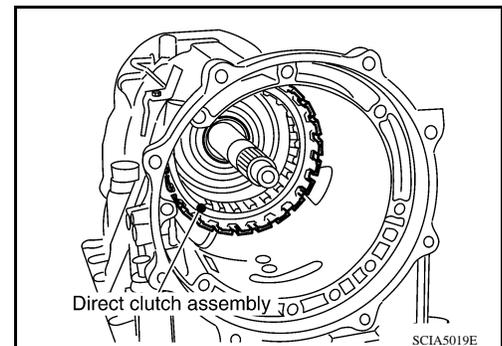
Make sure that needle bearing is installed to the high and low reverse clutch assembly edge surface.



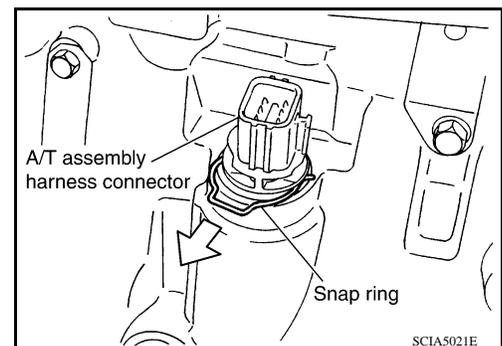
24. Remove needle bearing from drum support.



25. Remove direct clutch assembly from reverse brake.



26. Remove snap ring from A/T assembly harness connector.



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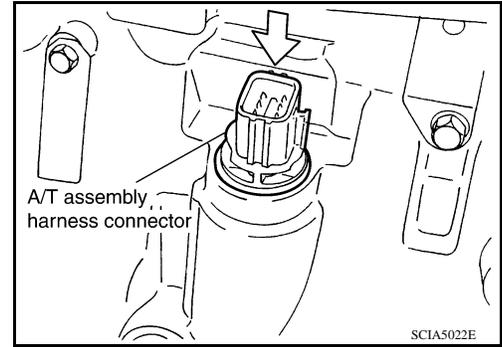
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

27. Push A/T assembly harness connector.

**CAUTION:**

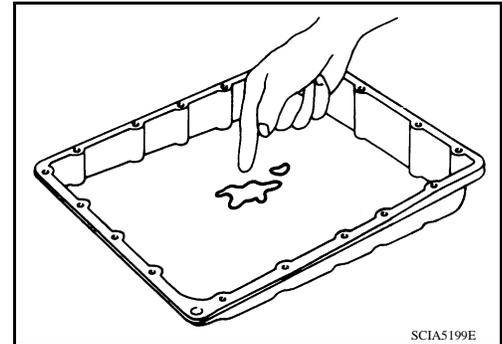
**Do not damage connector.**



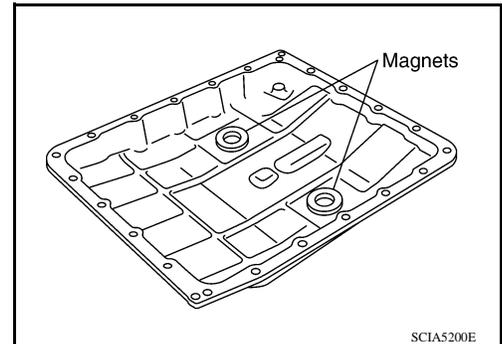
28. Remove oil pan and oil pan gasket. Refer to [TM-299, "Removal and Installation"](#).

29. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

• **If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [TM-286, "A/T Fluid Cooler Cleaning"](#).**



30. Remove magnets from oil pan.



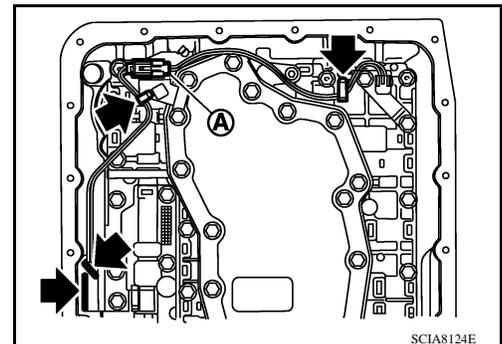
31. Straighten terminal clips (←) to free terminal cord assembly and A/T fluid temperature sensor 2 harness.

• ←: Terminal clip (4)

32. Disconnect A/T fluid temperature sensor 2 connector (A).

**CAUTION:**

**Do not damage connector.**



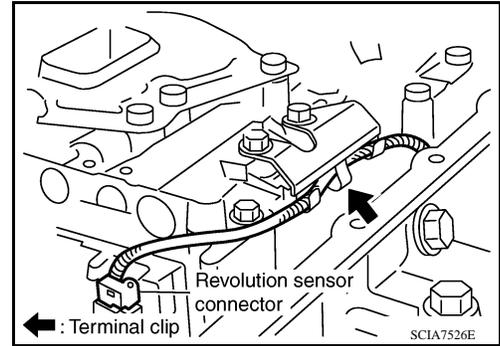
# DISASSEMBLY

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[5AT: RE5R05A]

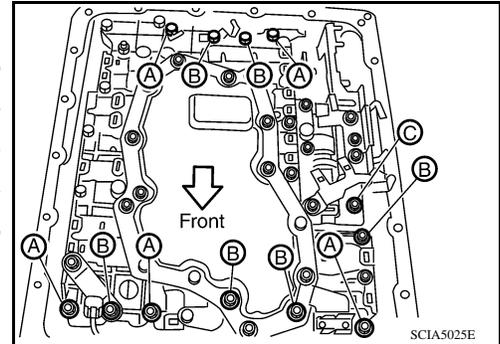
- 33. Straighten terminal clip to free revolution sensor harness.
- 34. Disconnect revolution sensor connector.

**CAUTION:**  
Do not damage connector.

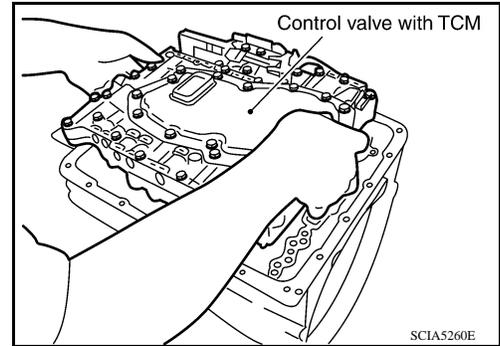


- 35. Remove bolts (A), (B) and (C) from control valve with TCM.

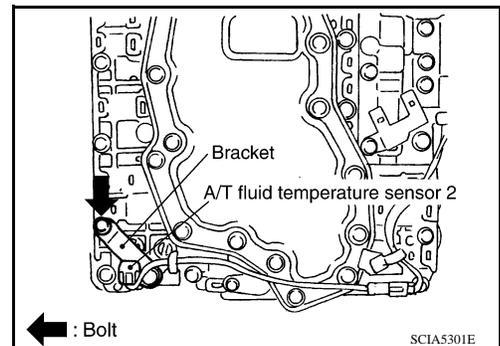
| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



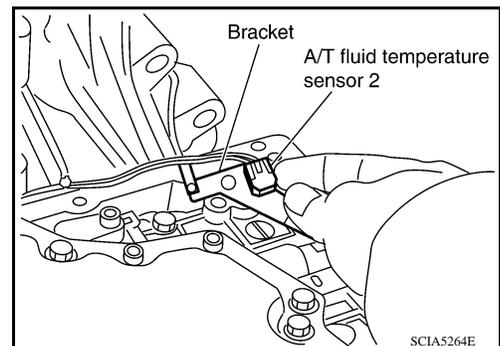
- 36. Remove control valve with TCM from transmission case.  
**CAUTION:**  
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



- 37. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



- 38. Remove bracket from A/T fluid temperature sensor 2.



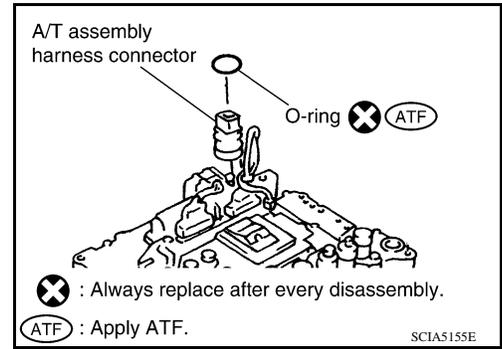
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# DISASSEMBLY

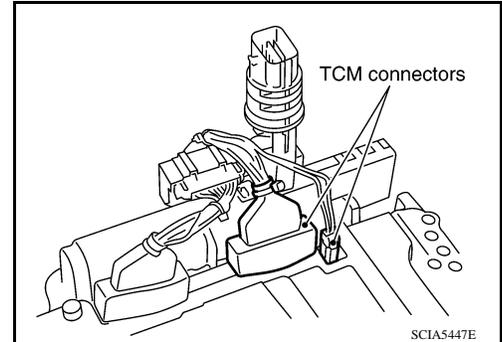
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

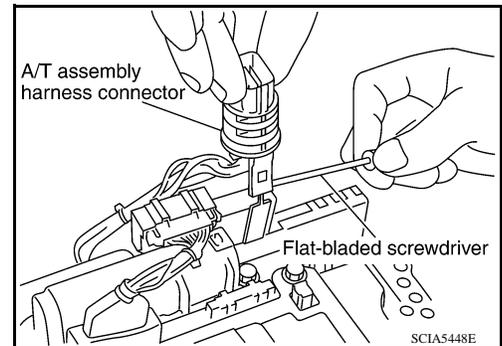
39. Remove O-ring from A/T assembly harness connector.



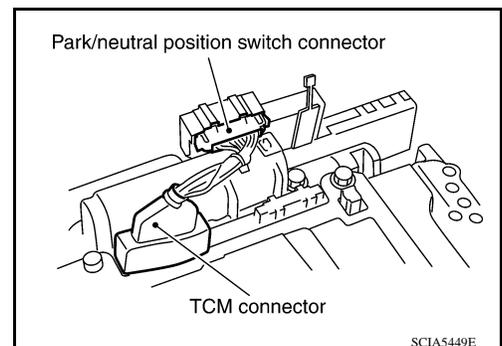
40. Disconnect TCM connectors.  
**CAUTION:**  
Do not damage connectors.



41. Remove A/T assembly harness connector from control valve with TCM using suitable tool.



42. Disconnect TCM connector and park/neutral position switch connector.  
**CAUTION:**  
Do not damage connectors.



43. Remove rear extension assembly (2WD models) or adapter case assembly (4WD models) according to the following procedures.

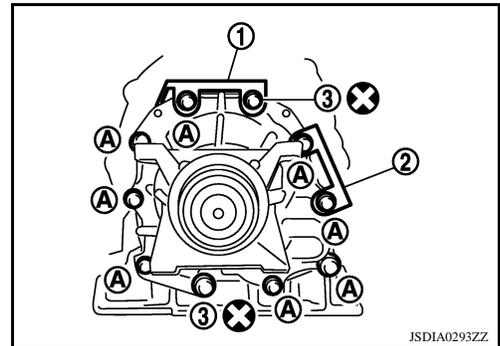
# DISASSEMBLY

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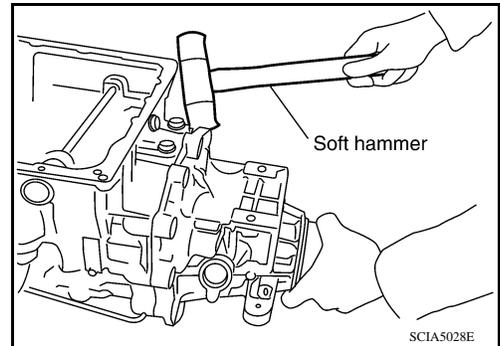
[5AT: RE5R05A]

a. **2WD models**

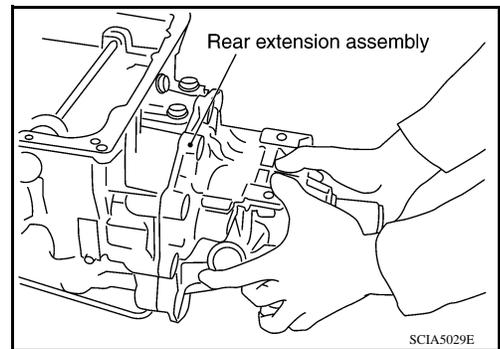
- i. Remove tightening bolts for rear extension assembly and transmission case.
  - Bracket (1)
  - Bracket (2)
  - Self-sealing bolts (3)
  - Bolt (A)



- ii. Tap rear extension assembly with soft hammer.

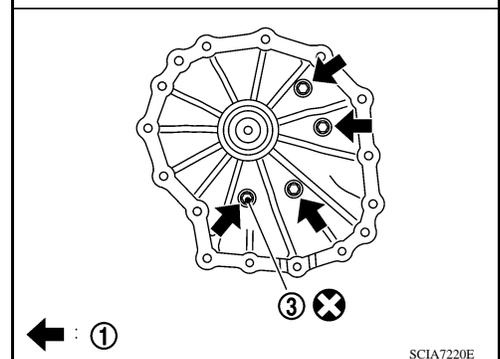
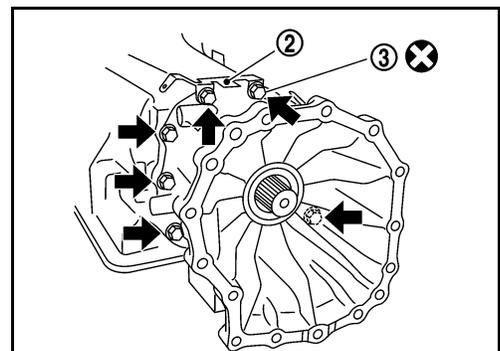


- iii. Remove rear extension assembly (with needle bearing) from transmission case.



b. **4WD models**

- i. Remove adapter case to transmission case bolts and terminal bracket (2).
  - ←; Front (1)
  - Self-sealing bolt (3)



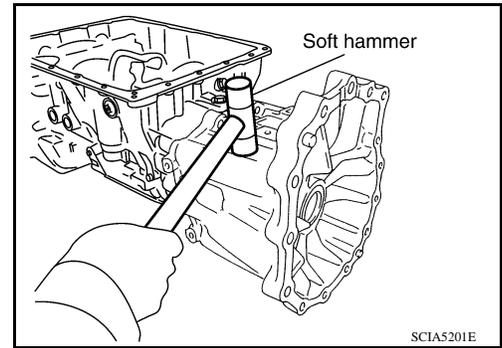
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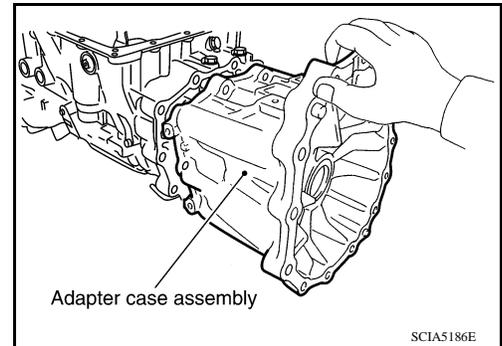
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[5AT: RE5R05A]

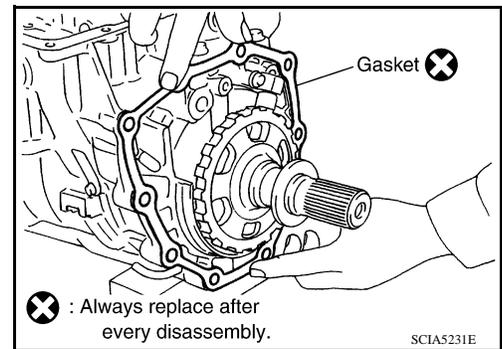
ii. Tap adapter case assembly using suitable tool.



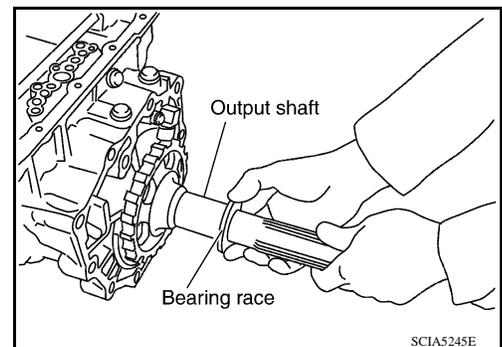
iii. Remove adapter case assembly (with needle bearing) from transmission case.



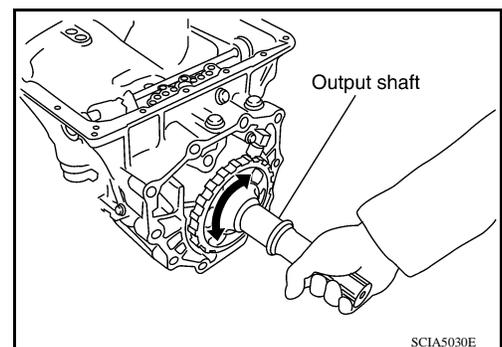
iv. Remove gasket from transmission case.



44. Remove bearing race from output shaft.



45. Remove output shaft from transmission case by rotating left and right.

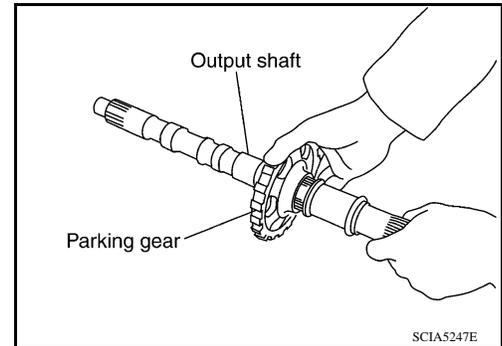


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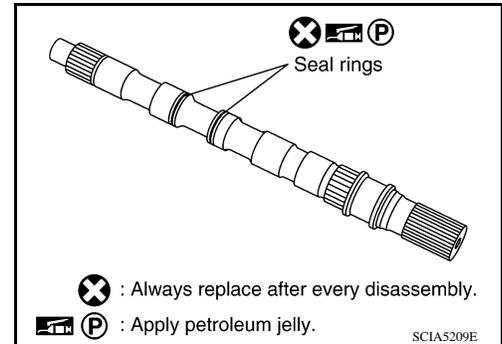
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[5AT: RE5R05A]

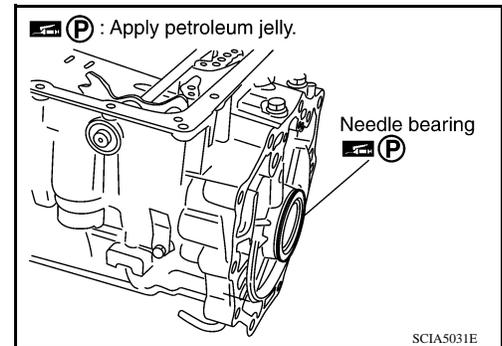
46. Remove parking gear from output shaft.



47. Remove seal rings from output shaft.



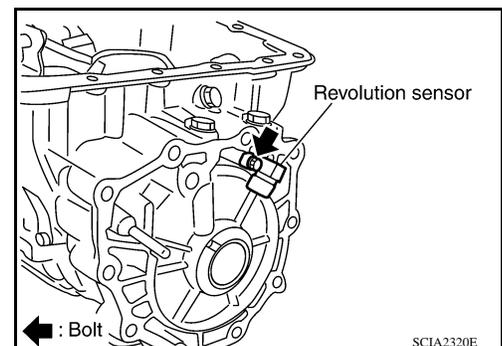
48. Remove needle bearing from transmission case.



49. Remove revolution sensor from transmission case.

**CAUTION:**

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings or any foreign material to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



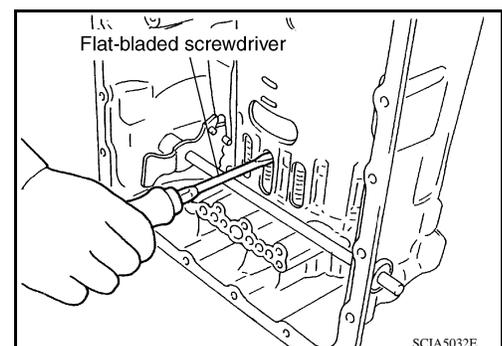
50. Remove reverse brake snap ring using two flat-bladed screwdrivers.

**NOTE:**

Press out snap ring from the transmission case oil pan side gap using a flat-bladed screwdriver, and remove it using a another screwdriver.

51. Remove reverse brake retaining plate from transmission case.

- Check facing for burns, cracks or damage. If necessary, replace the plate.



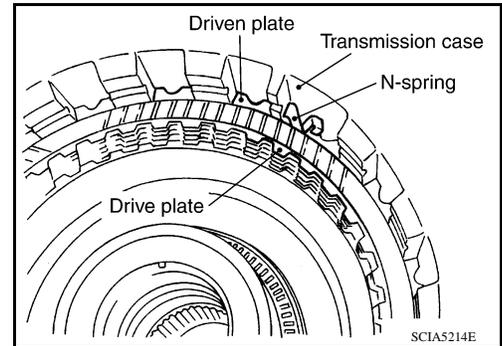
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# DISASSEMBLY

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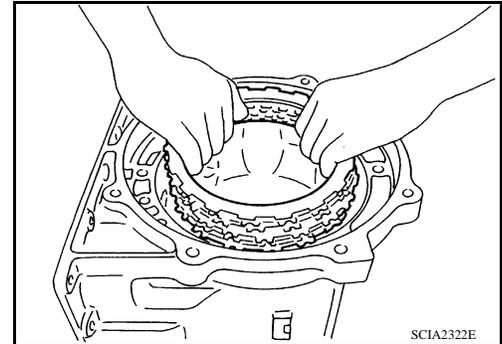
[5AT: RE5R05A]

52. Remove N-spring from transmission case.

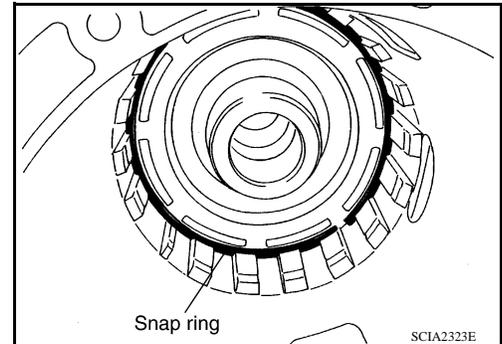


53. Remove reverse brake drive plates, driven plates and dish plate from transmission case.

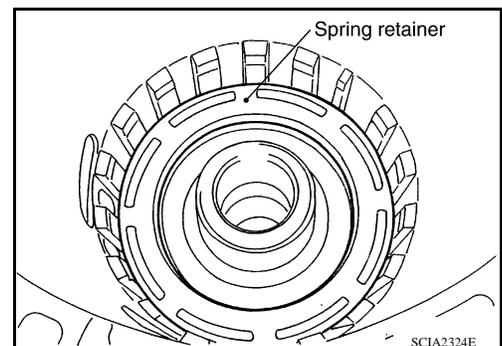
- Check facing for burns, cracks or damage. If necessary, replace the plate.



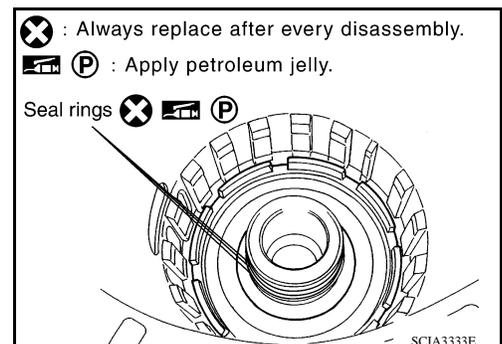
54. Remove snap ring using suitable tool.



55. Remove spring retainer and return spring from transmission case.



56. Remove seal rings from drum support.

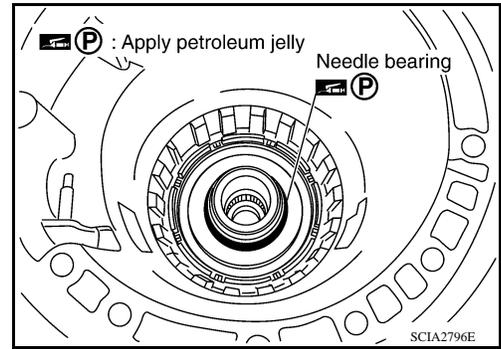


# DISASSEMBLY

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[5AT: RE5R05A]

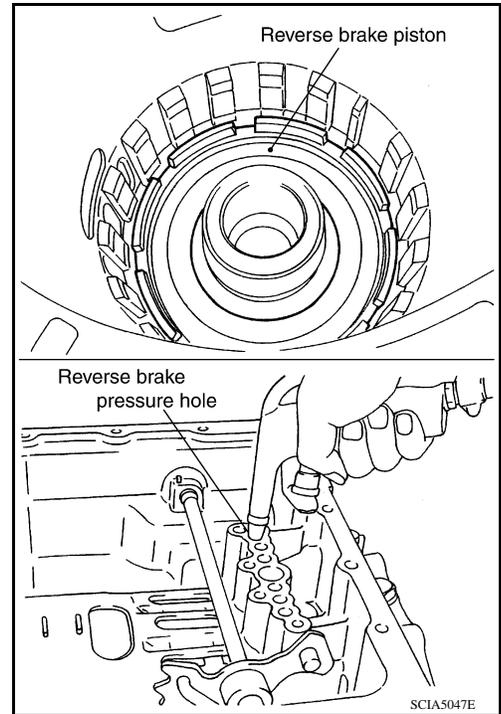
57. Remove needle bearing from drum support edge surface.



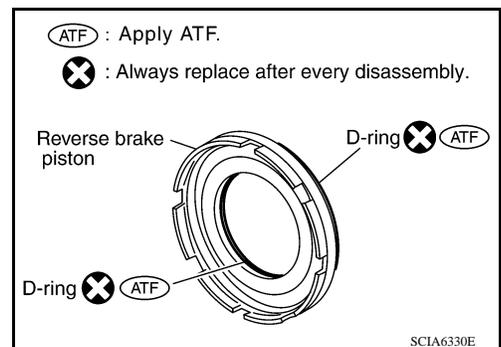
58. Remove reverse brake piston from transmission case using compressed air. Refer to [TM-336, "Disassembly"](#).

**CAUTION:**

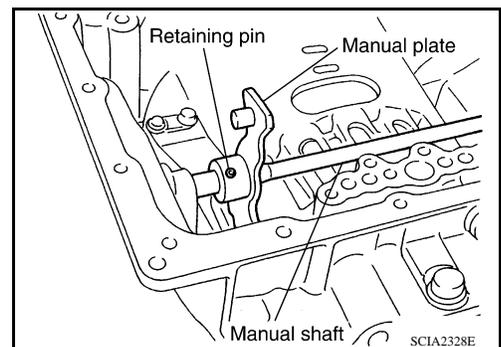
Care should be taken not to abruptly blow air. It makes the piston incline, and as a result, it becomes hard to disassemble the pistons.



59. Remove D-rings from reverse brake piston.



60. Knock out retaining pin using suitable tool.



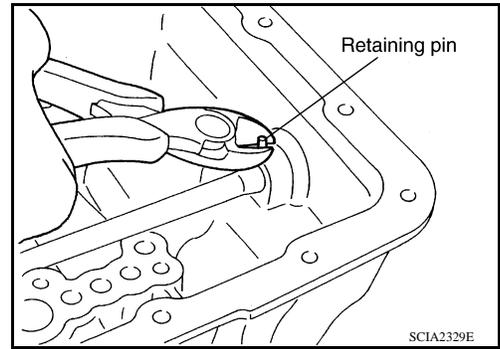
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# DISASSEMBLY

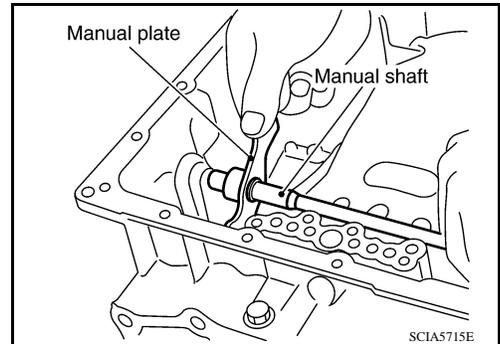
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[5AT: RE5R05A]

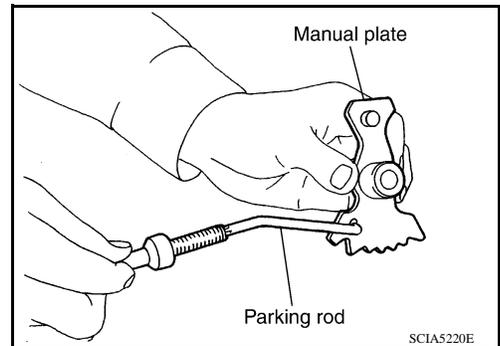
61. Remove manual shaft retaining pin using suitable tool.



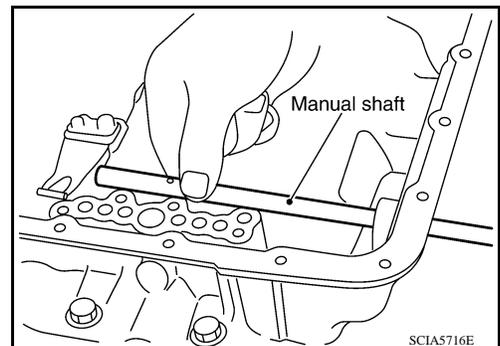
62. Remove manual plate (with parking rod) from manual shaft.



63. Remove parking rod from manual plate.

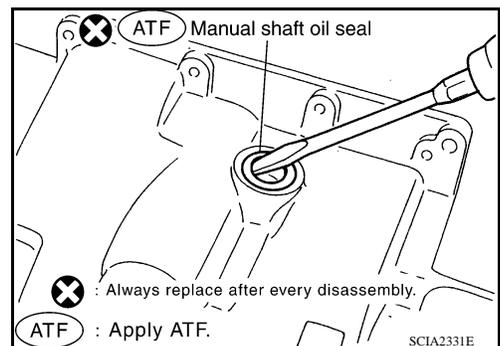


64. Remove manual shaft from transmission case.



65. Remove manual shaft oil seals using suitable tool.

**CAUTION:**  
Do not scratch transmission case.

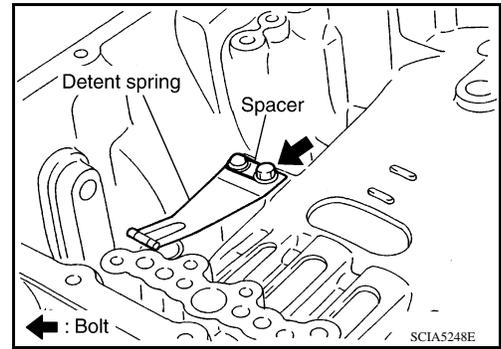


# DISASSEMBLY

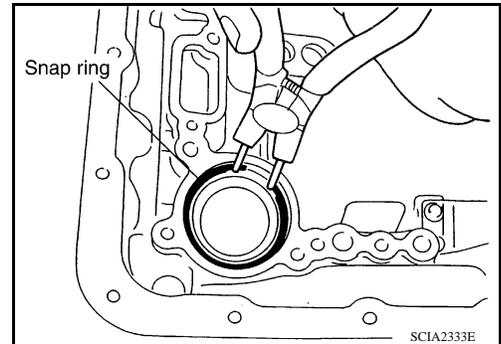
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[5AT: RE5R05A]

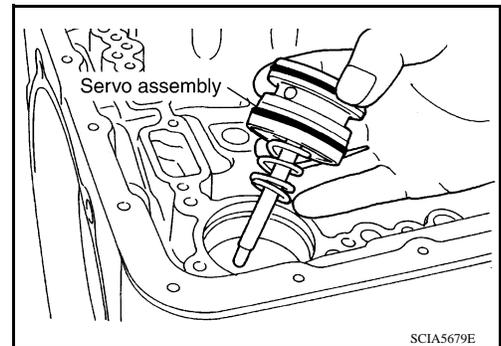
66. Remove detent spring and spacer from transmission case.



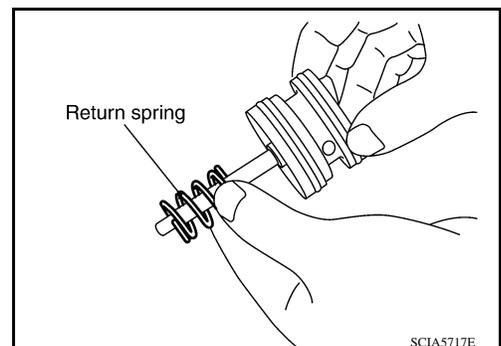
67. Remove snap ring from transmission case using suitable tool.



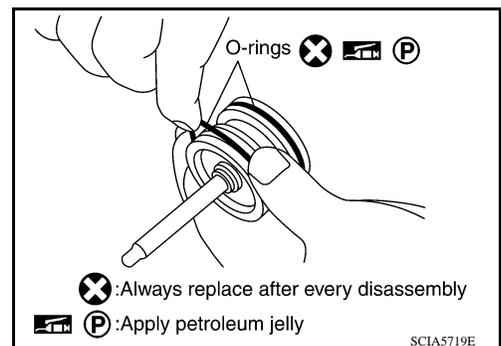
68. Remove servo assembly (with return spring) from transmission case.



69. Remove return spring from servo assembly.



70. Remove O-rings from servo assembly.



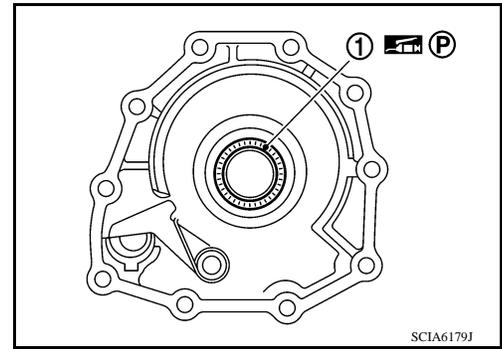
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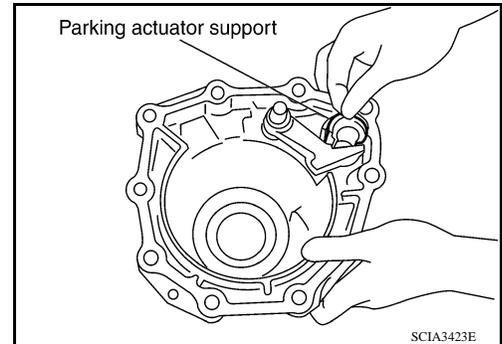
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[5AT: RE5R05A]

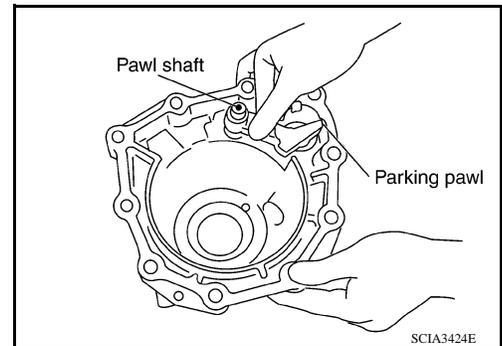
71. Remove needle bearing (1) from rear extension (2WD models) or adapter case (4WD models).



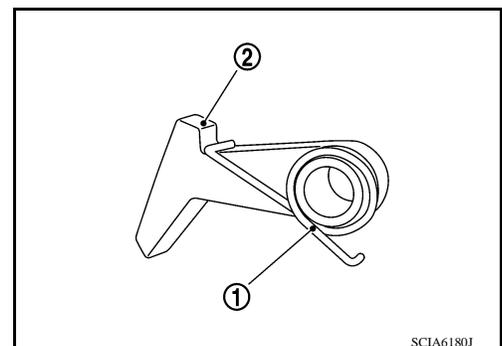
72. Remove parking actuator support from rear extension (2WD models) or adapter case (4WD models).



73. Remove parking pawl (with return spring) and pawl shaft from rear extension (2WD models) or adapter case (4WD models).



74. Remove return spring (1) from parking pawl (2).



# DISASSEMBLY

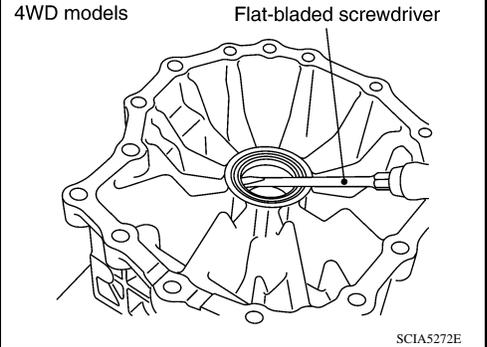
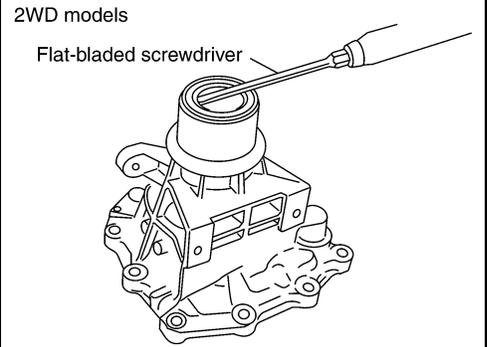
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

75. Remove rear oil seal from rear extension (2WD models) or adapter case (4WD models) using suitable tool.

**CAUTION:**

**Do not scratch rear extension (2WD models) or adapter case (4WD models).**



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# OIL PUMP

< DISASSEMBLY AND ASSEMBLY >

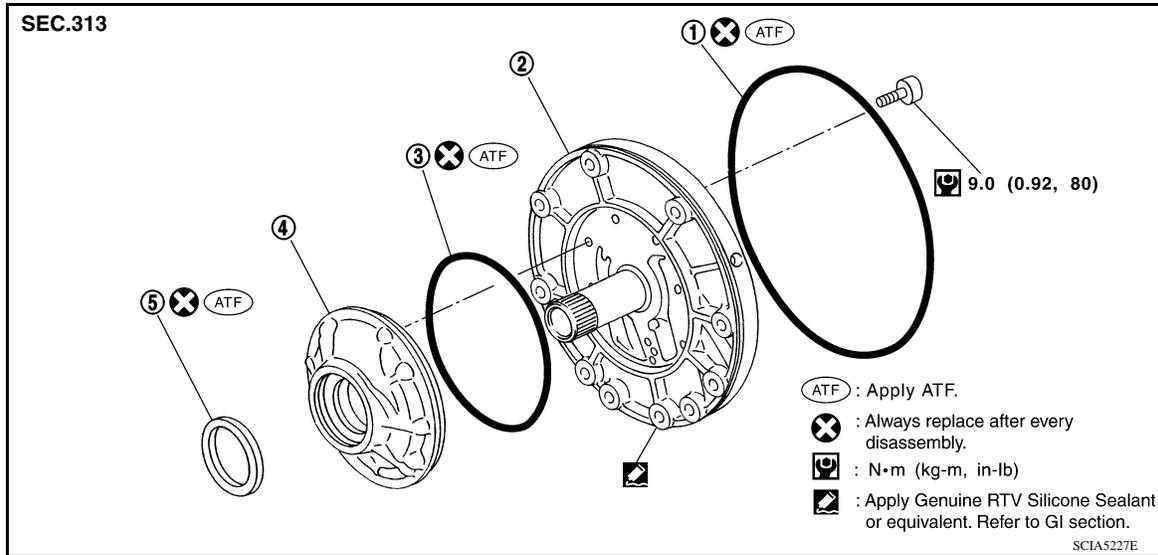
[5AT: RE5R05A]

## OIL PUMP

### Exploded View

INFOID:000000004054538

### Oil Pump



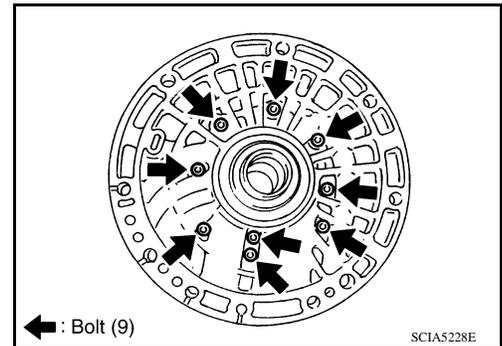
- 1. O-ring
- 2. Oil pump cover
- 3. O-ring
- 4. Oil pump housing
- 5. Oil pump housing oil seal

### Disassembly and Assembly

INFOID:000000004054539

#### DISASSEMBLY

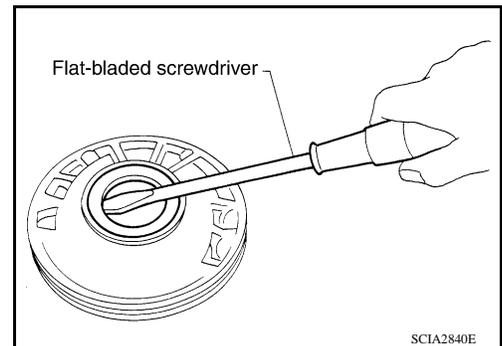
1. Remove oil pump housing from oil pump cover.



2. Remove oil pump housing oil seal using suitable tool.

**CAUTION:**

**Do not scratch oil pump housing.**

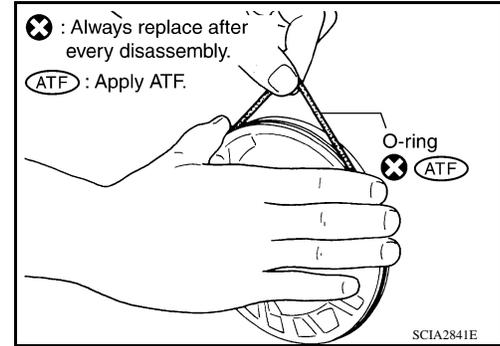


# OIL PUMP

## < DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

3. Remove O-ring from oil pump housing.



4. Remove O-ring from oil pump cover.



## ASSEMBLY

1. Install O-ring to oil pump cover.

**CAUTION:**

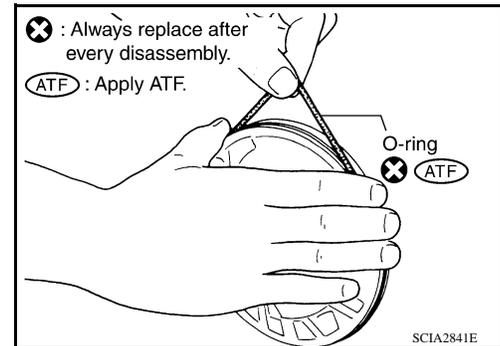
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install O-ring to oil pump housing.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



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# OIL PUMP

< DISASSEMBLY AND ASSEMBLY >

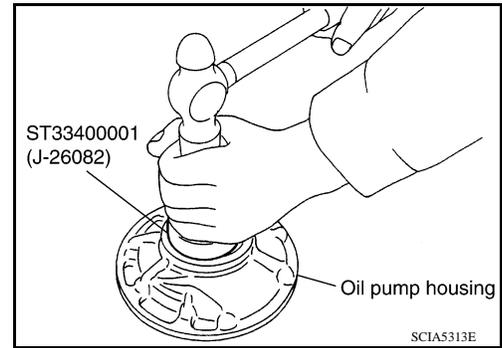
[5AT: RE5R05A]

3. Install oil pump housing oil seal to the oil pump housing until it is flush using Tool.

**Tool number** : **ST33400001 (J-26082)**

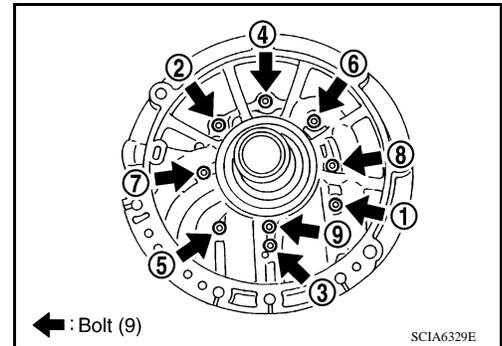
**CAUTION:**

- Do not reuse oil seal.
- Apply ATF to oil seal.



4. After temporarily tightening the bolts for the oil pump housing to the oil pump cover, tighten them to the specified torque in the sequence shown.

**Oil pump housing bolts** : **9.0 N·m (0.92 kg·m, 80 in·lb.)**



# FRONT SUN GEAR, 3RD ONE-WAY CLUTCH

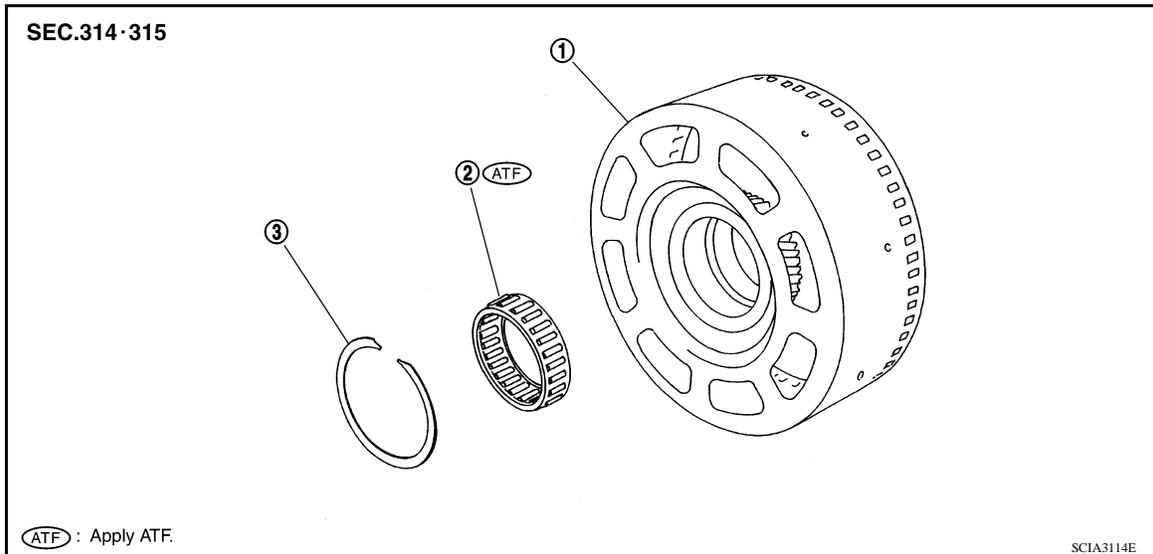
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[5AT: RE5R05A]

## FRONT SUN GEAR, 3RD ONE-WAY CLUTCH

Exploded View

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1. Front sun gear

2. 3rd one-way clutch

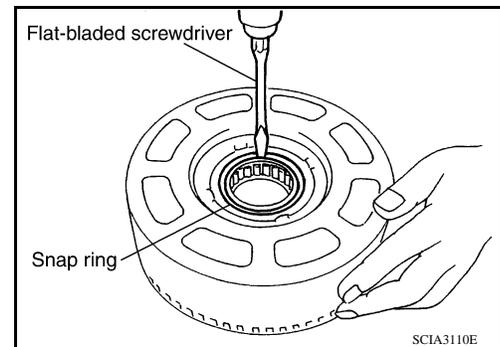
3. Snap ring

### Disassembly and Assembly

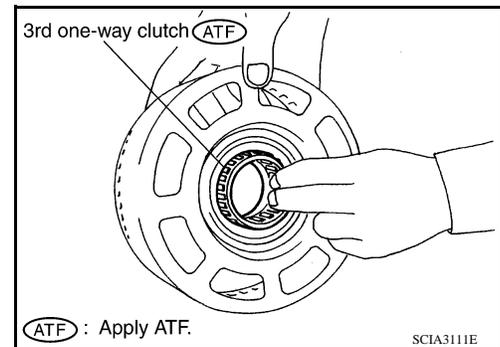
INFOID:000000004054541

#### DISASSEMBLY

1. Remove snap ring from front sun gear using suitable tool.



2. Remove 3rd one-way clutch from front sun gear.



#### INSPECTION

3rd One-way Clutch

- Check frictional surface for wear or damage.

**CAUTION:**

**If necessary, replace the 3rd one-way clutch.**

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# FRONT SUN GEAR, 3RD ONE-WAY CLUTCH

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

Front Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the snap ring.

Front Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

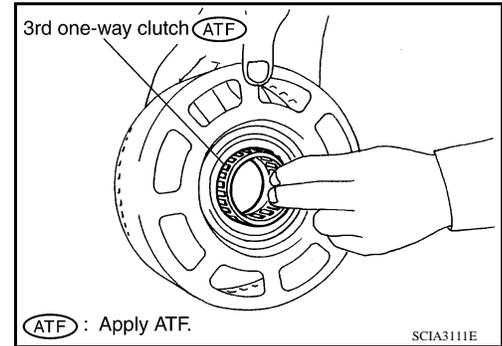
If necessary, replace the front sun gear.

## ASSEMBLY

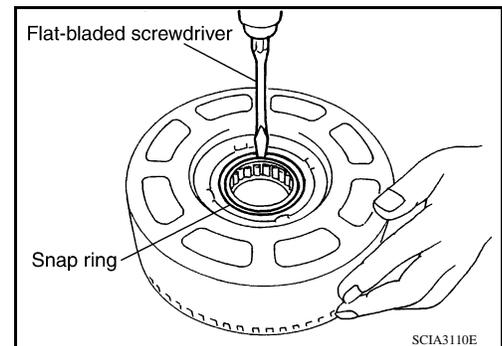
1. Install 3rd one-way clutch in front sun gear.

**CAUTION:**

Apply ATF to 3rd one-way clutch.



2. Install snap ring in front sun gear using suitable tool.



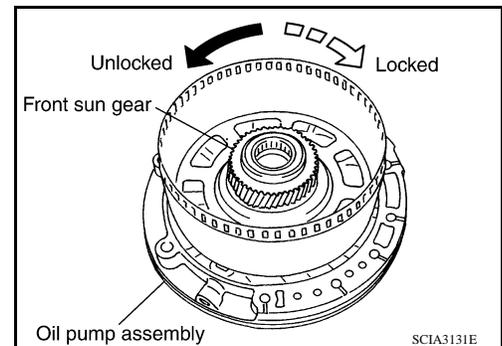
3. Check operation of 3rd one-way clutch.

- a. Hold oil pump assembly and turn front sun gear.

- b. Check 3rd one-way clutch for correct locking and unlocking directions.

**CAUTION:**

If not as shown, check installation direction of 3rd one-way clutch.



# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

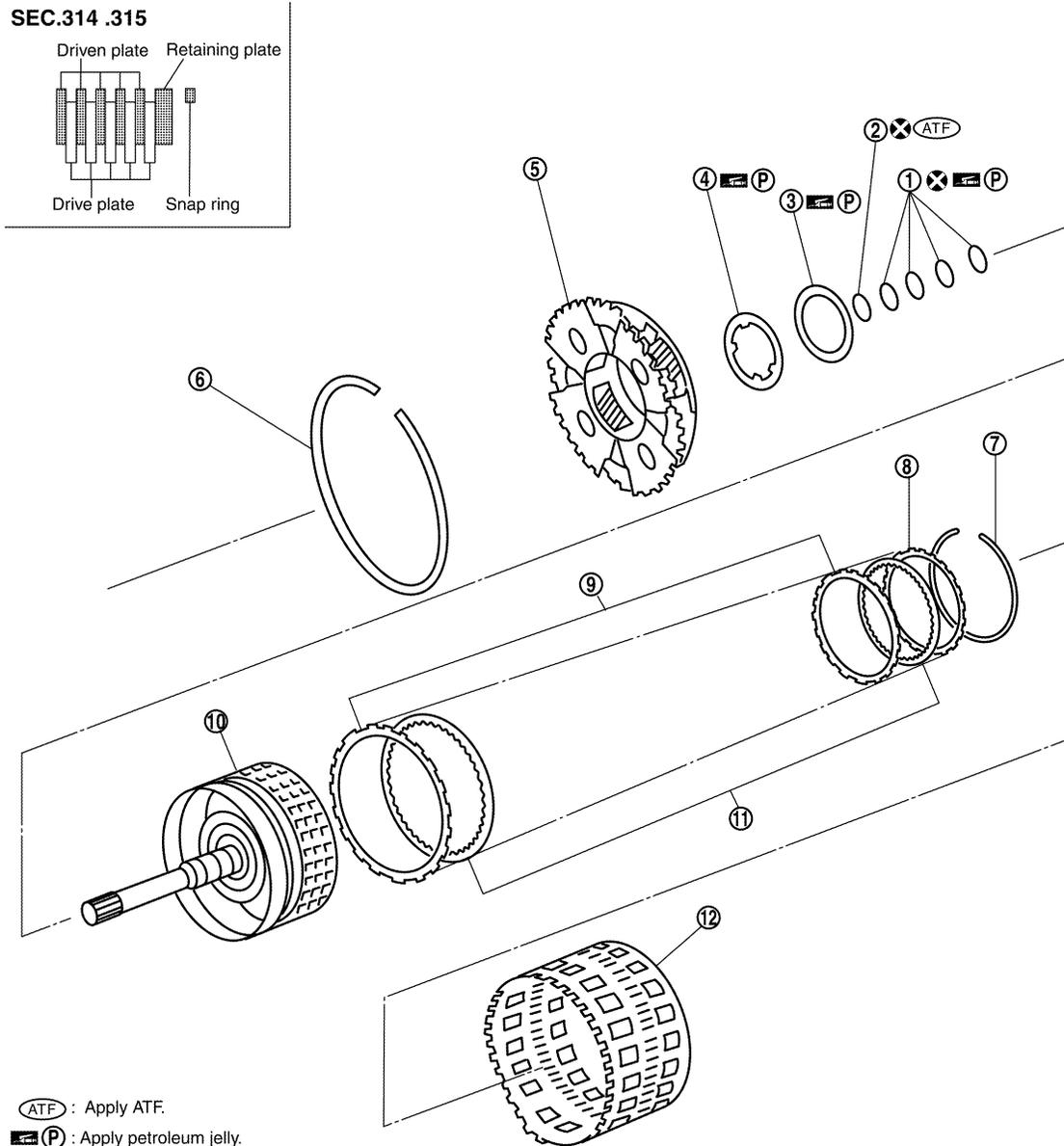
## FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

Front Carrier, Input Clutch, Rear Internal Gear

INFOID:000000004466824

### COMPONENTS

QR25DE Engine



ATF : Apply ATF.

P : Apply petroleum jelly.

X : Always replace after every disassembly.

WCIA0516E

- |                       |                           |                        |
|-----------------------|---------------------------|------------------------|
| 1. Seal ring          | 2. O-ring                 | 3. Needle bearing      |
| 4. Bearing race       | 5. Front carrier assembly | 6. Snap ring           |
| 7. Snap ring          | 8. Retaining plate        | 9. Driven plate        |
| 10. Input clutch drum | 11. Drive plate           | 12. Rear internal gear |

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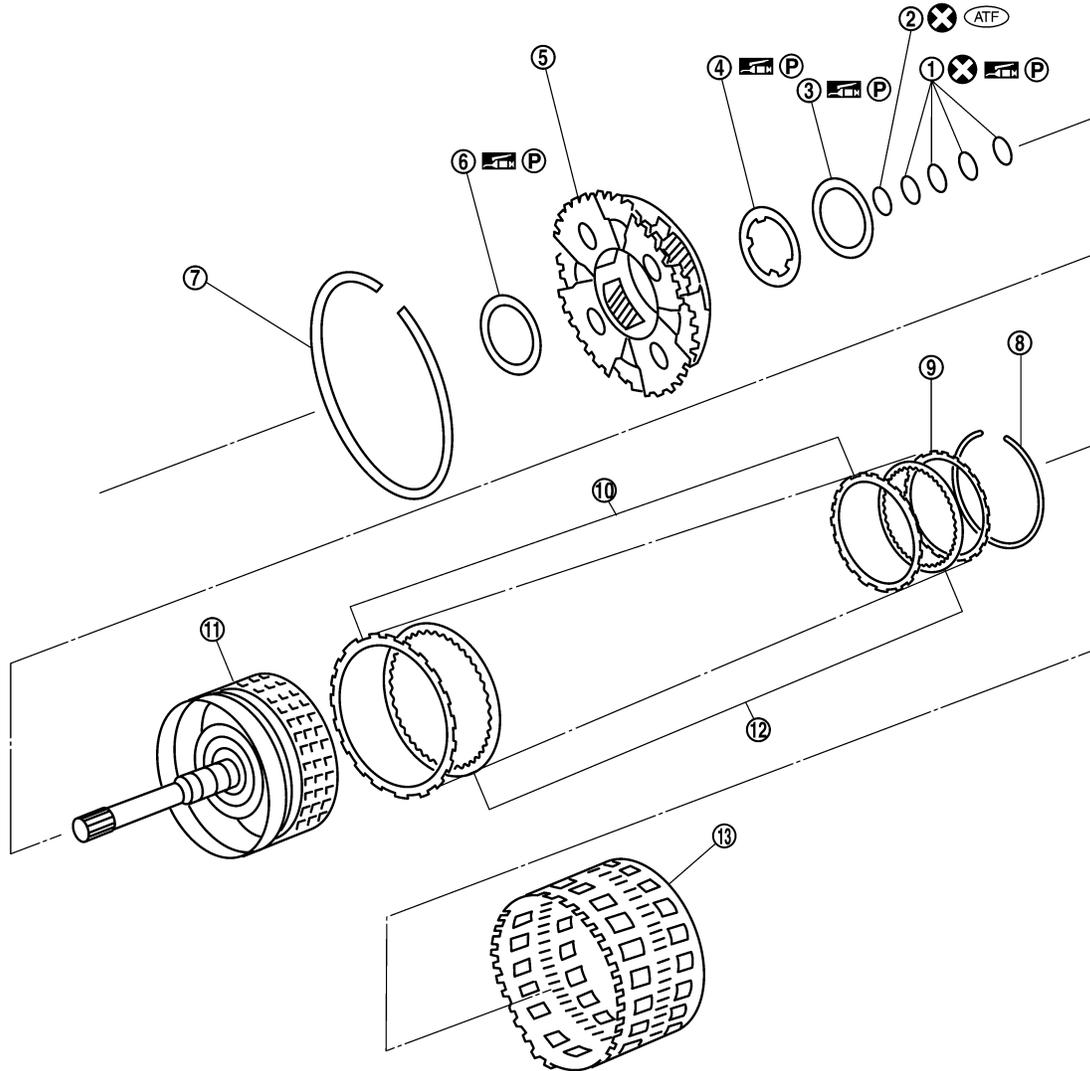
# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

VQ40DE Engine

SEC.314 • 315



SCIA6734E

- |                        |                           |                    |
|------------------------|---------------------------|--------------------|
| 1. Seal ring           | 2. O-ring                 | 3. Needle bearing  |
| 4. Bearing race        | 5. Front carrier assembly | 6. Needle bearing  |
| 7. Snap ring           | 8. Snap ring              | 9. Retaining plate |
| 10. Driven plate       | 11. Input clutch drum     | 12. Drive plate    |
| 13. Rear internal gear |                           |                    |

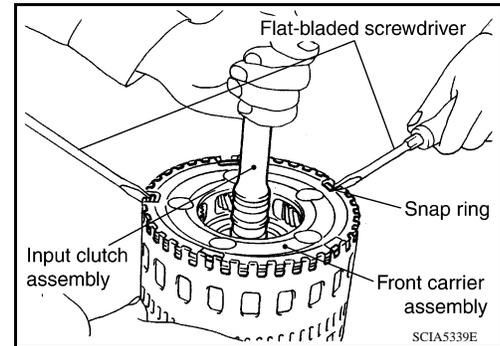
## DISASSEMBLY

# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

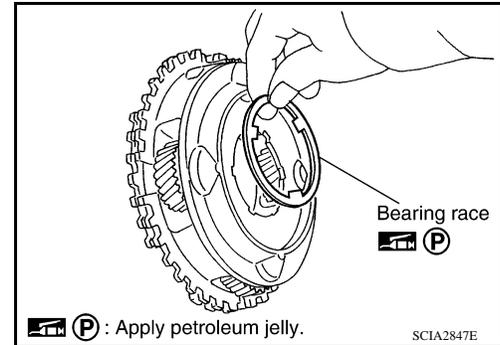
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

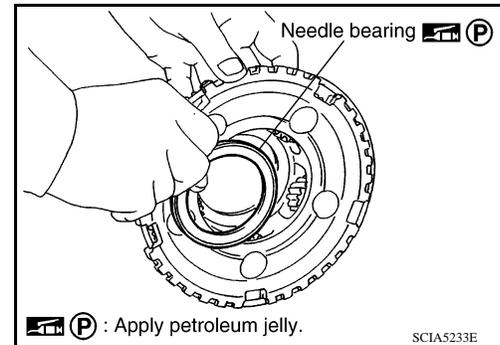
1. Compress snap ring using suitable tools.
2. Remove front carrier assembly and input clutch assembly from rear internal gear.
3. Remove front carrier assembly from input clutch assembly.



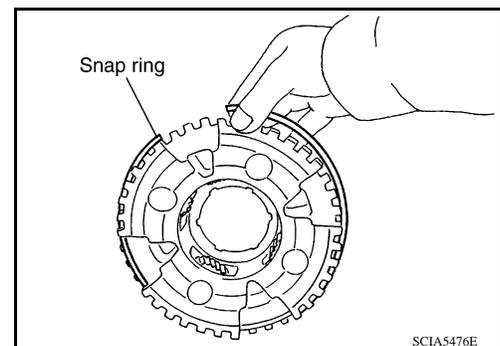
- a. Remove bearing race from front carrier assembly.



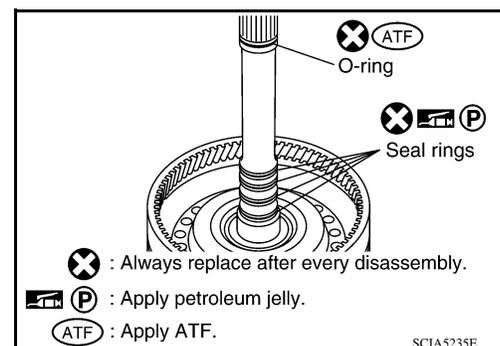
- b. Remove needle bearing from front carrier assembly.



- c. Remove snap ring from front carrier assembly.  
**CAUTION:**  
Do not expand snap ring excessively.



4. Disassemble input clutch assembly.
- a. Remove O-ring and seal rings from input clutch assembly.



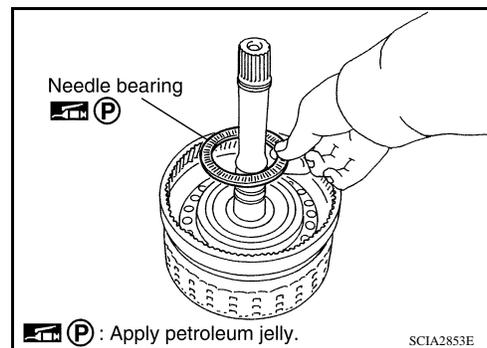
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# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< DISASSEMBLY AND ASSEMBLY >

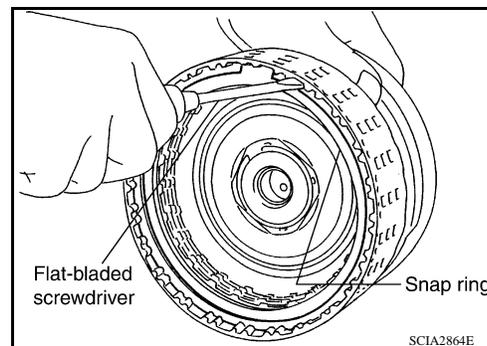
[5AT: RE5R05A]

b. Remove needle bearing from input clutch assembly.



c. Remove snap ring from input clutch drum using suitable tools.

d. Remove drive plates, driven plates and retaining plate from input clutch drum.



## INSPECTION

### Front Carrier Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the snap ring.**

### Input Clutch Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the input clutch assembly.**

### Input Clutch Drum

- Check for deformation, fatigue or damage or burns.

**CAUTION:**

**If necessary, replace the input clutch assembly.**

### Input Clutch Drive Plates

- Check facing for burns, cracks or damage.

**CAUTION:**

**If necessary, replace the input clutch assembly.**

### Input Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

**CAUTION:**

**If necessary, replace the input clutch assembly.**

### Front Carrier

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the front carrier assembly.**

### Rear Internal Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the rear internal gear assembly.**

## ASSEMBLY

1. Install input clutch.

# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

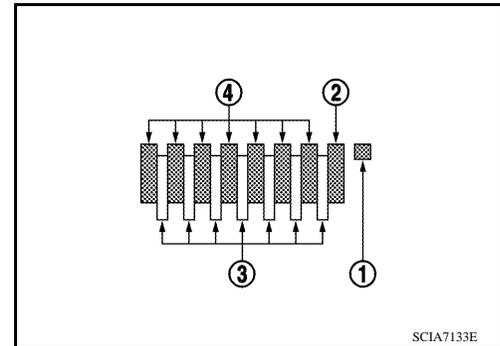
- a. Install drive plates (3), driven plates (4) and retaining plate (2) in input clutch drum.
- Snap ring (1)

**CAUTION:**

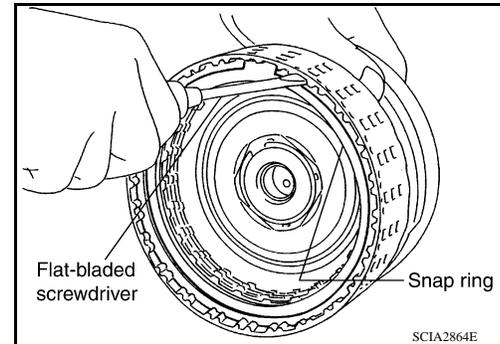
**Take care with order of plates.**

**NOTE:**

There are 7 drive plates and 7 driven plates.



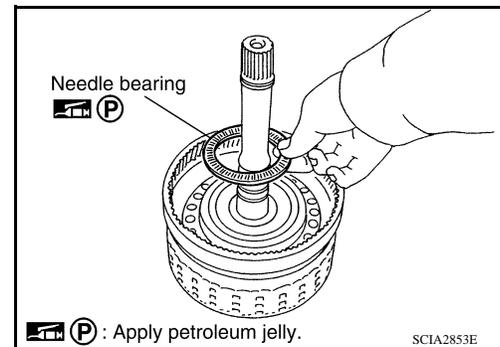
- b. Install snap ring in input clutch drum using suitable tool.



- c. Install needle bearing in input clutch assembly.

**CAUTION:**

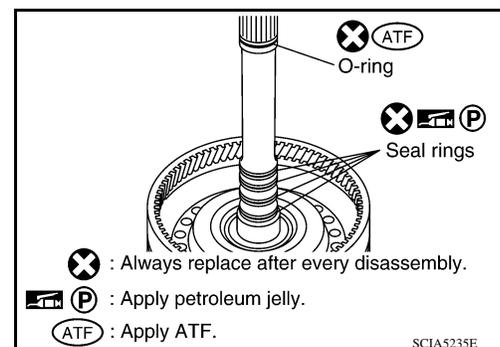
**Apply petroleum jelly to needle bearing.**



- d. Install O-ring and seal rings in input clutch assembly.

**CAUTION:**

- Do not reuse O-ring and seal rings.
- Apply ATF to O-ring.
- Apply petroleum jelly to seal rings.

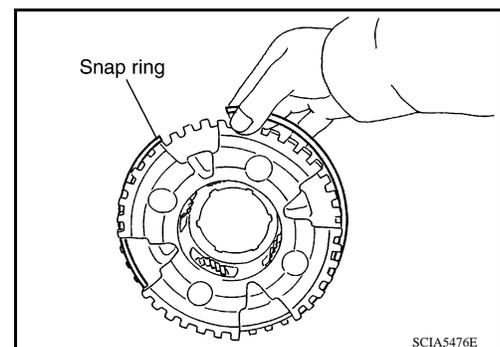


2. Install front carrier assembly.

- a. Install snap ring to front carrier assembly.

**CAUTION:**

**Do not expand snap ring excessively.**



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# FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

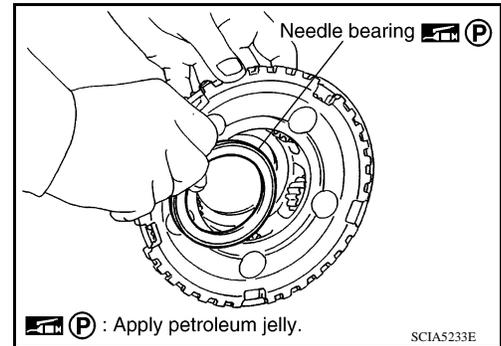
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

- b. Install needle bearing in front carrier assembly.

**CAUTION:**

- Take care with the direction of needle bearing. Refer to [TM-334, "Location of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings"](#).
- Apply petroleum jelly to bearing race.

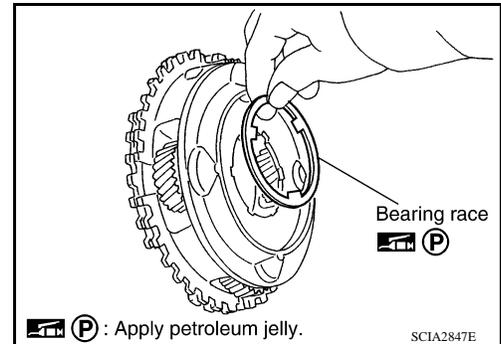


- c. Install bearing race in front carrier assembly.

**CAUTION:**

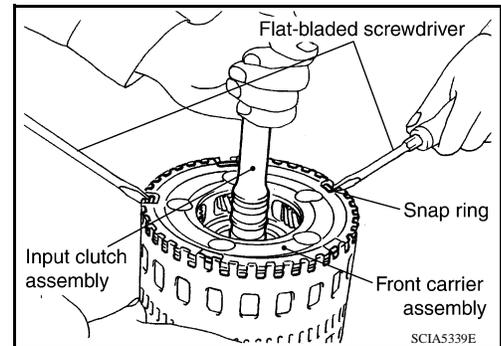
**Apply petroleum jelly to bearing race.**

- d. Install front carrier assembly to input clutch assembly.



3. Compress snap ring using suitable tools.

4. Install front carrier assembly and input clutch assembly to rear internal gear.



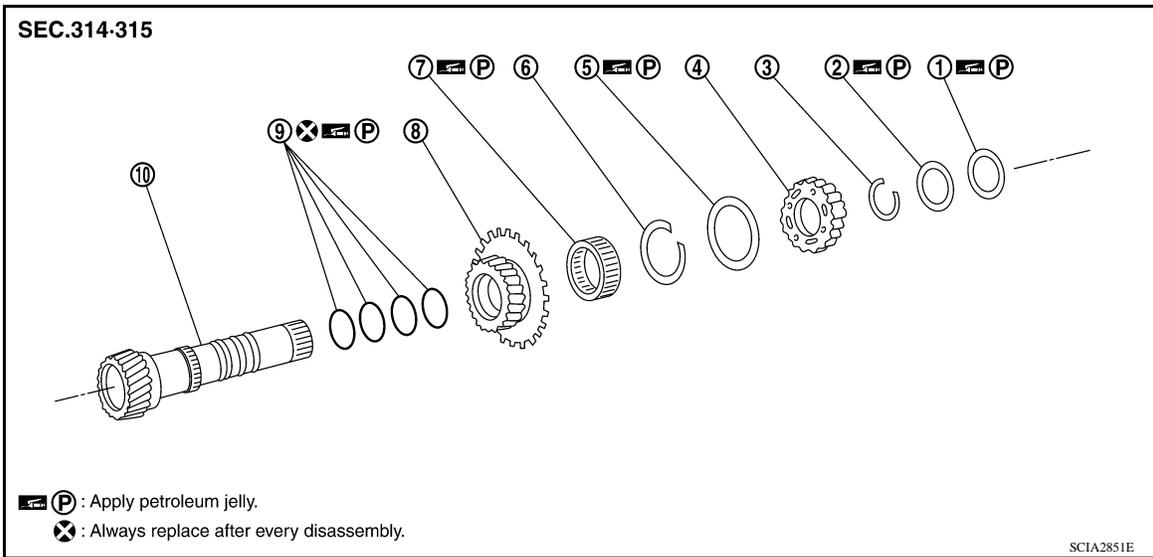
**MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB**  
 < DISASSEMBLY AND ASSEMBLY > [5AT: RE5R05A]

**MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB**

Mid Sun Gear, Rear Sun Gear, High and Low Reverse Clutch Hub

INFOID:000000004466825

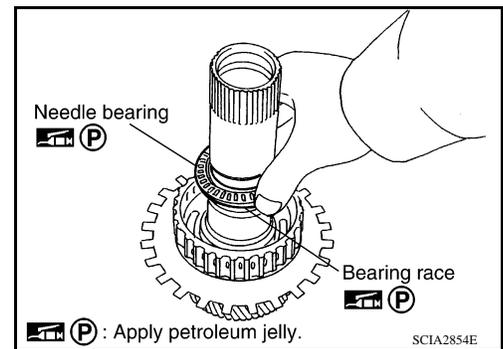
COMPONENTS



- |                                    |                   |              |
|------------------------------------|-------------------|--------------|
| 1. Needle bearing                  | 2. Bearing race   | 3. Snap ring |
| 4. High and low reverse clutch hub | 5. Needle bearing | 6. Snap ring |
| 7. 1st one-way clutch              | 8. Rear sun gear  | 9. Seal ring |
| 10. Mid sun gear                   |                   |              |

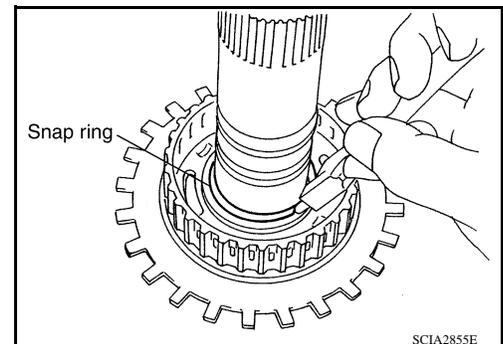
DISASSEMBLY

1. Remove needle bearing and bearing race from high and low reverse clutch hub.



2. Remove snap ring from mid sun gear assembly using suitable tool.

**CAUTION:**  
 Do not expand snap ring excessively.



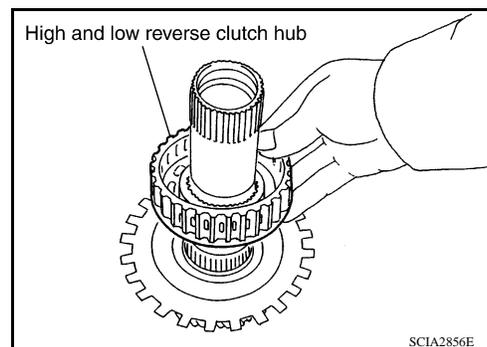
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# MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

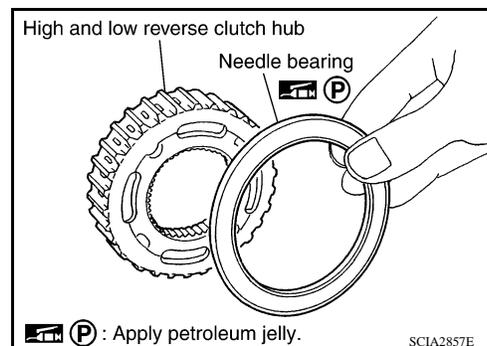
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

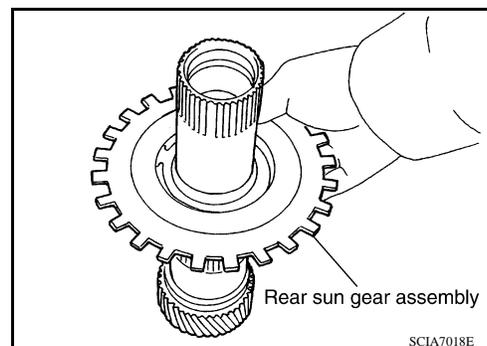
3. Remove high and low reverse clutch hub from mid sun gear assembly.



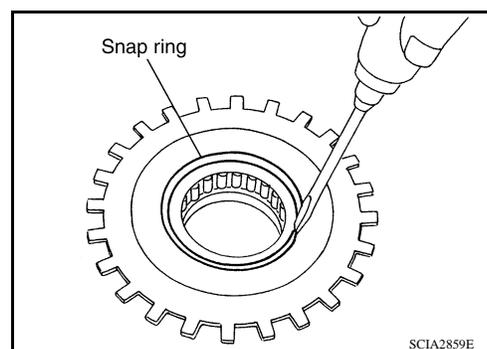
- a. Remove needle bearing from high and low reverse clutch hub.



4. Remove rear sun gear assembly from mid sun gear assembly.



- a. Remove snap ring from rear sun gear using suitable tool.

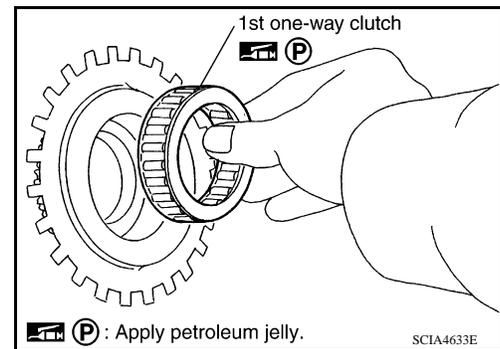


# MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

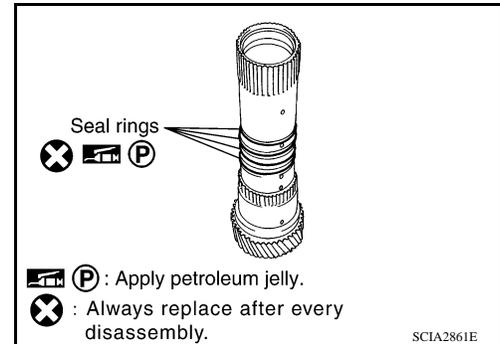
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

- b. Remove 1st one-way clutch from rear sun gear.



5. Remove seal rings from mid sun gear.



## INSPECTION

High and Low Reverse Clutch Hub Snap Ring, Rear Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the snap ring.**

1st One-way Clutch

- Check frictional surface for wear or damage.

**CAUTION:**

**If necessary, replace the 1st one-way clutch.**

Mid Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the mid sun gear.**

Rear Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the rear sun gear.**

High and Low Reverse Clutch Hub

- Check for deformation, fatigue or damage.

**CAUTION:**

**If necessary, replace the high and low reverse clutch hub.**

## ASSEMBLY

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# MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

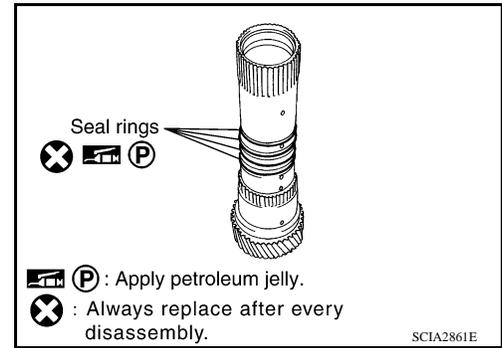
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

1. Install seal rings to mid sun gear.

**CAUTION:**

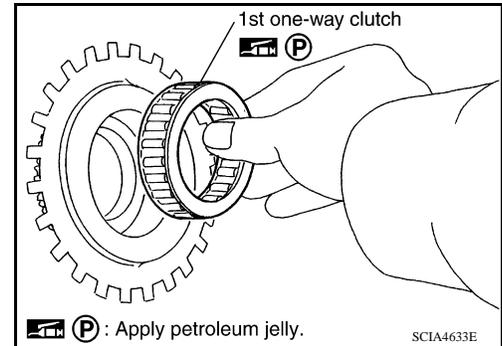
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



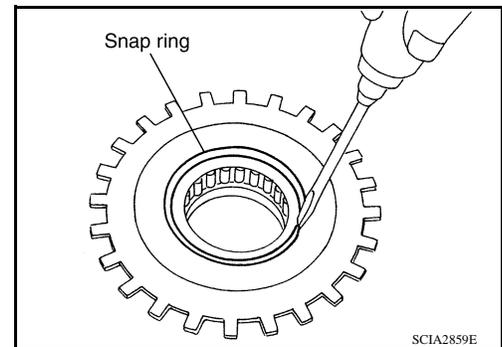
2. Install 1st one-way clutch to rear sun gear.

**CAUTION:**

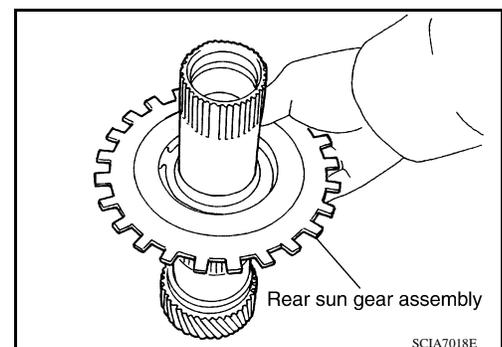
- Apply petroleum jelly to 1st one-way clutch.



3. Install snap ring to rear sun gear using suitable tool.



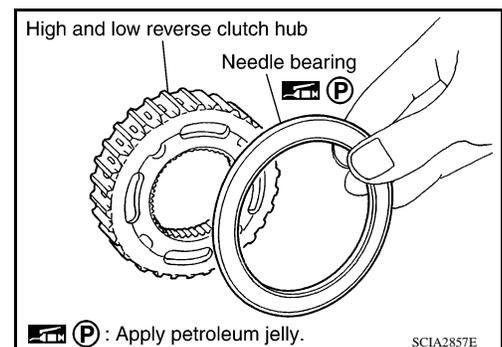
4. Install rear sun gear assembly to mid sun gear assembly.



5. Install needle bearing to high and low reverse clutch hub.

**CAUTION:**

- Apply petroleum jelly to needle bearing.

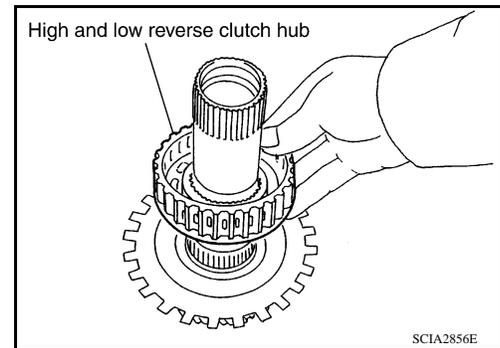


# MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

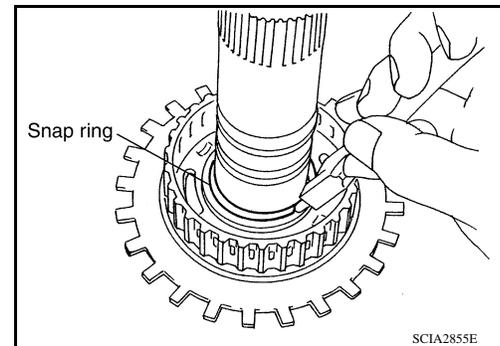
6. Install high and low reverse clutch hub to mid sun gear assembly.



7. Install snap ring to mid sun gear assembly using suitable tool.

**CAUTION:**

**Do not expand snap ring excessively.**



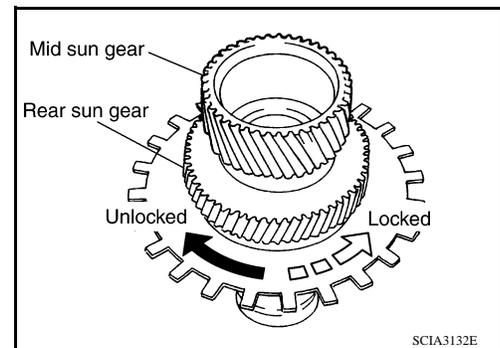
8. Check operation of 1st one-way clutch.

a. Hold mid sun gear and turn rear sun gear.

- b. Check 1st one-way clutch for correct locking and unlocking directions.

**CAUTION:**

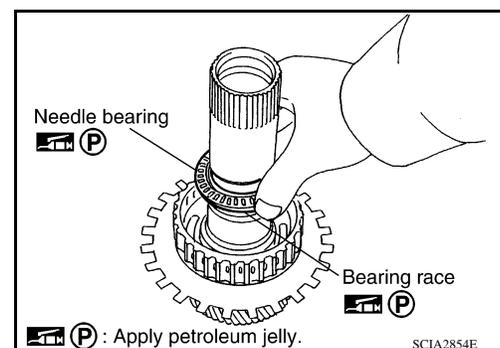
**If not as shown, check installation direction of 1st one-way clutch.**



9. Install needle bearing and bearing race to high and low reverse clutch hub.

**CAUTION:**

**Apply petroleum jelly to needle bearing and bearing race.**



# HIGH AND LOW REVERSE CLUTCH

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

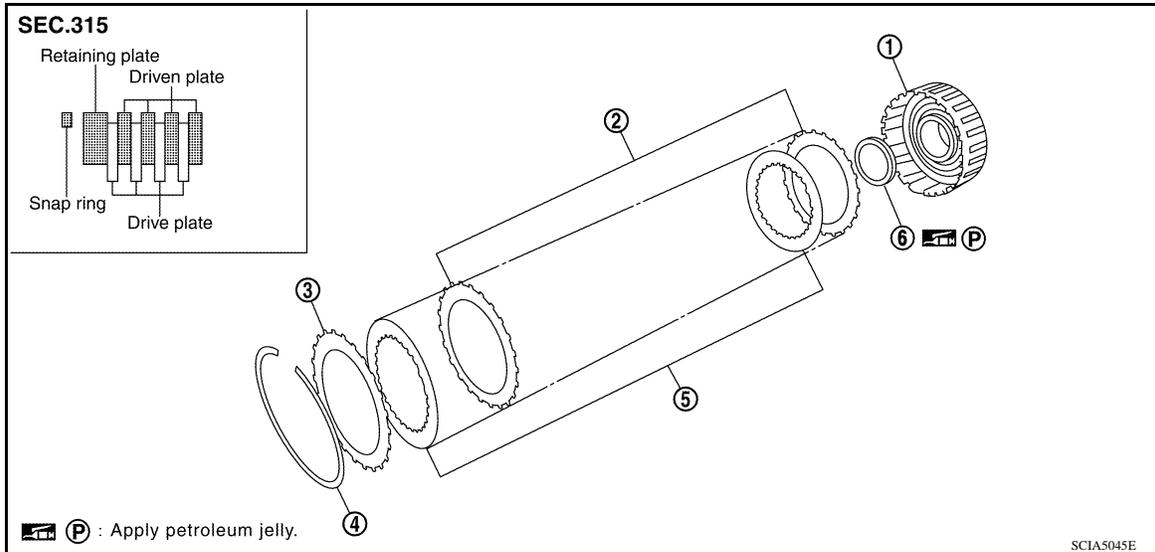
## HIGH AND LOW REVERSE CLUTCH

### High and Low Reverse Clutch

INFOID:000000004466826

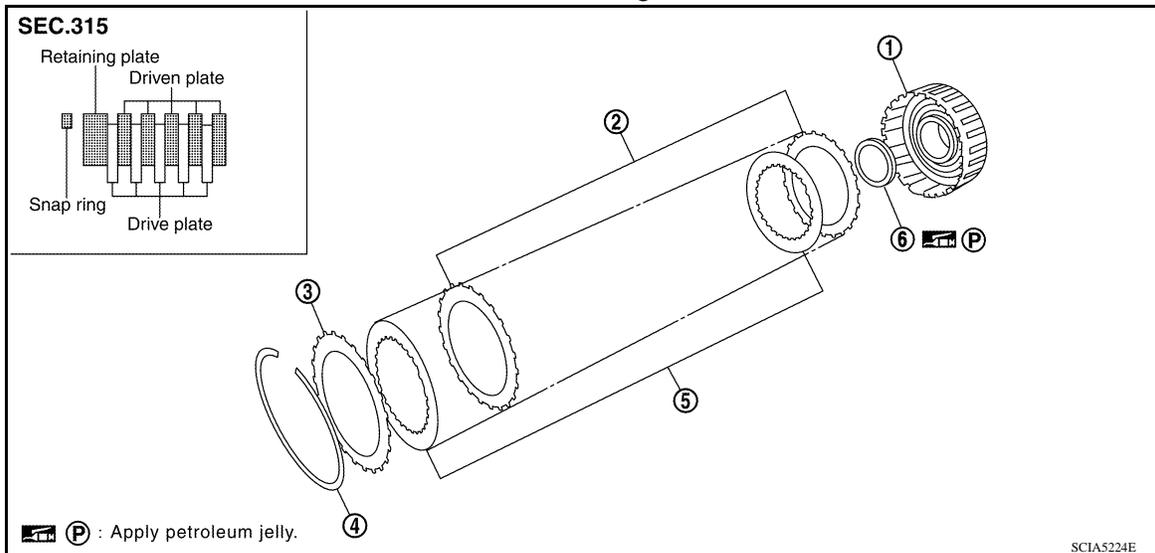
#### COMPONENTS

#### QR25DE Engine



- |                                     |                 |                    |
|-------------------------------------|-----------------|--------------------|
| 1. High and low reverse clutch drum | 2. Driven plate | 3. Retaining plate |
| 4. Snap ring                        | 5. Drive plate  | 6. Bearing race    |

#### VQ40DE Engine



- |                                     |                 |                    |
|-------------------------------------|-----------------|--------------------|
| 1. High and low reverse clutch drum | 2. Driven plate | 3. Retaining plate |
| 4. Snap ring                        | 5. Drive plate  | 6. Bearing race    |

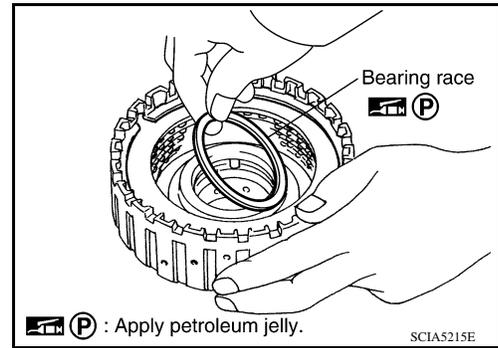
#### DISASSEMBLY

# HIGH AND LOW REVERSE CLUTCH

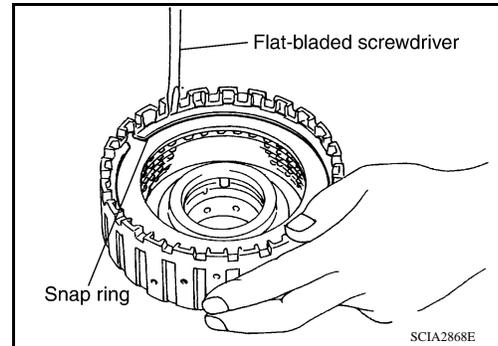
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

1. Remove bearing race from high and low reverse clutch drum.



2. Remove snap ring from high and low reverse clutch drum using suitable tool.
3. Remove drive plates, driven plates and retaining plate from high and low reverse clutch drum.



## INSPECTION

- Check the following, and replace high and low reverse clutch assembly if necessary.

High and Low Reverse Clutch Snap Ring

- Check for deformation, fatigue or damage.

High and Low Reverse Clutch Drive Plates

- Check facing for burns, cracks or damage.

High and Low Reverse Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

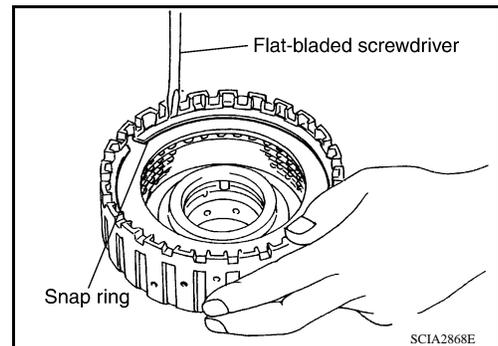
## ASSEMBLY

1. Install drive plates, driven plates and retaining plate in high and low reverse clutch drum.

### **CAUTION:**

**Take care with order of plates.**

2. Install snap ring in high and low reverse clutch drum using suitable tool.



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## HIGH AND LOW REVERSE CLUTCH

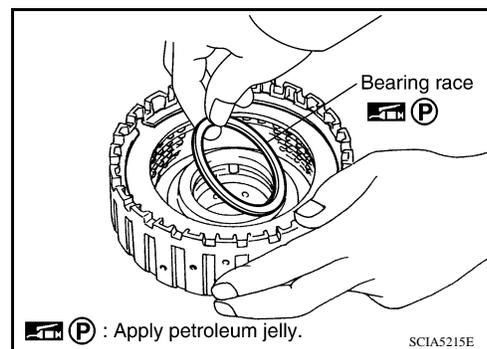
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

3. Install bearing race to high and low reverse clutch drum.

**CAUTION:**

**Apply petroleum jelly to bearing race.**



# DIRECT CLUTCH

< DISASSEMBLY AND ASSEMBLY >

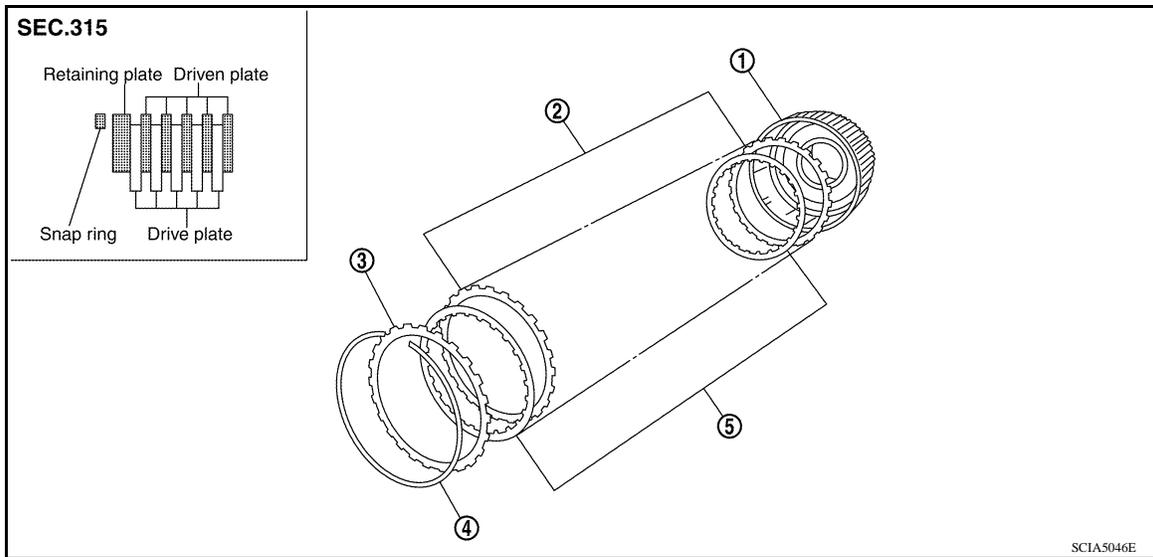
[5AT: RE5R05A]

## DIRECT CLUTCH

### Direct Clutch

INFOID:000000004466827

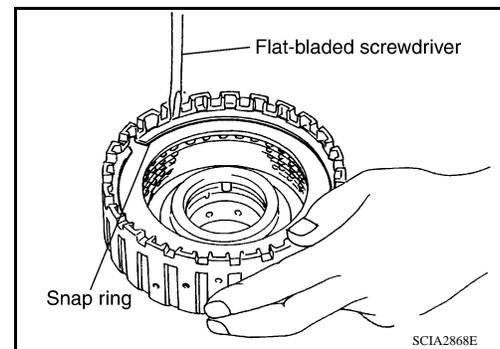
### COMPONENTS



- |                       |                 |                    |
|-----------------------|-----------------|--------------------|
| 1. Direct clutch drum | 2. Driven plate | 3. Retaining plate |
| 4. Snap ring          | 5. Drive plate  |                    |

### DISASSEMBLY

1. Remove snap ring from direct clutch drum using suitable tool.
2. Remove drive plates, driven plates and retaining plate from direct clutch drum.



### INSPECTION

- Check the following, and replace direct clutch assembly if necessary.

#### Direct Clutch Snap Ring

- Check for deformation, fatigue or damage.

#### Direct Clutch Drive Plates

- Check facing for burns, cracks or damage.

#### Direct Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

### ASSEMBLY

1. Install drive plates, driven plates and retaining plate in direct clutch drum.

#### **CAUTION:**

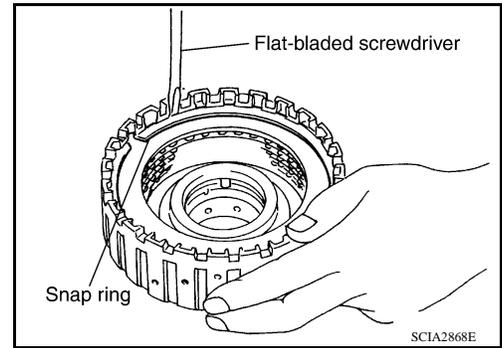
**Take care with order of plates.**

## DIRECT CLUTCH

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

2. Install snap ring in direct clutch drum using suitable tool.



## ASSEMBLY

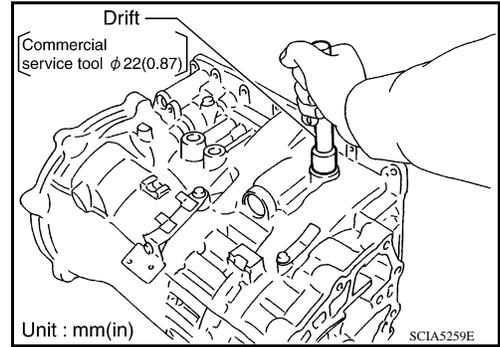
### Assembly (1)

INFOID:000000004054549

1. Drive manual shaft oil seals into the transmission case until they are flush using suitable tool.

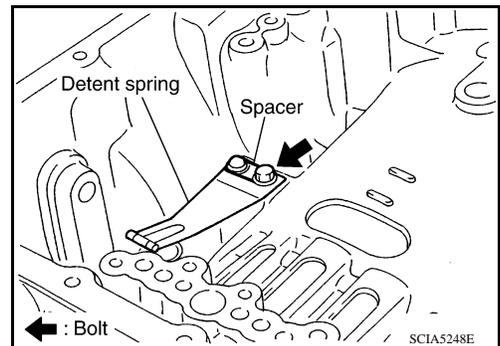
**CAUTION:**

- Apply ATF to manual shaft oil seals.
- Do not reuse manual shaft oil seals.

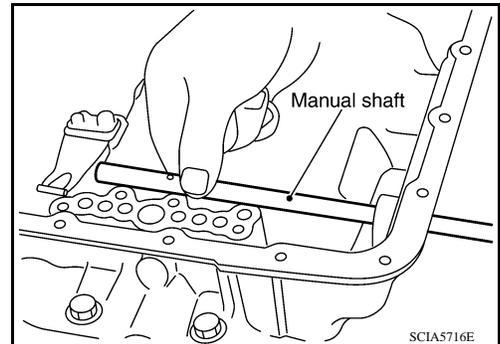


2. Install detent spring and spacer in transmission case and secure with the bolt.

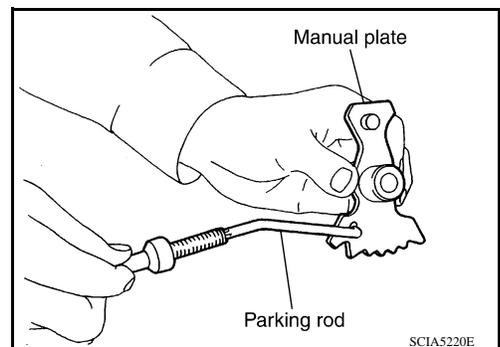
**Bolt : 7.9 N·m (0.81 kg-m, 70 in-lb)**



3. Install manual shaft to transmission case.



4. Install parking rod to manual plate.



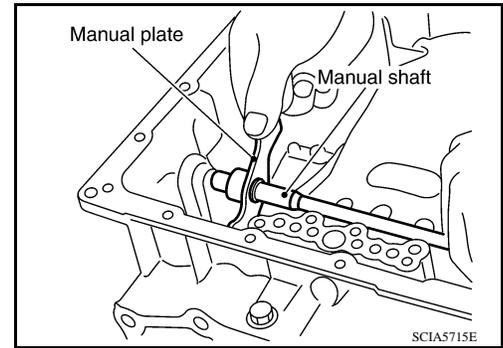
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# ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

5. Install manual plate (with parking rod) to manual shaft.

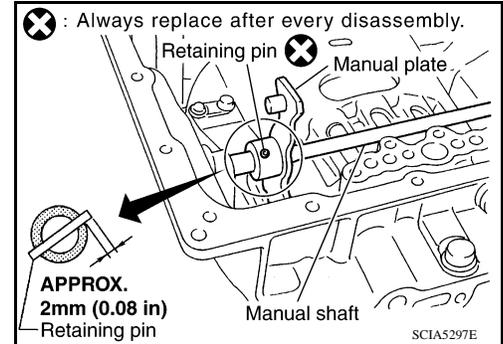


6. Install retaining pin into the manual plate and manual shaft.

- a. Align pinhole of the manual plate to pinhole of the manual shaft using suitable tool.
- b. Tap the retaining pin into the manual plate using suitable tool.

**CAUTION:**

- Drive retaining pin to  $2 \pm 0.5$  mm ( $0.08 \pm 0.020$  in) over the manual plate.
- Do not reuse retaining pin.

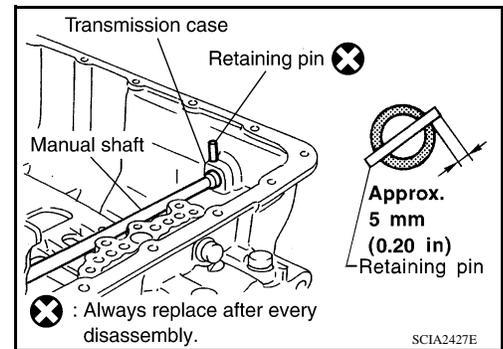


7. Install retaining pin into the transmission case and manual shaft.

- a. Align pinhole of the transmission case to pinhole of the manual shaft using suitable tool.
- b. Tap the retaining pin into the transmission case using suitable tool.

**CAUTION:**

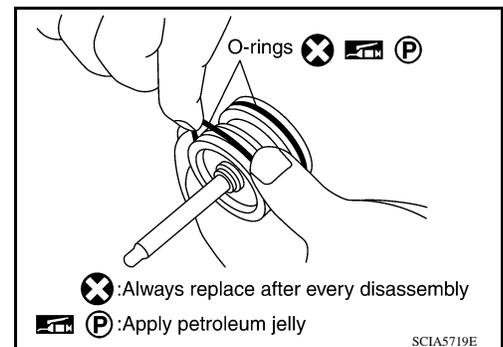
- Drive retaining pin to  $5 \pm 1$  mm ( $0.20 \pm 0.04$  in) over the transmission case.
- Do not reuse retaining pin.



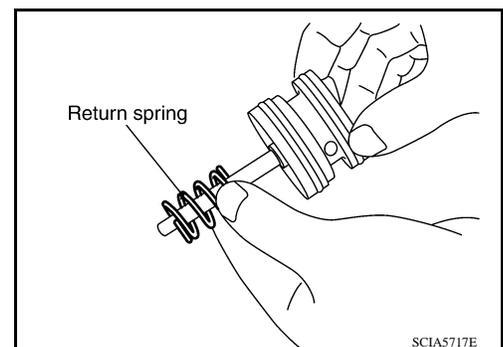
8. Install O-rings to servo assembly.

**CAUTION:**

- Do not reuse O-rings.
- Apply petroleum jelly to O-rings.



9. Install return spring to servo assembly.

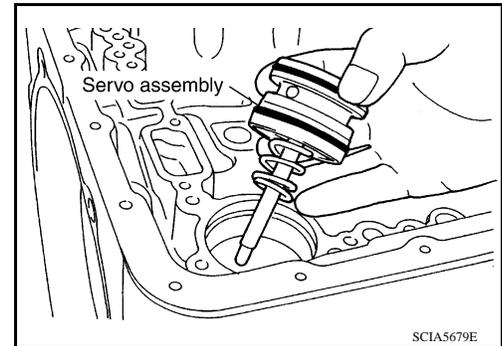


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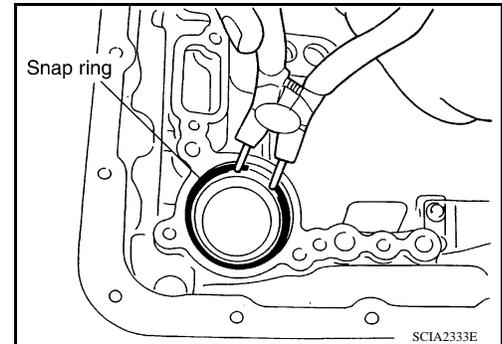
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

10. Install servo assembly in transmission case.



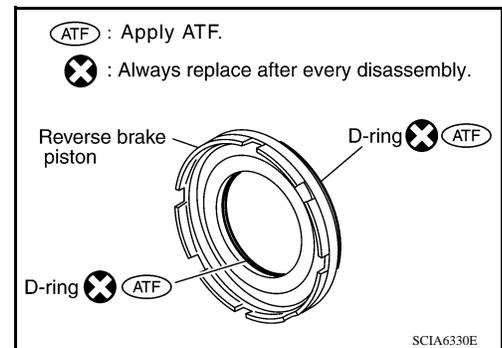
11. Install snap ring to transmission case using suitable tool.



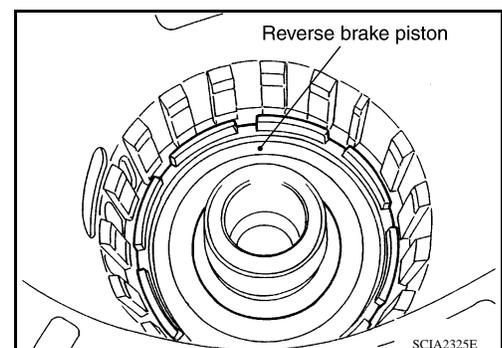
12. Install D-rings in reverse brake piston.

**CAUTION:**

- Do not reuse D-rings.
- Apply ATF to D-rings.



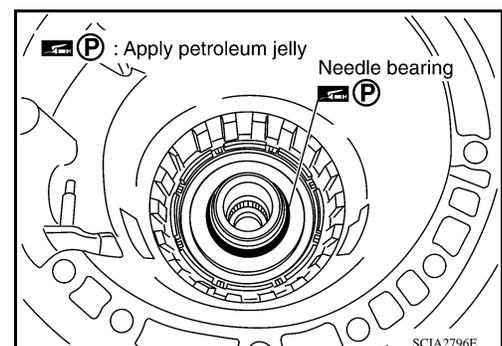
13. Install reverse brake piston in transmission case.



14. Install needle bearing to drum support edge surface.

**CAUTION:**

- Apply petroleum jelly to needle bearing.



# ASSEMBLY

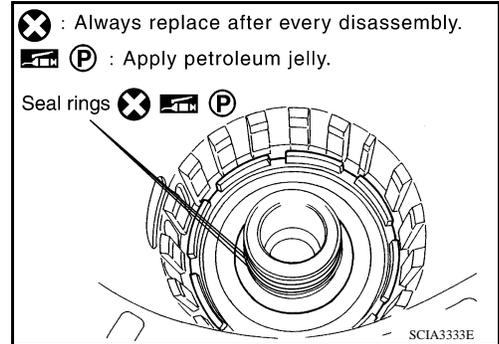
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[5AT: RE5R05A]

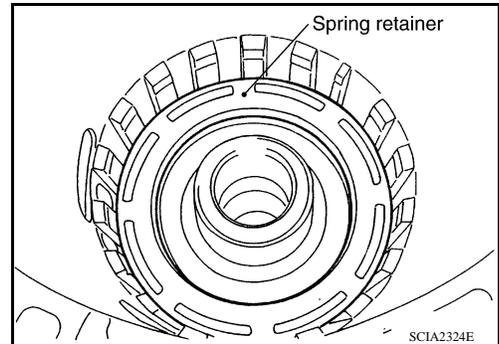
15. Install seal rings to drum support.

**CAUTION:**

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



16. Install spring retainer and return spring in transmission case.

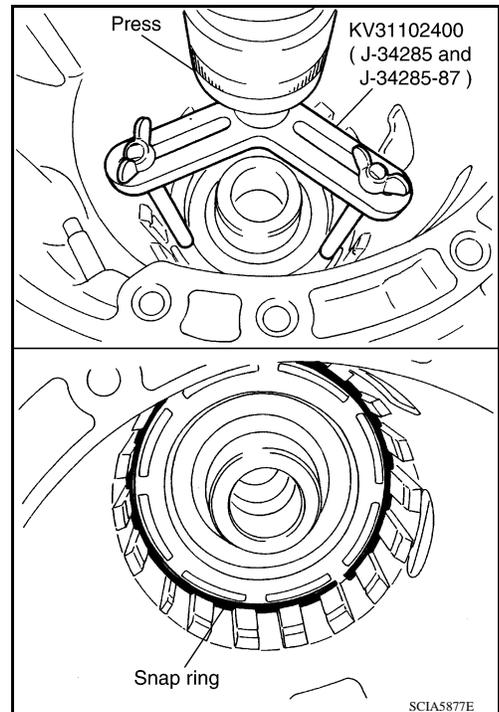


17. Install snap ring in transmission case while compressing return spring using Tool.

**Tool number : KV31102400 (J-34285 and J-34285-87)**

**CAUTION:**

Securely assemble them using a flat-bladed screwdriver so that snap ring tension is slightly weak.

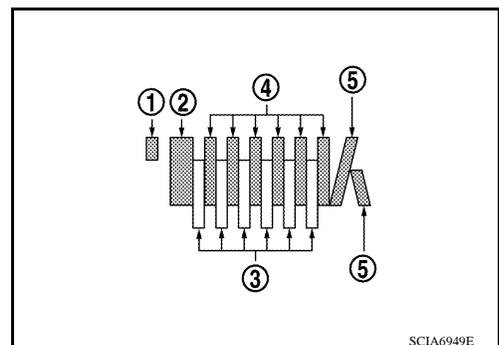


18. Install reverse brake drive plates driven plates and dish plates in transmission case.

**CAUTION:**

Take care with order of plates.

- VQ40DE models
- Snap ring (1)
- Retaining plate (2)
- Drive plate (3)
- Driven plate (4)
- Dish plate (5)
- Driveplate/Driven plate:6/6

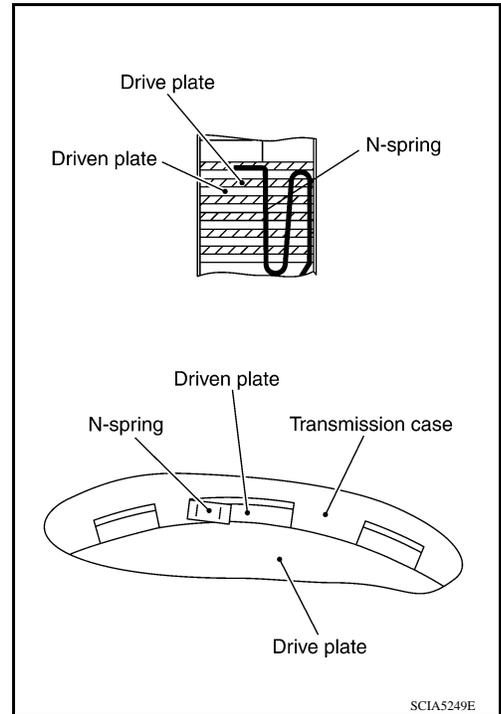


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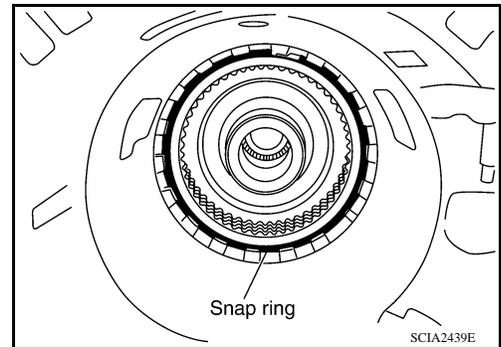
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[5AT: RE5R05A]

- 19. Assemble N-spring.
- 20. Install reverse brake retaining plate in transmission case.



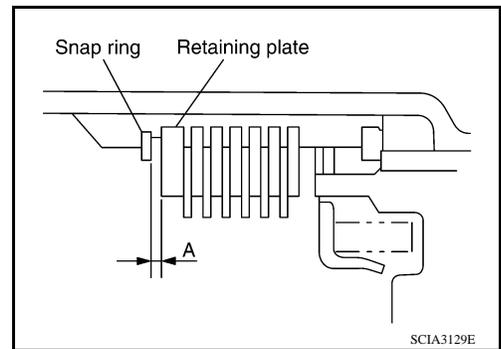
- 21. Install snap ring in transmission case.



- 22. Measure clearance (A) between retaining plate and snap ring. If not within specified clearance, select proper retaining plate.

**Clearance "A"** : 0.7 - 1.1mm (0.028 - 0.043 in)

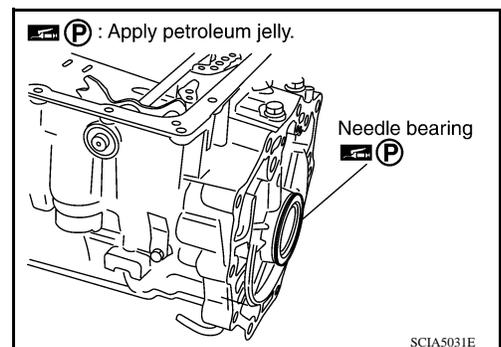
**Retaining plate** : Refer to [TM-399, "Reverse brake"](#).



- 23. Install needle bearing to transmission case.

**CAUTION:**

- Take care with the direction of needle bearing. Refer to [TM-334, "Location of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings"](#).
- Apply petroleum jelly to needle bearing.



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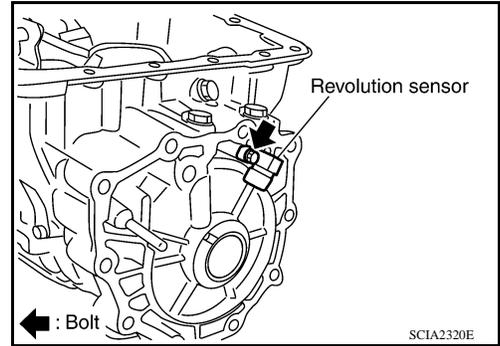
[5AT: RE5R05A]

24. Install revolution sensor to transmission case and tighten bolt to specified torque.

**Revolution sensor bolt : 5.8 N·m (0.59 kg-m, 51 in-lb)**

**CAUTION:**

- Do not subject sensor to impact by dropping or hitting it.
- Do not disassemble sensor.
- Do not allow metal filings or any foreign material to get on the sensor's front edge magnetic area.
- Do not place sensor in an area affected by magnetism.

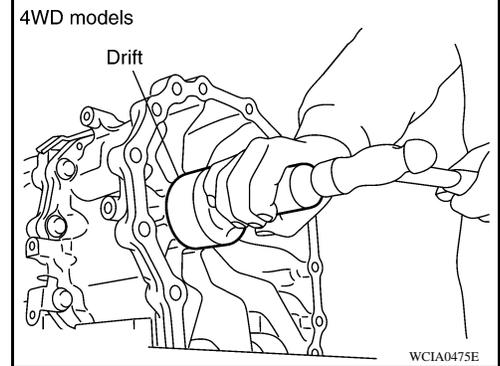
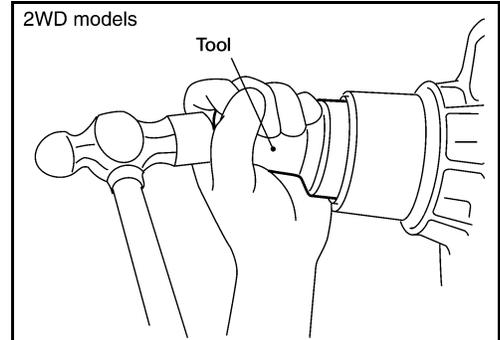


25. Install new rear oil seal until it is flush into the rear extension case (2WD models) using Tool or adapter case (4WD models) using suitable tool.

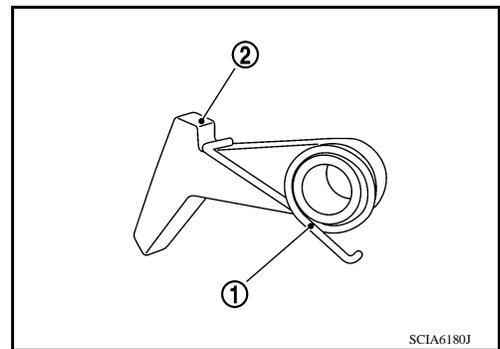
**Tool number : ST33400001 (J-26082)**

**CAUTION:**

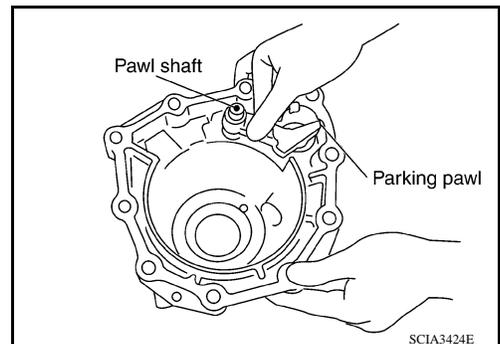
- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.



26. Install return spring (1) to parking pawl (2).



27. Install parking pawl (with return spring) and pawl shaft to rear extension (2WD models) or adapter case (4WD models).

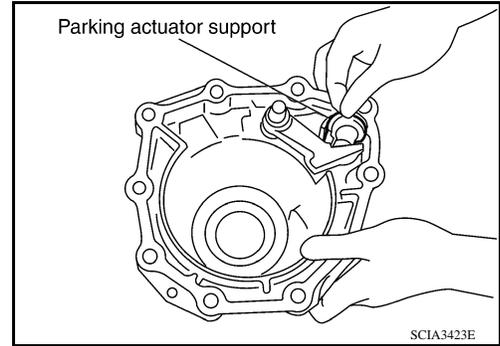


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[5AT: RE5R05A]

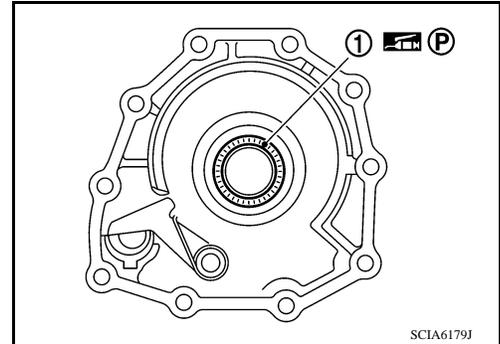
28. Install parking actuator support to rear extension (2WD models) or adapter case (4WD models).



29. Install needle bearing (1) to rear extension (2WD models) or adapter case (4WD models).

**CAUTION:**

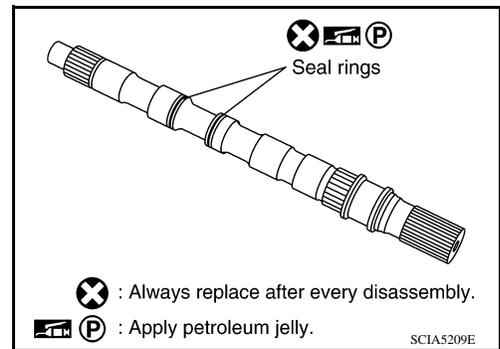
**Apply petroleum jelly to needle bearing.**



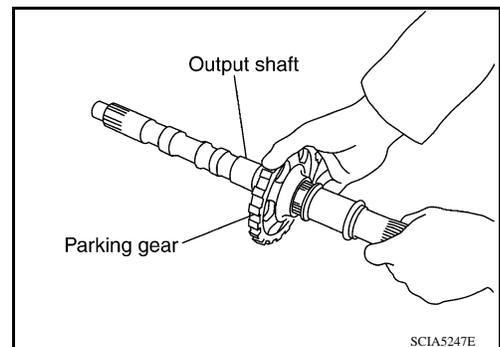
30. Install seal rings to output shaft.

**CAUTION:**

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



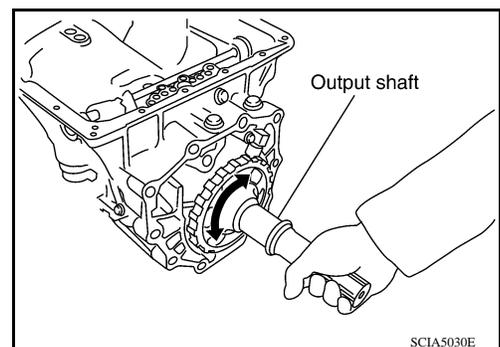
31. Install parking gear to output shaft.



32. Install output shaft in transmission case.

**CAUTION:**

**Do not mistake front of shaft for rear because both sides look similar (thinner end is front side).**



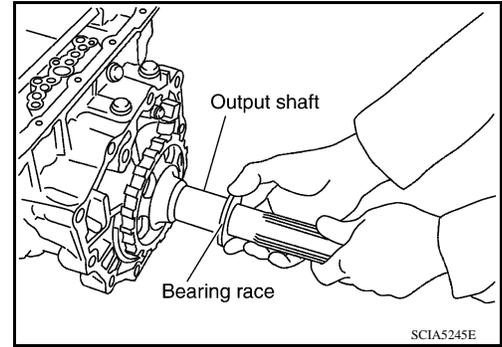
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[5AT: RE5R05A]

33. Install bearing race to output shaft.



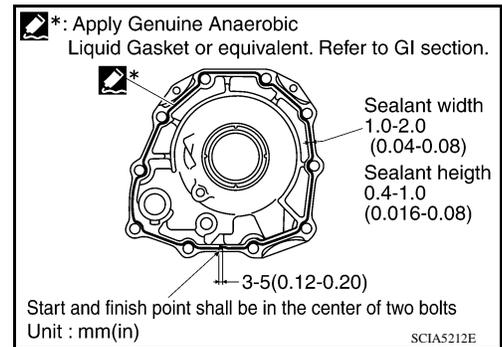
34. Install rear extension assembly (2WD models) or adapter case assembly (4WD models) according to the following procedures.

a. **2WD models**

i. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).) to rear extension assembly as shown.

**CAUTION:**

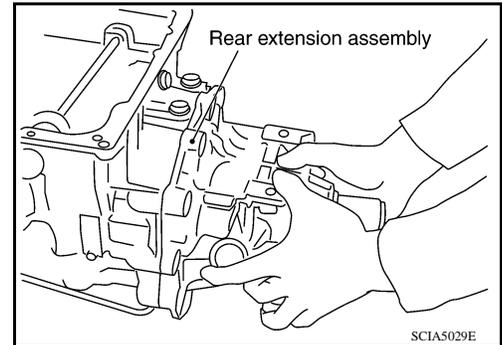
Completely remove all moisture, oil, old sealant and any foreign material from the transmission case and rear extension assembly mating surfaces.



ii. Install rear extension assembly to transmission case.

**CAUTION:**

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



iii. Install the bracket (1), (2) and rear extension assembly bolts and tighten to the specified torque.

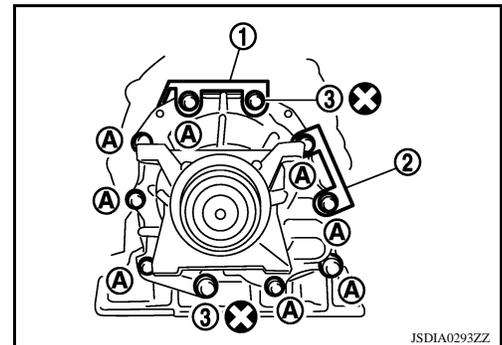
- Self sealing bolt (3)
- Bolt (A)

Rear extension assembly bolt : 52 N·m (5.3 kg·m, 38 ft·lb)

Self-sealing bolt : 61 N·m (6.2 kg·m, 45 ft·lb)

**CAUTION:**

Do not reuse self-sealing bolt.



# ASSEMBLY

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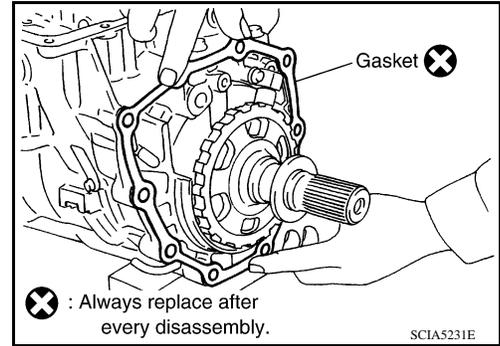
[5AT: RE5R05A]

b. **4WD models**

i. Install gasket onto transmission case.

**CAUTION:**

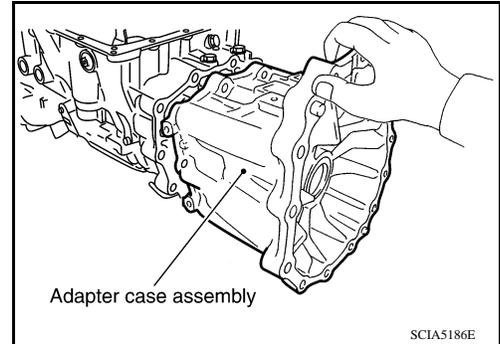
- Completely remove all moisture, oil, old gasket and any foreign material from the transmission case and adapter case assembly mating surfaces.
- Do not reuse gasket.



ii. Install adapter case assembly to transmission case.

**CAUTION:**

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



iii. Tighten adapter case assembly to specified torque.

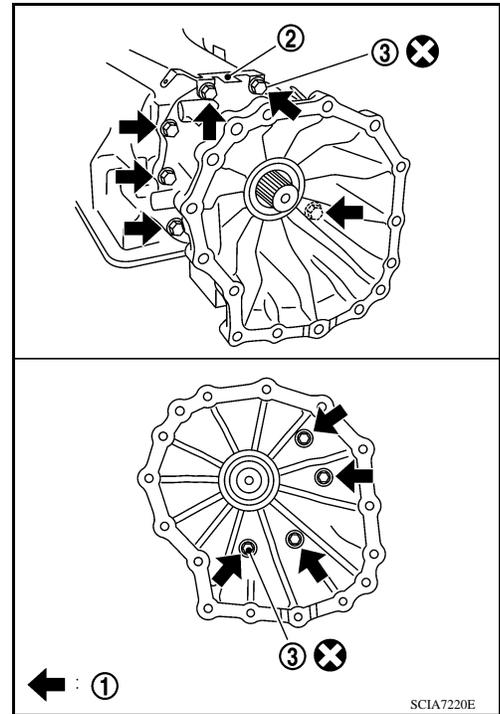
- 1: ➡
- 2: Brackets
- 3: Self-sealing bolts

**CAUTION:**

Do not reuse self-sealing bolt (2).

**Adapter case assembly bolt** : 52 N·m (5.3 kg-m, 38 ft-lb)

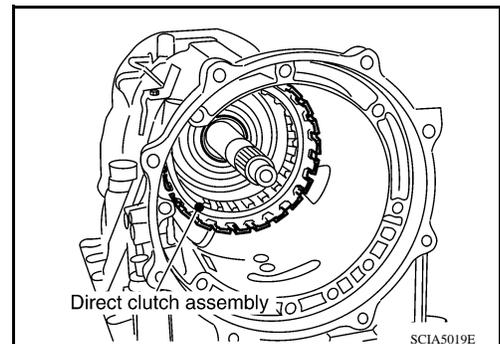
**Self-sealing bolt** : 61 N·m (6.2 kg-m, 45 ft-lb)



35. Install direct clutch assembly in reverse brake.

**CAUTION:**

Make sure that drum support edge surface and direct clutch inner boss edge surface come to almost same place.



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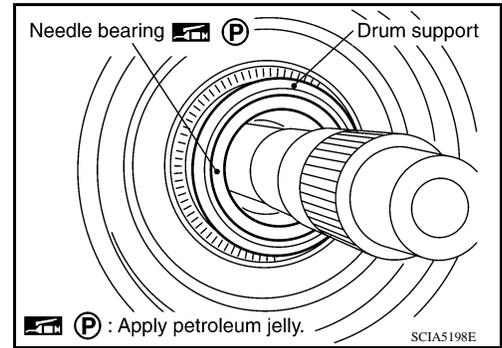
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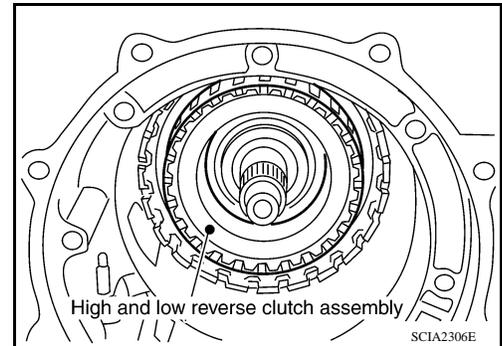
36. Install needle bearing in drum support.

**CAUTION:**

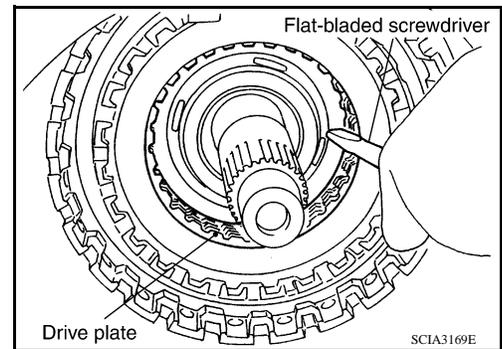
**Apply petroleum jelly to needle bearing.**



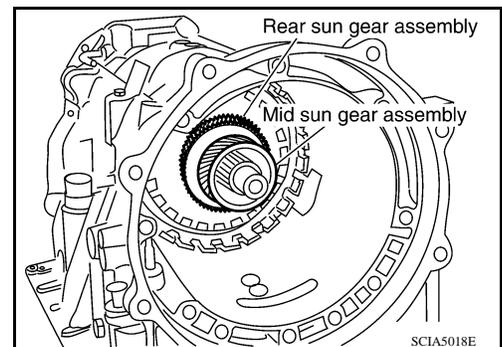
37. Install high and low reverse clutch assembly in direct clutch.



38. Align the drive plate using suitable tool.



39. Install high and low reverse clutch hub, mid sun gear assembly and rear sun gear assembly as a unit.



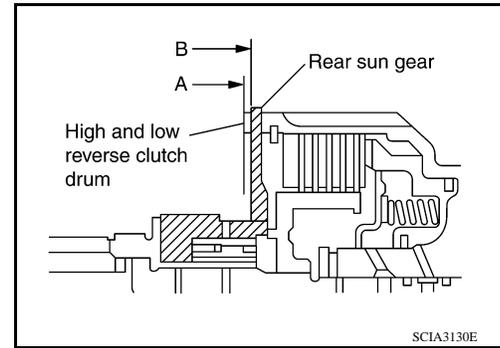
**CAUTION:**

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[5AT: RE5R05A]

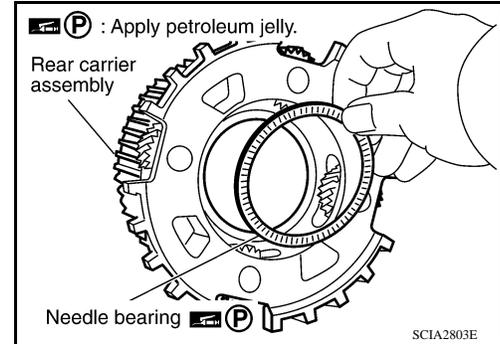
Make sure that portion "A" of high and low reverse clutch drum protrudes approximately 2 mm (0.08 in) beyond portion "B" of rear sun gear.



40. Install needle bearing in rear carrier assembly.

**CAUTION:**

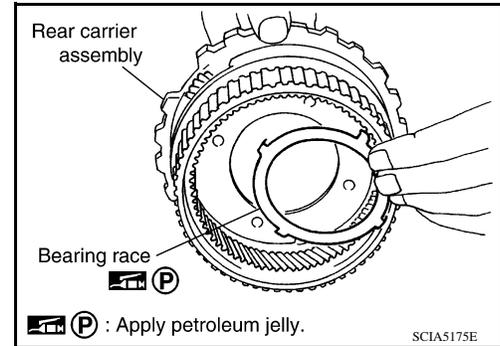
**Apply petroleum jelly to needle bearing.**



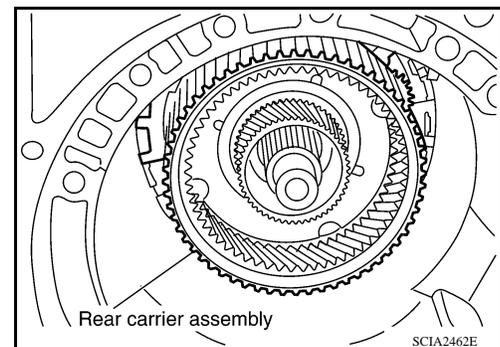
41. Install bearing race in rear carrier assembly.

**CAUTION:**

**Apply petroleum jelly to bearing race.**



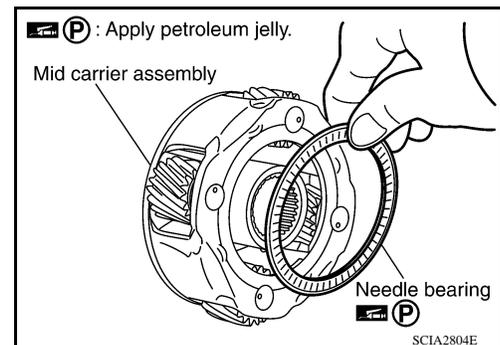
42. Install rear carrier assembly in direct clutch drum.



43. Install needle bearing (rear side) to mid carrier assembly.

**CAUTION:**

**Apply petroleum jelly to needle bearing.**



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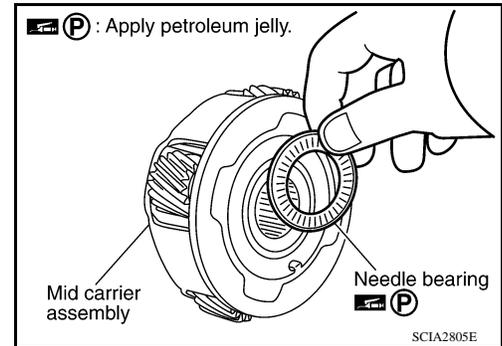
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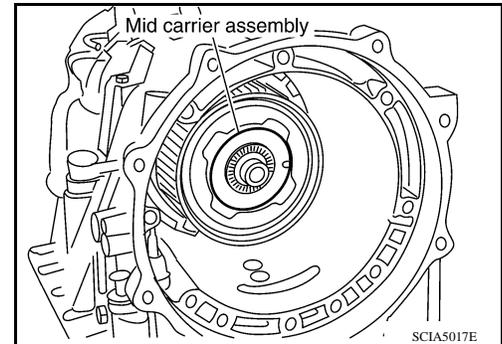
44. Install needle bearing (front side) to mid carrier assembly.

**CAUTION:**

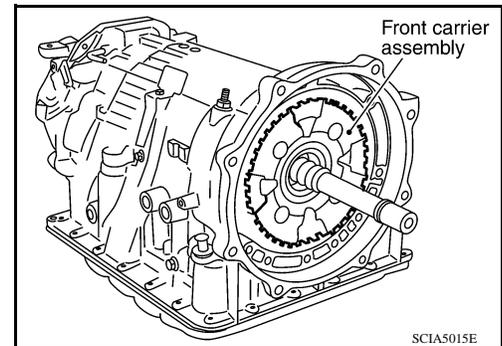
**Apply petroleum jelly to needle bearing.**



45. Install mid carrier assembly in rear carrier assembly.



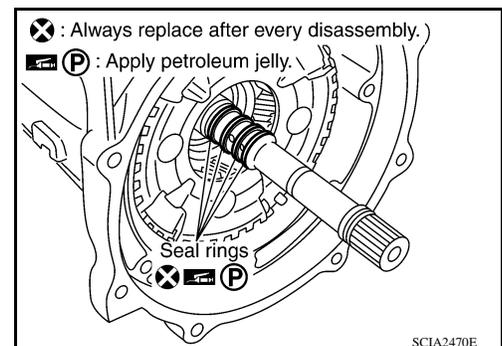
46. Install front carrier assembly, input clutch assembly and rear internal gear as a unit.



47. Install seal rings in input clutch assembly.

**CAUTION:**

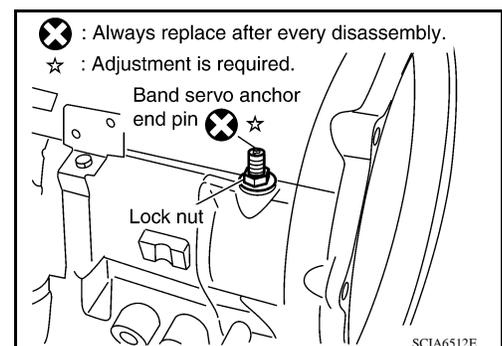
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



48. Install band servo anchor end pin and lock nut in transmission case.

**CAUTION:**

**Do not reuse band servo anchor end pin.**



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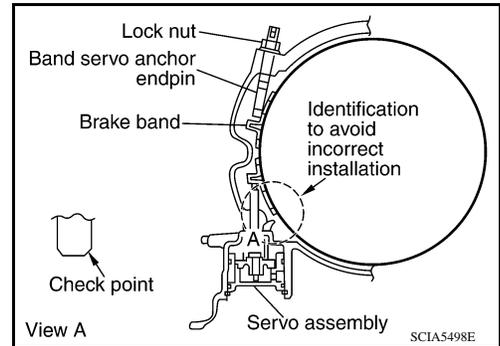
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[5AT: RE5R05A]

49. Install brake band in transmission case.

**CAUTION:**

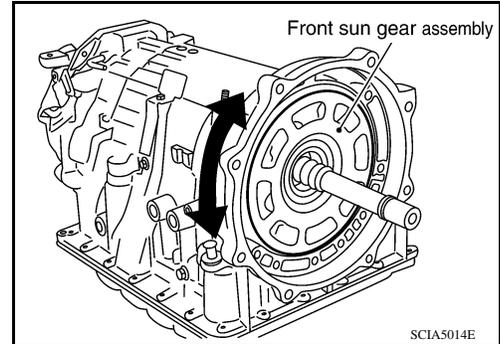
Install it so that the identification to avoid incorrect installation faces the servo side.



50. Install front sun gear to front carrier assembly.

**CAUTION:**

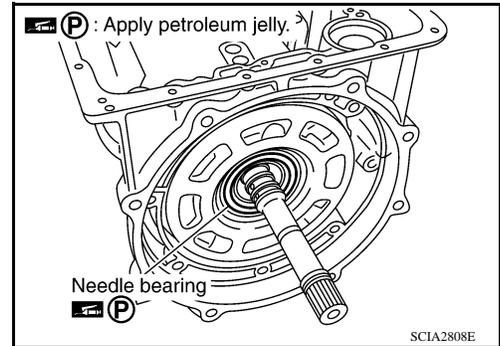
Apply ATF to front sun gear bearing and 3rd one-way clutch end bearing.



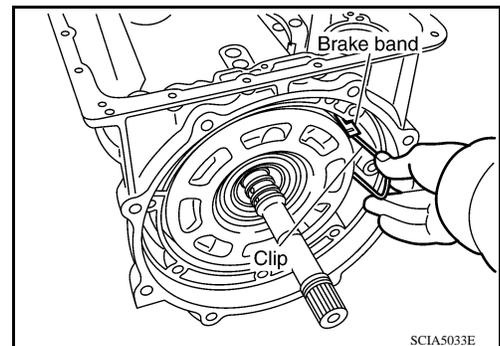
51. Install needle bearing to front sun gear.

**CAUTION:**

Apply petroleum jelly to needle bearing.



52. Adjust brake band tilting using a clip so that brake band contacts front sun gear drum evenly.

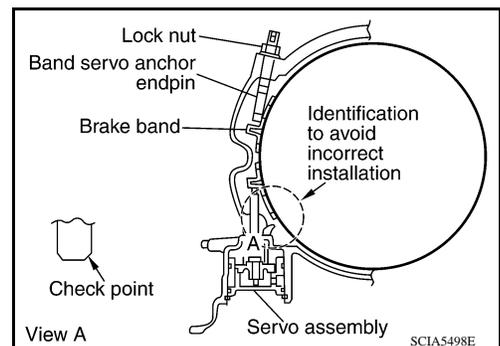


53. Adjust brake band.

- Loosen lock nut.
- Tighten band servo anchor end pin to specified torque.

**Anchor end pin : 5.0 N-m (0.51 kg-m, 44 in-lb)**

- Back off band servo anchor end pin three turns.
- Holding band servo anchor end pin, tighten lock nut to specified torque.



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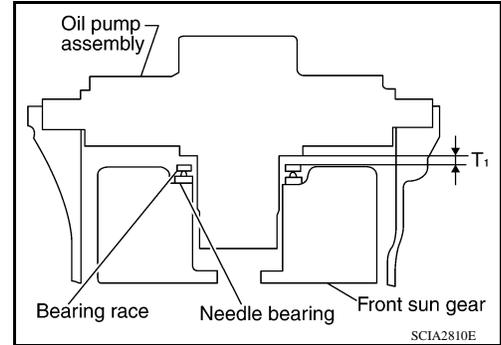
**Lock nut : 46 N·m (4.7 kg-m, 34 ft-lb)**

## Adjustment

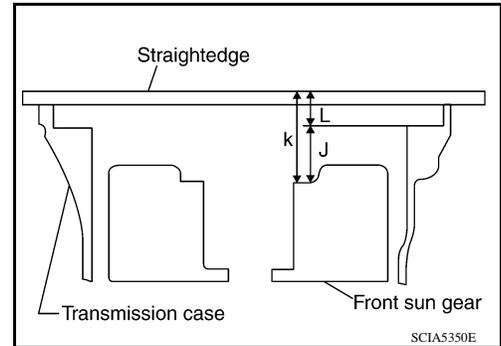
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### TOTAL END PLAY

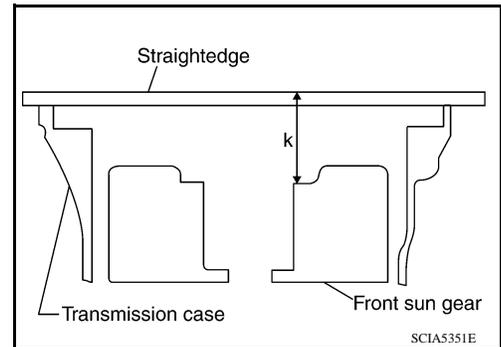
- Measure clearance between front sun gear and bearing race for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.



1. Measure dimensions "K" and "L" and then calculate dimension "J".



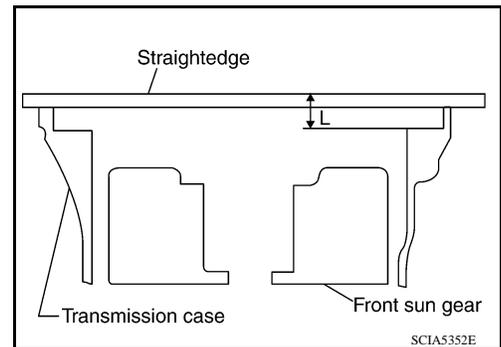
- a. Measure dimension "K".



- b. Measure dimension "L".
- c. Calculate dimension "J".

**"J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of front sun gear.**

$$J = K - L$$

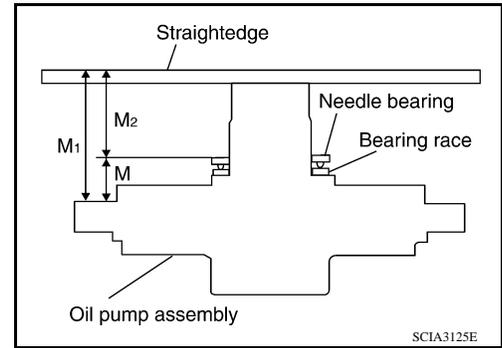


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< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

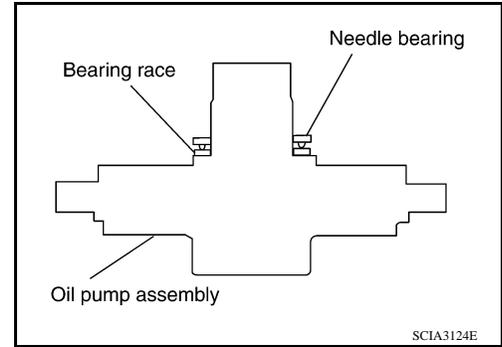
2. Measure dimensions "M1" and "M2" and then calculate dimension "M".



A  
B  
C

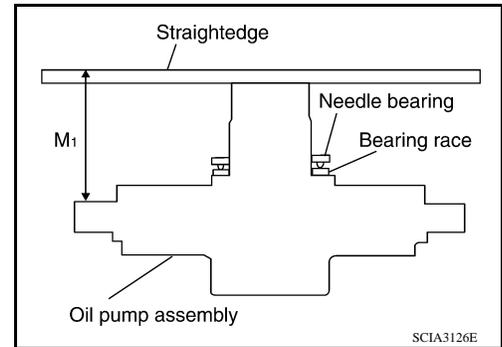
TM

- a. Place bearing race and needle bearing on oil pump assembly.



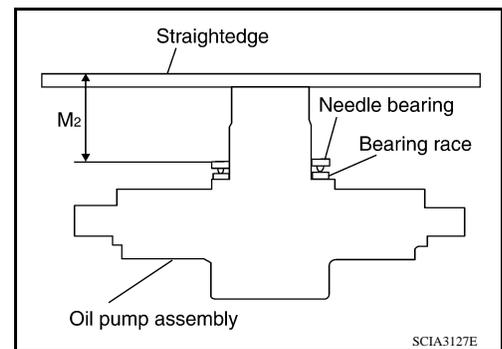
E  
F  
G

- b. Measure dimension "M1".



H  
I  
J

- c. Measure dimension "M2".

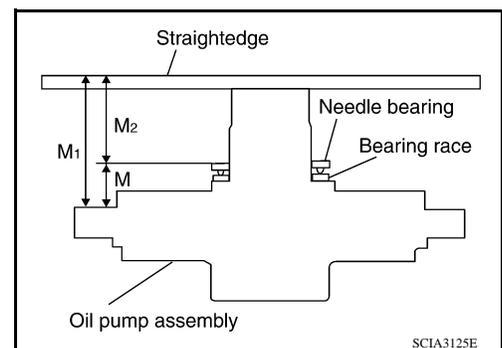


K  
L  
M

- d. Calculate dimension "M".

**"M": Distance between transmission case fitting surface of oil pump and needle bearing on oil pump.**

$$M = M_1 - M_2$$



O  
P

# ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

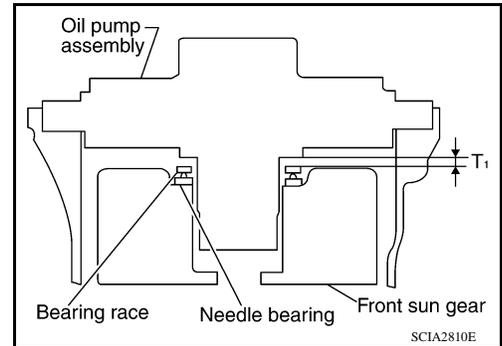
3. Adjust total end play "T1".

$$T_1 = J - M$$

**Total end play "T1" : 0.25 - 0.55 mm (0.0098 - 0.0217 in)**

- Select proper thickness of bearing race so that total end play is within specifications.

**Bearing races :Refer to [TM-399, "Total End Play"](#).**



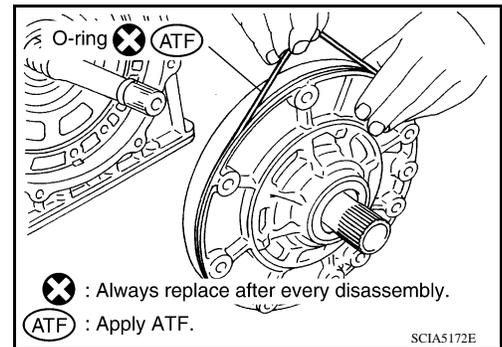
## Assembly (2)

INFOID:000000004458437

1. Install O-ring to oil pump assembly.

**CAUTION:**

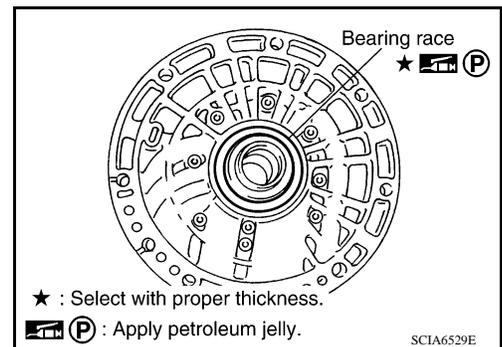
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install bearing race to oil pump assembly.

**CAUTION:**

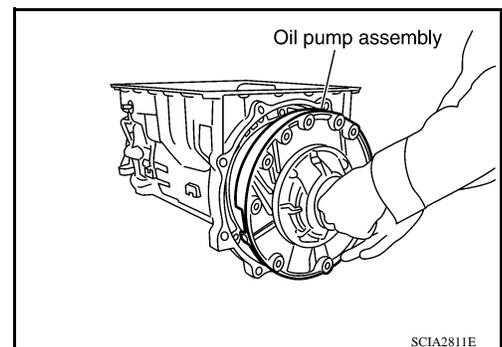
**Apply petroleum jelly to bearing race.**



3. Install oil pump assembly in transmission case.

**CAUTION:**

**Apply ATF to oil pump bearing.**



# ASSEMBLY

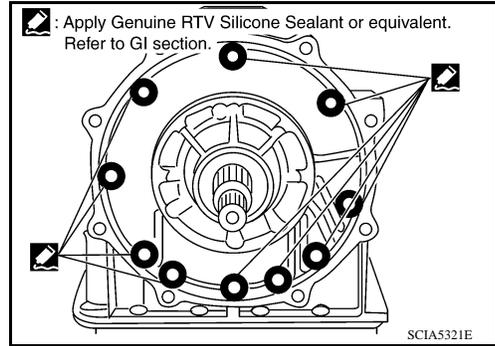
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

4. Apply recommended sealant (Genuine RTV Silicone Sealant or equivalent. Refer to [GI-25, "Recommended Chemical Products and Sealants"](#).) to oil pump assembly as shown.

**CAUTION:**

Completely remove all moisture, oil, old sealant and any foreign material from the oil pump bolts and oil pump bolt mating surfaces.

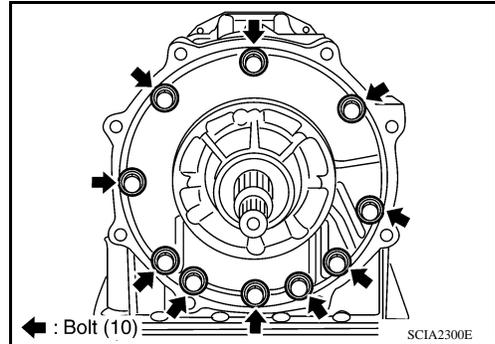


5. Tighten oil pump bolts to specified torque.

**Oil pump bolts : 48 N-m (4.9 kg-m, 35 ft-lb)**

**CAUTION:**

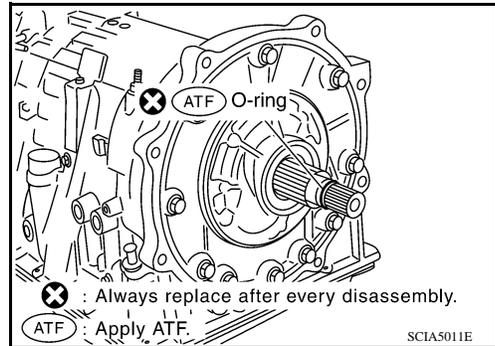
Apply ATF to oil pump bushing.



6. Install O-ring to input clutch assembly.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



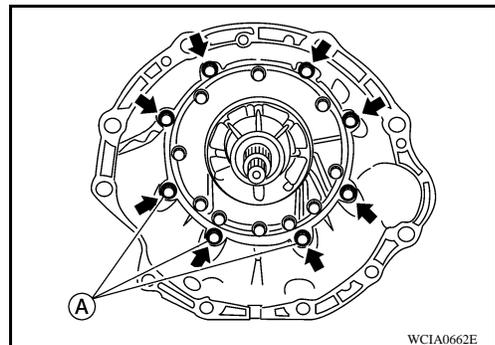
7. Install converter housing to transmission case and tighten bolts to specified torque.

**Converter housing bolt : 52 N-m (5.3 kg-m, 38 ft-lb)**

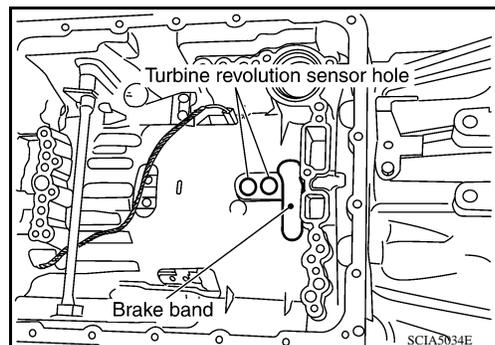
**Self-sealing bolt (A) : 61 N-m (6.2 kg-m, 45 ft-lb)**

**CAUTION:**

Do not reuse self-sealing bolt (A).



8. Make sure that brake band does not close turbine revolution sensor hole.



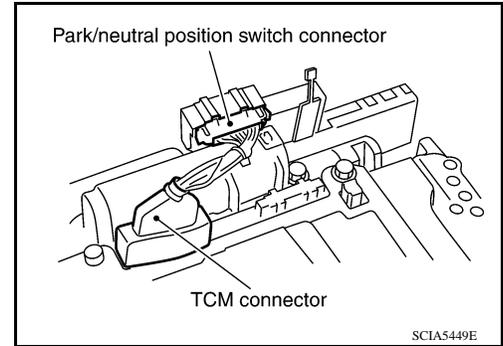
A  
B  
C  
TM  
E  
F  
G  
H  
I  
J  
K  
L  
M  
N  
O  
P

# ASSEMBLY

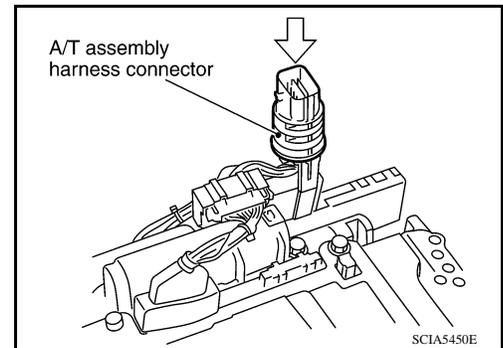
## < DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

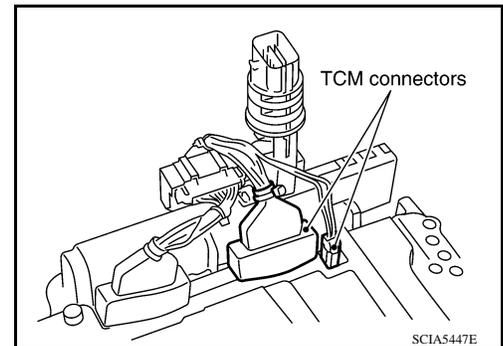
9. Install control valve with TCM.
- a. Connect TCM connector and park/neutral position switch connector.



- b. Install A/T assembly harness connector to control valve with TCM.



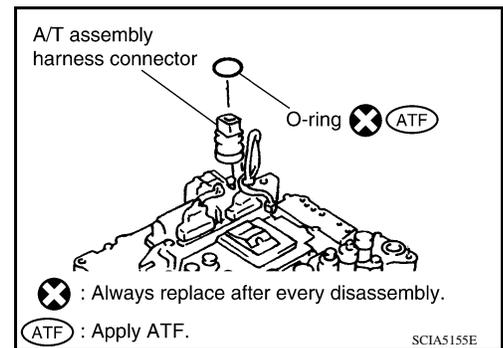
- c. Connect TCM connectors.



- d. Install O-ring to A/T assembly harness connector.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.

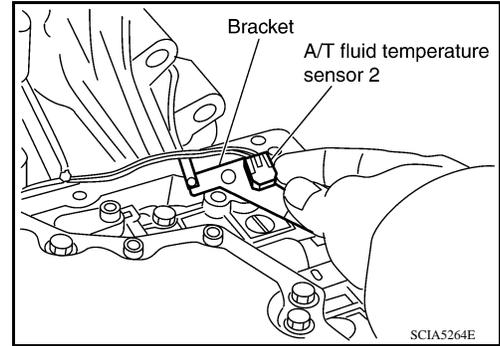


# ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

e. Install A/T fluid temperature sensor 2 to bracket.

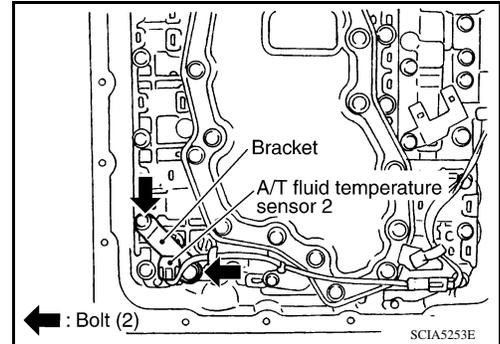


f. Install A/T fluid temperature sensor 2 (with bracket) to control valve with TCM and tighten bolt to specified torque.

**Bracket bolt : 7.9 N-m (0.81 kg-m, 70 in-lb)**

**CAUTION:**

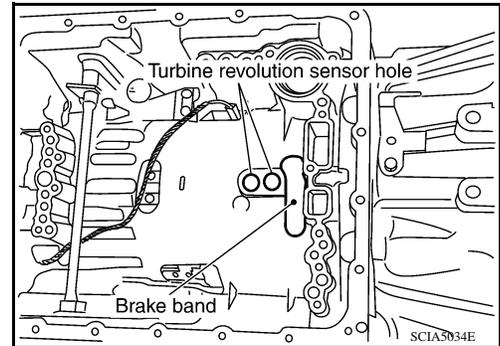
**Adjust bolt hole of bracket to bolt hole of control valve.**



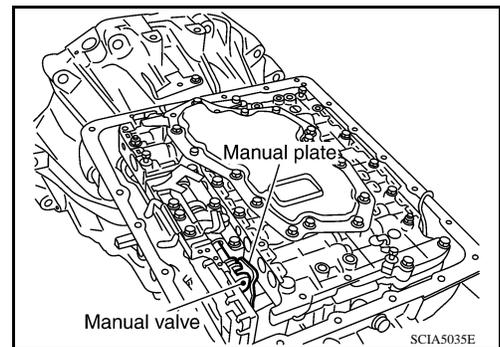
g. Install control valve with TCM in transmission case.

**CAUTION:**

- **Make sure that turbine revolution sensor is securely installed into turbine revolution sensor hole.**
- **Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.**
- **Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.**

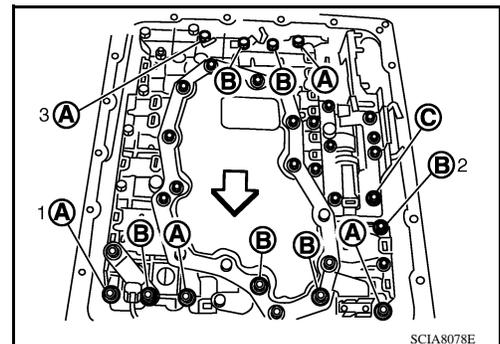


- **Assemble it so that manual valve cutout is engaged with manual plate projection.**



h. Install bolts (A), (B) and (C) to control valve with TCM. Tighten bolt (1), (2) and (3) temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts. Tighten control valve with TCM bolts to the specification.

- ⇨: Front



| Bolt symbol     | A         | B         | C         |
|-----------------|-----------|-----------|-----------|
| Number of bolts | 5         | 6         | 1         |
| Length mm (in)  | 42 (1.65) | 55 (2.17) | 40 (1.57) |

A  
B  
C  
TM  
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H  
I  
J  
K  
L  
M  
N  
O  
P

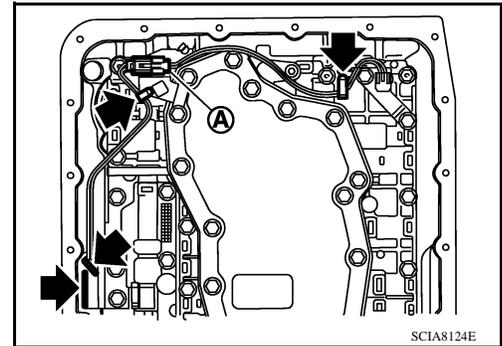
# ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

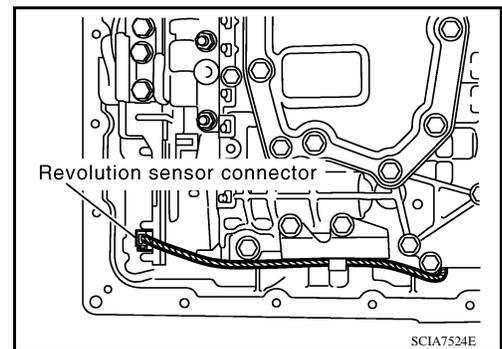
[5AT: RE5R05A]

|  |                |                  |
|--|----------------|------------------|
| Tightening torque<br>N·m (kg·m, in·lb) | 7.9 (0.81, 70) | With ATF applied |
|  |                | 7.9 (0.81, 70)   |

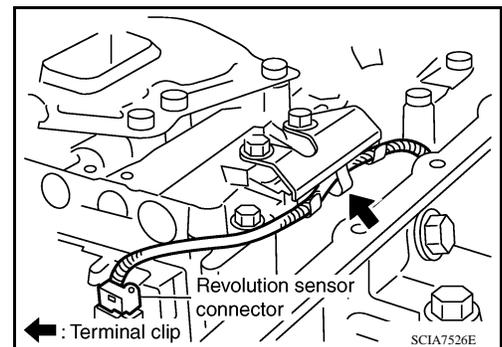
10. Connect A/T fluid temperature sensor 2 connector (A).
11. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips.



12. Connect revolution sensor connector.

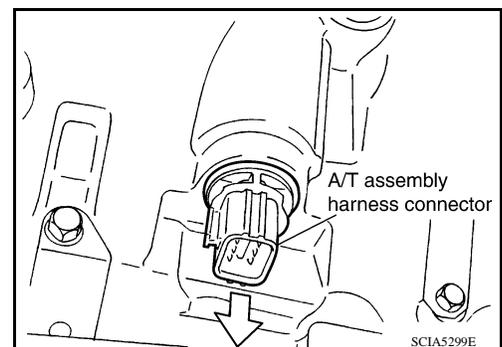


13. Securely fasten revolution sensor harness with terminal clip.



14. Pull down A/T assembly harness connector.

**CAUTION:**  
Do not damage connector.

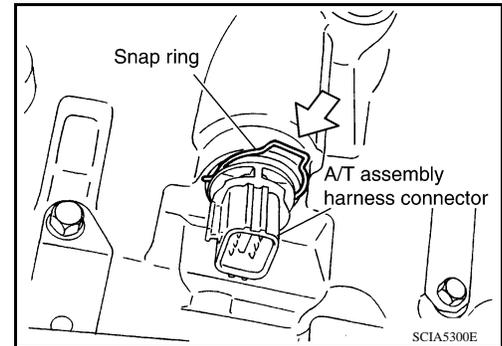


# ASSEMBLY

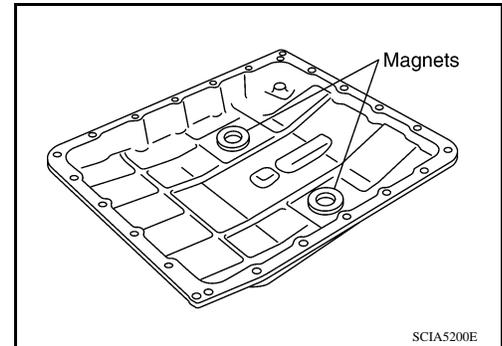
< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

15. Install snap ring to A/T assembly harness connector.



16. Install magnets in oil pan.



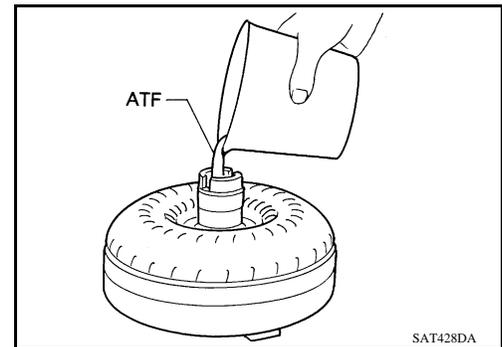
17. Install oil pan to transmission case. Refer to [TM-299, "Removal and Installation"](#).

18. Install torque converter.

- a. Pour ATF into torque converter.

**NOTE:**

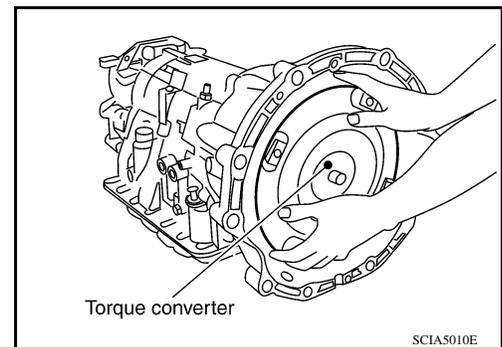
- Approximately 2 liters (2-1/8 US qt. 1-3/4 Imp qt) of fluid is required for a new torque converter.
- When reusing old torque converter, add the same amount of fluid as was drained.



- b. Install torque converter while aligning notches of torque converter with notches of oil pump.

**CAUTION:**

**Install torque converter while rotating it.**



A  
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N  
O  
P

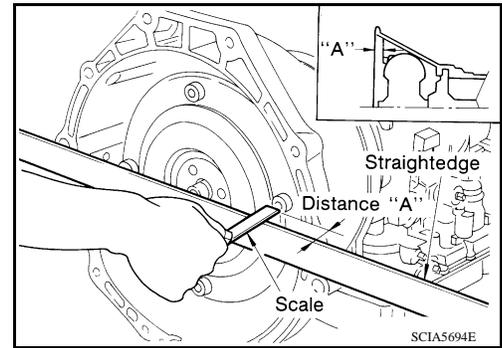
# ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[5AT: RE5R05A]

- c. Measure distance "A" to make sure that torque converter is in proper position.

**Distance "A" : 25.0 mm (0.98 in) or more**



# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[5AT: RE5R05A]

## SERVICE DATA AND SPECIFICATIONS (SDS)

### SERVICE DATA AND SPECIFICATIONS (SDS)

#### General Specification

INFOID:000000004054552

| Applied model                  |         | QR25DE                                  | VQ40DE  |       |
|--------------------------------|---------|---|---------|-------|
|                                |         | 2WD                                     |         | 4WD   |
| Automatic transmission model   |         | RE5R05A                                 |         |       |
| Transmission model code number |         | 3EX3D                                   | 99X9E   | 3EX0A |
| Stall torque ratio             |         | 1.84:1                                  | 1.76: 1 |       |
| Transmission gear ratio        | 1st     | 3.842                                   |         |       |
|                                | 2nd     | 2.353                                   |         |       |
|                                | 3rd     | 1.529                                   |         |       |
|                                | 4th     | 1.000                                   |         |       |
|                                | 5th     | 0.839                                   |         |       |
|                                | Reverse | 2.765                                   |         |       |
| Recommended fluid              |         | Genuine NISSAN Matic S ATF*1            |         |       |
| Fluid capacity                 |         | 10.3 liter (10-7/8 US qt, 9-1/8 Imp qt) |         |       |

**CAUTION:**

If Genuine NISSAN Matic S ATF is not available, Genuine NISSAN Matic J ATF may also be used, Using automatic transmission fluid other than Genuine NISSAN Matic S ATF or Matic J ATF will cause deterioration in driveability and automatic transmission durability, and may damage automatic transmission, which is not covered by the NISSAN new vehicle limited warranty.

\*1: Refer to [MA-12, "Fluids and Lubricants"](#).

#### Vehicle Speed at Which Gear Shifting Occurs

INFOID:000000004054553

##### 2WD MODELS

| Tire size   | Throttle position | Vehicle speed km/h (MPH) |                        |                          |                          |                          |                         |                       |                      |
|---|-------------------|--------------------------|------------------------|--------------------------|--------------------------|--------------------------|-------------------------|-----------------------|----------------------|
|   |                   | D1 →D2                   | D2 →D3                 | D3 →D4                   | D4 →D5                   | D5 →D4                   | D4 →D3                  | D3 →D2                | D2 →D1               |
| P235/75R15  | Full throttle     | 49 - 53<br>(30 - 33)     | 80 - 88<br>(50 - 55)   | 125-135<br>(78 - 84)     | 194 - 204<br>(121 - 127) | 190 - 200<br>(118 - 124) | 112 - 122<br>(70 - 76)  | 69 - 77<br>(43 - 48)  | 32 - 36<br>(20 - 23) |
|   | Half throttle     | 36 - 40<br>(23 - 25)     | 59 - 65<br>(37 - 44)   | 91 - 99<br>(57 - 62)     | 127 - 135<br>(79 - 83)   | 99 - 107<br>(62 - 66)    | 63 - 71<br>(39 - 44)    | 44 - 50<br>(27 - 30)  | 11 - 15<br>(7 - 9)   |
| P265/75R16<br>P265/70R16<br>P265/65R17<br>265/60R18 | Full throttle     | 68 - 72<br>(43 - 44)     | 109 - 117<br>(68 - 72) | 169 - 179<br>(106 - 111) | 259 - 294<br>(160 - 183) | 245 - 255<br>(153 - 158) | 157 - 167<br>(98 - 103) | 95 - 103<br>(60 - 64) | 43 - 47<br>(27 - 29) |
|   | Half throttle     | 54 - 58<br>(34 - 36)     | 88 - 94<br>(55 - 58)   | 137 - 145<br>(86 - 90)   | 165 - 173<br>(103 - 107) | 137 - 145<br>(86 - 90)   | 77 - 85<br>(48 - 52)    | 54 - 60<br>(34 - 37)  | 11 - 15<br>(7 - 9)   |
| P265/70R16<br>P265/65R17<br>P265/60R18              | Full throttle     | 6 - 66<br>(39 - 41)      | 100 - 108<br>(63 - 67) | 156 - 166<br>(97 - 103)  | 241 - 251<br>(150 - 155) | 237 - 247<br>(148 - 153) | 145 - 155<br>(91 - 96)  | 88 - 96<br>(55 - 59)  | 42 - 46<br>(27 - 28) |
|   | Half throttle     | 50 - 54<br>(32 - 33)     | 82 - 88<br>(51 - 54)   | 126 - 134<br>(79 - 83)   | 155 - 163<br>(97 - 101)  | 126 - 134<br>(79 - 83)   | 71 - 79<br>(45 - 49)    | 50 - 56<br>(32 - 34)  | 11 - 15<br>(7 - 9)   |

- At half throttle, the accelerator opening is 1/2 of the full opening.

##### 4WD MODELS

| Tire size  | Throttle position | Vehicle speed km/h (MPH) |                        |                         |                          |                          |                        |                      |                      |
|--|-------------------|--------------------------|------------------------|-------------------------|--------------------------|--------------------------|------------------------|----------------------|----------------------|
|  |                   | D1 →D2                   | D2 →D3                 | D3 →D4                  | D4 →D5                   | D5 →D4                   | D4 →D3                 | D3 →D2               | D2 →D1               |
| P265/70R16<br>P265/75R16<br>P265/65R17<br>P265/60R18 | Full throttle     | 62 - 66<br>(39 - 41)     | 100 - 108<br>(63 - 67) | 156 - 166<br>(97 - 103) | 241 - 251<br>(150 - 155) | 237 - 247<br>(148 - 153) | 145 - 155<br>(91 - 96) | 88 - 96<br>(55 - 59) | 42 - 46<br>(27 - 28) |
|  | Half throttle     | 50 - 54<br>(32 - 33)     | 82 - 88<br>(51 - 54)   | 126 - 134<br>(779 - 83) | 155 - 163<br>(97 - 101)  | 126 - 134<br>(79 - 83)   | 71 - 79<br>(45 - 49)   | 50 - 56<br>(32 - 34) | 11 - 15<br>(7 - 9)   |

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[5AT: RE5R05A]

|  |               |                      |                       |                        |                          |                          |                        |                      |                      |
|--|---------------|----------------------|-----------------------|------------------------|--------------------------|--------------------------|------------------------|----------------------|----------------------|
| P265/70R16<br>P265/65R17<br>P265/60R18 | Full throttle | 59 - 63<br>(37 - 39) | 95 - 103<br>(60 - 64) | 147 - 157<br>(92 - 97) | 228 - 238<br>(142 - 147) | 224 - 234<br>(140 - 145) | 137 - 147<br>(88 - 98) | 83 - 91<br>(52 - 56) | 40 - 44<br>(25 - 27) |
|  | Half throttle | 47 - 51<br>(30 - 31) | 77 - 83<br>(48 - 51)  | 119 - 127<br>(74 - 78) | 147 - 155<br>(92 - 96)   | 119 - 127<br>(74 - 78)   | 67 - 75<br>(42 - 46)   | 48 - 54<br>(30 - 33) | 10 - 15<br>(7 - 9)   |

- At half throttle, the accelerator opening is 1/2 of the full opening.

## Vehicle Speed at Which Lock-up Occurs/Releases

INFOID:000000004054554

### 2WD MODELS

| Tire size  | Throttle position | Vehicle speed km/h (MPH) |                     |
|--|-------------------|--------------------------|---------------------|
|  |                   | Lock-up "ON"             | Lock-up "OFF"       |
| P235/75R15   | Closed throttle   | 56 - 64 (35 - 40)        | 53 - 61 (33 - 37)   |
|  | Half throttle     | 161 - 169 (101 - 105)    | 127 - 135 (79 - 83) |
| P265/75R16<br>P265/70R16<br>P265/65R17<br>P265/60R18 | Closed throttle   | 57 - 65 (36 - 40)        | 53 - 61 (33 - 37)   |
|  | Half throttle     | 182 - 190 (114 - 118)    | 137 - 145 (86 - 90) |
| P265/70R16<br>P265/65R17<br>P265/60R18               | Closed throttle   | 52 - 60 (33 - 37)        | 48 - 57 (31 - 35)   |
|  | Half throttle     | 172 - 180 (107 - 111)    | 126 - 134 (79 - 83) |

- At closed throttle, the accelerator opening is less than 1/8 condition. (Closed throttle position signal: OFF)
- At half throttle, the accelerator opening is 1/2 of the full opening.

### 4WD MODELS

| Tire size  | Throttle position | Vehicle speed km/h (MPH) |                     |
|--|-------------------|--------------------------|---------------------|
|  |                   | Lock-up "ON"             | Lock-up "OFF"       |
| P265/70R16<br>P265/75R16<br>P265/65R17<br>P265/60R18 | Closed throttle   | 52 - 60 (33 - 37)        | 49 - 57 (31 - 35)   |
|  | Half throttle     | 172 - 180 (107 - 111)    | 126 - 134 (79 - 83) |
| P265/70R16<br>P265/65R17<br>P265/60R18               | Closed throttle   | 49 - 57 (31 - 35)        | 46 - 54 (29 - 33)   |
|  | Half throttle     | 163 - 171 (102 - 106)    | 119 - 127 (74 - 78) |

- At closed throttle, the accelerator opening is less than 1/8 condition. (Closed throttle position signal: OFF)
- At half throttle, the accelerator opening is 1/2 of the full opening.

## Stall Speed

INFOID:000000004054555

|              |                   |                   |
|--------------|-------------------|-------------------|
| Engine model | QR25DE            | VQ40DE            |
| Stall speed  | 2,350 - 2,650 rpm | 2,550 - 2,850 rpm |

## Line Pressure

INFOID:000000004054556

| Engine speed   | Line pressure [kPa (kg/cm <sup>2</sup> , psi)] |  |
|----------------|--|--|
|                | "R" position                                   | "D" position                           |
| At idle speed  | 425 - 465 (4.3 - 4.7, 62 - 67)                 | 379 - 428 (3.9 - 4.4, 55 - 62)         |
| At stall speed | 1,605 - 1,950 (16.4 - 19.9, 233 - 283)         | 1,310 - 1,500 (13.4 - 15.3, 190 - 218) |

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[5AT: RE5R05A]

## A/T Fluid Temperature Sensor

INFOID:000000004054557

| Name                           | Condition    | CONSULT-III "DATA MONITOR" (Approx.) (V) | Resistance (Approx.) (kΩ) |
|--------------------------------|--------------|--|---------------------------|
| A/T fluid temperature sensor 1 | 0°C (32°F)   | 3.3                                      | 15                        |
|                                | 20°C (68°F)  | 2.7                                      | 6.5                       |
|                                | 80°C (176°F) | 0.9                                      | 0.9                       |

## Turbine Revolution Sensor

INFOID:000000004054558

| Name                        | Condition   | Data (Approx.) |
|-----------------------------|---|----------------|
| Turbine revolution sensor 1 | When running at 50 km/h (31 MPH) in 4th speed with the closed throttle position switch "OFF". | 1.3 (kHz)      |
| Turbine revolution sensor 2 | When moving at 20 km/h (12 MPH) in 1st speed with the closed throttle position switch "OFF".  |                |

## Vehicle Speed Sensor A/T (Revolution Sensor)

INFOID:000000004054559

| Name              | Condition                        | Data (Approx.) |
|-------------------|----------------------------------|----------------|
| Revolution sensor | When moving at 20 km/h (12 MPH). | 185 (Hz)       |

## Reverse brake

INFOID:000000004054560

| Thickness of retaining plates | Thickness mm (in) | Part number* |
|-------------------------------|-------------------|--------------|
|                               | 4.2 (0.165)       | 31667 90X14  |
| 4.4 (0.173)                   | 31667 90X15       |              |
| 4.6 (0.181)                   | 31667 90X16       |              |
| 4.8 (0.189)                   | 31667 90X17       |              |
| 5.0 (0.197)                   | 31667 90X18       |              |
| 5.2 (0.205)                   | 31667 90X19       |              |

\*: Always check with the Parts Department for the latest parts information.

## Total End Play

INFOID:000000004054561

|                        |                               |
|------------------------|-------------------------------|
| Total end play mm (in) | 0.25 - 0.55 (0.0098 - 0.0217) |
|------------------------|-------------------------------|

## BEARING RACE FOR ADJUSTING TOTAL END PLAY

| Thickness mm (in) | Part number* |
|-------------------|--------------|
| 0.8 (0.031)       | 31435 95X00  |
| 1.0 (0.039)       | 31435 95X01  |
| 1.2 (0.047)       | 31435 95X02  |
| 1.4 (0.055)       | 31435 95X03  |
| 1.6 (0.063)       | 31435 95X04  |
| 1.8 (0.071)       | 31435 95X05  |

\*: Always check with the Parts Department for the latest parts information.