

AUTOMATIC TRANSMISSION

SECTION **AT**

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PRECAUTIONS

RL4R01A

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

NEAT0400

The Supplemental Restraint System "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a seat belt, help to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), seat belt pre-tensioners, a diagnosis sensor unit, a crash zone sensor (4WD models), warning lamp, wiring harness, and spiral cable.

The vehicle (except crew cab models) is equipped with a passenger air bag deactivation switch. Because no rear seat exists where a rear-facing child restraint can be placed, the switch is designed to turn off the passenger air bag so that a rear-facing child restraint can be used in the front passenger seat. The switch is located in the center of the instrument panel, near the ashtray. When the switch is turned to the ON position, the passenger air bag is enabled and could inflate in a frontal collision. When the switch is turned to the OFF position, the passenger air bag is disabled and will not inflate in a frontal collision. A passenger air bag OFF indicator on the instrument panel lights up when the passenger air bag is switched OFF. The driver air bag always remains enabled and is not affected by the passenger air bag deactivation switch.

Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance should be performed by an authorized NISSAN 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, Refer to **RS-21**.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses (except "SEAT BELT PRE-TENSIONER") are covered with yellow insulation either just before the harness connectors or on the complete harness, for easy identification.
- The vehicle (except 4-door model) is equipped with a passenger air bag deactivation switch which can be operated by the customer. When the passenger air bag is switched OFF, the passenger air bag is disabled and will not inflate in a frontal collision. When the passenger air bag is switched ON, the passenger air bag is enabled and could inflate in a frontal collision. After SRS maintenance or repair, make sure the passenger air bag deactivation switch is in the same position (ON or OFF) as when the vehicle arrived for service.

Precautions

NEAT0401

- 1) 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.
- 2) Disassembly should be done in a clean work area.
- 3) Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
- 4) Place disassembled parts in order for easier and proper assembly.
- 5) All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- 6) Gaskets, seals and O-rings should be replaced anytime the transmission is disassembled.
- 7) The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place removed parts in order, on a parts rack, so they can be put back in the valve body in the same positions and sequences. Care will also prevent springs and small parts from becoming scattered or lost.
- 8) Properly installed valves, sleeves, plugs, etc. will slide along their bores in the valve body under their own weight.
- 9) Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold small bearings and washers in place during assembly. Do not use grease.
- 10) Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- 11) If A/T fluid contains frictional material (clutches, bands, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of A/T. Refer to **LC-11** ("Radiator", "ENGINE COOLING SYSTEM").
- 12) After overhaul, refill the transmission with new ATF.
- 13) 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” Refer to **MA-36**.

Service Notice or Precautions

NEAT0402

NEAT0402S01

TORQUE CONVERTER SERVICE

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

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

The torque converter should not be replaced if:

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.
- Transmission failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

ATF COOLER SERVICE

NEAT0402S02

If A/T fluid contains frictional material (clutches, bands, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of A/T. Refer to **LC-11** (“Radiator”, “ENGINE COOLING SYSTEM”).

Wiring Diagrams and Trouble Diagnosis

NEAT0403

When you read wiring diagrams, refer to the followings:

- “HOW TO READ WIRING DIAGRAMS” refer to **GI-11**.
- “POWER SUPPLY ROUTING” for power distribution circuit refer to **EL-8**.

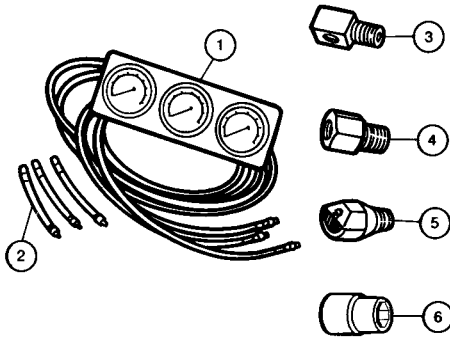
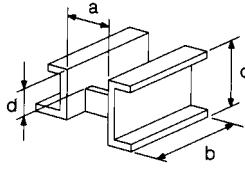
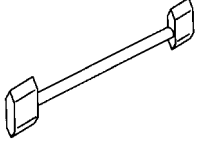
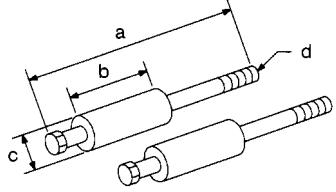
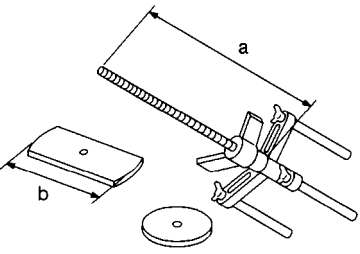
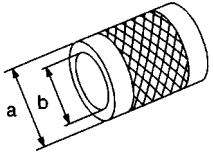
When you perform trouble diagnosis, refer to the followings:

- “HOW TO FOLLOW TEST GROUP IN TROUBLE DIAGNOSIS” refer to **GI-35**.
- “HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT” refer to **GI-24**.

Special Service Tools

NEAT0404

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

Tool number (Kent-Moore No.) Tool name	Description	
(J34301-C) Oil pressure gauge set 1 (J34301-1) Oil pressure gauge 2 (J34301-2) Hose 3 (J34298) Joint pipe 4 (J34282-2) Adapter 5 (790-301-1230-A) 60° Adapter 6 (J34301-15) Square socket	 <p style="text-align: center;">AAT546</p>	Measuring line pressure and governor pressure
ST07870000 (J37068) Transmission case stand	 <p style="text-align: center;">NT421</p>	Disassembling and assembling A/T a: 182 mm (7.17 in) b: 282 mm (11.10 in) c: 230 mm (9.06 in) d: 100 mm (3.94 in)
KV31102100 (J37065) Torque converter one- way clutch check tool	 <p style="text-align: center;">NT098</p>	Checking one-way clutch in torque converter
ST25850000 (J25721-A) Sliding hammer	 <p style="text-align: center;">NT422</p>	Removing oil pump assembly a: 179 mm (7.05 in) b: 70 mm (2.76 in) c: 40 mm (1.57 in) dia. d: M12 x 1.75P
KV31102400 (J34285 and J34285- 87) Clutch spring compres- sor	 <p style="text-align: center;">NT423</p>	Removing and installing clutch return springs a: 320 mm (12.60 in) b: 174 mm (6.85 in)
ST33200000 (J26082) Drift	 <p style="text-align: center;">NT091</p>	Installing oil pump housing oil seal Installing rear oil seal a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.

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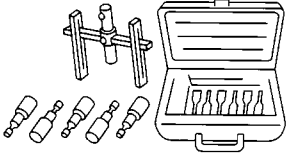
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PREPARATION

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Special Service Tools (Cont'd)

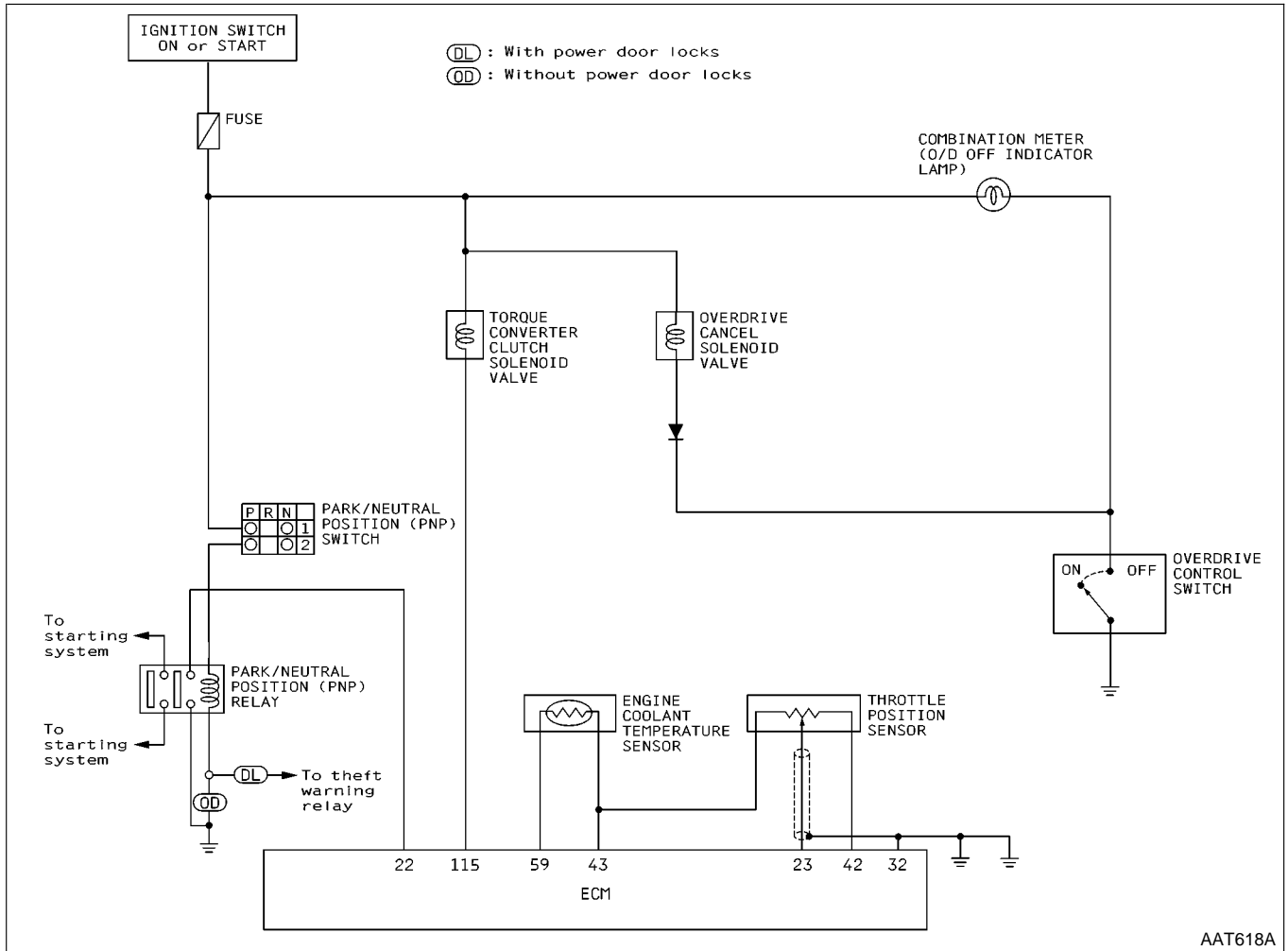
Tool number (Kent-Moore No.) Tool name	Description
(J34291) Shim setting gauge set	 <p>Selecting oil pump cover bearing race and oil pump thrust washer</p> <p>NT101</p>

OVERALL SYSTEM

RL4R01A
Circuit Diagram

Circuit Diagram

NEAT0405

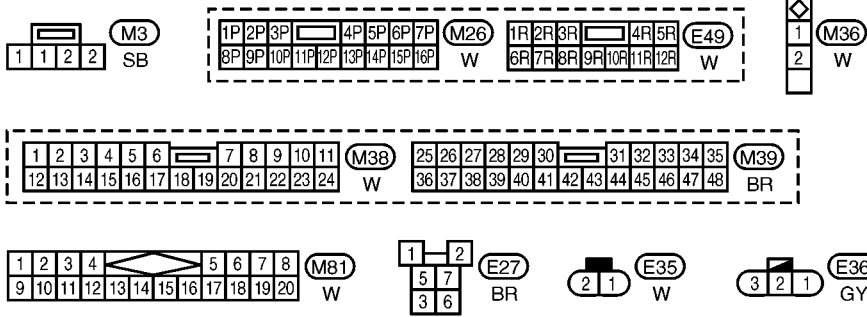
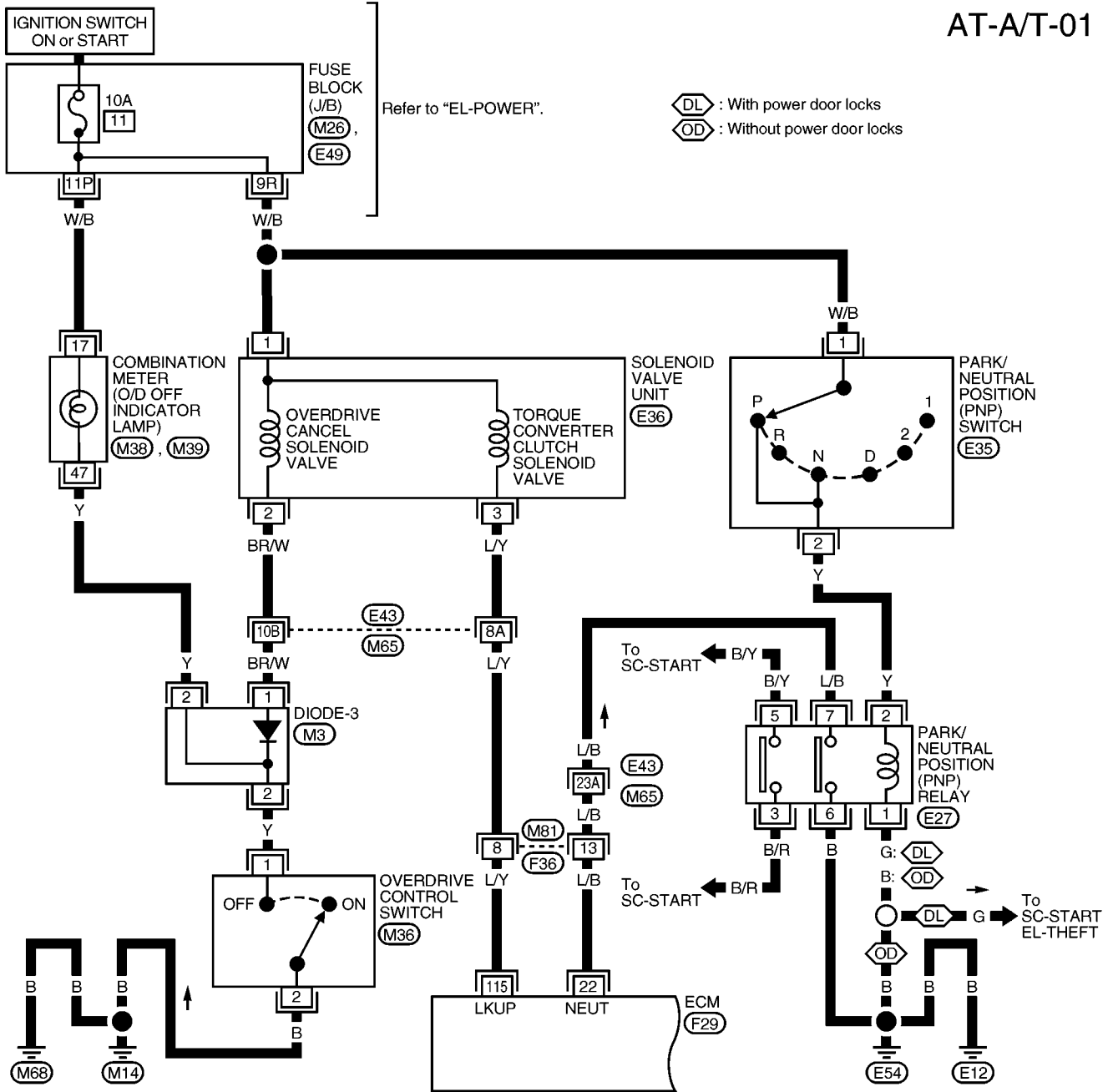


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Wiring Diagram

NEAT0406

AT-A/T-01



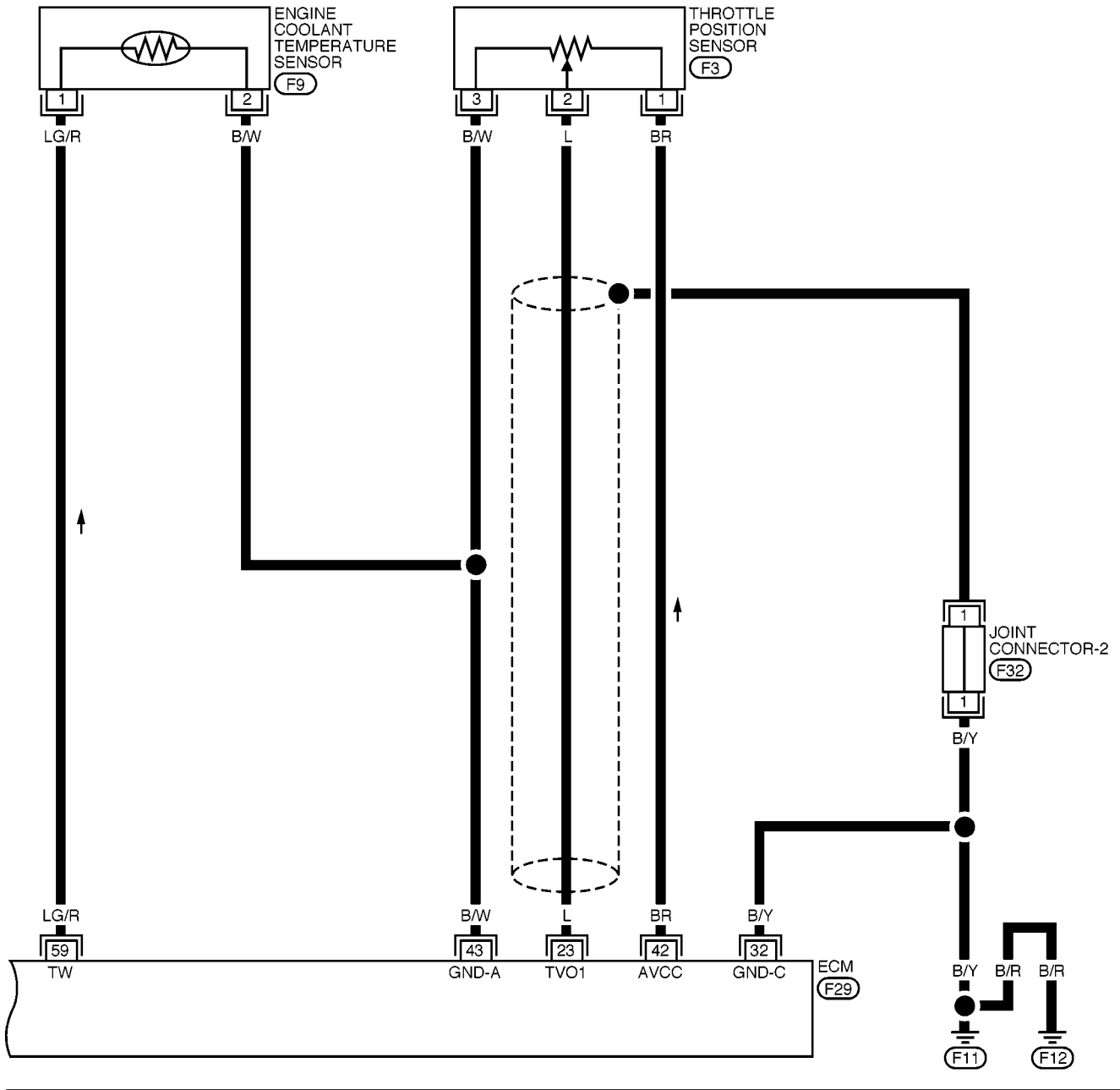
Refer to the following.
 (M65), (E43) - SUPER MULTIPLE JUNCTION (SMJ)
 (F29) - ELECTRICAL UNITS

OVERALL SYSTEM

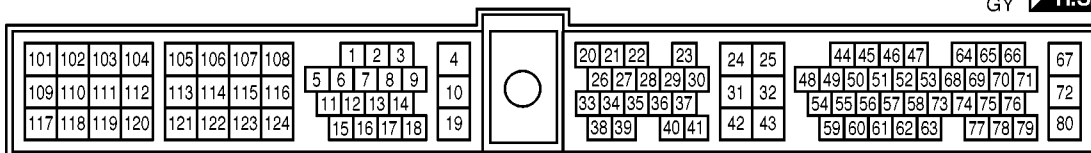
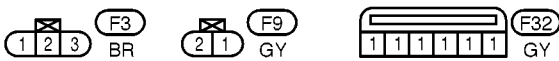
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Wiring Diagram (Cont'd)

AT-A/T-02



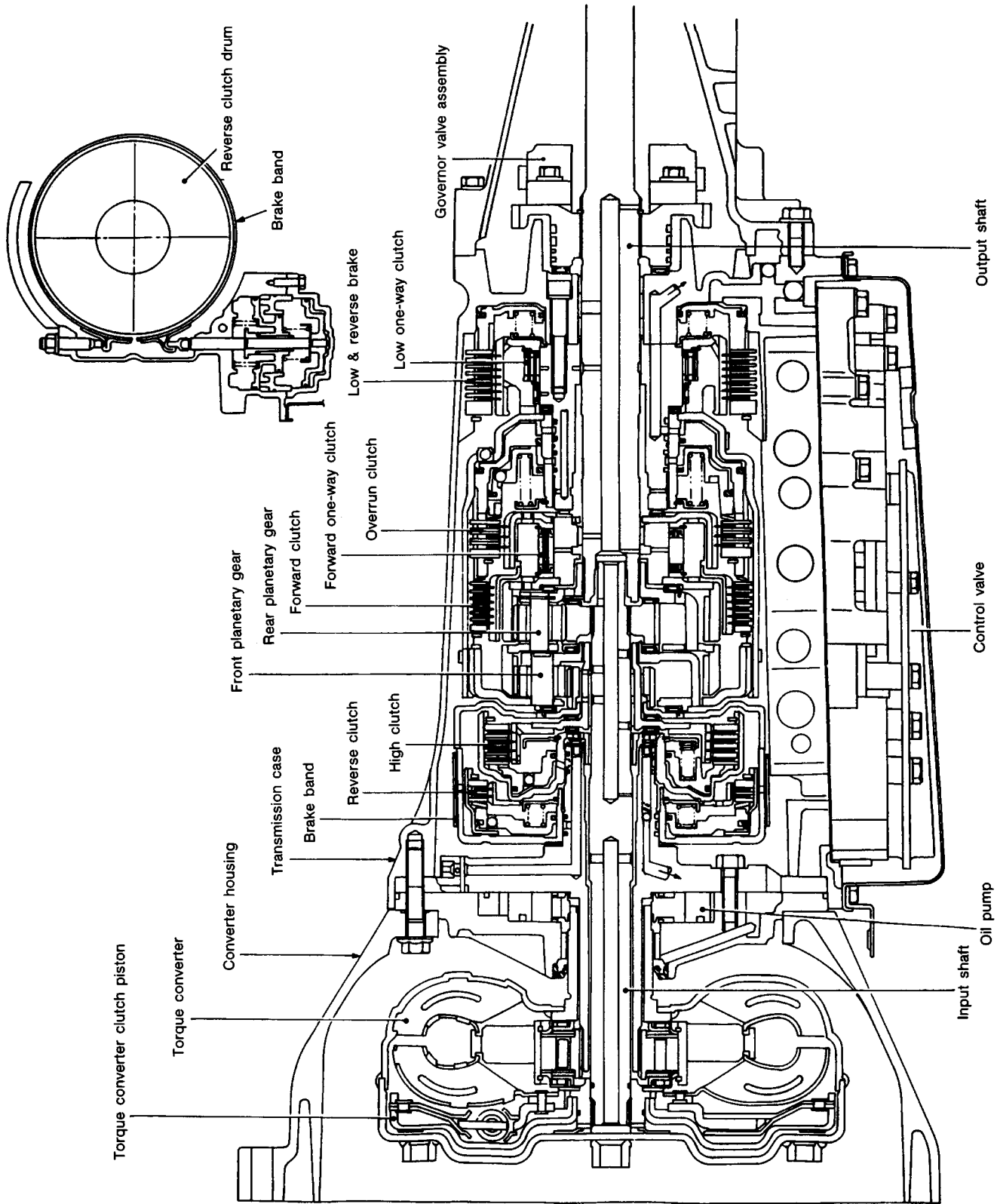
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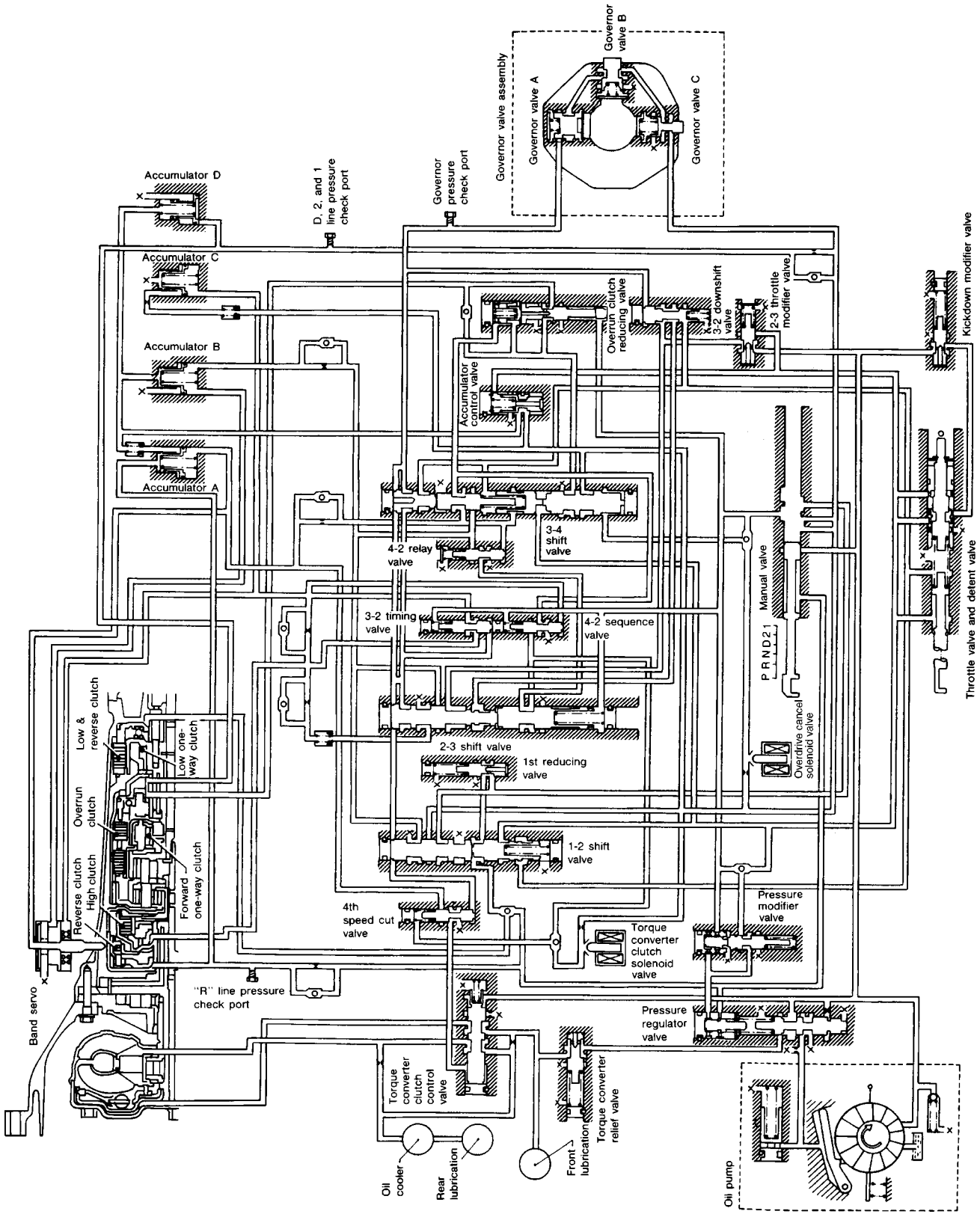
Cross-sectional View

NEAT0407



Hydraulic Control Circuits

NEAT0408



- GI
- MA
- EM
- LC
- EC
- FE
- CL
- MT
- AT**
- TF
- PD
- AX
- SU
- BR
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Shift Mechanism

NEAT0409

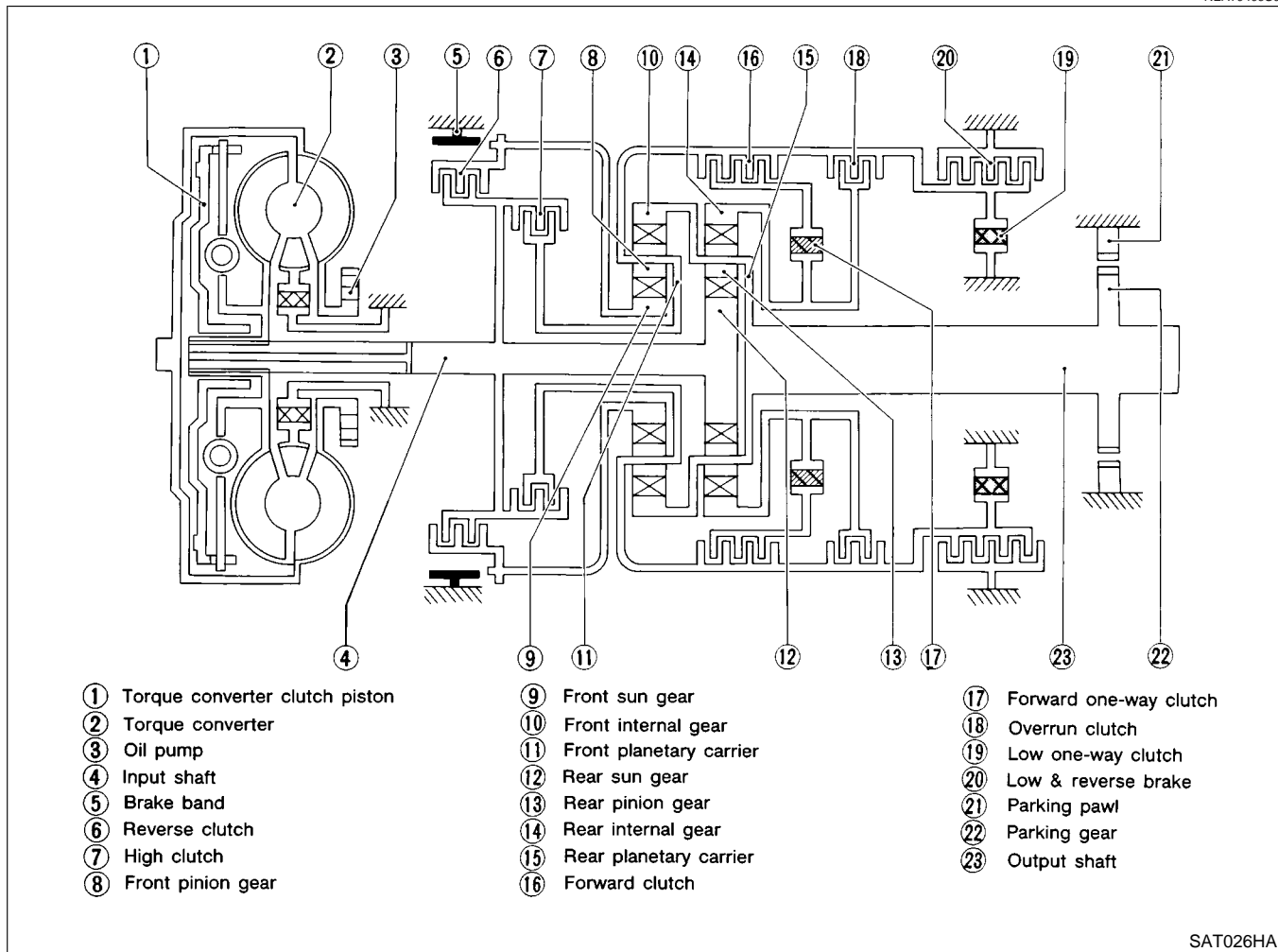
The automatic transmission uses compact, dual planetary gear systems to improve power-transmission efficiency, simplify construction and reduce weight.

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

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

CONSTRUCTION

NEAT0409S01



OVERALL SYSTEM

RL4R01A

Shift Mechanism (Cont'd)

FUNCTION OF CLUTCH AND BRAKE

-NEAT0409S02

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

CLUTCH AND BAND CHART

NEAT0409S03

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

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

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

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

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

○ : Operates.

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

B: Operates during "progressive" acceleration.

C: Operates but does not affect power-transmission.

OVERALL SYSTEM

RL4R01A

Shift Mechanism (Cont'd)

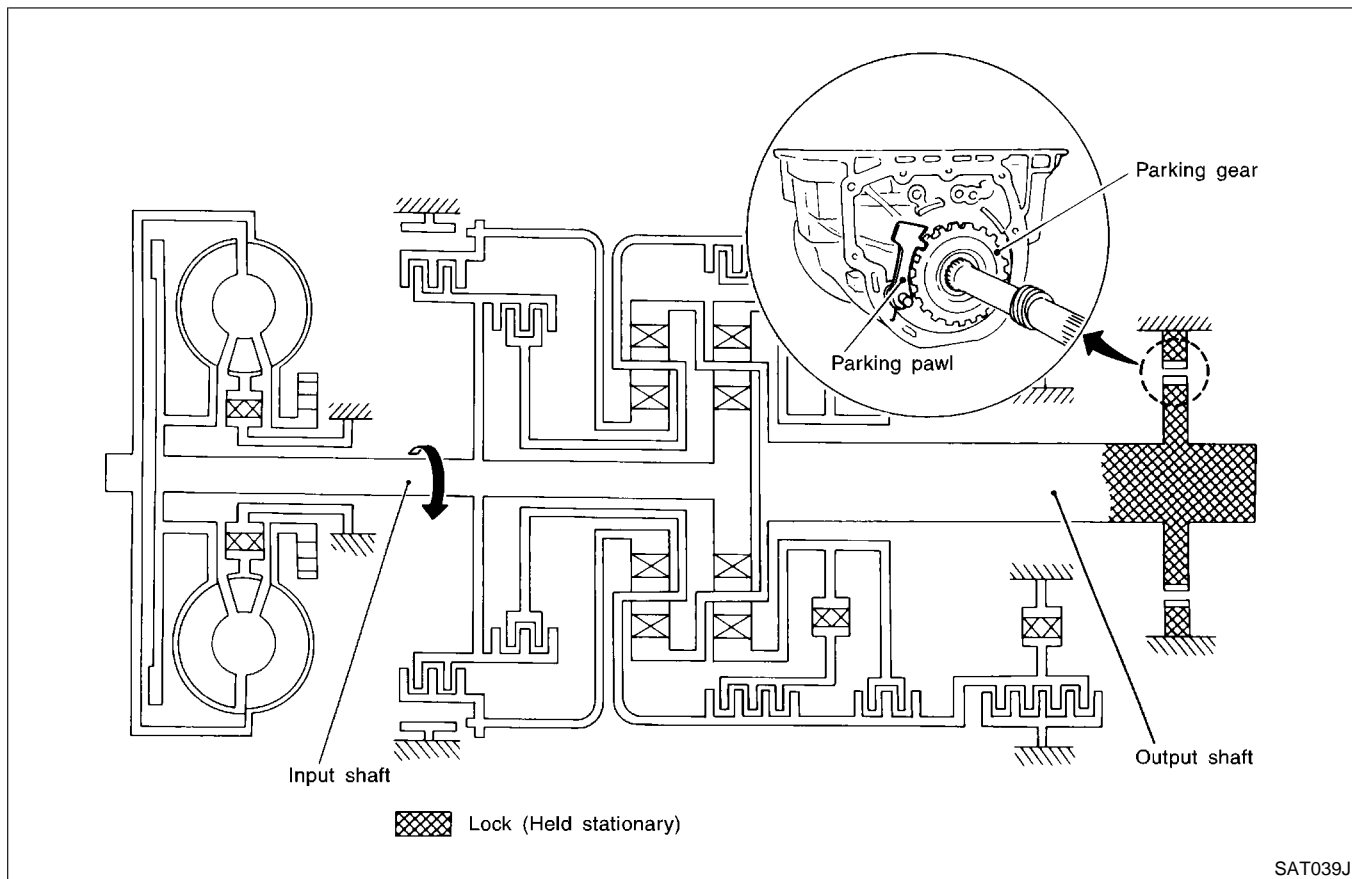
D: Operates when throttle opening is less than 3/16, but does not affect engine brake.

POWER TRANSMISSION

“N” and “P” Positions

=NEAT0409S04
NEAT0409S0401

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



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OVERALL SYSTEM

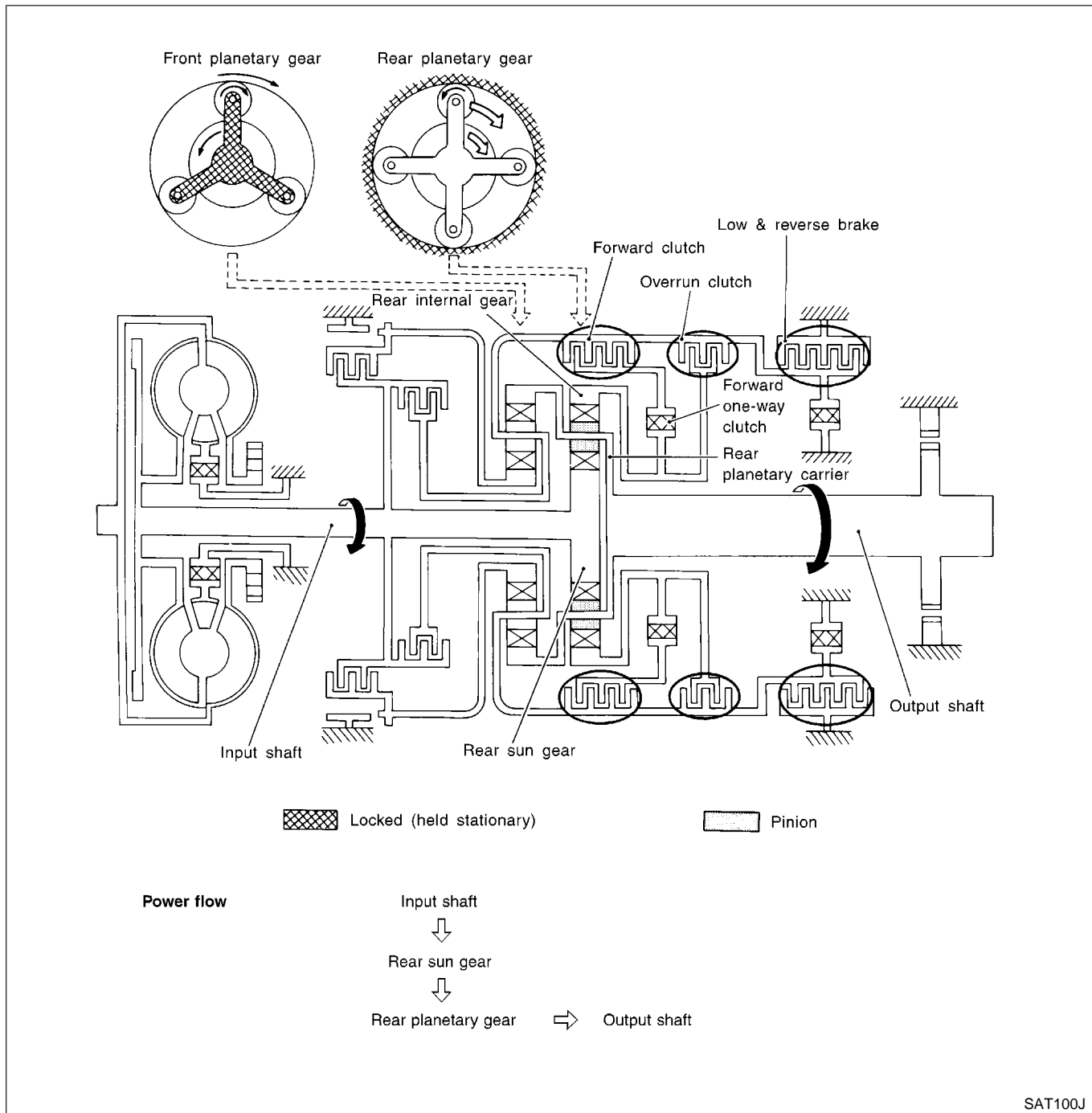
RL4R01A

Shift Mechanism (Cont'd)

=NEAT0409S0402

"1₁" Position

<ul style="list-style-type: none"> ● Forward clutch ● Forward one-way clutch ● Overrun clutch ● Low and reverse brake 	<p>As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake.</p> <p>This is different from that of D₁ and 2₁.</p>
<p>Engine brake</p>	<p>Overrun clutch always engages, therefore engine brake can be obtained when decelerating.</p>



SAT100J

OVERALL SYSTEM

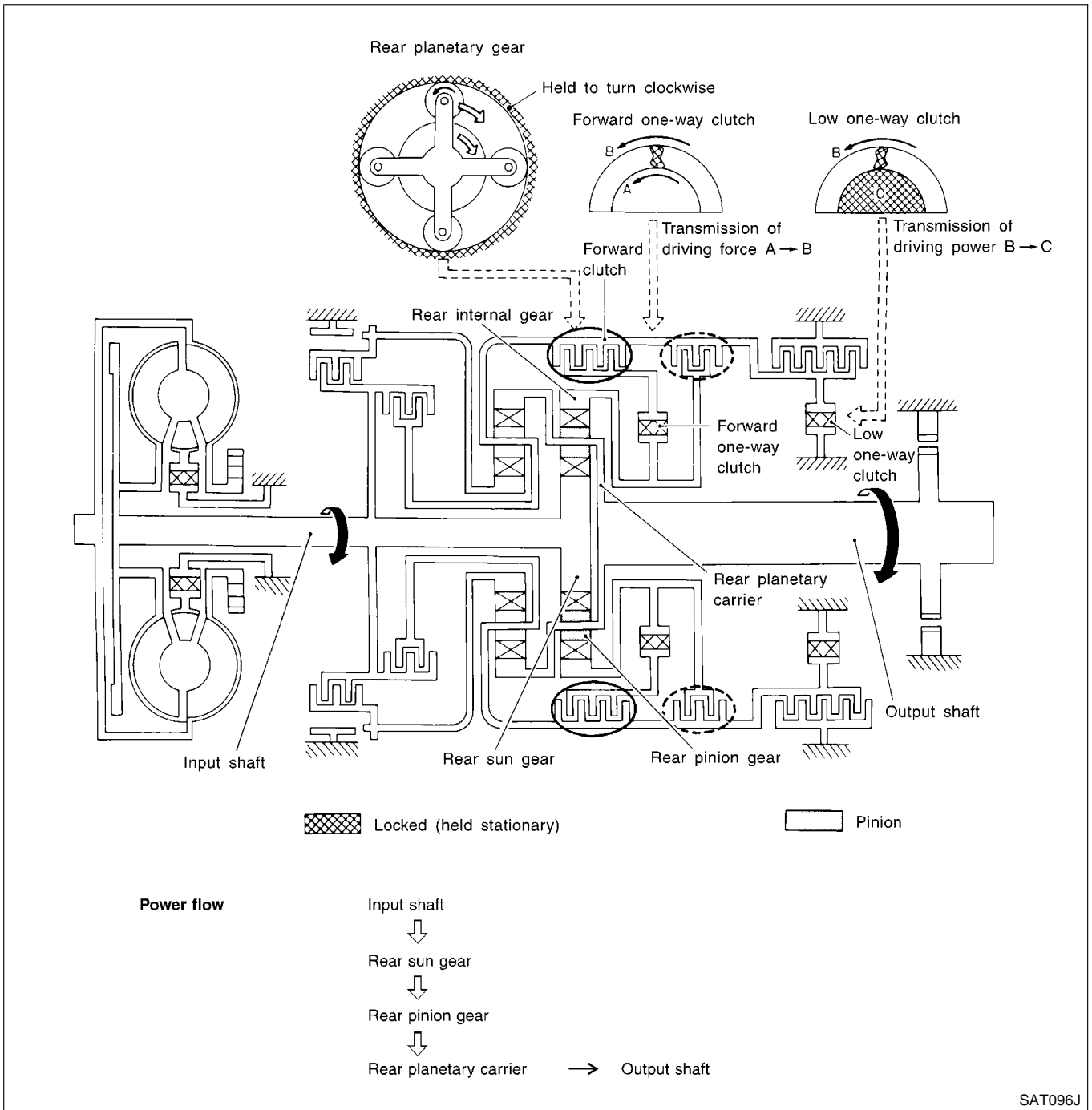
RL4R01A

Shift Mechanism (Cont'd)

"D₁" and "2₁" Positions

=NEAT0409S0403

<ul style="list-style-type: none"> ● Forward one-way clutch ● Forward clutch ● Low one-way clutch 	Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches (Start-up at D ₁).
Overrun clutch engagement conditions (Engine brake)	D ₁ : Overdrive control switch "OFF" and throttle opening is less than 3/16 2 ₁ : Throttle opening less than 3/16 At D ₁ and 2 ₁ positions, engine brake is not activated due to free turning of low one-way clutch.



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OVERALL SYSTEM

RL4R01A

Shift Mechanism (Cont'd)

=NEAT0409S0404

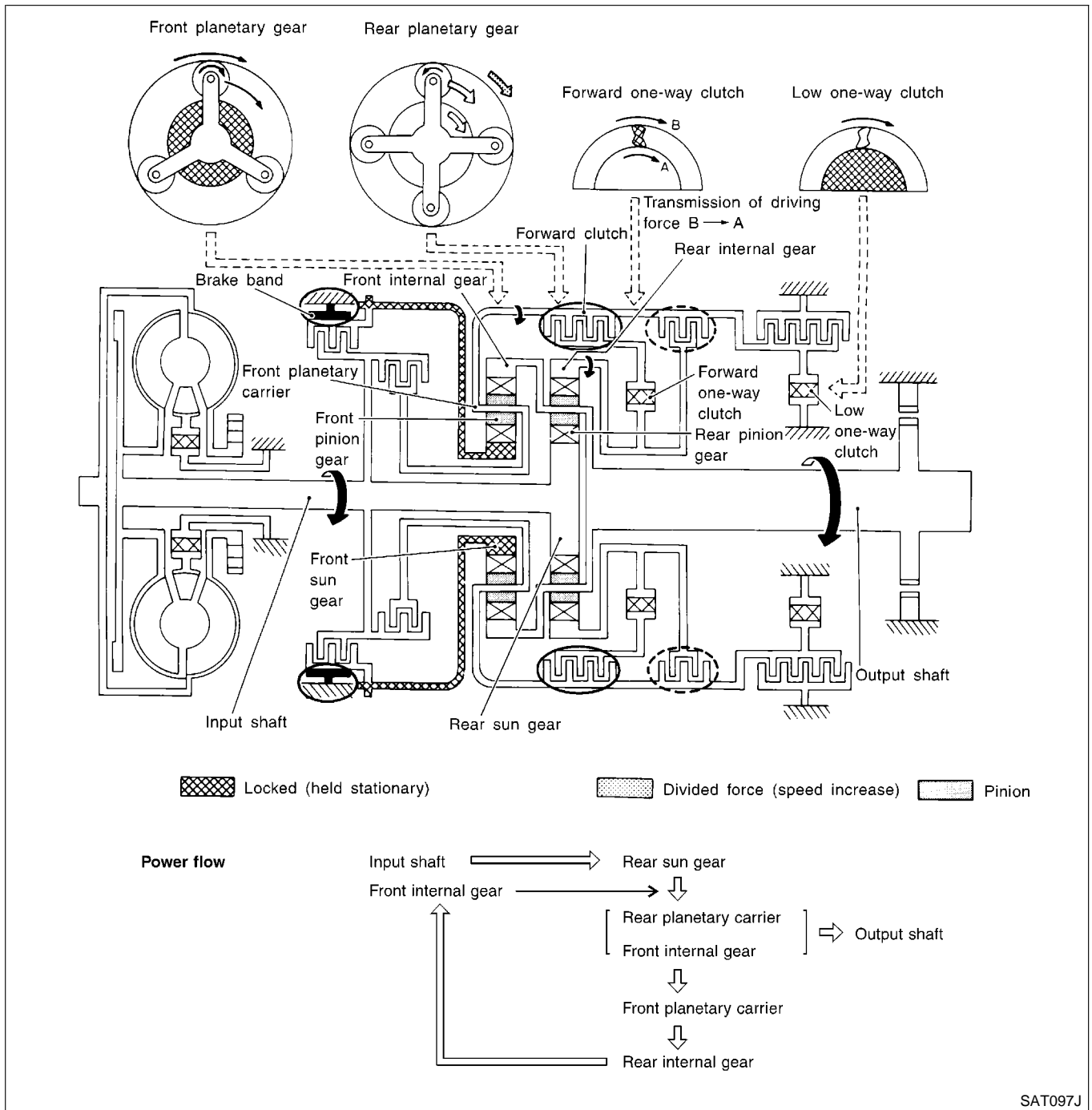
"D₂", "2₂" and "1₂" Positions

- Forward clutch
- Forward one-way clutch
- Brake band

Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier. As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.

Overrun clutch
engagement conditions

D₂: Overdrive control switch "OFF" and throttle opening is less than 3/16
 2₂: Throttle opening less than 3/16
 1₂: Always engaged



SAT097J

OVERALL SYSTEM

RL4R01A

Shift Mechanism (Cont'd)

-NEAT0409S0405

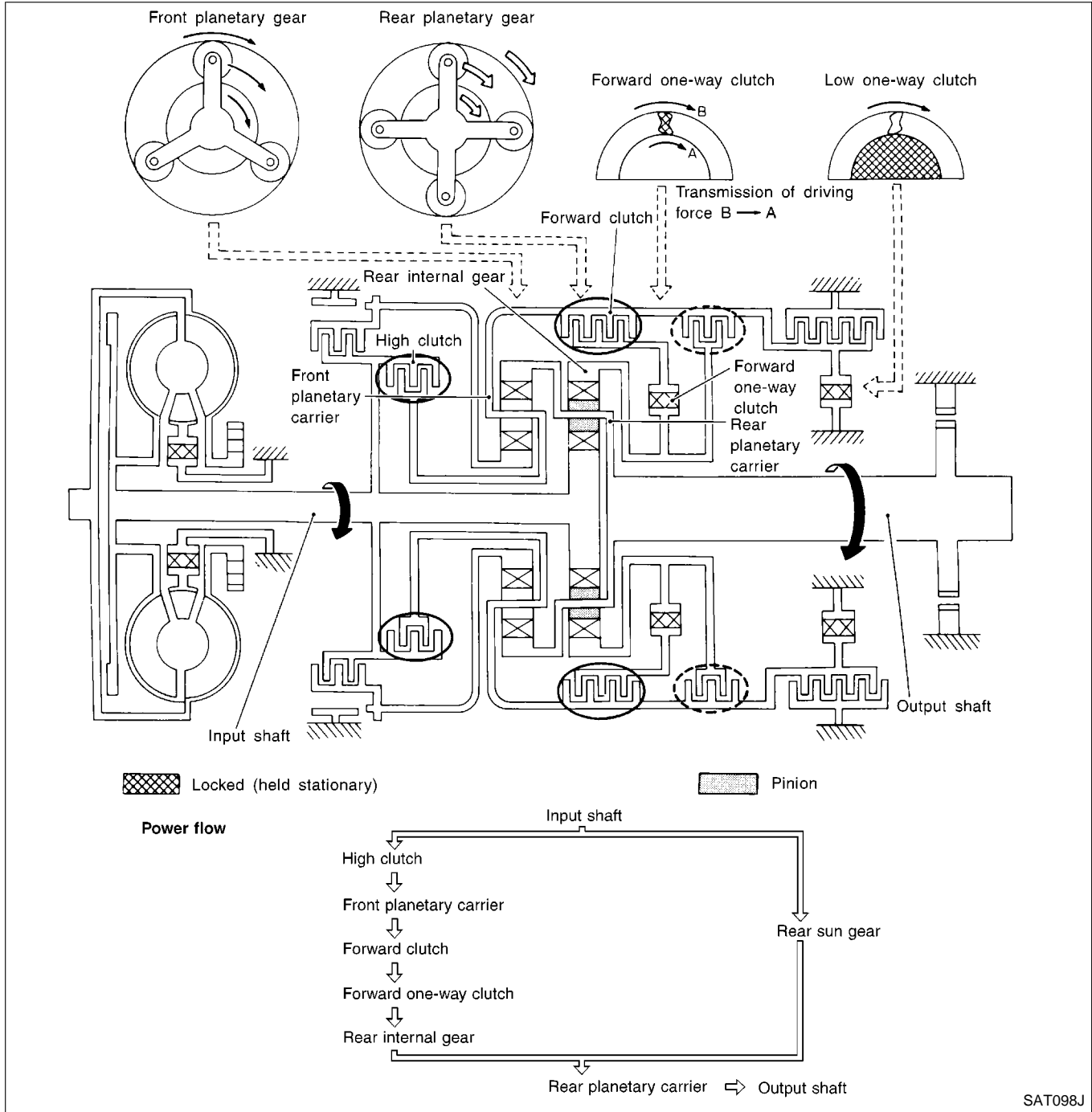
"D₃" Position

- High clutch
- Forward clutch
- Forward one-way clutch

Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch. This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.

Overrun clutch
engagement conditions

D₃: Overdrive control switch "OFF" and throttle opening is less than 3/16
Throttle opening less than 3/16



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SAT098J

OVERALL SYSTEM

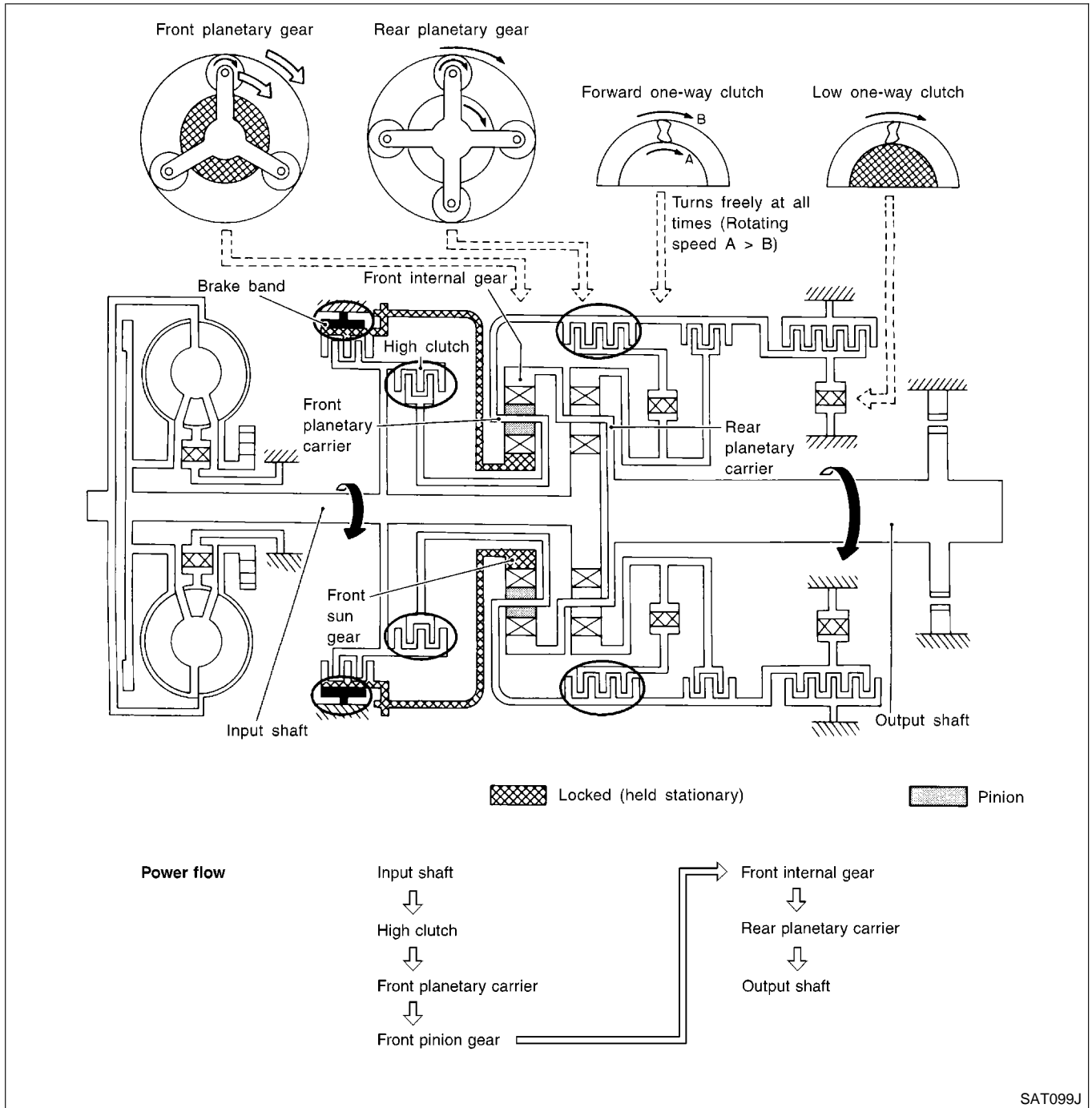
RL4R01A

Shift Mechanism (Cont'd)

-NEAT0409S0406

"D₄" (O/D) Position

<ul style="list-style-type: none"> ● High clutch ● Brake band ● Forward clutch (Does not affect power transmission) 	<p>Input power is transmitted to front carrier through high clutch. This front carrier turns around the sun gear, which is fixed by brake band, and makes front internal gear (output) turn faster.</p>
<p>Engine brake</p>	<p>At D₄ position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>



SAT099J

OVERALL SYSTEM

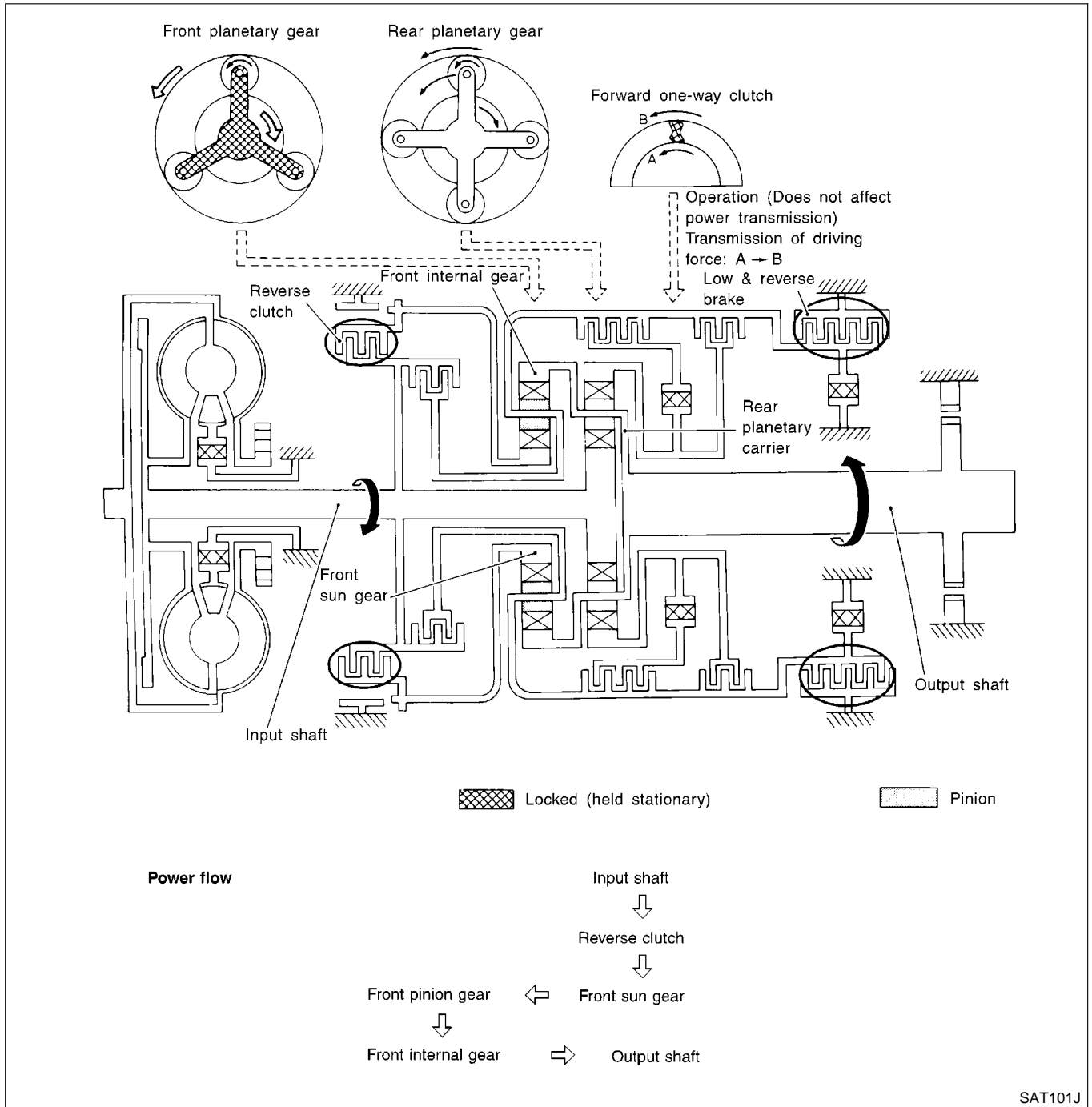
RL4R01A

Shift Mechanism (Cont'd)

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"R" Position

<ul style="list-style-type: none"> ● Reverse clutch ● Low and reverse brake 	<p>Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.</p>
<p>Engine brake</p>	<p>As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.</p>

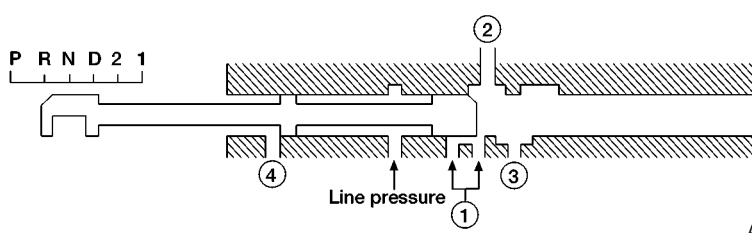


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FUNCTION OF CONTROL VALVES

=NEAT0409S05

Valve Name	Function																																							
Pressure regulator valve	Optimally controls oil under pressure discharged from oil pump in response to driving conditions.																																							
Throttle valve	Regulates line pressure to throttle pressure corresponding with throttle opening.																																							
Detent valve	Activates throttle valve via spring in response to changes in throttle opening, thereby regulating throttle pressure.																																							
Pressure modifier valve	Serves as an auxiliary signal valve of pressure regulator valve to control line pressure in response to driving conditions.																																							
Accumulator control valve	Regulates accumulator pressure to pressure corresponding with driving conditions.																																							
Manual valve	Directs line pressure to each oil circuit selected by the selector lever position.																																							
	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Position</th> <th colspan="4">Circuit</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>4</th> </tr> </thead> <tbody> <tr> <td>P</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>R</td> <td></td> <td></td> <td></td> <td>○</td> </tr> <tr> <td>N</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td>○</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>○</td> <td>○</td> <td></td> <td></td> </tr> <tr> <td>1</td> <td>○</td> <td>○</td> <td>○</td> <td></td> </tr> </tbody> </table>	Position	Circuit				1	2	3	4	P					R				○	N					D	○				2	○	○			1	○	○	○	
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	Hydraulic pressure drains when the shift lever is in N and P.																																							
<ul style="list-style-type: none"> ● 1-2 shift valve ● 2-3 shift valve ● 3-4 shift valve 	Provides automatic shift control in response to driving conditions, such as vehicle speed, throttle opening, etc. Shift control is accomplished by activating or deactivating the clutch, brakes, brake bands, etc.																																							
2-3 throttle modifier valve	Controls line pressure to provide optimum shifting point (2nd → 3rd) during partial-open throttle. (2-3 throttle modulator pressure)																																							
3-2 downshift valve	Delivers throttle pressure in a direction that overcomes 2-3 shift valve's governor pressure while shifting from "3rd" to "2nd" in the "D" position.																																							
Kickdown modifier valve	Controls line pressure to provide optimum shifting points (1st → 2nd) and (2nd → 3rd) during kickdowns. (Kickdown modifier pressure)																																							
4-2 relay valve	Operates in conjunction with the 4-2 sequence valve to prevent downshifting from 4th to 3rd, then to 2nd while directly shifting from 4th to 2nd.																																							
4-2 sequence valve	Prevents 4th band servo "apply" pressure from draining during direct shifting from 4th to 2nd before high clutch "apply" pressure and band servo "release" pressure in the same oil circuit are drained.																																							

OVERALL SYSTEM

RL4R01A

Shift Mechanism (Cont'd)

Valve Name	Function
3-2 timing valve	Engine speed increases in a short period of time at low engine speeds when accelerator is depressed during downshifts from D ₃ to D ₂ . However, it takes longer for the engine to increase speed at high engine speeds. The 3-2 timing valve serves to delay the band servo "release" draining speed (At this point, the transmission is tentatively set in Neutral) during downshifts from D ₃ to D ₂ at speeds greater than those in the specifications, thereby providing smooth shifting.
1st reducing valve	Controls low & reverse brake "apply" pressure to relief shocks caused by engine brakes while shifting from 2nd to 1st in the 1 position.
Overrun clutch reducing valve	Controls pressure that operates the overrun clutch to relief shocks caused during engine braking. Line pressure acts on the overrun clutch reducing valve in the 1st or 2nd position to increase the pressure-regulating point with resultant high engine braking capabilities.
4th speed cut valve	Determines lock-up speed while operating in 4th gear.
<ul style="list-style-type: none"> ● Torque converter clutch control valve ● Torque converter clutch solenoid valve 	Activates or deactivates lock-up system.
Torque converter relief valve	Prevents abnormal increase of converter oil pressure.

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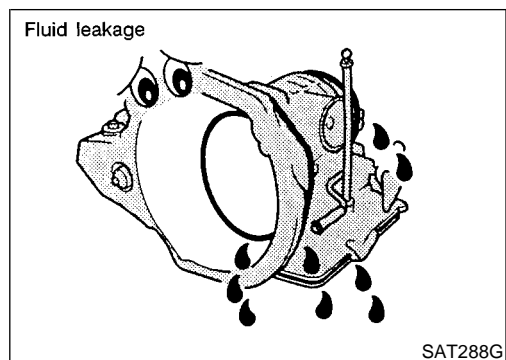
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A/T Fluid Check



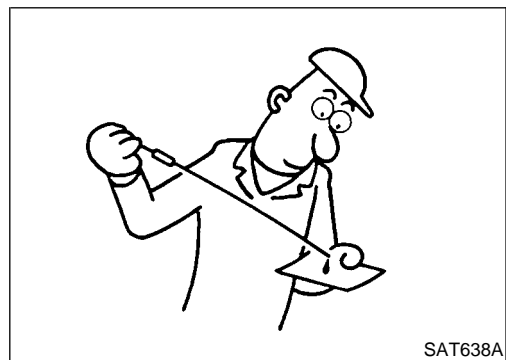
A/T Fluid Check

FLUID LEAKAGE CHECK

NEAT0410

NEAT0410S01

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



FLUID CONDITION CHECK

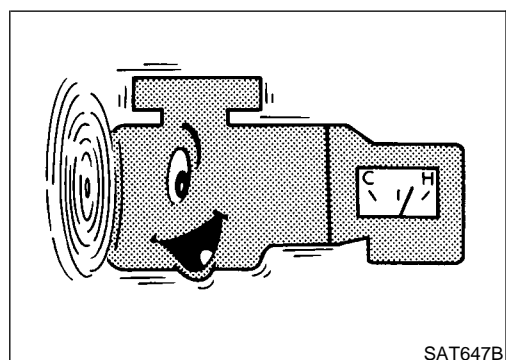
NEAT0410S02

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

FLUID LEVEL CHECK

NEAT0410S03

Refer to **MA-36** (“Checking A/T Fluid”, “CHASSIS AND BODY MAINTENANCE”).



Stall Test

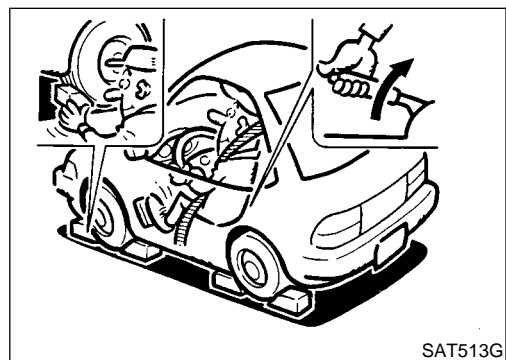
NEAT0411

STALL TEST PROCEDURE

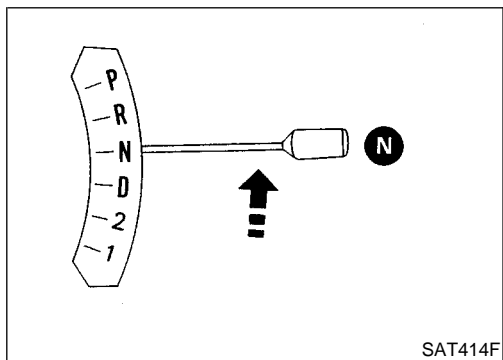
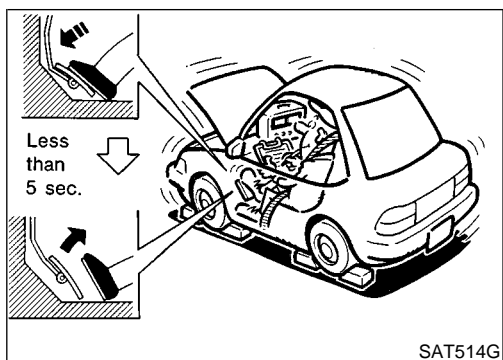
NEAT0411S01

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

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



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



5. Start engine, apply foot brake, and place selector lever in D position.
6. Accelerate to wide open throttle gradually while applying foot brake.

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

7. Quickly note the engine stall revolution and immediately release throttle.

Stall revolution standard:

2,100 - 2,300 rpm

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

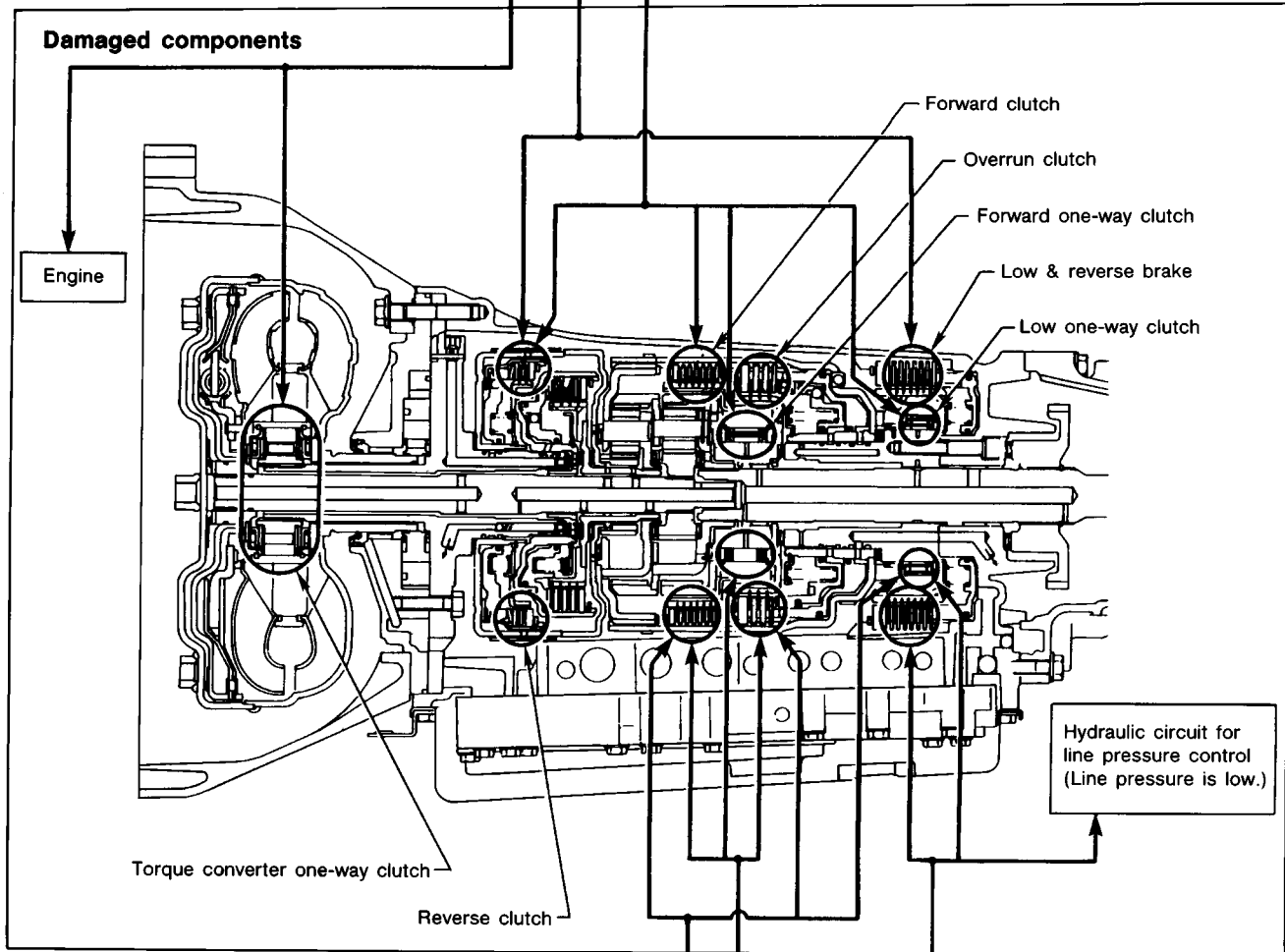
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JUDGEMENT OF STALL TEST

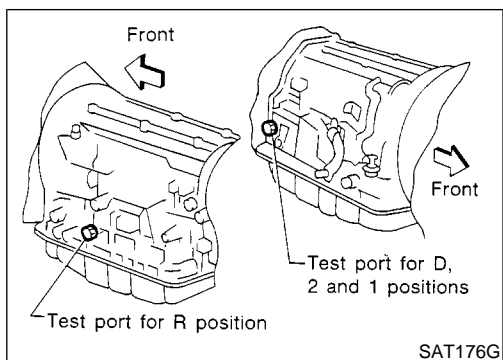
NEAT0411S02

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

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



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



Line Pressure Test

LINE PRESSURE TEST PORTS

Location of line pressure test ports are shown in illustration.

- Line pressure plugs are hexagon-headed bolts.
- Always replace line pressure plugs as they are self-sealing bolts.

NEAT0412

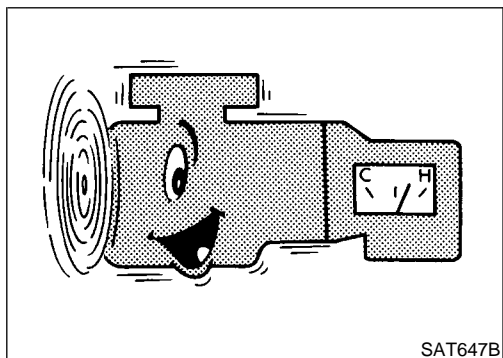
NEAT0412S01

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LINE PRESSURE TEST PROCEDURE

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

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

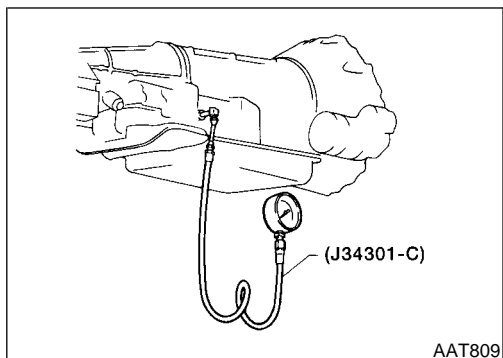
NEAT0412S02

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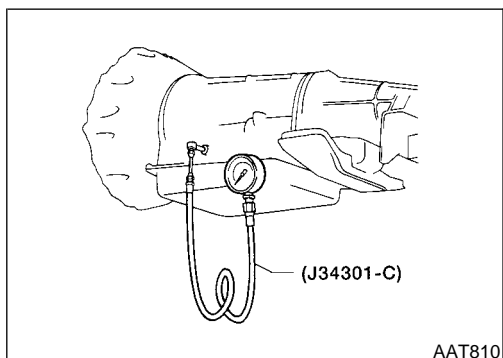
3. Install pressure gauge to line pressure port.
— D, 2 and 1 positions —

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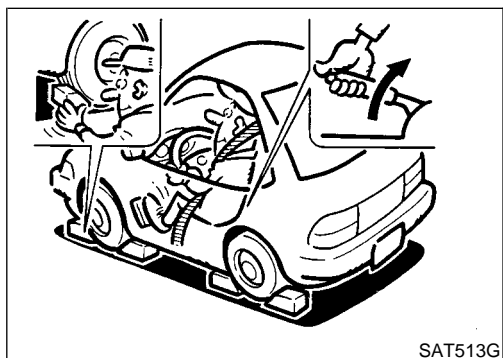
— R position —

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

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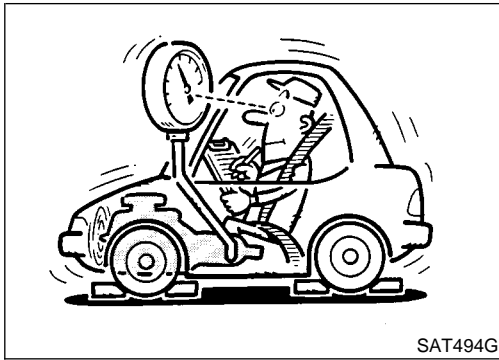
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Line Pressure Test (Cont'd)



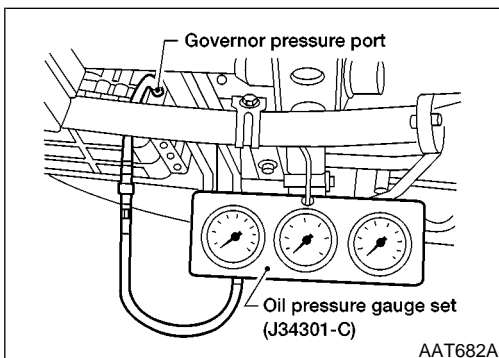
5. Start engine and measure line pressure at idle and stall speed.
 - **When measuring line pressure at stall speed, follow the stall test procedure.**

Line pressure:
Refer to SDS, AT-135.

JUDGEMENT OF LINE PRESSURE TEST

NEAT0412S03

	Judgement	Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> ● Oil pump wear ● Control piston damage ● Pressure regulator valve or plug sticking ● Spring for pressure regulator valve damaged ● Fluid pressure leakage between oil strainer and pressure regulator valve ● Clogged strainer
	Line pressure is low in particular position.	<ul style="list-style-type: none"> ● Fluid pressure leakage between manual valve and particular clutch. ● For example, line pressure is: <ul style="list-style-type: none"> — Low in R and 1 positions, but — Normal in D and 2 positions. Therefore, fluid leakage exists at or around low & reverse brake circuit. Refer to CLUTCH AND BAND CHART, AT-15.
	Line pressure is high.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● Fluid temperature sensor damaged ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure modifier valve sticking ● Pressure regulator valve or plug sticking
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● Control piston damaged ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure regulator valve or plug sticking ● Pressure modifier valve sticking ● Pilot valve sticking

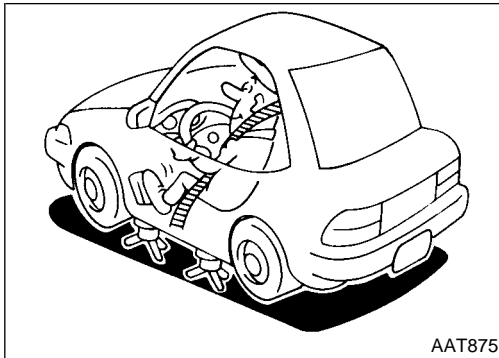


Governor Pressure Testing

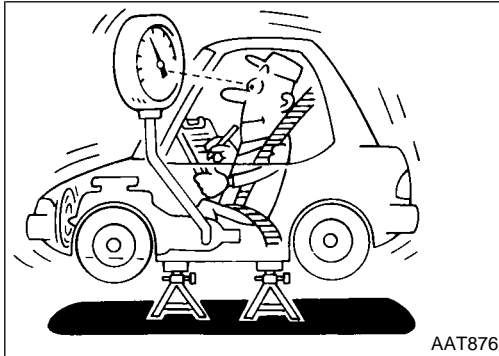
NEAT0412S0301

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

ATF operating temperature:
50 - 80°C (122 - 176°F)
3. Install pressure gauge to governor pressure port.



AAT875



AAT876

4. Jack up front and rear wheels.
 5. Set selector lever in D position and gradually depress accelerator pedal.
- **Be careful of rotating wheels.**

- **Governor pressure is not generated when vehicle is stopped.**
- **Governor pressure rises gradually in response to vehicle speed.**

Governor pressure:

Refer to SDS, AT-136.

If not, check governor valve assembly. Refer to AT-94.

Road Test

Perform road tests using "Symptom Chart". Refer to AT-33.

NEAT0413

P POSITION

1. Place selector lever in P position and start the engine. Stop the engine and repeat the procedure in all positions, including N position.
2. Stop vehicle on a slight upgrade and place selector lever in P position. Release parking brake to make sure vehicle remains locked.

R POSITION

1. Manually move selector lever from P or R, and note shift quality.
2. Drive vehicle in reverse long enough to detect slippage or other abnormalities.

N POSITION

1. Manually move selector lever from R and D to N and note shift quality.
2. Release parking brake with selector lever in N position. Lightly depress accelerator pedal to make sure vehicle does not move. (When vehicle is new or soon after clutches have been replaced, vehicle may move slightly. This is not a problem.)

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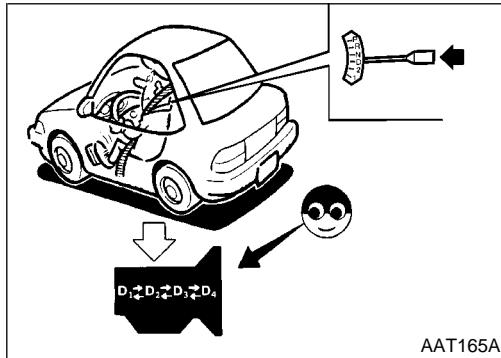
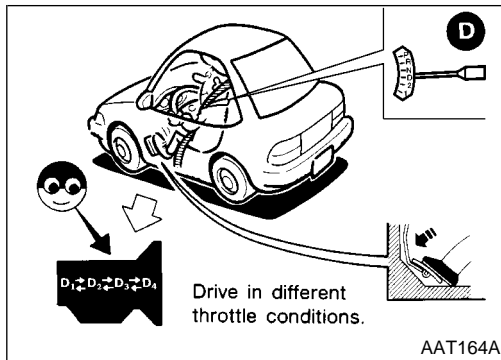
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Road Test (Cont'd)

**D POSITION**

NEAT0413S04

1. Manually shift selector lever from N to D position, and note shift quality.
2. Using the shift schedule as a reference, drive vehicle in D position. Record, on Symptom Chart, respective vehicle speeds at which up-shifting and down-shifting occur. These speeds are to be read at three different throttle positions light, half and full. Also determine the timing at which shocks are encountered during shifting and which clutches are engaged.
3. Determine whether lock-up properly occurs while driving vehicle in proper gear position and at proper speeds.
4. Check to determine if shifting to overdrive gear cannot be made while overdrive control switch is OFF.
5. Drive vehicle at 65 to 80 km/h (40 to 50 MPH) with half to light throttle position (D_3 position). Fully depress accelerator pedal to make sure transmission downshifts from 3rd to 2nd gear.
6. Drive vehicle at 35 to 45 km/h (22 to 28 MPH) with half to light throttle position (D_2 position). Fully depress accelerator pedal to make sure transmission downshifts from 2nd to 1st gear.

2 POSITION

NEAT0413S05

1. Shift to 2 position and make sure vehicle starts in 1st gear.
2. Increase vehicle speed to make sure transmission upshifts from 1st to 2nd gear.
3. Further increase vehicle speed. Make sure transmission does not upshift to 3rd gear.
4. Drive vehicle at 35 to 45 km/h (22 to 28 MPH) with throttle at half to light position (2_2 position). Fully depress accelerator pedal to make sure transmission downshifts from 2nd to 1st gear.
5. Drive vehicle at idle in 2 position to make sure that transmission downshifts to 1st gear.
6. Move selector lever to D position and drive vehicle at 40 to 50 km/h (25 to 31 MPH). Then, move selector lever to 2 position to make sure transmission downshifts to 2nd gear.

1 POSITION

NEAT0413S06

1. Place selector lever in 1 position and accelerate. Make sure transmission does not shift from 1st to 2nd gear although vehicle speed increases.
2. While driving vehicle in 1 position, release accelerator pedal to make sure that engine compression acts as a brake.
3. Place selector lever in D or 2 position and drive vehicle at 20 to 30 km/h (12 to 19 MPH). Then move selector lever to 1 position to make sure transmission downshifts to 1st gear.

Symptom Chart

NEAT0414

Numbers are arranged in order of the inspection.

Perform inspections starting with number one and work up.

Numbers in the OFF VEHICLE columns indicate that the transmission must be removed from the vehicle to perform the inspection.

*: Valve suspected to be malfunctioning

Symptom	Condition	Diagnostic Item
Sharp shocks in shifting from N to D position	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Engine idling speed 4. Line pressure 5. Throttle wire 6. Accumulator N-D 7. Accumulator 3-4 (N-R) 8. Control valve * Pressure regulator valve * Pressure modifier valve * Accumulator control valve * Throttle valve & detent valve * Kickdown modifier valve
	OFF VEHICLE	9. Reverse clutch
Shift shocks	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 1-2 6. Accumulator 2-3 7. Control valve * Pressure regulator valve * Pressure modifier valve * Accumulator control valve
		1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 3-4 (N-R) 6. Control valve * 4th speed cut valve * Pressure regulator valve * Pressure modifier valve
	OFF VEHICLE	7. Brake band 8. Overrun clutch
	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Overrun clutch reducing valve
		OFF VEHICLE
	When shifting from D to 2 and 1 position. When overdrive control switch is set from ON to OFF	

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TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item
Shift shocks	When shifting from 2nd to 1st in 1 position	ON VEHICLE 1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Control valve * Pressure regulator valve * Pressure modifier valve * 1st reducing valve
	OFF VEHICLE	6. Low one-way clutch
Shift slippage when upshifting	When shifting from 1st to 2nd	ON VEHICLE 1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 1-2 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve
		OFF VEHICLE
	When shifting from 2nd to 3rd	ON VEHICLE 1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 2-3 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve
		OFF VEHICLE
	When shifting from 3rd to 4th	ON VEHICLE 1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 3-4 (N-R) 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve
		OFF VEHICLE

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	
Shift slippage with accelerator pedal depressed	ON VEHICLE	1. Fluid level and fluid quality	
		2. Control linkage	
		3. Line pressure	
	When shifting from 4th to 2nd.	ON VEHICLE	4. Governor pressure
			5. Throttle wire
			6. Accumulator N-D
7. Control valve			
* Pressure regulator valve			
* Pressure modifier valve			
* Throttle valve & detent valve			
* Kickdown modifier valve			
* 4-2 sequence valve			
When shifting from 4th to 2nd.	OFF VEHICLE	7. Accumulator 3-4 (N-R)	
		8. Accumulator 1-2	
		9. Accumulator 2-3	
		11. Governor valve	
		* Primary governor valve	
		* Secondary governor valve 1	
		* Secondary governor valve 2	
		12. Torque converter	
		13. Fluid pump	
		14. Reverse clutch	
		15. High clutch	
		17. Forward clutch	
		18. Forward one-way clutch	
		19. Overrun clutch	
		20. Low one-way clutch	
21. Low & reverse clutch			
26. Brake band			
When shifting from 4th to 3rd.	ON VEHICLE	1. Fluid level and fluid quality	
		2. Control linkage	
		3. Line pressure	
		4. Throttle wire	
		5. Accumulator 1-2	
		6. Control valve	
		* Pressure regulator valve	
	* Pressure modifier valve		
	* Throttle valve & detent valve		
	* Kickdown modifier valve		
	When shifting from 4th to 3rd.	OFF VEHICLE	6. Accumulator 2-3
			7. Accumulator 3-4 (N-R)
9. Fluid pump			
10. High clutch			
11. Brake band			
		12. Overrun clutch	
		13. Low & reverse clutch	

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TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item
Shift slippage with accelerator pedal depressed	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Governor pressure 5. Throttle wire 6. Accumulator 2-3 7. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve * 3-2 timing valve 8. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	OFF VEHICLE	9. High clutch 10. Brake band 11. Forward one-way clutch
Poor power/acceleration	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 5. Throttle wire 5. Accumulator 2-3 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve
	OFF VEHICLE	7. High clutch 8. Forward clutch
	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 4. Governor pressure 6. Accumulator 2-3 8. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve * 3-2 timing valve 9. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	OFF VEHICLE	10. Forward clutch
No engine braking	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 2-3 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Overrun clutch reducing valve
	OFF VEHICLE	7. Overrun clutch

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item		
No engine braking	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 5. Accumulator 2-3 6. Overdrive control switch and wiring 7. Overdrive cancel solenoid valve 8. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Overrun clutch reducing valve	GI	
			MA	
	OFF VEHICLE	9. Overrun clutch	EM	
			LC	
	When shifting from 2nd to 1st in 1 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Control linkage 3. Line pressure 4. Throttle wire 6. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * 1st reducing valve	FE
				CL
OFF VEHICLE	7. Overrun clutch 8. Low & reverse clutch	MT		
		AT		
Shift quality	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 2-3 throttle modifier valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	TF	
			PD	
			AX	
	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 2-3 shift valve * 2-3 throttle modifier valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	SU	
			BR	
			ST	
ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * 1st reducing valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	RS		
		BT		
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ON VEHICLE	6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	SC		
		EL		

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

	Symptom	Condition	Diagnostic Item
Shift quality	Too high a gear change point from 2nd to 1st in 1 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 1st reducing valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Failure to change gear from 4th to 2nd with accelerator pedal depressed.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 4-2 relay valve * 4-2 sequence valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Failure to change gear from 3rd to 2nd with accelerator pedal depressed.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 3-2 downshift valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Failure to change gear from 1st to 2nd in D and 2 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 1-2 shift valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Vehicle does not start from 1st in D and 2 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 1-2 shift valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

Symptom Chart (Cont'd)

	Symptom	Condition	Diagnostic Item	
Shift quality	Failure to change gear to 3rd to 4th in D position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. overdrive control switch and wiring 6. Overdrive cancel solenoid valve 7. Control valve * 2-3 shift valve * 3-4 shift valve 8. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	GI MA EM LC EC
	Changes gear to 1st directly when selector lever is set from D to 1 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 1st reducing valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	FE CL MT
	Changes gear to 2nd in 1 position.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * 1st reducing valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	<div style="background-color: black; color: white; padding: 2px; text-align: center; font-weight: bold;">AT</div> TF PD AX
	Too high or low a change point when lock-up operates.	ON VEHICLE	1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * Pressure regulator valve * Pressure modifier valve * Throttle valve & detent valve * Kickdown modifier valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2	SU BR ST RS

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TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RL4R01A

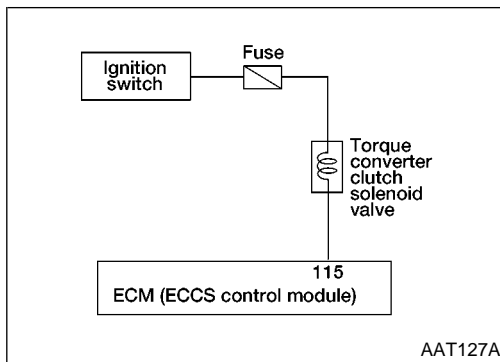
Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item
Lock-up quality	Lock-up point is extremely high or low.	ON VEHICLE 1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 4th speed cut valve * Pressure regulator valve * Pressure modifier valve * Torque converter clutch control valve * Throttle valve & detent valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Torque converter does not lock-up.	ON VEHICLE 1. Fluid level and fluid quality 2. Line pressure 3. Governor pressure 4. Throttle wire 5. Control valve * 4th speed cut valve * Torque converter clutch control valve 6. Governor valve * Primary governor valve * Secondary governor valve 1 * Secondary governor valve 2
	Lock-up is not released when accelerator pedal is released.	OFF VEHICLE 7. Torque converter ON VEHICLE 1. Fluid level and fluid quality 2. Torque converter clutch solenoid valve
Engine does not start in P and N positions, or engine starts in positions other than P and N positions.	ON VEHICLE	1. Ignition switch and starter motor 2. Control linkage 3. PNP switch and wiring
Vehicle moves with selector lever in P position.	ON VEHICLE	1. Control linkage
	OFF VEHICLE	2. Parking components

DTC P1775 TORQUE CONVERTER CLUTCH SOLENOID VALVE (CIRCUIT)

RL4R01A

Diagnostic Procedure



Diagnostic Procedure

When the malfunction indicator lamp indicates DTC P1775, perform "TROUBLE DIAGNOSIS FOR DTC P1775", refer to **EC-550**.

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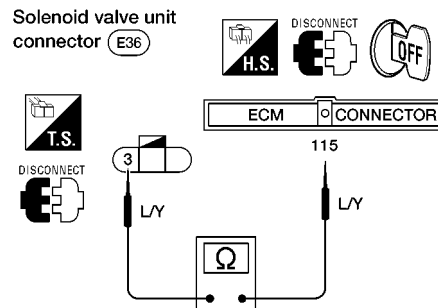
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1 CHECK GROUND CIRCUIT

- Turn ignition switch OFF.
- Disconnect ECM harness connector and torque converter clutch solenoid valve harness connector.
- Check resistance between solenoid valve unit harness connector E36 terminal 3 and ECM harness connector F29 terminal 115.

Resistance:
Approximately 0Ω



OK or NG

AAT128A

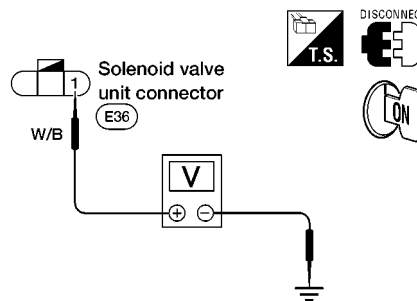
OK ► GO TO 2.

NG ► Repair or replace harness between ECM and torque converter clutch solenoid valve.

2 CHECK POWER SOURCE CIRCUIT

- Turn ignition switch ON.
- Check voltage between solenoid valve unit harness connector E36 terminal 1 and ground.

Voltage:
Battery voltage



OK or NG

AAT129A

OK ► GO TO 4.

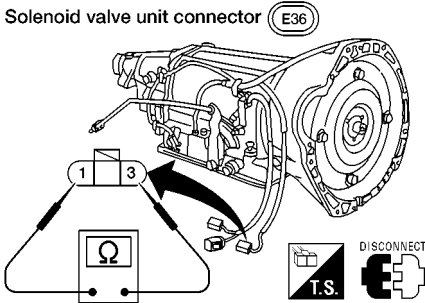
NG ► GO TO 3.

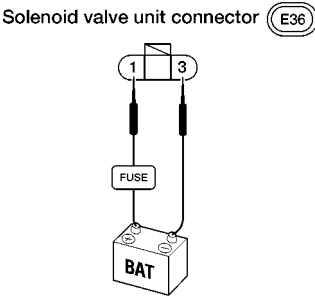
DTC P1775 TORQUE CONVERTER CLUTCH SOLENOID VALVE (CIRCUIT)

RL4R01A

Diagnostic Procedure (Cont'd)

3	DETECT MALFUNCTIONING ITEM	
<p>Check the following items:</p> <ul style="list-style-type: none"> ● Ignition switch and fuse Refer to EL-13 ("POWER SUPPLY ROUTING"). ● Harness continuity between fuse and torque converter clutch solenoid valve. <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

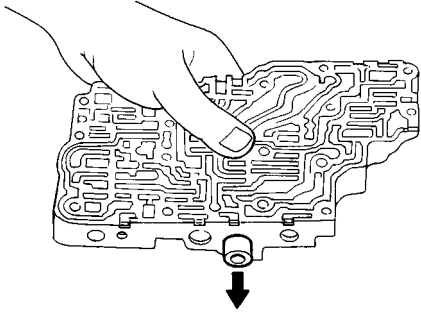
4	CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE (RESISTANCE)	
<p>Check resistance between solenoid valve unit connector E36 terminals 1 and 3.</p> <p>Resistance: Approximately 25Ω</p>		
		
AAT130A		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Replace torque converter clutch solenoid valve.

5	CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE (OPERATION)	
<p>1. Remove torque converter clutch solenoid valve. Refer to AT-58.</p> <p>2. Check torque converter clutch solenoid valve operation.</p>		
		
AAT131A		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Replace torque converter clutch solenoid valve.

DTC P1775 TORQUE CONVERTER CLUTCH SOLENOID VALVE (CIRCUIT)

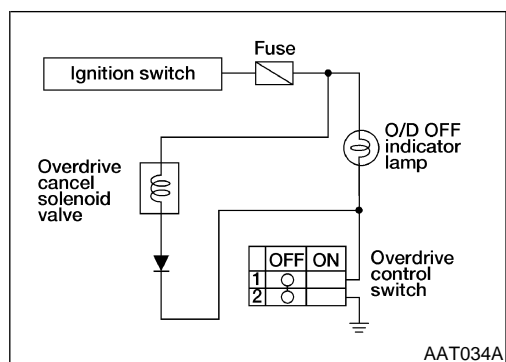
RL4R01A

Diagnostic Procedure (Cont'd)

6	CHECK CONTROL VALVE	
<p>1. Disassemble control valve assembly. Refer to AT-84.</p> <p>2. Check torque converter clutch control valve.</p> <ul style="list-style-type: none"> ● Valve, and sleeve slide along valve bore under their own weight. ● Valve, and sleeve are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. 		
		
SAT740H		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair control valve.

7	CHECK MALFUNCTION	
Is malfunction eliminated?		
Yes or No		
Yes	▶	INSPECTION END
No	▶	Check control valve again. Repair or replace control valve assembly.

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Component Inspection OVERDRIVE CONTROL SWITCH AND OVERDRIVE CANCEL SOLENOID VALVE

NEAT0416

NEAT0416S01

1	CHECK O/D OFF INDICATOR LAMP CIRCUIT		
<p>1. Turn ignition switch ON. (Do not start engine).</p> <p>2. Set overdrive control switch OFF. O/D OFF indicator lamp should come on.</p>			
AAT146A			
OK or NG			
OK	▶	GO TO 4.	
NG	▶	GO TO 2.	

2	DETECT MALFUNCTIONING ITEM		
<p>Check the following items:</p> <ul style="list-style-type: none"> ● O/D OFF indicator lamp Refer to EL-65 ("METER AND GAUGES"). ● Ignition switch and fuse Refer to EL-13 ("POWER SUPPLY ROUTING"). 			
AAT146A			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Repair or replace damaged parts.	

3	CHECK OVERDRIVE CONTROL SWITCH	<p>Check continuity between overdrive control switch terminals 1 and 2.</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Overdrive control switch position</th> <th style="text-align: center;">Continuity</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">ON</td> <td style="text-align: center;">No</td> </tr> <tr> <td style="text-align: center;">OFF</td> <td style="text-align: center;">Yes</td> </tr> </tbody> </table> <p style="text-align: right; margin-right: 20px;">MTBL0196</p> <div style="text-align: center;"> <p style="margin-top: 10px;">OK or NG</p> <p style="text-align: right; margin-right: 20px;">AAT147A</p> </div>		Overdrive control switch position	Continuity	ON	No	OFF	Yes
Overdrive control switch position	Continuity								
ON	No								
OFF	Yes								
OK	▶	GO TO 4.							
NG	▶	Replace overdrive control switch.							

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4	CHECK OVERDRIVE CANCEL SOLENOID VALVE CIRCUIT	<p>Check resistance between overdrive cancel solenoid valve terminals 1 and 2.</p> <p style="color: blue;">Resistance: Approximately 25Ω</p> <div style="text-align: center;"> <p style="margin-top: 10px;">OK or NG</p> <p style="text-align: right; margin-right: 20px;">AAT132A</p> </div>	
OK	▶	GO TO 5.	
NG	▶	Replace overdrive cancel solenoid valve.	

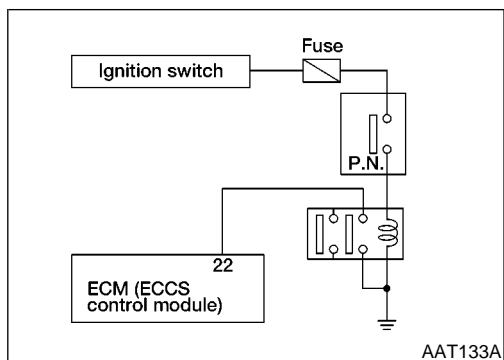
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5	DETECT MALFUNCTIONING ITEM	<p>Check the following items:</p> <ol style="list-style-type: none"> 1. Harness continuity between fuse and overdrive cancel solenoid valve 2. Harness continuity between overdrive cancel solenoid valve and overdrive control switch 3. Condition of diode <p style="text-align: center; margin-top: 10px;">OK or NG</p>	
OK	▶	INSPECTION END	
NG	▶	Repair or replace damaged parts.	

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PARK/NEUTRAL POSITION (PNP) SWITCH

-NEAT0416S02

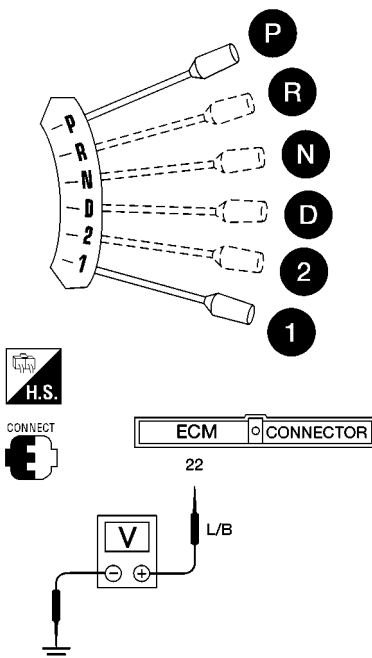


1 CHECK PNP SWITCH CIRCUIT STEP 1

1. Turn ignition switch ON.
(Do not start engine).
2. Check voltage between ECM harness connector F29 terminal 22 and ground while moving selector lever through each position.

P, N position: 0V

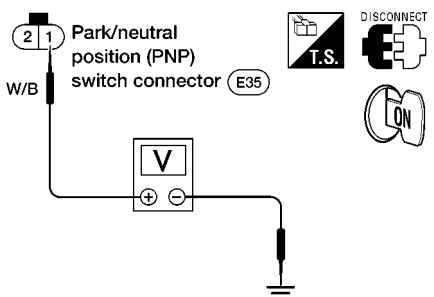
R, D, 2, 1 position: Approx. 5V

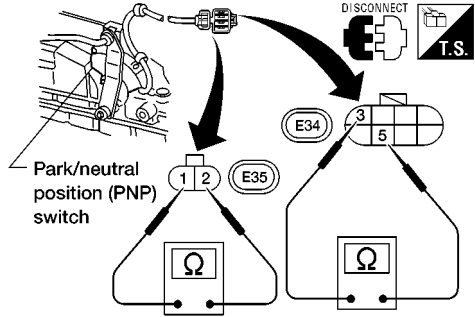


OK or NG

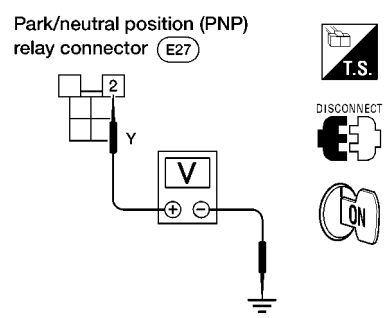
AAT148A

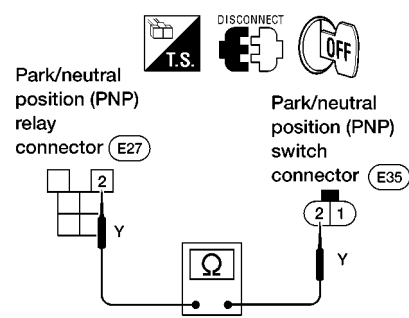
OK	▶	INSPECTION END.
NG	▶	GO TO 2.

2	CHECK POWER SUPPLY FOR PNP SWITCH	<p>1. Disconnect PNP switch harness connector.</p> <p>2. Turn ignition switch ON. (Do not start engine).</p> <p>Does approx. 12 volts exist between PNP switch harness connector E35 terminal 1 and body ground?</p> <div style="text-align: center;">  </div> <p style="text-align: center;">Yes or No</p>
Yes	▶	GO TO 3.
No	▶	Check 10A fuse (No. 11, located in the fuse block), harness and connector. Refer to EL-8 ("Wiring Diagram", "POWER SUPPLY ROUTING").

3	CHECK PNP SWITCH	<ul style="list-style-type: none"> ● Check continuity in N, P and R positions. ● With manual lever held in each position, turn manual shaft 1.5° in both directions (When manual lever is in each position, continuity normally exists within 1.5° range). If continuity does not exist equally in either direction, properly adjust PNP switch. Refer to AT-60. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">Position</th> <th colspan="4">Terminal No.</th> </tr> <tr> <th>1</th> <th>2</th> <th>3</th> <th>5</th> </tr> </thead> <tbody> <tr> <td>Park/neutral position</td> <td colspan="2">○ — ○</td> <td></td> <td></td> </tr> <tr> <td>R</td> <td></td> <td></td> <td colspan="2">○ — ○</td> </tr> </tbody> </table> </div> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center;">OK or NG</p>	Position	Terminal No.				1	2	3	5	Park/neutral position	○ — ○				R			○ — ○	
Position	Terminal No.																				
	1	2	3	5																	
Park/neutral position	○ — ○																				
R			○ — ○																		
OK	▶	GO TO 4.																			
NG	▶	Replace PNP switch.																			

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4	CHECK POWER SUPPLY FOR PNP RELAY	
<p>1. Reconnect PNP switch harness connector. 2. Turn ignition switch ON. 3. Disconnect PNP relay harness connector. 4. Put selector lever in P or N position. Does approx. 12 volts exist between PNP relay harness connector E27 terminal 2 and body ground?</p>		
		
AAT521A		
Yes or No		
Yes	▶	GO TO 6.
No	▶	GO TO 5.

5	CHECK PNP SWITCH CIRCUIT STEP 2	
<p>1. Turn ignition switch OFF. 2. Disconnect PNP switch harness connector E35. Check circuit continuity between PNP switch harness connector E35 terminal 2 and PNP relay harness connector E27 terminal 2. Continuity should exist.</p>		
		
AAT522A		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair harness or connector.

6	CHECK BODY GROUND CIRCUIT FOR PNP RELAY	<p>1. Turn ignition switch OFF.</p> <p>2. Does continuity exist between PNP relay E27 terminals (1, 6) and body ground? Continuity should exist.</p> <div style="text-align: center;"> <p>Park/neutral position (PNP) relay connector (E27)</p> </div> <p style="text-align: right;">AAT523A</p>	GI MA EM LC EC FE CL
OK or NG			
OK	▶	GO TO 7.	
NG	▶	Repair harness or connector.	

7	CHECK PNP RELAY	<p>Check continuity between terminals 6 and 7.</p> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="padding: 5px;">Condition</th> <th style="padding: 5px;">Continuity</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">12V direct current supply between terminals 1 and 2</td> <td style="padding: 5px;">Yes</td> </tr> <tr> <td style="padding: 5px;">No current supply</td> <td style="padding: 5px;">No</td> </tr> </tbody> </table> <div style="text-align: center;"> </div> <p style="text-align: right;">MTBL0198</p>	Condition	Continuity	12V direct current supply between terminals 1 and 2	Yes	No current supply	No	MT AT TF PD AX SU BR ST RS
Condition	Continuity								
12V direct current supply between terminals 1 and 2	Yes								
No current supply	No								
OK or NG									
OK	▶	GO TO 8.							
NG	▶	Replace PNP relay.							

8	CHECK PNP SWITCH CIRCUIT STEP 3
<p>1. Turn ignition switch OFF.</p> <p>2. Check circuit continuity between ECM harness connector F27 terminal 22 and PNP relay harness connector E27 terminal 7.</p> <p>Continuity should exist.</p> <div style="text-align: center;"> </div> <p style="text-align: right;">AAT524A</p>	
<p>If OK, check harness for short.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ Replace ECM.
NG	▶ Repair harness or connector.

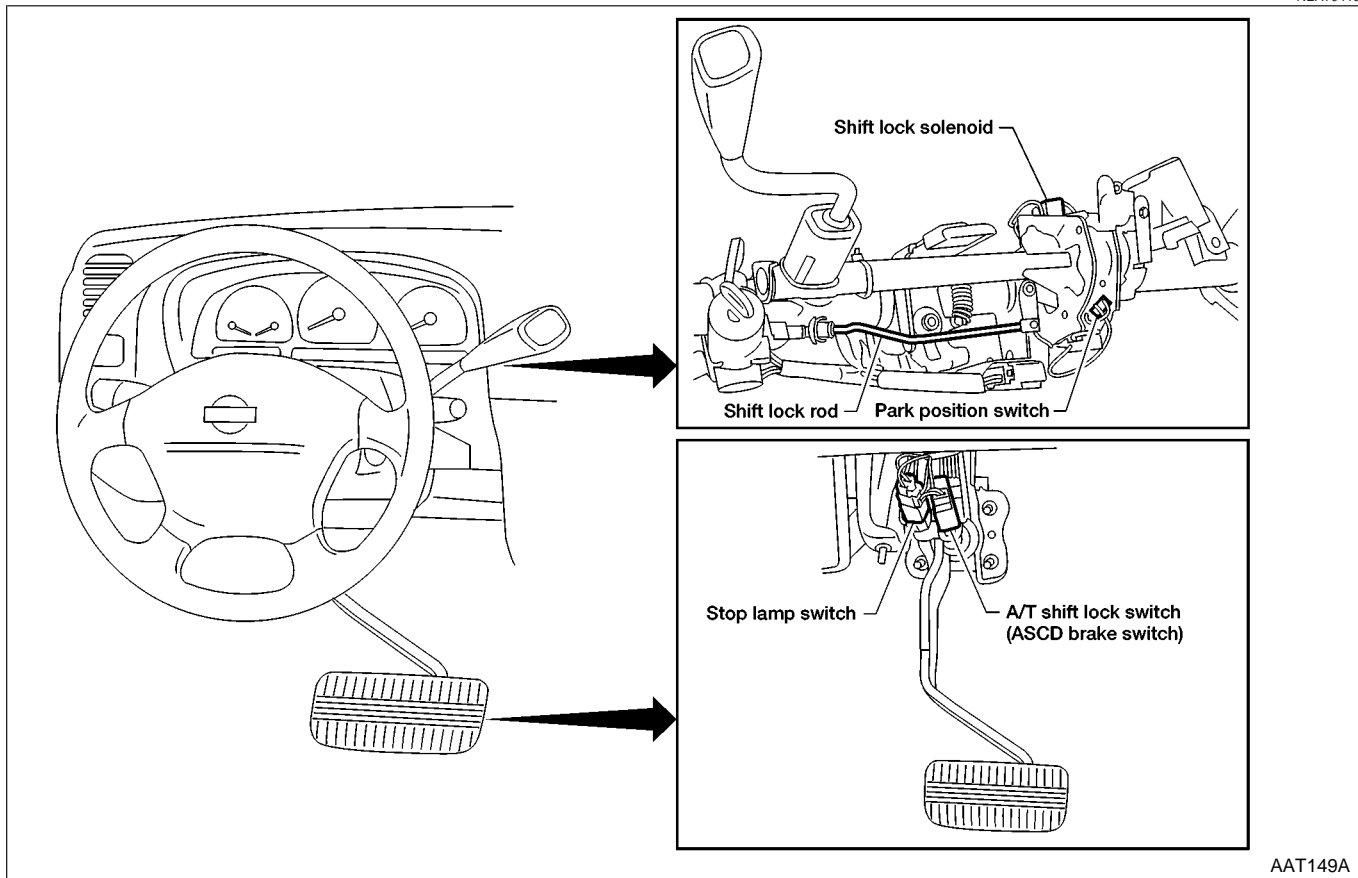
Description

NEAT0417

- The mechanical key interlock mechanism also operates as a shift lock:
 With the key switch turned to ON, the selector lever cannot be shifted from P (park) 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.
- 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

NEAT0418



AAT149A

Removal and Installation

SHIFT LOCK SOLENOID

NEAT0419

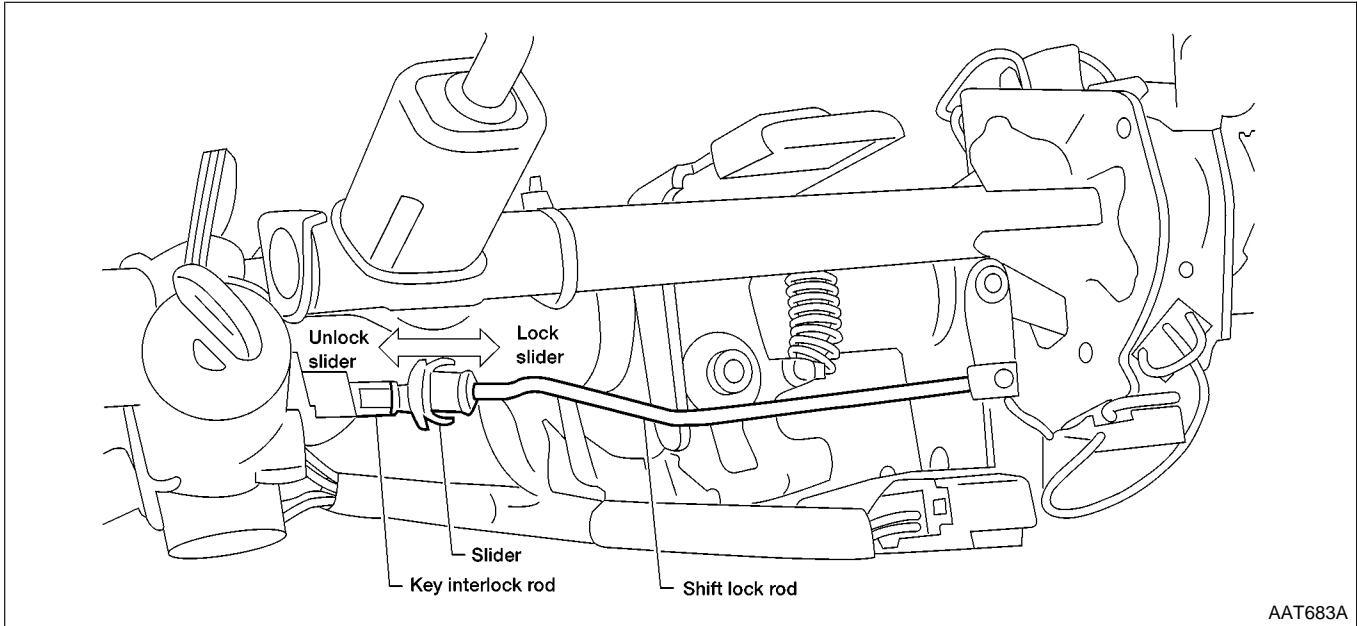
NEAT0419S01

1. Remove lower instrument cover LH and knee protector.
2. Remove steering column covers.
3. Disconnect A/T device connector.
4. Remove two screws and two nuts attaching steering column.
5. Disconnect shift lock rod.
6. Remove shift control cable.
7. Remove two bolts attaching shift control tube and remove shift control tube.

8. Remove two screws from shift lock solenoid and two screws from park position switch.

SHIFT LOCK ROD

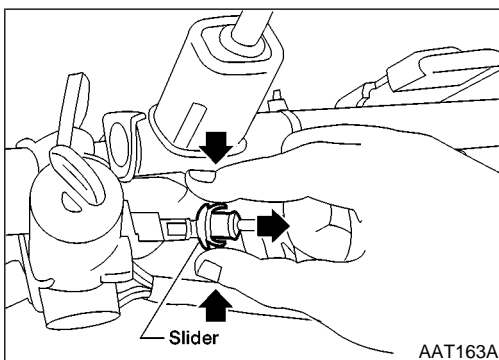
NEAT0419S02



Removal

NEAT0419S0201

1. Turn ignition key to ACC position.
2. Unlock slider by squeezing lock tabs.
3. Remove shift lock rod from key interlock rod.
 - For removal of key interlock rod, refer to **ST-12** ("Disassembly and Assembly", "STEERING WHEEL AND STEERING COLUMN").



Installation and Adjustment

NEAT0419S0202

1. Place selector lever in Park P position.
2. Turn ignition key to ACC position.
3. Insert shift lock rod into slider.
4. Grab key interlock rod and push toward shift lock rod to adjust.

Do not hold shift lock rod.

5. Lock slider into position.
6. Test shift lock operation.

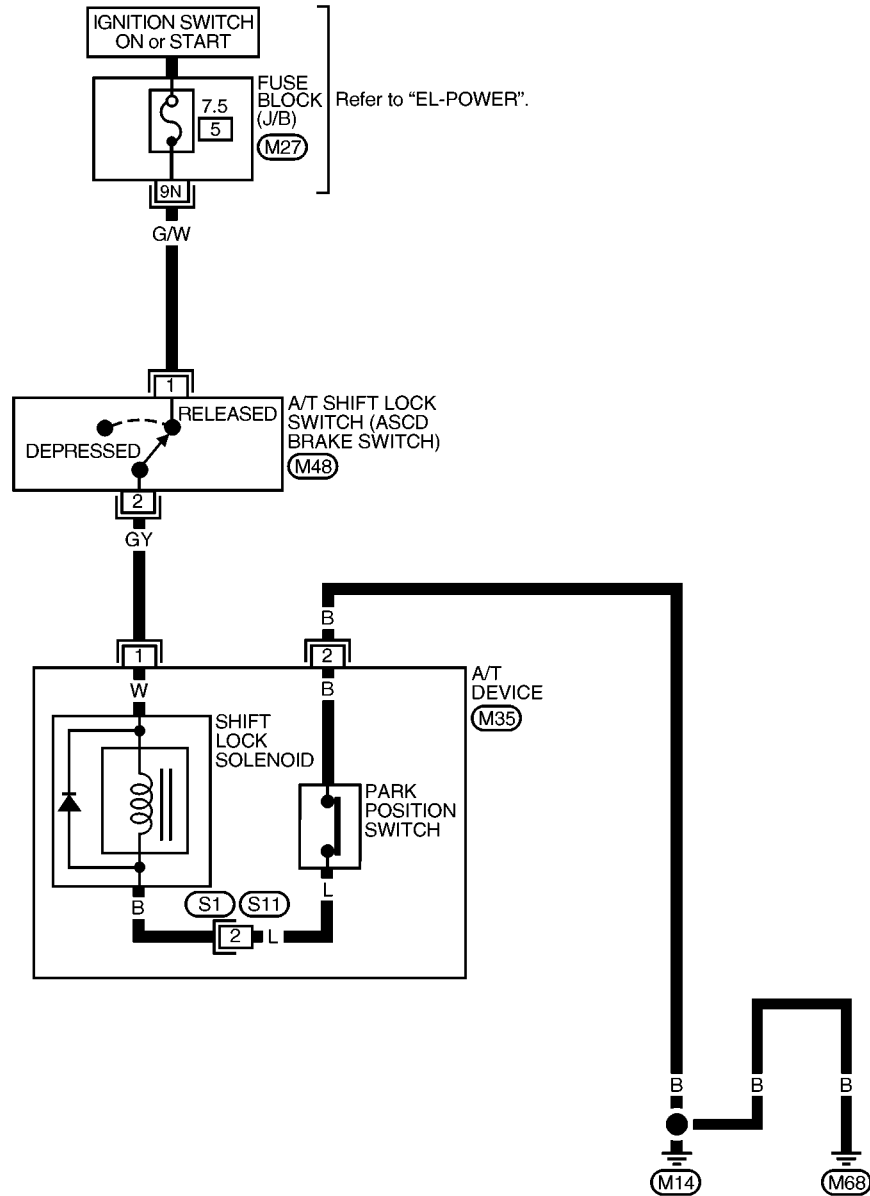
A/T SHIFT LOCK SYSTEM

RL4R01A
Wiring Diagram

Wiring Diagram

NEAT0420

AT-SHIFT-01 GI



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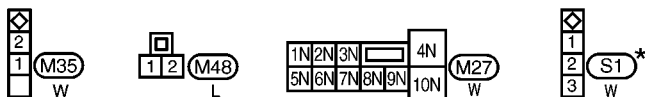
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* : This connector is not shown in "HARNESS LAYOUT" of EL section.

AAT621A

Diagnostic Procedure

NEAT0421

SYMPTOM 1:

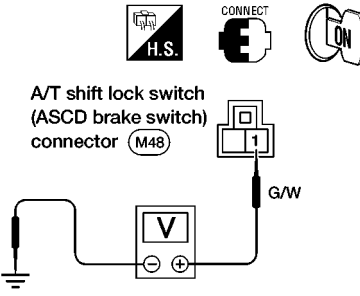
- Selector lever cannot be moved from P position with key in ON position and brake pedal applied.
- Selector lever can be moved from P position with key in ON position and brake pedal released.
- Selector lever can be moved from P position when key is removed from key cylinder.

SYMPTOM 2:

- Ignition key cannot be removed when selector lever is set to P position.
- Ignition key can be removed when selector lever is set to any position except P.

1	CHECK SHIFT LOCK ROD	
Check shift lock rod for damage.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair shift lock rod. Refer to "SHIFT LOCK ROD", AT-52.

2	CHECK SELECTOR LEVER POSITION	
Check selector lever position indicator and selector lever for damage.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Check selector lever. Refer to "ON-VEHICLE SERVICE — Park/neutral Position (PNP) Switch and Control Cable Adjustment", AT-60, 61.

3	CHECK POWER SOURCE	
1. Turn ignition switch ON. (Do not start engine.) 2. Check voltage between A/T shift lock switch (ASCD brake switch) harness connector M48 terminal 1 and ground. <b style="color: blue;">Voltage: Battery voltage		
 <p style="margin: 0; text-align: center;">AAT140A</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

A/T SHIFT LOCK SYSTEM

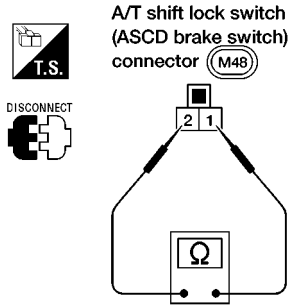
RL4R01A

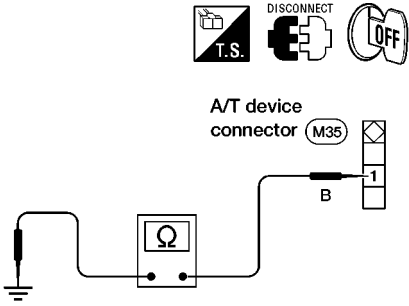
Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING ITEM	
<p>Check the following items:</p> <ul style="list-style-type: none"> ● 7.5A fuse (No. 5, located in the fuse block) ● Harness for short or open between fuse and A/T shift lock switch (ASCD brake switch) harness connector terminal 1 ● Ignition switch (Refer to <i>EL-13</i>.) <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

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5	CHECK INPUT SIGNAL [A/T SHIFT LOCK SWITCH (ASCD brake switch)]							
<p>1. Turn ignition switch ON. (Do not start engine.)</p> <p>2. Check voltage between A/T device harness connector M35 terminal 2 and ground.</p>								
<table border="1" style="margin: auto;"> <thead> <tr> <th style="width: 40%;">Brake pedal</th> <th style="width: 60%;">Voltage</th> </tr> </thead> <tbody> <tr> <td>Depressed</td> <td>0V</td> </tr> <tr> <td>Released</td> <td>Battery voltage</td> </tr> </tbody> </table>			Brake pedal	Voltage	Depressed	0V	Released	Battery voltage
Brake pedal	Voltage							
Depressed	0V							
Released	Battery voltage							
MTBL0199								
AAT141A								
OK or NG								
OK	▶	GO TO 7.						
NG	▶	GO TO 6.						

6	DETECT MALFUNCTIONING ITEM						
<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between A/T device harness connector M35 terminal 2 and A/T shift lock switch (ASCD brake switch) harness connector terminal 2 ● A/T shift lock switch (ASCD brake switch) Check continuity between terminals 1 and 2 							
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 50%;">Continuity</th> </tr> </thead> <tbody> <tr> <td>When brake pedal is depressed</td> <td style="text-align: center;">No</td> </tr> <tr> <td>When brake pedal is released</td> <td style="text-align: center;">Yes</td> </tr> </tbody> </table>		Condition	Continuity	When brake pedal is depressed	No	When brake pedal is released	Yes
Condition	Continuity						
When brake pedal is depressed	No						
When brake pedal is released	Yes						
MTBL0208							
							
AAT145A							
<p>Check A/T shift lock switch (ASCD brake switch) after adjusting brake pedal. Refer to BR-17 (“Adjustment”, BRAKE PEDAL AND BRACKET”).</p> <p style="text-align: center;">OK or NG</p>							
OK	▶	GO TO 7.					
NG	▶	Repair or replace damaged parts.					

7	CHECK GROUND CIRCUIT	
<ol style="list-style-type: none"> 1. Turn ignition switch OFF. 2. Disconnect A/T device harness connector. 3. Check continuity between A/T device harness connector M35 terminal 1 and ground. <p>Continuity should exist. If OK, check harness for short to ground and short to power.</p>		
		
AAT142A		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Repair harness or connector.

8	CHECK PARK POSITION SWITCH	<ul style="list-style-type: none"> Check continuity between A/T device harness connector M35 terminal 2 and park position switch harness connector S1 terminal 2 <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 60%;">Condition</th> <th>Continuity</th> </tr> </thead> <tbody> <tr> <td>When selector lever is set in "P" position and selector lever button is released</td> <td>Yes</td> </tr> <tr> <td>Except above</td> <td>No</td> </tr> </tbody> </table> <div style="text-align: right; margin-top: 10px;">MTBL0207</div> <div style="text-align: center; margin-top: 20px;"> </div> <div style="text-align: right; margin-top: 10px;">AAT684A</div>	Condition	Continuity	When selector lever is set in "P" position and selector lever button is released	Yes	Except above	No
Condition	Continuity							
When selector lever is set in "P" position and selector lever button is released	Yes							
Except above	No							
OK	▶	GO TO 9.						
NG	▶	Replace park position switch.						

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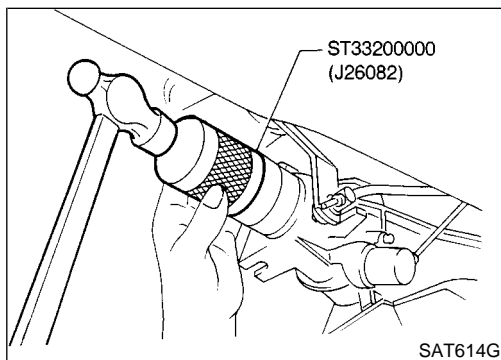
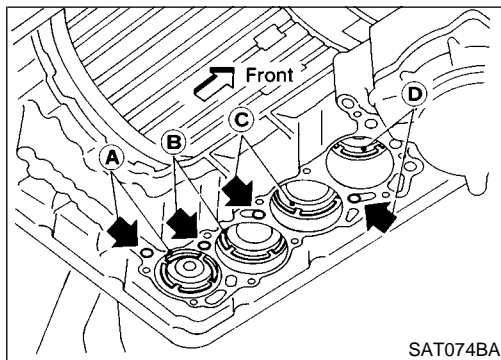
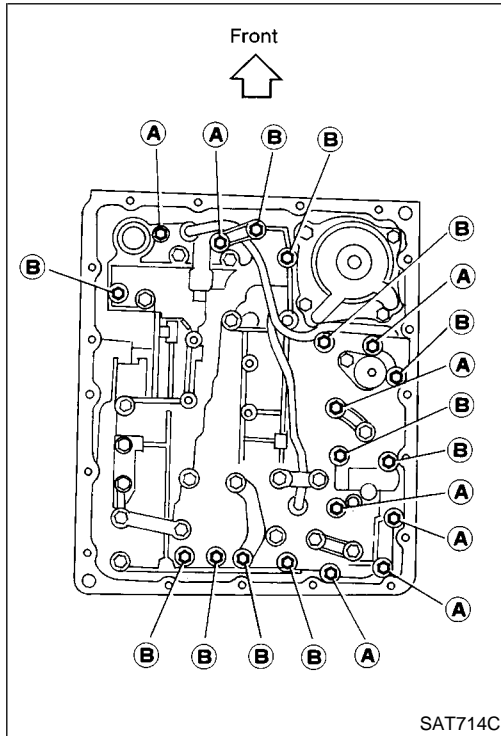
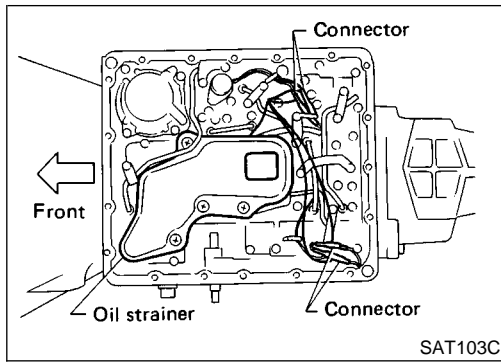
9	CHECK SHIFT LOCK SOLENOID	<ul style="list-style-type: none"> Check operation by applying battery voltage to A/T device connector M35 terminal 1 and shift lock solenoid harness connector S1 terminal 2. <div style="text-align: center; margin-top: 20px;"> </div> <div style="text-align: right; margin-top: 10px;">AAT677A</div>
OK	▶	GO TO 10.
NG	▶	Replace shift lock solenoid.

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10	CHECK SHIFT LOCK OPERATION	<ol style="list-style-type: none"> Reconnect A/T device harness connector. Turn ignition switch from OFF to ON position. (Do not start engine.) Recheck shift lock operation. <div style="text-align: center; margin-top: 10px;">OK or NG</div>
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> Perform A/T device input/output signal inspection test. If NG, recheck harness connector connection.

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Control Valve Assembly and Accumulators REMOVAL

NEAT0422

NEAT0422S01

1. Drain ATF from drain plug.
2. Remove oil pan and gasket.
3. Remove oil strainer.
4. Disconnect harness connector.

5. Remove control valve assembly by removing fixing bolts.

Bolt length and location

Bolt symbol	ℓ mm (in)
A	33 (1.30)
B	45 (1.77)

- **Be careful not to drop manual valve out of valve body.**
6. Remove solenoids and valves from valve body if necessary.
 7. Remove terminal cord assembly if necessary.

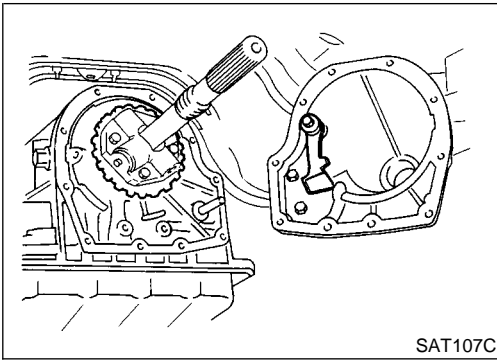
8. Remove accumulators A, B, C and D by applying compressed air if necessary.

- **Hold each piston with a rag.**
9. Reinstall any part removed.
- **Always use new sealing parts.**
 - **After installing control valve assembly, make sure that selector lever can be moved to all positions.**

Rear Oil Seal Replacement

NEAT0423

1. Remove propeller shaft from vehicle. Refer to **PD-7** ("Removal and Installation", "PROPELLER SHAFT").
 2. Remove rear oil seal.
 3. Install rear oil seal.
- **Apply ATF before installing.**
4. Reinstall any part removed.



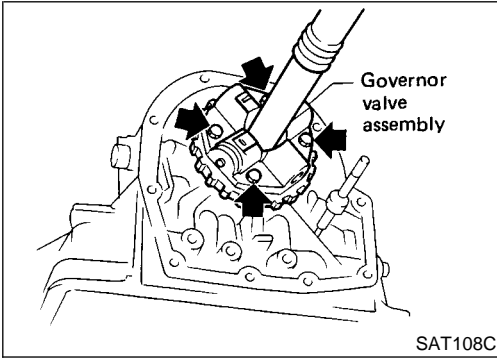
SAT107C

Parking Components Inspection

NEAT0424

1. Remove propeller shaft from vehicle. Refer to **PD-7** ("Removal and Installation", "PROPELLER SHAFT").
 2. Support A/T assembly with a jack.
 3. Remove rear engine mounting member.
 4. Remove rear extension from transmission case.
 5. Replace parking components if necessary.
 6. Reinstall any part removed.
- **Always use new sealing parts.**

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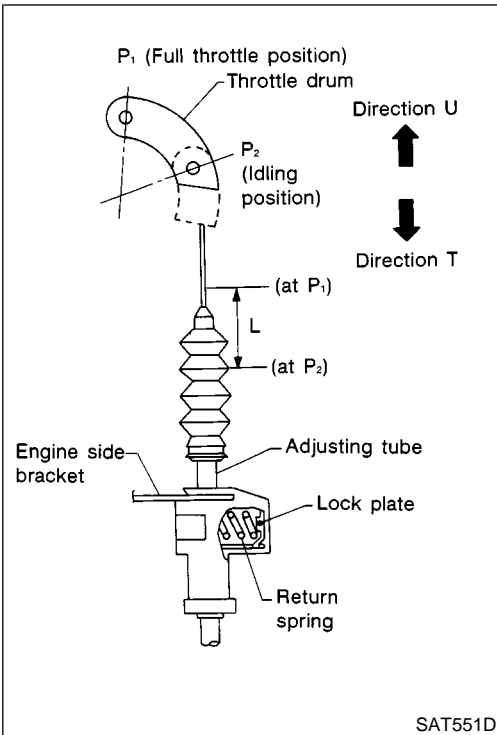
SAT108C

Governor Valve

NEAT0425

1. Remove propeller shaft from vehicle. Refer to **PD-7** ("Removal and Installation", "PROPELLER SHAFT").
2. Support A/T assembly with a jack.
3. Remove rear engine mounting member from A/T assembly.
4. Remove rear extension from transmission case.
5. Remove governor valve assembly.
6. Inspect and repair governor valve assembly. Refer to REPAIR FOR COMPONENT PARTS, AT-94.

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SAT551D

Throttle Wire Adjustment

NEAT0426

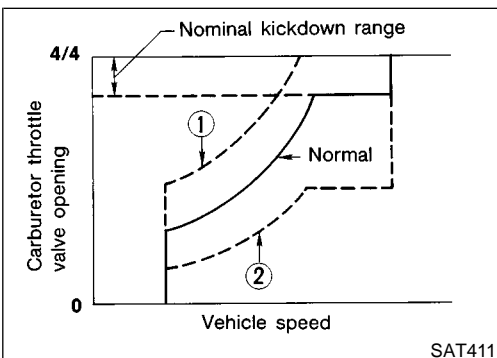
1. Turn ignition switch OFF.
2. While pressing lock plate, move adjusting tube in Direction T.
3. Release lock plate. (Adjusting tube is locked at this time.)
4. Move throttle drum from P₂ (Idling position) to P₁ (Full throttle position) quickly and release.
5. Ensure that throttle wire stroke "L" is within the specified range, between full throttle and idle.

Throttle wire stroke "L":

39 - 43 mm (1.54 - 1.69 in)

- **Adjust throttle wire stroke after accelerator wire is installed and adjusted.**
- **When connecting throttle wire to throttle drum, do not use tools. Manually hook wire.**
- **Put mark on throttle wire for measuring wire stroke.**

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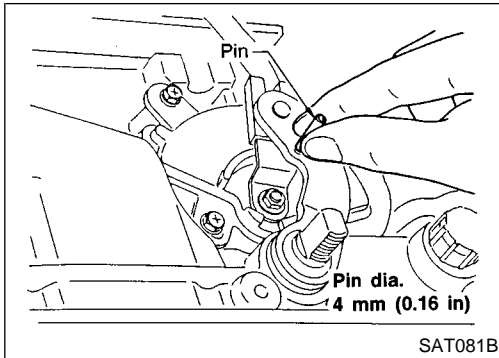
SAT411

If throttle wire stroke is improperly adjusted, the following problems may arise.

- When the throttle drum fully-open position P₁ is too far toward Direction T, the shift schedule will be as shown by **2** in the figure, and the kickdown range will greatly increase.
- When the throttle drum fully-open position P₁ is too far toward Direction U, the shift schedule will be as shown by **1** in the figure, and kickdown will not occur.

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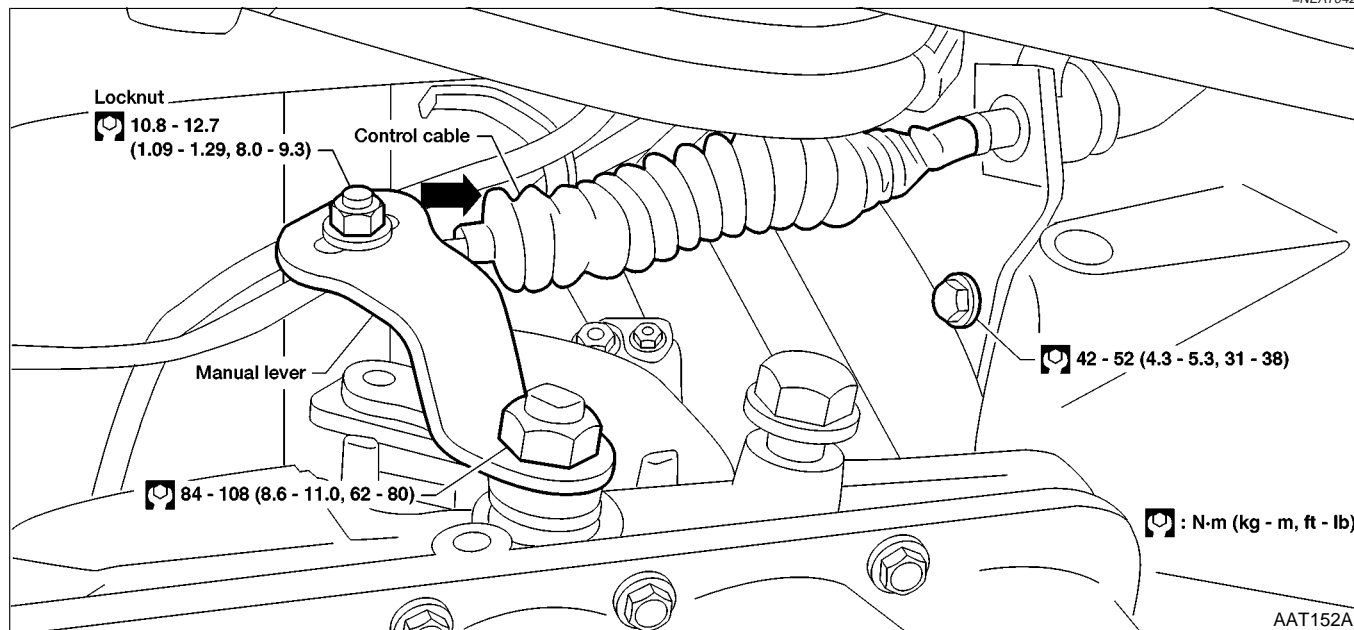
Park/Neutral Position (PNP) Switch Adjustment

**Park/Neutral Position (PNP) Switch Adjustment**

1. Remove control linkage and manual lever from manual shaft.^{NEAT0427}
2. Set manual shaft in N position.
3. Loosen PNP switch fixing bolts.
4. Insert pin into adjustment holes in both PNP switch and manual as near vertical as possible.
5. Tighten PNP switch fixing bolts.
6. Remove pin.
7. Reinstall any part removed.
8. Adjust control linkage. Refer to "Control Cable Adjustment", AT-61.
9. Check continuity of PNP switch. Refer to AT-46.

Control Cable Adjustment

=NEAT0428



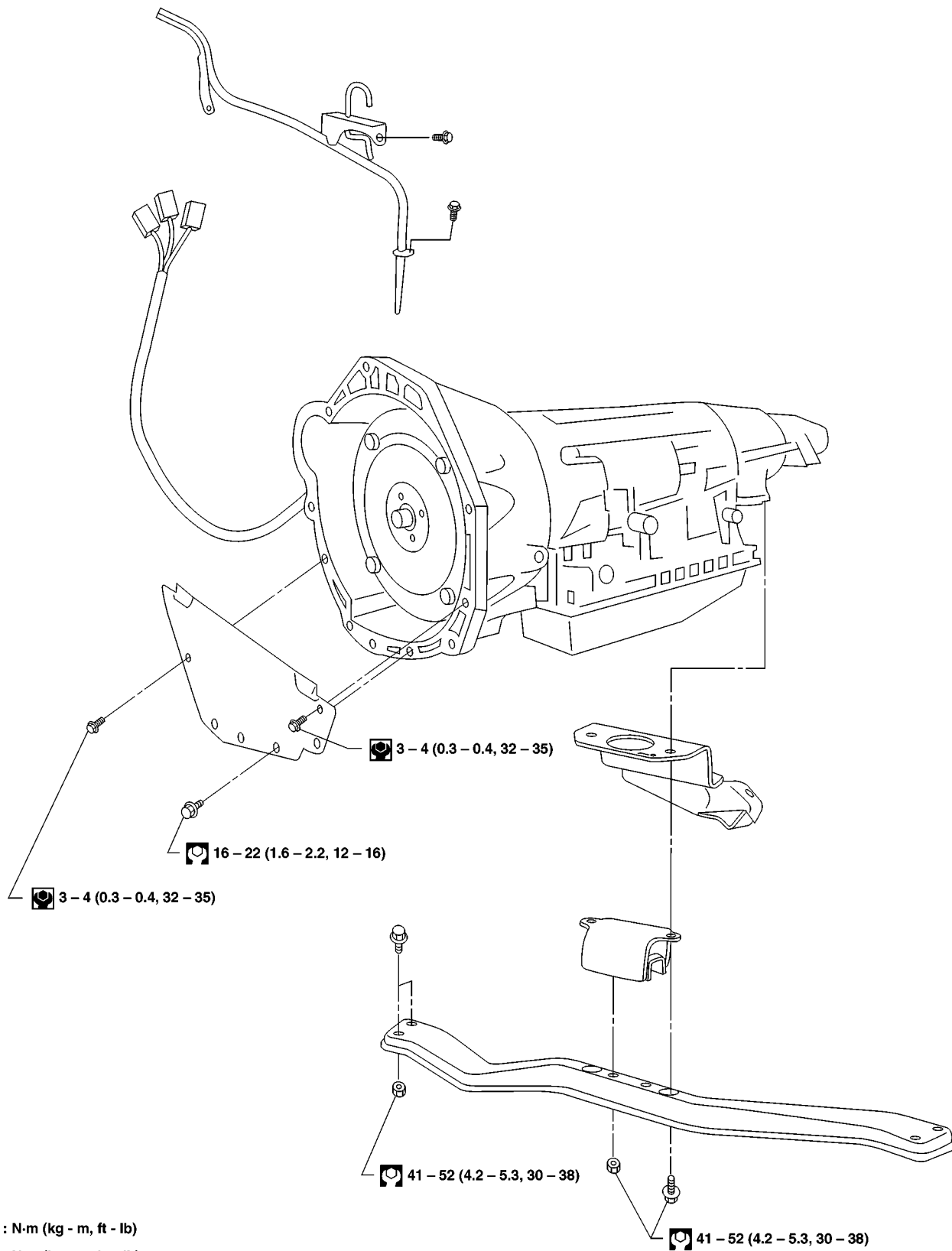
Move the selector lever from the P position to 1 position. You should be able to feel the detents in each position. If the detents cannot be felt, the linkage needs adjustment.

1. Place selector lever in P position.
 2. Loosen control cable lock nut and place manual shaft in P position.
 3. Push control cable in the direction of the arrow shown in the illustration by specified force.
 - Specified force: 19.6 N (2.0 kg, 4.4 lb)**
 4. Return control cable in the opposite direction of the arrow for 1.0 mm (0.039 in).
 5. Tighten control cable lock nut.
 6. Move selector lever from P to 1 position again. Make sure that selector lever moves smoothly.
 7. Apply grease to contacting areas of selector lever and control cable. Install any part removed.
- **Make sure that the starter operates when the selector lever is placed in the N or P position.**
 - **Make sure that the transmission is locked properly when the selector lever is placed in the P position.**

Removal

NEAT0429

SEC. 112 • 200 • 310



: N-m (kg - m, ft - lb)

: N-m (kg - m, in - lb)

AAT151A

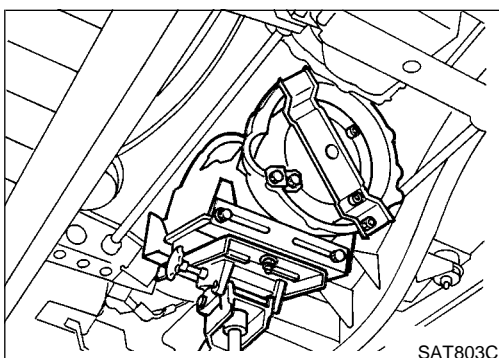
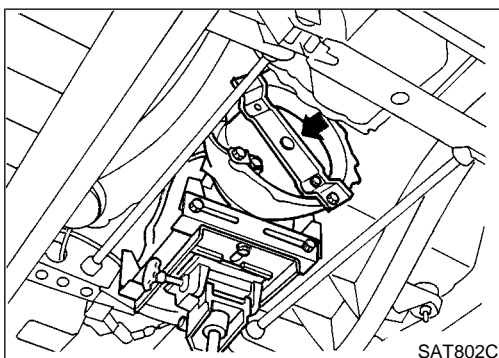
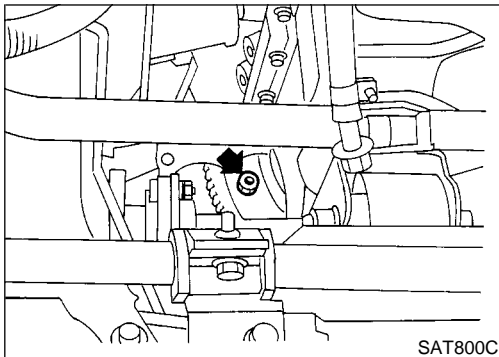
CAUTION:

Before separating the A/T assembly from engine, first remove the crankshaft position sensor (OBD) from the assembly. Be careful not to damage sensor edge.

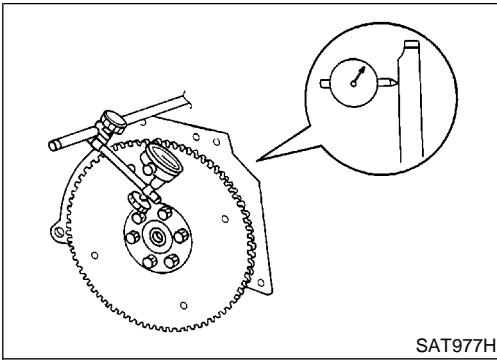
NOTE:

To prevent oil spills, drain A/T fluid before removing A/T assembly or insert plug into rear oil seal after removing rear propeller shaft.

1. Disconnect battery negative terminal.
2. Remove fluid charging pipe from A/T assembly and plug opening.
3. Remove oil cooler pipe from A/T assembly and plug opening.
4. Remove A/T vent hose.
5. Remove propeller shaft.
Refer to **PD-7** ("Removal and Installation", "PROPELLER SHAFT").
- **Be careful not to damage spline, sleeve yoke and rear oil seal.**
6. Remove A/T control cable from manual shaft.
7. Disconnect A/T harness connectors and vehicle speed sensor harness connector.
8. Disconnect throttle wire from A/T assembly.
9. Remove starter motor.
10. Remove bolts securing torque converter to drive plate.
- **Rotate crankshaft to gain access to securing bolts.**



11. Support A/T assembly with a jack.
12. Remove rear mounting bracket from body and A/T assembly. Refer to **EM-43** ("ENGINE REMOVAL").
13. Remove bolts securing A/T assembly to engine.
14. Pull A/T assembly backwards.
- **Secure torque converter to prevent it from dropping.**
- **Secure A/T assembly to a jack.**
15. Slant and lower A/T assembly.



SAT977H

Installation

1. Check drive plate runout.

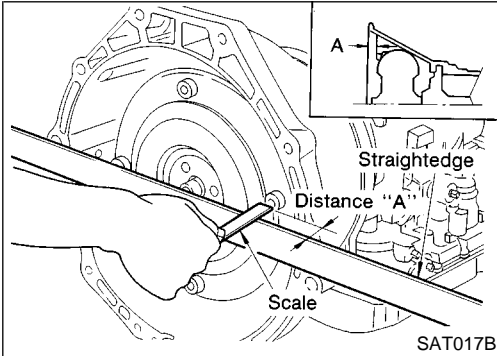
CAUTION:

Do not allow any magnetic materials to contact the ring gear teeth.

Maximum allowable runout:

Refer to EM-47 ("Inspection", "CYLINDER BLOCK").

If this runout is out of specification, replace drive plate with ring gear.

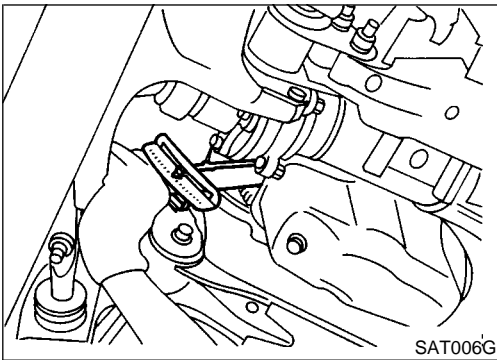


SAT017B

2. When connecting torque converter to transmission, measure distance "A" to be certain that they are correctly assembled.

Distance "A":

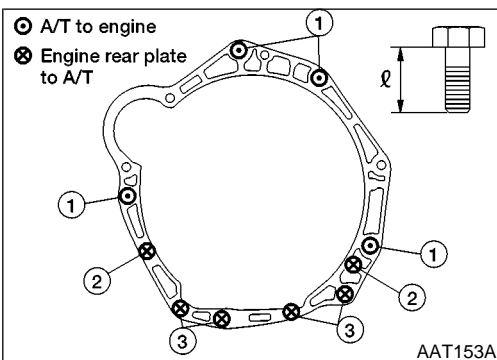
26.0 mm (1.024 in) or more



SAT006G

3. Install converter to drive plate.

- **With converter installed, rotate crankshaft several turns to check that transmission rotates freely without binding.**



AAT153A

4. Tighten bolts securing transmission.

Bolt No.	Tightening torque N-m (kg-m, ft-lb)	Bolt length "ℓ" mm (in)
1	39 - 49 (4.0 - 5.0, 29 - 36)	43 (1.69)
2	3 - 4 (0.3 - 0.4, 2.2 - 2.9)	16 (0.63)
3	16 - 22 (1.6 - 2.2, 12 - 16)	16 (0.63)

5. Reinstall any part removed.








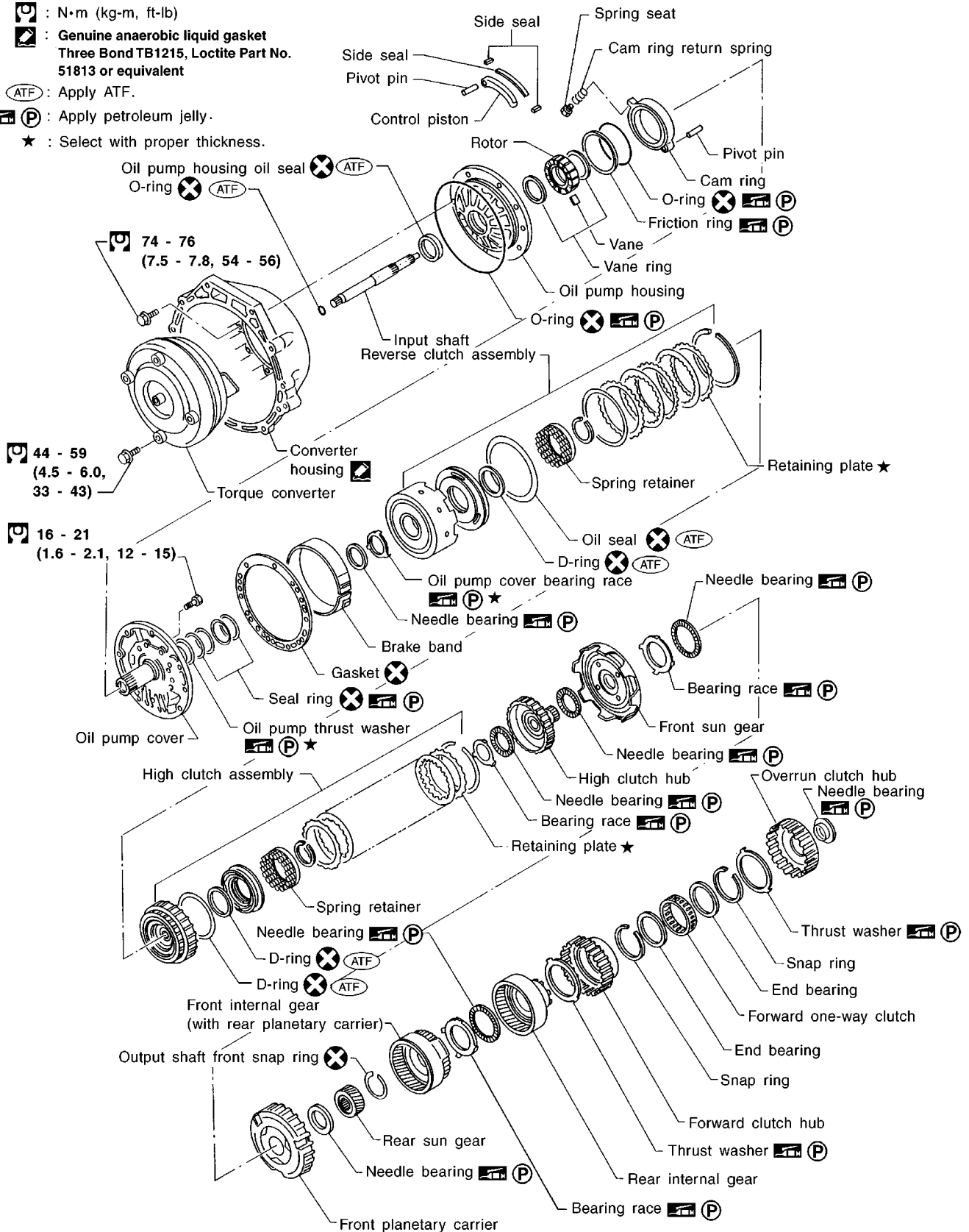
SAT638A

6. Adjust control cable. Refer to AT-61.
7. Adjust throttle wire. Refer to AT-59.
8. Adjust PNP switch. Refer to AT-60.
9. Refill transmission with ATF and check fluid level.
10. Move selector lever through all positions to be sure that transmission operates correctly.
With parking brake applied, allow engine to idle. Move selector lever through N to D, to 2, to 1 and to R. A slight shock should be felt through hand gripping the selector each time the transmission is shifted.
11. Perform road test. Refer to "ROAD TEST", AT-31.

Components

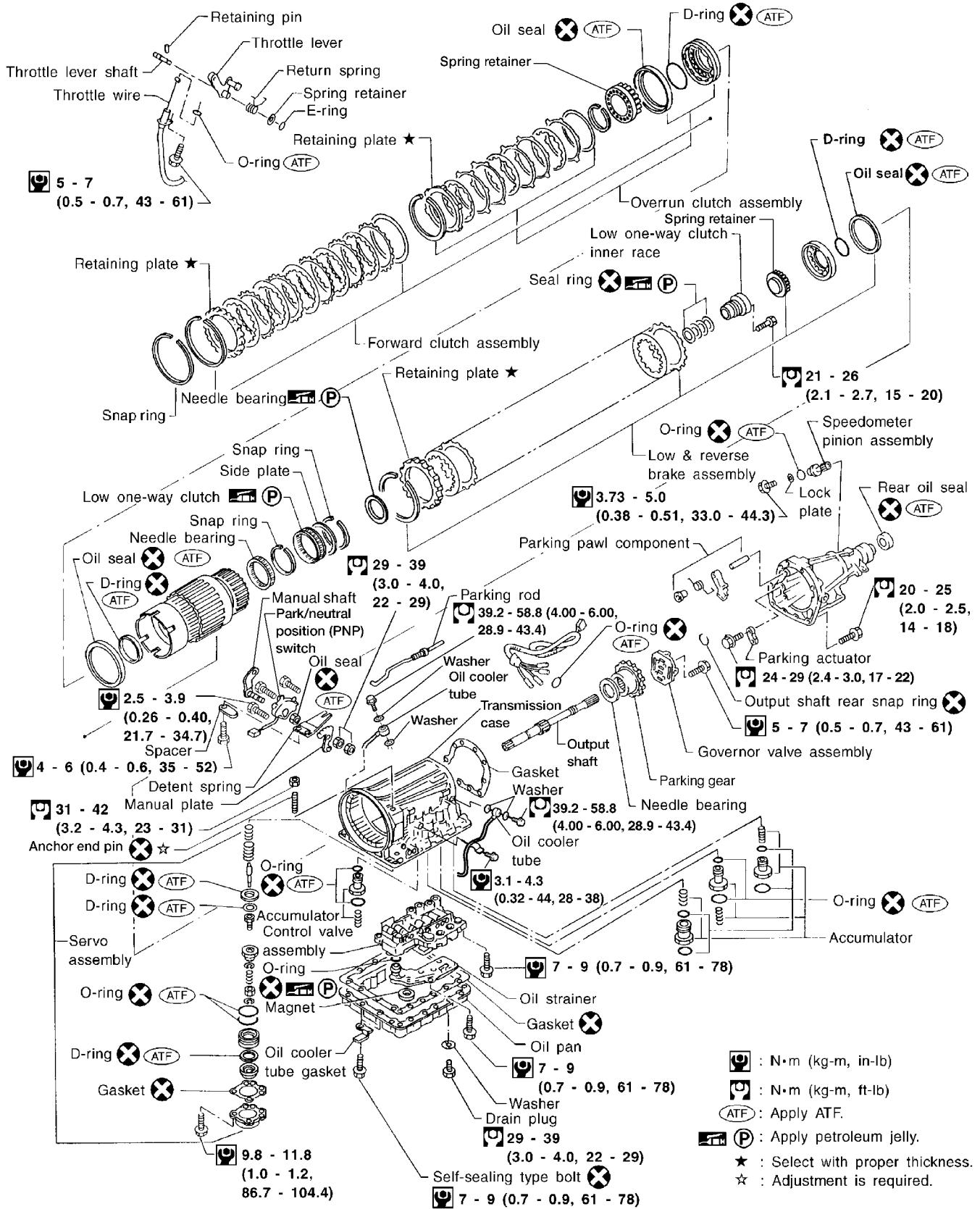
SEC. 311•313•315

-  : N·m (kg-m, ft-lb)
-  : Genuine anaerobic liquid gasket
Three Bond TB1215, Loctite Part No.
51813 or equivalent
-  : Apply ATF.
-   : Apply petroleum jelly.
- ★ : Select with proper thickness.



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SEC. 311•315•317

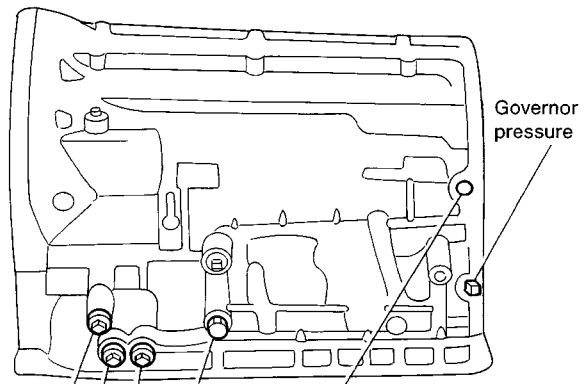
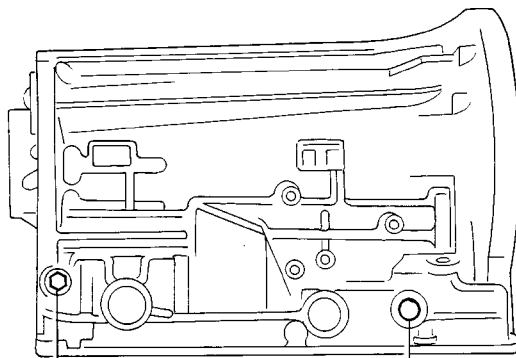
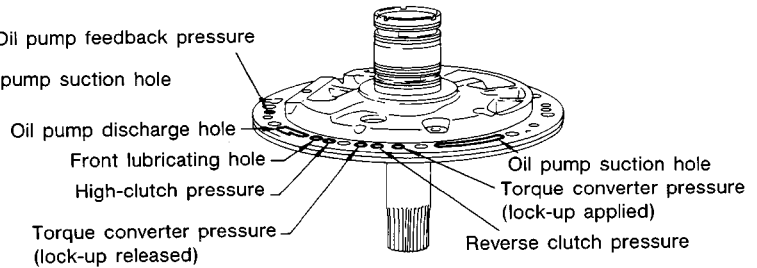
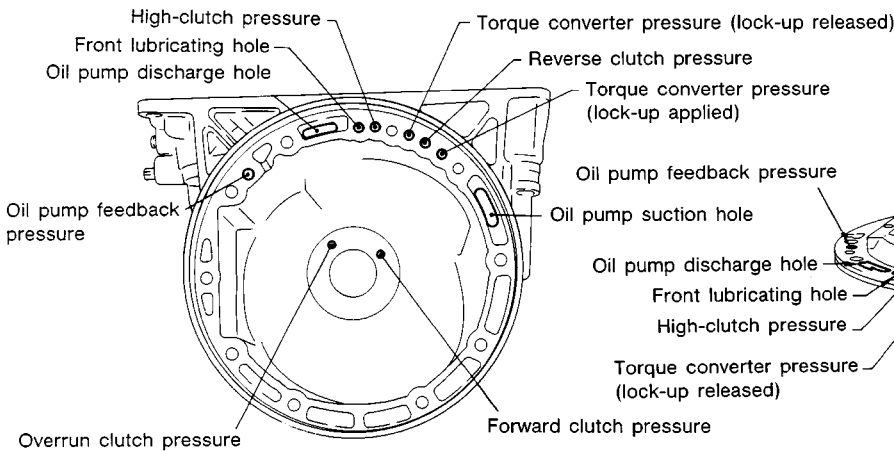
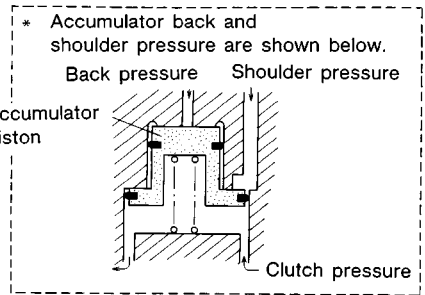
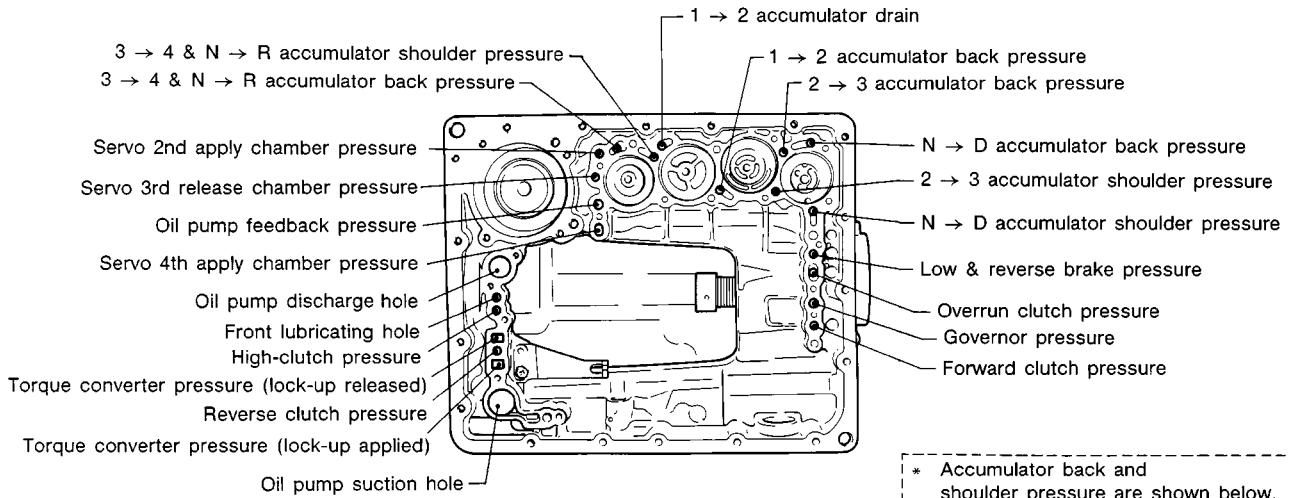


- : N•m (kg-m, in-lb)
- : N•m (kg-m, ft-lb)
- : Apply ATF.
- : Apply petroleum jelly.
- ★ : Select with proper thickness.
- ☆ : Adjustment is required.

Oil Channel

NEAT0432

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AAT105A

Locations of Needle Bearings, Thrust Washers and Snap Rings

NEAT0433

Outer diameter of snap rings

Item number	Outer diameter mm (in)
②	161.0 (6.34)
③	140.1 (5.52)
④	156.4 (6.16)
⑥	142.0 (5.59)
⑦	159.2 (6.27)

Inner diameter of thrust washers

Item number	Color	Inner diameter mm (in)
①★	Black	52.8 (2.08)
⑤	White	84.5 (3.33)

★ : Select with proper thickness.

Outer diameter of needle bearings

Item number	Outer diameter mm (in)
⑧	47 (1.85)
⑨	53 (2.09)
⑩	53 (2.09)
⑪	78 (3.07)
⑫	53 (2.09)
⑬	78 (3.07)
⑭	57 (2.24)
⑮	78 (3.07)
⑯	64 (2.52)
⑰	53 (2.09)

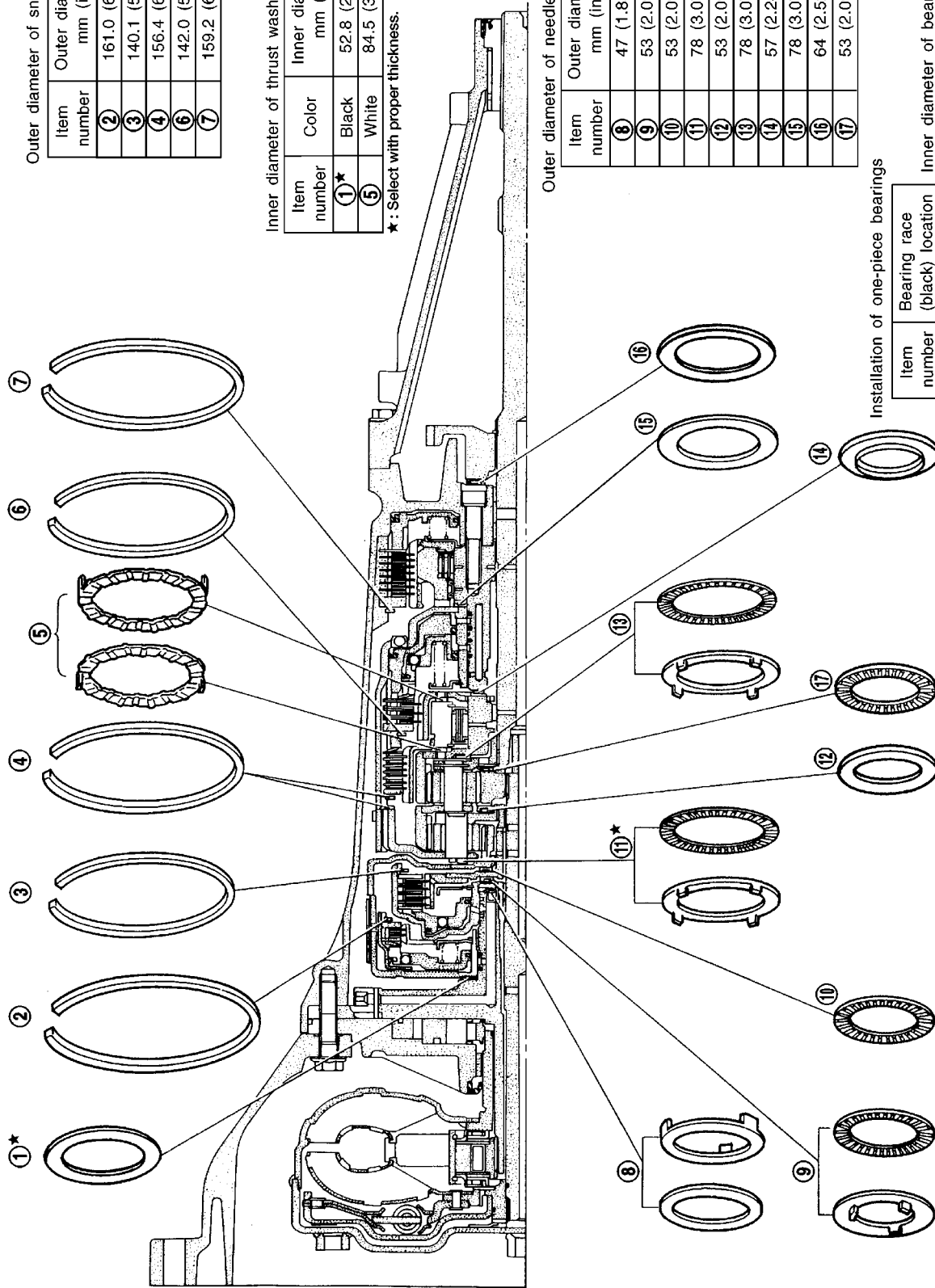
Installation of one-piece bearings

Item number	Bearing race (black) location
⑫	Front
⑮	Rear side
⑯	Rear side
⑰	Rear side

Inner diameter of bearing races

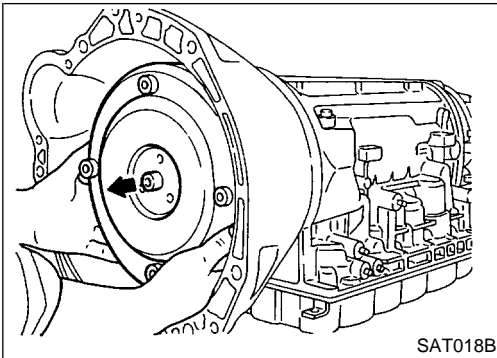
Item number	Inner diameter mm (in)
⑪★	58 (2.28)
⑬	58.8 (2.315)

★ : Select with proper thickness.

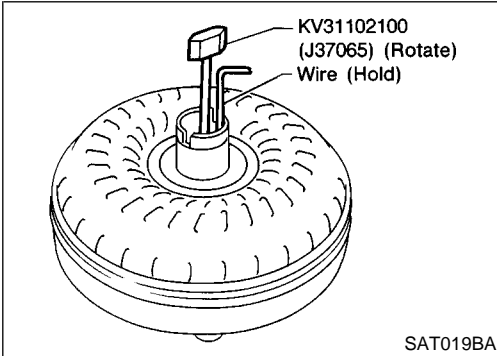


DISASSEMBLY

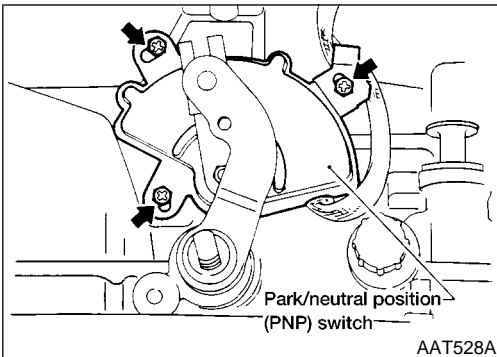
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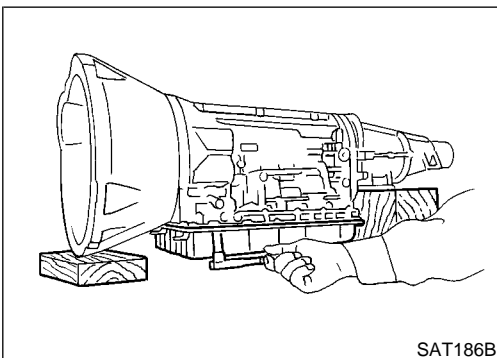
1. Removing torque converter by holding it firmly and turning while pulling straight out.



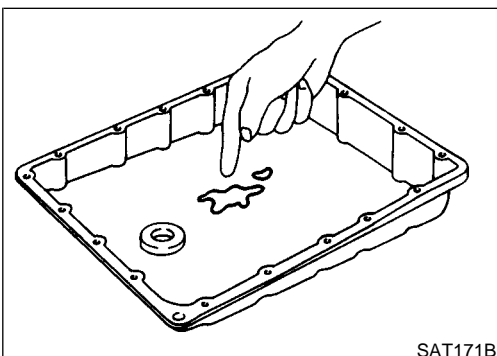
2. Check torque converter one-way clutch.
 - a. Insert Tool into spline of one-way clutch inner race.
 - b. Hook bearing support unitized with one-way clutch outer race with suitable wire.
 - c. Check that one-way clutch inner race rotates only clockwise with Tool while holding bearing support with wire.



3. Remove PNP switch from transmission case.



4. Separate the oil pan and transmission case.
 - a. Drain ATF from drain plug.
 - b. Raise oil pan by placing wooden blocks under converter housing and adapter case.
 - c. Remove oil pan and gasket.
 - **Always place oil pan straight down so that foreign particles inside will not move.**
 - **Do not reuse oil pan bolts.**



5. Check foreign materials in oil pan to help determine cause of malfunction. If the 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 buildup. Varnish can cause valves, servo, and clutches to stick and may inhibit pump pressure.
 - **If frictional material is detected, replace radiator after repair of A/T. Refer to LC-14 ("Radiator", "ENGINE COOLING SYSTEM").**

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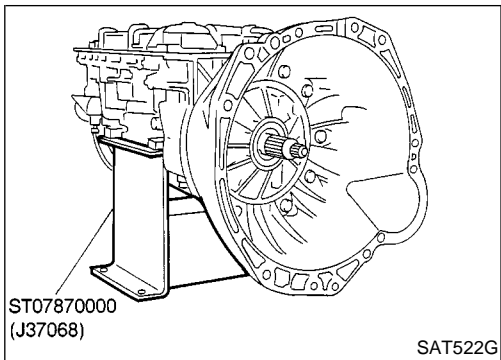
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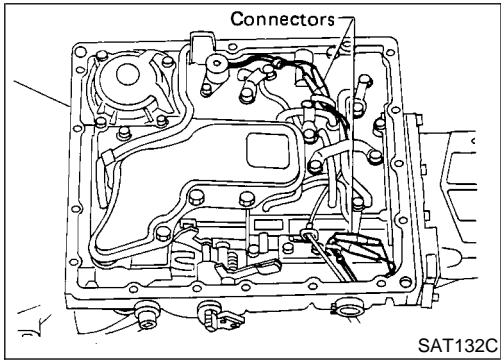
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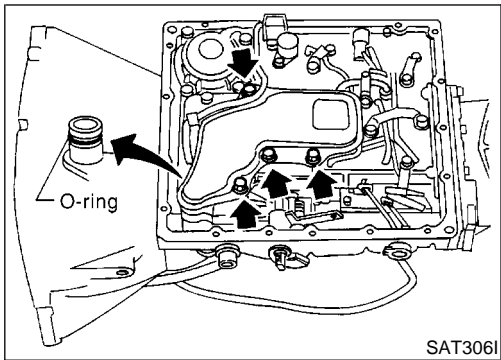
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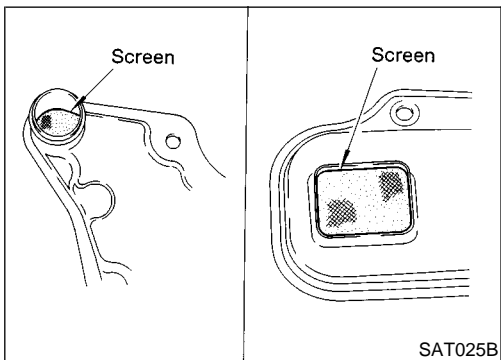
6. Place transmission into Tool with the control valve facing up.



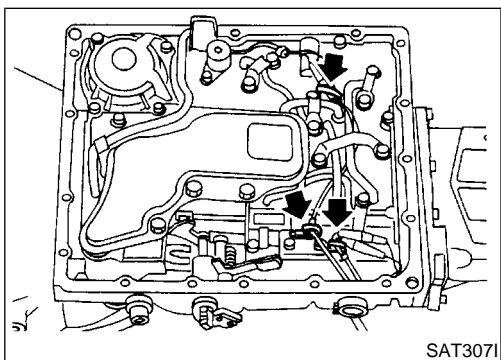
7. Remove torque converter clutch solenoid valve and overdrive cancel solenoid valve connectors.



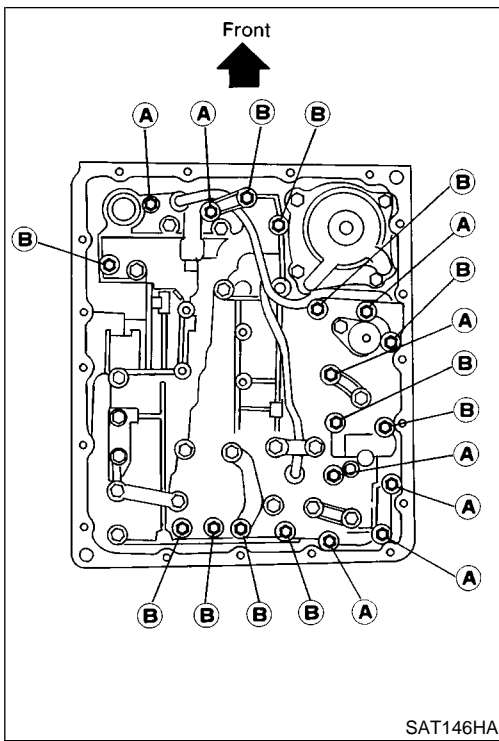
8. Remove oil strainer.
a. Remove oil strainer from control valve assembly. Then remove O-ring from oil strainer.




b. Check oil strainer screen for damage.

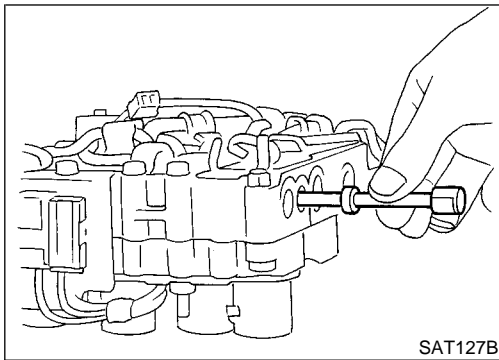


9. Remove control valve assembly.
a. Straighten terminal clips to free terminal cords, then remove terminal clips.

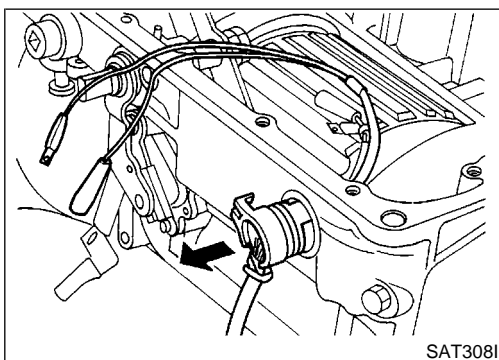


b. Remove bolts **A** and **B**, and remove control valve assembly from transmission.

Bolt	l mm (in) 
A	33 (1.30)
B	45 (1.77)

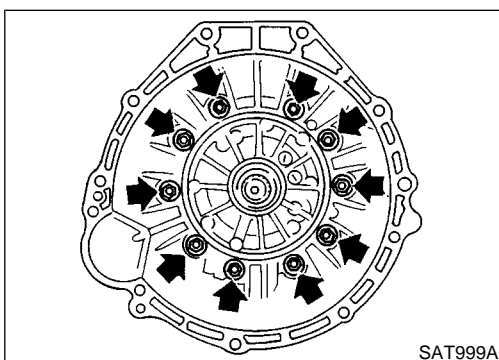


c. Remove manual valve from control valve assembly.



10. Remove terminal cord assembly from transmission case while pushing on stopper.

- **Be careful not to damage cord.**
- **Do not remove terminal cord assembly unless it is damaged.**



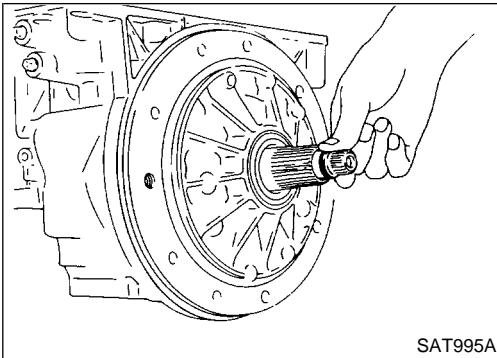
11. Remove converter housing.

a. Remove converter housing bolts.

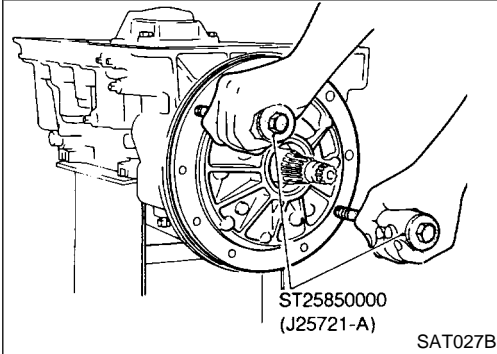
b. Remove traces of sealant.

- **Be careful not to scratch converter housing.**

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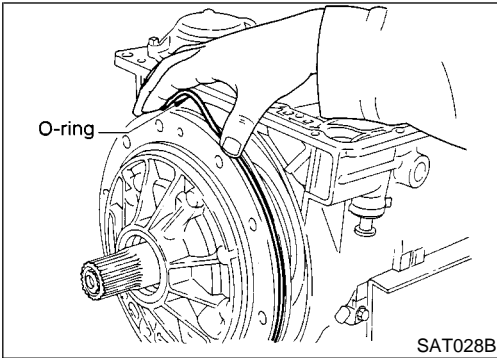


12. Remove O-ring from input shaft.



13. Remove oil pump assembly.

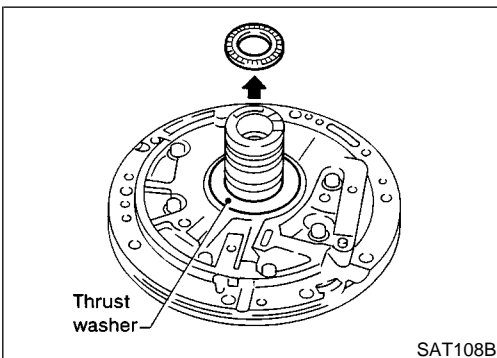
a. Attach Tool to oil pump assembly and extract it evenly from transmission case.



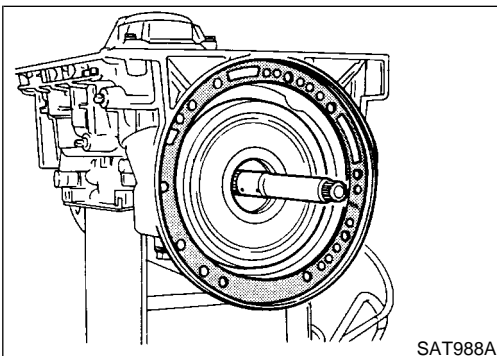
b. Remove O-ring from oil pump assembly.

c. Remove traces of sealant from oil pump housing.

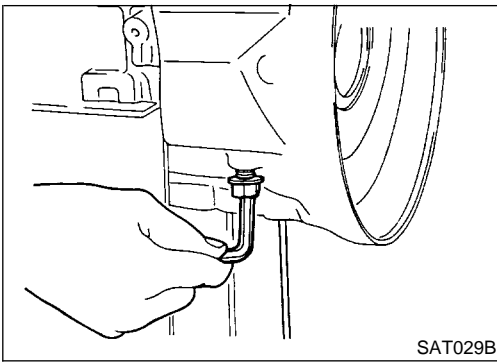
● **Be careful not to scratch pump housing.**



d. Remove needle bearing and thrust washer from oil pump assembly.



14. Remove input shaft and oil pump gasket.



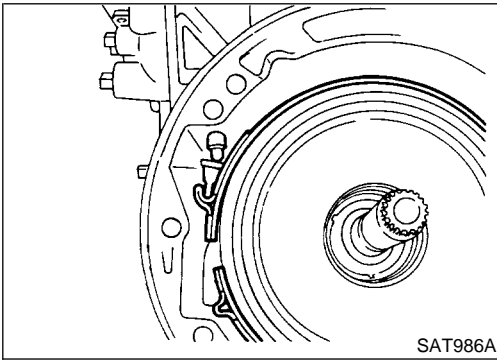
15. Remove brake band and band strut.
- a. Loosen lock nut and remove band servo anchor end pin from transmission case.

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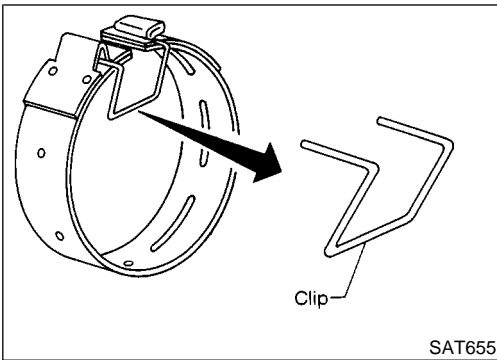
- b. Remove brake band and band strut from transmission case.

EC

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- 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 in the figure at left. Leave the clip in position after removing the brake band.

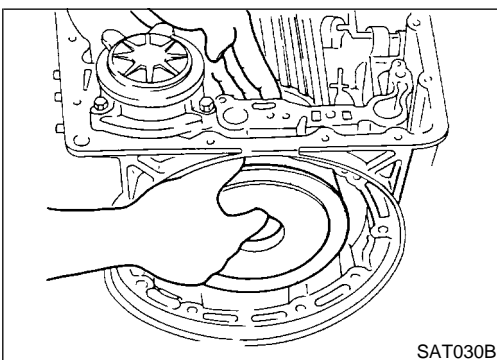
AT

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- c. Check brake band facing for damage, cracks, wear and burns.

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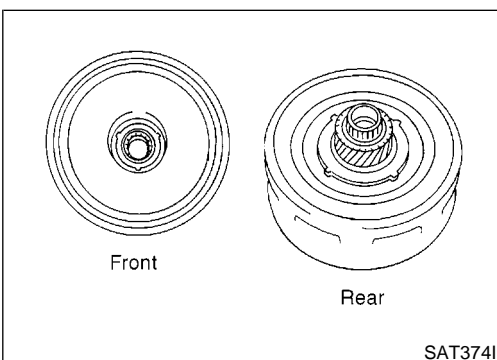
16. Remove front side clutch and gear components.
- a. Remove clutch pack (reverse clutch, high clutch and front sun gear) from transmission case.

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- b. Remove front bearing race from clutch pack.
- c. Remove rear bearing race from clutch pack.

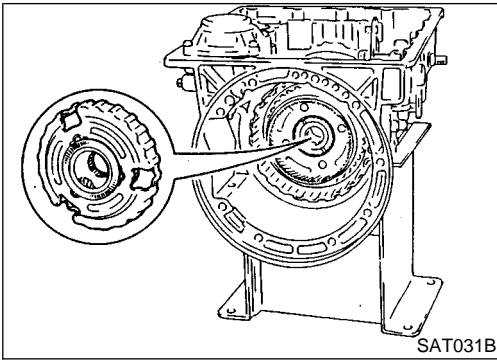
BT

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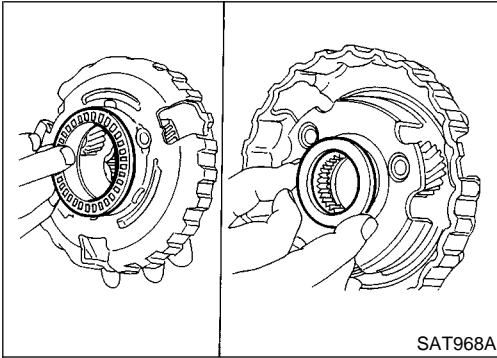
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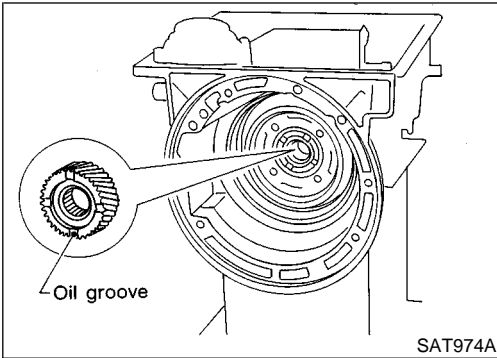
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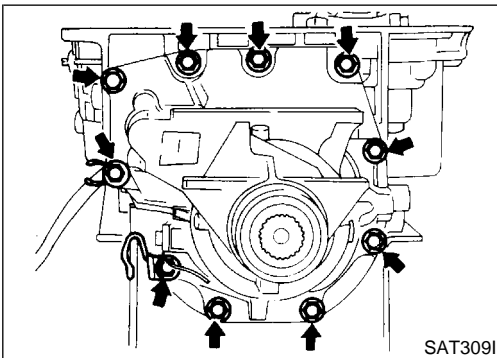
d. Remove front planetary carrier from transmission case.



e. Remove front needle bearing from front planetary carrier.
 f. Remove rear bearing from front planetary carrier.

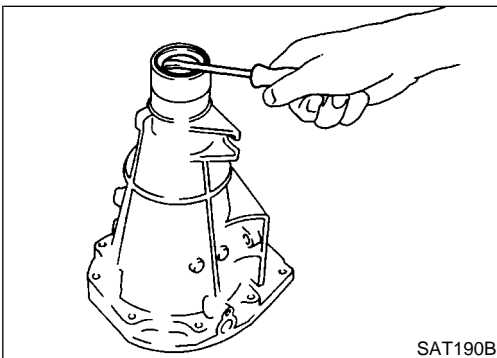


g. Remove rear sun gear from transmission case.

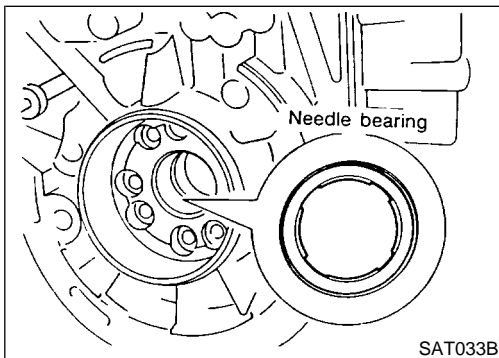
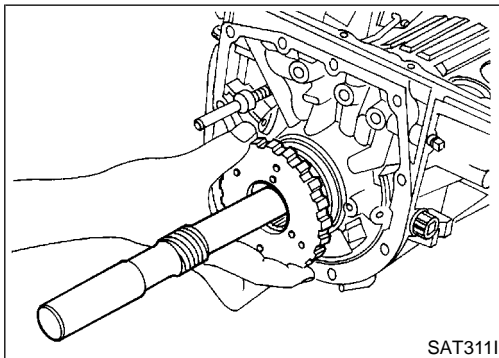
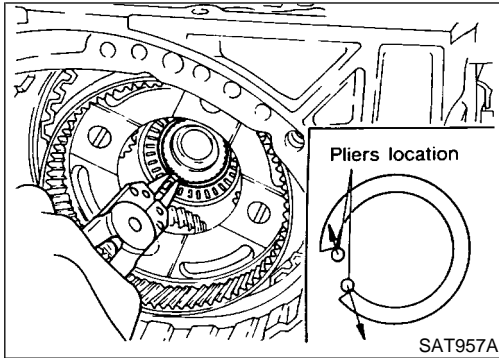
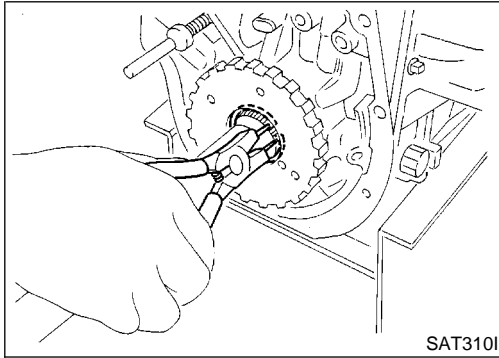
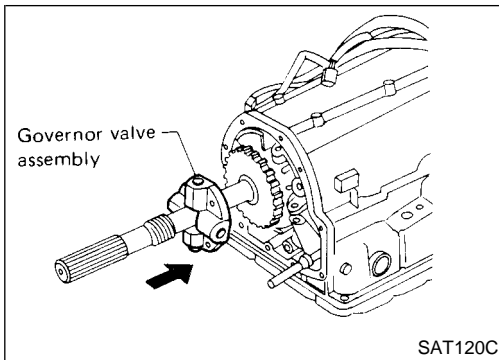


17. Remove rear extension case.

a. Remove rear extension case from transmission case.
 b. Remove rear extension gasket from transmission case.



c. Remove oil seal from rear extension case.
 ● Do not remove oil seal unless it is to be replaced.



18. Remove output shaft and parking gear.
 a. Remove governor valve assembly.

- b. Remove rear snap ring from output shaft.

- c. Slowly push output shaft all the way forward.

● **Do not use excessive force.**

- d. Remove snap ring from output shaft.

- e. Remove output shaft and parking gear as a unit from transmission case.

- f. Remove parking gear from output shaft.

- g. Remove needle bearing from transmission case.

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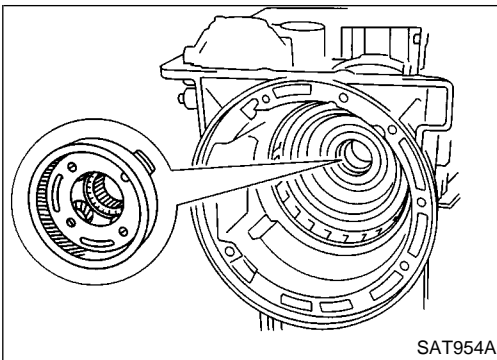
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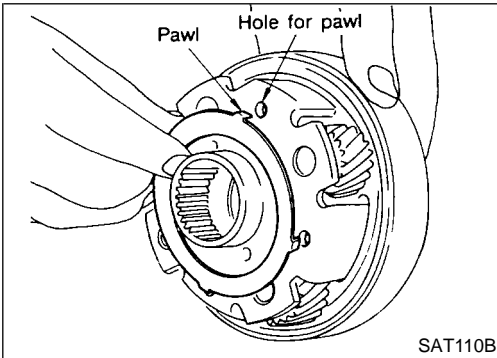
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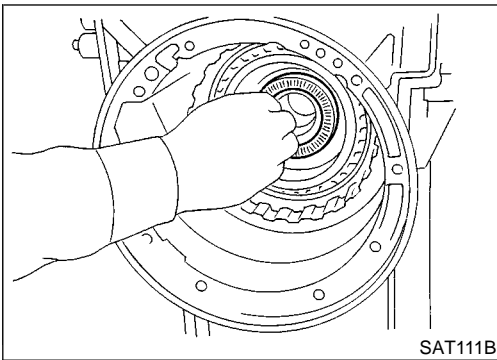
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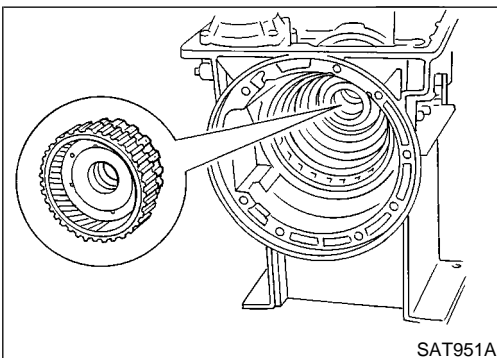
19. Remove rear side clutch and gear components.
- a. Remove front internal gear.



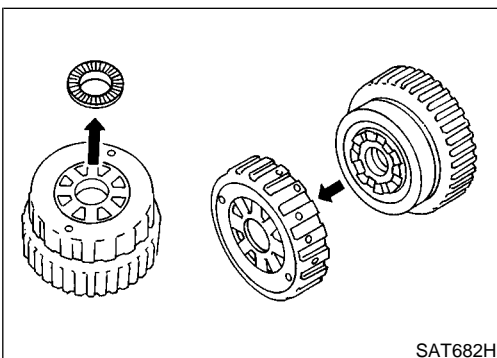
- b. Remove bearing race from front internal gear.



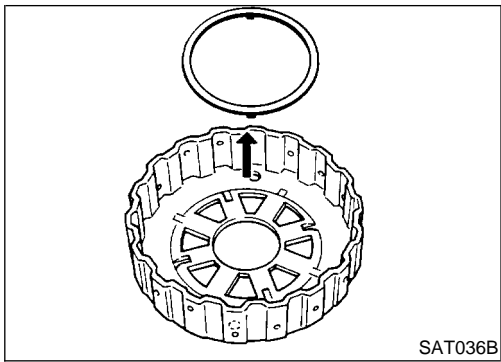
- c. Remove needle bearing from rear internal gear.



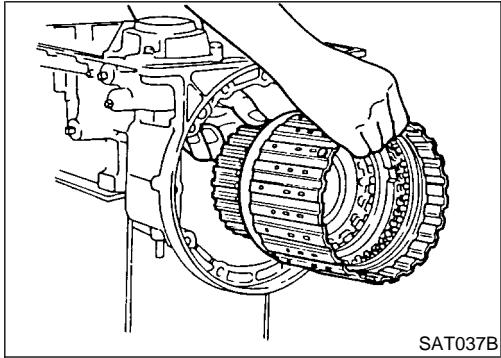
- d. Remove rear internal gear, forward clutch hub and overrun clutch hub as a set from transmission case.



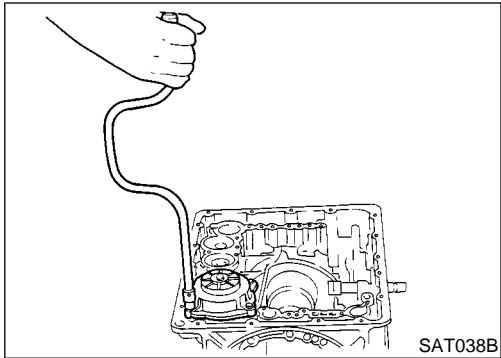
- e. Remove needle bearing from overrun clutch hub.
- f. Remove overrun clutch hub from rear internal gear and forward clutch hub.



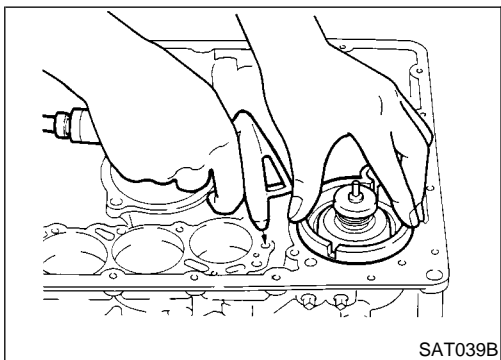
g. Remove thrust washer from overrun clutch hub.



h. Remove forward clutch assembly from transmission case.



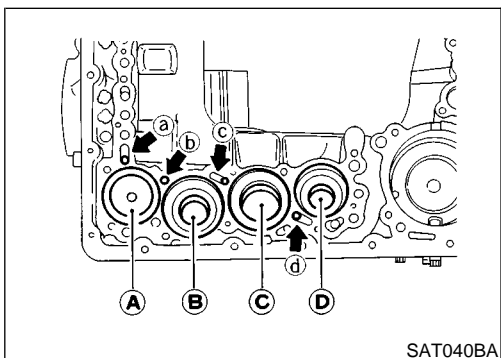
20. Remove band servo and accumulator components.
a. Remove band servo retainer from transmission case.



b. Apply compressed air to oil hole until band servo piston comes out of transmission case.

● **Hold piston with a rag and gradually direct air to oil hole.**

c. Remove return springs.



d. Remove springs from accumulator pistons **A, B, C** and **D**.

e. Apply compressed air to each oil hole until piston comes out.

● **Hold piston with a rag and gradually direct air to oil hole.**

Identification of accumulator pistons	A	B	C	D
Identification of oil holes	a	b	c	d

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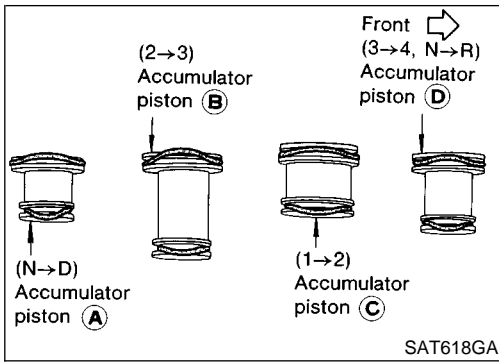
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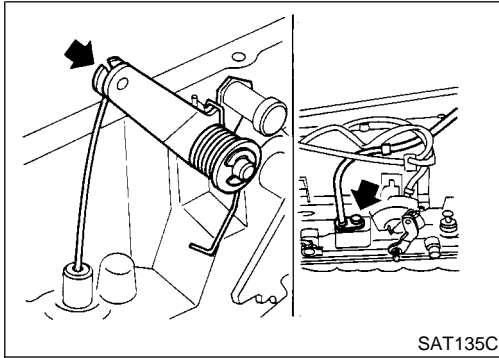
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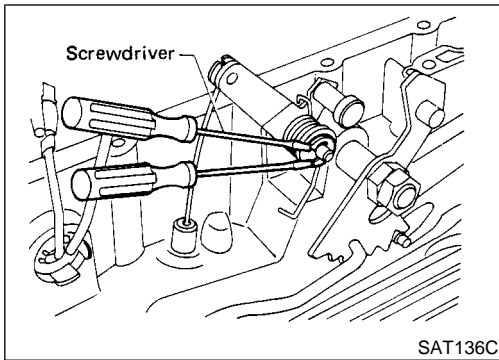
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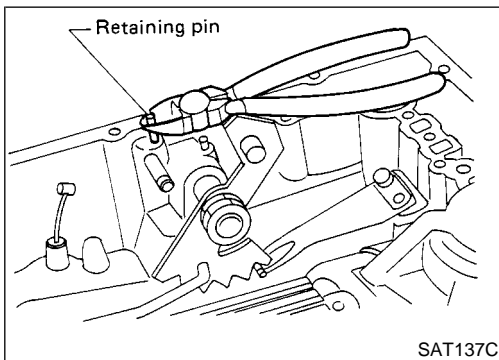
f. Remove O-ring from each piston.



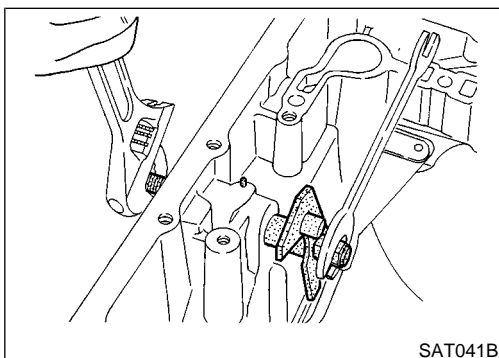
21. Remove throttle wire components if necessary.
a. Remove throttle wire from A/T assembly.



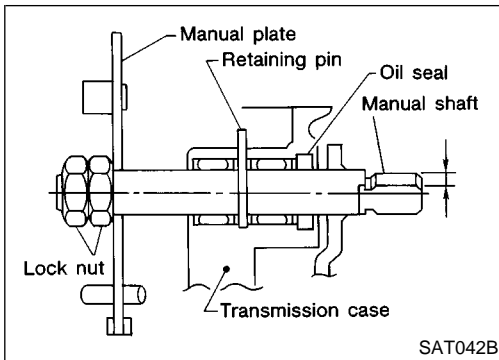
b. Remove throttle lever shaft E-ring.
c. Remove return spring.
d. Remove throttle lever.



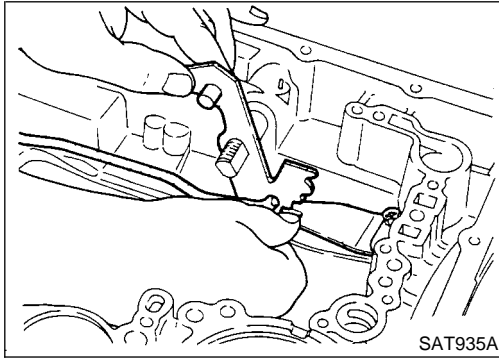
e. Remove throttle lever shaft retaining pin and throttle lever shaft.



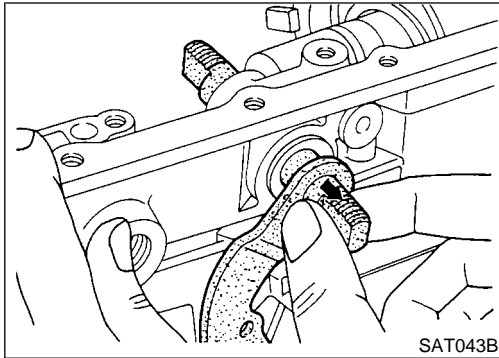
22. Remove manual shaft components, if necessary.
a. Hold width across flats of manual shaft (outside the transmission case) and remove lock nut from shaft.



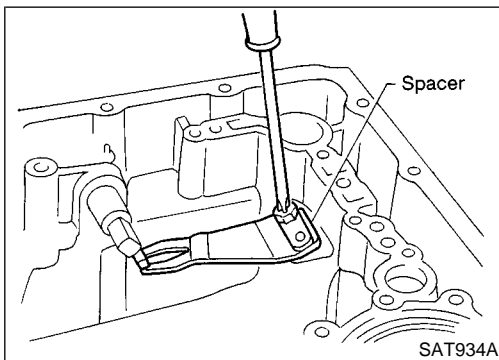
b. Remove retaining pin from transmission case.



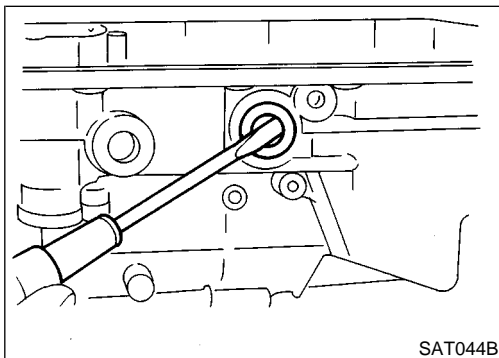
c. While pushing detent spring down, remove manual plate and parking rod from transmission case.



d. Remove manual shaft from transmission case.



e. Remove spacer and detent spring from transmission case.



f. Remove oil seal from transmission case.

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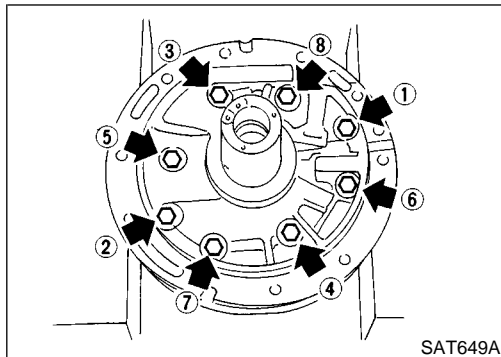
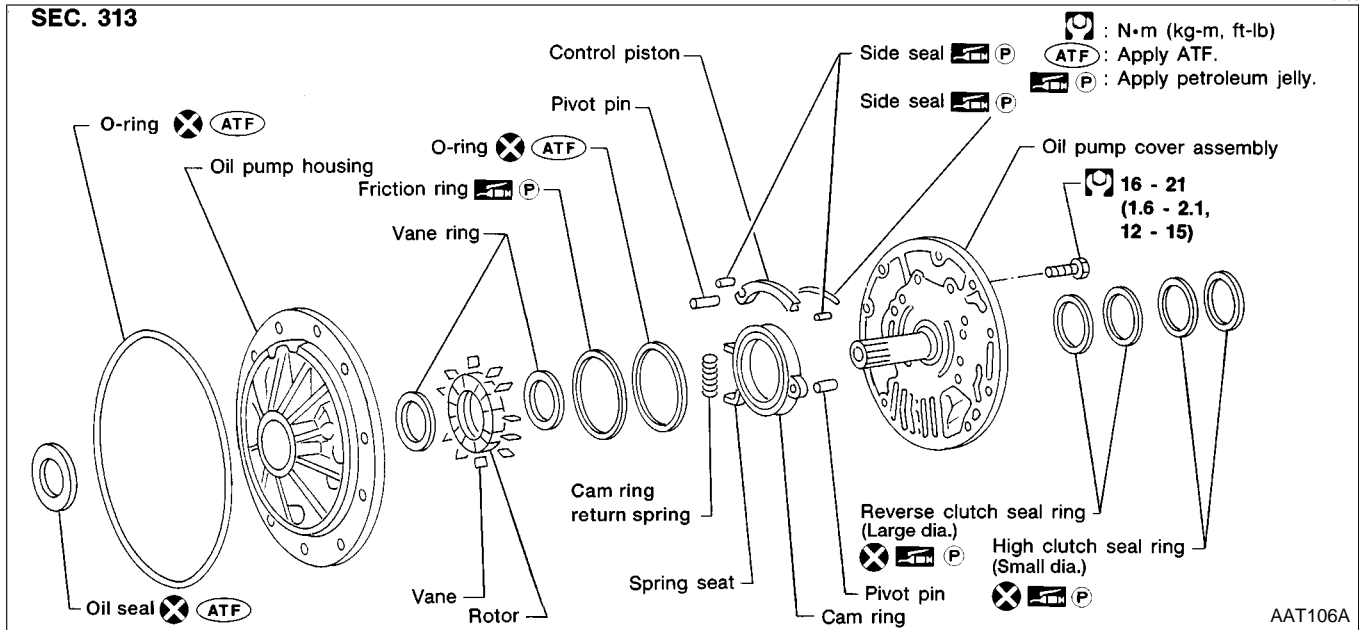
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Oil Pump COMPONENTS

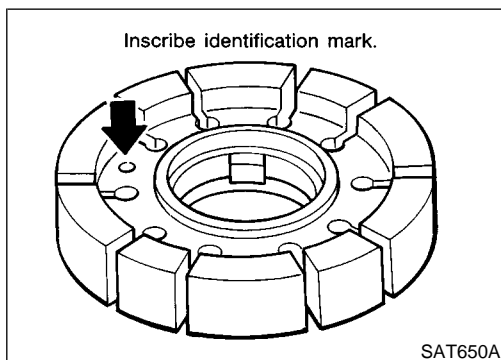
NEAT0435



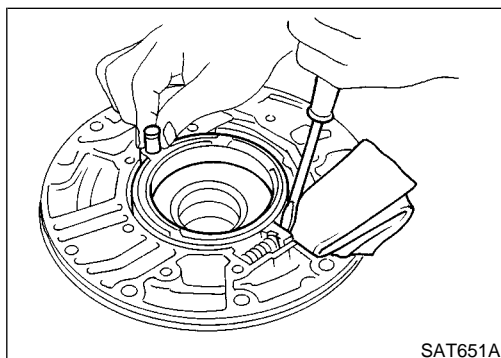
DISASSEMBLY

NEAT0436

- Loosen bolts in numerical order and remove oil pump cover.



- Remove rotor, vane rings and vanes.
 - Inscribe a mark on back of rotor for identification of fore-aft direction when reassembling rotor. Then remove rotor.

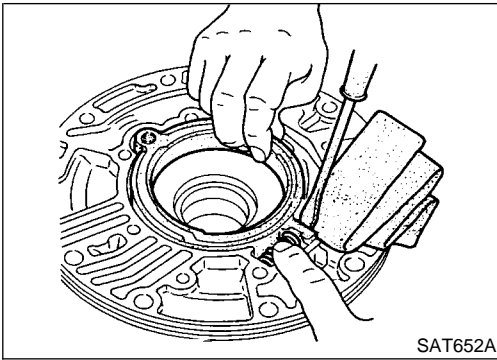


- While pushing on cam ring, remove pivot pin.
 - Be careful not to scratch oil pump housing.

REPAIR FOR COMPONENT PARTS

RL4R01A

Oil Pump (Cont'd)



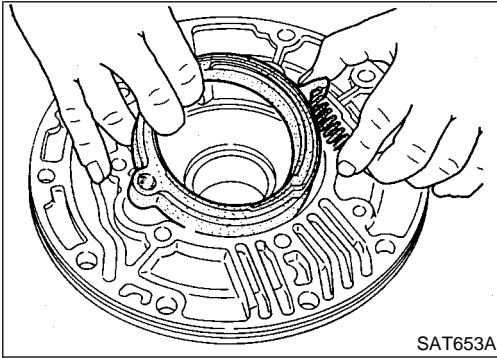
4. While holding cam ring and cam ring return spring, lift out cam ring return spring.
 - Be careful not to damage oil pump housing.
 - Hold cam ring return spring to prevent it from jumping.

GI

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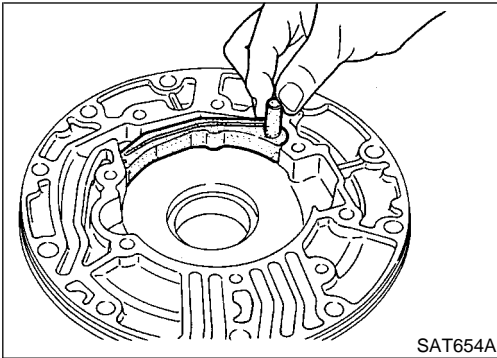
5. Remove cam ring and cam ring return spring from oil pump housing.

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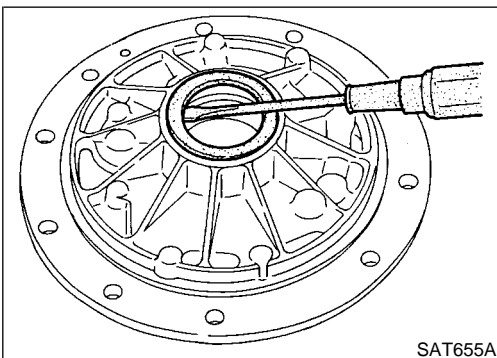
6. Remove pivot pin from control piston and remove control piston assembly.

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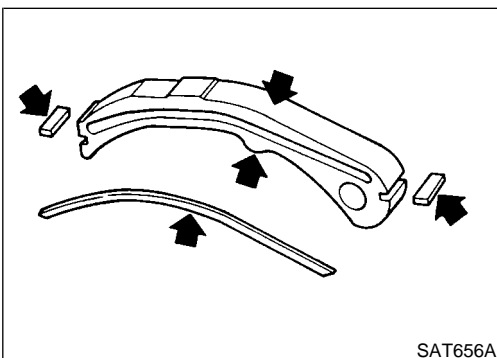
7. Remove oil seal from oil pump housing.
 - Be careful not to scratch oil pump housing.

SU

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INSPECTION

Oil Pump Cover, Rotor, Vanes, Control Piston, Side Seals, Cam Ring and Friction Ring

NEAT0437

- Check for wear and damage.

NEAT0437S01

BT

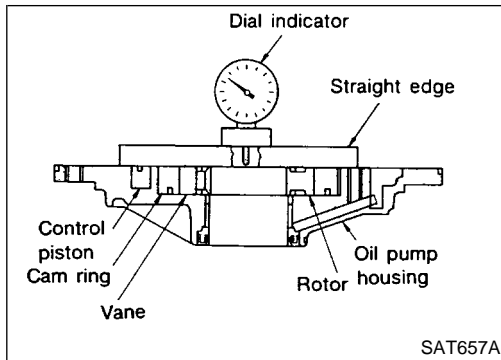
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Oil Pump (Cont'd)



Side Clearances

NEAT0437S02

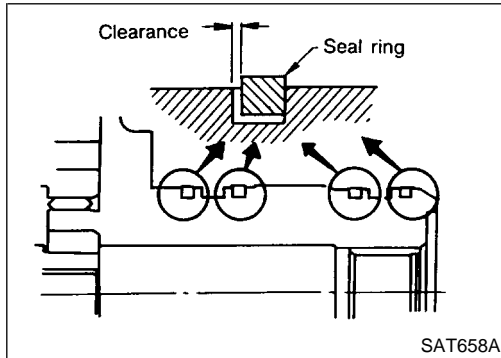
- Measure side clearances between end of oil pump housing and cam ring, rotor, vanes and control piston in at least four places along their circumferences. Maximum measured values should be within specified ranges.

- **Before measuring side clearance, check that friction rings, O-ring, control piston side seals and cam ring return spring are removed.**

Standard clearance (Cam ring, rotor, vanes and control piston):

Refer to SDS, AT-139.

- If not within standard clearance, replace oil pump assembly except oil pump cover assembly.



Seal Ring Clearance

NEAT0437S03

- Measure clearance between seal ring and ring groove.

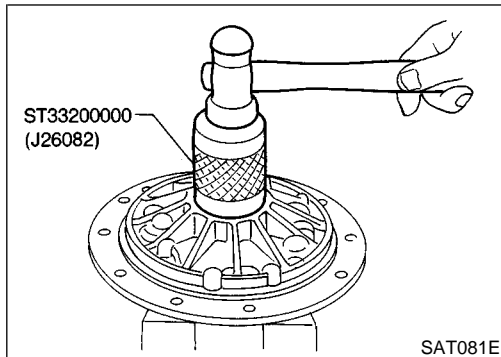
Standard clearance:

0.10 - 0.25 mm (0.0039 - 0.0098 in)

Wear limit:

0.25 mm (0.0098 in)

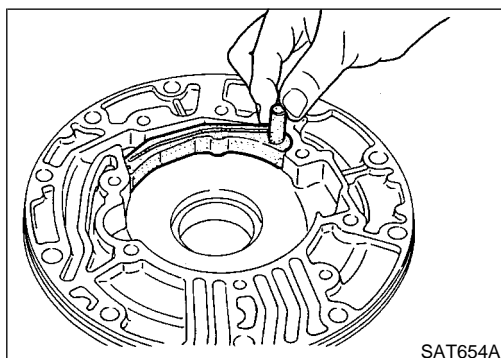
- If not within wear limit, replace oil pump cover assembly.



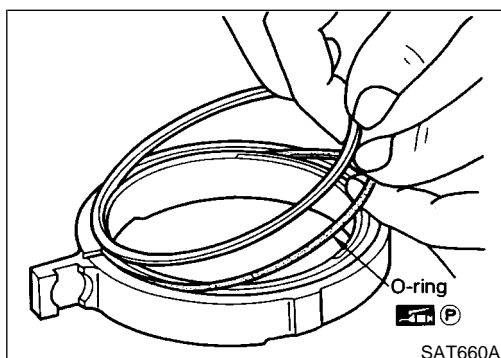
ASSEMBLY

NEAT0438

1. Drive oil seal into oil pump housing.
 - **Apply ATF to outer periphery and lip surface.**



2. Install cam ring in oil pump housing as follows:
 - a. Install side seal on control piston.
 - **Pay attention to its direction — black surface faces toward control piston.**
 - **Apply petroleum jelly to side seal.**
 - b. Install control piston on oil pump.

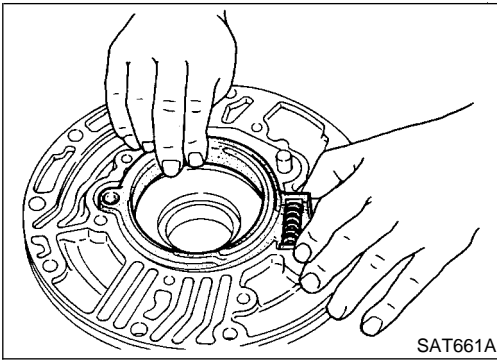


- c. Install O-ring and friction ring on cam ring.
 - **Apply petroleum jelly to O-ring.**

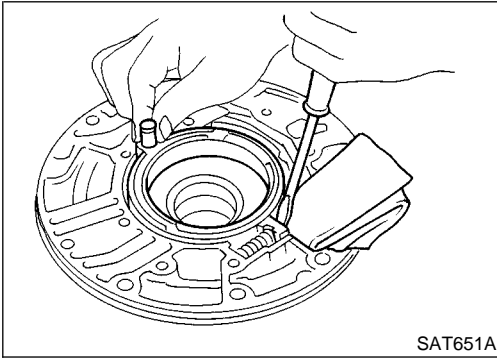
REPAIR FOR COMPONENT PARTS

RL4R01A

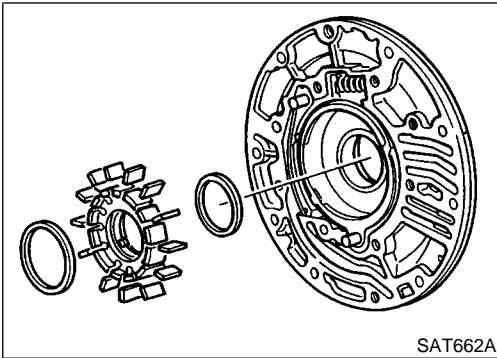
Oil Pump (Cont'd)



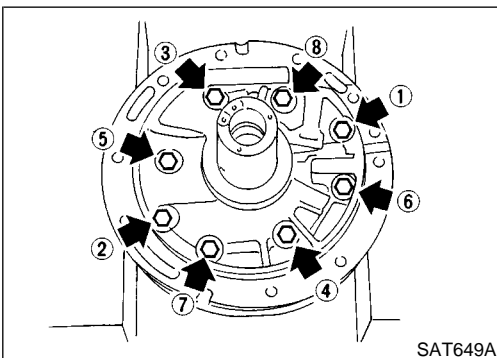
- d. Assemble cam ring, cam ring return spring and spring seat. Install spring by pushing it against pump housing.



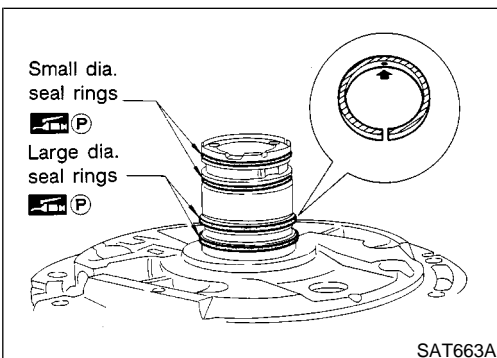
- e. While pushing on cam ring, install pivot pin.



3. Install rotor, vanes and vane rings.
 • Pay attention to direction of rotor.



4. Install oil pump housing and oil pump cover.
 a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly in oil pump housing assembly, then remove masking tape.
 b. Tighten bolts in numerical order as shown.



5. Install seal rings carefully after packing ring grooves with petroleum jelly. Press rings down into jelly for a close fit.
 • Seal rings come in two different diameters. Check fit carefully in each groove.
 Small dia. seal ring:
 No mark
 Large dia. seal ring:
 Yellow mark in area shown by arrow
 • Do not spread gap of seal ring excessively while installing. It may deform ring.

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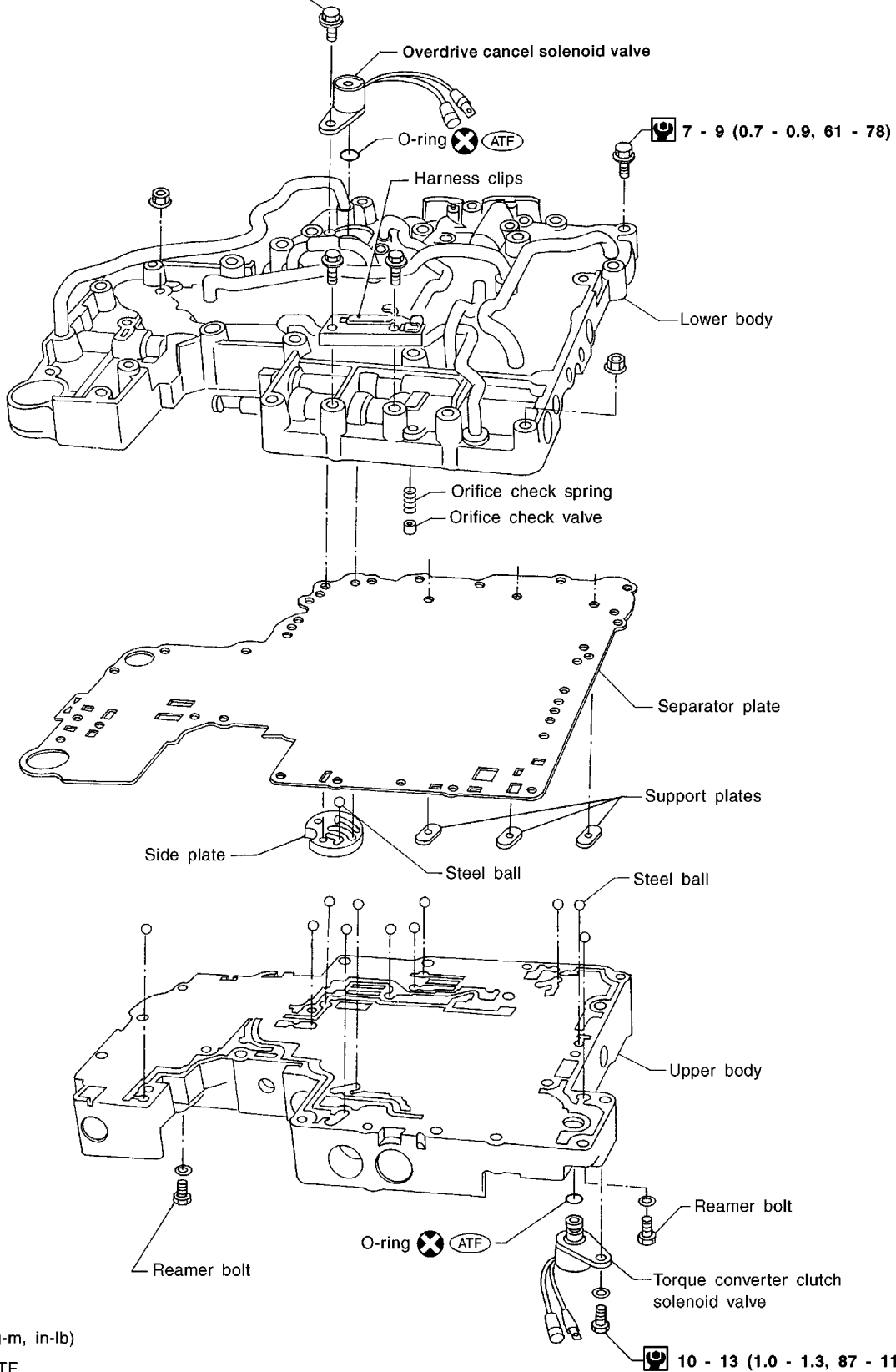
IDX


Control Valve Assembly COMPONENTS

NEAT0439

SEC. 317

 10 - 13 (1.0 - 1.3, 87 - 113)

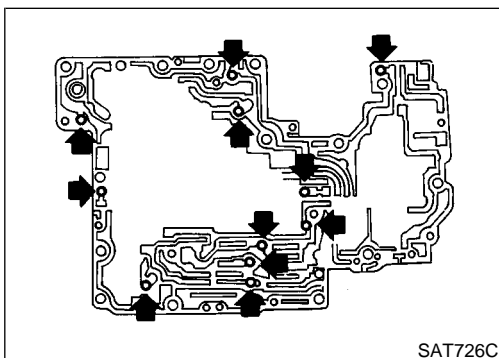
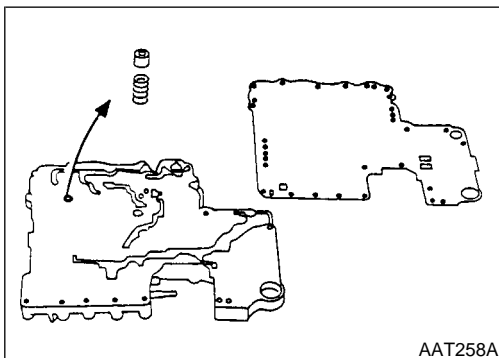
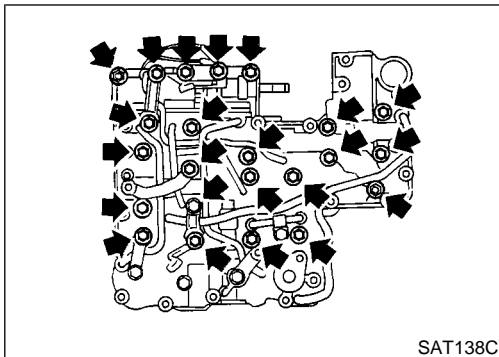
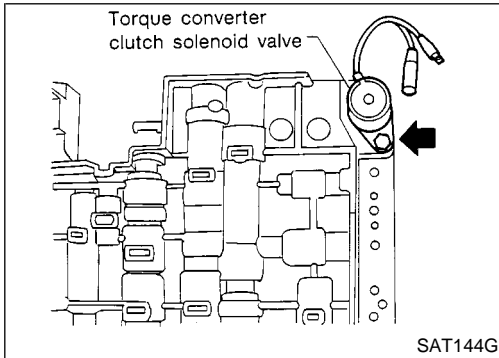
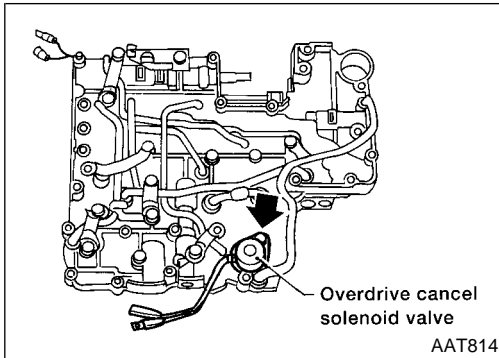


 : N·m (kg-m, in-lb)

 : Apply ATF.

AAT107A

NEAT0440



DISASSEMBLY

1. Remove solenoids.
 - a. Remove overdrive cancel solenoid valve and side plate from lower body.
 - b. Remove O-ring from solenoid.
 - c. Remove torque converter clutch solenoid valve from upper body.
 - d. Remove O-ring from solenoid valve.
2. Disassemble upper and lower bodies.
 - a. Place upper body facedown, and remove bolts, reamer bolts, side plate and support plates.
 - b. Remove lower body and separator plate as a unit from upper body.
 - **Be careful not to drop orifice check valve, spring and steel balls.**
 - c. Place lower body facedown, and remove separator plate.
 - d. Remove orifice check valve and orifice check spring.
- e. Check to see that steel balls are properly positioned in upper body and side plate, then remove them from upper body.

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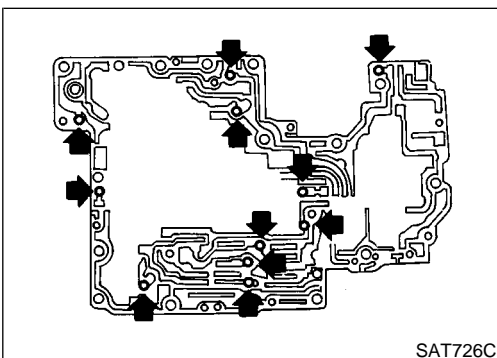
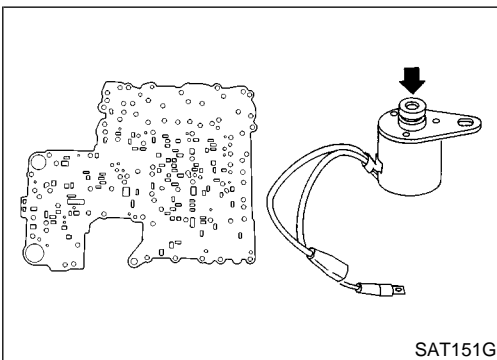
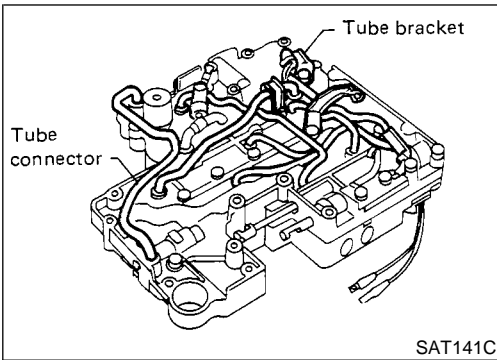
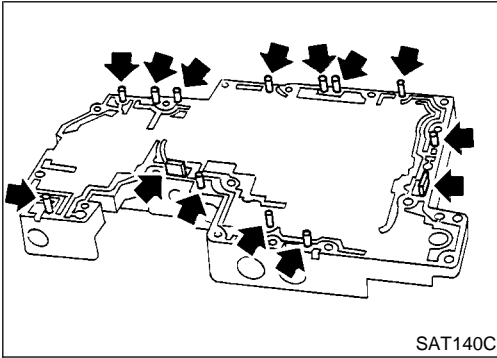
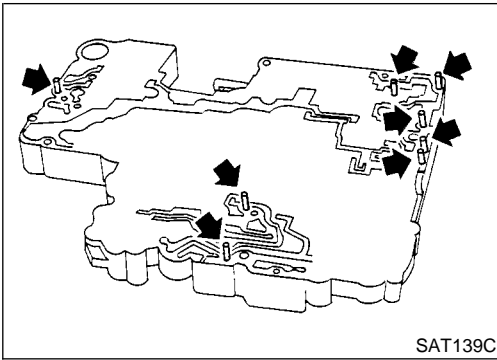
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INSPECTION

NEAT0441

Lower and Upper Bodies

NEAT0441S01

- Check to see that there are pins and retainer plates in lower body.

- Check to see that there are pins and retainer plates in upper body.

- **Be careful not to lose these parts.**

- Check to make sure that oil circuits are clean and free from damage.

- Check tube brackets and tube connectors for damage.

Separator Plates

NEAT0441S02

- Check to make sure that separator plate is free of damage and not deformed and oil holes are clean.

Overdrive Cancel Solenoid Valve and Torque Converter Clutch Solenoid Valve

NEAT0441S03

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-44.

ASSEMBLY

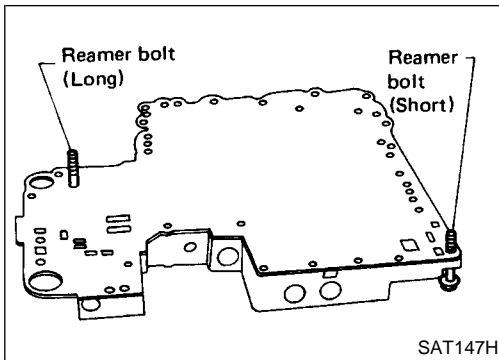
NEAT0442

1. Install upper and lower bodies.
 - a. Position upper body with oil circuit facing up. Install steel balls in their proper positions.

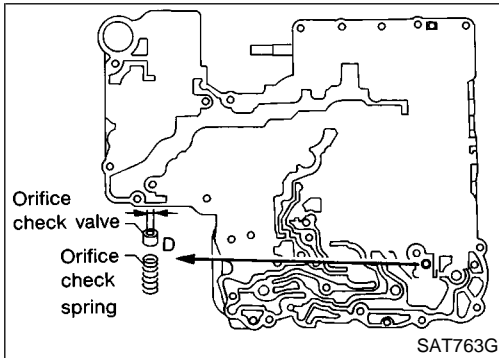
REPAIR FOR COMPONENT PARTS

RL4R01A

Control Valve Assembly (Cont'd)

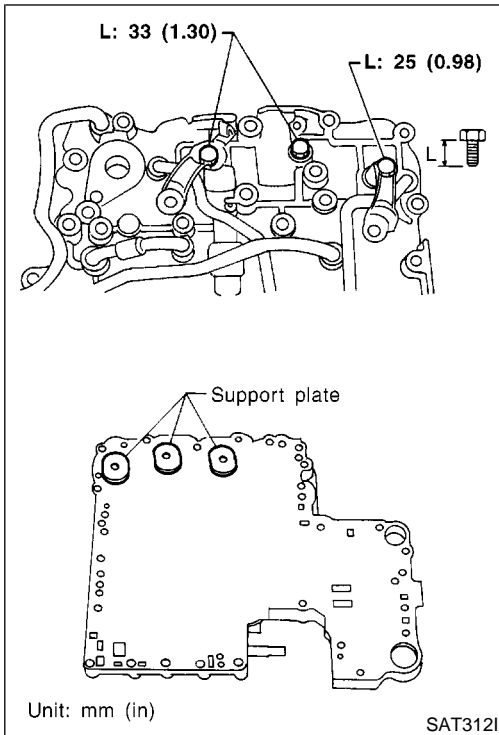


b. Install reamer bolts from bottom of upper body.



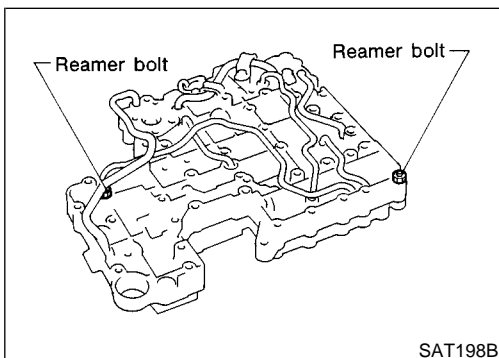
c. Position lower body with oil circuit facing up. Install orifice check spring, orifice check valve.

D: mm (in)
2.0 (0.079)



d. Install separator plate on lower body.

e. Temporarily install support plates, side plate (with steel ball) and tube brackets.



f. Temporarily assemble lower and upper bodies, using reamer bolt as a guide.

● **Be careful not to dislocate or drop steel balls, orifice check spring and orifice check valve.**

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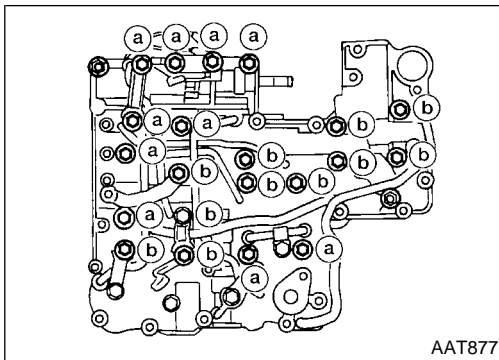
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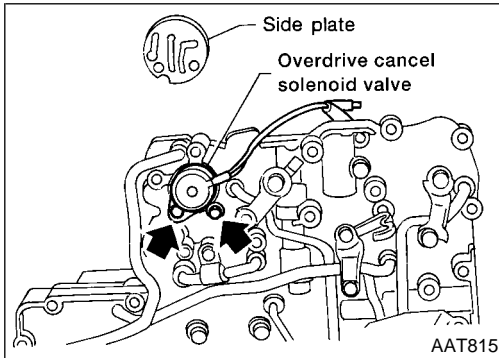
Control Valve Assembly (Cont'd)



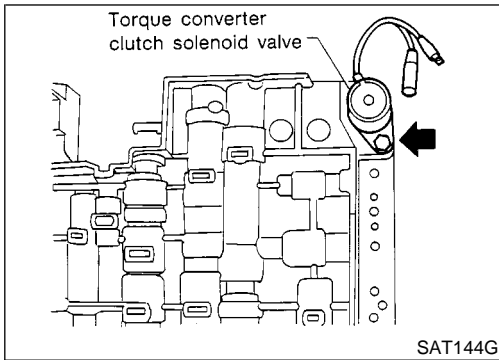
- g. Install and temporarily tighten bolts and tube brackets in their proper locations.

Bolt length and location:

		Bolt symbol	
		a	b
Bolt length	mm (in)	45 (1.77)	33 (1.30)



2. Install solenoids.
- a. Attach O-ring and install overdrive cancel solenoid valve and side plate onto lower body.



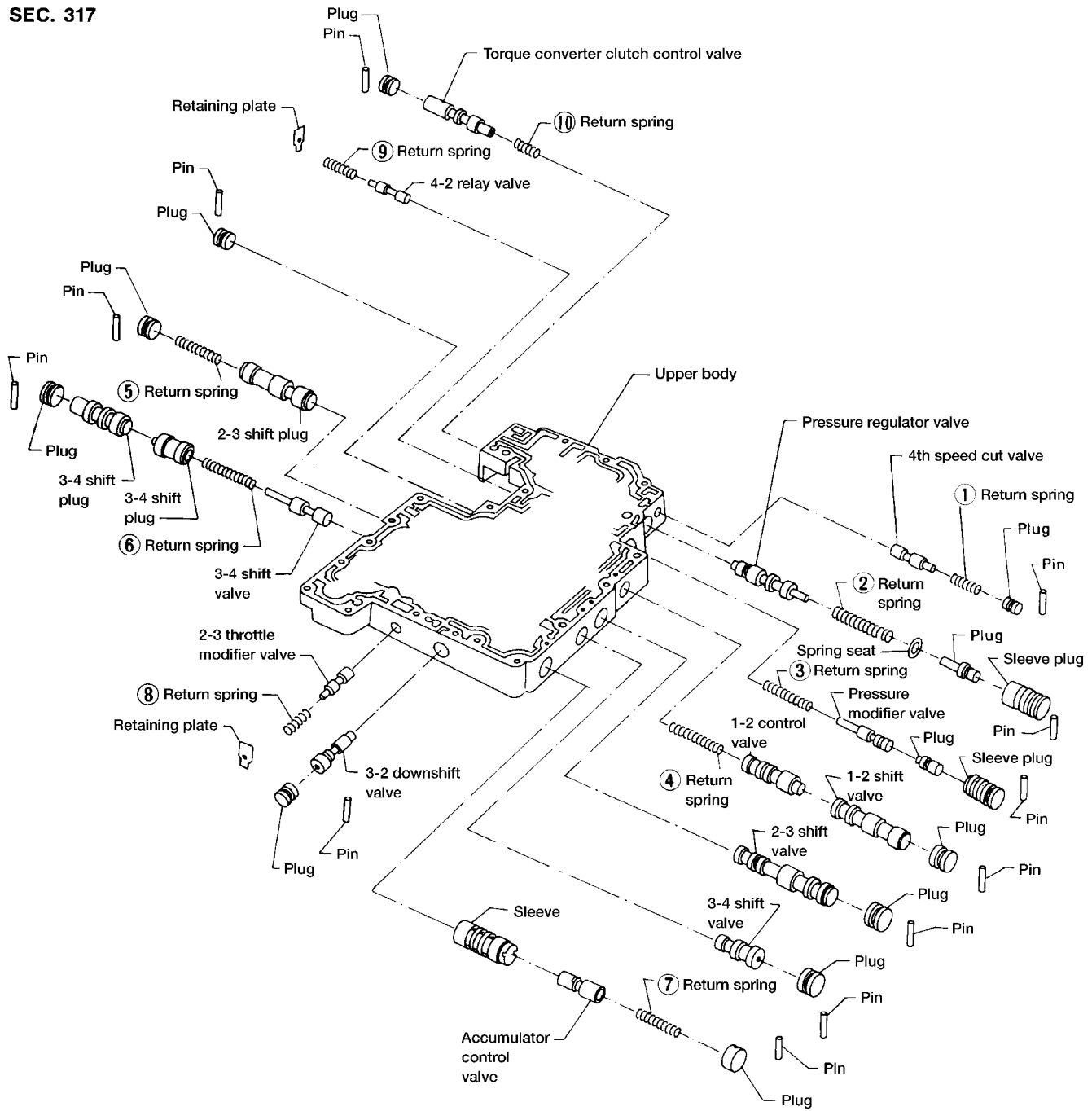
- b. Attach O-ring and install torque converter clutch solenoid valve onto upper body.
3. Tighten bolt.

Control Valve Upper Body

COMPONENTS

NEAT0443

SEC. 317



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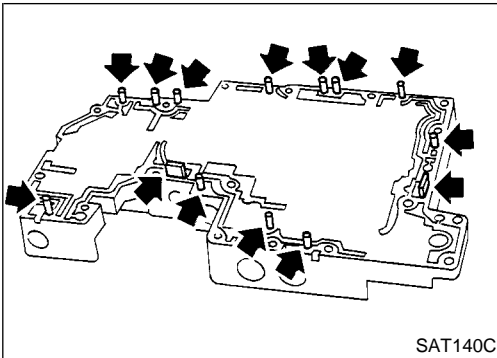
Apply ATF to all components before their installation.

Numbers preceding valve springs correspond with those shown in Return Springs Chart on SDS, AT-136.

EL

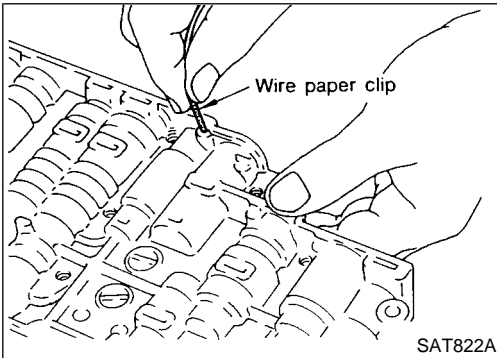
IDX

NEAT0444

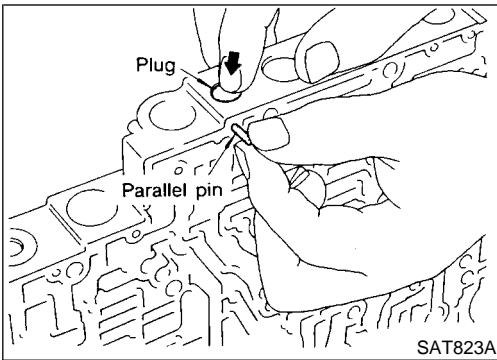


DISASSEMBLY

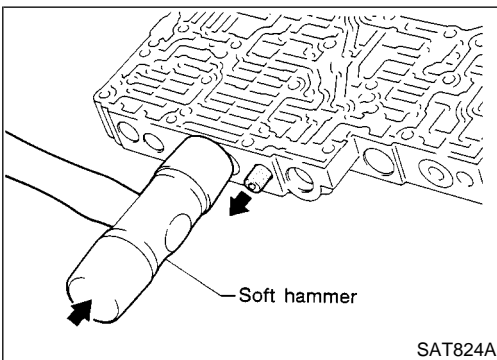
1. Remove valves at parallel pins.
 - Do not use a magnetic pick-up tool.



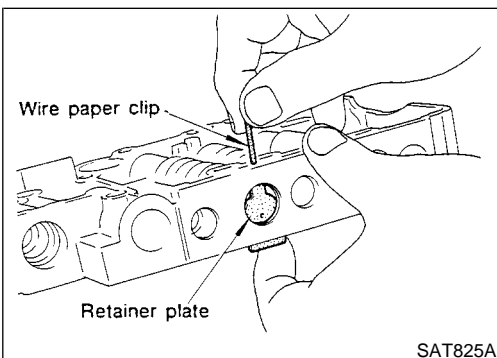
- a. Use a wire paper clip to push out parallel pins.



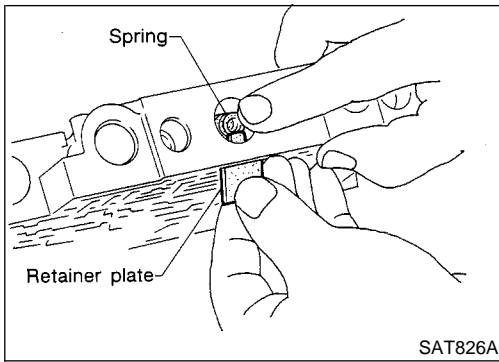
- b. Remove parallel pins while pressing their corresponding plugs and sleeves.
 - Remove plug slowly to prevent internal parts from jumping out.



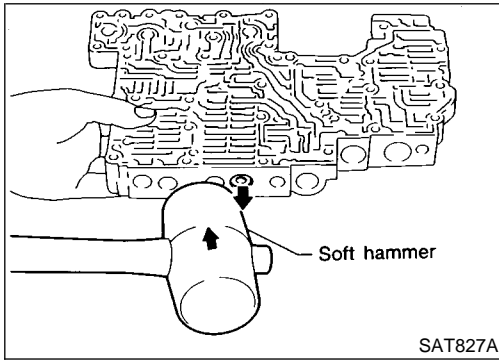
- c. Place mating surface of valve facedown, and remove internal parts.
 - If a valve is hard to remove, place valve body facedown and lightly tap it with a soft hammer.
 - Be careful not to drop or damage valves and sleeves.



2. Remove valves at retainer plates.
 - a. Pry out retainer plate with wire paper clip.

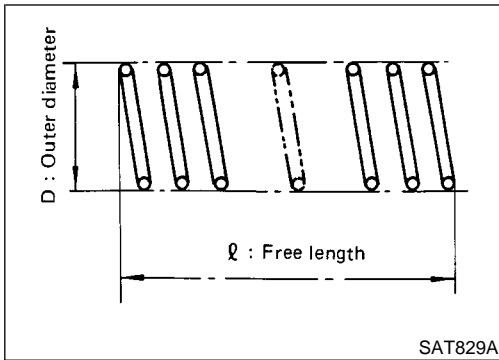


b. Remove retainer plates while holding spring.



c. Place mating surface of valve facedown, and remove internal parts.

- If a valve is hard to remove, lightly tap valve body with a soft hammer.
- Be careful not to drop or damage valves, sleeves, etc.



INSPECTION

Valve Springs

NEAT0445

NEAT0445S01

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

Inspection standard:

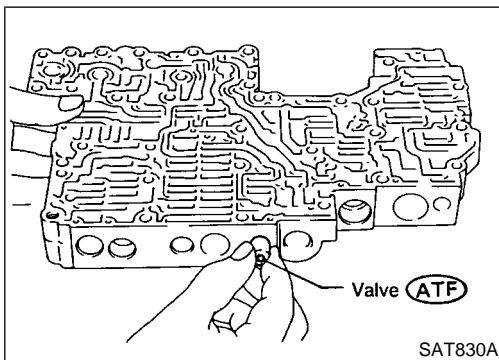
Refer to SDS, AT-136.

- Replace valve springs if deformed or fatigued.

Control Valves

NEAT0445S02

- Check sliding surfaces of valves, sleeves and plugs.

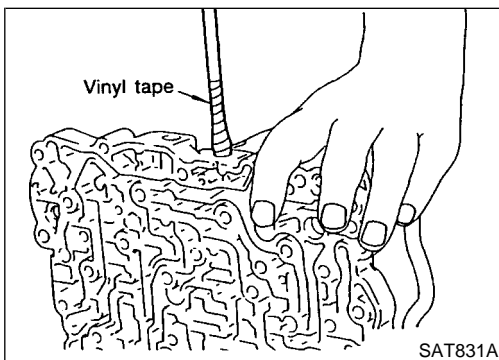


ASSEMBLY

NEAT0446

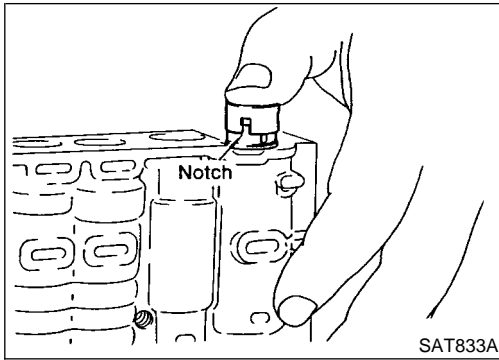
1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.

- Be careful not to scratch or damage valve body.



- Wrap a small screwdriver with vinyl tape and use it to insert the valves into proper position.

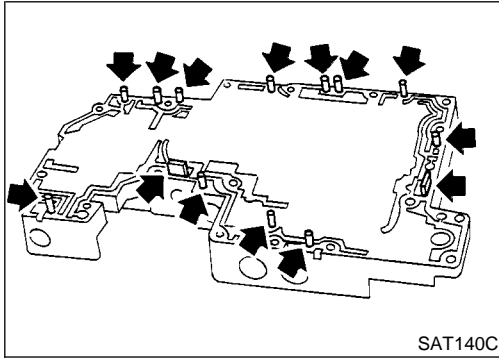
GI
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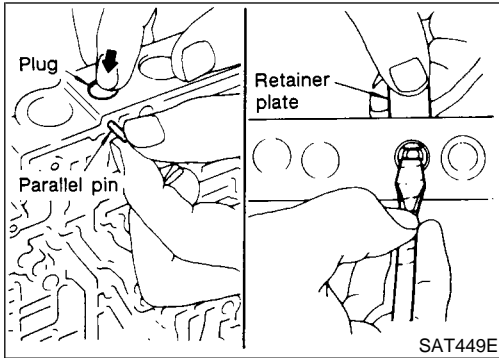
Accumulator Control Plug

NEAT0446S01

- Align protrusion of accumulator control sleeve with notch in plug.
- Align parallel pin groove in plug with parallel pin, and install accumulator control valve.



2. Install parallel pins and retainer plates.



- While pushing plug, install parallel pin.
- Insert retainer plate while pushing spring.

Control Valve Lower Body

COMPONENTS

SEC. 317

NEAT0447

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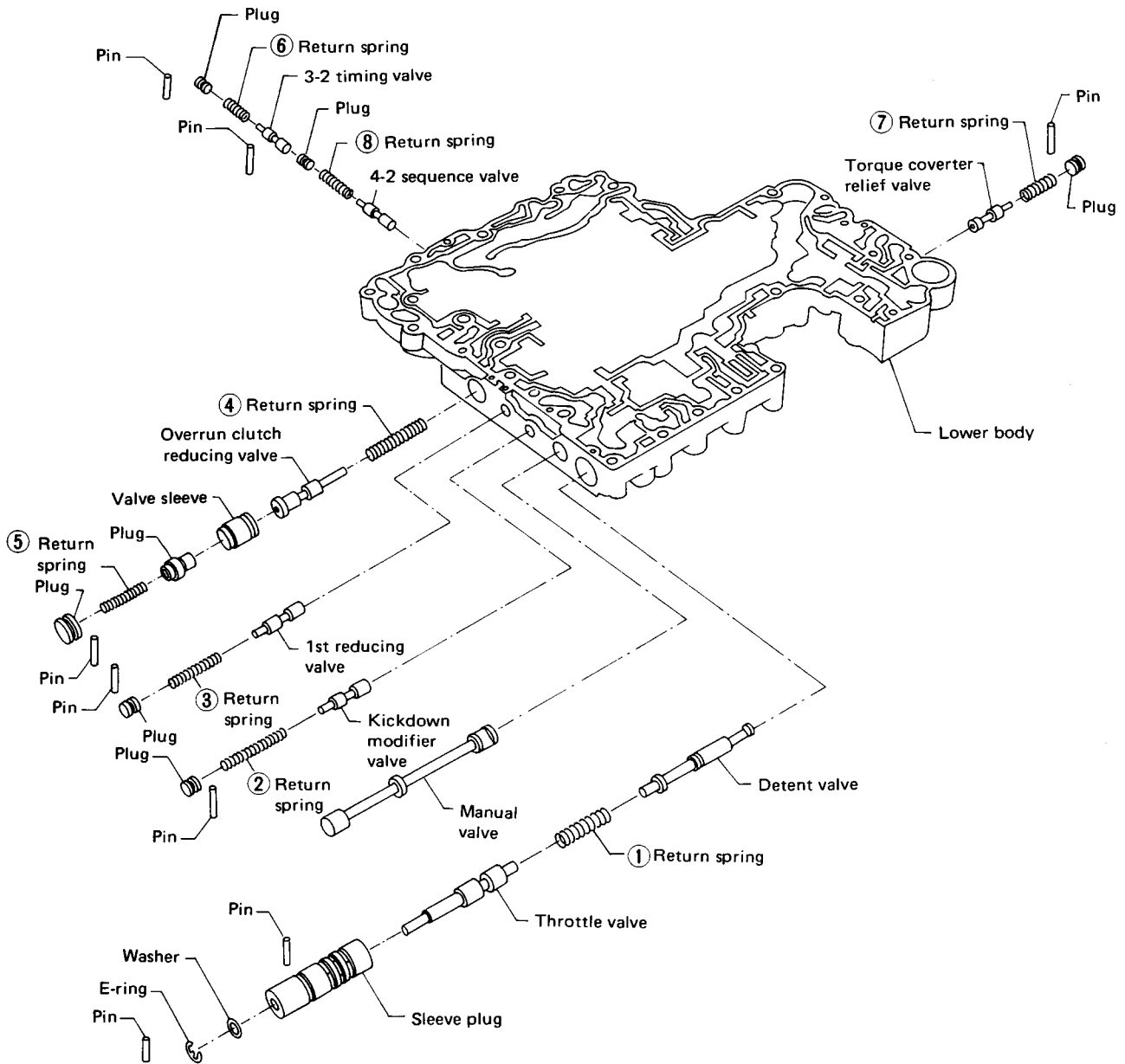
HA

SAT752GA

SC

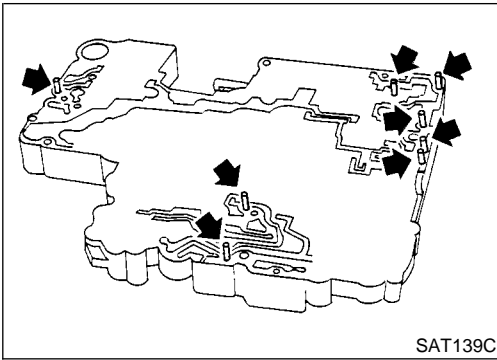
EL

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Apply ATF to all components before their installation.

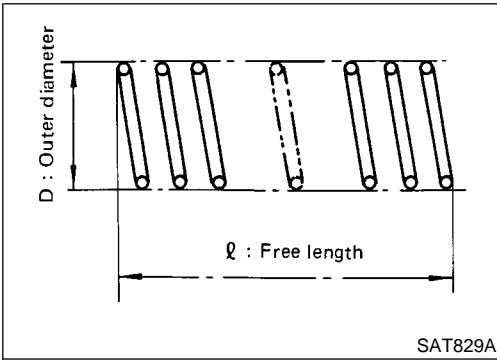
Numbers preceding valve springs correspond with those shown in Return Springs Chart on SDS, AT-136.



DISASSEMBLY

NEAT0448

1. Remove valves at parallel pins.
2. Remove valves at retainer plates.
For removal procedures, refer to "DISASSEMBLY", "Control Valve Upper Body," AT-90.



INSPECTION

NEAT0449

Valve Springs

NEAT0449S01

- Check each valve spring for damage and deformation. Also measure free length and outer diameter.

Inspection standard:

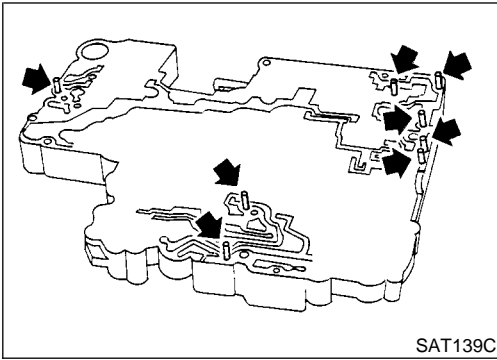
Refer to SDS, AT-136.

- Replace valve springs if deformed or fatigued.

Control Valves

NEAT0449S02

- Check sliding surfaces of control valves, sleeves and plugs for damage.



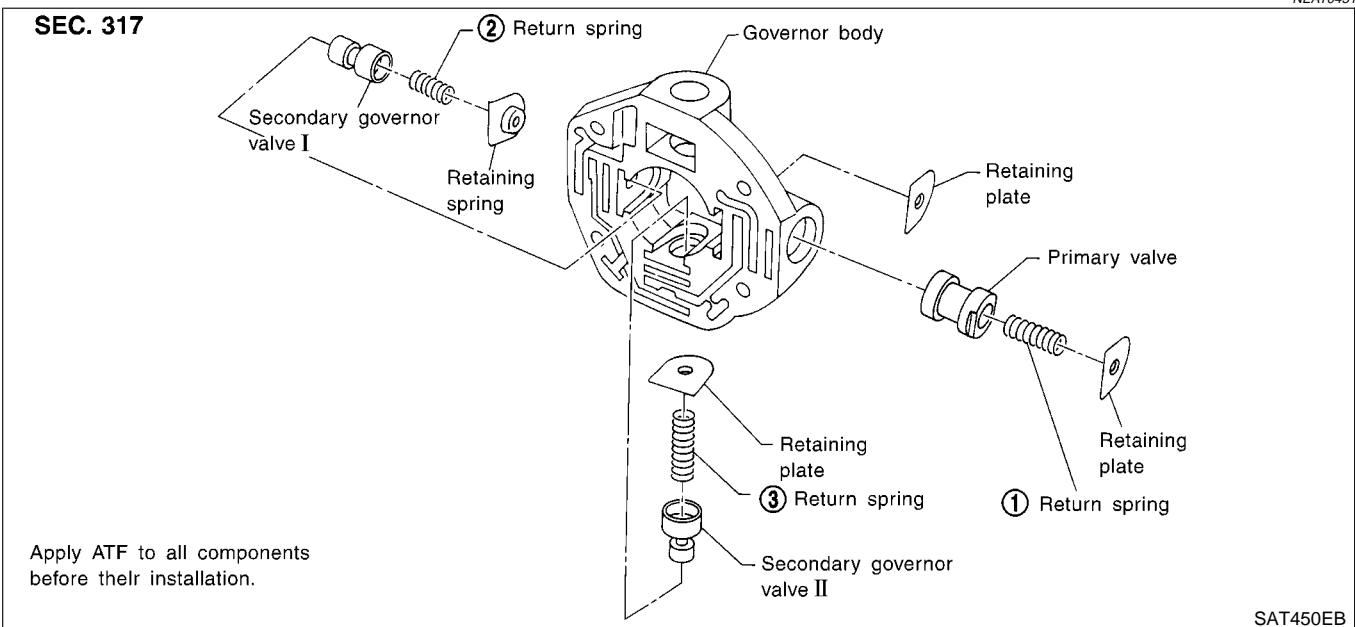
ASSEMBLY

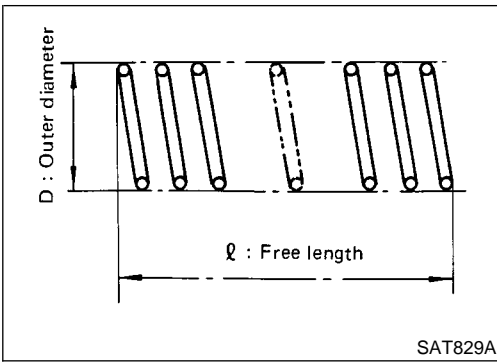
NEAT0450

- Install control valves.
For installation procedures, refer to "ASSEMBLY", "Control Valve Upper Body," AT-91.

Governor Valve Assembly COMPONENTS

NEAT0451





INSPECTION

Valve Springs

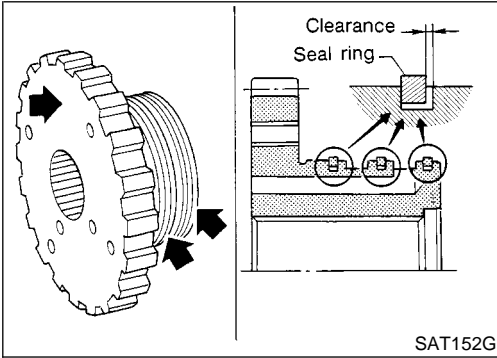
- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

Inspection standard:

Refer to SDS, AT-136.

Governor Valves and Valve Body

- Check governor valves and valve body for indication of burning or scratches.



Parking Gear

INSPECTION

- Check contacting surface of parking gear and ring groove areas for wear.
- Measure clearance between seal ring and ring groove.

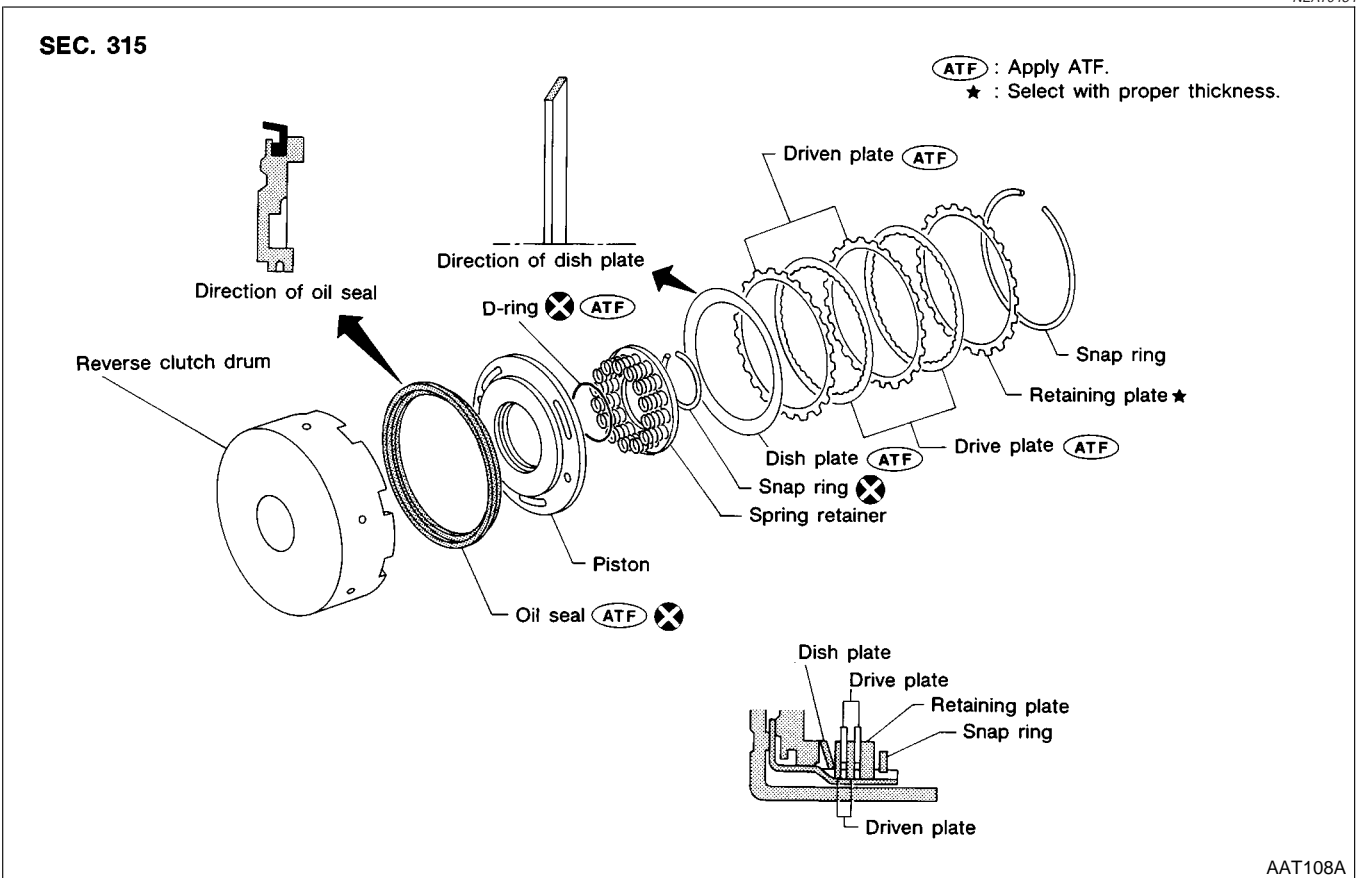
Standard clearance:

0.15 - 0.40 mm (0.0059 - 0.0157 in)

Wear limit:

0.40 mm (0.0157 in)

Reverse Clutch COMPONENTS



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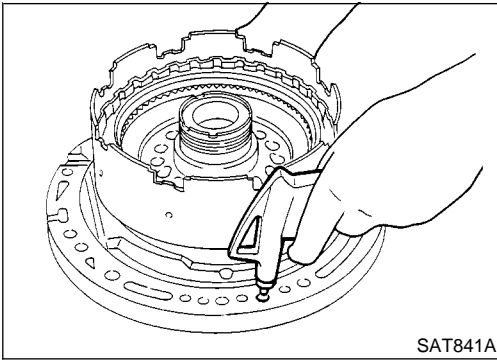
BT

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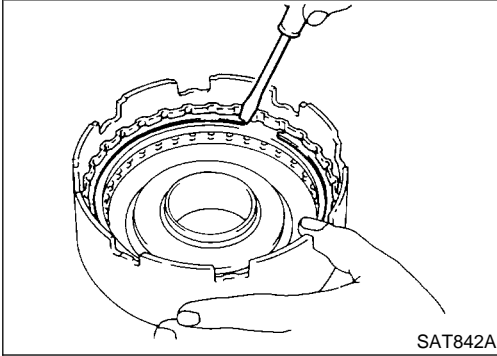
SC

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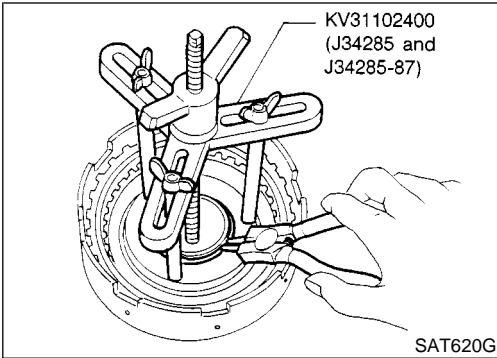
IDX



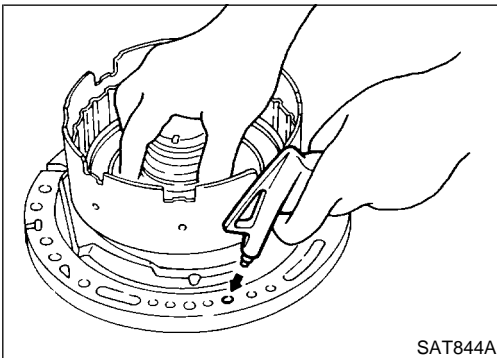
SAT841A



SAT842A



SAT620G



SAT844A

DISASSEMBLY

NEAT0455

1. Check operation of reverse clutch.
 - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring,
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
2. Remove snap ring, drive plates, driven plates, retaining plate and dish plate.
3. Remove snap ring from clutch drum while compressing clutch springs.
 - **Set Tool directly over springs.**
 - **Do not expand snap ring excessively.**
4. Remove spring retainer and return spring.
5. Install seal ring onto oil pump cover and install reverse clutch drum. While holding piston, gradually apply compressed air to oil hole until piston is removed.
 - **Do not apply compressed air abruptly.**
6. Remove D-ring and oil seal from piston.

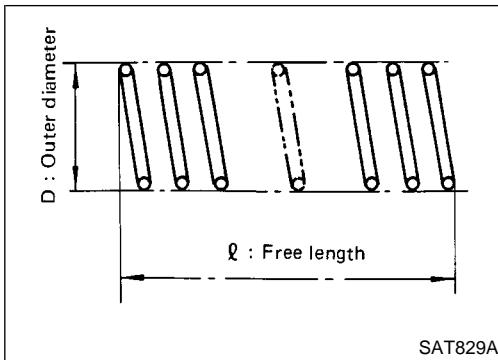
INSPECTION

NEAT0456

Reverse Clutch Snap Ring and Spring Retainer

NEAT0456S01

- Check for deformation, fatigue and damage.



Reverse Clutch Return Springs

NEAT0456S02

- Check for deformation and damage. Also, measure free length and outside diameter.

Inspection standard:

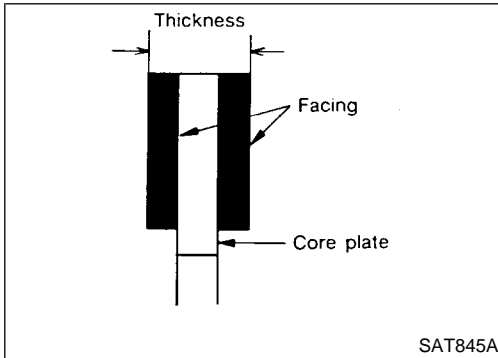
Refer to SDS, AT-136.

GI

MA

EM

LC



Reverse Clutch Drive Plates

NEAT0456S03

- Check facing for burns, cracks and damage.
- Measure thickness of facing.

Thickness of drive plate:

Standard value 1.90 - 2.05 mm (0.0748 - 0.0807 in)

Wear limit 1.80 mm (0.0709 in)

- If not within wear limit, replace.

EC

FE

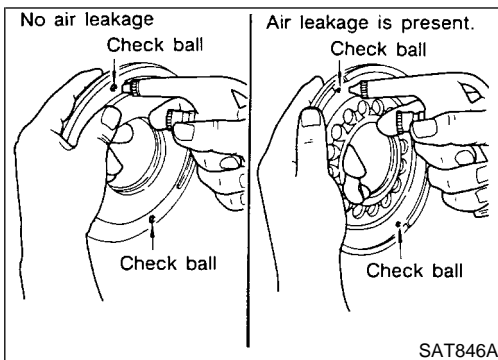
CL

Reverse Clutch Dish Plate

NEAT0456S04

- Check for deformation and damage.

MT



Reverse Clutch Piston

NEAT0456S05

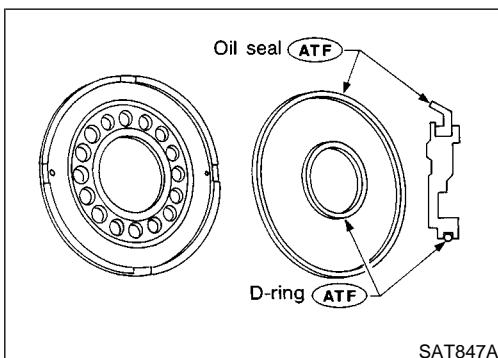
- Shake piston to assure that balls are not seized.
- Apply compressed air to check ball oil hole opposite the return spring to assure that there is no air leakage.
- Also apply compressed air to oil hole on return spring side to assure that air leaks past ball.

AT

TF

PD

AX



ASSEMBLY

NEAT0457

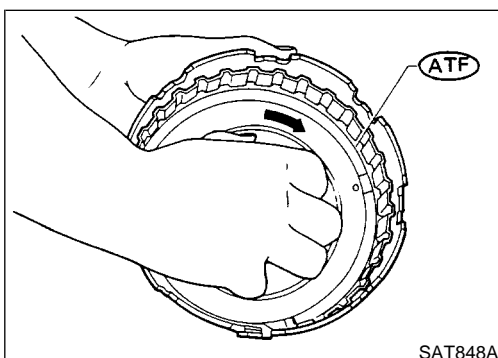
1. Install D-ring and oil seal on piston.
 - **Apply ATF to both parts.**
 - **Take care with the direction of oil seal.**

SU

BR

ST

RS



2. Install piston assembly by turning it slowly and evenly.
 - **Apply ATF to inner surface of drum.**

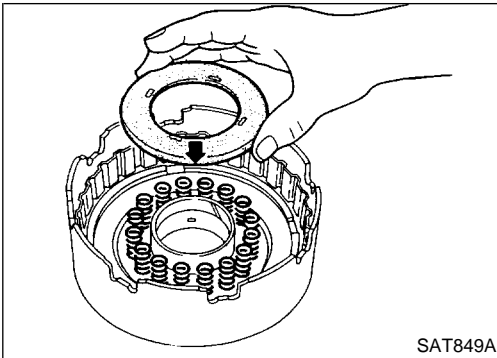
BT

HA

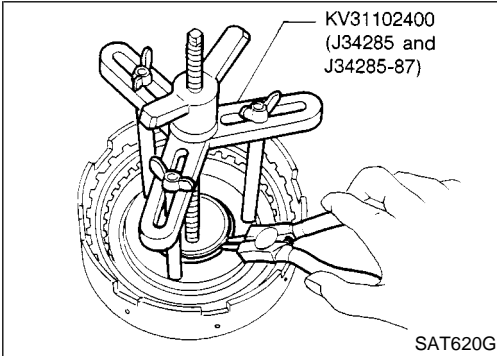
SC

EL

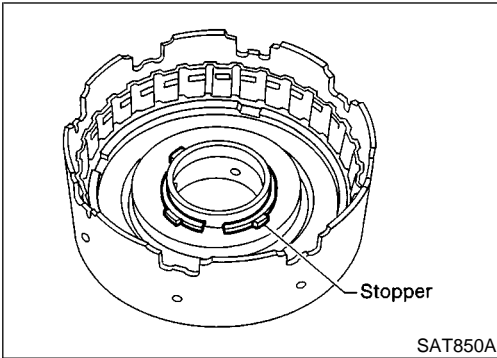
IDX



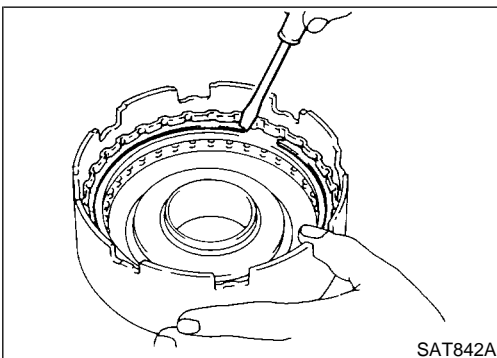
3. Install return springs and spring retainer.



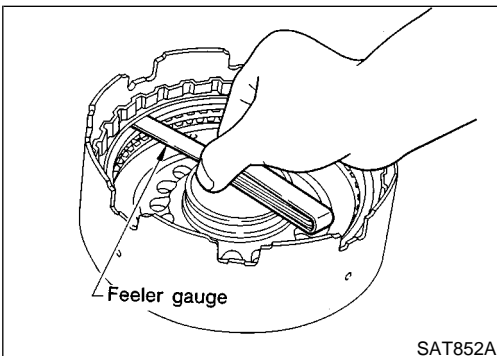
4. Set Tool on spring retainer and install snap ring while compressing clutch springs.



- Do not align snap ring gap with spring retainer stopper.



5. Install drive plates, driven plates, retaining plate and dish plate.
6. Install snap ring.



7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard

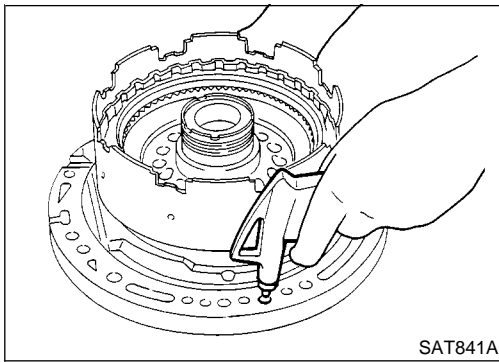
0.5 - 0.8 mm (0.020 - 0.031 in)

Allowable limit

1.2 mm (0.047 in)

Retaining plate:

Refer to SDS, AT-137.



SAT841A

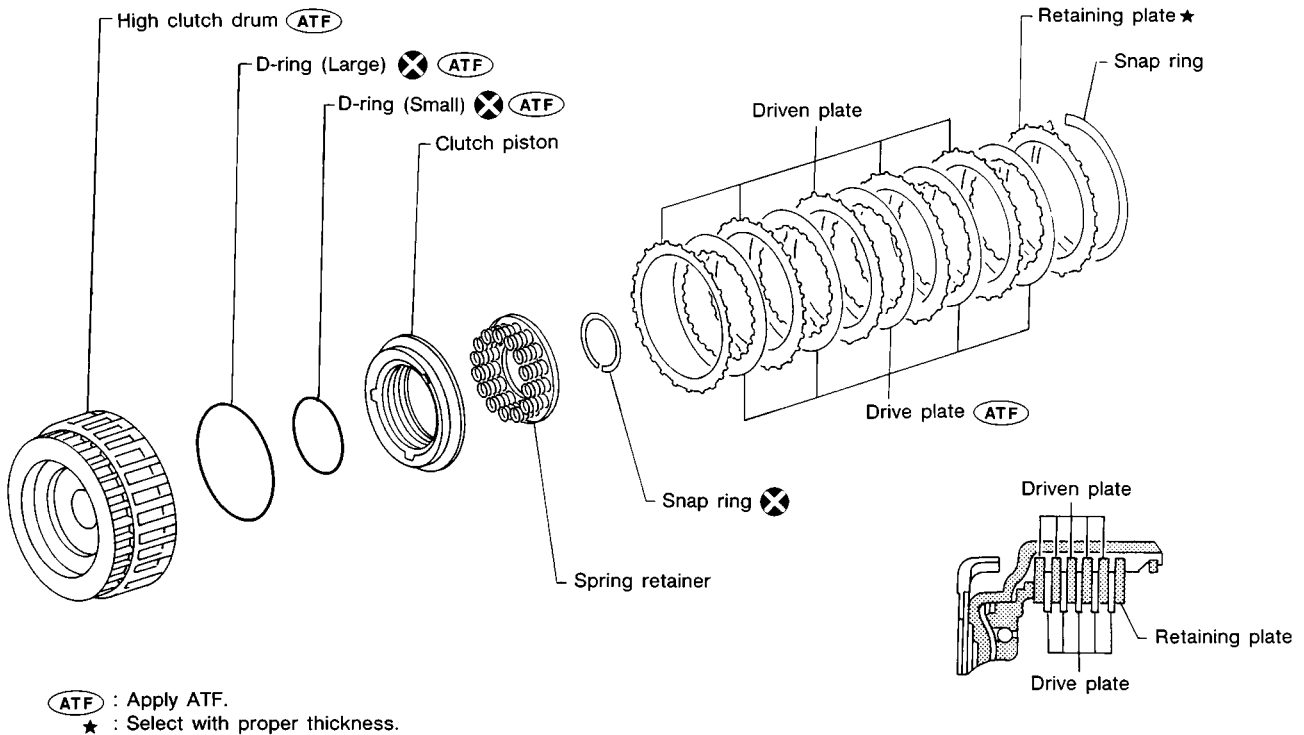
8. Check operation of reverse clutch.
Refer to "DISASSEMBLY", "Reverse Clutch", AT-96.

High Clutch COMPONENTS

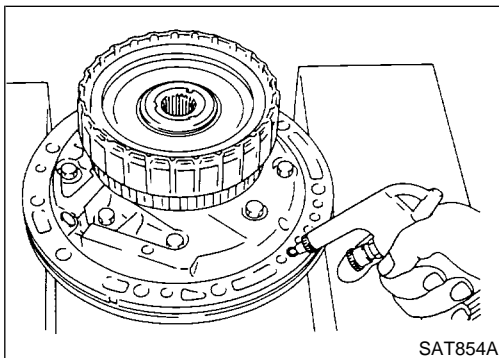
NEAT0458

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.



AAT109A



SAT854A

DISASSEMBLY AND ASSEMBLY

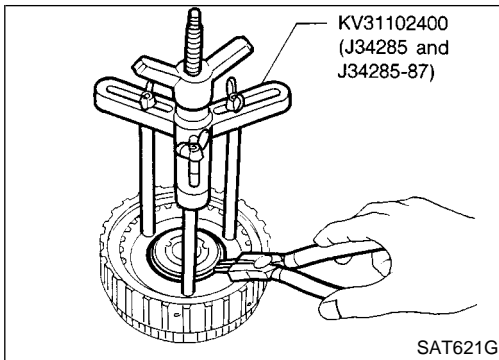
NEAT0459

Service procedures for high clutch are essentially the same as those for reverse clutch, with the following exceptions:

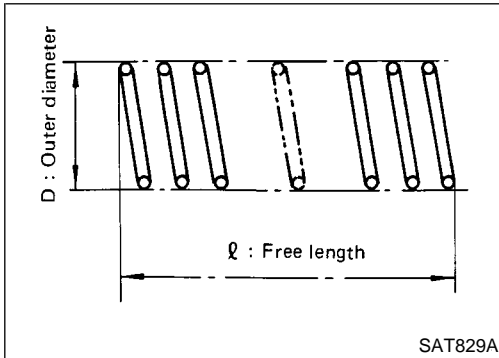
- Check of high clutch operation

GI
 MA
 EM
 LC
 EC
 FE
 CL
 MT
AT
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 PD
 AX
 SU
 BR
 ST
 RS
 BT
 HA
 SC
 EL
 IDX

High Clutch (Cont'd)

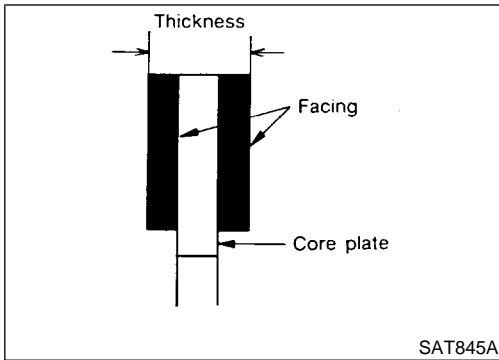


- Removal and installation of return spring



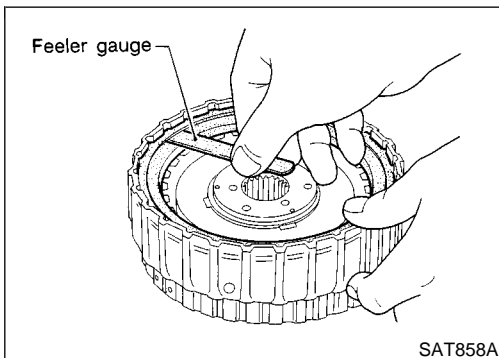
- Inspection of high clutch return springs

Inspection standard:
Refer to SDS, AT-136.



- Inspection of high clutch drive plate

Thickness of drive plate:
Standard
1.52 - 1.67 mm (0.0598 - 0.0657 in)
Wear limit
1.40 mm (0.0551 in)



- Measurement of clearance between retaining plate and snap ring

Specified clearance:
Standard
1.8 - 2.2 mm (0.071 - 0.087 in)
Allowable limit
2.8 mm (0.110 in)
Retaining plate:
Refer to SDS, AT-137.

Forward and Overrun Clutches
COMPONENTS

NEAT0460 GI

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.

MA

EM

LC

EC

FE

CL

MT

AT

TF

PD

AX

SU

BR

ST

RS

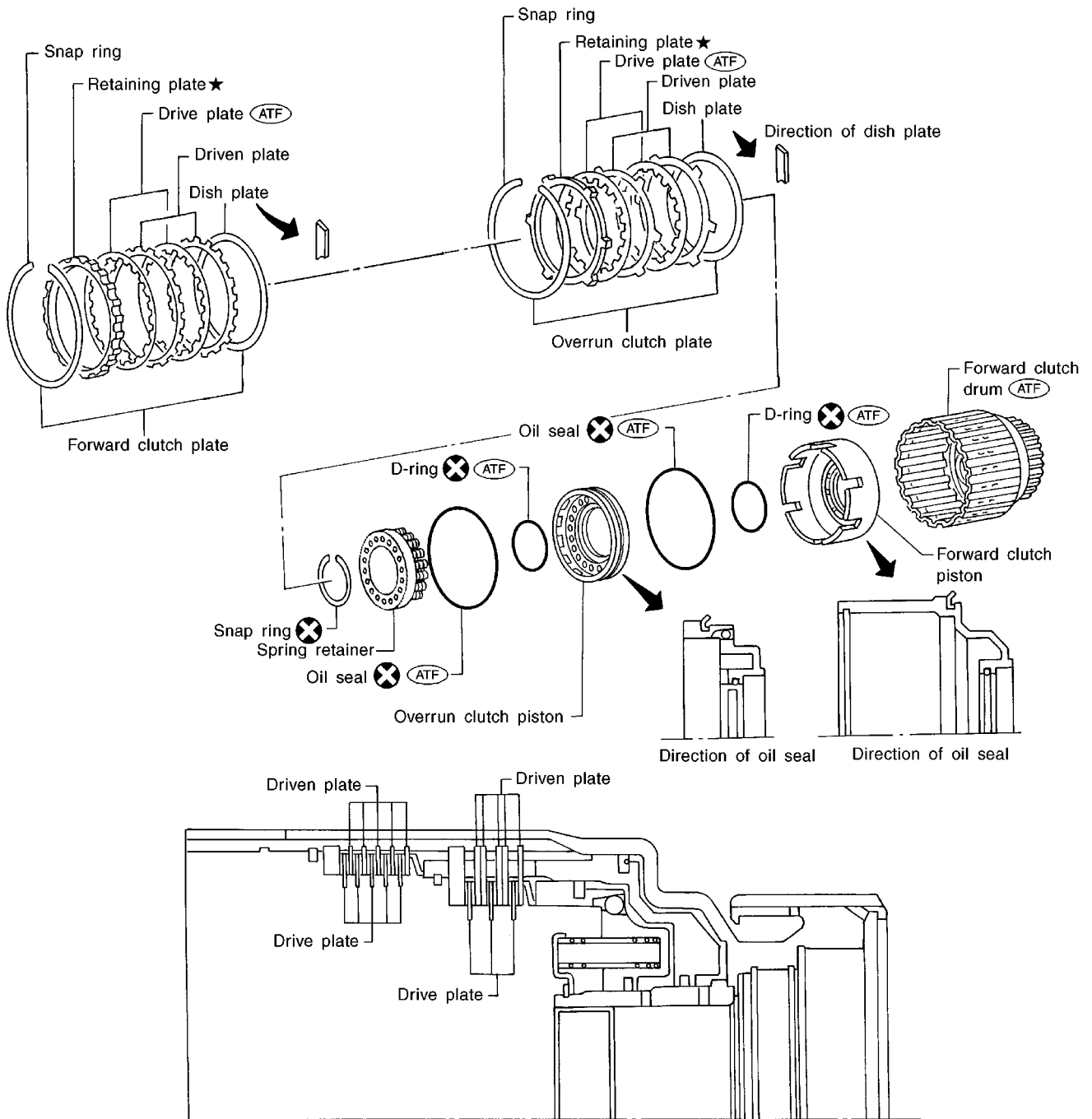
BT

HA

SC

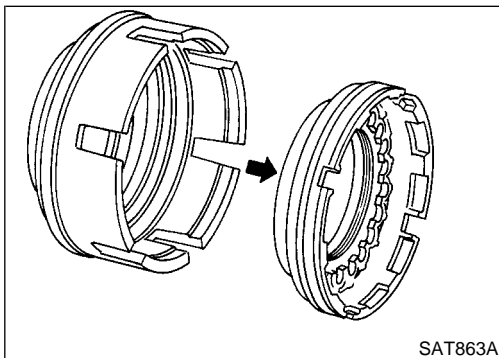
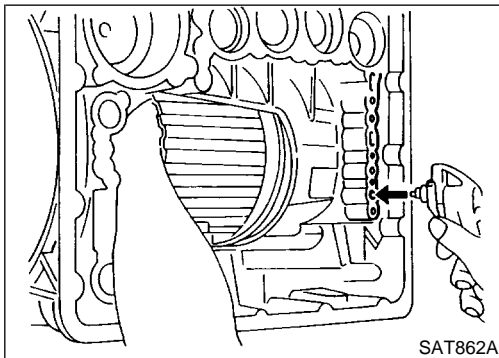
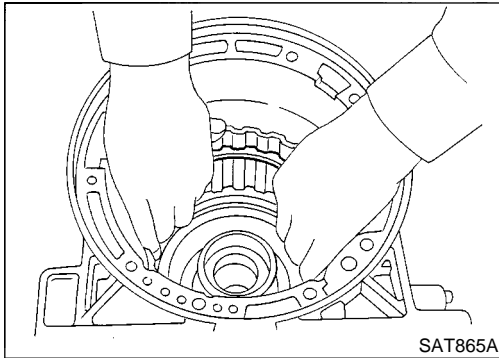
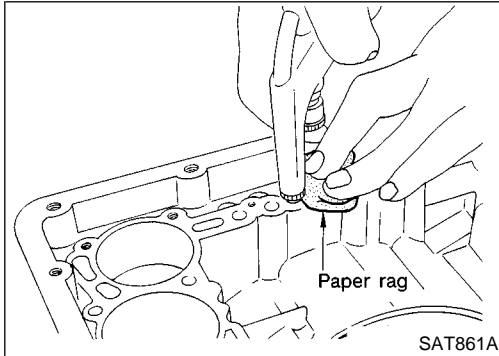
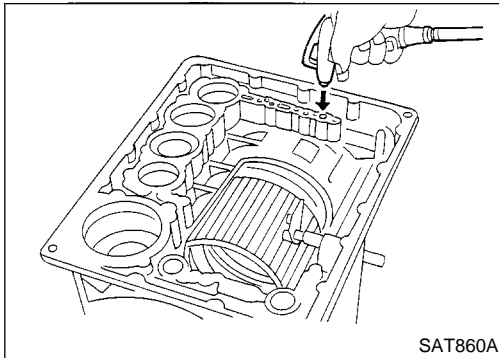
EL

IDX



(ATF) : Apply ATF.

★ : Select with proper thickness.

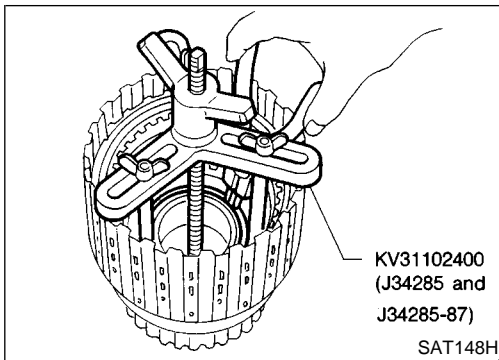


DISASSEMBLY AND ASSEMBLY

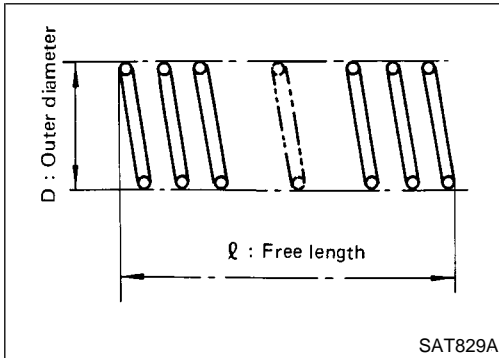
NEAT0461

Service procedures for forward and overrun clutches are essentially the same as those for reverse clutch, with the following exceptions:

- Check of forward clutch operation.
- Check of overrun clutch operation.
- Removal of forward clutch drum
Remove forward clutch drum from transmission case by holding snap ring.
- Removal of forward clutch and overrun clutch pistons
 - a) While holding overrun clutch piston, gradually apply compressed air to oil hole.
 - b) Remove overrun clutch from forward clutch.

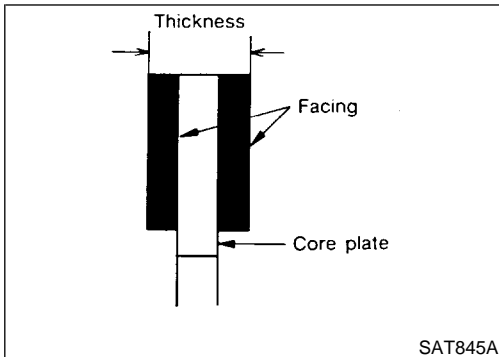


- Removal and installation of return springs



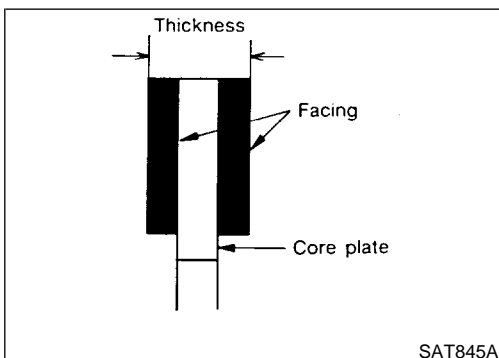
- Inspection of forward clutch and overrun clutch return springs

Inspection standard:
Refer to SDS, AT-136.



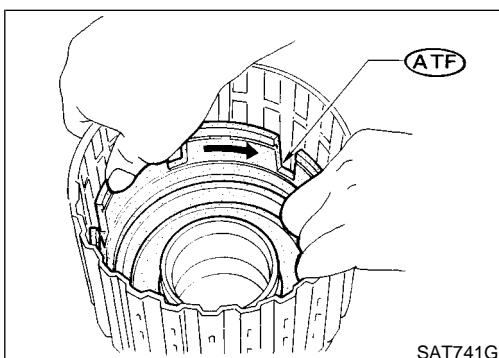
- Inspection of forward clutch drive plates

Thickness of drive plate:
Standard
1.52 - 1.67 mm (0.0598 - 0.0657 in)
Wear limit
1.40 mm (0.0551 in)



- Inspection of overrun clutch drive plates

Thickness of drive plate:
Standard
1.90 - 2.05 mm (0.0748 - 0.0807 in)
Wear limit
1.80 mm (0.0709 in)



- Installation of forward clutch piston and overrun clutch piston
- a) Install forward clutch piston by turning it slowly and evenly.
- **Apply ATF to inner surface of clutch drum.**

GI

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AX

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ST

RS

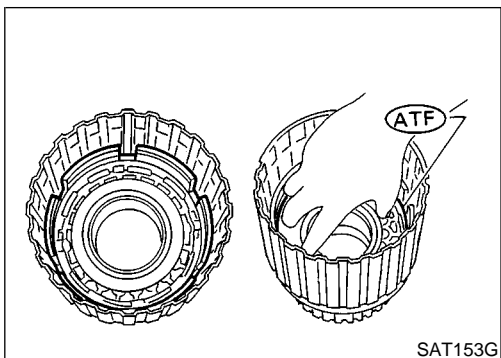
BT

HA

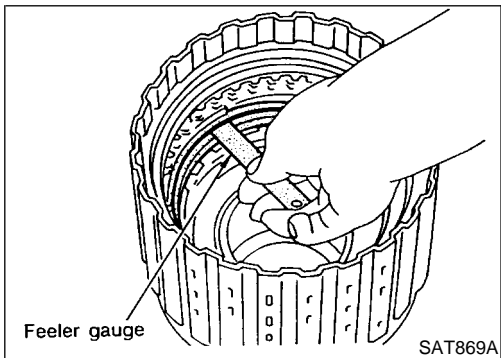
SC

EL

IDX



- Align notch in forward clutch piston with groove in forward clutch drum.
- b) Install overrun clutch by turning it slowly and evenly.
- Apply ATF to inner surface of forward clutch piston.



- Measurement of clearance between retaining plate and snap ring of overrun clutch

Specified clearance:

Standard

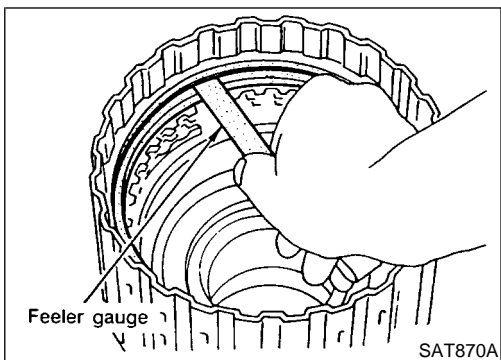
1.0 - 1.4 mm (0.039 - 0.055 in)

Allowable limit

2.0 mm (0.079 in)

Retaining plate:

Refer to SDS, AT-138.



- Measurement of clearance between retaining plate and snap ring of forward clutch

Specified clearance:

Standard

0.35 - 0.75 mm (0.0138 - 0.0295 in)

Allowable limit

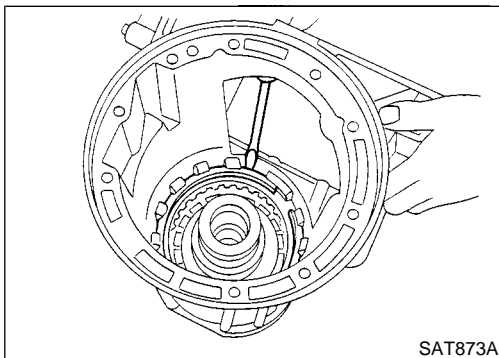
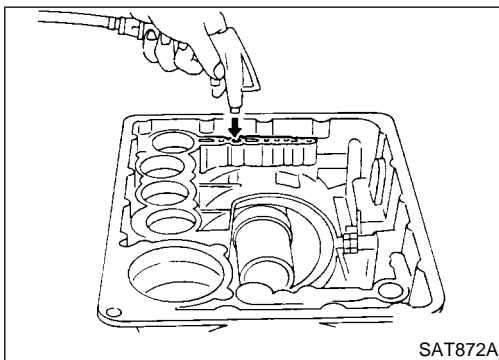
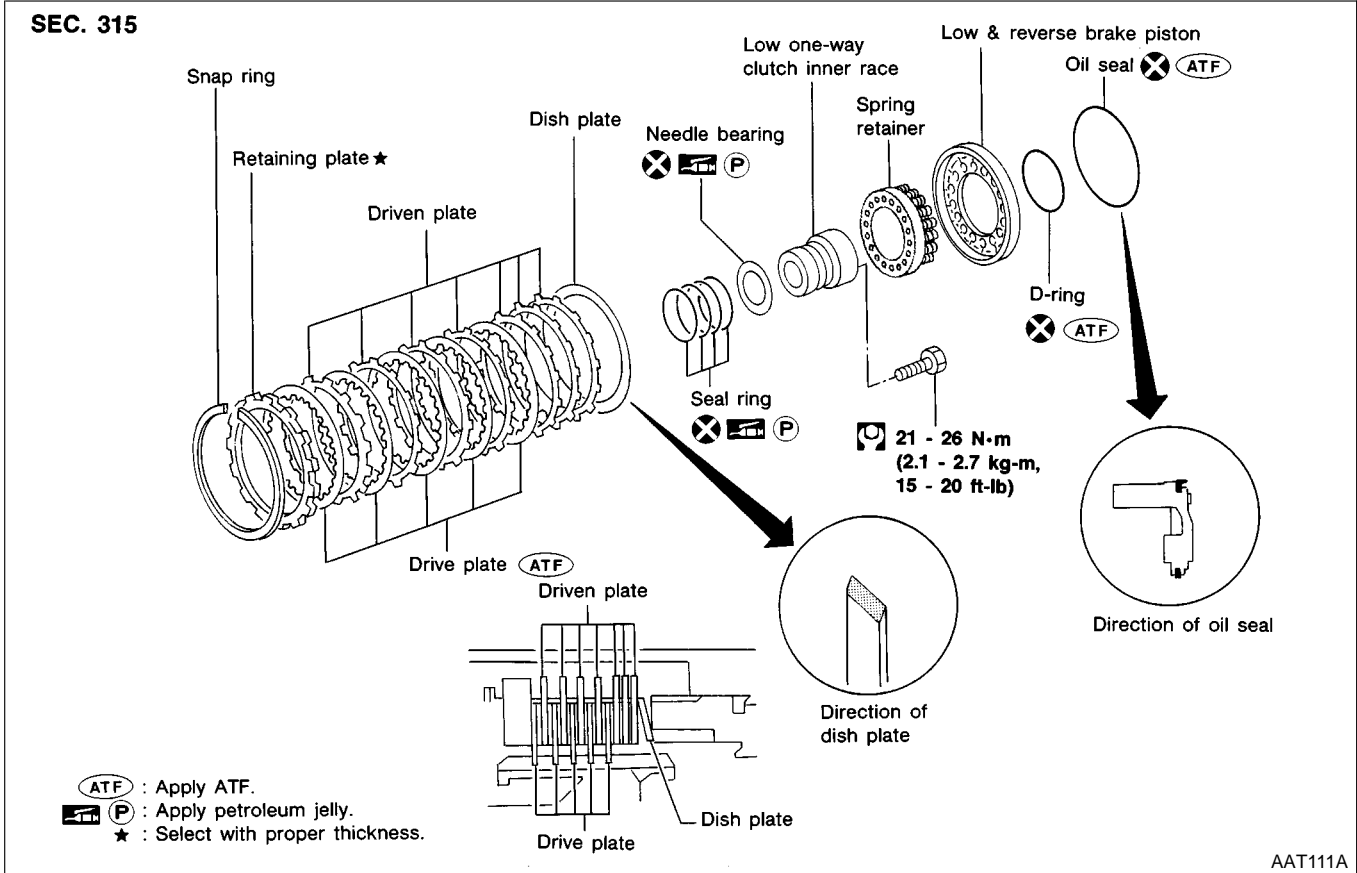
1.85 mm (0.728 in)

Retaining plate:

Refer to SDS, AT-138.

Low & Reverse Brake
COMPONENTS

NEAT0462



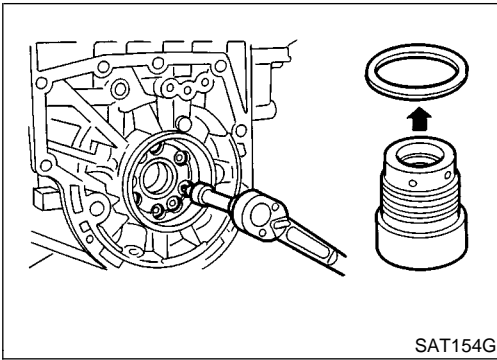
DISASSEMBLY

NEAT0463

1. Check operation of low and reverse brake.
 - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring,
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
2. Remove snap ring, low & reverse brake drive plates, driven plates and dish plate.

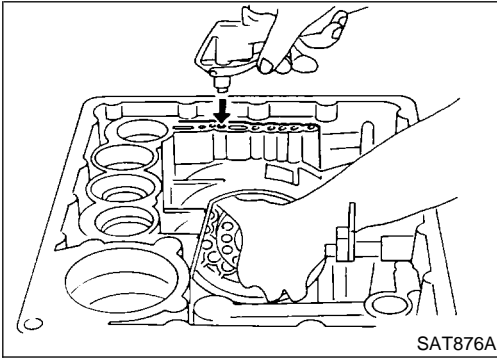
GI
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 MT
 AT
 TF
 PD
 AX
 SU
 BR
 ST
 RS
 BT
 HA
 SC
 EL
 IDX

Low & Reverse Brake (Cont'd)



SAT154G

3. Remove low one-way clutch inner race, spring retainer and return spring from transmission case.
4. Remove seal rings from low one-way clutch inner race.
5. Remove needle bearing from low one-way clutch inner race.



SAT876A

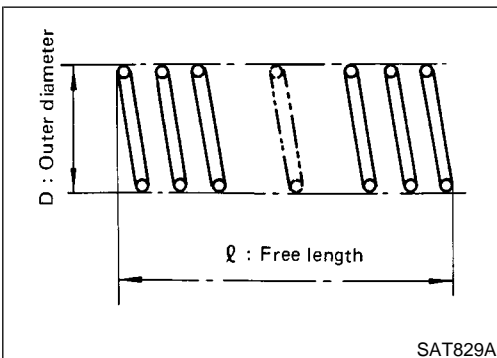
6. Remove low & reverse brake piston using compressed air.
7. Remove oil seal and D-ring from piston.

INSPECTION

Low & Reverse Brake Snap Ring and Spring Retainer

NEAT0464
NEAT0464S01

- Check for deformation, or damage.



SAT829A

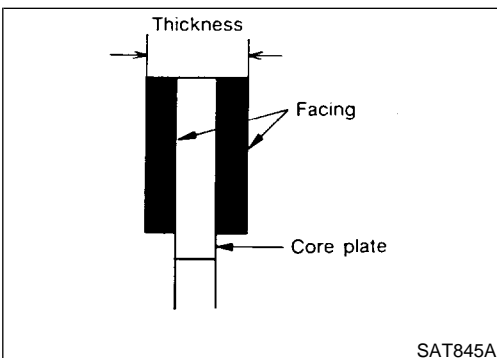
Low & Reverse Brake Return Springs

NEAT0464S02

- Check for deformation or damage. Also measure free length and outside diameter.

Inspection standard:

Refer to SDS, AT-136.



SAT845A

Low & Reverse Brake Drive Plates

NEAT0464S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

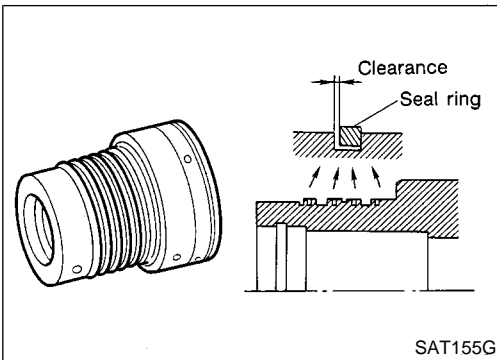
Standard value

1.52 - 1.67 mm (0.0598 - 0.0657 in)

Wear limit

1.4 mm (0.055 in)

- If not within wear limit, replace.



Low One-way Clutch Inner Race

NEAT0464S04

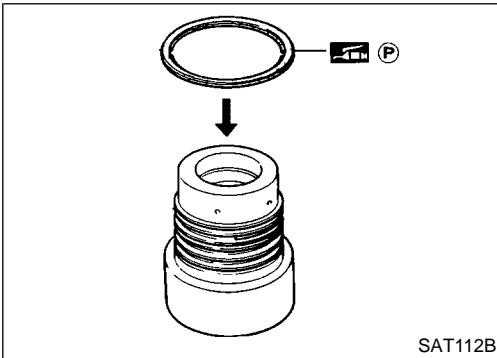
- Check frictional surface of inner race for wear or damage.
- Install new seal rings onto low one-way clutch inner race.
- **Be careful not to expand seal ring gap excessively.**
- Measure seal ring-to-groove clearance.

Inspection standard:

Standard value 0.10 - 0.25 mm (0.0039 - 0.0098 in)

Allowable limit 0.25 mm (0.0098 in)

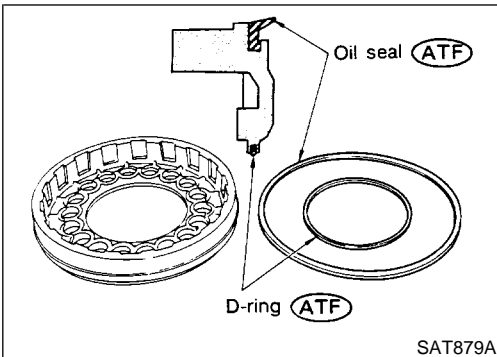
- If not within allowable limit, replace low one-way clutch inner race.



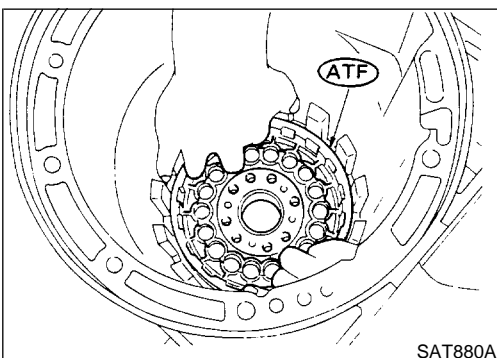
ASSEMBLY

NEAT0465

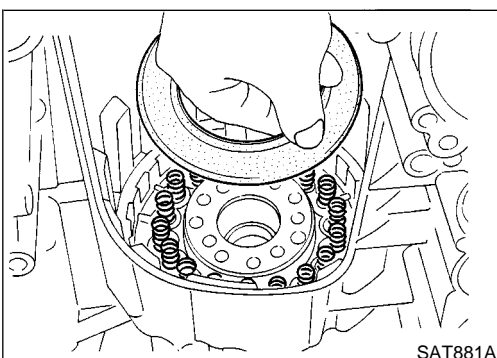
1. Install needle bearing onto one-way clutch inner race.
- **Pay attention to its direction — black surface faces to rear side.**
- **Apply petroleum jelly to thrust washers.**



2. Install oil seal and D-ring onto piston.
- **Apply ATF to oil seal and D-ring.**

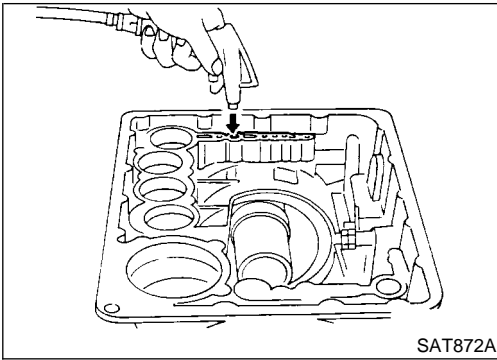


3. Install piston by rotating it slowly and evenly.
- **Apply ATF to inner surface of transmission case.**

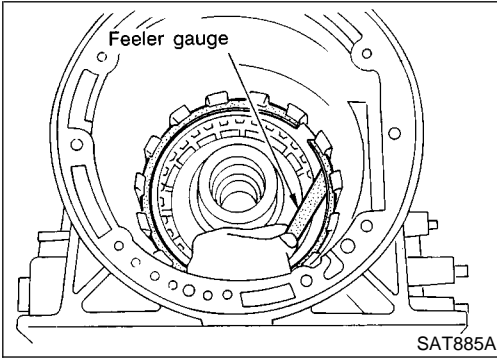


4. Install return springs, spring retainer and low one-way clutch inner race onto transmission case.
5. Install dish plate, low & reverse brake drive plates, driven plates and retaining plate.
6. Install snap ring on transmission case.

Low & Reverse Brake (Cont'd)



7. Check operation of low & reverse brake clutch piston. Refer to "DISASSEMBLY", AT-105.



8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard

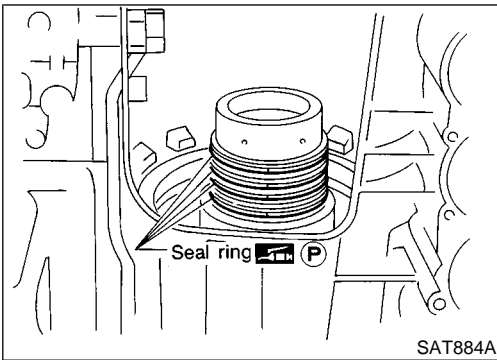
0.5 - 0.8 mm (0.020 - 0.031 in)

Allowable limit

2.3 mm (0.091 in)

Retaining plate:

Refer to SDS, AT-138.

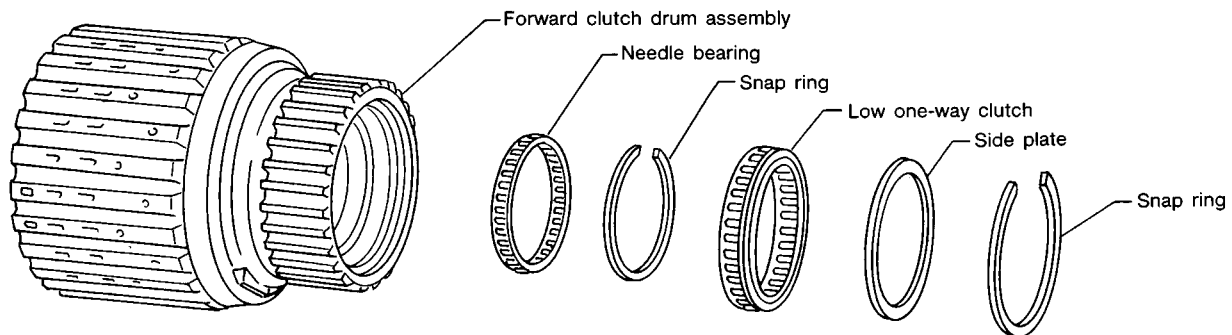


9. Install low one-way clutch inner race seal ring.
 - Apply petroleum jelly to seal ring.
 - Make sure seal rings are pressed firmly into place and held by petroleum jelly.

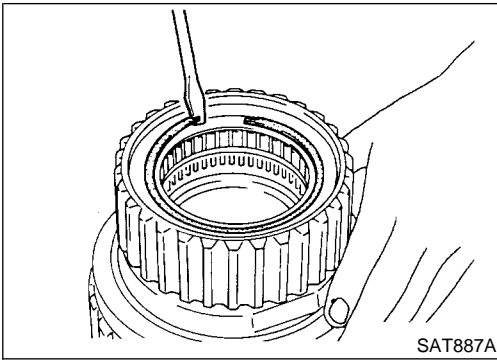
Forward Clutch Drum Assembly COMPONENTS

NEAT0466

SEC. 315



SAT886AA



DISASSEMBLY

1. Remove snap ring from forward clutch drum.
2. Remove side plate from forward clutch drum.
3. Remove low one-way clutch from forward clutch drum.
4. Remove snap ring from forward clutch drum.
5. Remove needle bearing from forward clutch drum.

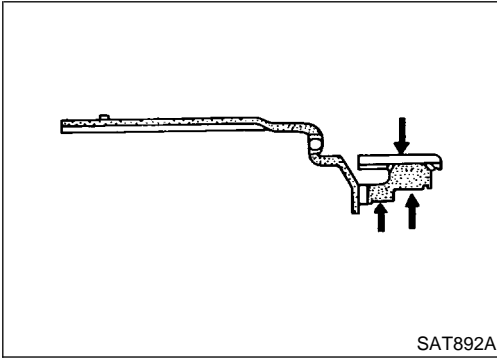
NEAT0467

GI

MA

EM

LC



INSPECTION

Forward Clutch Drum

- Check spline portion for wear or damage.
- Check frictional surfaces of low one-way clutch and needle bearing for wear or damage.

NEAT0468

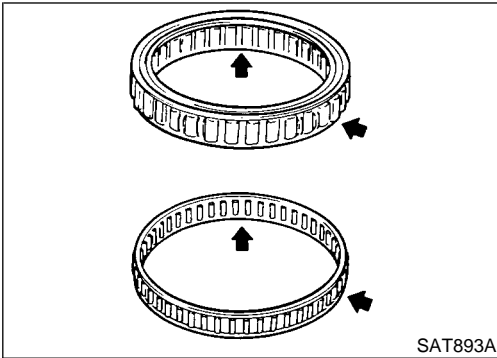
NEAT0468S01

EC

FE

CL

MT



Needle Bearing and Low One-way Clutch

- Check frictional surface for wear or damage.

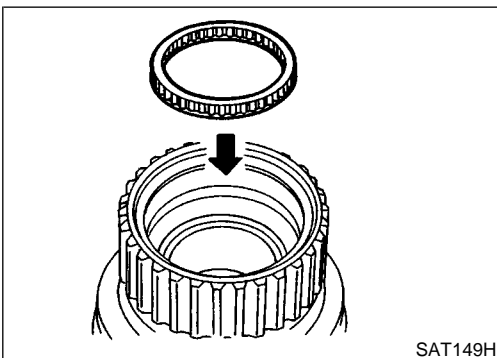
NEAT0468S02

AT

TF

PD

AX



ASSEMBLY

1. Install needle bearing in forward clutch drum.
2. Install snap ring onto forward clutch drum.

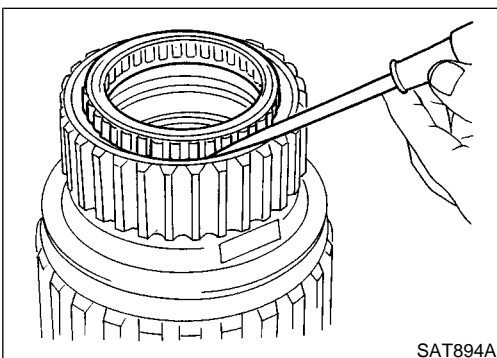
NEAT0469

SU

BR

ST

RS



3. Install low one-way clutch onto forward clutch drum by pushing the roller in evenly.

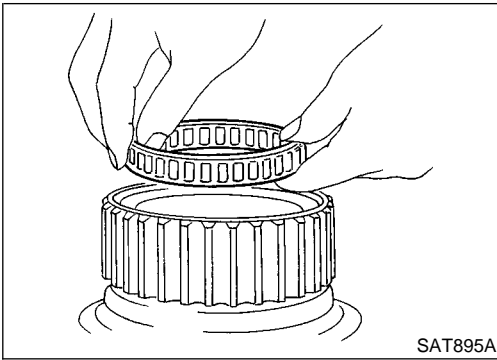
BT

HA

SC

EL

IDX



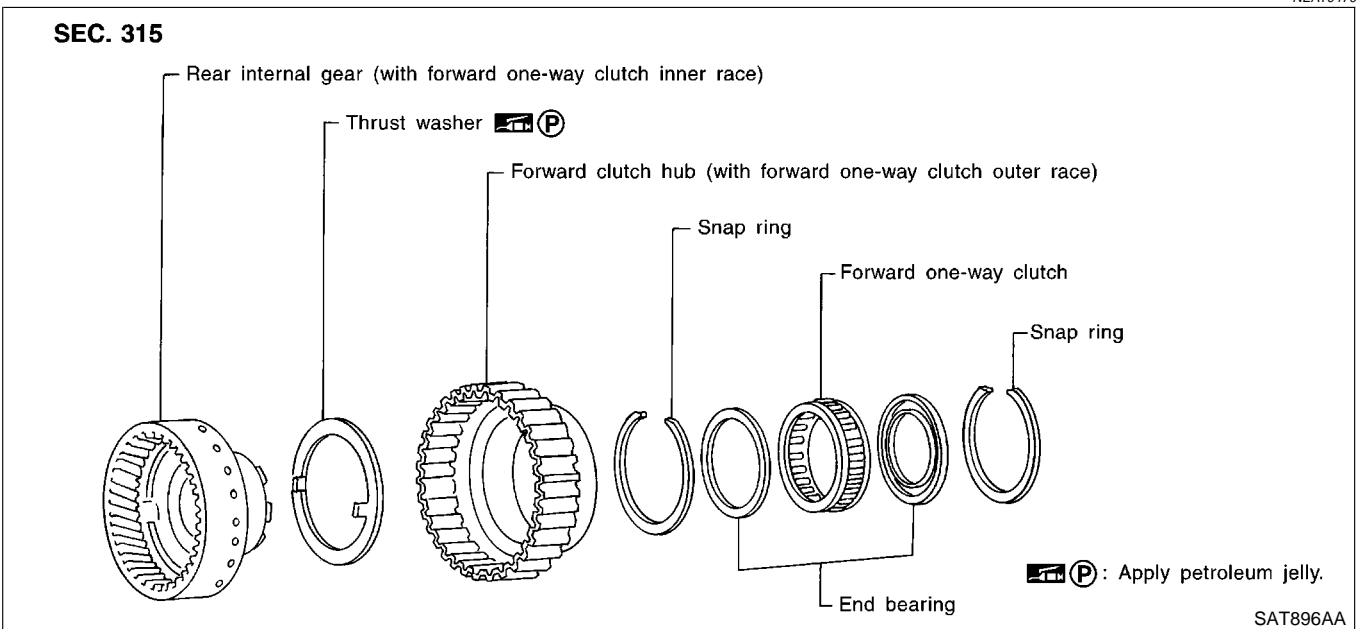
SAT895A

- Install low one-way clutch with flange facing rearward.
- 4. Install side plate onto forward clutch drum.
- 5. Install snap ring onto forward clutch drum.

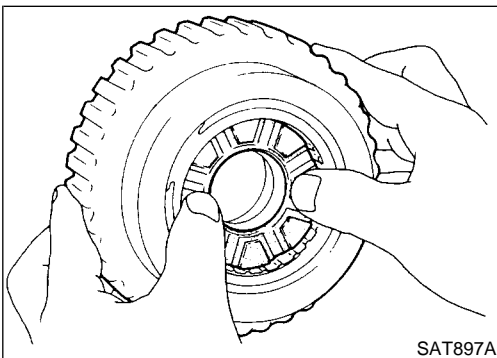
Rear Internal Gear and Forward Clutch Hub COMPONENTS

NEAT0470

SEC. 315



SAT896AA

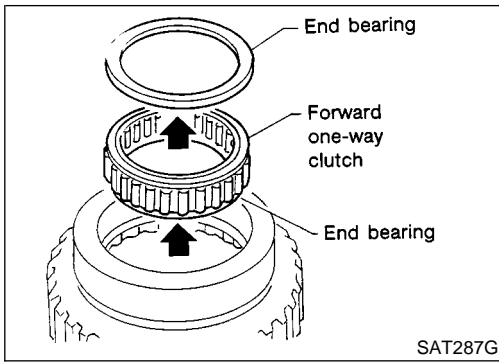


SAT897A

DISASSEMBLY

NEAT0471

1. Remove rear internal gear by pushing forward clutch hub forward.
2. Remove thrust washer from rear internal gear.
3. Remove snap ring from forward clutch hub.
4. Remove end bearing.



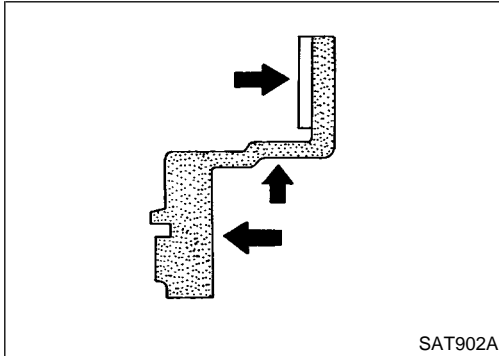
5. Remove forward one-way clutch and end bearing as a unit from forward clutch hub.
6. Remove snap ring from forward clutch hub.

GI

MA

EM

LC



INSPECTION

Rear Internal Gear and Forward Clutch Hub

NEAT0472

NEAT0472S01

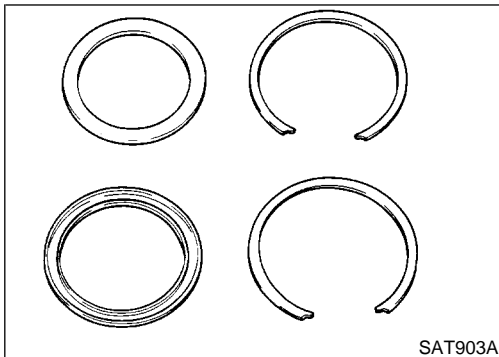
- Check gear for excessive wear, chips or cracks.
- Check frictional surfaces of forward one-way clutch and thrust washer for wear or damage.
- Check spline for wear or damage.

EC

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Snap Ring and End Bearing

- Check for deformation or damage.

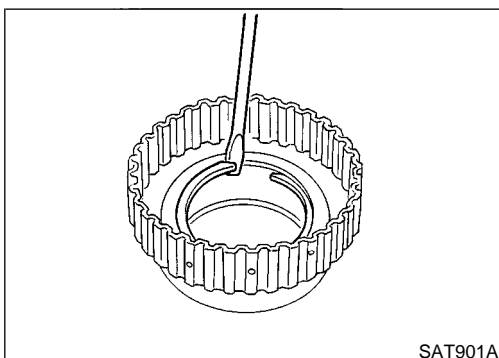
NEAT0472S02

AT

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AX



ASSEMBLY

1. Install snap ring onto forward clutch hub.
2. Install end bearing.

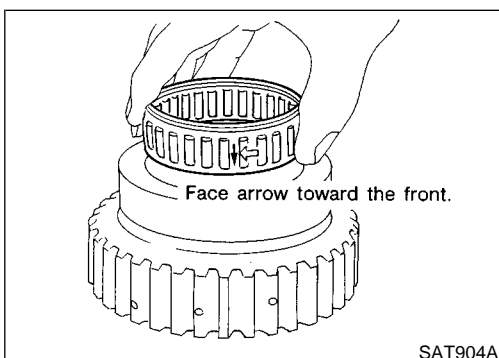
NEAT0473

SU

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3. Install forward one-way clutch onto clutch hub.
 - **Install forward one-way clutch with flange facing rearward.**
4. Install end bearing.
5. Install snap ring onto forward clutch hub.

BT

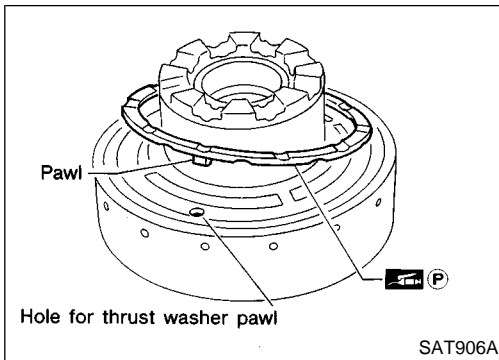
HA

SC

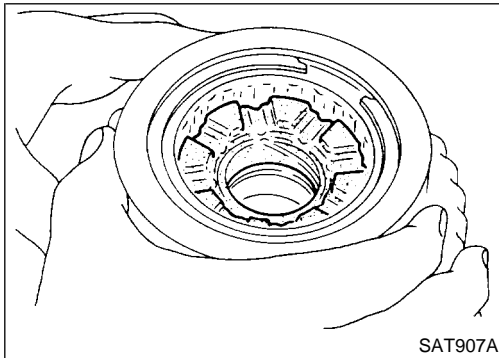
EL

IDX

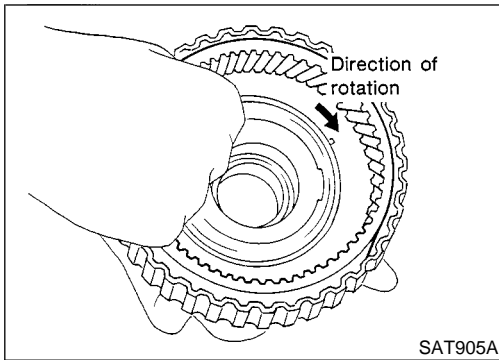
Hub (Cont'd)



6. Install thrust washer onto rear internal gear.
 - Apply petroleum jelly to thrust washer.
 - Securely insert pawls of thrust washer into holes in rear internal gear.



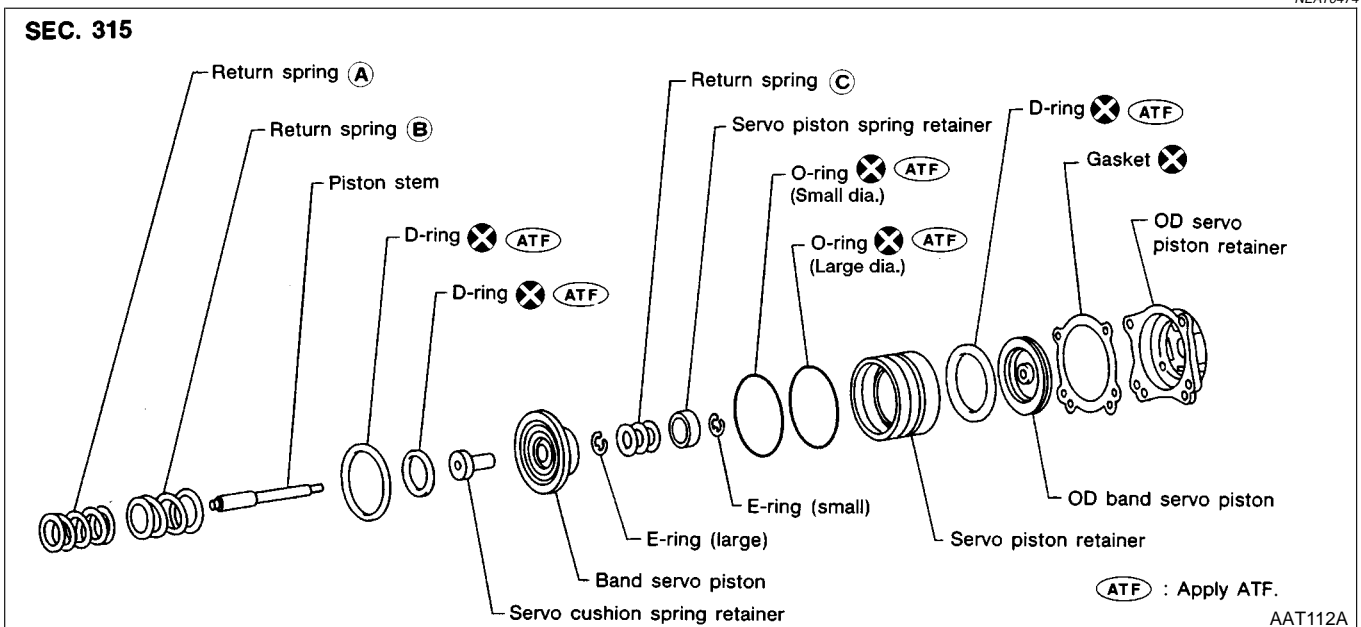
7. Position forward clutch hub in rear internal gear.



8. After installing, check to assure that forward clutch hub rotates clockwise.

Band Servo Piston Assembly COMPONENTS

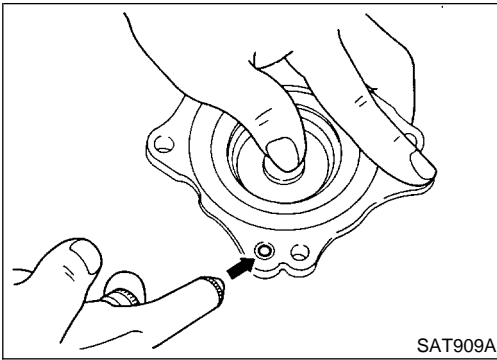
NEAT0474



AAT112A

NEAT0475

DISASSEMBLY



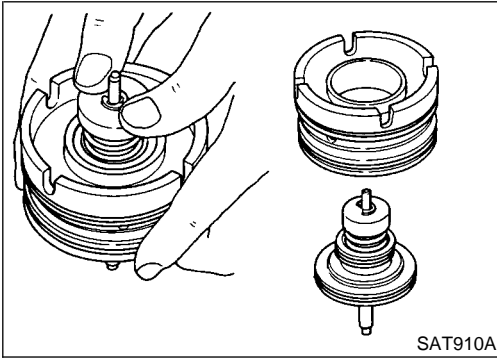
1. Block one oil hole in O/D servo piston retainer and the center hole in O/D band servo piston.
2. Apply compressed air to the other oil hole in piston retainer to remove O/D band servo piston from retainer.
3. Remove D-ring from O/D band servo piston.

GI

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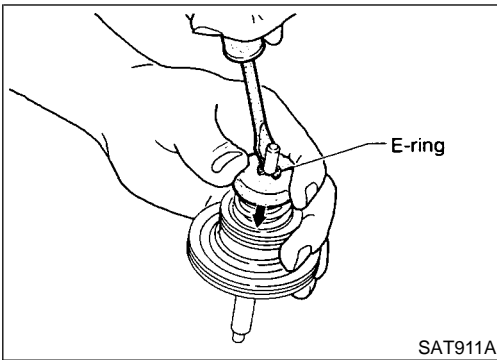
4. Remove band servo piston assembly from servo piston retainer by pushing it forward.

EC

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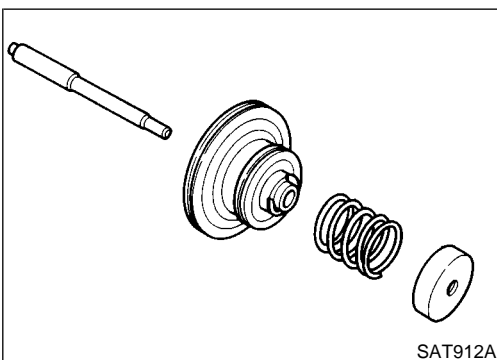
5. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.

AT

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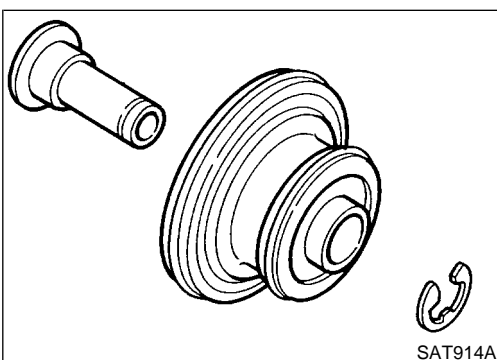
6. Remove servo piston spring retainer, return spring C and piston stem from band servo piston.

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7. Remove E-ring from band servo piston.
8. Remove servo cushion spring retainer from band servo piston.
9. Remove D-rings from band servo piston.
10. Remove O-rings from servo piston retainer.

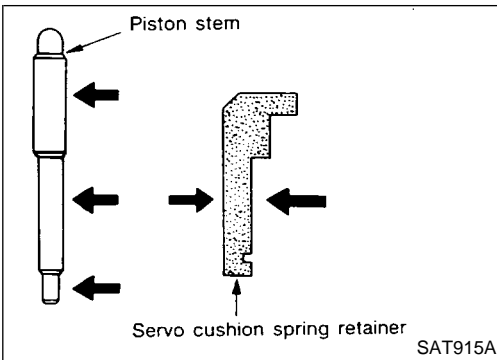
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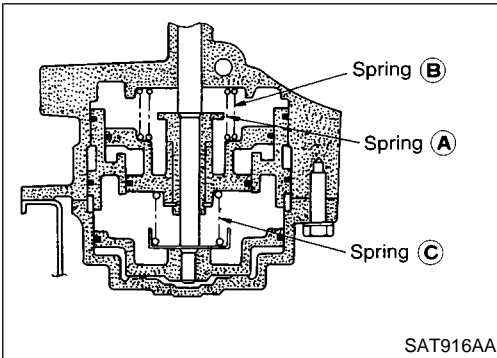
INSPECTION

Pistons, Retainers and Piston Stem

NEAT0476

NEAT0476S01

- Check frictional surfaces for abnormal wear or damage.

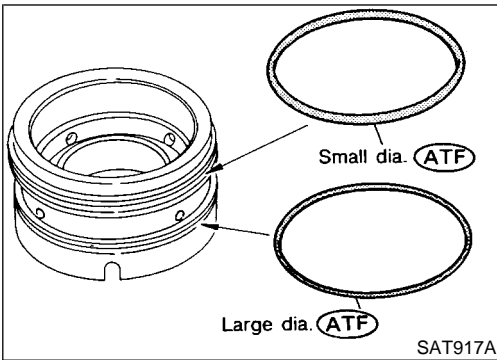


Return Springs

NEAT0476S02

- Check for deformation or damage. Measure free length and outer diameter.

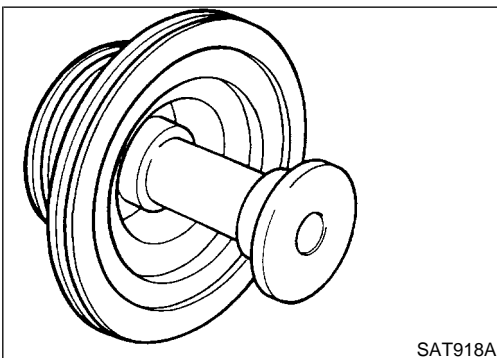
Inspection standard:
Refer to SDS, AT-136.



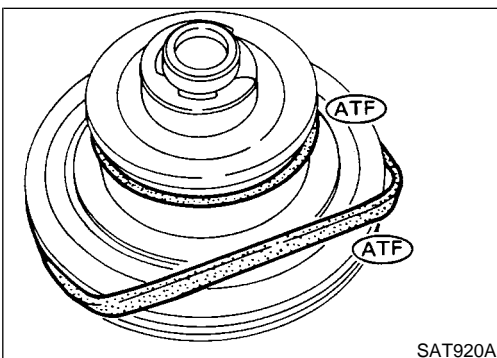
ASSEMBLY

NEAT0477

1. Install O-rings onto servo piston retainer.
 - Apply ATF to O-rings.
 - Pay attention to position of each O-ring.



2. Install servo cushion spring retainer onto band servo piston.

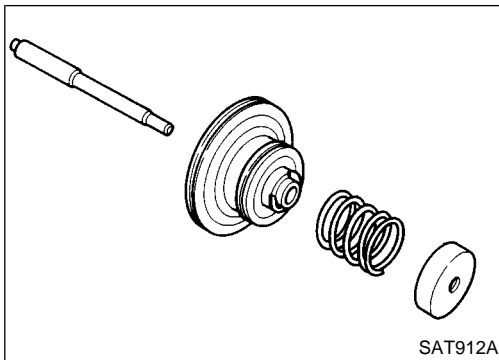


3. Install E-ring onto servo cushion spring retainer.
4. Install D-rings onto band servo piston.
 - Apply ATF to D-rings.

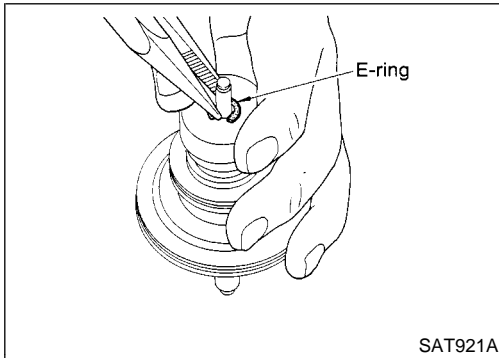
REPAIR FOR COMPONENT PARTS

RL4R01A

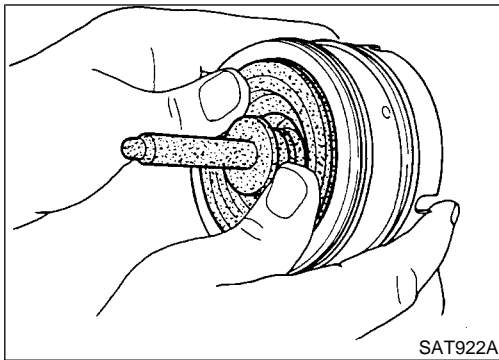
Band Servo Piston Assembly (Cont'd)



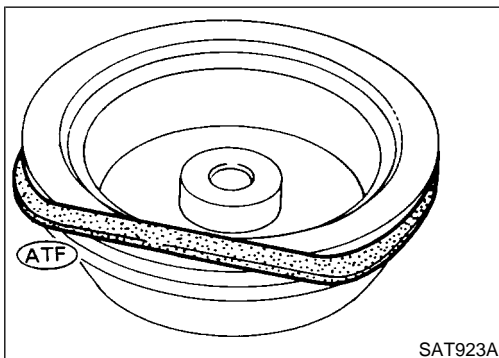
5. Install servo piston spring retainer, return spring C and piston stem onto band servo piston.



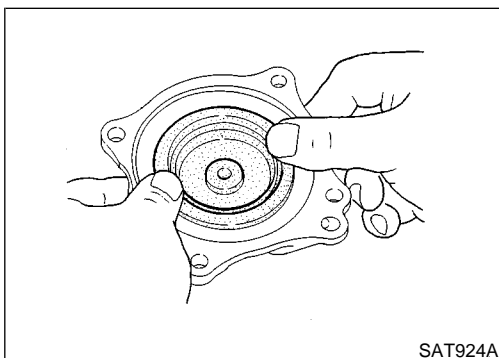
6. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



7. Install band servo piston assembly onto servo piston retainer by pushing it inward.



8. Install D-ring on O/D band servo piston.
- **Apply ATF to D-ring.**



9. Install O/D band servo piston onto O/D servo piston retainer by pushing it inward.

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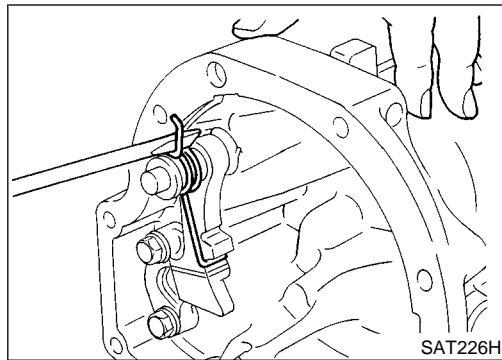
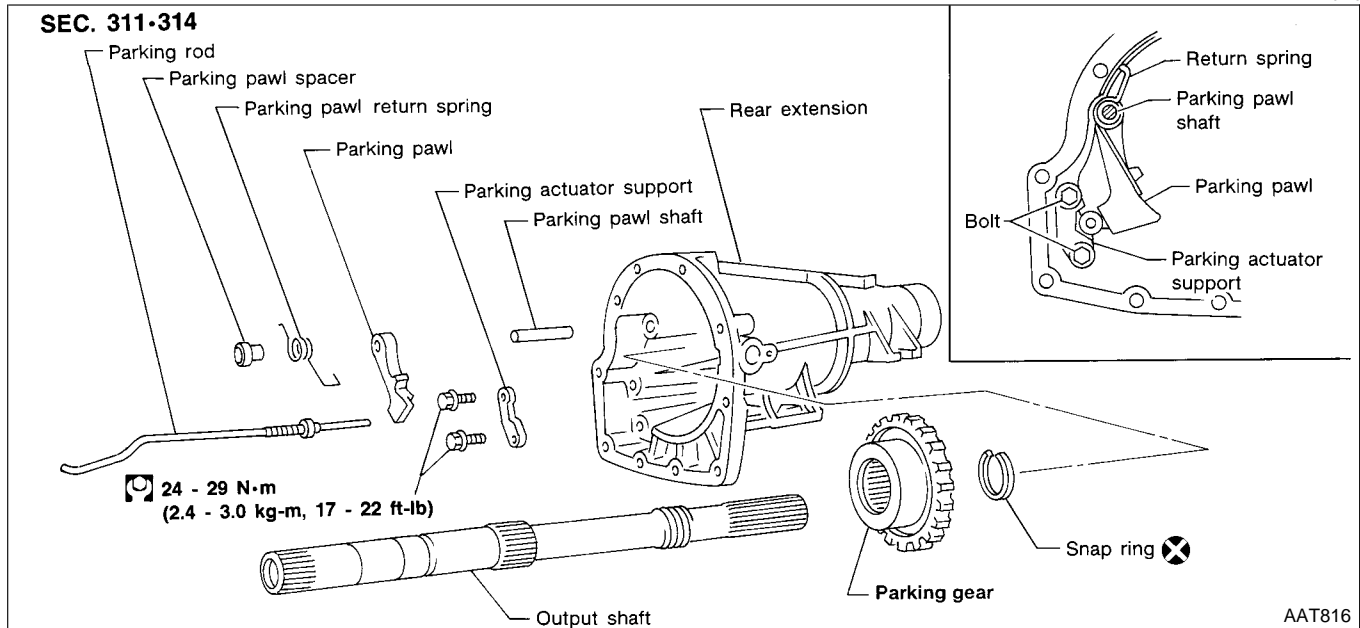
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Parking Pawl Components COMPONENTS

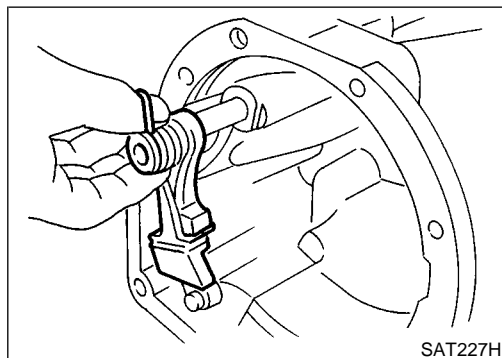
NEAT0478



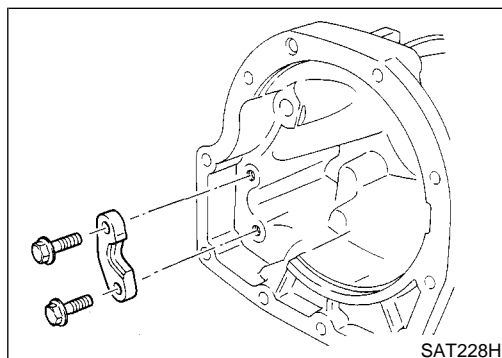
DISASSEMBLY

NEAT0479

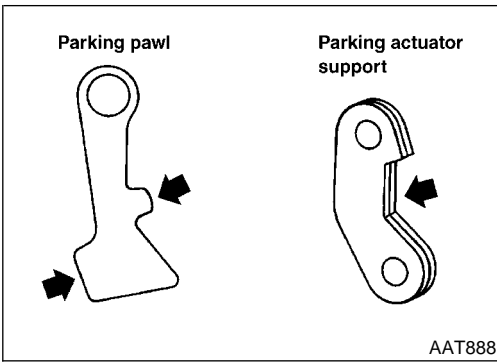
1. Slide return spring to the front of rear extension flange.



2. Remove return spring, pawl spacer and parking pawl from rear extension.
3. Remove parking pawl shaft from rear extension.



4. Remove parking actuator support from rear extension.



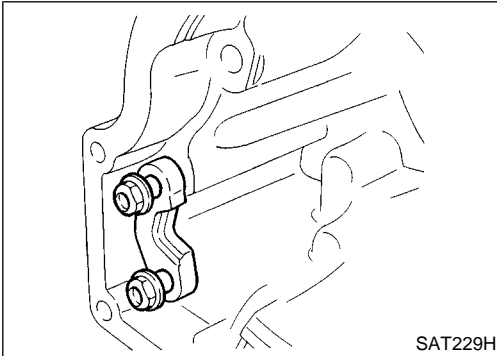
INSPECTION

Parking Pawl and Parking Actuator Support

NEAT0480

NEAT0480S01

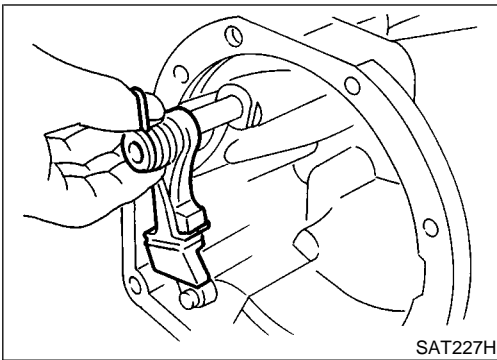
- Check contact surface of parking rod and parking gear for wear.



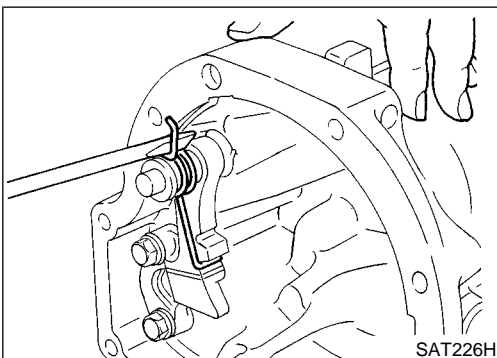
ASSEMBLY

NEAT0481

1. Install parking actuator support onto rear extension.
2. Insert parking pawl shaft into rear extension.



3. Install return spring, pawl spacer and parking pawl onto parking pawl shaft.



4. Bend return spring upward and install it onto rear extension.

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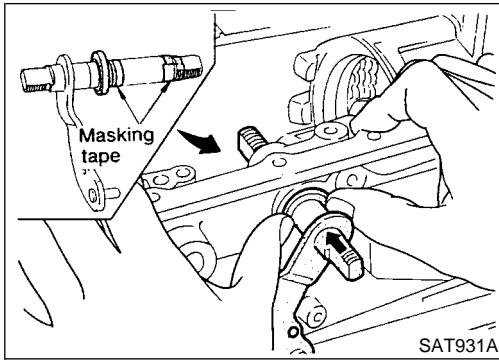
SC

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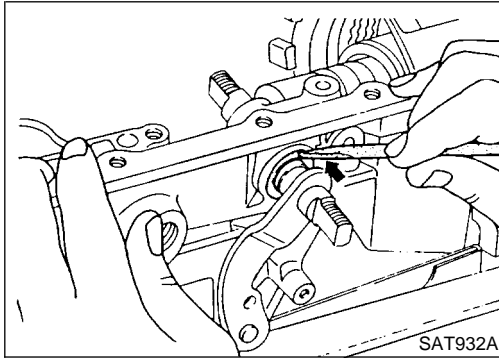
Assembly (1)

NEAT0482

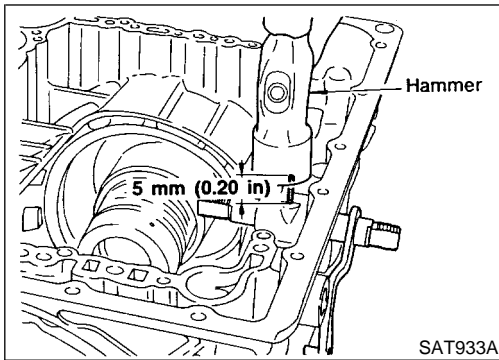


Assembly (1)

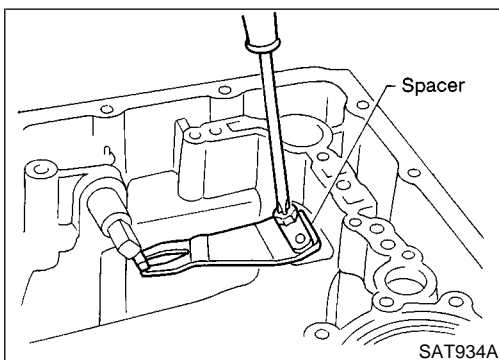
1. Install manual shaft components.
 - a. Install oil seal onto manual shaft.
 - **Apply ATF to oil seal.**
 - **Wrap threads of manual shaft with masking tape.**
 - b. Insert manual shaft and oil seal as a unit into transmission case.
 - c. Remove masking tape.



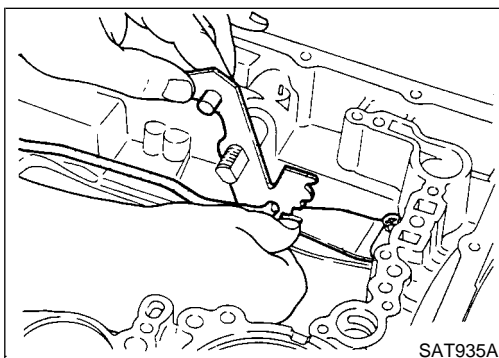
- d. Push oil seal evenly and install it onto transmission case.



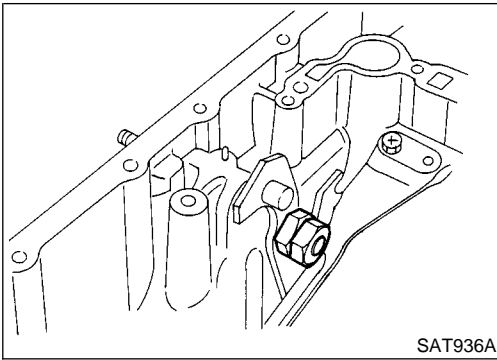
- e. Align groove in shaft with drive pin hole; then drive pin into position as shown in figure at left.



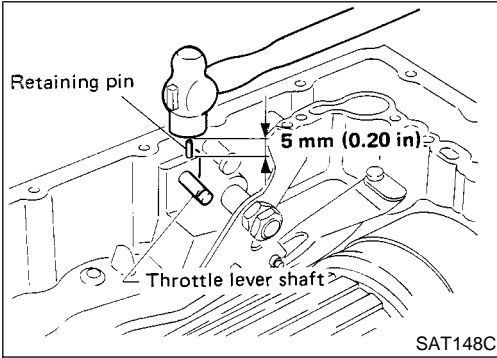
- f. Install detent spring and spacer.



- g. While pushing detent spring down, install manual plate onto manual shaft.



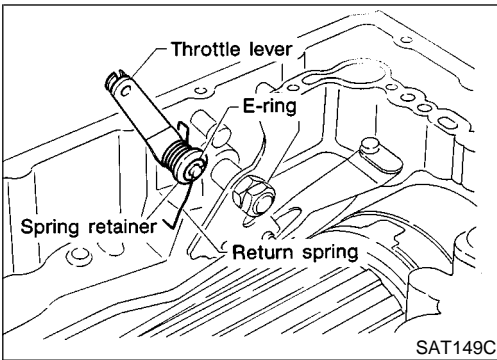
h. Install lock nuts onto manual shaft.



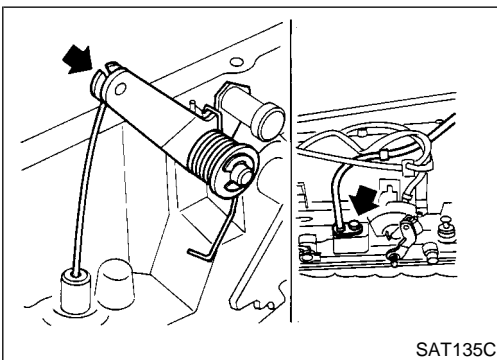
2. Install throttle lever components.

a. Install throttle lever shaft.

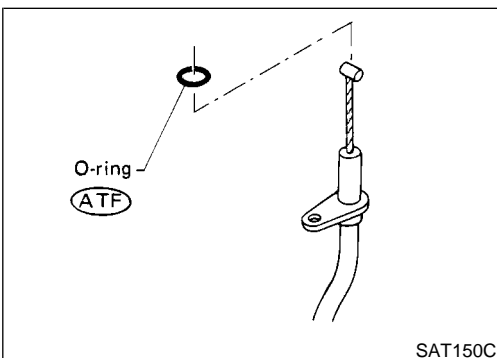
b. Align groove in shaft with drive pin hole, then drive pin into position as shown in figure at left.



c. Install throttle lever, return spring, spring retainer and E-ring.



d. Install throttle wire.



● Apply ATF to O-ring.

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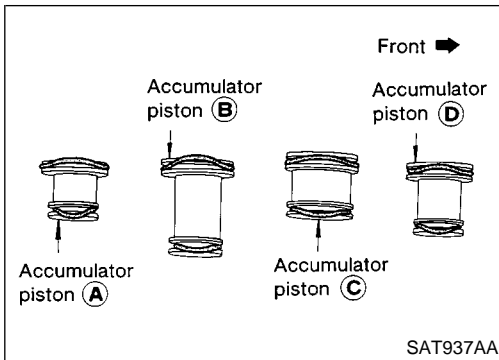
HA

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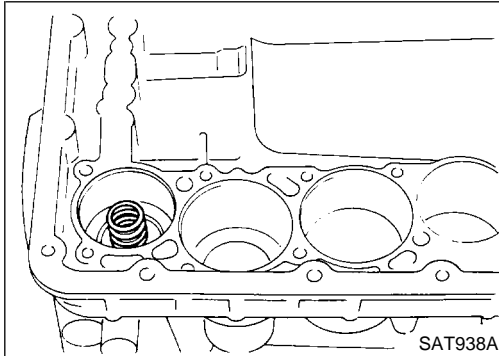
EL

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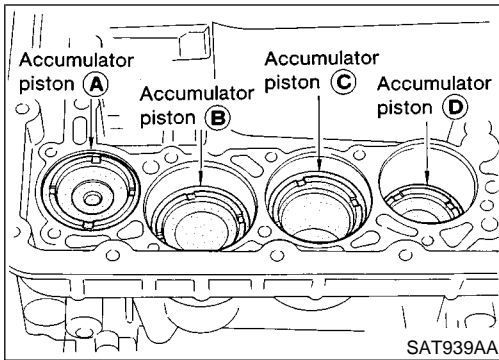
Assembly (1) (Cont'd)



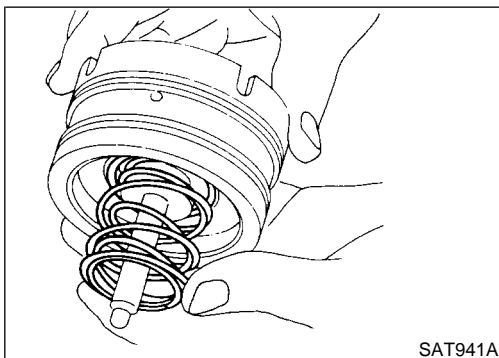
3. Install accumulator piston.
 - a. Install O-rings onto accumulator piston.
 - **Apply ATF to O-rings.**
Accumulator piston O-rings:
Refer to SDS, AT-137.



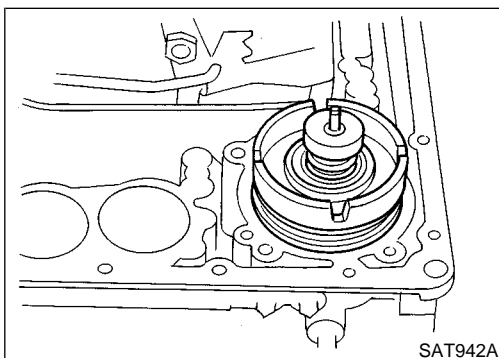
- b. Install return spring for accumulator A onto transmission case.
 - **Free length of return spring:**
Refer to SDS, AT-136.



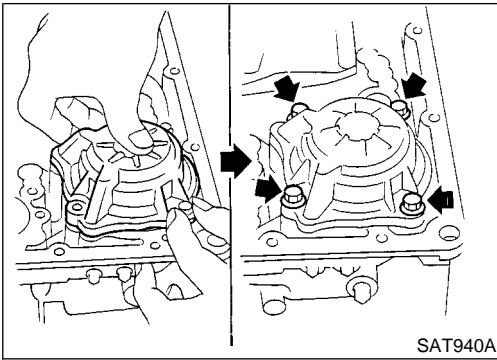
- c. Install accumulator pistons **A, B, C** and **D**.
 - **Apply ATF to transmission case.**



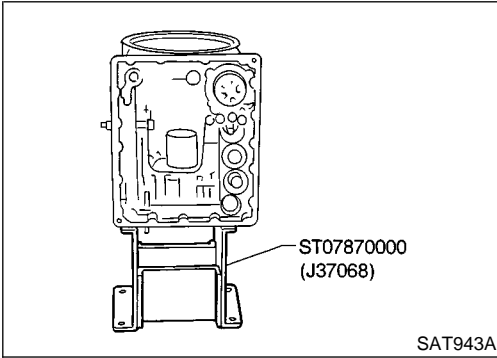
4. Install band servo piston.
 - a. Install return springs onto band servo piston.



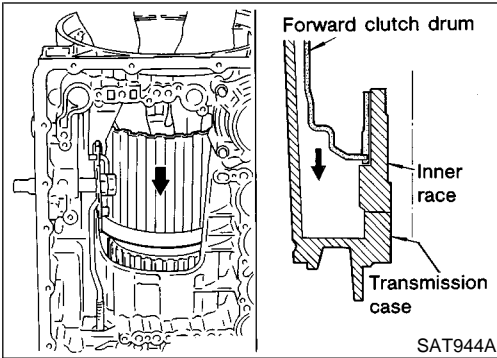
- b. Install band servo piston onto transmission case.
 - **Apply ATF to O-ring of band servo piston and transmission case.**
- c. Install gasket for band servo onto transmission case.



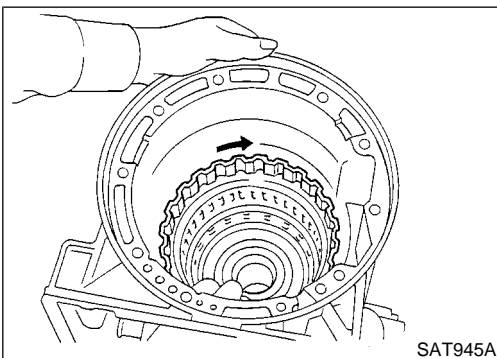
- d. Install O/D servo piston retainer onto transmission case.



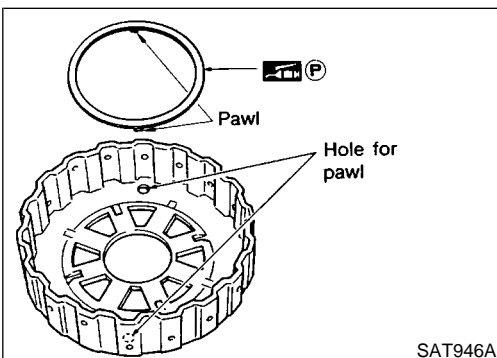
5. Install rear side clutch and gear components.
a. Place transmission case in vertical position.



- b. Slightly lift forward clutch drum assembly and slowly rotate it clockwise until its hub passes fully over the clutch inner race inside transmission case.



- c. Check to be sure that rotation direction of forward clutch assembly is correct.



- d. Install thrust washer onto front of overrun clutch hub.
 ● Apply petroleum jelly to the thrust washer.
 ● Insert pawls of thrust washer securely into holes in overrun clutch hub.

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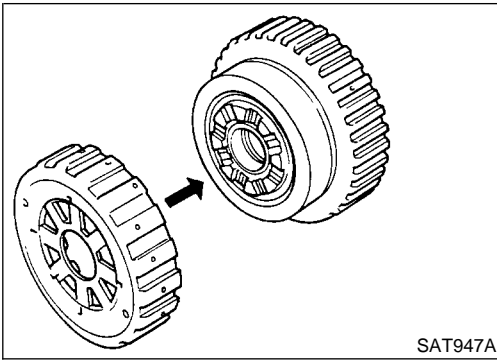
HA

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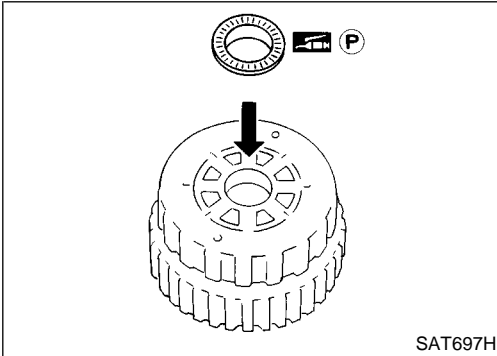
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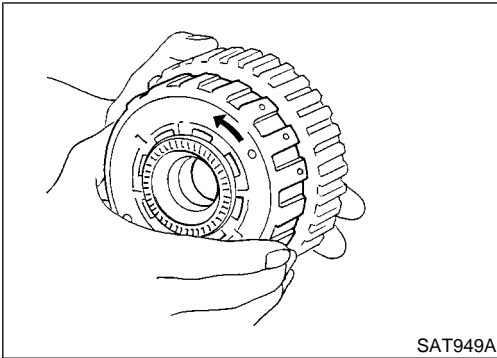
Assembly (1) (Cont'd)



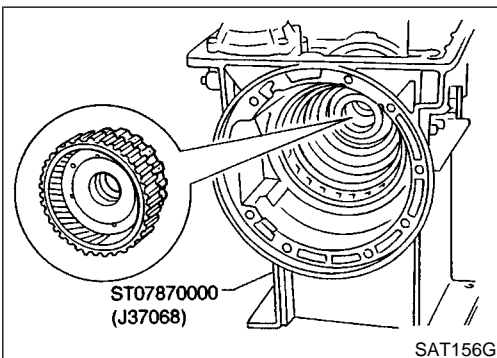
e. Install overrun clutch hub onto rear internal gear assembly.



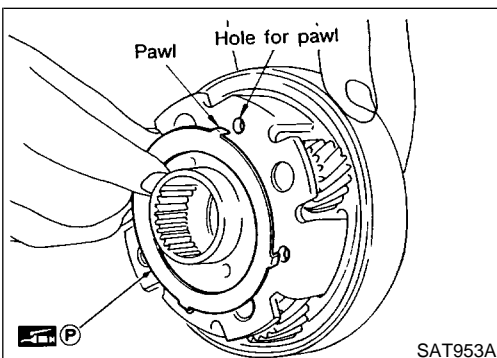
f. Install needle bearing onto rear of overrun clutch hub.
 ● **Apply petroleum jelly to needle bearing.**



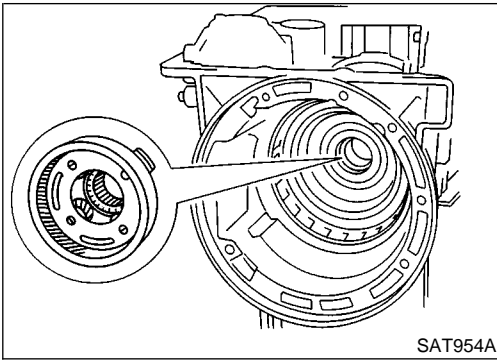
g. Check that overrun clutch hub rotates as shown while holding forward clutch hub.



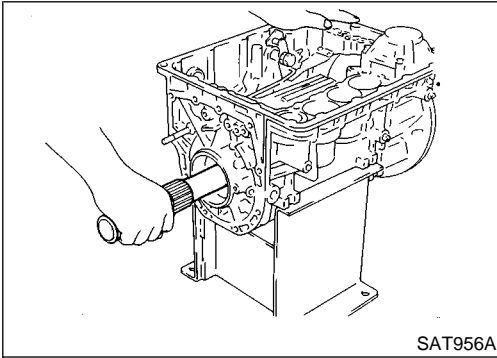
h. Place transmission case into horizontal position.
 i. Install rear internal gear, forward clutch hub and overrun clutch hub as a unit onto transmission case.



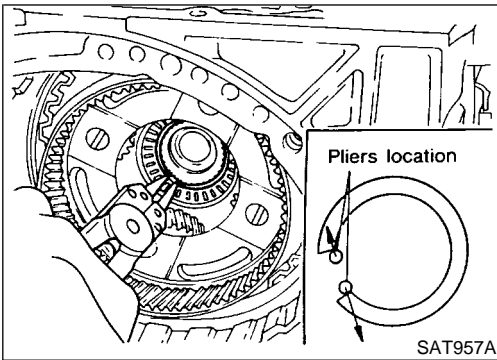
j. Install needle bearing onto rear internal gear.
 ● **Apply petroleum jelly to needle bearing.**
 k. Install bearing race onto rear of front internal gear.
 ● **Apply petroleum jelly to bearing race.**
 ● **Securely engage pawls of bearing race with holes in front internal gear.**



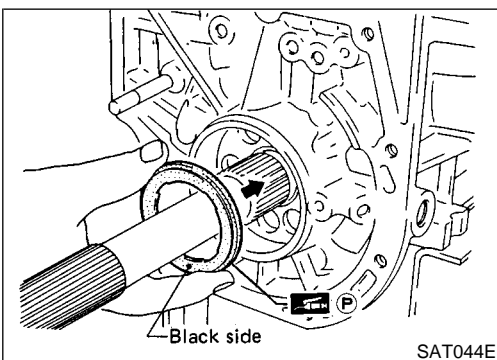
- I. Install front internal gear on transmission case.



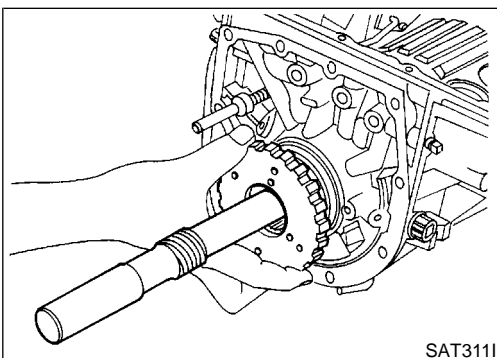
6. Install output shaft and parking gear.
 - a. Insert output shaft from rear of transmission case while slightly lifting front internal gear.
 - **Do not force output shaft against front of transmission case.**



- b. Carefully push output shaft against front of transmission case. Install snap ring on front of output shaft.
 - **Check to be sure output shaft cannot be removed in rear direction.**



- c. Install needle bearing on transmission case.
 - **Pay attention to its direction — black side faces the rear.**
 - **Apply petroleum jelly to needle bearing.**



- d. Install parking gear on transmission case.

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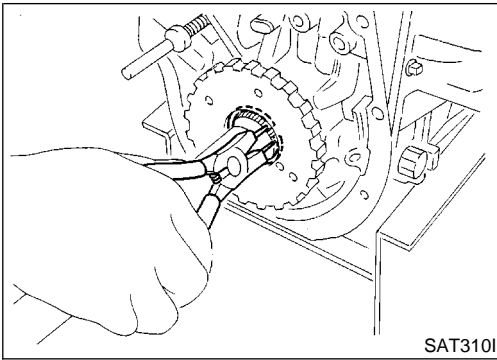
HA

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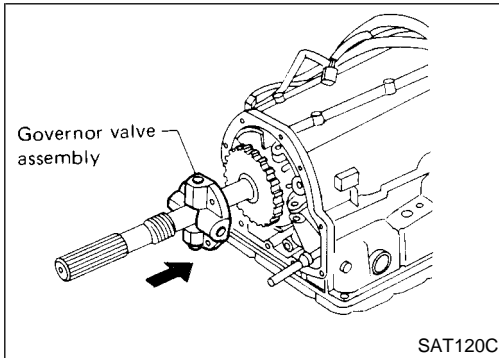
EL

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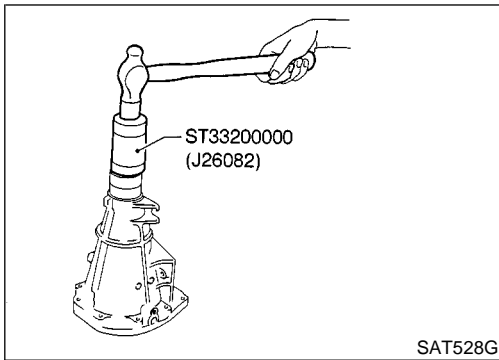
Assembly (1) (Cont'd)



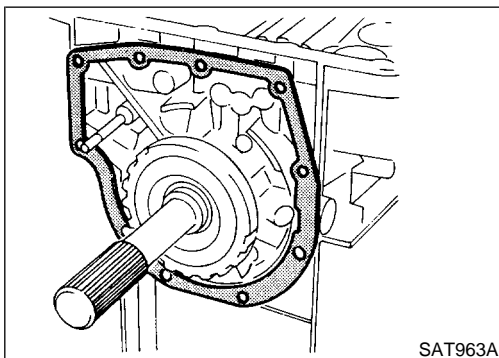
- e. Install snap ring on rear of output shaft.
 - **Check to be sure output shaft cannot be removed in forward direction.**



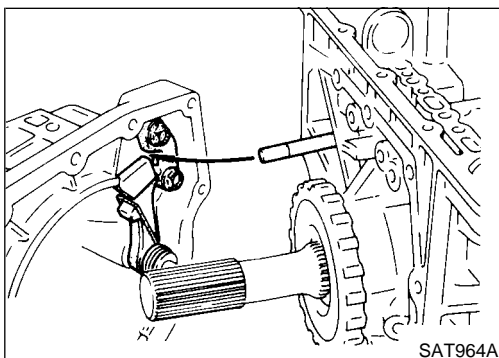
- f. Install governor valve assembly on oil distributor.



- 7. Install rear extension case.
 - a. Install oil seal on rear extension case.
 - **Apply ATF to oil seal.**



- b. Install rear extension gasket on transmission case.

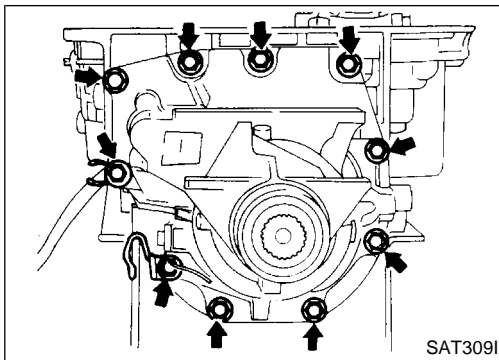


- c. Install parking rod on transmission case.

ASSEMBLY

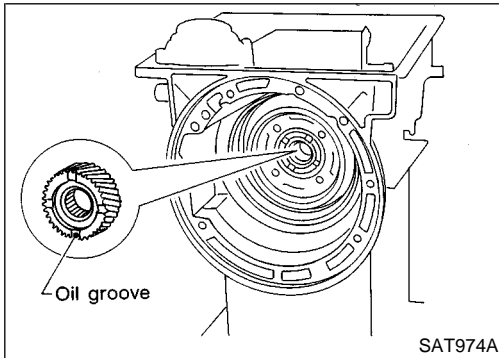
RL4R01A

Assembly (1) (Cont'd)



- d. Install rear extension case on transmission case. Tighten bolts to specified torque.

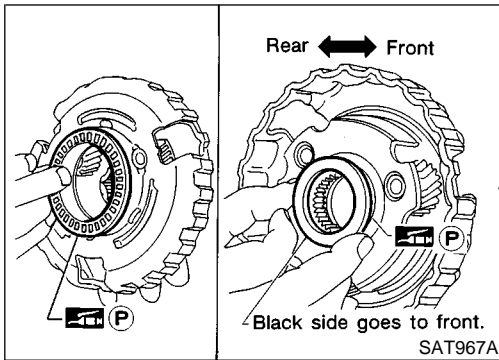
: 20 - 25 N-m (2.0 - 2.5 kg-m, 14 - 18 ft-lb)



8. Install front side clutch and gear components.

- a. Install rear sun gear on transmission case.

- **Pay attention to its direction.**



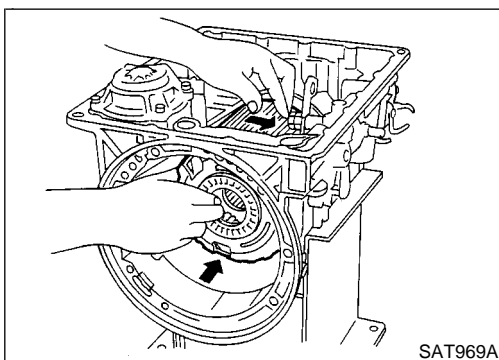
- b. Install needle bearing on front of front planetary carrier.

- **Apply petroleum jelly to needle bearing.**

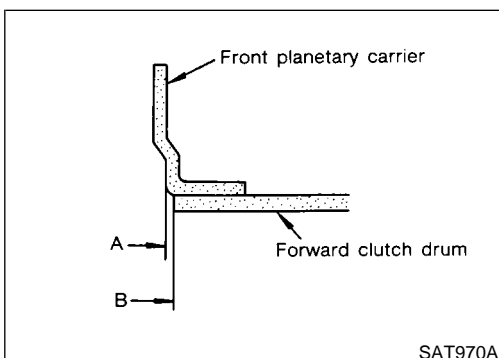
- c. Install needle bearing on rear of front planetary carrier.

- **Apply petroleum jelly to needle bearing.**

- **Pay attention to its direction — black side faces the front.**



- d. While rotating forward clutch drum clockwise, install front planetary carrier on forward clutch drum.



- **Check that portion A of front planetary carrier protrudes approximately 2 mm (0.08 in) beyond portion B of forward clutch assembly.**

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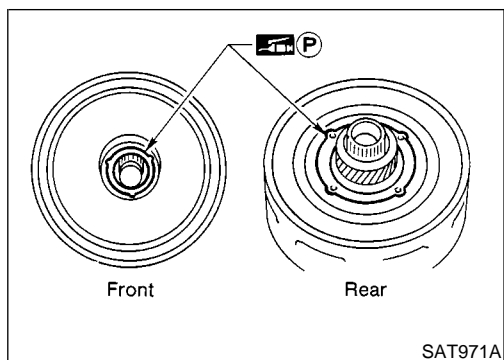
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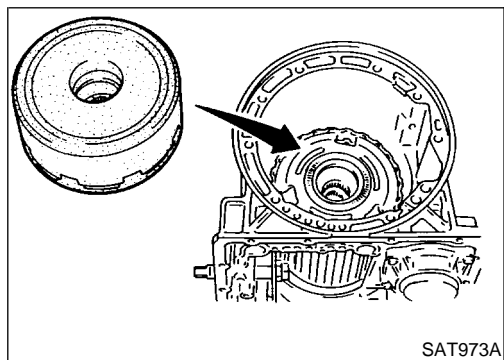
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Assembly (1) (Cont'd)



- e. Install bearing races on front and rear of clutch pack.
 - **Apply petroleum jelly to bearing races.**
 - **Securely engage pawls of bearing races with holes in clutch pack.**
- f. Place transmission case in vertical position.

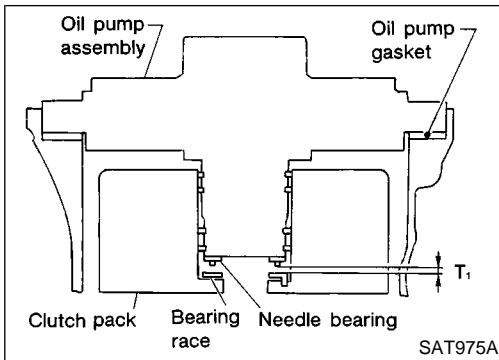


- g. Install clutch pack into transmission case.

Adjustment

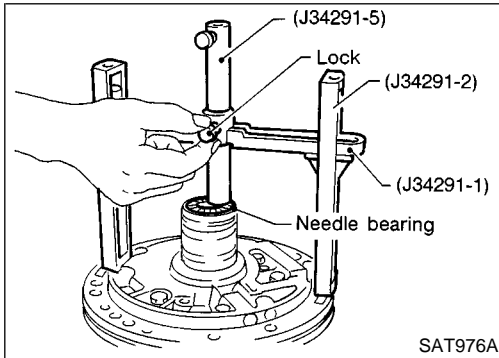
When any parts listed in the following table are replaced, total end play or reverse clutch end play must be adjusted. NEAT0483

Part name	Item	
	Total end play	Reverse clutch end play
Transmission case	●	●
Low one-way clutch inner race	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●
Rear planetary carrier	●	●
Rear sun gear	●	●
Front planetary carrier	●	●
Front sun gear	●	●
High clutch hub	●	●
High clutch drum	●	●
Oil pump cover	●	●
Reverse clutch drum	—	●

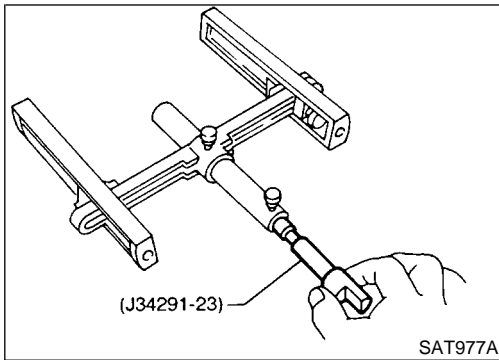


1. Adjust total end play.

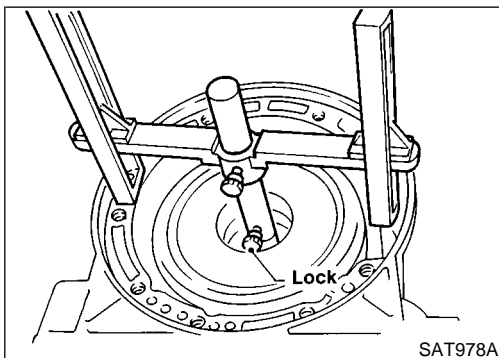
Total end play "T₁":
0.25 - 0.55 mm (0.0098 - 0.0217 in)



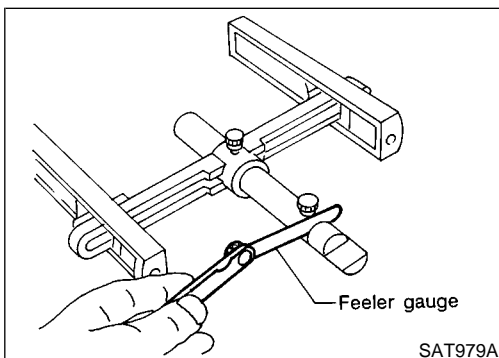
- a. With original needle bearing installed, place J34291-1 (bridge), J34291-2 (legs) and the J34291-5 (gauging cylinder) onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly, and gauging cylinder should rest on top of the needle bearing. Lock gauging cylinder in place with set screw.



- b. Install J34291-23 (gauging plunger) into gauging cylinder.



- c. With original bearing race installed inside reverse clutch drum, place shim selecting gauge with its legs on machined surface of transmission case (no gasket) and allow gauging plunger to rest on bearing race. Lock gauging plunger in place with set screw.



- d. Remove Tool and use feeler gauge to measure gap between gauging cylinder and gauging plunger. This measurement should give exact total end play.

Total end play "T₁":
0.25 - 0.55 mm (0.0098 - 0.0217 in)

- If end play is out of specification, decrease or increase thickness of oil pump cover bearing race as necessary.

Available oil pump cover bearing race:
Refer to SDS, AT-139.

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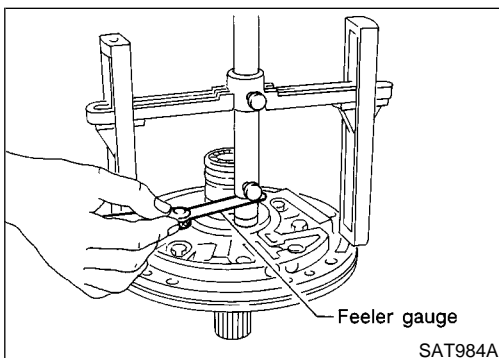
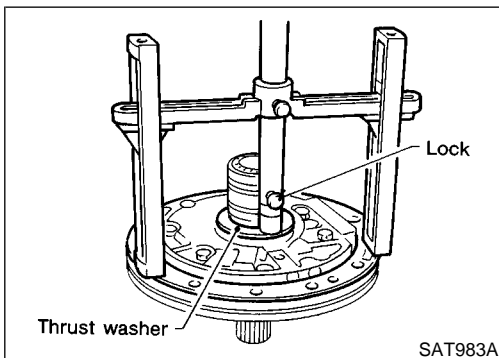
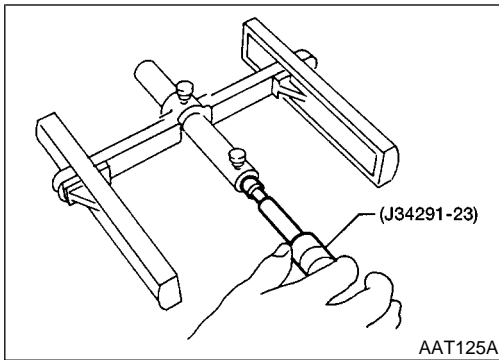
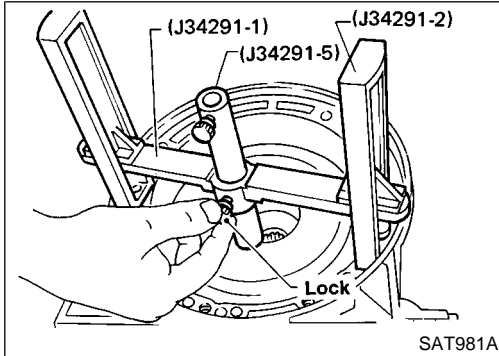
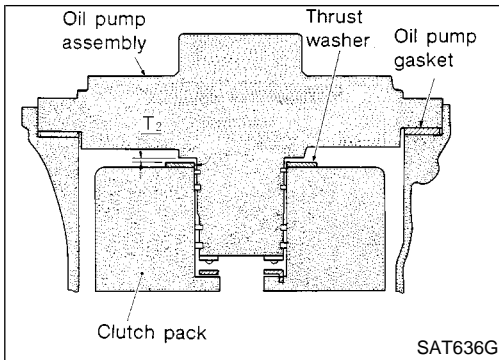
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Adjustment (Cont'd)



2. Adjust reverse clutch drum end play.
Reverse clutch drum end play "T₂":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

- a. Place J34291-1 (bridge), J34291-2 (legs) and J34291-5 (gauging cylinder) on machined surface of transmission case (no gasket) and allow gauging cylinder to rest on front thrust surface of reverse clutch drum. Lock cylinder in place with set screw.

- b. Install J34291-23 (gauging plunger) into gauging cylinder.

- c. With original thrust washer installed on oil pump, place shim setting gauge legs onto machined surface of oil pump assembly and allow gauging plunger to rest on thrust washer. Lock plunger in place with set screw.

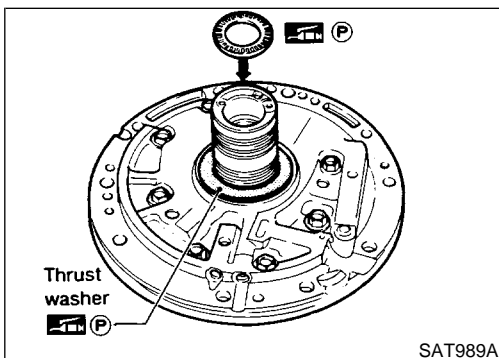
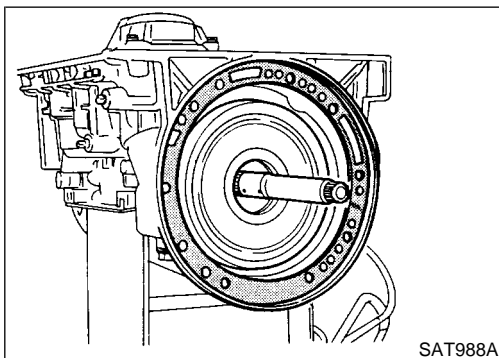
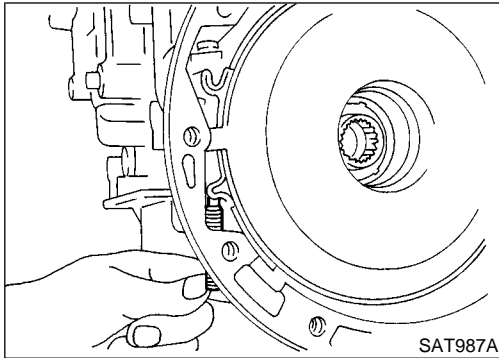
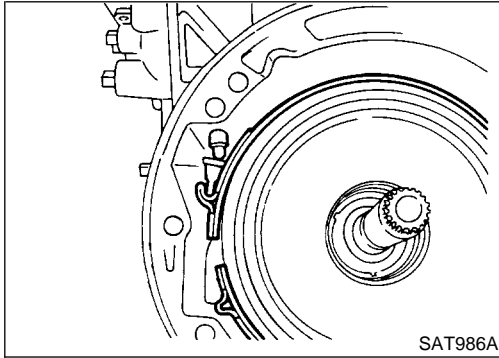
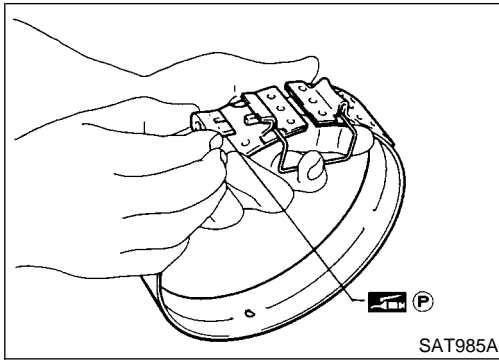
- d. Use feeler gauge to measure gap between gauging plunger and gauging cylinder. This measurement should give you exact reverse clutch drum and play.

Reverse clutch drum end play "T₂":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

- If end play is out of specification, decrease or increase thickness of oil pump thrust washer as necessary.

Available oil pump thrust washer:
Refer to SDS, AT-140.

NEAT0484

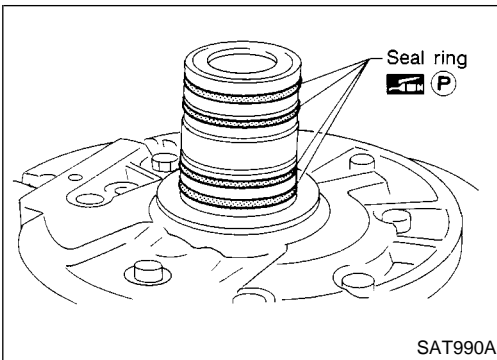


Assembly (2)

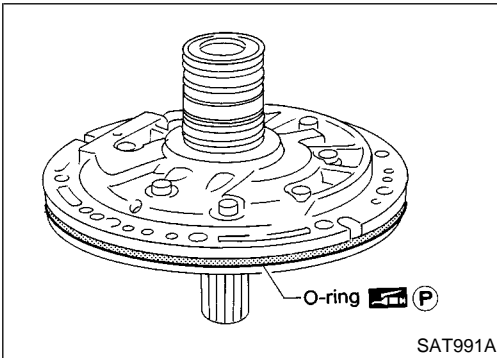
1. Place transmission case into horizontal position.
2. Install brake band and band strut.
 - a. Install band strut on brake band.
 - **Apply petroleum jelly to band strut.**
 - b. Place brake band around reverse clutch drum, and insert band strut into end of band servo piston stem.
 - c. Install anchor end pin on transmission case. Then, tighten anchor end pin just enough so that reverse clutch drum (clutch pack) will not tilt forward.
3. Install input shaft on transmission case.
 - **Pay attention to its direction — O-ring groove side faces front.**
4. Install gasket on transmission case.
5. Install oil pump assembly.
 - a. Install needle bearing on oil pump assembly.
 - **Apply petroleum jelly to the needle bearing.**
 - b. Install selected thrust washer on oil pump assembly.
 - **Apply petroleum jelly to thrust washer.**

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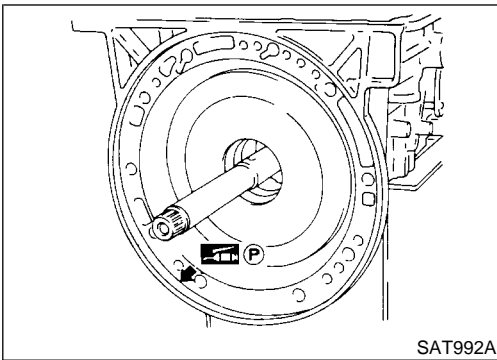
Assembly (2) (Cont'd)



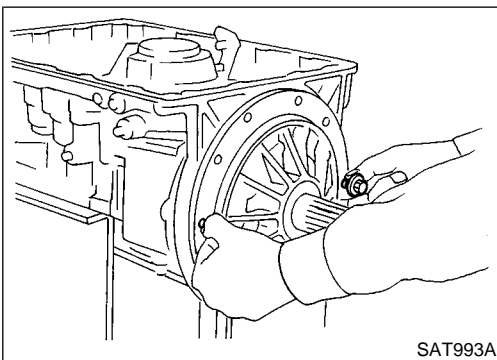
- c. Carefully install seal rings into grooves and press them into the petroleum jelly so that they are a tight fit.



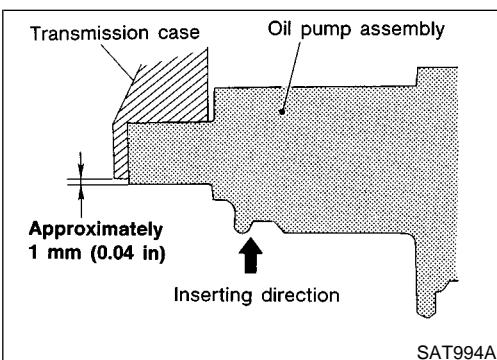
- d. Install O-ring on oil pump assembly.
- **Apply petroleum jelly to O-ring.**



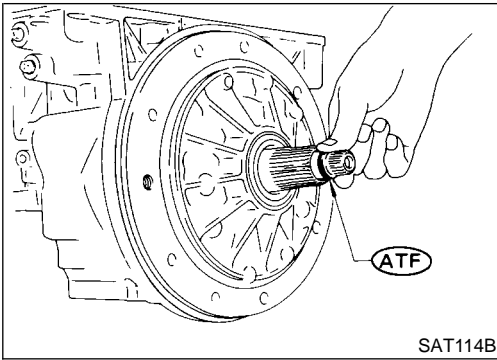
- e. Apply petroleum jelly to mating surface of transmission case and oil pump assembly.



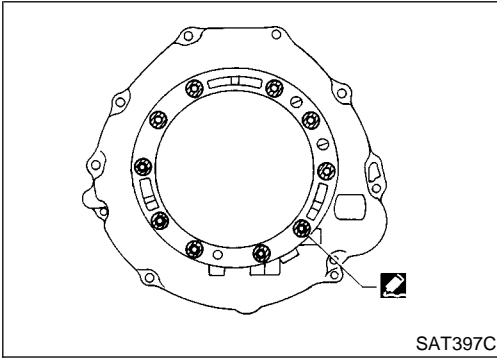
- f. Install oil pump assembly.
- **Install two converter housing securing bolts in bolt holes in oil pump assembly as guides.**



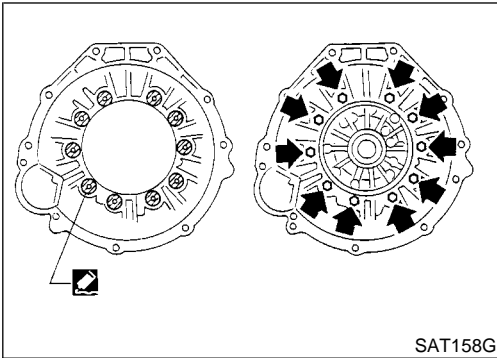
- **Insert oil pump assembly to the specified position in transmission, as shown at left.**



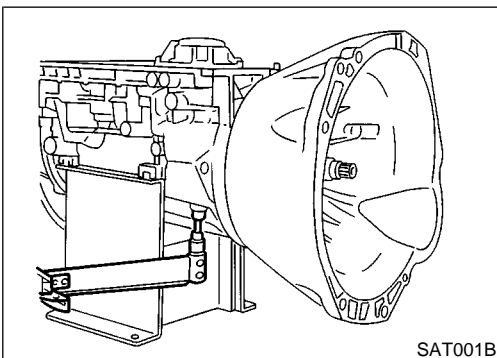
6. Install O-ring on input shaft.
 - **Apply ATF to O-rings.**



7. Install converter housing.
 - a. Apply genuine anaerobic liquid gasket Three Bond TB1215, Loctite Part No. 51813 or equivalent around bolt holes in converter housing.
 - **Do not apply too much sealant.**

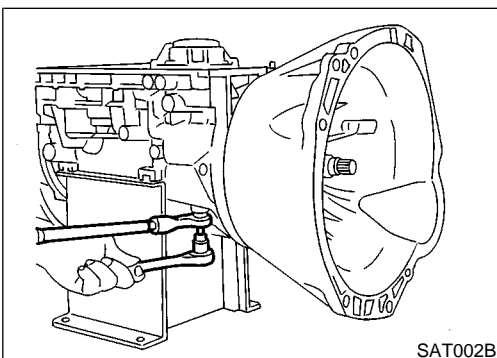


- b. Apply genuine anaerobic liquid gasket Three Bond TB1215, Loctite Part No. 51813 or equivalent to seating surfaces of bolts that secure front of converter housing.
 - c. Install converter housing on transmission case.



8. Adjust brake band.
 - a. Tighten anchor end pin to specified torque.

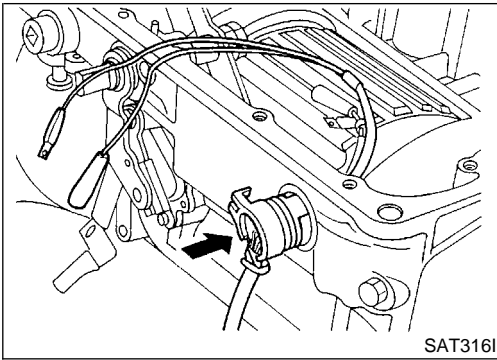
Anchor end pin:
 : 4 - 6 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)
 - b. Back off anchor end pin two and a half turns.



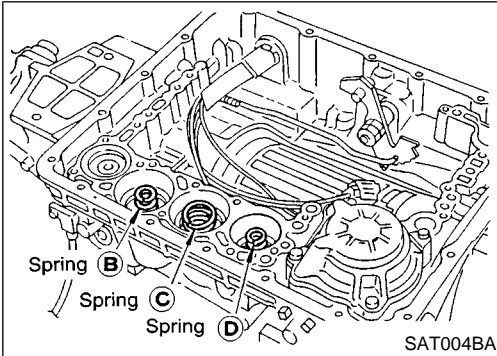
- c. While holding anchor end pin, tighten lock nut.

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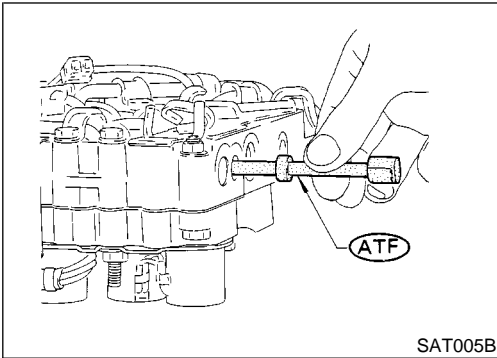
Assembly (2) (Cont'd)



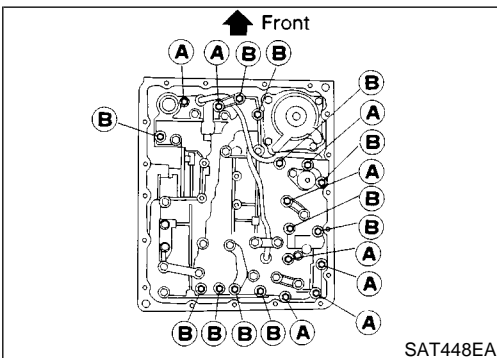
9. Install terminal cord assembly.
 - a. Install O-ring on terminal cord assembly.
 - **Apply petroleum jelly to O-ring.**
 - b. Compress terminal cord assembly stopper and install terminal cord assembly on transmission case.



10. Install control valve assembly.
 - a. Install accumulator piston return springs **B**, **C** and **D**.
 - Free length of return springs:
Refer to SDS, AT-136.

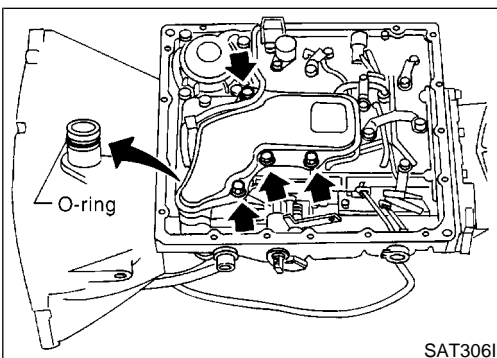


- b. Install manual valve on control valve.
 - **Apply ATF to manual valve.**

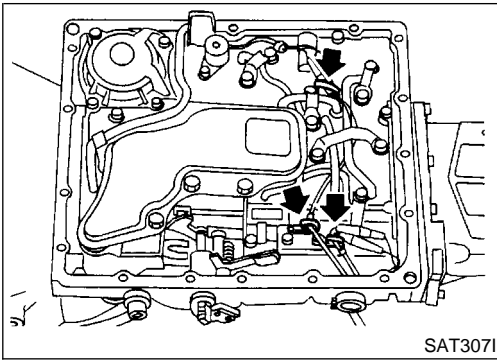


- c. Install control valve assembly on transmission case.
- d. Install connector tube brackets and tighten bolts **A** and **B**.
 - **Check that terminal assembly harness does not catch.**

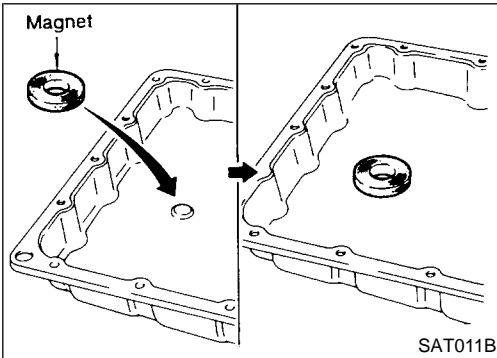
Bolt	ℓ mm (in) ℓ
A	33 (1.30)
B	45 (1.77)



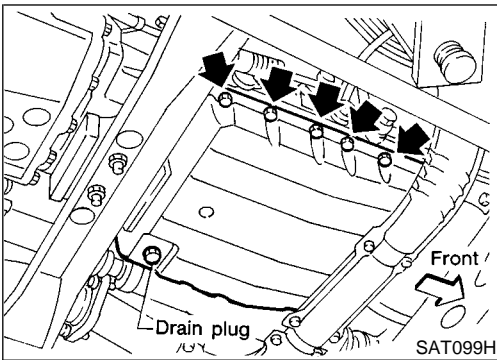
- e. Install O-ring on oil strainer.
 - **Apply petroleum jelly to O-ring.**
- f. Install oil strainer on control valve.



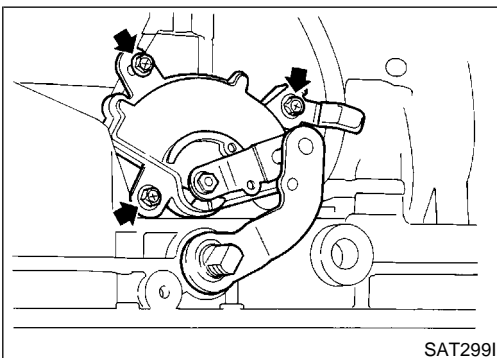
- g. Securely fasten terminal harness with clips.



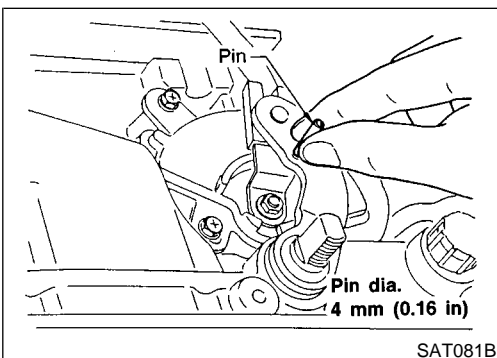
11. Install oil pan.
a. Attach a magnet to oil pan.



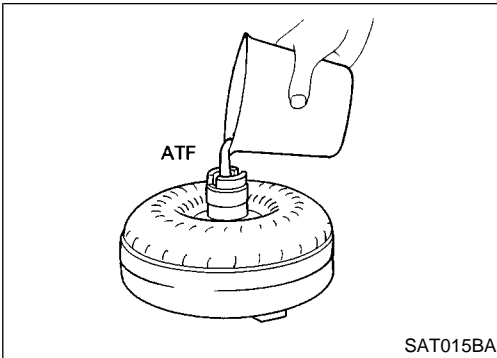
- b. Install new oil pan gasket on transmission case.
c. Install oil pan and bracket on transmission case.
- **Always replace oil pan bolts; they are self-sealing bolts.**
 - **Before installing bolts, remove traces of sealant and oil from mating surface and thread holes.**
 - **Tighten four bolts in a criss-cross pattern to prevent dislocation of gasket.**
- d. Tighten drain plug.



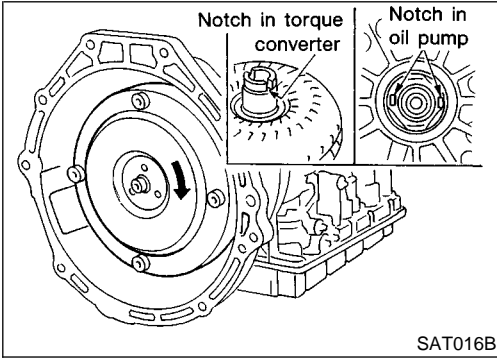
12. Install park/neutral position (PNP) switch.
a. Check that manual shaft is in 1 position.
b. Temporarily install PNP switch on manual shaft.
c. Move manual shaft to N.



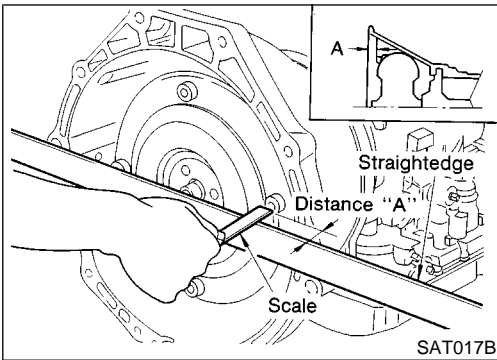
- d. Use a 4 mm (0.16 in) pin for this adjustment.
i. Insert the pin straight into the manual shaft adjustment hole.
ii. Rotate PNP switch until the pin can also be inserted straight into hole in PNP switch.
e. Tighten PNP switch fixing bolts.
f. Remove pin from adjustment hole after adjusting PNP switch.



SAT015BA



SAT016B



SAT017B

13. Install torque converter.
 - a. Pour ATF into torque converter.
 - **Approximately 2 liters (2-1/8 US qt, 1-3/4 Imp qt) of fluid are required for a new torque converter.**
 - **When reusing old torque converter, add the same amount of fluid as was drained.**
 - b. Install torque converter while aligning notches and oil pump.
 - c. Measure distance A to check that torque converter is in proper position.

Distance "A":
26.0 mm (1.024 in) or more

General Specifications

NEAT0485

Automatic transmission model	RL4R01A
Transmission model code number	49X11
Stall torque ratio	2.0 : 1
Transmission gear ratio	
1st	2.785
2nd	1.545
Top	1.000
O/D	0.694
Reverse	2.272
Recommended fluid	Nissan Matic "D" (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*1
Fluid capacity ℓ (US qt, Imp qt)	7.9 (8-3/8, 7)

*1: Refer to MA section ("Fluids and Lubricants", "RECOMMENDED FLUIDS AND LUBRICANTS").

Shift Schedule

NEAT0486

VEHICLE SPEED WHEN SHIFTING GEARS

NEAT0486S01

Throttle position	Vehicle speed km/h (MPH)						
	D ₁ → D ₂	D ₂ → D ₃	D ₃ → D ₄	D ₄ → D ₃	D ₃ → D ₂	D ₂ → D ₁	1 ₂ → 1 ₁
Full throttle	46 - 50 (29 - 31)	88 - 96 (55 - 60)	—	126 - 136 (78 - 85)	80 - 88 (50 - 55)	41 - 45 (25 - 28)	41 - 45 (25 - 28)
Half throttle	29 - 33 (18 - 21)	56 - 64 (35 - 40)	105 - 114 (65 - 71)	60 - 70 (37 - 43)	26 - 32 (16 - 20)	12 - 16 (7 - 10)	41 - 45 (25 - 28)

VEHICLE SPEED WHEN PERFORMING AND RELEASING LOCK-UP

NEAT0486S02

Throttle position	D ₄	
	Vehicle speed km/h (MPH)	
	Lock-up ON	Lock-up OFF
4/8	105 - 113 (65 - 70)	61 - 69 (38 - 43)
3/8	76 - 84 (47 - 52)	55 - 63 (34 - 39)
2/8	58 - 66 (36 - 41)	55 - 63 (34 - 39)
1/8	58 - 66 (36 - 41)	55 - 63 (34 - 39)

Stall Revolution

NEAT0487

Stall revolution rpm	2,100 - 2,300
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Line Pressure

NEAT0488

Engine speed rpm	Line pressure kPa (kg/cm ² , psi)		
	D position (Overdrive control switch ON and OFF)	2 and 1 positions	R position
Idle	471 - 510 (4.8 - 5.2, 68 - 74)	422 - 461 (4.3 - 4.7, 61 - 67)	736 - 775 (7.5 - 7.9, 107 - 112)
Stall	912 - 991 (9.3 - 10.1, 132 - 144)	883 - 961 (9.0 - 9.8, 128 - 139)	1,442 - 1,520 (14.7 - 15.5, 209 - 220)

SERVICE DATA AND SPECIFICATIONS (SDS)

RL4R01A

Governor Pressure

Governor Pressure

NEAT0489

Vehicle speed	Governor pressure kPa (kg/cm ² , psi)
0 km/h (0 MPH)	0 (0, 0)
29 km/h (18 MPH)	119.6 - 123.6 (1.22 - 1.26, 17 - 18)
57 km/h (35 MPH)	235.4 - 284.4 (2.40 - 2.90, 34 - 41)
86 km/h (53 MPH)	351.1 - 409.9 (3.58 - 4.18, 51 - 59)

Return Springs

NEAT0490
Unit: mm (in)

Parts			Item			
			Part No.*	Free length	Outer diameter	
Control valve	Upper body	1	4th speed cut valve spring	31756-48X06	23.5 (0.925)	7.4 (0.2913)
		2	Pressure regulator valve spring	31742-48X23	51.2 (2.016)	12.1 (0.476)
		3	Pressure modifier valve spring	31742-48X13	40.83 (1.6075)	8.0 (0.315)
		4	1-2 shift valve spring	31762-48X00	43.4 (1.709)	6.0 (0.236)
		5	2-3 shift valve spring	31762-48X14	47.4 (1.866)	9.0 (0.354)
		6	3-4 shift valve spring	31762-48X06	44.03 (1.7335)	8.0 (0.315)
		7	Accumulator control valve spring	31742-48X24	30.3 (1.193)	8.0 (0.315)
		—	3-2 downshift valve spring	—	—	—
		8	2-3 throttle modifier valve spring	31742-41X21	33.0 (1.299)	6.5 (0.256)
		9	4-2 relay valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
	10	Torque converter clutch control valve spring	31742-48X07	20.0 (0.787)	5.45 (0.2146)	
	Lower body	1	Throttle valve & detent valve spring	31802-48X02	34.23 (1.3476)	11.0 (0.433)
		2	Kickdown modifier valve spring	31756-48X12	42.8 (1.685)	7.0 (0.276)
		3	1st reducing valve spring	31756-48X04	34.1 (1.343)	7.0 (0.276)
		4	Overrun clutch reducing valve spring	31742-48X21	33.2 (1.307)	7.7 (0.303)
				31742-48X05	31.0 (1.220)	5.2 (0.205)
		6	3-2 timing valve spring	31742-48X15	23.0 (0.906)	7.0 (0.276)
		7	Torque converter relief valve spring	31742-41X23	38.0 (1.496)	9.0 (0.354)
		8	4-2 sequence valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
Governor valve	1	Primary valve spring	31742-48X11	19.1 (0.752)	9.05 (0.3563)	
	2	Secondary governor valve I spring	31742-48X09	30.58 (1.2039)	9.2 (0.362)	
	3	Secondary governor valve II spring	31742-48X10	16.79 (0.6610)	9.0 (0.354)	
Reverse clutch		16 pcs	31521-41X02 (Assembly)	19.7 (0.7756)	11.6 (0.457)	
High clutch		10 pcs	31521-41X03 (Assembly)	24.2 (0.9528)	11.6 (0.457)	
Forward clutch (Overrun clutch)		20 pcs	31521-41X00 (Assembly)	35.77 (1.4083)	9.7 (0.382)	
Low & reverse brake		18 pcs	31655-41X00 (Assembly)	22.3 (0.878)	11.2 (0.4409)	

SERVICE DATA AND SPECIFICATIONS (SDS)

RL4R01A

Return Springs (Cont'd)

Parts		Item		
		Part No.*	Free length	Outer diameter
Band servo	Spring A	31605-41X05	45.6 (1.795)	34.3 (1.350)
	Spring B	31605-41X00	53.8 (2.118)	40.3 (1.587)
	Spring C	31605-41X01	29.7 (1.1693)	27.6 (1.087)
Accumulator	Accumulator A	31605-41X02	43.0 (1.693)	18.0 (0.709)
	Accumulator B	31605-41X15	66.0 (2.598)	20.8 (0.819)
	Accumulator C	31605-51X01	45.0 (1.772)	29.3 (1.154)
	Accumulator D	31605-41X06	58.4 (2.299)	17.3 (0.681)

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

Accumulator O-ring

NEAT0491

Accumulator	Diameter mm (in)			
	A	B	C	D
Small diameter end	28.6 (1.13)	31.5 (1.24)	44 (1.73)	28.6 (1.13)
Large diameter end	44 (1.73)	48.8 (1.92)	48.8 (1.92)	44 (1.73)c

Clutch and Brakes

NEAT0492

REVERSE CLUTCH

NEAT0492S01

Code number	49X11		
Number of drive plates	2		
Number of driven plates	2		
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	1.80 (0.0709)	
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)	
	Allowable limit	1.2 (0.047)	
Thickness of retaining plate	Thickness mm (in)	Part No.*	
	4.8 (0.189)	31537-42X02	
	5.0 (0.197)	31537-42X03	
	5.2 (0.205)	31537-42X04	
	5.4 (0.213)	31537-42X05	
5.6 (0.220)	31537-42X06		

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

HIGH CLUTCH

NEAT0492S02

Code number	49X11		
Number of drive plates	5		
Number of driven plates	5		
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	1.40 (0.0551)	
Clearance mm (in)	Standard	1.8 - 2.2 (0.071 - 0.087)	
	Allowable limit	2.8 (0.110)	

SERVICE DATA AND SPECIFICATIONS (SDS)

RL4R01A

Clutch and Brakes (Cont'd)

	Thickness mm (in)	Part No.*
Thickness of retaining plate	3.4 (0.134)	31537-41X71
	3.6 (0.142)	31537-41X61
	3.8 (0.150)	31537-41X62
	4.0 (0.157)	31537-41X63
	4.2 (0.165)	31537-41X64
	4.4 (0.173)	31537-41X65
	4.6 (0.181)	31537-41X66
	4.8 (0.189)	31537-41X67

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

FORWARD CLUTCH

NEAT0492S03

Code number		49X11
Number of drive plates		5
Number of driven plates		5
Thickness of drive plate	Standard	1.52 - 1.67 (0.0598 - 0.0657)
	Wear limit	1.40 (0.0551)
Clearance	Standard	0.35 - 0.75 (0.0138 - 0.0295)
	Allowable limit	1.85 (0.0728)
		Thickness mm (in)
Thickness of retaining plate		8.0 (0.315)
		8.1 (0.319)
		8.2 (0.323)
		8.3 (0.327)
		8.4 (0.331)
		8.5 (0.335)
		8.6 (0.339)
		8.7 (0.343)
		8.8 (0.346)
		8.9 (0.350)
		9.0 (0.354)
		9.1 (0.358)
	9.2 (0.362)	
		Part number
		31537-41X00
		31537-42X60
		31537-41X01
		31537-42X61
		31537-41X02
		31537-42X62
		31537-41X03
		31537-42X63
		31537-41X04
		31537-42X64
		31537-41X05
		31537-42X65
		31537-41X06

OVERRUN CLUTCH

NEAT0492S04

Code number		49X11
Number of drive plates		3
Number of driven plates		5
Thickness of drive plate	Standard	1.90 - 2.05 (0.0748 - 0.0807)
	Wear limit	1.80 (0.0709)
Clearance	Standard	1.0 - 1.4 (0.039 - 0.055)
	Allowable limit	2.0 (0.079)
		Thickness mm (in)
Thickness of retaining plate		4.2 (0.165)
		4.4 (0.173)
		4.6 (0.181)
		4.8 (0.189)
		5.0 (0.197)
		Part number
		31537-41X80
		31537-41X81
		31537-41X82
		31537-41X83
		31537-41X84

LOW & REVERSE BRAKE

NEAT0492S05

Code number		49X11
Number of drive plates		5

SERVICE DATA AND SPECIFICATIONS (SDS)

RL4R01A

Clutch and Brakes (Cont'd)

Number of driven plates		7	
Thickness of drive plate	mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)
		Wear limit	1.40 (0.0551)
Clearance	mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)
		Allowable limit	2.3 (0.091)
Thickness of retaining plate		Thickness mm (in)	Part number
		7.2 (0.283)	31667-41X13
		7.4 (0.291)	31667-41X14
		7.6 (0.299)	31667-41X07
		7.8 (0.307)	31667-41X08
		8.0 (0.315)	31667-41X00
		8.2 (0.323)	31667-41X01
		8.4 (0.331)	31667-41X02
		8.6 (0.339)	31667-41X03
		8.8 (0.346)	31667-41X04
9.0 (0.354)	31667-41X05		
9.2 (0.362)	31667-41X06		

BRAKE BAND

NEAT0492S06

Code number	49X11
Anchor end pin nut tightening torque N-m (kg-m, in-lb)	31 - 42 (3.2 - 4.3, 23 - 31)
Anchor end pin tightening torque N-m (kg-m, in-lb)	4 - 6 (0.4 - 0.6, 35 - 52)
Number of returning revolutions for anchor end pin	2.5

Oil Pump and Low One-way Clutch

NEAT0493

Oil pump clearance	mm (in)	Cam ring — oil pump housing	Standard	0.01 - 0.024 (0.0004 - 0.0009)
		Rotor, vanes and control piston — oil pump housing	Standard	0.03 - 0.044 (0.0012 - 0.0017)
Seal ring clearance	mm (in)	Standard		0.10 - 0.25 (0.0039 - 0.0098)
		Allowable limit		0.25 (0.0098)

Total End Play

NEAT0494

Total end play "T ₁ "	0.25 - 0.55 mm (0.0098 - 0.0217 in)		
Thickness of oil pump cover bearing race		Thickness mm (in)	Part No.*
		0.8 (0.031)	31435-41X01
		1.0 (0.039)	31435-41X02
		1.2 (0.047)	31435-41X03
		1.4 (0.055)	31435-41X04
		1.6 (0.063)	31435-41X05
		1.8 (0.071)	31435-41X06
2.0 (0.079)	31435-41X07		

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

Parking Gear

NEAT0495

Seal ring — ring groove clearance	mm (in)	Standard	0.15 - 0.40 (0.0059 - 0.0157)
		Allowable limit	0.40 (0.0157)

SERVICE DATA AND SPECIFICATIONS (SDS)

RL4R01A

Reverse Clutch Drum End Play

Reverse Clutch Drum End Play

NEAT0496

Reverse clutch drum end play "T ₂ "	0.55 - 0.90 mm (0.0217 - 0.0354 in)	
Thickness of oil pump thrust washer	Thickness mm (in)	Part No.*
	0.9 (0.035)	31528-21X01
	1.1 (0.043)	31528-21X02
	1.3 (0.051)	31528-21X03
	1.5 (0.059)	31528-21X04
	1.7 (0.067)	31528-21X05
1.9 (0.075)	31528-21X06	

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

Removal and Installation

NEAT0497

Manual control cable	Number of returning revolutions for lock nut	1
	Lock nut tightening torque N-m (kg-m, ft-lb)	10.8 - 12.7 (1.09 - 1.29, 8.0 - 9.3)
Distance between end of converter housing and torque converter	mm (in)	26.0 (1.024) or more

Alphabetical & P No. Index for DTC

NEAT0100

NEAT0100S01

ALPHABETICAL INDEX FOR DTC

Items (CONSULT-II screen terms)	DTC		Reference page
	ECM*1	CONSULT-II GST*2	
A/T 1ST GR FNCTN	1103	P0731	AT-260
A/T 2ND GR FNCTN	1104	P0732	AT-266
A/T 3RD GR FNCTN	1105	P0733	AT-272
A/T 4TH GR FNCTN	1106	P0734	AT-278
A/T TCC S/V FNCTN	1107	P0744	AT-292
ATF TEMP SEN/CIRC	1208	P0710	AT-244
ENGINE SPEED SIG	1207	P0725	AT-255
L/PRESS SOL/CIRC	1205	P0745	AT-301
O/R CLTCH SOL/CIRC	1203	P1760	AT-325
PNP SW/CIRC	1101	P0705	AT-238
SFT SOL A/CIRC*3	1108	P0750	AT-306
SFT SOL B/CIRC*3	1201	P0755	AT-311
TCC SOLENOID/CIRC	1204	P0740	AT-287
TP SEN/CIRC A/T*3	1206	P1705	AT-316
VEH SPD SEN/CIR AT*4	1102	P0720	AT-250

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

*2: These numbers are prescribed by SAE J2012.

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

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

TROUBLE DIAGNOSIS — INDEX

RE4R01A

Alphabetical & P No. Index for DTC (Cont'd)

P NO. INDEX FOR DTC

=NEAT0100S02

DTC		Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*2	ECM*1		
P0705	1101	PNP SW/CIRC	AT-238
P0710	1208	ATF TEMP SEN/CIRC	AT-244
P0720	1102	VEH SPD SEN/CIR AT*4	AT-250
P0725	1207	ENGINE SPEED SIG	AT-255
P0731	1103	A/T 1ST GR FNCTN	AT-260
P0732	1104	A/T 2ND GR FNCTN	AT-266
P0733	1105	A/T 3RD GR FNCTN	AT-272
P0734	1106	A/T 4TH GR FNCTN	AT-278
P0740	1204	TCC SOLENOID/CIRC	AT-287
P0744	1107	A/T TCC S/V FNCTN	AT-292
P0745	1205	L/PRESS SOL/CIRC	AT-301
P0750	1108	SFT SOL A/CIRC*3	AT-306
P0755	1201	SFT SOL B/CIRC*3	AT-311
P1705	1206	TP SEN/CIRC A/T*3	AT-316
P1760	1203	O/R CLTCH SOL/CIRC	AT-325

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

*2: These numbers are prescribed by SAE J2012.

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

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

PRECAUTIONS

RE4R01A

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

NEAT0101

The Supplemental Restraint System "AIR BAG" and "SEAT BELT PRE-TENSIONER" (crew cab model only), used along with a seat belt, help to reduce the risk or severity of injury to the driver and front passenger in a frontal collision. The Supplemental Restraint System consists of air bag modules (located in the center of the steering wheel and in the instrument panel on the passenger side), seat belt pre-tensioners (crew cab model only), a diagnosis sensor unit, a crash zone sensor (4WD models), warning lamp, wiring harness, and spiral cable.

The vehicle (except crew cab model) is equipped with a passenger air bag deactivation switch. Because no rear seat exists where a rear-facing child restraint can be placed, the switch is designed to turn off the passenger air bag so that a rear-facing child restraint can be used in the front passenger seat. The switch is located in the center of the instrument panel, near the ashtray. When the switch is turned to the ON position, the passenger air bag is enabled and could inflate in a frontal collision. When the switch is turned to the OFF position, the passenger air bag is disabled and will not inflate in a frontal collision. A passenger air bag OFF indicator on the instrument panel lights up when the passenger air bag is switched OFF. The driver air bag always remains enabled and is not affected by the passenger air bag deactivation switch.

Information necessary to service the system safely is included in the **RS section** of this Service Manual.

WARNING:

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance should be performed by an authorized NISSAN 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, refer to RS-21.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses (except "SEAT BELT PRE-TENSIONER") are covered with yellow insulation either just before the harness connectors or on the complete harness, for easy identification.
- The vehicle (except crew cab model) is equipped with a passenger air bag deactivation switch which can be operated by the customer. When the passenger air bag is switched OFF, the passenger air bag is disabled and will not inflate in a frontal collision. When the passenger air bag is switched ON, the passenger air bag is enabled and could inflate in a frontal collision. After SRS maintenance or repair, make sure the passenger air bag deactivation switch is in the same position (ON or OFF) as when the vehicle arrived for service.

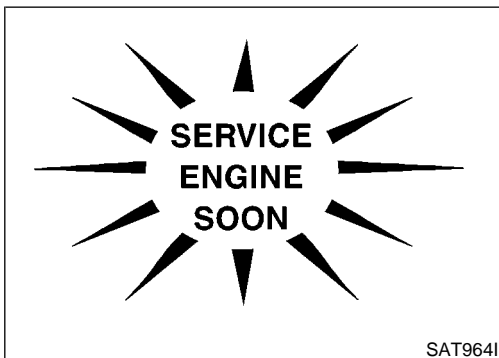
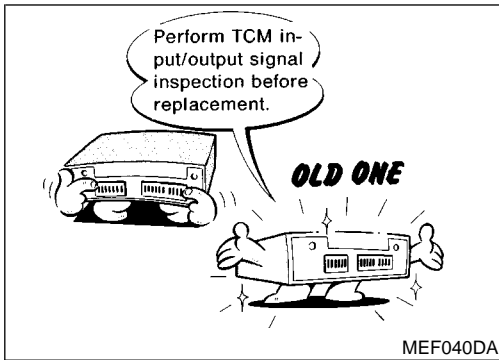
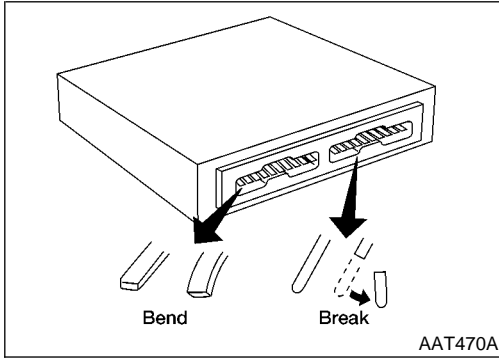
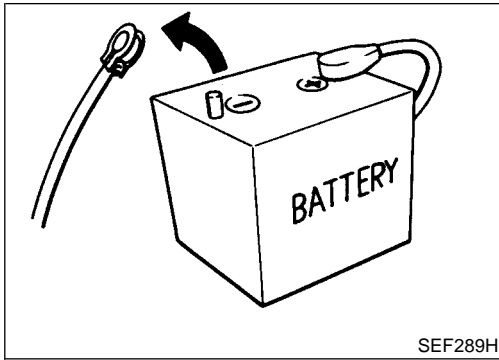
Precautions for On Board Diagnostic (OBD) System of A/T and Engine

NEAT0102

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

CAUTION:

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



Precautions

NEAT0103

- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the TCM, because battery voltage is applied to TCM even if ignition switch is turned off.
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break). Make sure that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.
- Before replacing TCM, perform TCM input/output signal inspection and determine whether TCM functions properly or not. (See page AT-231.)
- After performing each TROUBLE DIAGNOSIS, perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE". The DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE" if the repair is completed.
- Before proceeding with disassembly, thoroughly clean the outside of the transmission. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose,

- non-flammable solvent before inspection or reassembly.
 - Gaskets, seals and O-rings should be replaced any time the transmission is disassembled.
 - It is very important to perform functional tests whenever they are indicated.
 - The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
 - Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
 - Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
 - Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
 - Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to "ATF COOLER SERVICE" (Refer to AT-146).
 - 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", **MA-36** when changing A/T fluid.

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Service Notice or Precautions

NEAT0104

FAIL-SAFE

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

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

When the ignition key is turned ON following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds (For "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", refer to AT-185).

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

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

Always follow the "WORK FLOW" (Refer to AT-206).

The SELF-DIAGNOSIS results will be as follows:

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

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

TORQUE CONVERTER SERVICE

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

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.

NEAT0104S02

Service Notice or Precautions (Cont'd)

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

The torque converter should not be replaced if:

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.
- Transmission failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

ATF COOLER SERVICE

NEAT0104S03

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

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

OBD-II SELF-DIAGNOSIS

NEAT0104S04

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the O/D OFF indicator or the malfunction indicator lamp (MIL). Refer to the table on AT-176 for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

Always perform the procedure “HOW TO ERASE DTC” on AT-173 to complete the repair and avoid unnecessary blinking of the MIL.

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

*: For details of OBD-II, refer to **EC-637**, (“ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION”).

- **Certain systems and components, especially those related to OBD, may use a new style slide-locking type harness connector. For description and how to disconnect, refer to *EL-4*, “Description”, “HARNESS CONNECTOR”.**

Wiring Diagrams and Trouble Diagnosis

NEAT0105

When you read wiring diagrams, refer to the followings:

- “HOW TO READ WIRING DIAGRAMS” refer to **GI-11**.
- “POWER SUPPLY ROUTING” for power distribution circuit refer to **EL-8**.

When you perform trouble diagnosis, refer to the followings:

- “HOW TO FOLLOW TEST GROUP IN TROUBLE DIAGNOSIS” refer to **GI-35**.
- “HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT” refer to **GI-24**.

Special Service Tools

NEAT0106

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

Tool number (Kent-Moore No.) Tool name	Description	
ST2505S001 (J34301-C) Oil pressure gauge set 1 ST25051001 (—) Oil pressure gauge 2 ST25052000 (—) Hose 3 ST25053000 (—) Joint pipe 4 ST25054000 (—) Adapter 5 ST25055000 (—) Adapter		Measuring line pressure
ST07870000 (J37068) Transmission case stand		Disassembling and assembling A/T a: 182 mm (7.17 in) b: 282 mm (11.10 in) c: 230 mm (9.06 in) d: 100 mm (3.94 in)
KV31102100 (J37065) Torque converter one-way clutch check tool		Checking one-way clutch in torque converter
ST25850000 (J25721-A) Sliding hammer		Removing oil pump assembly a: 179 mm (7.05 in) b: 70 mm (2.76 in) c: 40 mm (1.57 in) dia. d: M12 x 1.75P
KV31102400 (J34285 and J34285-87) Clutch spring compressor		Removing and installing clutch return springs a: 320 mm (12.60 in) b: 174 mm (6.85 in)

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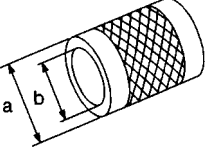
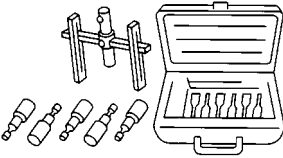
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PREPARATION

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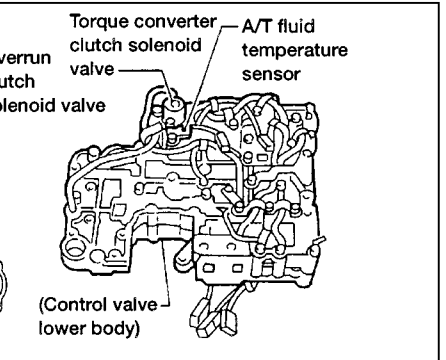
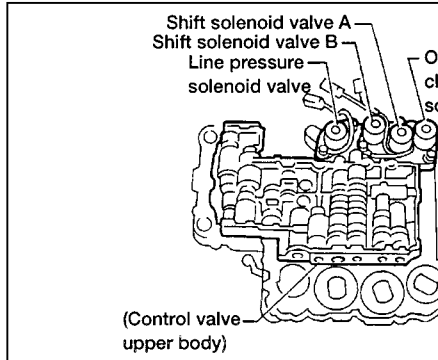
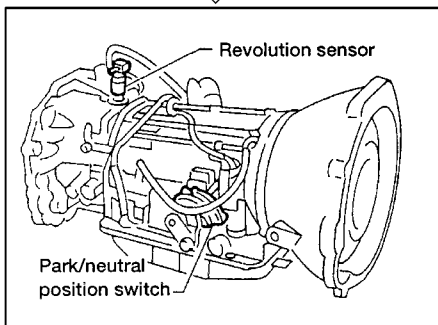
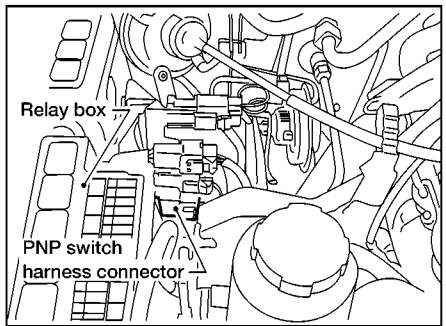
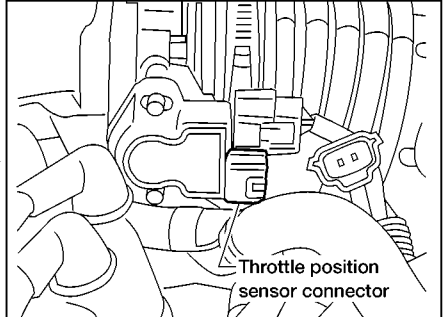
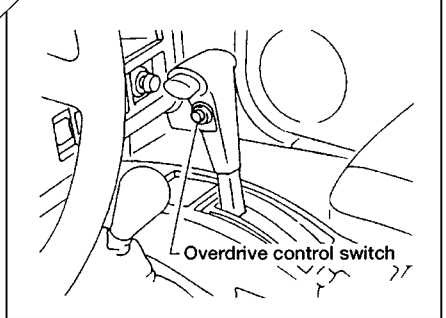
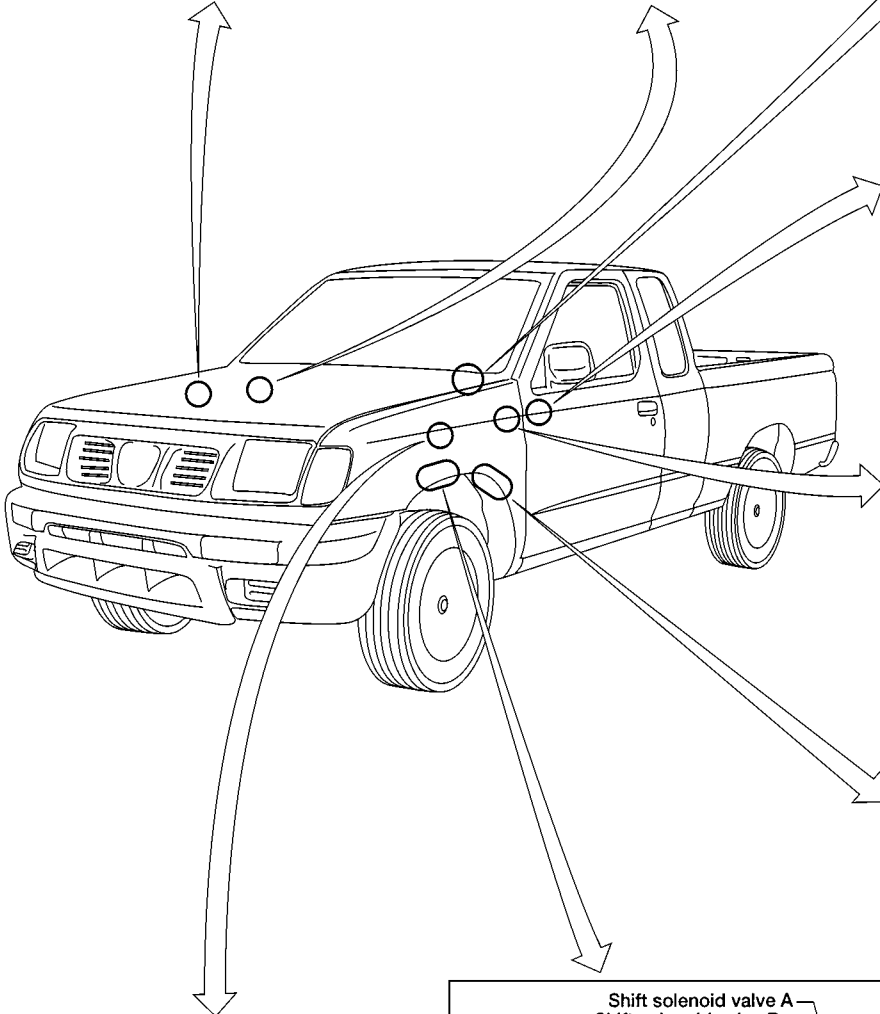
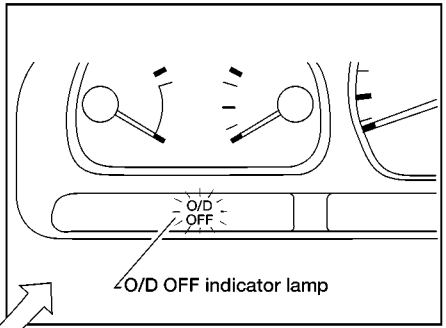
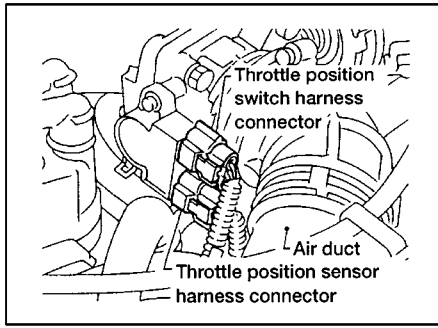
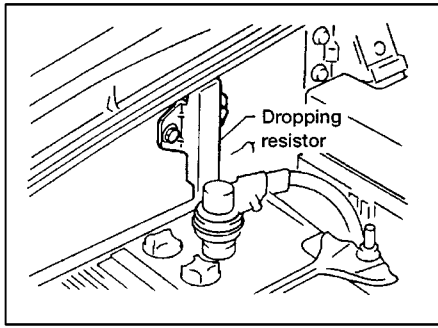
Special Service Tools (Cont'd)

Tool number (Kent-Moore No.) Tool name	Description
ST33200000 (J26082) Drift	 <p>Installing oil pump housing oil seal Installing rear oil seal a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.</p> <p>NT091</p>
(J34291) Shim setting gauge set	 <p>Selecting oil pump cover bearing race and oil pump thrust washer</p> <p>NT101</p>

A/T Electrical Parts Location

NEAT0107

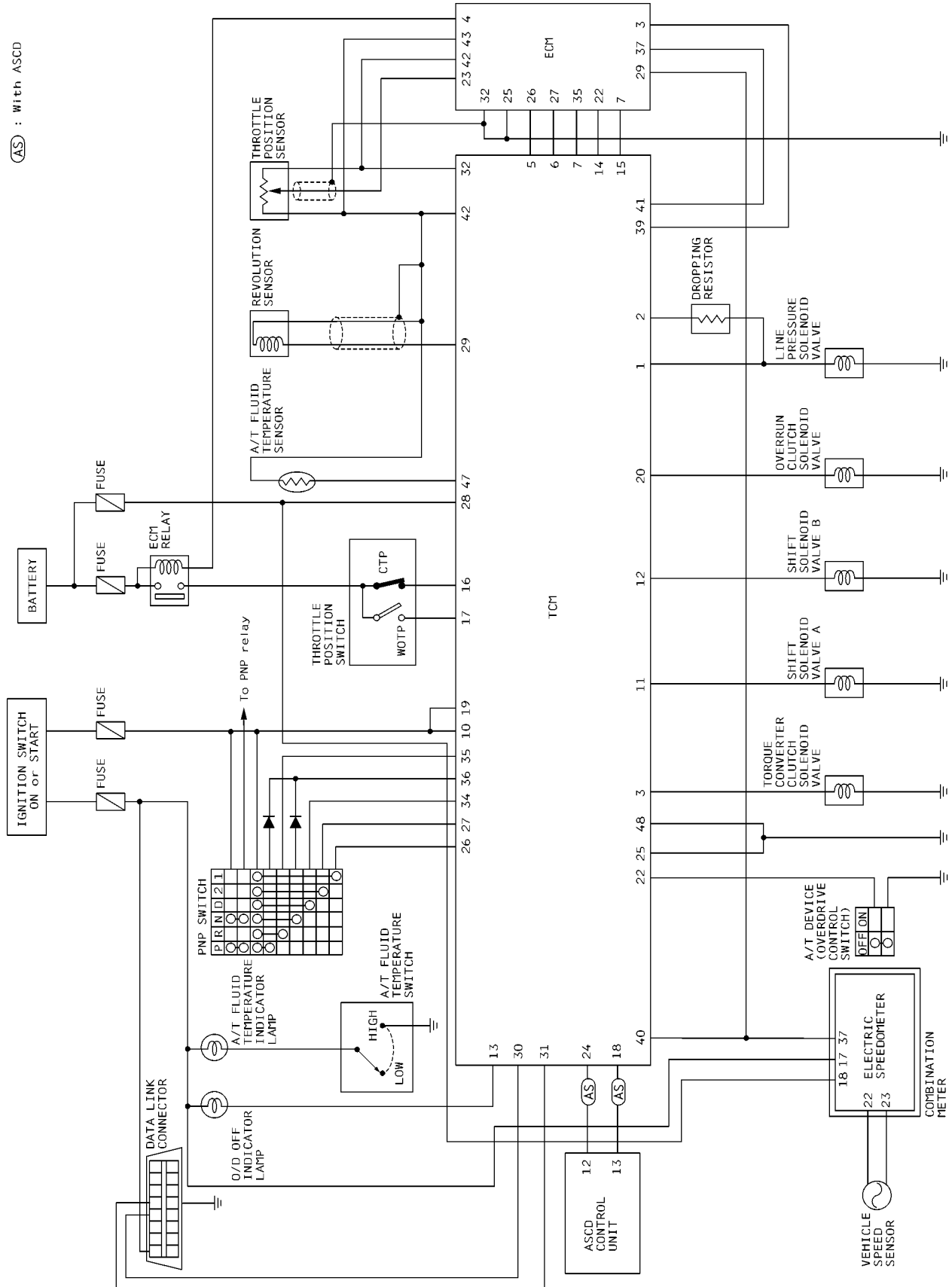
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Circuit Diagram

NEAT0108



(AS) : With ASCD

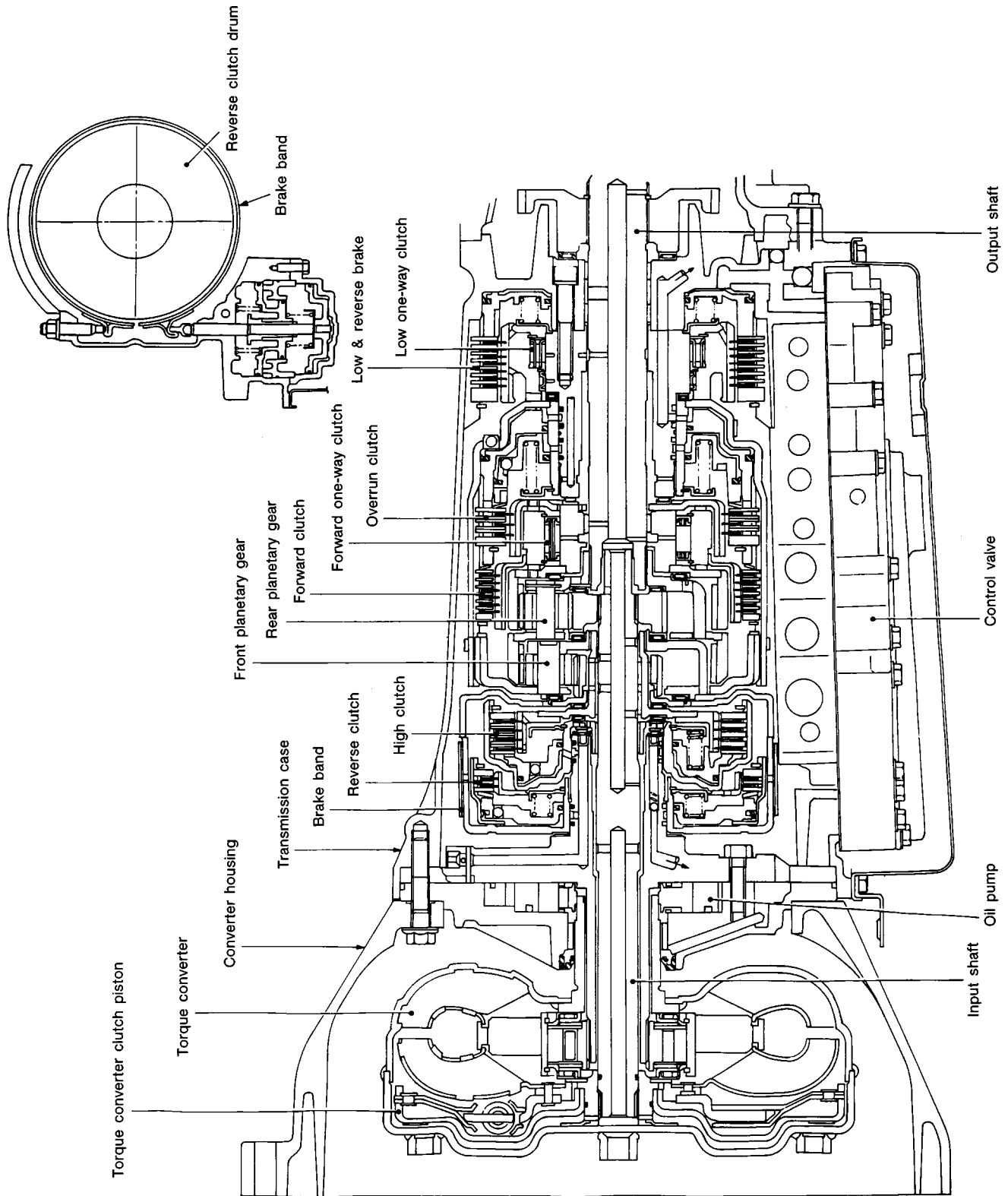
OVERALL SYSTEM

RE4R01A

Cross-sectional View

Cross-sectional View

NEAT0109

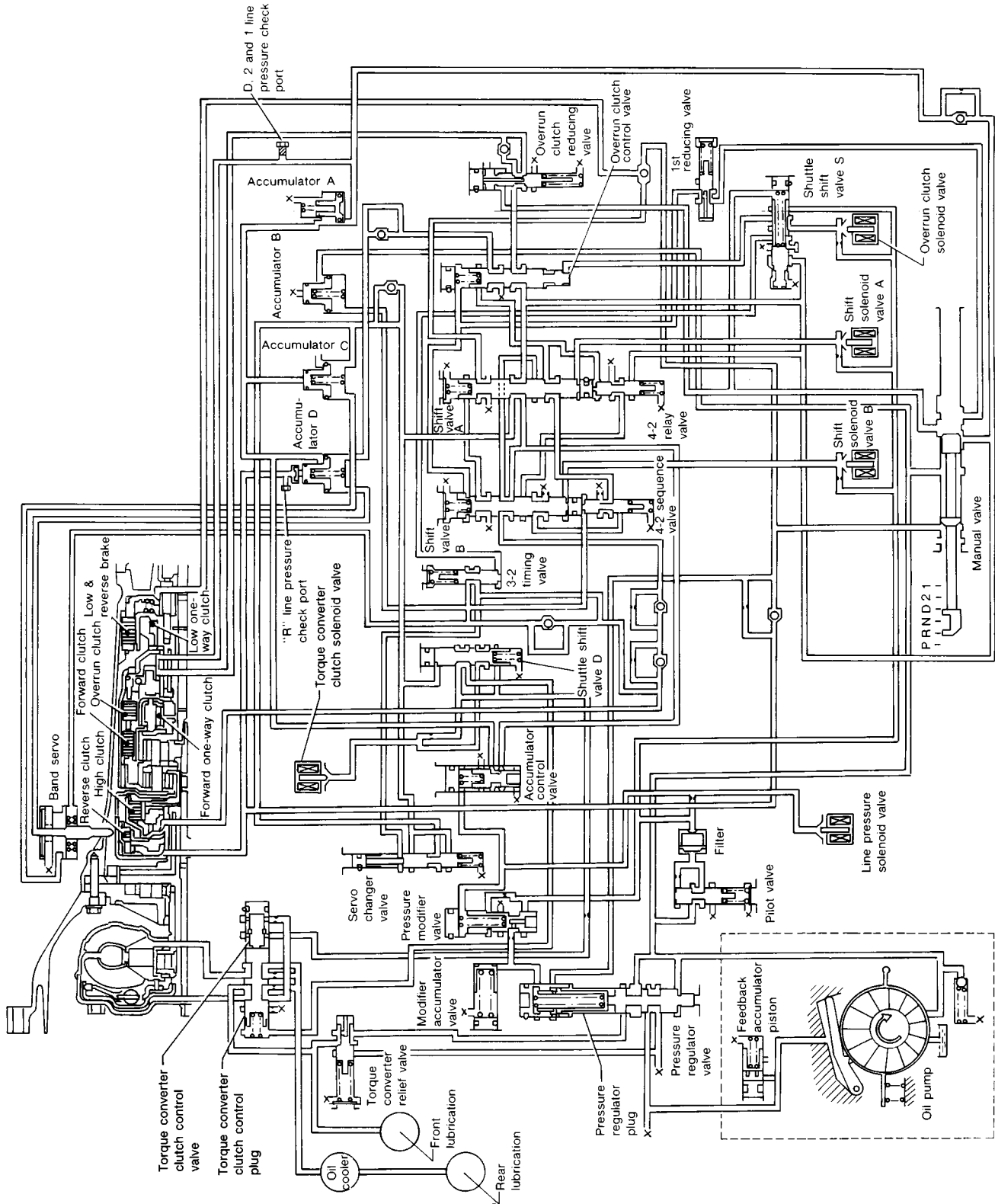


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Hydraulic Control Circuit

NEAT0110



Shift Mechanism

NEAT0111

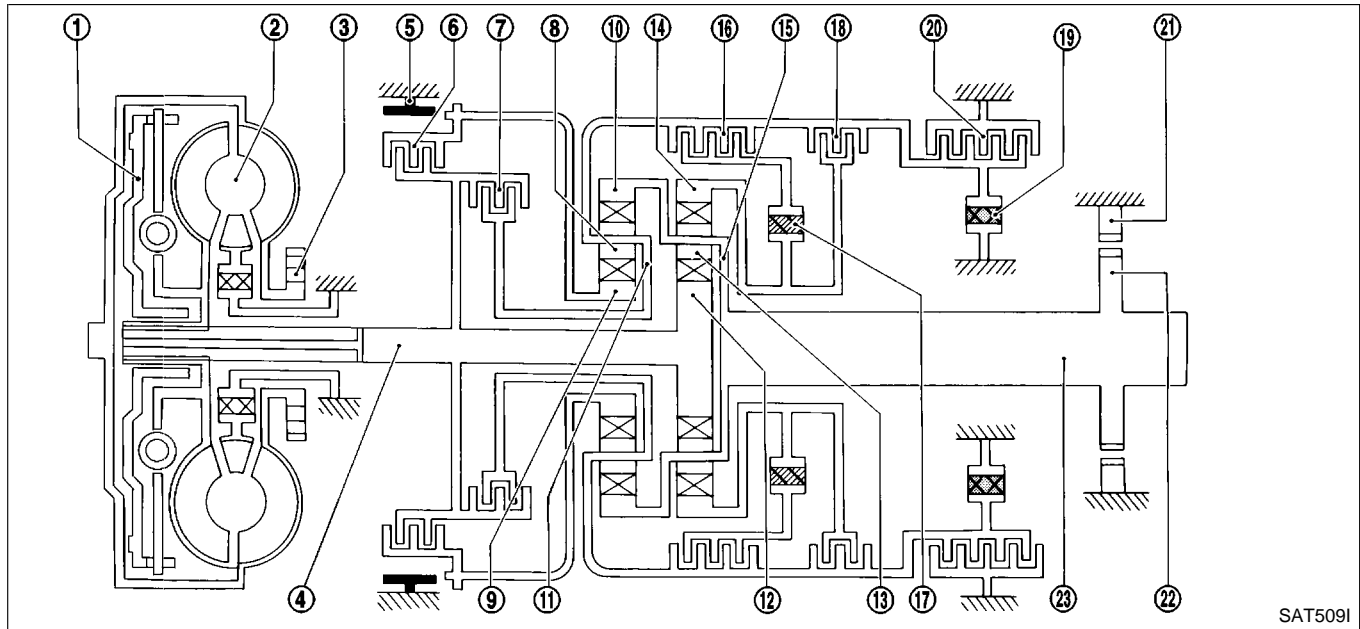
The automatic transmission uses compact, dual planetary gear systems to improve power-transmission efficiency, simplify construction and reduce weight.

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

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

CONSTRUCTION

NEAT0111S01



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

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

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

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OVERALL SYSTEM

RE4R01A

Shift Mechanism (Cont'd)

FUNCTION OF CLUTCH AND BRAKE

=NEAT0111S02

Clutch and brake components	Abbr.	Function
Reverse clutch 6	R/C	To transmit input power to front sun gear 9 .
High clutch 7	H/C	To transmit input power to front planetary carrier 11 .
Forward clutch 16	F/C	To connect front planetary carrier 11 with forward one-way clutch 17 .
Overrun clutch 18	O/C	To connect front planetary carrier 11 with rear internal gear 14 .
Brake band 5	B/B	To lock front sun gear 9 .
Forward one-way clutch 17	F/O.C	When forward clutch 16 is engaged, to stop rear internal gear 14 from rotating in opposite direction against engine revolution.
Low one-way clutch 19	L/O.C	To stop front planetary carrier 11 from rotating in opposite direction against engine revolution.
Low & reverse brake 20	L & R/B	To lock front planetary carrier 11 .

CLUTCH AND BAND CHART

NEAT0111S03

Shift position	Reverse clutch	High clutch	Forward clutch	Over-run clutch	Band servo			Forward one-way clutch	Low one-way clutch	Low & reverse brake	Lock-up	Remarks
					2nd apply	3rd release	4th apply					
P												PARK POSITION
R	○									○		REVERSE POSITION
N												NEUTRAL POSITION
D*4	1st		○	*1D				B	B			Automatic shift 1 ↔ 2 ↔ 3 ↔ 4
	2nd		○	*1A	○			B				
	3rd		○	○	*1A	*2C	C				*5○	
	4th		○	C		*3C	C	○			○	
2	1st		○	○				B	B			Automatic shift 1 ↔ 2
	2nd		○	○	○			B				
1	1st		○	○				B	B	○		Locks (held stationary) in 1st speed 1 ↔ 2
	2nd		○	○	○			B				

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

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

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

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

*5: Operates when overdrive control switch is OFF.

○ : Operates.

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

B: Operates during "progressive" acceleration.

C: Operates but does not affect power transmission.

OVERALL SYSTEM

RE4R01A

Shift Mechanism (Cont'd)

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

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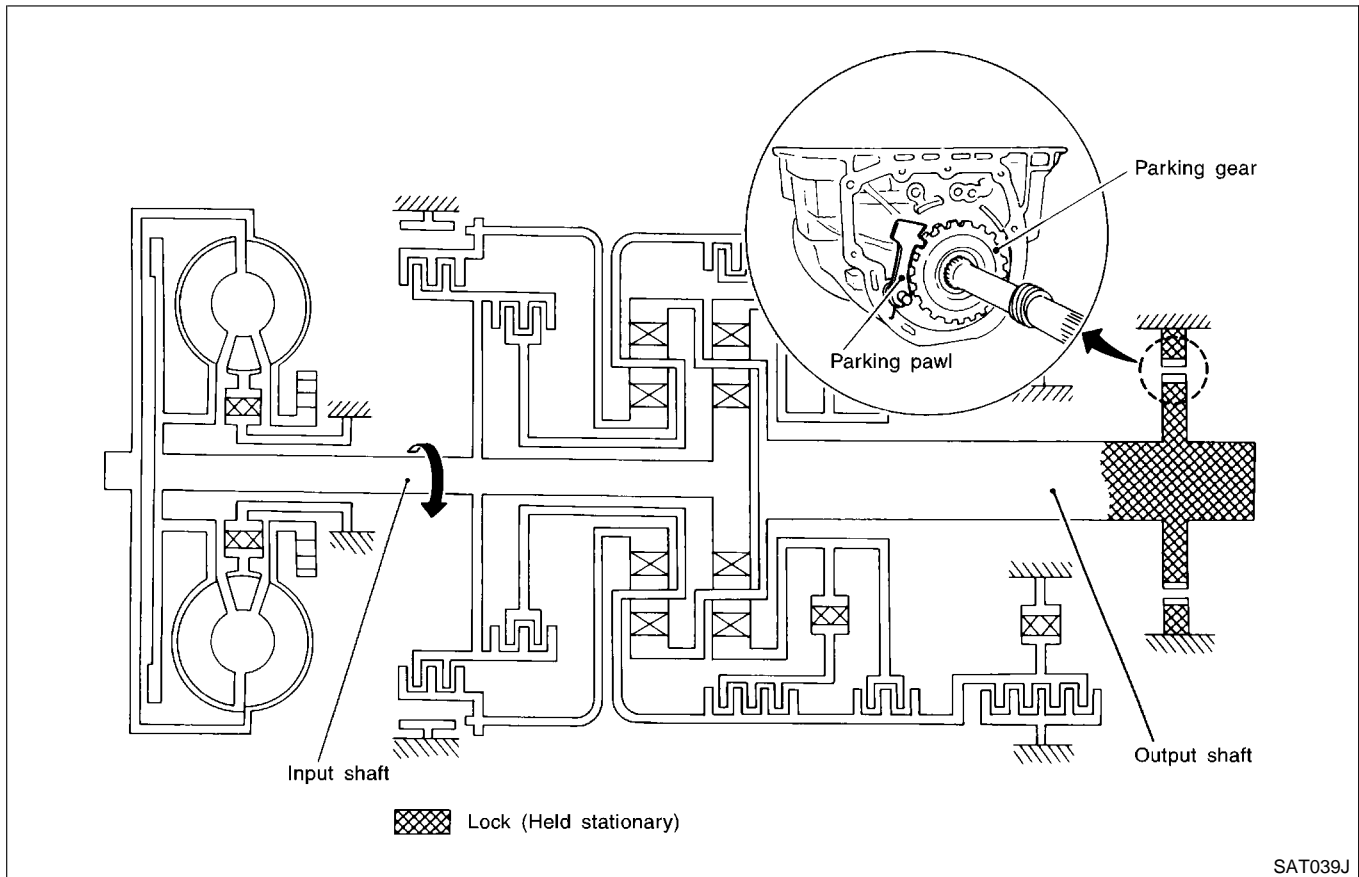
POWER TRANSMISSION

=NEAT0111S04

P and N Positions

NEAT0111S0401

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



OVERALL SYSTEM

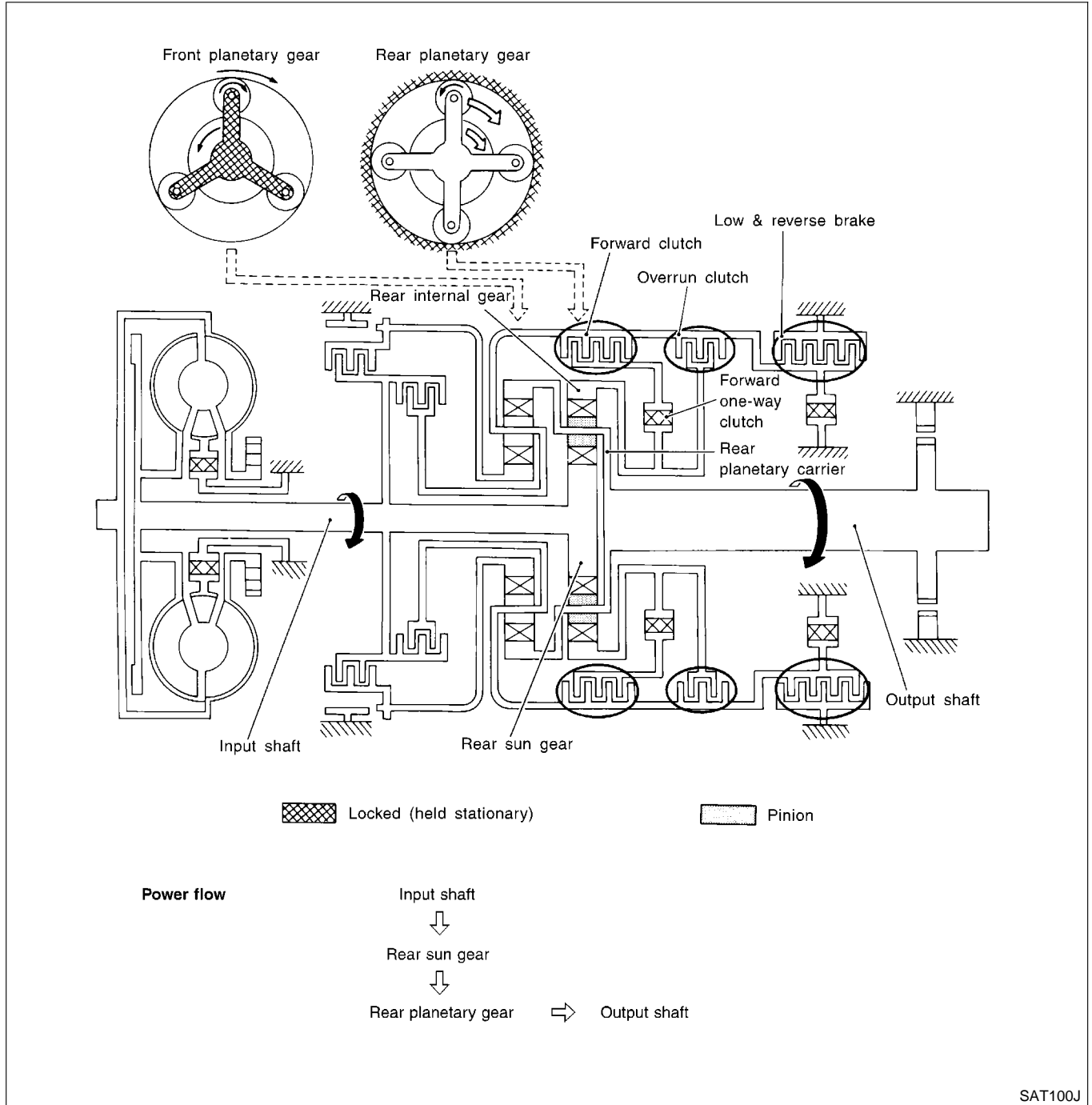
RE4R01A

Shift Mechanism (Cont'd)

-NEAT0111S0402

1₁ Position

<p>Forward clutch Forward one-way clutch Overrun clutch Low and reverse brake</p>	<p>As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D₁ and 2₁.</p>
<p>Engine brake</p>	<p>Overrun clutch always engages, therefore engine brake can be obtained when decelerating.</p>



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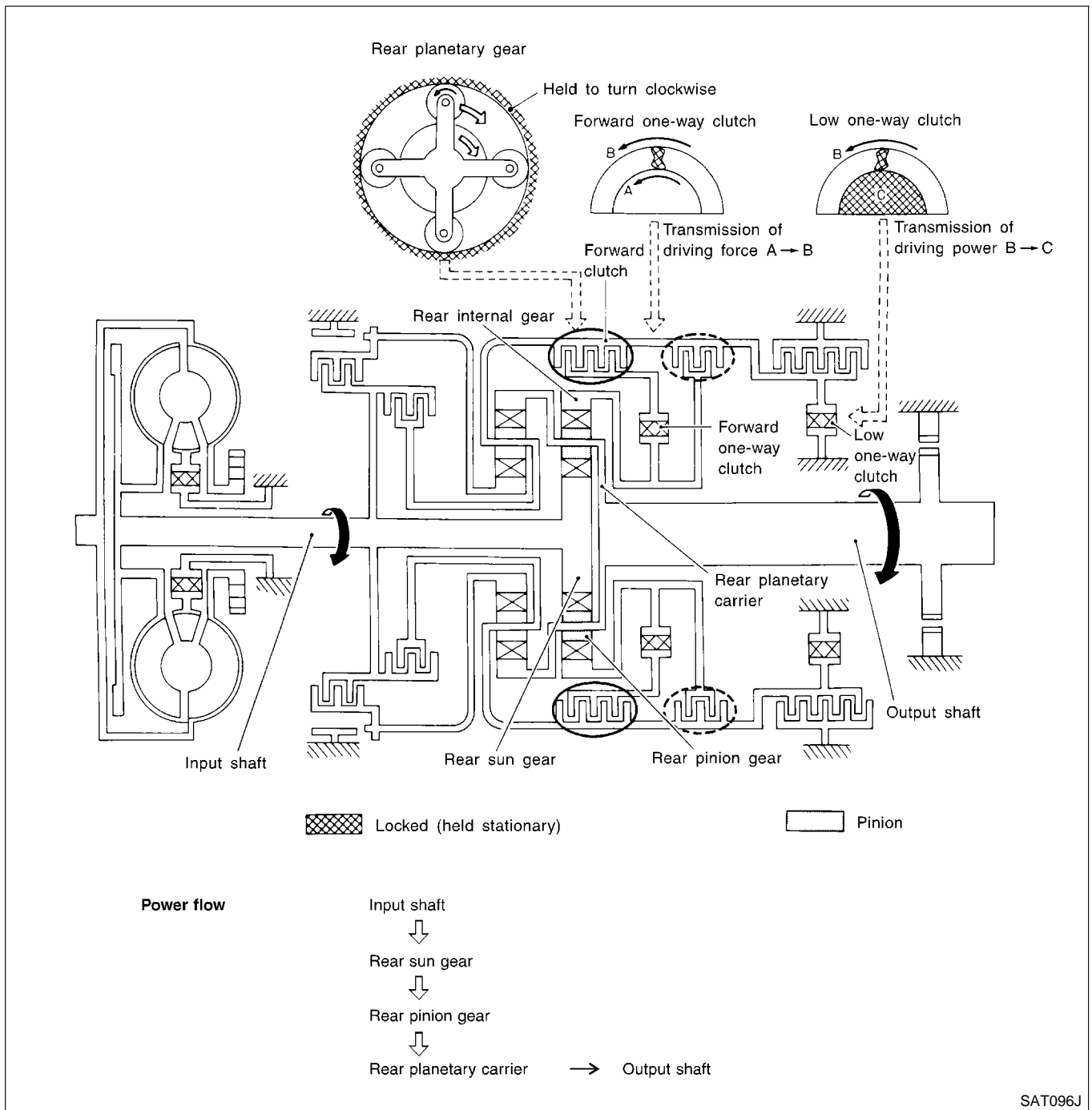
RE4R01A

Shift Mechanism (Cont'd)

D₁ and 2₁ Positions

-NEAT0111S0403

<p>Forward one-way clutch Forward clutch Low one-way clutch</p>	<p>Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches. (Start-up at D₁)</p>
<p>Overrun clutch engagement conditions (Engine brake)</p>	<p>D₁: Overdrive control switch in OFF Throttle opening less than 3/16 2₁: Throttle opening less than 3/16 At D₁ and 2₁ positions, engine brake is not activated due to free turning of low one-way clutch.</p>



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OVERALL SYSTEM

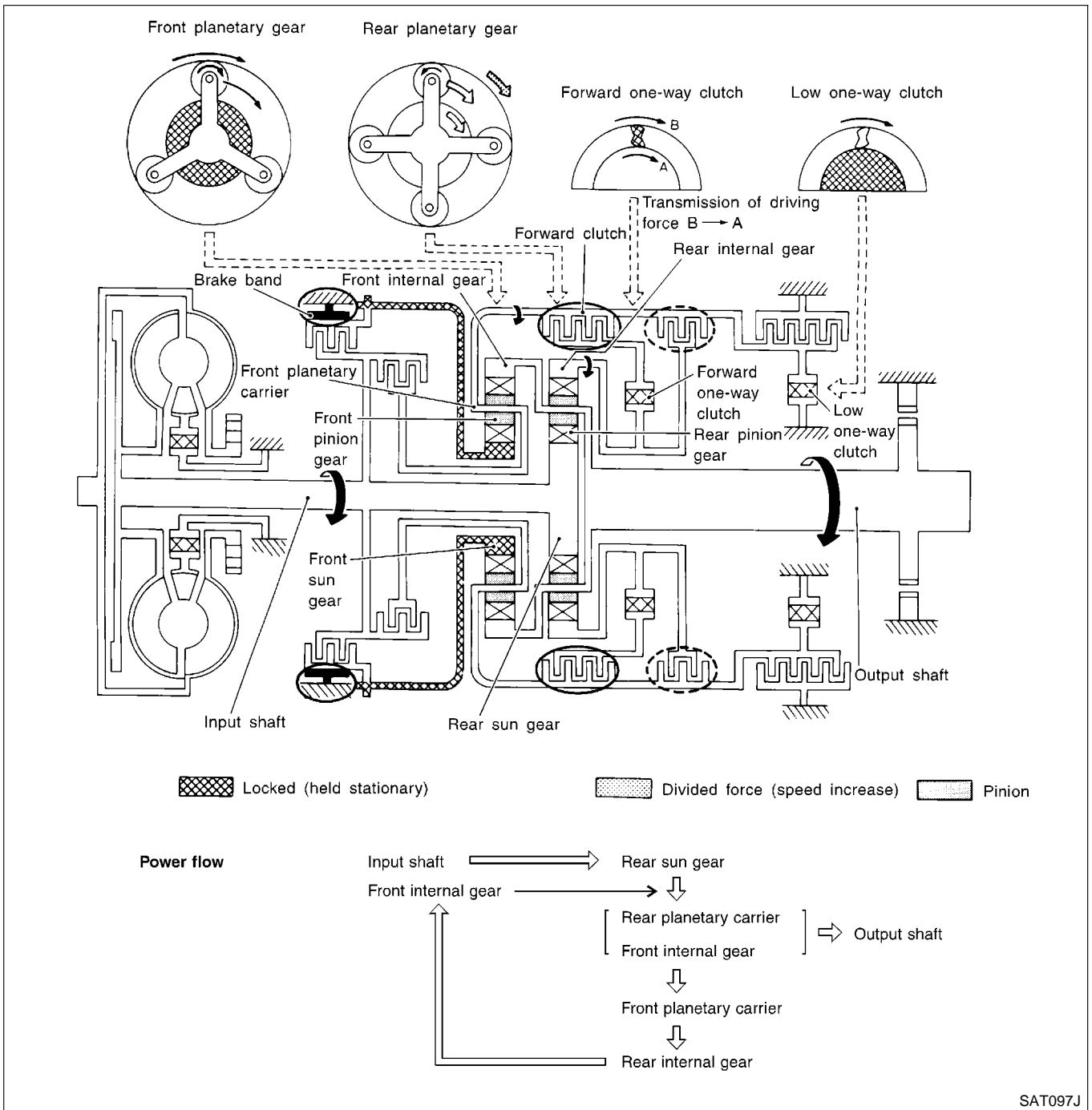
RE4R01A

Shift Mechanism (Cont'd)

D₂, 2₂ and 1₂ Positions

-NEAT0111S0404

<p>Forward clutch Forward one-way clutch Brake band</p>	<p>Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier. As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.</p>
<p>Overrun clutch engagement conditions</p>	<p>D₂: Overdrive control switch in OFF Throttle opening less than 3/16 2₂: Throttle opening less than 3/16 1₂: Always engaged</p>



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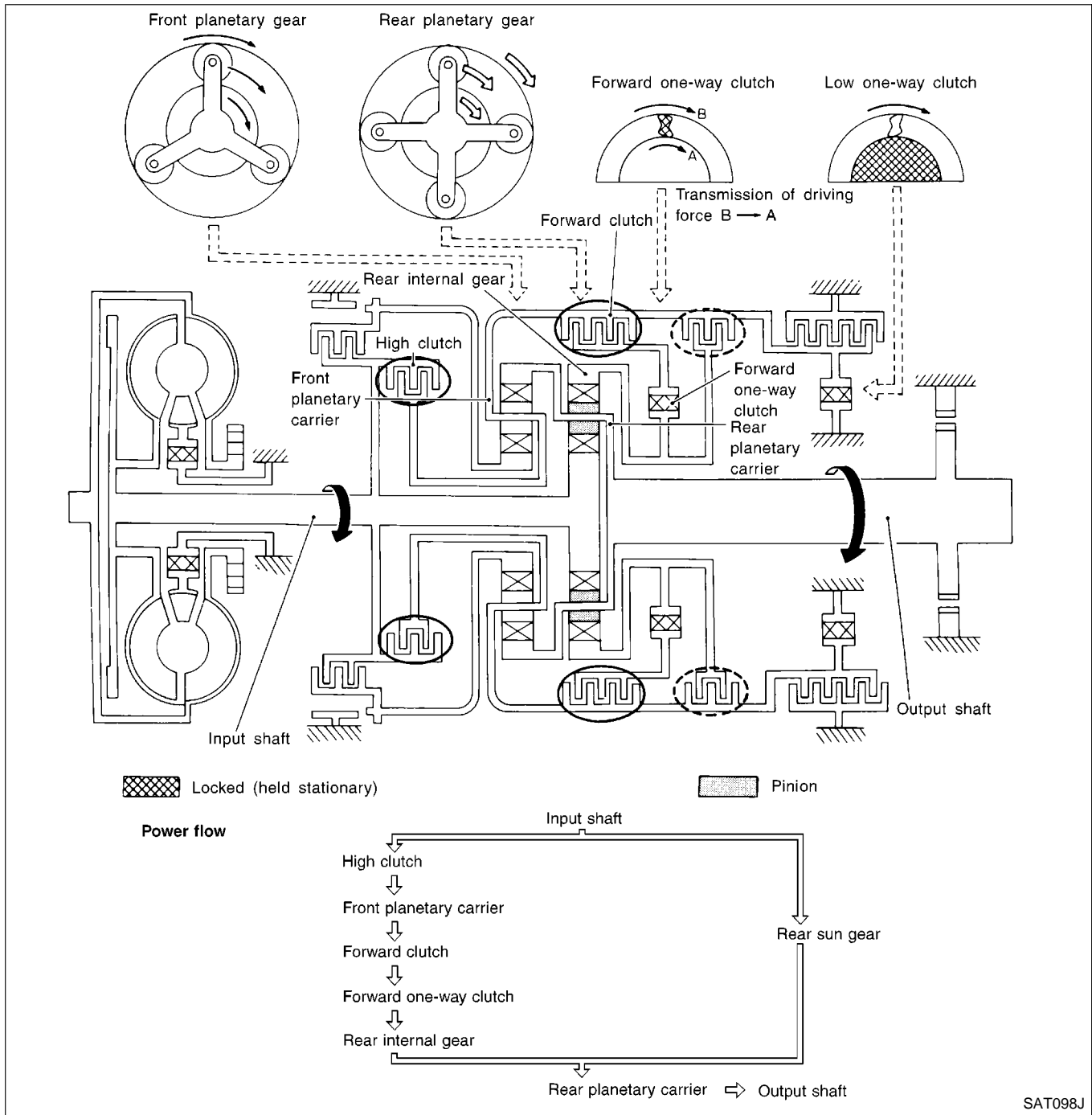
RE4R01A

Shift Mechanism (Cont'd)

D₃ Position

-NEAT0111S0405

<p>High clutch Forward clutch Forward one-way clutch</p>	<p>Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch. This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.</p>
<p>Overrun clutch engagement conditions</p>	<p>D₃: Overdrive control switch in OFF Throttle opening less than 3/16</p>



SAT098J

OVERALL SYSTEM

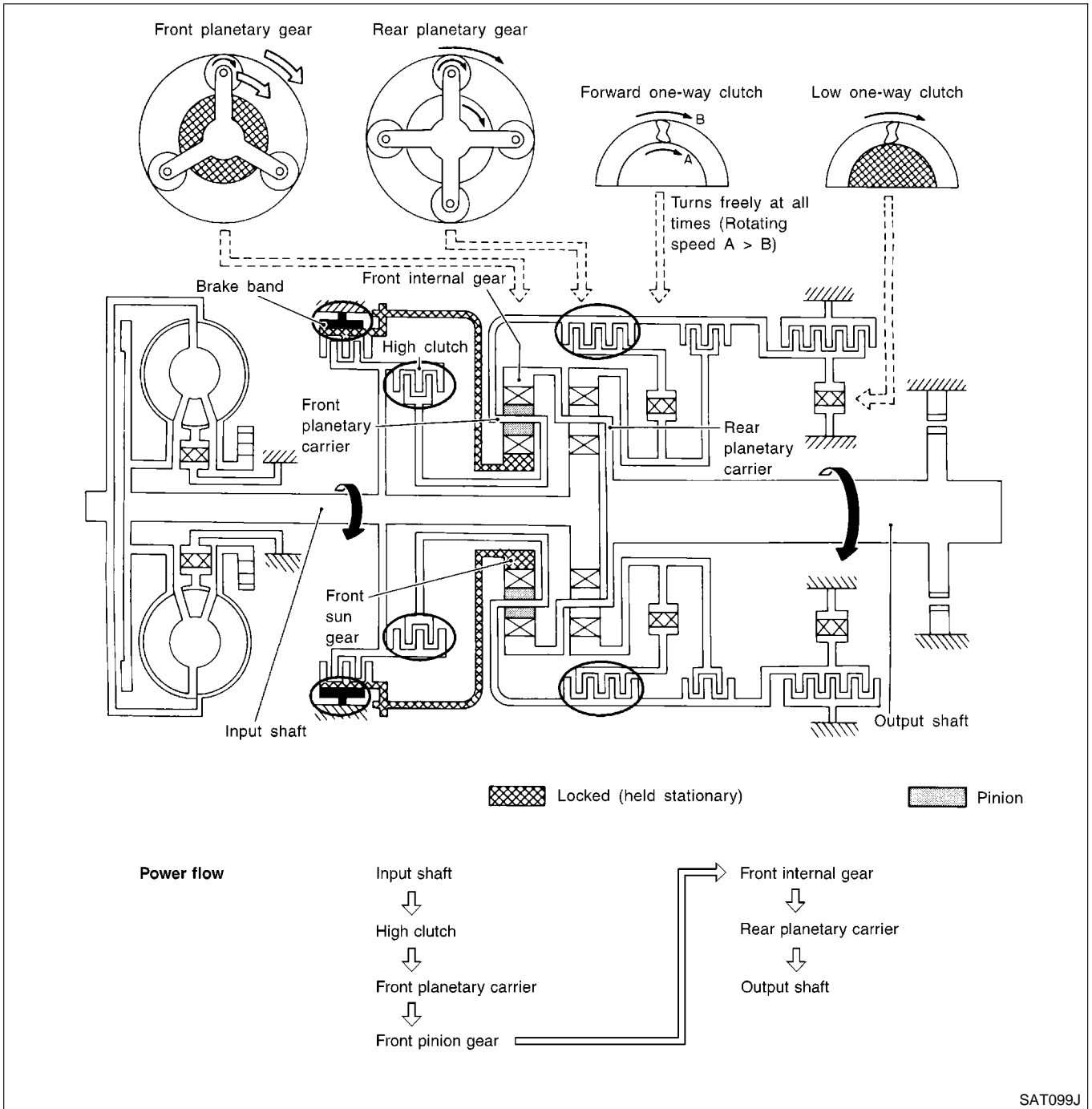
RE4R01A

Shift Mechanism (Cont'd)

D₄ (O/D) Position

-NEAT0111S0406

<p>High clutch Brake band Forward clutch (Does not affect power transmission)</p>	<p>Input power is transmitted to front carrier through high clutch. This front planetary carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.</p>	<p>GI MA EM</p>
<p>Engine brake</p>	<p>At D₄ position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>	<p>LC EC FE CL MT</p>



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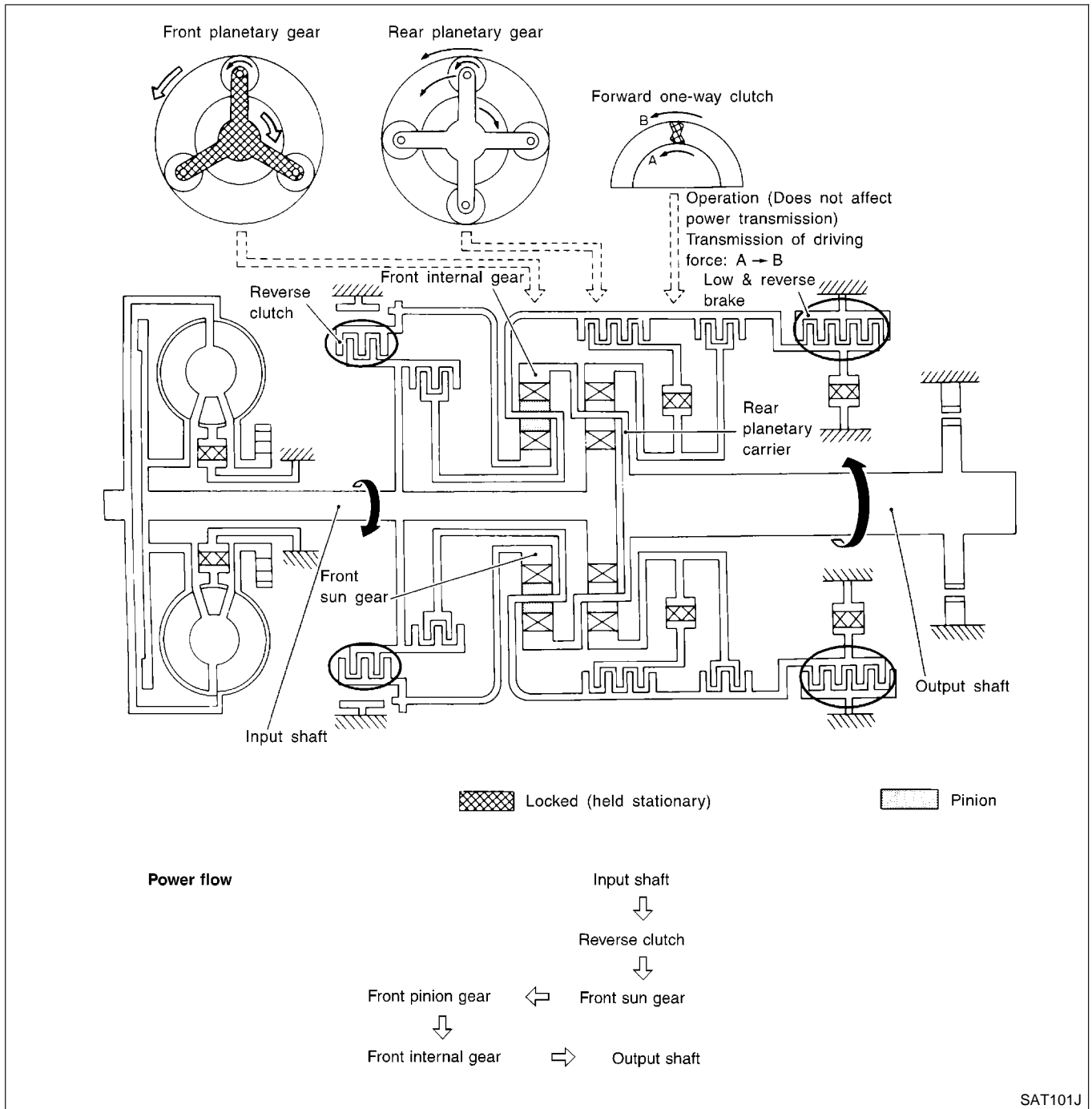
RE4R01A

Shift Mechanism (Cont'd)

R Position

-NEAT0111S0407

<p>Reverse clutch Low and reverse brake</p>	<p>Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.</p>
<p>Engine brake</p>	<p>As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.</p>



SAT101J

Control System

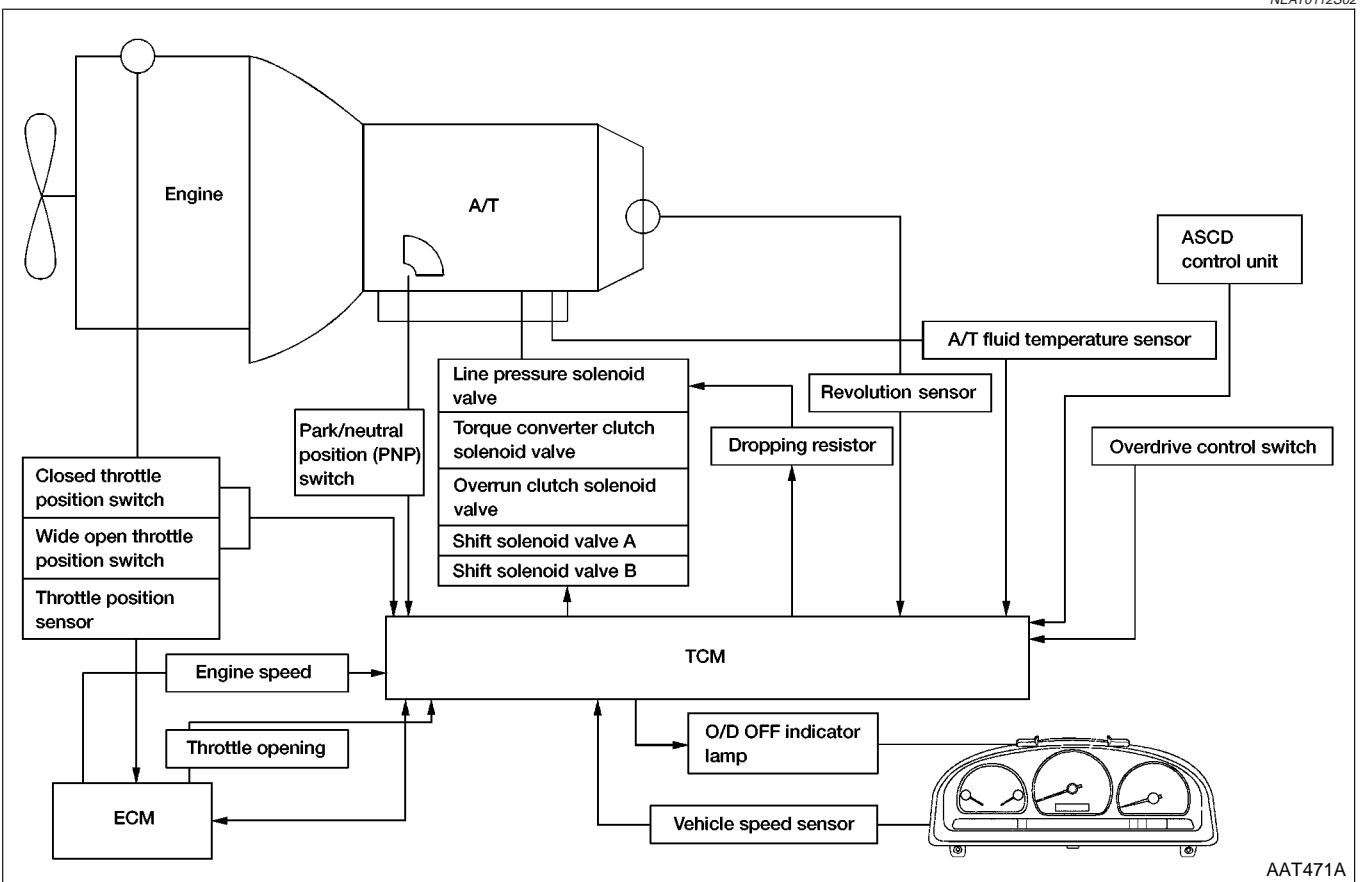
=NEAT0112

OUTLINE

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

SENSORS		TCM		ACTUATORS
PNP switch Throttle position sensor Closed throttle position switch Wide open throttle position switch Engine speed signal A/T fluid temperature sensor Revolution sensor Vehicle speed sensor Overdrive control switch ASCD control unit	▶	Shift control Line pressure control Lock-up control Overrun clutch control Timing control Fail-safe control Self-diagnosis CONSULT II communication line Duet-EU control	▶	Shift solenoid valve A Shift solenoid valve B Overrun clutch solenoid valve Torque converter clutch solenoid valve Line pressure solenoid valve O/D OFF indicator lamp

CONTROL SYSTEM



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TCM FUNCTION

=NEAT0112S03

The function of the TCM is to:

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

INPUT/OUTPUT SIGNAL OF TCM

NEAT0112S04

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

Control Mechanism

NEAT0113

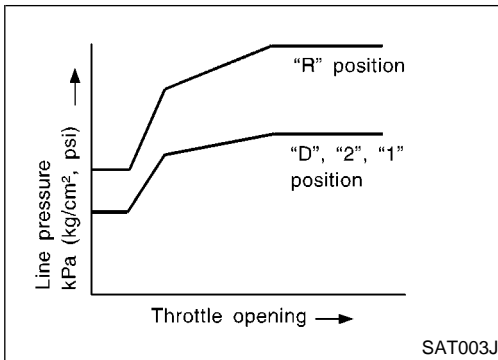
LINE PRESSURE CONTROL

NEAT0113S01

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

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

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



Normal Control

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

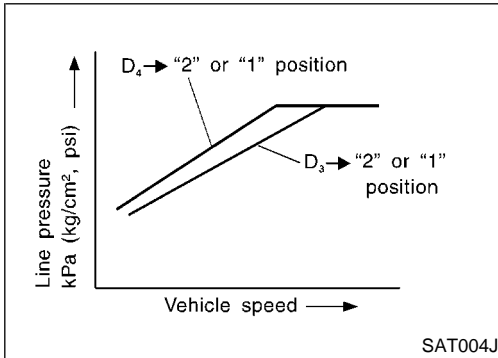
NEAT0113S0101

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Back-up Control (Engine brake)

If the selector lever is shifted to 2 position while driving in D₄ (O/D) or D₃, great driving force is applied to the clutch inside the transmission. Clutch operating pressure (line pressure) must be increased to deal with this driving force.

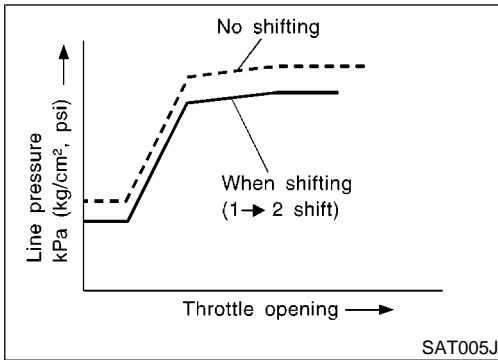
NEAT0113S0102

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During Shift Change

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

NEAT0113S0103

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At Low Fluid Temperature

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

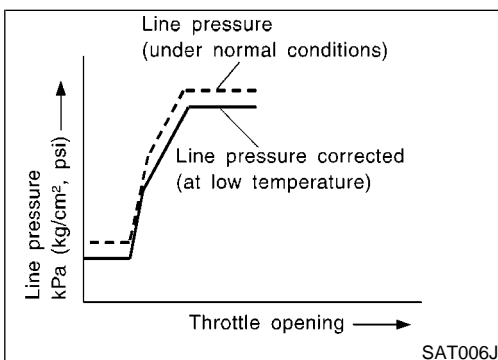
NEAT0113S0104

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

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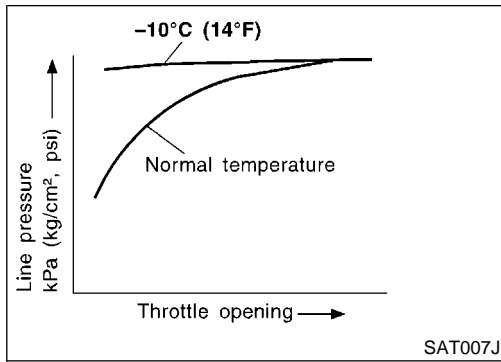
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Control Mechanism (Cont'd)

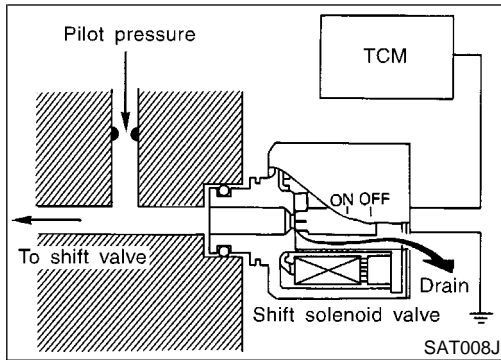


- Line pressure is increased to a maximum irrespective of the throttle opening when fluid temperature drops to -10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.

SHIFT CONTROL

NEAT0113S02

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



Control of Shift Solenoid Valves A and B

NEAT0113S0201

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

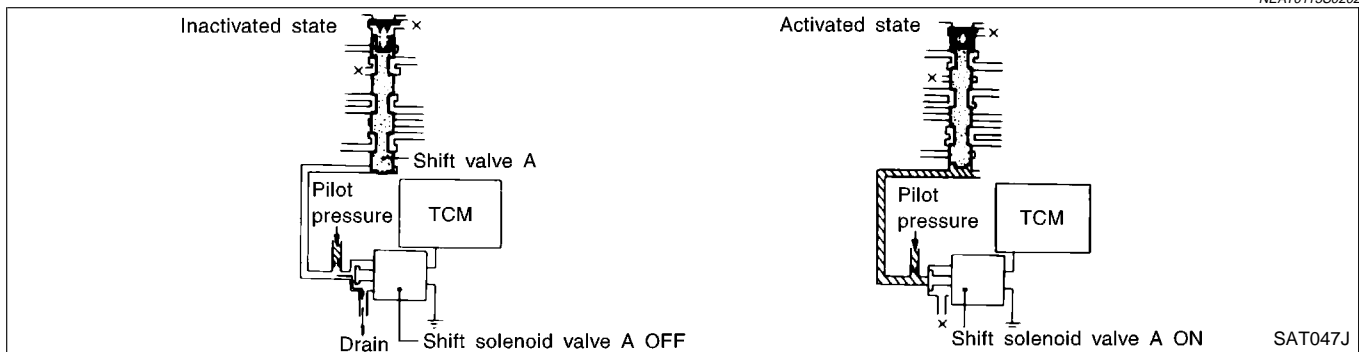
The shift solenoid valve performs simple ON-OFF operation. When set to ON, the drain circuit closes and pilot pressure is applied to the shift valve.

[Relation between shift solenoid valves A and B and gear positions]

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

Control of Shift Valves A and B

NEAT0113S0202



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

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

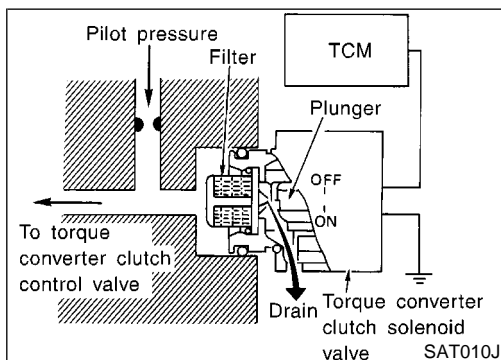
LOCK-UP CONTROL

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

Conditions for Lock-up Operation

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

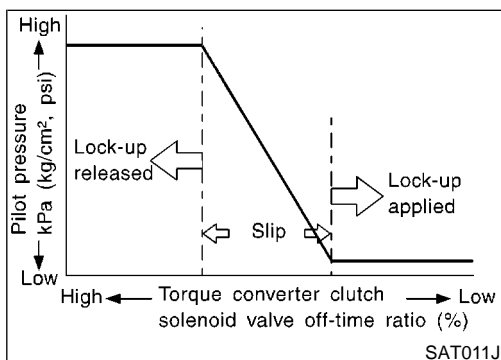
Overdrive control switch	ON	OFF
Selector lever	D position	
Gear position	D ₄	D ₃
Vehicle speed sensor	More than set value	
Throttle position sensor	Less than set opening	
Closed throttle position switch	OFF	
A/T fluid temperature sensor	More than 40°C (104°F)	



Torque Converter Clutch Solenoid Valve Control

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

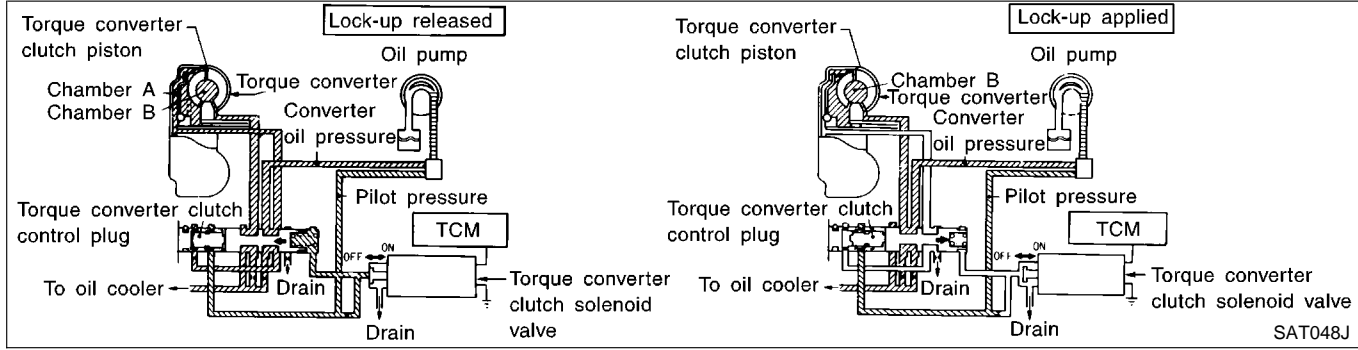
The torque converter clutch piston is designed to slip to adjust the ratio of ON-OFF, thereby reducing lock-up shock.



OFF-time INCREASING
 ↓
 Amount of drain DECREASING
 ↓
 Pilot pressure HIGH
 ↓
 Lock-up RELEASING

Torque Converter Clutch Control Valve Operation

NEAT0113S0303



Lock-up Released

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

Lock-up Applied

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

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

OVERRUN CLUTCH CONTROL (ENGINE BRAKE CONTROL)

NEAT0113S04

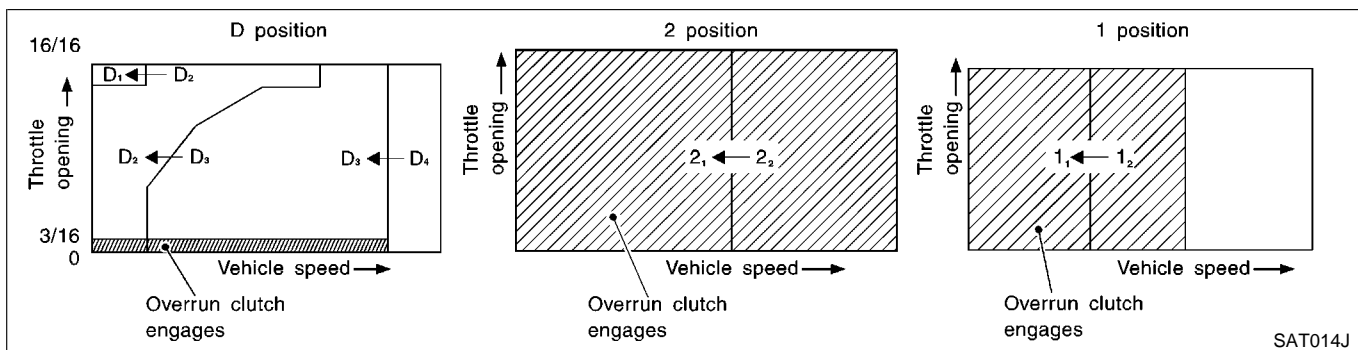
Forward one-way clutch is used to reduce shifting shocks in downshifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

The overrun clutch operates when the engine brake is needed.

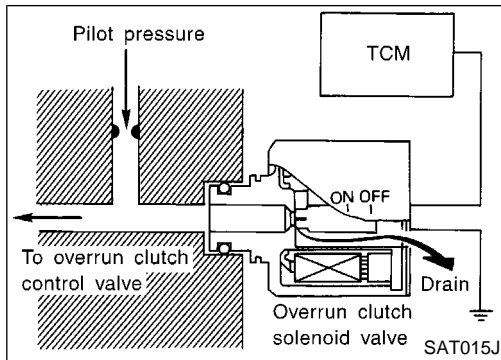
Overrun Clutch Operating Conditions

NEAT0113S0401

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



SAT014J



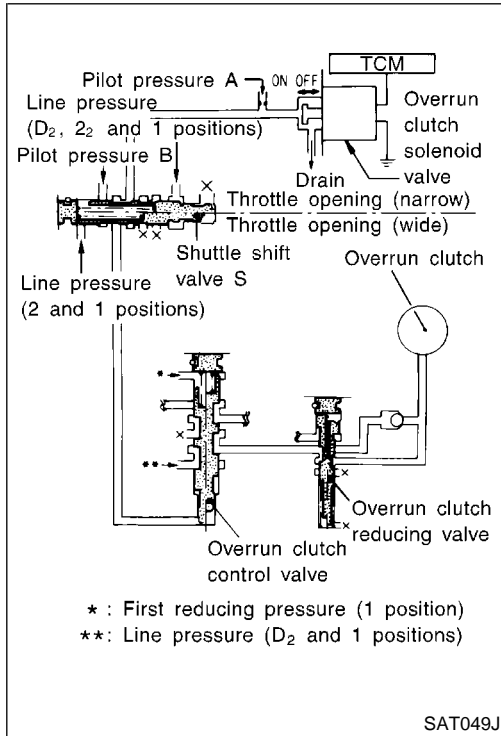
Overrun Clutch Solenoid Valve Control

NEAT0113S0402

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

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

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



Overrun Clutch Control Valve Operation

NEAT0113S0403

When the solenoid valve is ON, pilot pressure A is applied to the overrun clutch control valve. This pushes up the overrun clutch control valve. The line pressure is then shut off so that the clutch does not engage.

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

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

Control Valve

NEAT0114

FUNCTION OF CONTROL VALVE

NEAT0114S01

Valve name	Function
<ul style="list-style-type: none"> ● Pressure regulator valve ● Pressure regulator plug ● Pressure regulator sleeve plug 	Regulate oil discharged from the oil pump to provide optimum line pressure for all driving conditions.
Pressure modifier valve	Used as a signal supplementary valve to the pressure regulator valve. Regulates pressure-modifier pressure (signal pressure) which controls optimum line pressure for all driving conditions.
Modifier accumulator piston	Smooths hydraulic pressure regulated by the pressure modifier valve to prevent pulsations.
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, 3-2 timing required for shifting.
Accumulator control valve Accumulator control sleeve	Regulate accumulator backpressure to pressure suited to driving conditions.
Manual valve	Directs line pressure to oil circuits corresponding to select positions. Hydraulic pressure drains when the shift lever is in Neutral.

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OVERALL SYSTEM

RE4R01A

Control Valve (Cont'd)

Valve name	Function
Shift valve A	Simultaneously switches three oil circuits using output pressure of shift solenoid valve A to meet driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve B.
Shift valve B	Simultaneously switches three oil circuits using output pressure of shift solenoid valve B in relation to driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve A.
Shuttle shift valve S	Switches hydraulic circuits to provide 3-2 timing control and overrun clutch control in relation to the throttle opening. Inactivates the overrun clutch to prevent interlocking in 4th gear when the throttle is wide open.
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in 4th gear. (Interlocking occurs if the overrun clutch engages during D ₄ gear operation.)
4-2 relay valve	Memorizes that the transmission is in 4th gear. Prevents the transmission from downshifting from 4th gear to 3rd and then to 2nd in combination with 4-2 sequence valve and shift valves A and B when downshifting from 4th to 2nd gear.
4-2 sequence valve	Prevents band servo pressure from draining before high clutch operating pressure and band servo releasing pressure drain (from the same circuit) during downshifting from 4th to 2nd gear.
Servo charger valve	An accumulator and a one-way orifice are used in the 2nd gear band servo oil circuit to dampen shifting shock when shifting from 1st to 2nd gear. To maintain adequate flowrate when downshifting from 4th or 3rd gear to 2nd gear, the servo charger valve directs 2nd gear band servo hydraulic pressure to the circuit without going through the one-way orifice when downshifting from 3rd or a higher gear.
3-2 timing valve	Prevents a late operation of the brake band when shifting selector lever from D to 1 or 2 position while driving in D ₃ .
1 reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when downshifting from the 1 position 2nd gear to 1st gear.
Overrun clutch reducing valve	Reduces oil pressure directed to the overrun clutch and prevents engine-brake shock. In 1 and 2 positions, line pressure acts on the overrun clutch reducing valve to increase the pressure-regulating point, with resultant engine brake capability.
Torque converter relief valve	Prevents an excessive rise in torque converter pressure.
Torque converter clutch control valve, torque converter clutch control plug and torque converter clutch control sleeve	Activate or inactivate the lock-up function. Also provide smooth lock-up through transient application and release of the lock-up system.
Shuttle shift valve D	Switches hydraulic circuits so that output pressure of the torque converter clutch solenoid valve acts on the lock-up valve in the D position of 2nd, 3rd and 4th gears. (In the D position 1st gear, lock-up is inhibited.) <ul style="list-style-type: none"> ● Lock-up control is not affected in D position 2nd, 3rd or 4th gears, unless output pressure of the torque converter clutch solenoid valve is generated by a signal from the control unit.

Introduction

NEAT0115

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

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

The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to AT-184.

OBD-II Function for A/T System

NEAT0116

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

NEAT0117

ONE TRIP DETECTION LOGIC

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

TWO TRIP DETECTION LOGIC

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

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

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

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

OBD-II Diagnostic Trouble Code (DTC)

NEAT0118

HOW TO READ DTC AND 1ST TRIP DTC

NEAT0118S01

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

1. **No Tools**) The number of blinks of the malfunction indicator lamp in the Diagnostic Test Mode II (Self-Diagnostic Results) Examples: 1101, 1102, 1103, 1104, etc. For details, refer to “Malfunction Indicator Lamp (MIL)”, “ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION”, **EC-70**.
 These DTCs are controlled by NISSAN.
2. **with CONSULT-II or GST**) CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.
 These DTCs are prescribed by SAE J2012.
 (CONSULT-II 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-II can identify them as shown below. Therefore, using CONSULT-II (if available) is recommended.**

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

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

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

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

SELF DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	0

SAT581J

If a 1st trip DTC is stored in the ECM, the time data will be "[245]".

SELF DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	245

SAT582J

Freeze Frame Data and 1st Trip Freeze Frame Data

NEAT0118S0101

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-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For detail, refer to EC section ("CONSULT-II", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION").

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

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

RE4R01A

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

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

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

HOW TO ERASE DTC

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

- **If the battery terminal is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erase the DTC, using CONSULT-II 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 "How to Erase Emission-related Diagnostic Information", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-651**.

- **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-II)

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

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How to erase DTC (With CONSULT-II)

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

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

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

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

3. Turn "SELF DIAGNOSIS".

SELF DIAG RESULTS	
DTC RESULTS	
T/C CLUTCH SCL/V	

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

Touch
"BACK".

Touch
"BACK".

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

5. Touch "ENGINE".

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECU PART NUMBER

6. Touch "SELF DIAGNOSIS".

SELF DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	0

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

SAT583J

HOW TO ERASE DTC (WITH GST)

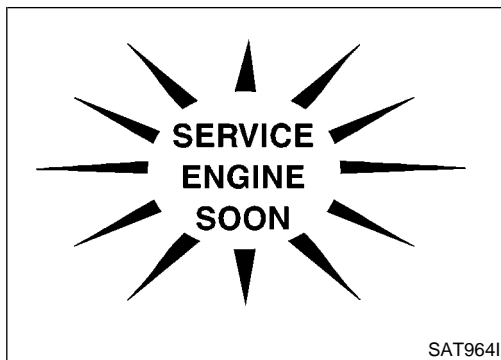
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 5 seconds and then turn it ON (engine stopped) again.
2. Perform "OBD-II SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-184. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to "Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-674**.

NEAT0118S04

HOW TO ERASE DTC (NO TOOLS)

1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 5 seconds and then turn it ON (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-185. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Change the diagnostic test mode from Mode II to Mode I by turning the mode selector on the ECM. Refer to "HOW TO SWITCH DIAGNOSTIC TEST MODES", "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-655**.

NEAT0118S05



Malfunction Indicator Lamp (MIL)

1. The malfunction indicator lamp will light up when the ignition switch is turned ON without the engine running. This is for checking the lamp.
 - If the malfunction indicator lamp does not light up, refer to “Circuit Diagram”, “WARNING LAMPS”, **EL-80** or see “Description”, “MALFUNCTION INDICATOR LAMP”, **EC-70**.
2. When the engine is started, the malfunction indicator lamp should go off. If the lamp remains on, the on board diagnostic system has detected an emission-related (OBD-II) malfunction. For detail, refer to “ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION”, **EC-56**.

CONSULT-II

After performing “SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)” (AT-176), place check marks for results on the “Diagnostic Worksheet”, AT-204. Reference pages are provided following the items.

NOTICE:

- 1) The CONSULT-II 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-II display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. Check mechanical parts using applicable diagnostic procedures.
- 2) Shift schedule (which implies gear position) displayed on CONSULT-II 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-II indicates the point where shifts are completed.
- 3) Shift solenoid valve “A” or “B” is displayed on CONSULT-II at the start of shifting. Gear position is displayed upon completion of shifting (which is computed by TCM).
- 4) Additional CONSULT-II information can be found in the Operation Manual supplied with the CONSULT-II unit.

CONSULT-II (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

④ SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II) NEAT0120S01



1. Turn on CONSULT-II and touch "ENGINE" for OBD-II detected items or touch "A/T" for TCM self-diagnosis.
If A/T is not displayed, check TCM power supply and ground circuit. Refer to AT-231. If result is NG, refer to "POWER SUPPLY ROUTING", **EL-8**.

SELF DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	0

SAT581J

2. Touch "SELF-DIAG RESULTS".
Display shows malfunction experienced since the last erasing operation.
CONSULT-II performs REAL-TIME SELF-DIAGNOSIS.
Also, any malfunction detected while in this mode will be displayed at real time.



SELF-DIAGNOSTIC RESULT TEST MODE NEAT0120S02

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
—	PNP SW/CIRC	<ul style="list-style-type: none"> TCM does not receive the correct voltage signal (based on the gear position) from the switch. 	—	P0705
—	VEH SPD SEN/CIR AT	<ul style="list-style-type: none"> TCM does not receive the proper voltage signal from the sensor. 	X	P0720
—	—	<ul style="list-style-type: none"> TCM does not receive the proper voltage signal from the sensor. 	X	—
—	A/T 1ST GR FNCTN	<ul style="list-style-type: none"> A/T cannot be shifted to the 1st gear position even if electrical circuit is good. 	—	P0731*1
—	A/T 2ND GR FNCTN	<ul style="list-style-type: none"> A/T cannot be shifted to the 2nd gear position even if electrical circuit is good. 	—	P0732*1
—	A/T 3RD GR FNCTN	<ul style="list-style-type: none"> A/T cannot be shifted to the 3rd gear position even if electrical circuit is good. 	—	P0733*1



ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

RE4R01A

CONSULT-II (Cont'd)

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)	
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator lamp*2, "ENGINE" on CON- SULT-II or GST	
A/T 4th gear function		● A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	—	P0734*1	GI
—	A/T 4TH GR FNCTN				MA
A/T TCC S/V function (lock-up)		● A/T cannot perform lock-up even if electrical circuit is good.	—	P0744*1	EM
—	A/T TCC S/V FNCTN				LC
Shift solenoid valve A		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0750	EC
SHIFT SOLENOID/V A	SFT SOL A/CIRC				FE
Shift solenoid valve B		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0755	CL
SHIFT SOLENOID/V B	SFT SOL B/CIRC				MT
Overrun clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P1760	AT
OVERRUN CLUTCH S/V	O/R CLUCH SOL/ CIRC				TF
T/C clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0740	PD
T/C CLUTCH SOL/V	TCC SOLENOID/ CIRC				AX
Line pressure solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0745	SU
LINE PRESSURE S/V	L/PRESS SOL/ CIRC				BR
Throttle position sensor Throttle position switch		● TCM receives an excessively low or high voltage from the sensor.	X	P1705	ST
THROTTLE POSI SEN	TP SEN/CIRC A/T				RS
Engine speed signal		● TCM does not receive the proper voltage signal from the ECM.	X	P0725	BT
ENGINE SPEED SIG					HA
A/T fluid temperature sensor		● TCM receives an excessively low or high voltage from the sensor.	X	P0710	SC
BATT/FLUID TEMP SEN	ATF TEMP SEN/ CIRC				EL
TCM (RAM)		● TCM memory (RAM) is malfunctioning.	—	—	IDX
CONTROL UNIT (RAM)	—				
TCM (ROM)		● TCM memory (ROM) is malfunctioning.	—	—	
CONTROL UNIT (ROM)	—				

CONSULT-II (Cont'd)

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
TCM (EEP ROM)		● TCM memory (EEP ROM) is malfunctioning.	—	—
CONTL UNIT (EEP ROM)	—			
Initial start		● This is not a malfunction message (Whenever shutting off a power supply to the control unit, this message appears on the screen).	X	—
INITIAL START	—			
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		● No failure has been detected.	X	X

X: Applicable

—: Not applicable

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

*2: Refer to "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-653**.

DATA MONITOR MODE (A/T)

NEAT0120S03

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE-A/T [km/h] or [mph]	X	—	● Vehicle speed computed from signal of revolution sensor is displayed.	When racing engine in P or N position with vehicle stationary, CONSULT-II data may not indicate 0 km/h (0 mph).
Vehicle speed sensor 2 (Meter)	VHCL/S SE-MTR [km/h] or [mph]	X	—	● Vehicle speed computed from signal of vehicle speed sensor is displayed.	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor	THRTL POS SEN [V]	X	—	● Throttle position sensor signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	● A/T fluid temperature sensor signal voltage is displayed. ● Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	● Source voltage of TCM is displayed.	
Engine speed	ENGINE SPEED [rpm]	X	X	● Engine speed, computed from engine speed signal, is displayed.	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

RE4R01A

CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of overdrive control SW is displayed. 	
PNP switch	P/N POSI SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of P/N position SW is displayed. 	
R position switch	R POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of R position SW is displayed. 	
D position switch	D POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of D position SW is displayed. 	
2 position switch	2 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 2 position SW, is displayed. 	
1 position switch	1 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 1 position SW, is displayed. 	
ASCD cruise signal	ASCD · CRUISE [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.
ASCD O/D cut signal	ASCD O/D CUT [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD O/D release signal is displayed. ON ... O/D released OFF ... O/D not released 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of kickdown SW, is displayed. 	<ul style="list-style-type: none"> This is displayed even when no kickdown switch is equipped.
Closed throttle position switch	CLOSED THL/SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of closed throttle position SW, is displayed. 	
Wide open throttle position switch	W/O THRL/P-SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of wide open throttle position SW, is displayed. 	
Gear position	GEAR	—	X	<ul style="list-style-type: none"> Gear position data used for computation by TCM, is displayed. 	
Selector lever position	SLCT LVR POSI	—	X	<ul style="list-style-type: none"> Selector lever position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	<ul style="list-style-type: none"> Vehicle speed data, used for computation by TCM, is displayed. 	

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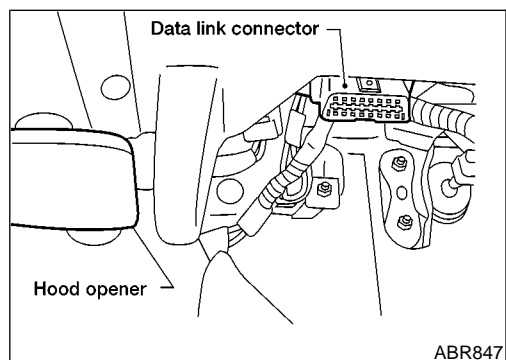
IDX

CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Throttle position	THROTTLE POSI [8]	—	X	<ul style="list-style-type: none"> Throttle position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	<ul style="list-style-type: none"> Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed. 	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	<ul style="list-style-type: none"> Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed. 	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed. 	Control value of solenoid is displayed even if solenoid circuit is disconnected. The "OFF" signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed. 	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed. 	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	<ul style="list-style-type: none"> Control status of O/D OFF indicator lamp is displayed. 	

X: Applicable

—: Not applicable

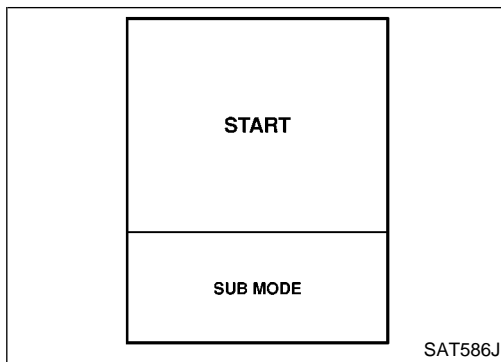


DTC WORK SUPPORT MODE WITH CONSULT-II CONSULT-II Setting Procedure

NEAT0120S04

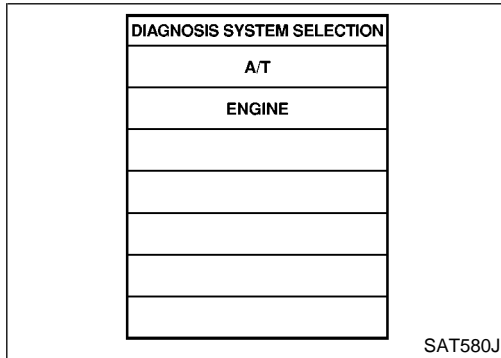
NEAT0120S0401

1. Turn ignition switch OFF.
2. Connect CONSULT-II to Data link connector. The Data link connector is located in instrument lower panel on driver side.



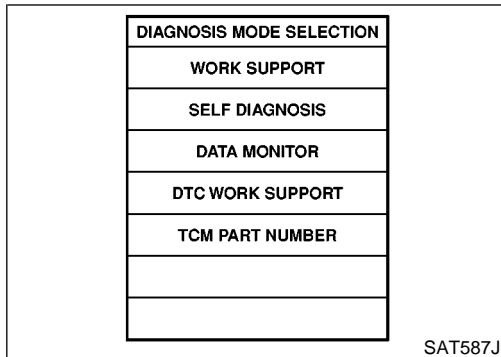
SAT586J

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



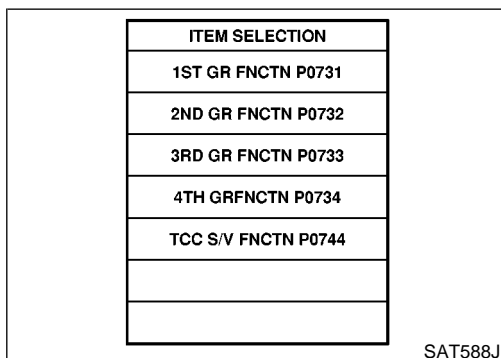
SAT580J

5. Touch "A/T".



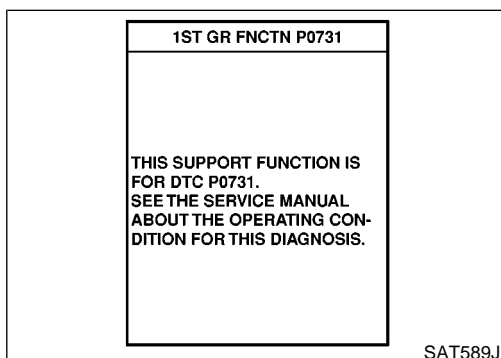
SAT587J

6. Touch "DTC WORK SUPPORT".



SAT588J

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



SAT589J

8. Touch "START".

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CONSULT-II (Cont'd)

1ST GR FNCTN P0731	
OUT OF CONDITION	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

AAT678A

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

1ST GR FNCTN P0731	
TESTING	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

SAT591J

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

1ST GR FNCTN P0731	
STOP VEHICLE	

SAT592J

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

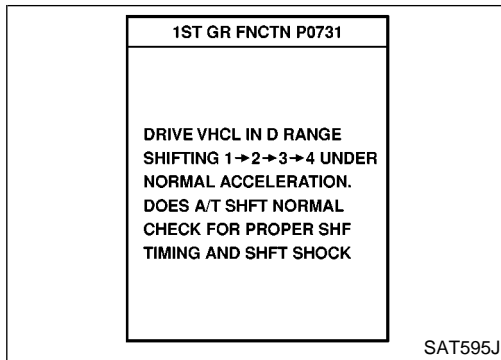
1ST GR FNCTN P0731	
NG	

SAT593J

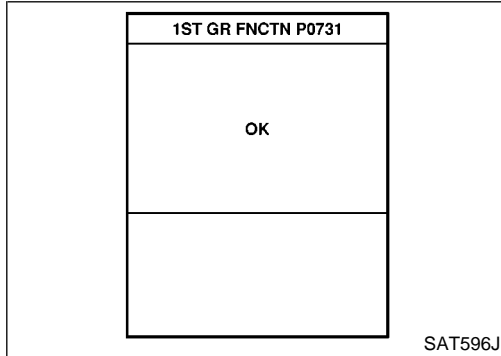
11. Perform test drive to check gear shift feeling in accordance with instructions displayed.

1ST GR FNCTN P0731	
DRIVE VHCL IN D RANGE SHIFTING 1→2→3→4 UNDER NORMAL ACCELERATION. DOES A/T SHFT NORMAL CHECK FOR PROPER SHF TIMING AND SHFT SHOCK	

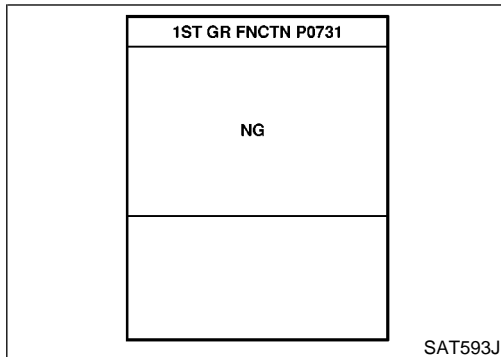
SAT594J



12. Touch "YES" or "NO".



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



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DTC WORK SUPPORT MODE

NEAT0120S05

DTC work support item	Description	Check item
1ST GR FNCTN P0731	Following items for "A/T 1st gear function (P0731)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
2ND GR FNCTN P0732	Following items for "A/T 2nd gear function (P0732)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
3RD GR FNCTN P0733	Following items for "A/T 3rd gear function (P0733)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit


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CONSULT-II (Cont'd)

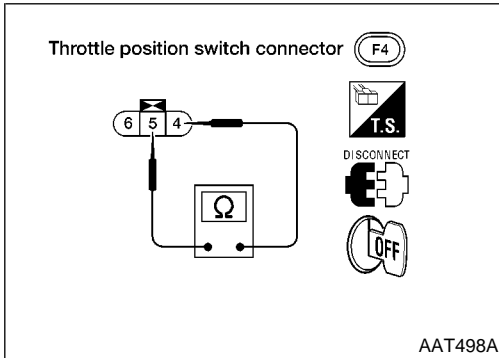
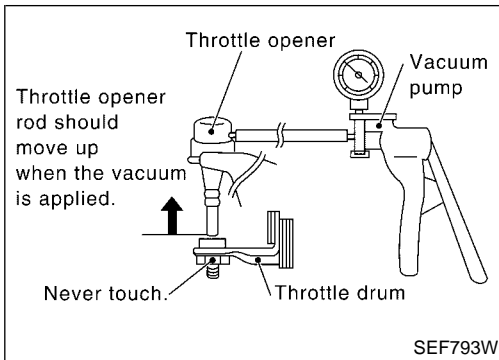
DTC work support item	Description	Check item
4TH GR FNCTN P0734	Following items for "A/T 4th gear function (P0734)" can be confirmed. <ul style="list-style-type: none"> ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG) 	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Overrun clutch solenoid valve ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit
TCC S/V FNCTN P0744	Following items for "A/T TCC S/V function (lock-up) (P0744)" can be confirmed. <ul style="list-style-type: none"> ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG) 	<ul style="list-style-type: none"> ● Torque converter clutch solenoid valve ● Each clutch ● Hydraulic control circuit

Diagnostic Procedure Without CONSULT-II

 **OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)** ^{NEAT0121}
 Refer to "Generic Scan Tool (GST)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-674**. ^{NEAT0121S01}

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

Refer to "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", **EC-653**. ^{NEAT0121S02}



TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

NEAT0121S03

NEAT0121S0301

Preparation

1. Turn ignition switch to OFF position.
2. Connector the handy type vacuum pump to the throttle opener and apply vacuum -25.3 kPa (-190 mmHg, -7.48 inHg).
3. Disconnect the throttle position switch harness connector.
4. Turn the ignition switch to ON position.
5. Check continuity of the closed throttle position switch. **Continuity should exist.** (If continuity does not exist, check throttle opener and closed throttle position switch. Then increase vacuum until closed throttle position switch shows continuity.)
6. Go to "TCM Self-diagnostic Procedure", AT-185.

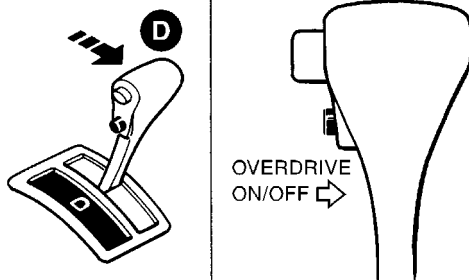
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1	CHECK O/D OFF INDICATOR LAMP
	<p>1. Selector lever in P position. Start the engine. Warm engine to normal operating temperature.</p> <p>2. Turn ignition switch to OFF position.</p> <p>3. Wait at least 5 seconds.</p> <div data-bbox="565 1060 982 1402" style="text-align: center;"> </div> <p style="text-align: right;">SAT967I</p>
	<p>4. Turn ignition switch to ON position (Do not start engine).</p> <p>5. Does O/D OFF indicator lamp come on for about 2 seconds?</p> <div data-bbox="584 1522 1031 1837" style="text-align: center;"> <p>O/D OFF indicator lamp</p> </div> <p style="text-align: right;">AAT612A</p>
Yes or No	
Yes	▶ GO TO 2.
No	▶ Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-347.

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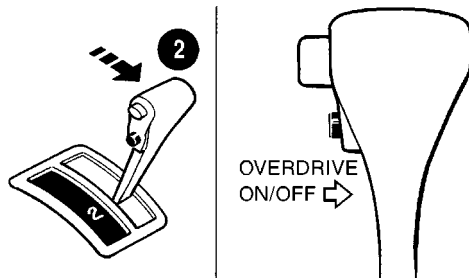
2 JUDGEMENT PROCEDURE STEP 1

1. Turn ignition switch to OFF position.
2. Turn ignition switch to ACC position.
3. Move selector lever from P to D position.
4. Turn ignition switch to ON position. Do not start engine.
5. Depress and hold overdrive control switch in OFF position (the O/D OFF indicator lamp will be ON) until directed to release the switch (If O/D OFF indicator lamp does not come on, go to step 3 on AT-385).
6. Turn ignition switch to OFF position.



SAT968I

7. Turn ignition switch to ON position (Do not start engine).
8. Release the overdrive control switch (the O/D OFF indicator lamp will be OFF).
 - Wait for more than 2 seconds after ignition switch ON.
9. Move selector lever to 2 position.
10. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be ON).
11. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be OFF) until directed to release the switch.



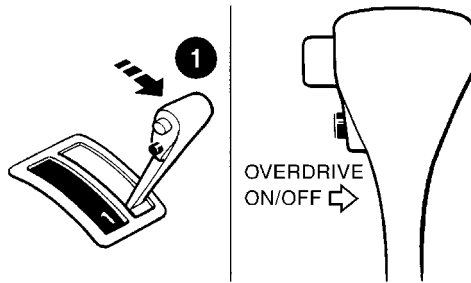
SAT969I

▶ GO TO 3.

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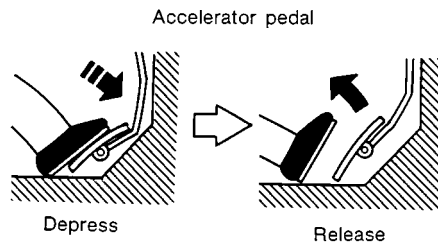
3 JUDGEMENT PROCEDURE STEP 2

1. Move selector lever to 1 position.
2. Release the overdrive control switch.
3. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be ON).
4. Depress and release the overdrive control switch (the O/D OFF indicator lamp will be OFF).
5. Depress and hold the overdrive control switch (the O/D OFF indicator lamp will be ON) until directed to release the switch.



SAT970I

6. Depress accelerator pedal fully and release.
7. Release the overdrive control switch (the O/D OFF indicator lamp will begin to flash ON and OFF).

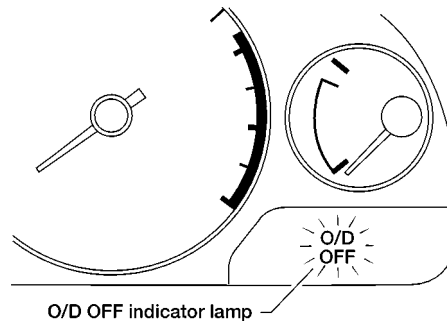


SAT981F

▶ GO TO 4.

4 CHECK SELF-DIAGNOSIS CODE

Check O/D OFF indicator lamp.
Refer to JUDGEMENT OF SELF-DIAGNOSIS CODE, AT-188.



AAT612A

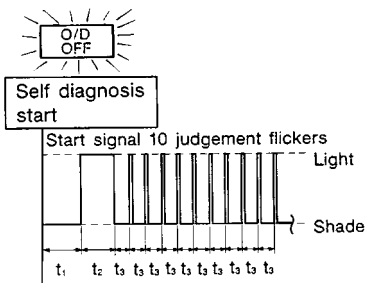
▶ DIAGNOSIS END

JUDGEMENT OF SELF-DIAGNOSIS CODE

NEAT0121S04

O/D OFF indicator lamp:

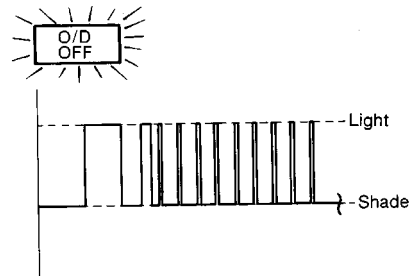
All judgement flickers are same.



SAT436F

All circuits that can be confirmed by self-diagnosis are OK.

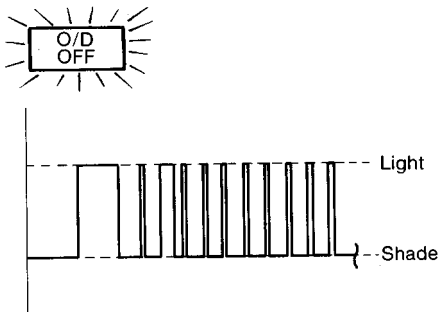
1st judgement flicker is longer than others.



SAT437F

Revolution sensor circuit is short-circuited or disconnected.
⇒ Go to **VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR) (DTC: 1102), AT-250.**

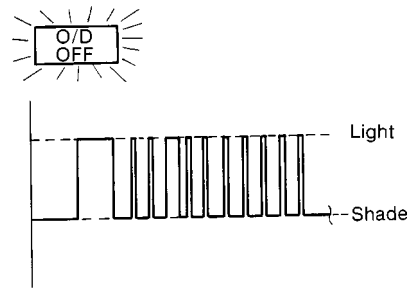
2nd judgement flicker is longer than others.



SAT439F

Vehicle speed sensor circuit is short-circuited or disconnected.
⇒ Go to **VEHICLE SPEED SENSOR-MTR, AT-336.**

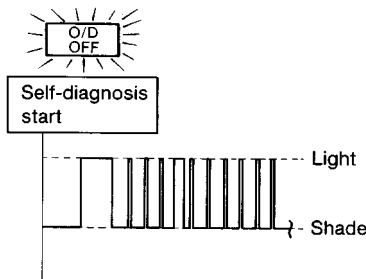
3rd judgement flicker is longer than others.



SAT441F

Throttle position sensor circuit is short-circuited or disconnected.
⇒ Go to **THROTTLE POSITION SENSOR (DTC: 1206), AT-316.**

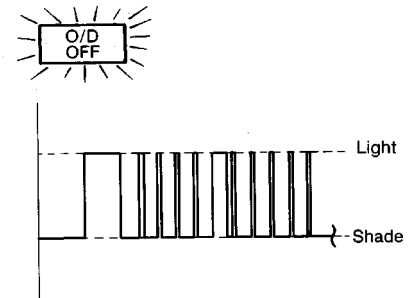
4th judgement flicker is longer than others.



SAT443F

Shift solenoid valve A circuit is short-circuited or disconnected.
⇒ Go to **SHIFT SOLENOID VALVE A (DTC: 1108), AT-306.**

5th judgement flicker is longer than others.

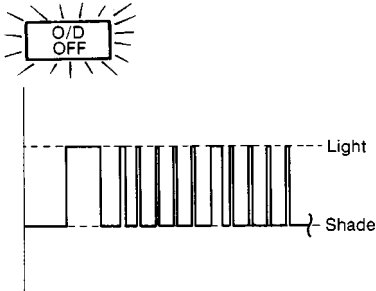


SAT445F

Shift solenoid valve B circuit is short-circuited or disconnected.
⇒ Go to **SHIFT SOLENOID VALVE B (DTC: 1201), AT-311.**

O/D OFF indicator lamp:

6th judgement flicker is longer than others.

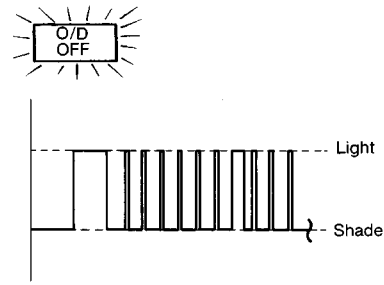


SAT447F

Overrun clutch solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to OVERRUN CLUTCH SOLENOID VALVE (DTC: 1203), AT-325.**

7th judgement flicker is longer than others.

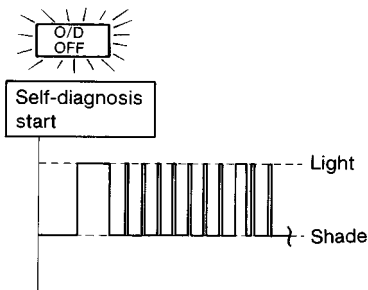


SAT449F

Torque converter clutch solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to TORQUE CONVERTER CLUTCH SOLENOID VALVE (DTC: 1204), AT-287.**

8th judgement flicker is longer than others.

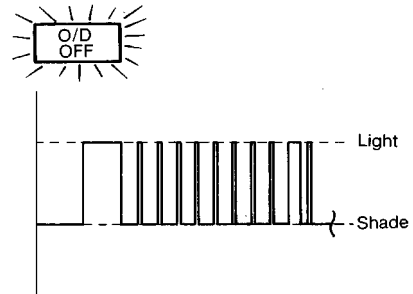


SAT451F

A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.

⇒ **Go to A/T FLUID TEMPERATURE SENSOR AND TCM POWER SOURCE, AT-330.**

9th judgement flicker is longer than others.

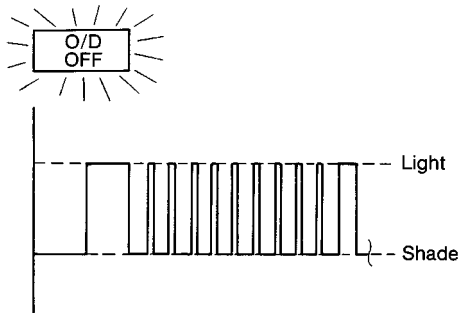


SAT453F

Engine speed signal circuit is short-circuited or disconnected.

⇒ **Go to ENGINE SPEED SIGNAL (DTC: 1207), AT-255.**

10th judgement flicker is longer than others.

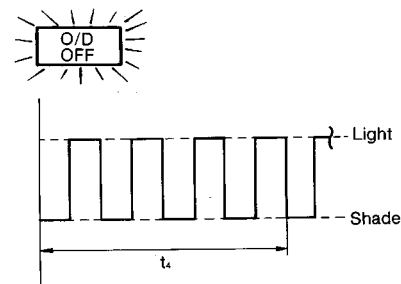


SAT455F

Line pressure solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to LINE PRESSURE SOLENOID VALVE (DTC: 1205), AT-301.**

Flickers as shown below.



SAT457F

Battery power is low.

Battery has been disconnected for a long time.

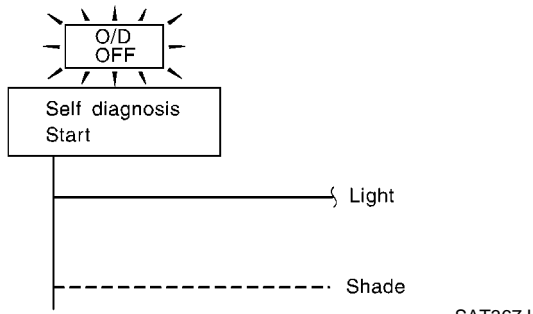
Battery is connected conversely.

(When reconnecting TCM connectors. — This is not a problem.)

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O/D OFF indicator lamp:

Lamp comes on.



PNP switch, overdrive control switch or throttle position switch circuit is disconnected or TCM is damaged.

⇒ **Go to 21. TCM Self-diagnosis Does Not Activate (PNP, OVERDRIVE CONTROL AND THROTTLE POSITION SWITCHES), AT-384.**

$t_1 = 2.5$ seconds $t_2 = 2.0$ seconds $t_3 = 1.0$ second $t_4 = 1.0$ second

Symptom Chart

NEAT0500

Numbers are arranged in the order of inspection.

Perform inspections starting with number one and work up.

Diagnostic item Nos. in OFF vehicle indicate that the transmission must be removed for the inspection.

Symptom	Condition	Diagnostic Item	Reference Page
Engine does not start in P or N positions. AT-349	ON vehicle	1. Ignition switch and starter	SC-7
		2. Control linkage	AT-401
		3. PNP switch	AT-400
Engine starts in position other than P and N positions. AT-349	ON vehicle	1. Control linkage	AT-401
		2. PNP switch	AT-400
Transmission noise in P and N positions.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Line pressure	AT-211
		3. Throttle position sensor (Adjustment)	EC-680
		4. Revolution sensor and vehicle speed sensor	AT-250, AT-336
		5. Engine speed signal	AT-255
	OFF vehicle	6. Oil pump	AT-420
		7. Torque converter	AT-409
Vehicle moves when changing into P position or parking gear does not disengage when shifted out of P position. AT-349	ON vehicle	1. Control linkage	AT-401
	OFF vehicle	2. Parking components	AT-460
Vehicle runs in N position. AT-351	ON vehicle	1. Control linkage	AT-401
		2. Accumulator 3-4 (N-R)	AT-399
	OFF vehicle	3. Forward clutch	AT-443
		4. Reverse clutch	AT-437
		5. Overrun clutch	AT-443
Vehicle will not run in R position (but runs in D, 2 and 1 positions). Clutch slips. Very poor acceleration. AT-355	ON vehicle	1. Control linkage	AT-401
		2. Line pressure	AT-211
		3. Line pressure solenoid valve	AT-301
		4. Control valve assembly	AT-399
	OFF vehicle	5. Reverse clutch	AT-437
		6. High clutch	AT-441
		7. Forward clutch	AT-443
		8. Overrun clutch	AT-443
		9. Low & reverse brake	AT-447

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TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Vehicle braked when shifting into R position.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Control linkage	AT-401
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
		5. Control valve assembly	AT-399
	OFF vehicle	6. High clutch	AT-441
		7. Brake band	AT-456
		8. Forward clutch	AT-443
		9. Overrun clutch	AT-443
Sharp shock in shifting from N to D position.	ON vehicle	1. Engine idling rpm	AT-211
		2. Throttle position sensor (Adjustment)	EC-680
		3. Line pressure	AT-211
		4. A/T fluid temperature sensor	AT-244
		5. Engine speed signal	AT-255
		6. Line pressure solenoid valve	AT-301
		7. Control valve assembly	AT-399
		8. Accumulator N-D	AT-399
	OFF vehicle	9. Forward clutch	AT-443
Vehicle will not run in D and 2 positions (but runs in 1 and R positions).	ON vehicle	1. Control linkage	AT-401
	OFF vehicle	2. Low one-way clutch	AT-451
Vehicle will not run in D, 1, 2 positions (but runs in R position). Clutch slips. Very poor acceleration. AT-358	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Line pressure	AT-211
		3. Line pressure solenoid valve	AT-301
		4. Control valve assembly	AT-399
		5. Accumulator N-D	AT-399
	OFF vehicle	6. Reverse clutch	AT-437
		7. High clutch	AT-441
		8. Forward clutch	AT-443
		9. Forward one-way clutch	AT-443
		10. Low one-way clutch	AT-451

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Clutches or brakes slip somewhat in starting.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Control linkage	AT-401
		3. Throttle position sensor (Adjustment)	EC-680
		4. Line pressure	AT-211
		5. Line pressure solenoid valve	AT-301
		6. Control valve assembly	AT-399
		7. Accumulator N-D	AT-399
		8. Accumulator 3-4 (N-R)	AT-399
	OFF vehicle	9. Forward clutch	AT-443
		10. Reverse clutch	AT-437
		11. Low & reverse brake	AT-447
		12. Oil pump	AT-420
		13. Torque converter	AT-409
Excessive creep.	ON vehicle	1. Engine idling rpm	EC-680
No creep at all. AT-355, AT-358	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Line pressure	AT-211
		3. Control valve assembly	AT-399
	OFF vehicle	4. Forward clutch	AT-443
		5. Oil pump	AT-420
		6. Torque converter	AT-409
Failure to change gear from D ₁ to D ₂ .	ON vehicle	1. PNP switch	AT-400
		2. Control linkage	AT-401
		3. Shift solenoid valve A	AT-306
		4. Control valve assembly	AT-399
		5. Revolution sensor and speed sensor	AT-250, AT-336
	OFF vehicle	6. Brake band	AT-456
Failure to change gear from D ₂ to D ₃ .	ON vehicle	1. PNP switch	AT-400
		2. Control linkage	AT-401
		3. Shift solenoid valve B	AT-311
		4. Control valve assembly	AT-399
		5. Revolution sensor and speed sensor	AT-244, AT-336
	OFF vehicle	6. High clutch	AT-441
		7. Brake band	AT-456

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TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Failure to change gear from D ₃ to D ₄ .	ON vehicle	1. PNP switch	AT-400
		2. Control linkage	AT-401
		3. Shift solenoid valve A	AT-306
		4. Revolution sensor and speed sensor	AT-250, AT-336
		5. A/T fluid temperature sensor	AT-244
	OFF vehicle	6. Brake band	AT-456
Too high a gear change point from D ₁ to D ₂ , from D ₂ to D ₃ , from D ₃ to D ₄ . AT-364, AT-367, AT-370	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Revolution sensor and speed sensor	AT-250, AT-336
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
Gear change directly from D ₁ to D ₃ occurs.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Accumulator 1-2	AT-399
	OFF vehicle	3. Brake band	AT-456
Engine stops when shifting lever into R, D, 2 and 1.	ON vehicle	1. Engine idling rpm	AT-211
		2. Torque converter clutch solenoid valve	AT-287
		3. Control valve assembly	AT-399
	OFF vehicle	4. Torque converter	AT-409
Too sharp a shock in change from D ₁ to D ₂ .	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Line pressure	AT-211
		3. Accumulator 1-2	AT-399
		4. Control valve assembly	AT-399
		5. A/T fluid temperature sensor	AT-244
	OFF vehicle	6. Brake band	AT-456
Too sharp a shock in change from D ₂ to D ₃ .	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Line pressure	AT-211
		3. Accumulator 2-3	AT-399
		4. Control valve assembly	AT-399
	OFF vehicle	5. High clutch	AT-441
		6. Brake band	AT-456
Too sharp a shock in change from D ₃ to D ₄ .	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Line pressure	AT-211
		3. Accumulator 3-4 (N-R)	AT-399
		4. Control valve assembly	AT-399
	OFF vehicle	5. Brake band	AT-456
		6. Overrun clutch	AT-443

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
Almost no shock or clutches slipping in change from D ₁ to D ₂ .	ON vehicle	1. Fluid level and fluid condition	AT-208	GI
		2. Throttle position sensor (Adjustment)	EC-680	
		3. Line pressure	AT-211	MA
		4. Accumulator 1-2	AT-399	
		5. Control valve assembly	AT-399	EM
	OFF vehicle	6. Brake band	AT-456	
Almost no shock or slipping in change from D ₂ to D ₃ .	ON vehicle	1. Fluid level and fluid condition	AT-208	LC
		2. Throttle position sensor (Adjustment)	EC-680	
		3. Line pressure	AT-211	EC
		4. Accumulator 2-3	AT-399	
		5. Control valve assembly	AT-399	FE
	OFF vehicle	6. High clutch	AT-441	CL
		7. Brake band	AT-456	
Almost no shock or slipping in change from D ₃ to D ₄ .	ON vehicle	1. Fluid level and fluid condition	AT-208	MT
		2. Throttle position sensor (Adjustment)	EC-680	
		3. Line pressure	AT-211	AT
		4. Accumulator 3-4 (N-R)	AT-399	
		5. Control valve assembly	AT-399	TF
	OFF vehicle	6. High clutch	AT-441	
		7. Brake band	AT-456	PD
Vehicle braked by gear change from D ₁ to D ₂ .	ON vehicle	1. Fluid level and fluid condition	AT-208	
	OFF vehicle	2. Reverse clutch	AT-437	AX
		3. Low & reverse brake	AT-447	
		4. High clutch	AT-441	SU
		5. Low one-way clutch	AT-451	
Vehicle braked by gear change from D ₂ to D ₃ .	ON vehicle	1. Fluid level and fluid condition	AT-208	BR
	OFF vehicle	2. Brake band	AT-456	
Vehicle braked by gear change from D ₃ to D ₄ .	ON vehicle	1. Fluid level and fluid condition	AT-208	ST
	OFF vehicle	2. Overrun clutch	AT-443	
		3. Forward one-way clutch	AT-443	RS
		4. Reverse clutch	AT-437	

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Maximum speed not attained. Acceleration poor.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. PNP switch	AT-400
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
		5. Control valve assembly	AT-399
	OFF vehicle	6. Reverse clutch	AT-437
		7. High clutch	AT-441
		8. Brake band	AT-456
		9. Low & reverse brake	AT-447
		10. Oil pump	AT-420
		11. Torque converter	AT-409
Failure to change gear from D ₄ to D ₃ .	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Overrun clutch solenoid valve	AT-325
		4. Shift solenoid valve A	AT-306
		5. Line pressure solenoid valve	AT-301
		6. Control valve assembly	AT-399
	OFF vehicle	7. Low & reverse brake	AT-447
		8. Overrun clutch	AT-443
Failure to change gear from D ₃ to D ₂ or from D ₄ to D ₂ .	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
		5. Control valve assembly	AT-399
	OFF vehicle	6. High clutch	AT-441
		7. Brake band	AT-456
Failure to change gear from D ₂ to D ₁ or from D ₃ to D ₁ .	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
		5. Control valve assembly	AT-399
	OFF vehicle	6. Low one-way clutch	AT-451
		7. High clutch	AT-441
		8. Brake band	AT-456
Gear change shock felt during deceleration by releasing accelerator pedal.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Line pressure	AT-211
		3. Overrun clutch solenoid valve	AT-325
		4. Control valve assembly	AT-399

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Too high a change point from D ₄ to D ₃ , from D ₃ to D ₂ , from D ₂ to D ₁ .	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Revolution sensor and speed sensor	AT-250, AT-336
Kickdown does not operate when depressing pedal in D ₄ within kickdown vehicle speed.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Revolution sensor and speed sensor	AT-250, AT-336
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
Kickdown operates or engine over-runs when depressing pedal in D ₄ beyond kickdown vehicle speed limit.	ON vehicle	1. Revolution sensor and speed sensor	AT-250, AT-336
		2. Throttle position sensor (Adjustment)	EC-680
		3. Shift solenoid valve A	AT-306
		4. Shift solenoid valve B	AT-311
Races extremely fast or slips in changing from D ₄ to D ₃ when depressing pedal.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
		5. Control valve assembly	AT-399
	OFF vehicle	6. High clutch	AT-441
		7. Forward clutch	AT-443
Races extremely fast or slips in changing from D ₄ to D ₂ when depressing pedal.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
		5. Shift solenoid valve A	AT-306
		6. Control valve assembly	AT-399
	OFF vehicle	7. Brake band	AT-456
		8. Forward clutch	AT-443
Races extremely fast or slips in changing from D ₃ to D ₂ when depressing pedal.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
		5. Control valve assembly	AT-399
		6. A/T fluid temperature sensor	AT-244
		7. Accumulator 2-3	AT-399
	OFF vehicle	8. Brake band	AT-456
		9. Forward clutch	AT-443
		10. High clutch	AT-441

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
Races extremely fast or slips in changing from D ₄ or D ₃ to D ₁ when depressing pedal.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Throttle position sensor (Adjustment)	EC-680
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
		5. Control valve assembly	AT-399
	OFF vehicle	6. Forward clutch	AT-443
		7. Forward one-way clutch	AT-443
		8. Low one-way clutch	AT-451
Vehicle will not run in any position.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Control linkage	AT-401
		3. Line pressure	AT-211
		4. Line pressure solenoid valve	AT-301
	OFF vehicle	5. Oil pump	AT-420
		6. High clutch	AT-441
		7. Brake band	AT-456
		8. Low & reverse brake	AT-447
		9. Torque converter	AT-409
Transmission noise in D, 2, 1 and R positions.	ON vehicle	1. Fluid level and fluid condition	AT-208
	OFF vehicle	2. Torque converter	AT-409
Failure to change from D ₃ to 2 when changing lever into 2 position. AT-378	ON vehicle	1. PNP switch	AT-400
		2. Throttle position sensor (Adjustment)	EC-680
		3. Torque converter clutch solenoid valve	AT-287
		4. Shift solenoid valve B	AT-311
		5. Shift solenoid valve A	AT-306
		6. Control valve assembly	AT-399
		7. Control linkage	AT-401
	OFF vehicle	8. Brake band	AT-456
		9. Overrun clutch	AT-443
Gear change from 2 ₂ to 2 ₃ in 2 position.	ON vehicle	1. PNP switch	AT-400

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
Engine brake does not operate in 1 position. AT-380	ON vehicle	1. PNP switch	AT-400	GI
		2. Control linkage	AT-401	
		3. Throttle position sensor (Adjustment)	EC-680	MA
		4. Revolution sensor and speed sensor	AT-244, AT-336	
		5. Shift solenoid valve A	AT-306	EM
		6. Control valve assembly	AT-399	
		7. Overrun clutch solenoid valve	AT-325	LC
	OFF vehicle	8. Overrun clutch	AT-443	
		9. Low & reverse brake	AT-447	EC
Gear change from 1 ₁ to 1 ₂ in 1 position.	ON vehicle	1. PNP switch	AT-400	
		2. Control linkage	AT-401	FE
Does not change from 1 ₂ to 1 ₁ in 1 position.	ON vehicle	1. PNP switch	AT-400	CL
		2. Revolution sensor and speed sensor	AT-250, AT-336	
		3. Shift solenoid valve A	AT-306	MT
		4. Control valve assembly	AT-399	
		5. Overrun clutch solenoid valve	AT-325	AT
	OFF vehicle	6. Overrun clutch	AT-443	
		7. Low & reverse brake	AT-447	TF
Large shock changing from 1 ₂ to 1 ₁ in 1 position.	ON vehicle	1. Control valve assembly	AT-399	
	OFF vehicle	2. Low & reverse brake	AT-447	PD
Transmission overheats.	ON vehicle	1. Fluid level and fluid condition	AT-208	
		2. Engine idling rpm	AT-211	AX
		3. Throttle position sensor (Adjustment)	EC-680	
		4. Line pressure	AT-211	SU
		5. Line pressure solenoid valve	AT-301	
		6. Control valve assembly	AT-399	BR
	OFF vehicle	7. Oil pump	AT-420	
		8. Reverse clutch	AT-437	ST
		9. High clutch	AT-441	
		10. Brake band	AT-456	RS
		11. Forward clutch	AT-443	
		12. Overrun clutch	AT-443	BT
		13. Low & reverse brake	AT-447	HA
		14. Torque converter	AT-409	

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	ON vehicle	1. Fluid level and fluid condition	AT-208
	OFF vehicle	2. Reverse clutch	AT-437
		3. High clutch	AT-441
		4. Brake band	AT-456
		5. Forward clutch	AT-443
		6. Overrun clutch	AT-443
		7. Low & reverse brake	AT-447
Offensive smell at fluid charging pipe.	ON vehicle	1. Fluid level and fluid condition	AT-208
	OFF vehicle	2. Torque converter	AT-409
		3. Oil pump	AT-420
		4. Reverse clutch	AT-437
		5. High clutch	AT-441
		6. Brake band	AT-456
		7. Forward clutch	AT-443
		8. Overrun clutch	AT-443
		9. Low & reverse brake	AT-447
Torque converter is not locked up.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Revolution sensor and speed sensor	AT-250, AT-336
		3. PNP switch	AT-400
		4. Engine speed signal	AT-255
		5. A/T fluid temperature sensor	AT-244
		6. Line pressure	AT-211
		7. Torque converter clutch solenoid valve	AT-287
		8. Control valve assembly	AT-399
	OFF vehicle	9. Torque converter	AT-409
Torque converter clutch piston slip.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Line pressure	AT-211
		3. Torque converter clutch solenoid valve	AT-287
		4. Line pressure solenoid valve	AT-301
		5. Line pressure solenoid valve	AT-301
		6. Control valve assembly	AT-399
	OFF vehicle	7. Torque converter	AT-409
Lock-up point is extremely high or low. AT-373	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. Revolution sensor and speed sensor	AT-250, AT-336
		3. Torque converter clutch solenoid valve	AT-287
		4. Control valve assembly	AT-399

TROUBLE DIAGNOSIS — INTRODUCTION

RE4R01A

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page
A/T does not shift to D ₄ when driving with overdrive control switch ON.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-680
		2. PNP switch	AT-400
		3. Revolution sensor and speed sensor	AT-250, AT-336
		4. Shift solenoid valve A	AT-306
		5. Overrun clutch solenoid valve	AT-325
		6. Control valve assembly	AT-399
		7. A/T fluid temperature sensor	AT-244
		8. Line pressure	AT-211
	OFF vehicle	9. Brake band	AT-456
		10. Overrun clutch	AT-443
Engine is stopped at R, D, 2 and 1 positions.	ON vehicle	1. Fluid level and fluid condition	AT-208
		2. Torque converter clutch solenoid valve	AT-287
		3. Shift solenoid valve B	AT-311
		4. Shift solenoid valve A	AT-306
		5. Control valve assembly	AT-399

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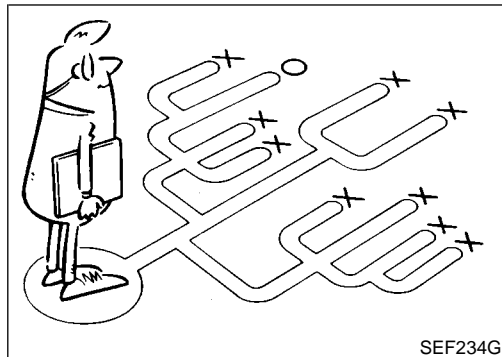
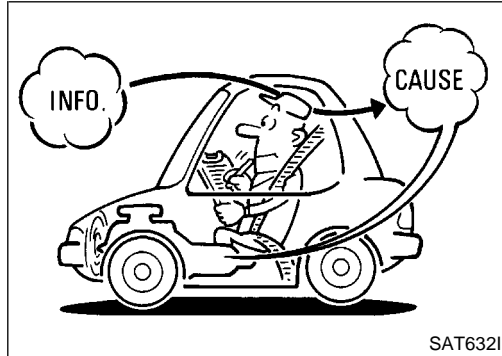
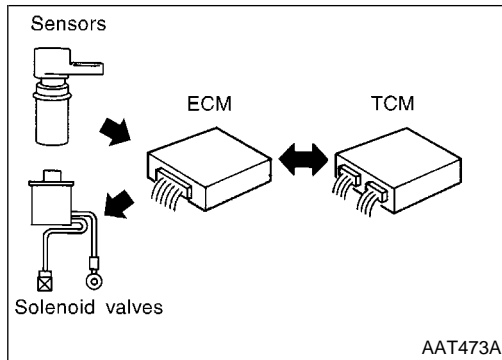
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Introduction



Introduction

NEAT0122

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

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

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

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

A visual check only may not find the cause of the problems. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow". Refer to AT-206.

Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example (AT-204) should be used.

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

Also check related Service bulletins.

Diagnostic Worksheet

=NEAT0122S0102

1.	<input type="checkbox"/> Read the Fail-safe Remarks and listen to customer complaints.	AT-145
2.	<input type="checkbox"/> CHECK A/T FLUID <input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level	AT-208
3.	Perform STALL TEST and LINE PRESSURE TEST. <input type="checkbox"/> Stall test — Mark possible damaged components/others. <div style="display: flex; justify-content: space-between; margin-top: 5px;"> <div style="width: 45%;"> <input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch </div> <div style="width: 45%;"> <input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK </div> </div> <input type="checkbox"/> Line pressure test — Suspected parts:	AT-208, AT-211
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures.	AT-213
4-1.	Check before engine is started. <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE - Mark detected items. <input type="checkbox"/> PNP switch, AT-238. <input type="checkbox"/> A/T fluid temperature sensor, AT-244. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-250. <input type="checkbox"/> Engine speed signal, AT-255. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-287. <input type="checkbox"/> Line pressure solenoid valve, AT-301. <input type="checkbox"/> Shift solenoid valve A, AT-306. <input type="checkbox"/> Shift solenoid valve B, AT-311. <input type="checkbox"/> Throttle position sensor, AT-316. <input type="checkbox"/> Overrun clutch solenoid valve, AT-325. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-330. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-384. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-336. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-340. <input type="checkbox"/> Control unit (EEP ROM), AT-342. <input type="checkbox"/> Battery <input type="checkbox"/> Others	AT-214
4-2.	Check at idle <input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-347. <input type="checkbox"/> 2. Engine Cannot Be Started In P And N Position, AT-349. <input type="checkbox"/> 3. In P Position, Vehicle Moves Forward Or Backward When Pushed, AT-350. <input type="checkbox"/> 4. In N Position, Vehicle Moves, AT-351. <input type="checkbox"/> 5. Large Shock. N → R Position, AT-353. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In R Position, AT-355. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position, AT-358.	AT-216

4.	4-3.	<p>Cruise test</p> <hr/> <p>Part-1</p> <ul style="list-style-type: none"> <input type="checkbox"/> 8. Vehicle Cannot Be Started From D₁, AT-361. <input type="checkbox"/> 9. A/T Does Not Shift: D₁→ D₂ Or Does Not Kickdown: D₄→ D₂, AT-364. <input type="checkbox"/> 10. A/T Does Not Shift: D₂→D₃, AT-367. <input type="checkbox"/> 11. A/T Does Not Shift: D₃→D₄, AT-370. <input type="checkbox"/> 12. A/T Does Not Perform Lock-up, AT-373. <input type="checkbox"/> 13. A/T Does Not Hold Lock-up Condition, AT-375. <input type="checkbox"/> 14. Lock-up Is Not Released, AT-377. <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D₄→ D₃), AT-378. <hr/> <p>Part-2</p> <ul style="list-style-type: none"> <input type="checkbox"/> 9. A/T Does Not Shift: D₁→ D₂ Or Does Not Kickdown: D₄→ D₂, AT-364. <input type="checkbox"/> 10. A/T Does Not Shift: D₂→D₃, AT-367. <input type="checkbox"/> 11. A/T Does Not Shift: D₃→D₄, AT-370. <input type="checkbox"/> 16. Vehicle Does Not Start From D₁, AT-380. <hr/> <p>Part-3</p> <ul style="list-style-type: none"> <input type="checkbox"/> 17. A/T Does Not Shift: D₄→D₃ When Overdrive Control Switch ON → OFF, AT-381 <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In D₃), AT-378. <input type="checkbox"/> 18. A/T Does Not Shift: D₃→2₂, When Selector Lever D → 2 Position, AT-382. <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In 2₂), AT-378. <input type="checkbox"/> 19. A/T Does Not Shift: 2₂→1₁, When Selector Lever 2 → 1 Position, AT-383. <input type="checkbox"/> 20. Vehicle Does Not Decelerate By Engine Brake, AT-384. <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <hr/> <ul style="list-style-type: none"> <input type="checkbox"/> PNP switch, AT-238. <input type="checkbox"/> A/T fluid temperature sensor, AT-244. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-250. <input type="checkbox"/> Engine speed signal, AT-255. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-287. <input type="checkbox"/> Line pressure solenoid valve, AT-301. <input type="checkbox"/> Shift solenoid valve A, AT-306. <input type="checkbox"/> Shift solenoid valve B, AT-311. <input type="checkbox"/> Throttle position sensor, AT-316. <input type="checkbox"/> Overrun clutch solenoid valve, AT-325. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-330. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-384. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-336. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-340. <input type="checkbox"/> Control unit (EEP ROM), AT-342. <input type="checkbox"/> Battery <input type="checkbox"/> Battery <input type="checkbox"/> Others 	<p>AT-217 AT-221</p> <hr/> <p>AT-225</p> <hr/> <p>AT-227</p>	<p>GI</p> <hr/> <p>MA</p> <hr/> <p>EM</p> <hr/> <p>LC</p> <hr/> <p>EC</p> <hr/> <p>FE</p> <hr/> <p>CL</p> <hr/> <p>MT</p> <hr/> <div style="background-color: black; color: white; padding: 2px; text-align: center;">AT</div> <hr/> <p>TF</p> <hr/> <p>PD</p> <hr/> <p>AX</p> <hr/> <p>SU</p> <hr/> <p>BR</p>
5.		<input type="checkbox"/> For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.	AT-176	ST
6.		<input type="checkbox"/> Perform all ROAD TEST and re-mark required procedures.	AT-213	
7.		<input type="checkbox"/> Perform DTC CONFIRMATION PROCEDURE for following MIL indicating items and check out NG items. Refer to "Emission-related Diagnostic Information", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", EC-638 .	EC-638	RS
		<ul style="list-style-type: none"> <input type="checkbox"/> DTC (P0731, 1103) A/T 1st gear function, AT-260. <input type="checkbox"/> DTC (P0732, 1104) A/T 2nd gear function, AT-266. <input type="checkbox"/> DTC (P0733, 1105) A/T 3rd gear function, AT-272. <input type="checkbox"/> DTC (P0734, 1106) A/T 4th gear function, AT-278. <input type="checkbox"/> DTC (P0744, 1107) A/T TCC S/V function (lock-up), AT-292. 		<p>BT</p> <hr/> <p>HA</p>
8.		<input type="checkbox"/> Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures, (The chart also shows some other possible symptoms and the component inspection orders).	AT-231 AT-191	<p>SC</p> <hr/> <p>EL</p>
9.		<input type="checkbox"/> Erase DTC from TCM and ECM memories.	AT-173	

Work Flow

HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

NEAT0123

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate.

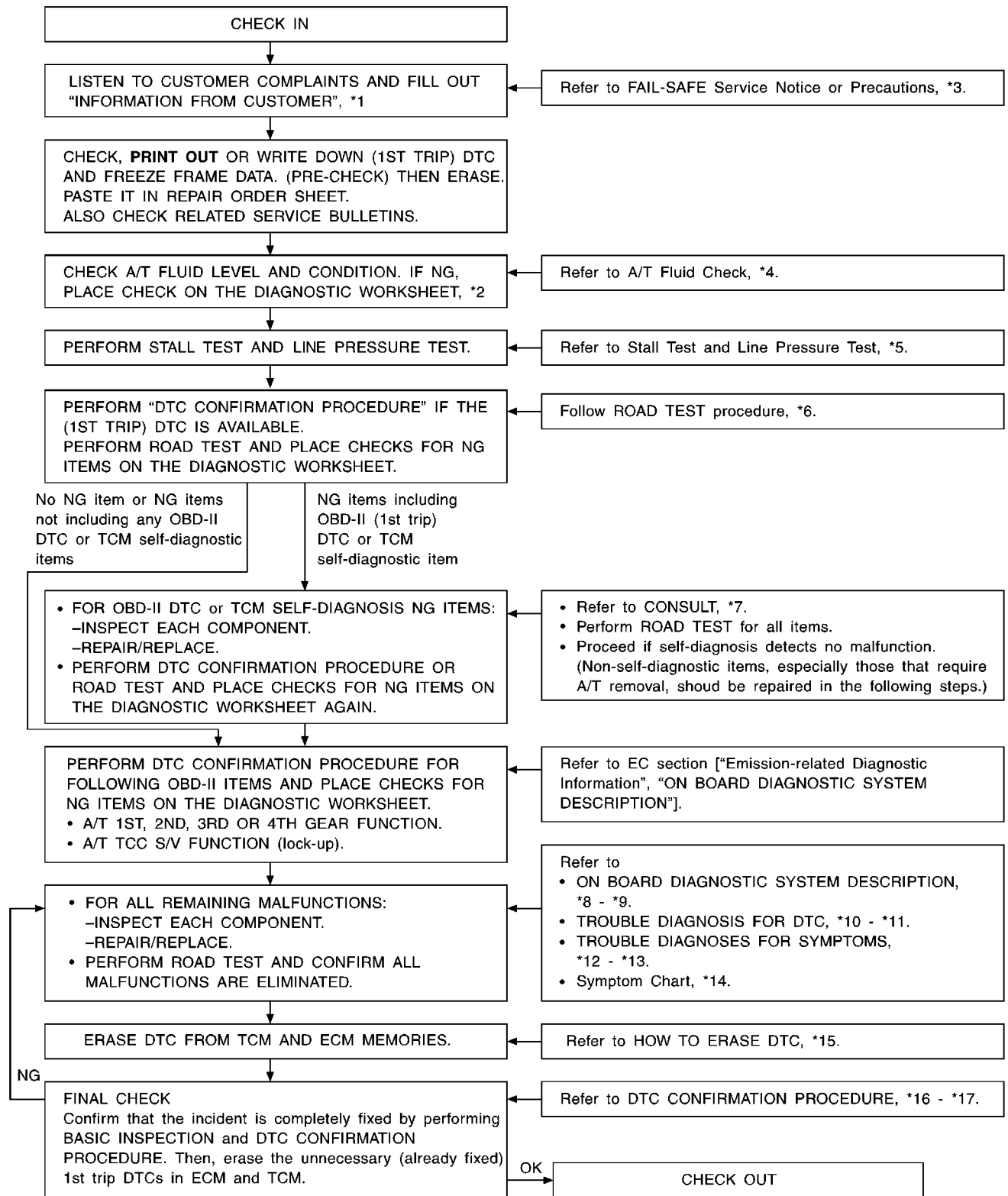
NEAT0123S01

In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions for a customer complaint.

Make good use of the two sheets provided, "INFORMATION FROM CUSTOMER" (AT-203) and "DIAGNOSTIC WORKSHEET" (AT-204), to perform the best troubleshooting possible.

NEAT0123S02

WORK FLOW CHART



*1: AT-203

*2: AT-204

*3: AT-145

*4: AT-208

*5: AT-208, 211

*6: AT-213

*7: AT-175

*8: AT-171

*9: AT-188

*10: AT-238

*11: AT-336

*12: AT-344

*13: AT-384

*14: AT-191

*15: AT-173

*16: AT-239

*17: AT-337

*18: **EC-638**

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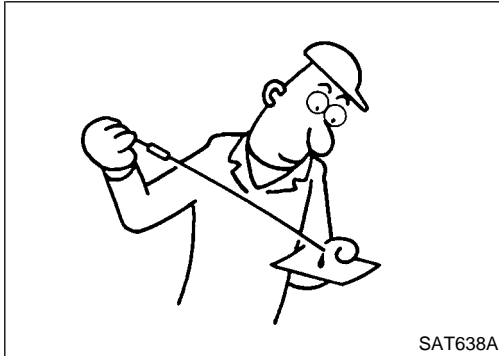
A/T Fluid Check

NEAT0124

FLUID LEAKAGE CHECK

NEAT0124S01

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



SAT638A

FLUID CONDITION CHECK

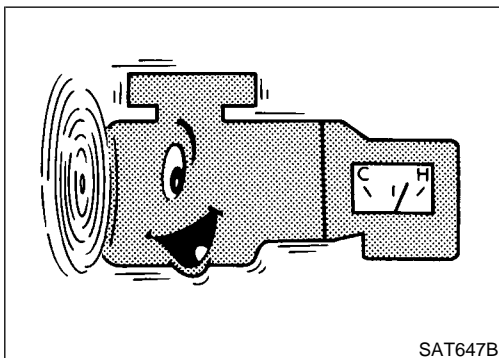
NEAT0124S02

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

FLUID LEVEL CHECK

NEAT0124S03

Refer “Checking A/T Fluid”, “CHASSIS AND BODY MAINTENANCE”, **MA-36**.



SAT647B

Stall Test

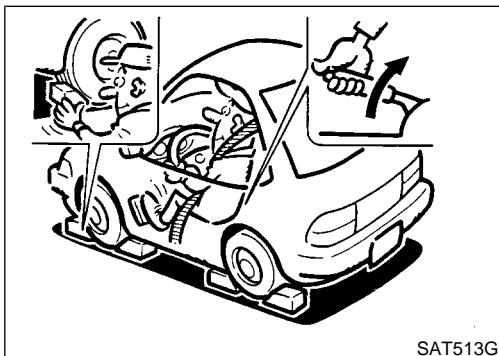
NEAT0125

STALL TEST PROCEDURE

NEAT0125S01

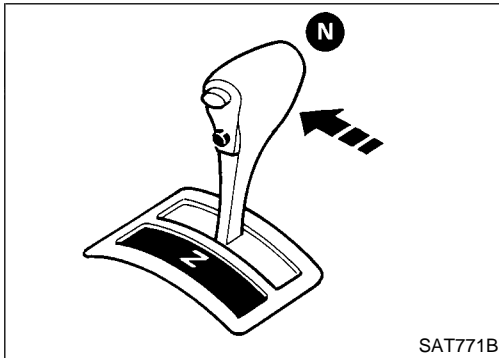
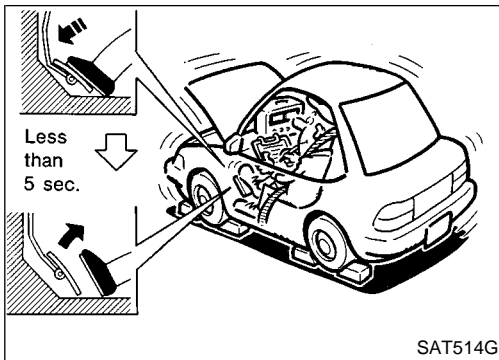
1. Check A/T fluid and engine oil levels. If necessary, add fluid or oil.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.

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



SAT513G

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



5. Start engine, apply foot brake, and place selector lever in D position.
 6. Accelerate to wide open throttle gradually while applying foot brake.
 7. Quickly note the engine stall revolution and immediately release throttle.
 - **During test, never hold throttle wide open for more than 5 seconds.**
- Stall revolution:**
2,440 - 2,640 rpm
8. Move selector lever to N position.
 9. Cool off ATF.
 - **Run engine at idle for at least one minute.**
 10. Repeat steps 5 through 9 with selector lever in 2, 1 and R positions.

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JUDGEMENT OF STALL TEST

NEAT0125S02

The test result and possible damaged components relating to each result are shown in the illustration. In order to pinpoint the possible damaged components, follow the WORK FLOW shown in AT-206.

NOTE:

Stall revolution is too high in D or 2 position:

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

Stall revolution is too high in R position:

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

Stall revolution within specifications:

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

CAUTION:

Be careful since automatic fluid temperature increases abnormally.

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

Stall revolution less than specifications:

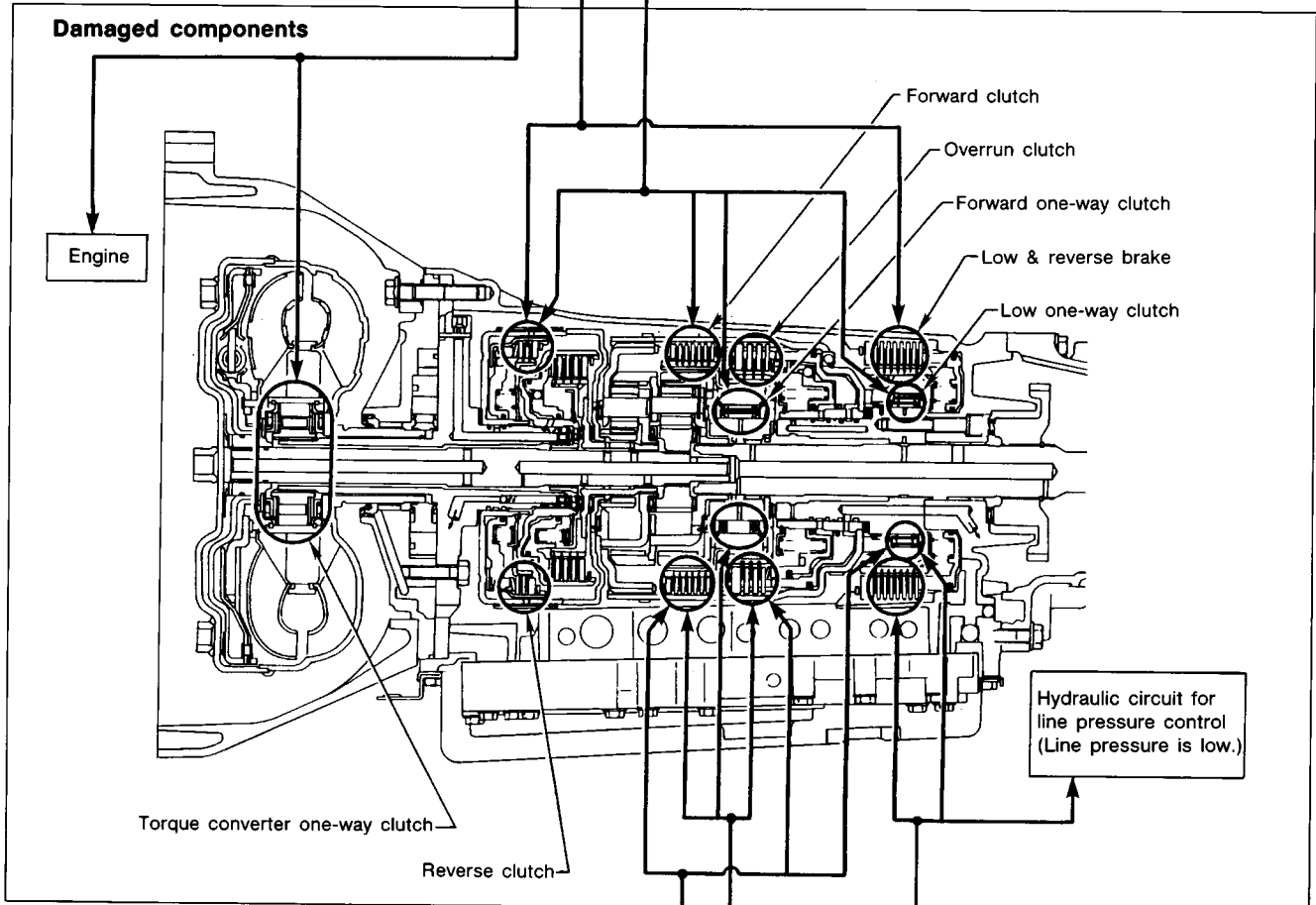
- Poor acceleration during starts. One-way clutch seizure in torque converter

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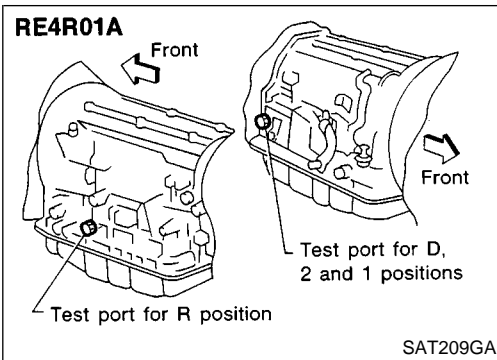
Stall Test (Cont'd)

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

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



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



Line Pressure Test

LINE PRESSURE TEST PORTS

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

NEAT0126

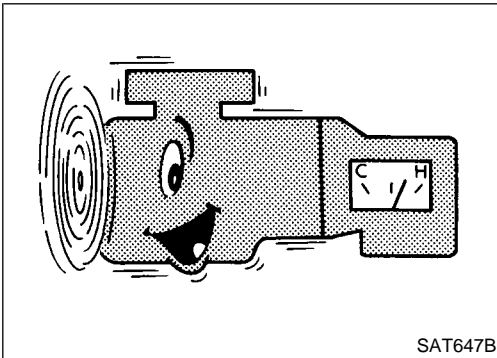
NEAT0126S01

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LINE PRESSURE TEST PROCEDURE

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

ATF operating temperature:

50 - 80°C (122 - 176°F)

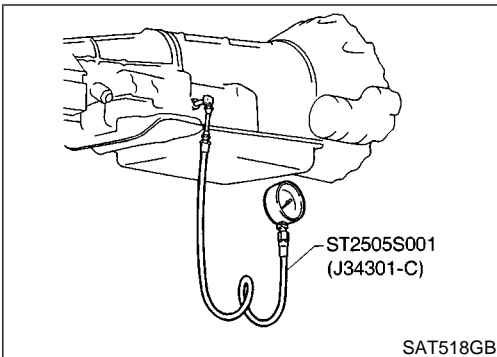
NEAT0126S02

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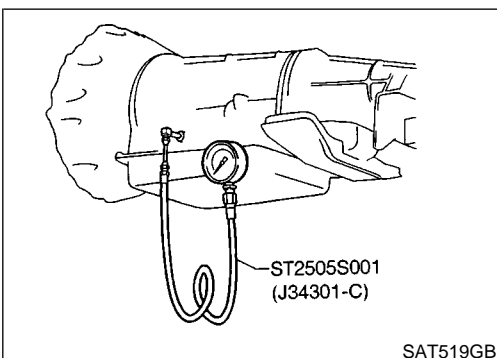
3. Install pressure gauge to corresponding line pressure port.

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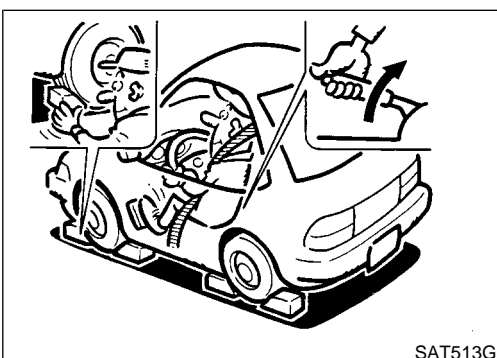


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4. Set parking brake and block wheels.
 - **Continue to depress brake pedal fully while line pressure test is being performed at stall speed.**

BT

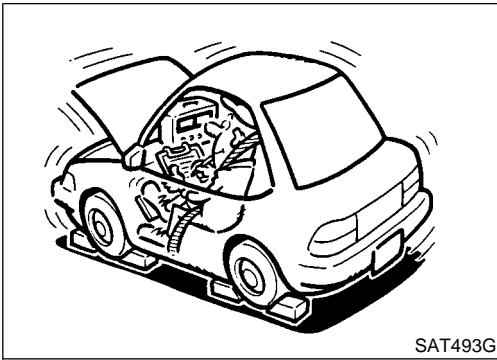
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Line Pressure Test (Cont'd)

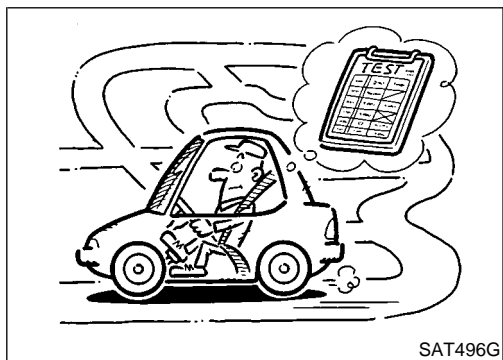
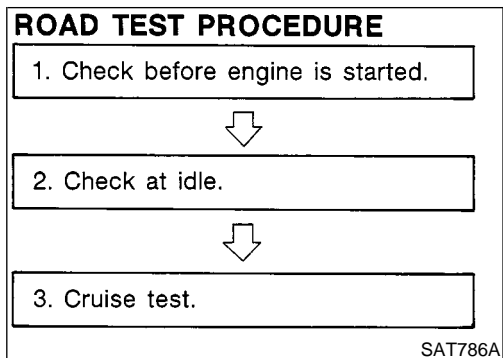


5. Start engine and measure line pressure at idle and stall speed.
 - **When measuring line pressure at stall speed, follow the stall test procedure.**
 - Line pressure:**
 - Refer to SDS, AT-479.**

JUDGEMENT OF LINE PRESSURE TEST

NEAT0126S03

Judgement		Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> ● Oil pump wear ● Control piston damage ● Pressure regulator valve or plug sticking ● Spring for pressure regulator valve damaged ● Fluid pressure leakage between oil strainer and pressure regulator valve ● Clogged strainer
	Line pressure is low in particular position.	<ul style="list-style-type: none"> ● Fluid pressure leakage between manual valve and particular clutch ● For example, line pressure is: <ul style="list-style-type: none"> — Low in R and 1 positions, but — Normal in D and 2 positions. Then, fluid leakage exists at or around low and reverse brake circuit. Refer to "CLUTCH AND BAND CHART", AT-154.
	Line pressure is high.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● Fluid temperature sensor damaged ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure modifier valve sticking ● Pressure regulator valve or plug sticking ● Open in dropping resistor circuit
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure regulator valve or plug sticking ● Pressure modifier valve sticking ● Pilot valve sticking



Road Test DESCRIPTION

=NEAT0127

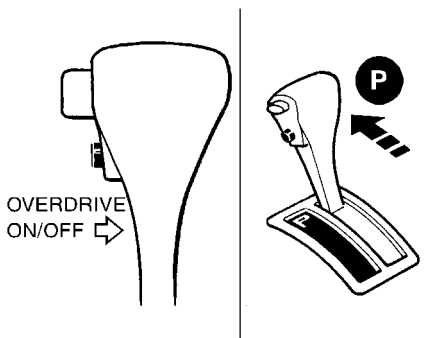
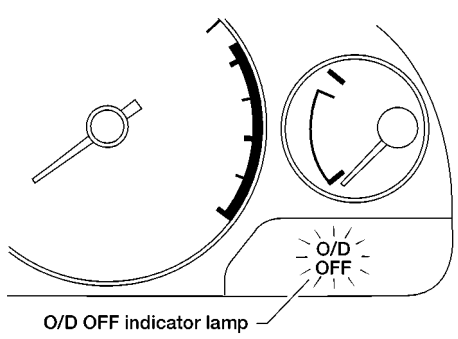
NEAT0127S01

- The purpose of the test is to determine overall performance of A/T and analyze causes of problems.
- The road test consists of the following three parts:
 - a) Check before engine is started
 - b) Check at idle
 - c) Cruise test
- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION" and "TROUBLE DIAGNOSES FOR SYMPTOMS", AT-171 - AT-184 and AT-344 - AT-384.

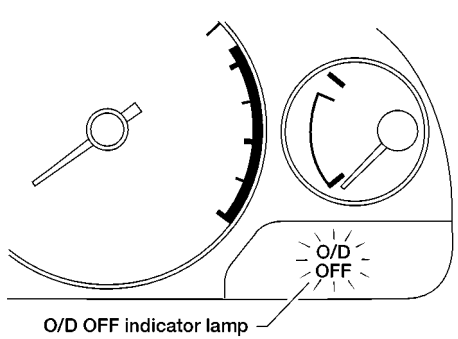
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1. CHECK BEFORE ENGINE IS STARTED

NEAT0127S02

1	CHECK O/D OFF INDICATOR LAMP	<p>1. Park vehicle on flat surface. 2. Move selector lever to P position. 3. Turn ignition switch to OFF position. Wait at least 5 seconds.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">OVERDRIVE ON/OFF →</p> <p style="margin-left: 200px;">P</p> </div> <p>4. Turn ignition switch to ON position. (Do not start engine.) 5. Does O/D OFF indicator lamp come on for about 2 seconds?</p> <div style="text-align: center;">  <p style="margin-left: 100px;">O/D OFF indicator lamp</p> </div> <p style="text-align: right;">SAT9671</p>
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-347.


AAT612A

2	CHECK O/D OFF INDICATOR LAMP	<p>Does O/D OFF indicator lamp flicker for about 8 seconds?</p> <div style="text-align: center;">  <p style="margin-left: 100px;">O/D OFF indicator lamp</p> </div> <p style="text-align: right;">AAT612A</p>
Yes or No		
Yes	▶	Perform self-diagnosis. Refer to TCM Self-Diagnosis Procedure (No Tools), AT-185.
No	▶	GO TO 3.

TROUBLE DIAGNOSIS — BASIC INSPECTION

RE4R01A

Road Test (Cont'd)

3	CHECK NG ITEM
1. Turn ignition switch to OFF position. 2. Perform self-diagnosis and note NG items. Refer to TCM Self-Diagnosis Procedure (No Tools), AT-185.	
	Go to "2. Check at idle", AT-216.

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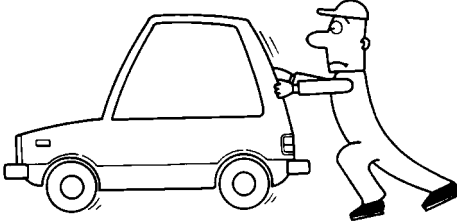
IDX

2. CHECK AT IDLE

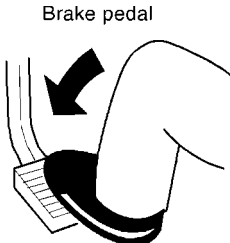
-NEAT0127S03

1	CHECK ENGINE START	
<ol style="list-style-type: none"> 1. Park vehicle on flat surface. 2. Turn ignition switch to OFF position. 3. Move selector lever to P or N position. 4. Turn ignition switch to start position. 5. Is engine started? 		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to "2. Engine Cannot Be Started In P and N Position", AT-349.

2	CHECK ENGINE START	
<ol style="list-style-type: none"> 1. Turn ignition switch to OFF position. 2. Move selector lever to D, 1, 2 or R position. 3. Turn ignition switch to start position. 4. Is engine started? 		
Yes or No		
Yes	▶	Go to "2. Engine Cannot Be Started In P and N Position", AT-349.
No	▶	GO TO 3.

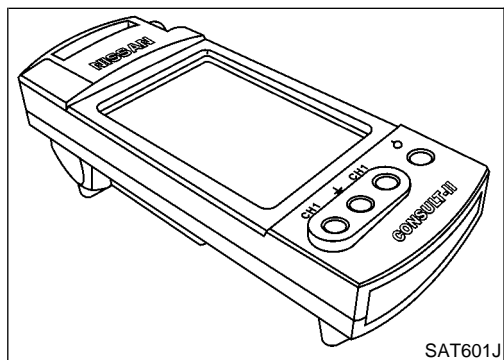
3	CHECK VEHICLE MOVE	
<ol style="list-style-type: none"> 1. Turn ignition switch to OFF position. 2. Move selector lever to P position. 3. Release parking brake. 4. Push vehicle forward or backward. 5. Does vehicle move when it is pushed forward or backward? 		
		
SAT796A		
Yes or No		
Yes	▶	Go to "3. In P Position, Vehicle Moves Forward Or Backward When Pushed", AT-350.
No	▶	GO TO 4.

4	CHECK VEHICLE MOVE	
<ol style="list-style-type: none"> 1. Apply parking brake. 2. Move selector lever to N position. 3. Turn ignition switch to START position and start engine. 4. Release parking brake. 5. Does vehicle move forward or backward? 		
Yes or No		
Yes	▶	Go to "4. In N Position, Vehicle Moves", AT-351.
No	▶	GO TO 5.

5	CHECK SHIFT SHOCK	
<p>1. Apply foot brake. 2. Move selector lever to R position. 3. Is there large shock when changing from N to R position?</p>		
		
SAT082J		
Yes or No		
Yes	▶	Go to "5. Large Shock. N → R Position", AT-353.
No	▶	GO TO 6.

6	CHECK VEHICLE REVERSE MOVEMENT	
<p>1. Release foot brake for several seconds. 2. Does vehicle creep backward when foot brake is released?</p>		
Yes or No		
Yes	▶	GO TO 7.
No	▶	Go to "6. Vehicle Does Not Creep Backward In R Position", AT-355.

7	CHECK VEHICLE FORWARD MOVEMENT	
<p>1. Move selector lever to D, 2 and 1 position and check if vehicle creeps forward. 2. Does vehicle creep forward in all three positions?</p>		
Yes or No		
Yes	▶	Go to "3. Cruise test", AT-217.
No	▶	Go to "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position", AT-358.



3. CRUISE TEST

- Check all items listed in Parts 1 through 3.

NEAT0127S04

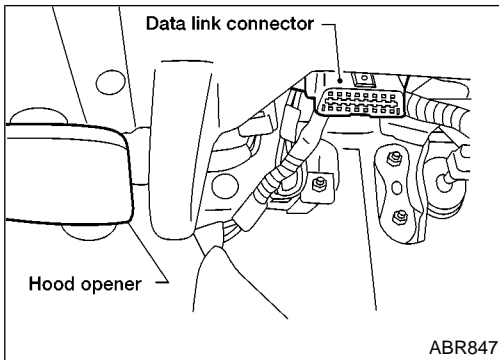
With CONSULT-II

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

NEAT0127S0401

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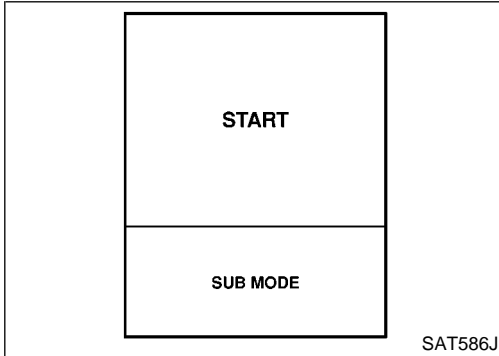
Road Test (Cont'd)



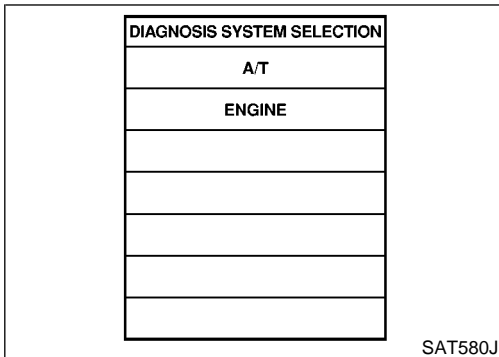
CONSULT-II Setting Procedure

NEAT0127S0402

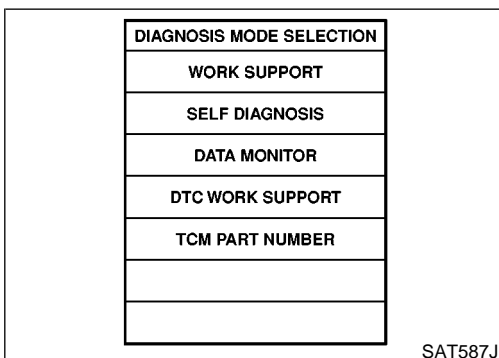
1. Turn ignition switch OFF.
2. Connect "CONSULT-II" to Data link connector.
The Data Link Connector is located in instrument lower panel on driver side.



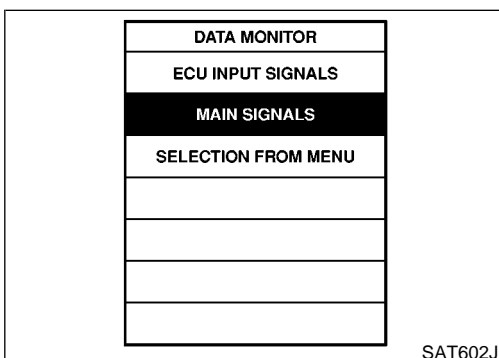
3. Turn ignition switch ON.
4. Touch "START".



5. Touch "A/T".



6. Touch "DATA MONITOR".

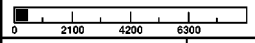
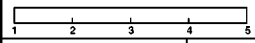
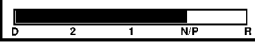


7. Touch "Main Parameter List" to set recording condition.
8. See "Numerical Display", "Barchart Display", or "Line Graph Display".
9. Touch "START".



DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
GEAR	XXX
SLCT LVR POSI	N/P
VEHICLE SPEED	XXX km/h
THROTTLE POSI	XXX

SAT603J

10. When performing cruise test touch "STORE DATA".

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
	
GEAR	1
	
SLCT LVR POSI	P/N
	

SAT604J

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
	
GEAR	XXX
	

SAT605J

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

DATA MONITOR	
MONITORING	
9%	
ENGINE SPPED	XXX rpm
GEAR	XXX
SLCT LVR POSI	P/N
VEHICLE SPEED	XXX km/h
THROTTLE POSI	XXX

SAT606J

12. Touch "DISPLAY DATA"..

REAL TIME DIAGNOSIS	
ENG SPEED SIG	

SAT607J

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Road Test (Cont'd)

SAVE DATA	
NOT FOUND SAVE REC DATA	
A/T	1999/1/30 19:59:18
A/T	1999/1/30 19:59:42
A/T	1999/1/30 20:01:04

SAT608J

13. Touch "SAVE REC DATA".

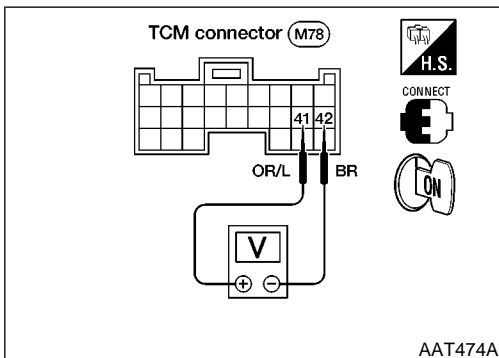
SPREADSHEET	
LOADING	
PLEASE WAIT, FILLING SPREADSHEET.	

SAT609J

SPREADSHEET			
REPLAY MODE			
NUMERICAL		SHOW TRIGGER	
ENGINE	GEAR	SLCT LVR	
rpm			

SAT610J

- 14. Touch "PRINT SCREEN" again.
- 15. Check the monitor data printed out.
- 16. Continue cruise test part 2 and 3.



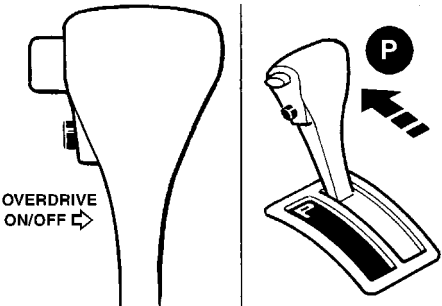
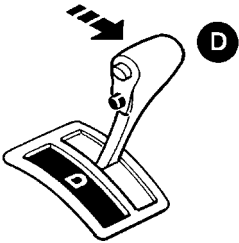
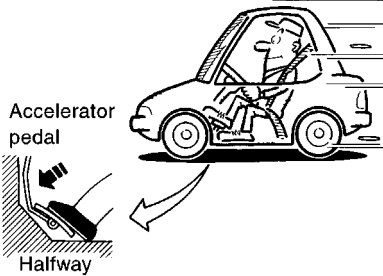
Without CONSULT-II

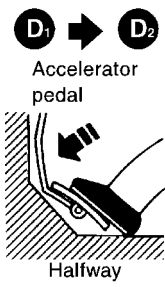
NEAT0127S0403

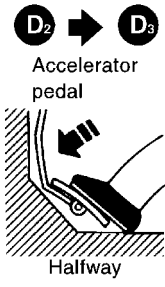
- Throttle position sensor can be checked by measuring voltage across terminals 41 and 42 of TCM.

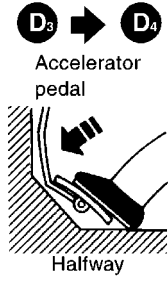
Cruise Test — Part 1

=NEAT0127S0404

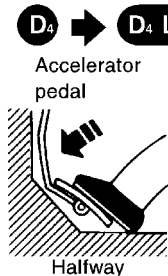
1	CHECK STARTING GEAR (D₁) POSITION	<p>1. Drive vehicle for approx. 10 minutes to warm engine oil and ATF up to operating temperature. ATF operating temperature: 50 - 80°C (122 - 176°F)</p> <p>2. Park vehicle on flat surface. 3. Set overdrive control switch to ON position. 4. Move selector lever to P position.</p> <div style="text-align: center;">  </div> <p>5. Start engine. 6. Move selector lever to D position.</p> <div style="text-align: center;">  </div> <p>7. Accelerate vehicle by constantly depressing accelerator pedal halfway.</p> <div style="text-align: center;">  </div> <p>8. Does vehicle start from D₁? <input type="checkbox"/> Read gear position.</p> <p style="text-align: center;">Yes or No</p>	GI MA EM LC EC FE CL SAT001J MT AT TF PD SAT952I AX SU BR SAT953I ST RS BT HA SC EL IDX
Yes	▶	GO TO 2.	
No	▶	Go to "8. Vehicle Cannot Be Started From D ₁ ", AT-361.	

2	CHECK SHIFT UP (D₁ TO D₂)	<p>Does A/T shift from D₁ to D₂ at the specified speed?</p> <p>Ⓟ Read gear position, throttle opening and vehicle speed. Specified speed when shifting from D₁ to D₂: Refer to Shift schedule, AT-479.</p> <div style="text-align: center;">  <p>Accelerator pedal</p> <p>Halfway</p> </div> <p style="text-align: right;">SAT954I</p> <p style="text-align: center;">Yes or No</p>	
Yes	▶	GO TO 3.	
No	▶	Go to "9. A/T Does Not Shift: D ₁ → D ₂ or Does Not Kickdown: D ₄ → D ₂ ", AT-364.	

3	CHECK SHIFT UP (D₂ TO D₃)	<p>Does A/T shift from D₂ to D₃ at the specified speed?</p> <p>Ⓟ Read gear position, throttle opening and vehicle speed. Specified speed when shifting from D₂ to D₃: Refer to Shift schedule, AT-479.</p> <div style="text-align: center;">  <p>Accelerator pedal</p> <p>Halfway</p> </div> <p style="text-align: right;">SAT955I</p> <p style="text-align: center;">Yes or No</p>	
Yes	▶	GO TO 4.	
No	▶	Go to "10. A/T Does Not Shift: D ₂ → D ₃ ", AT-367.	

4	CHECK SHIFT UP (D₃ TO D₄)	
Does A/T shift from D ₃ to D ₄ at the specified speed? <input type="checkbox"/> Read gear position, throttle opening and vehicle speed. Specified speed when shifting from D ₃ to D ₄ : Refer to Shift schedule, AT-479.		
		
Yes or No		
Yes	▶	GO TO 5.
No	▶	Go to "11. A/T Does Not Shift: D ₃ → D ₄ ", AT-370.

GI
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5	CHECK LOCK-UP (D₄ TO D₄ L/U)	
Does A/T perform lock-up at the specified speed? <input type="checkbox"/> Read vehicle speed, throttle position when lock-up duty becomes 94%. Specified speed when lock-up occurs: Refer to Shift schedule, AT-479.		
		
Yes or No		
Yes	▶	GO TO 6.
No	▶	Go to "12. A/T Does Not Perform Lock-up", AT-373.

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6	CHECK HOLD LOCK-UP	
Does A/T hold lock-up condition for more than 30 seconds? <p style="text-align: center;">Yes or No</p>		
Yes	▶	GO TO 7.
No	▶	Go to "13. A/T Does Not Hold Lock-up Condition", AT-375.

ST
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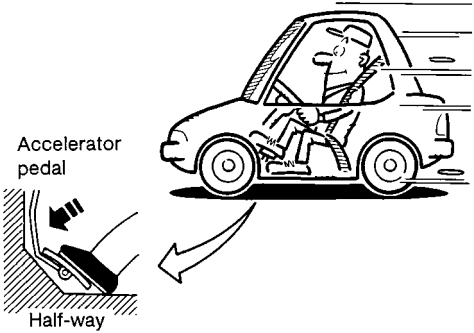
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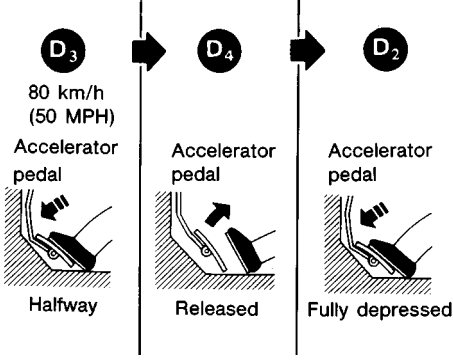
7	CHECK LOCK-UP OFF (D₄ L/U TO D₄)	
<p>1. Release accelerator pedal. 2. Is lock-up released when accelerator pedal is released?</p> <div style="text-align: center;"> </div> <p style="text-align: right;">SAT958I</p>		
Yes or No		
Yes	▶	GO TO 8.
No	▶	Go to "14. Lock-up Is Not Released", AT-377.

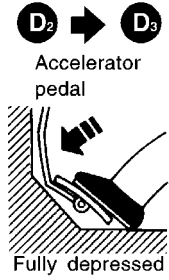
8	CHECK SHIFT DOWN (D₄ TO D₃)	
<p>1. Decelerate vehicle by applying foot brake lightly. 2. Does engine speed return to idle smoothly when A/T is shifted from D₄ to D₃?</p> <p> Read gear position and engine speed.</p> <div style="text-align: center;"> </div> <p style="text-align: right;">SAT959I</p>		
Yes or No		
Yes	▶	1. Stop vehicle. 2. Go to "Cruise test — Part 2", AT-225.
No	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-378.

Cruise Test — Part 2

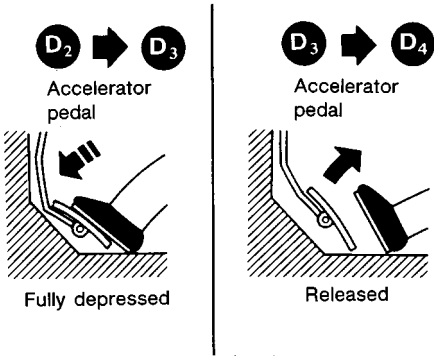
=NEAT0127S0405

1	CHECK STARTING GEAR (D₁) POSITION	<ol style="list-style-type: none"> 1. Confirm overdrive control switch is in ON position. 2. Confirm selector lever is in D position. 3. Accelerate vehicle by half throttle again. 4. Does vehicle start from D₁? <p><input type="checkbox"/> Read gear position.</p> <div style="text-align: center;">  <p style="margin-top: 10px;">Accelerator pedal Half-way</p> </div> <p style="text-align: right; font-size: small;">SAT495G</p>	GI MA EM LC EC FE CL MT
Yes or No			
Yes	▶	GO TO 2.	
No	▶	Go to "16. Vehicle Does Not Start From D ₁ ", AT-380.	

2	CHECK SHIFT UP AND SHIFT DOWN (D₃ TO D₄ TO D₂)	<ol style="list-style-type: none"> 1. Accelerate vehicle to 80 km/h (50 MPH) as shown in illustration. 2. Release accelerator pedal and then quickly depress it fully. 3. Does A/T shift from D₄ to D₂ as soon as accelerator pedal is depressed fully? <p><input type="checkbox"/> Read gear position and throttle position.</p> <div style="text-align: center;">  <p style="margin-top: 10px;">D₃ D₄ D₂</p> <p style="margin-top: 5px;">80 km/h (50 MPH)</p> <p style="margin-top: 5px;">Accelerator pedal Accelerator pedal Accelerator pedal</p> <p style="margin-top: 5px;">Halfway Released Fully depressed</p> </div> <p style="text-align: right; font-size: small;">SAT404H</p>	AT TF PD AX SU BR ST RS BT HA SC EL IDX
Yes or No			
Yes	▶	GO TO 3.	
No	▶	Go to "9. A/T Does Not Shift: D ₃ → D ₄ Or Does Not Kickdown: D ₄ → D ₂ ", AT-364.	

3	CHECK SHIFT UP (D₂ TO D₃)	
Does A/T shift from D ₂ to D ₃ at the specified speed? Ⓟ Read gear position, throttle position and vehicle speed. Specified speed when shifting from D ₂ to D ₃ : Refer to Shift schedule, AT-479.		
		
Yes or No		
Yes	▶	GO TO 4.
No	▶	Go to "10. A/T Does Not Shift: D ₂ → D ₃ ", AT-367.

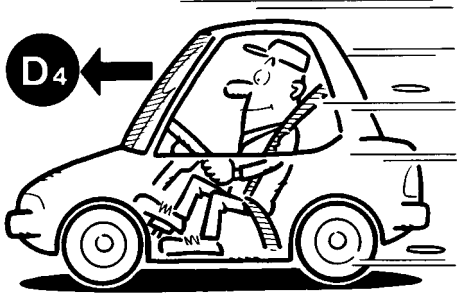
SAT960I

4	'CHECK SHIFT UP (D₃ TO D₄) AND ENGINE BRAKE	
Release accelerator pedal after shifting from D ₂ to D ₃ . Does A/T shift from D ₃ to D ₄ and does vehicle decelerate by engine brake? Ⓟ Read gear position, throttle position and vehicle speed.		
		
Yes or No		
Yes	▶	1. Stop vehicle. 2. Go to "Cruise test — Part 3", AT-227.
No	▶	Go to "11. A/T Does Not Shift: D ₃ → D ₄ ", AT-370.

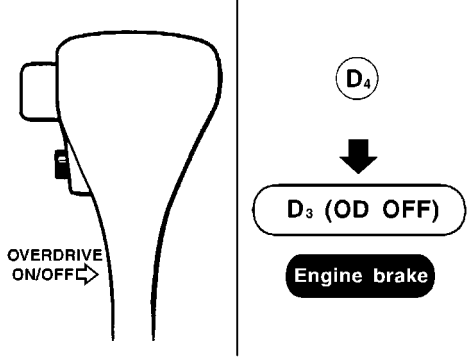
SAT405H

Cruise Test — Part 3

=NEAT0127S0406

1	VEHICLE SPEED D₄ POSITION	<p>1. Confirm overdrive control switch is in ON position. 2. Confirm selector lever is in D position. 3. Accelerate vehicle using half-throttle to D₄.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT812A</p>
▶ GO TO 2.		

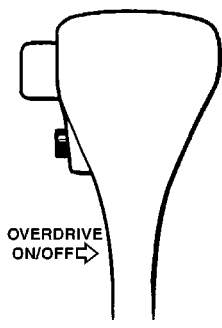
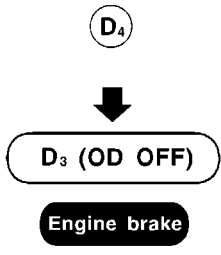
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2	CHECK SHIFT DOWN (D₄ TO D₃)	<p>1. Release accelerator pedal. 2. Set overdrive control switch to OFF position while driving in D₄. 3. Does A/T shift from D₄ to D₃ (O/D OFF)? <input checked="" type="checkbox"/> Read gear position and vehicle speed.</p> <div style="text-align: center;">  </div> <p style="text-align: center;">Yes or No</p> <p style="text-align: right;">SAT999I</p>
Yes	▶	GO TO 3.
No	▶	Go to "17. A/T Does Not Shift: D ₄ → D ₃ , When Overdrive Control Switch ON → OFF, AT-381.

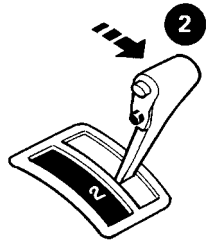
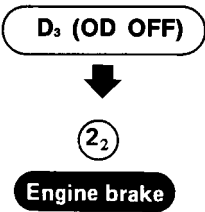
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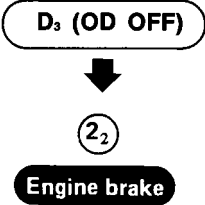
Road Test (Cont'd)

3	CHECK ENGINE BRAKE		
Does vehicle decelerate by engine brake?			
			
Yes or No			
Yes	▶	GO TO 4.	
No	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-378.	

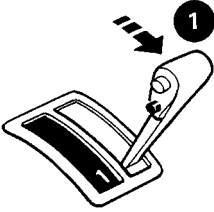
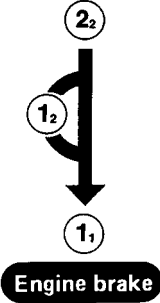
SAT999I

4	CHECK SHIFT DOWN (D₃ TO D₂)		
1. Move selector lever from D to 2 position while driving in D ₃ (O/D OFF). 2. Does A/T shift from D ₃ (O/D OFF) to 2 ₂ ? (📖) Read gear position.			
			
Yes or No			
Yes	▶	GO TO 5.	
No	▶	Go to "18. A/T Does Not Shift: D ₃ → D ₂ , When Selector Lever D → 2 Position", AT-382.	


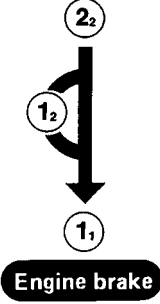
SAT791GA

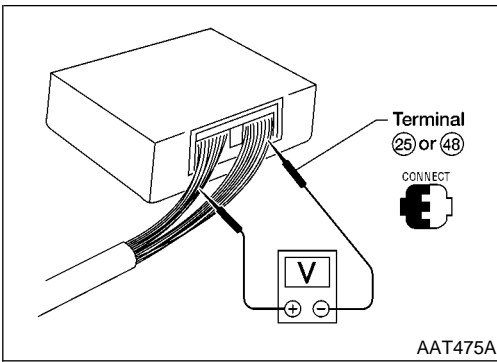
5	CHECK ENGINE BRAKE		
Does vehicle decelerate by engine brake?			
			SAT791GA
Yes or No			
Yes	▶	GO TO 6.	
No	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-378.	

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6	CHECK SHIFT DOWN (2₂ TO 1₁)		
1. Move selector lever from 2 to 1 position while driving in 2 ₂ . 2. Does A/T shift from 2 ₂ to 1 ₁ position?			
			SAT778B
Yes or No			
Yes	▶	GO TO 7.	
No	▶	Go to "19. A/T Does Not Shift: 2 ₂ → 1 ₁ , When Selector lever 2 → 1 Position", AT-383.	

Road Test (Cont'd)

7	CHECK ENGINE BRAKE	
<p>Does vehicle decelerate by engine brake?</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <p style="text-align: center;">Yes or No</p> <p style="text-align: right;">SAT778B</p>		
Yes	▶	<ol style="list-style-type: none"> 1. Stop vehicle. 2. Perform self-diagnosis. Refer to TCM Self-Diagnosis Procedure (No Tools), AT-185.
No	▶	Go to "20. Vehicle Does Not Decelerate By Engine Brake", AT-384.



TCM Terminals and Reference Value

=NEAT0129

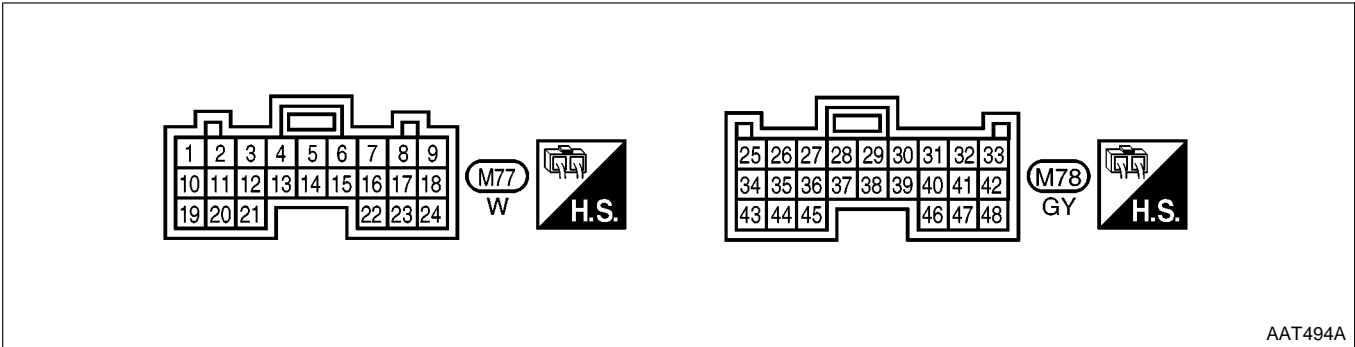
PREPARATION

NEAT0129S01

- Measure voltage between each terminal and terminal 25 or 48 by following "TCM INSPECTION TABLE".

TCM HARNESS CONNECTOR TERMINAL LAYOUT

NEAT0129S02



AAT494A

TCM INSPECTION TABLE

NEAT0129S03







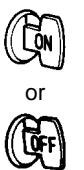

(Data are reference values.)

Terminal No.	Wire color	Item	Condition	Judgement standard
1	GY/R	Line pressure solenoid valve	When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	BR/Y	Line pressure solenoid valve (with dropping resistor)	When releasing accelerator pedal after warming up engine.	5 - 14V
			When depressing accelerator pedal fully after warming up engine.	0.5V or less
3	G/OR	Torque converter clutch solenoid valve	When A/T performs lock-up.	Battery voltage
			When A/T does not perform lock-up.	1V or less
5*1	PU/W	DT1	—	—
6*1	P/B	DT2	—	—
7*1	G/R	DT3	—	—
10	W/R	Power source	When turning ignition switch to ON.	Battery voltage
			When turning ignition switch to OFF.	1V or less

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RE4R01A











TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates (When driving in D ₁ or D ₄).	Battery voltage
				When shift solenoid valve A does not operate (When driving in D ₂ or D ₃).	1V or less
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates (When driving in D ₁ or D ₂).	Battery voltage
				When shift solenoid valve B does not operate (When driving in D ₃ or D ₄).	1V or less
13	Y	O/D OFF indicator lamp		When setting overdrive control switch in OFF position.	1V or less
				When setting overdrive control switch in ON position.	Battery voltage
15*1	Y/G	OBD-II	—	—	
16	BR/W	Closed throttle position switch (in throttle position switch)		When releasing accelerator pedal after warming up engine. [Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-185]	Battery voltage
				When depressing accelerator pedal after warming up engine. [Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-185]	1V or less
17	OR/B	Wide open throttle position switch (in throttle position switch)		When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
				When releasing accelerator pedal after warming up engine.	1V or less
18	B/Y	ASCD cruise signal		When ASCD cruise is being performed ("CRUISE" light comes on).	Battery voltage
				When ASCD cruise is not being performed, ("CRUISE" light does not come on).	1V or less
19	W/R	Power source		When turning ignition switch to ON	Battery voltage
				When turning ignition switch to OFF	1V or less
20	L/B	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch shift solenoid valve does not operate.	1V or less

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RE4R01A






TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition	Judgement standard		
22	R	Overdrive control switch		When setting overdrive control switch in OFF position	1V or less	GI
				When setting overdrive control switch in ON position	Battery voltage	MA
24	GY	ASCD O/D cut signal		When ASCD permits O/D.	5 - 8V	EM
				When ASCD requires O/D to be OFF.	1V or less	LC
25	B/Y	Ground	—	—	0V	EC
26	G/B	PNP switch 1 position		When setting selector lever to 1 position.	Battery voltage	FE
				When setting selector lever to other position.	1V or less	CL
27	G/W	PNP switch 2 position		When setting selector lever to 2 position.	Battery voltage	MT
				When setting selector lever to other position.	1V or less	AT
28	R/Y	Power source (Memory back-up)	 or 	When turning ignition switch to ON.	Battery voltage	TF
				When turning ignition switch to OFF.	Battery voltage	PD
29	B/R	Revolution sensor (Measure in AC range)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.	AX
				When vehicle parks.	0V	SU
30*2	Y/R	DATA LINK CONNECTOR data in	—	—	—	BR
31*2	GY/L	DATA LINK CONNECTOR data out	—	—	—	ST
32	B/W	Throttle position sensor (Power source)	 	—	4.5 - 5.5V	RS
				—	—	BT

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

RE4R01A

TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition		Judgement standard
34	L	PNP switch D position		When setting selector lever to D position.	Battery voltage
				When setting selector lever to other position.	1V or less
35	Y/R	PNP switch R position		When setting selector lever to R position.	Battery voltage
				When setting selector lever to other position.	1V or less
36	P	PNP switch P or N position		When setting selector lever to P or N position.	Battery voltage
				When setting selector lever to other position.	1V or less
39	P/L	Engine speed signal		When engine runs at idle speed.	0.5 - 2.5V
40	G/B	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V
41	OR/L	Throttle position sensor		When depressing accelerator pedal slowly after warming up engine (Voltage rises gradually in response to throttle position).	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
42	BR	Throttle position sensor (Ground)		—	—
47	R/B	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	Approximately 1.5V
				When ATF temperature is 80°C (176°F).	Approximately 0.5V
48	B/Y	Ground	—	—	0V

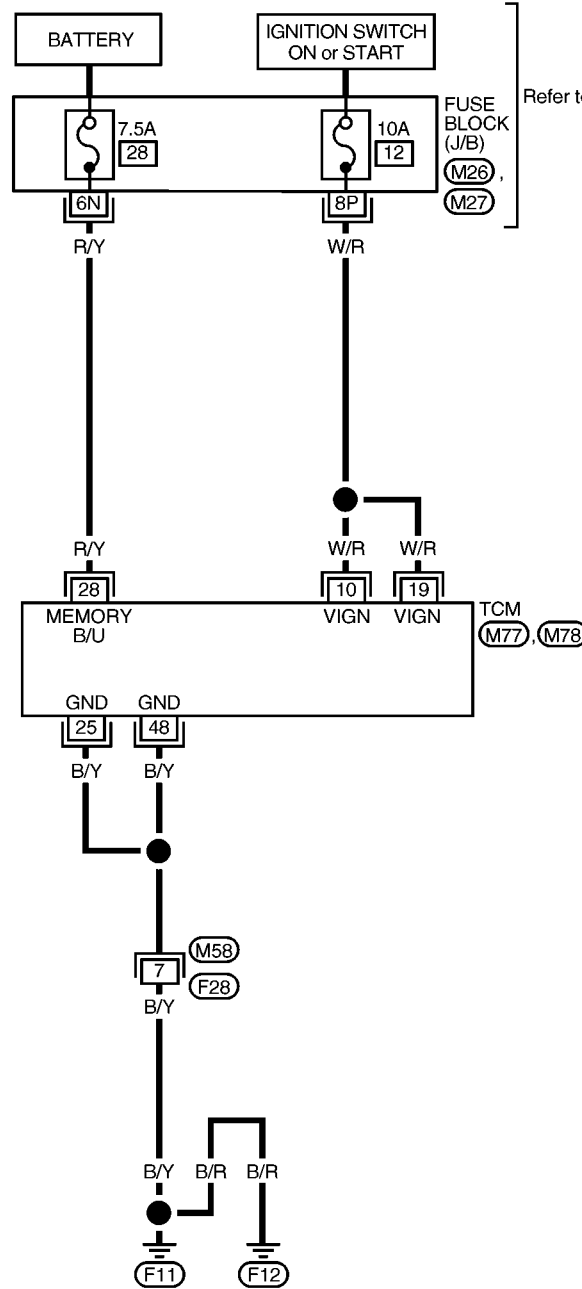
*1: These terminals are connected to the ECM.

*2: These terminals are connected to the Data link connector for CONSULT-II.

Wiring Diagram — AT — MAIN

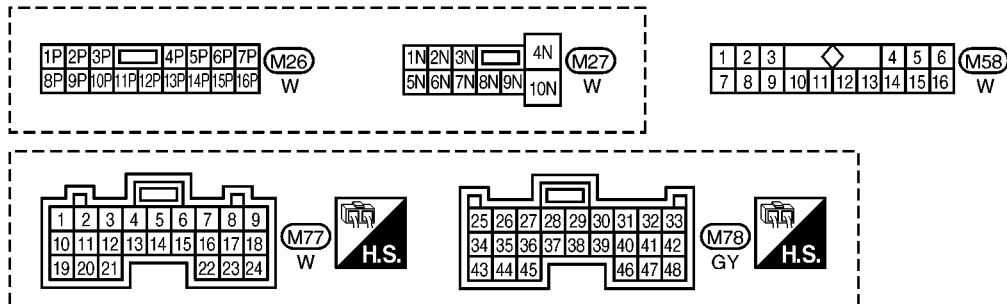
NEAT0130

AT-MAIN-01



Refer to "EL-POWER".

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



- GI
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- EC
- FE
- CL
- MT
- AT**
- TF
- PD
- AX
- SU
- BR
- ST
- RS
- BT
- HA
- SC
- EL
- IDX

TROUBLE DIAGNOSIS FOR POWER SUPPLY









RE4R01A

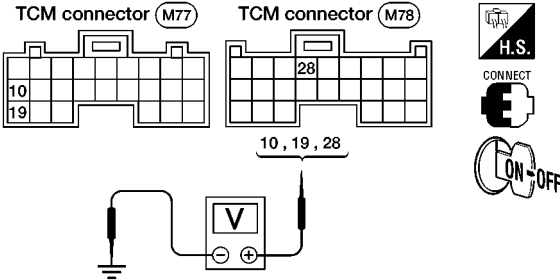


Wiring Diagram — AT — MAIN (Cont'd)

TCM TERMINALS AND REFERENCE VALUE

NEAT0130S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
10	W/R	Power source		When turning ignition switch to ON	Battery voltage
			or 	When turning ignition switch to OFF	1V or less
19	W/R	Power source	Same as No. 10		
25	B/Y	Ground		When turning ignition switch to ON	0V
			or 	When turning ignition switch to OFF	0V
28	R/Y	Power source (Memory back-up)		When turning ignition switch to OFF	Battery voltage
			or 	When turning ignition switch to ON	Battery voltage
48	B/Y	Ground		When turning ignition switch to ON	0V
			or 	When turning ignition switch to OFF	0V

1	CHECK TCM POWER SOURCE
<p>1. Turn ignition switch to ON position. (Do not start engine.)</p> <p>2. Check voltage between TCM harness connectors M77, M78 terminals (10, 19, 28) and ground.</p>	
	
  AAT476A	
OK or NG	
OK	▶ GO TO 2.
NG	▶ Check the following items: <ul style="list-style-type: none"> ● Harness for open or short between fuse block J/B harness connectors M26, M27 and TCM harness connectors M77, M78 ● Ignition switch and fuse Refer to "POWER SUPPLY ROUTING", <i>EL-8</i>.

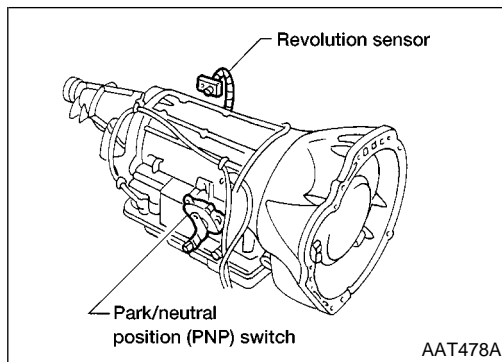
2	CHECK TCM GROUND CIRCUIT	<p>1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check continuity between TCM harness connector M78 terminals (25, 48) and ground.</p> <div style="text-align: center;"> </div> <p style="text-align: right;">AAT477A</p> <p>Continuity should exist. If OK, check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>
OK	▶	INSPECTION END
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

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DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

RE4R01A

Description



Description

- The PNP switch assembly includes a transmission range switch. NEAT0131
- The transmission range switch detects the selector position and sends a signal to the TCM.

TCM TERMINALS AND REFERENCE VALUE

NEAT0131S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
26	G/B	PNP switch 1 position	When setting selector lever to 1 position.	Battery voltage
			When setting selector lever to other positions.	1V or less
27	G/W	PNP switch 2 position	When setting selector lever to 2 position.	Battery voltage
			When setting selector lever to other positions.	1V or less
34	L	PNP switch D position	When setting selector lever to D position.	Battery voltage
			When setting selector lever to other positions.	1V or less
35	Y	PNP switch R position	When setting selector lever to R position.	Battery voltage
			When setting selector lever to other positions.	1V or less
36	P	PNP switch P or N position	When setting selector lever to P or N position.	Battery voltage
			When setting selector lever to other positions.	1V or less

ON BOARD DIAGNOSIS LOGIC

NEAT0131S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P0705 : PNP SW/CIRC P0705 : P0705	TCM does not receive the correct voltage signal from the switch based on the gear position.	<ul style="list-style-type: none"> • Harness or connectors (The PNP switch circuit is open or shorted) • PNP switch

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0131S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

With CONSULT-II

- 1) Turn ignition switch ON.
- 2) Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- 3) Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

THRTL POS SEN: More than 1.3V

Selector lever: D position (O/D ON or OFF)

With GST

- 1) Follow the procedure "With CONSULT-II".

GI

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IDX

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

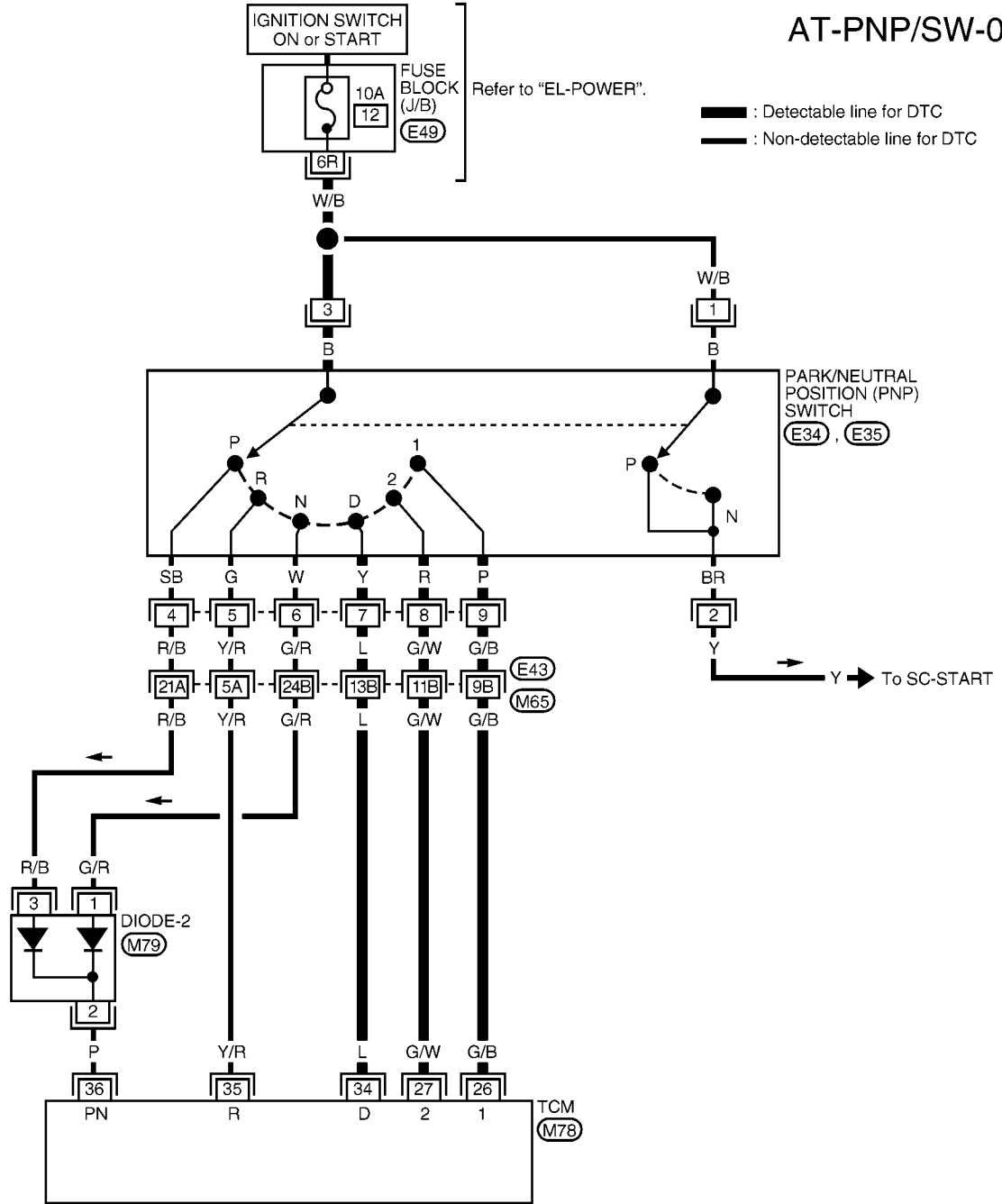
RE4R01A

Wiring Diagram — AT — PNP/SW

Wiring Diagram — AT — PNP/SW

NEAT0132

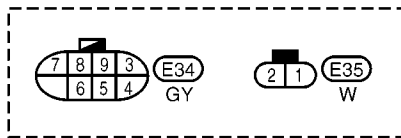
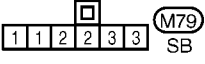
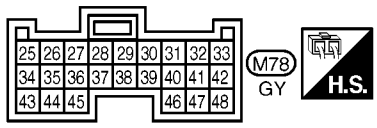
AT-PNP/SW-01



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

PARK/NEUTRAL POSITION (PNP) SWITCH
E34, E35

Y → To SC-START



Refer to the following.
 M65, E43 - SUPER
 MULTIPLE JUNCTION (SMJ)

Diagnostic Procedure

NEAT0133

1	CHECK PNP SWITCH CIRCUIT (With CONSULT-II)															
	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position (Do not start engine). 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out P, R, N, D, 2 and 1 position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly. 															
	<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">DATA MONITOR</th> </tr> <tr> <th style="text-align: left;">MONITORING</th> <th style="text-align: left;"></th> </tr> </thead> <tbody> <tr> <td>PN POSI SW</td> <td>OFF</td> </tr> <tr> <td>R POSITION SW</td> <td>OFF</td> </tr> <tr> <td>D POSITION SW</td> <td>OFF</td> </tr> <tr> <td>2 POSITION SW</td> <td>ON</td> </tr> <tr> <td>1 POSITION SW</td> <td>OFF</td> </tr> </tbody> </table>		DATA MONITOR		MONITORING		PN POSI SW	OFF	R POSITION SW	OFF	D POSITION SW	OFF	2 POSITION SW	ON	1 POSITION SW	OFF
DATA MONITOR																
MONITORING																
PN POSI SW	OFF															
R POSITION SW	OFF															
D POSITION SW	OFF															
2 POSITION SW	ON															
1 POSITION SW	OFF															
	<small>SAT643J</small>															
	OK or NG															
OK	▶	GO TO 3.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-242. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Diode (P, N positions) 														

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DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

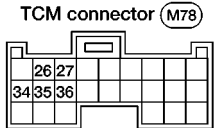
RE4R01A

Diagnostic Procedure (Cont'd)

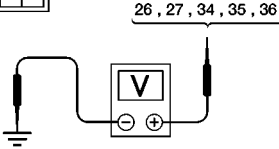
2 CHECK PNP SWITCH CIRCUIT (Without CONSULT-II)

⊗ Without CONSULT-II


- Turn ignition switch to ON position (Do not start engine).
- Check voltage between TCM harness connector M78 terminals (26, 27, 34, 35, 36) and ground while moving selector lever through each position.



TCM connector (M78)



26, 27, 34, 35, 36



Lever position	Terminals				
	36	35	34	27	26
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

AAT480A

AAT479A

Does battery voltage exist (B) or non-existent (0)?

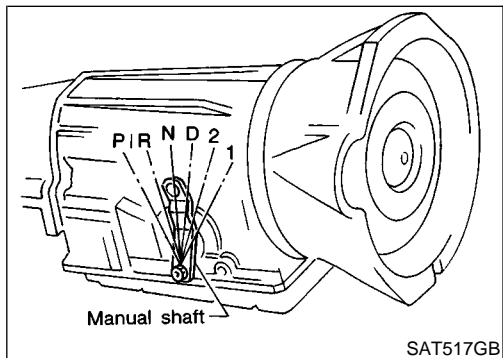
Yes	▶	GO TO 3.
No	▶	Check the following items: <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-242. ● Harness for short or open between ignition switch and PNP switch ● Harness for short or open between PNP switch connector E34 and TCM connector M78 ● Diode (P, N positions)

3 CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-239.

OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> Perform TCM input/output signal inspection. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

PNP SWITCH

NEAT0134

NEAT0134S01

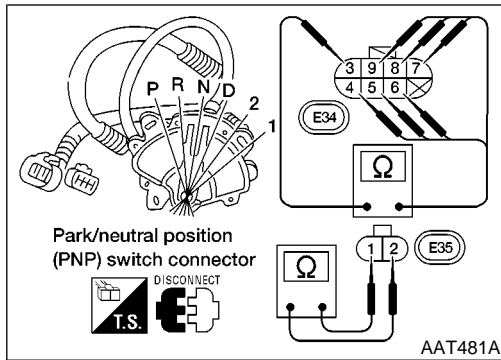
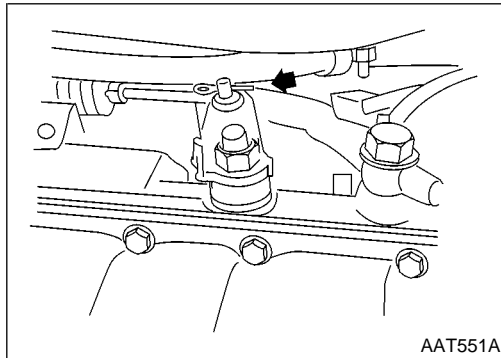
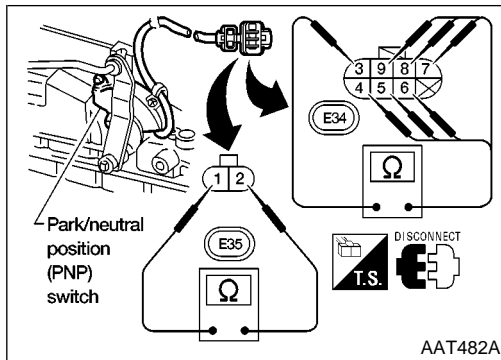
- Check continuity between terminals 1 and 2 and between terminals 3 and (4, 5, 6, 7, 8, 9) while moving manual shaft through each position.

Lever position	P	R	N	D	2	1
Terminal No.	1 - 2	3 - 5	1 - 2	3 - 7	3 - 8	3 - 9
	3 - 4		3 - 6			

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

RE4R01A

Component Inspection (Cont'd)



2. If NG, check again with manual control linkage disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control linkage. Refer to AT-401.
4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to AT-400.
6. If NG on step 4, replace PNP switch.

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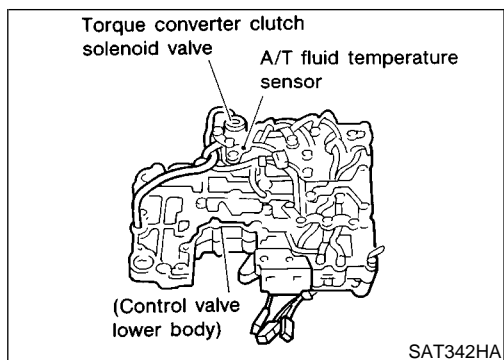
EL

IDX

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

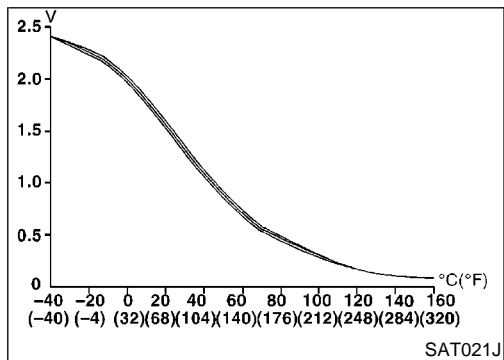
RE4R01A

Description



Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM. NEAT0135



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

NEAT0135S01

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

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

NEAT0135S02

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

ON BOARD DIAGNOSIS LOGIC

NEAT0135S03

Diagnostic trouble code	Malfunction is detected when....	Check item (Possible cause)
(P) : ATF TEMP SEN/CIRC (P) : P0710	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted) • A/T fluid temperature sensor

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0135S04

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

With CONSULT-II

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

With GST

- 1) Follow the procedure “With CONSULT-II”.

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DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

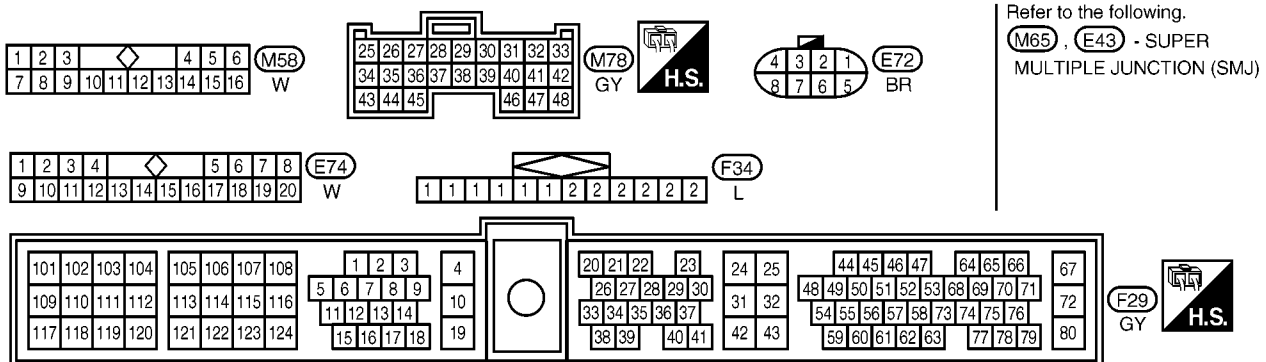
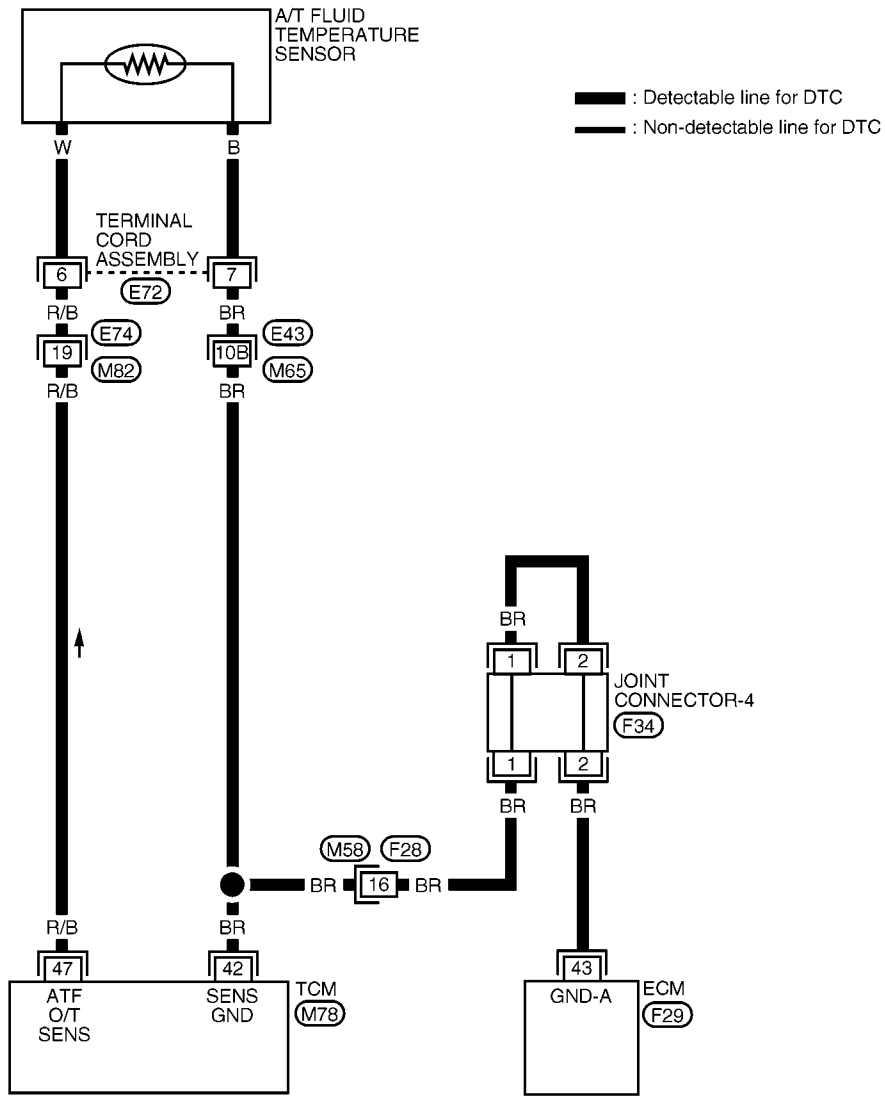
RE4R01A

Wiring Diagram — AT — FTS

Wiring Diagram — AT — FTS

NEAT0136

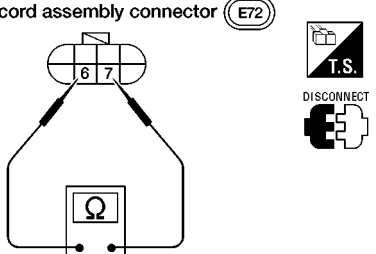
AT-FTS-01



AAT583A

Diagnostic Procedure

NEAT0137

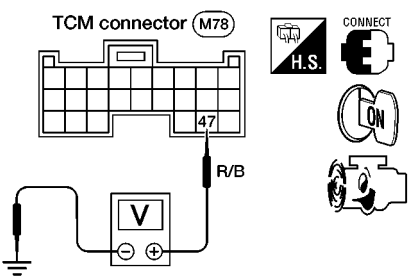
1	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY	
<p>1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminals 6 and 7 when A/T is cold [20°C (68°F)].</p> <div style="text-align: center;"> <p>Terminal cord assembly connector (E72)</p>  <p>The diagram shows a terminal cord assembly connector with terminals 6 and 7. Wires from these terminals are connected to an ohmmeter (Ω symbol). To the right, there is a 'T.S.' (Terminal Short) symbol and a 'DISCONNECT' symbol.</p> </div> <p style="text-align: right;">AAT483A</p>		
Is resistance approx. 2.5 kΩ?		
Yes	▶	GO TO 2.
No	▶	1. Remove oil pan. 2. Check the following items: <ul style="list-style-type: none"> ● A/T fluid temperature sensor Refer to "Component Inspection", AT-249. ● Harness of terminal cord assembly for short or open

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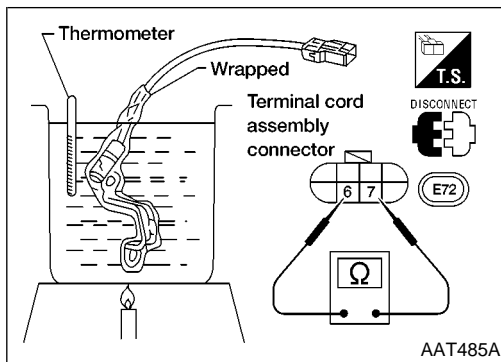
DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

RE4R01A

Diagnostic Procedure (Cont'd)

2	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR														
<p>Ⓜ With CONSULT-II</p> <ol style="list-style-type: none"> Start engine. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. Read out the value of "FLUID TEMP SE". <p>Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> <p style="text-align: right;">SAT614J</p>		DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR															
MONITORING															
VHCL/S SE-A/T	XXX km/h														
VHCL/S SE-MTR	XXX km/h														
THRTL POS SEN	XXX V														
FLUID TEMP SE	XXX V														
BATTERY VOLT	XXX V														
<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> Start engine. Check voltage between TCM harness connector M78 terminal 47 and ground while warming up A/T. <div style="text-align: center;">  </div> <p>Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 3.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td> Check the following item: <ul style="list-style-type: none"> Harness for short or open between TCM and terminal cord assembly (Main harness) </td> </tr> </table> <p style="text-align: right;">AAT484A</p>		OK	▶	GO TO 3.	NG	▶	Check the following item: <ul style="list-style-type: none"> Harness for short or open between TCM and terminal cord assembly (Main harness) 								
OK	▶	GO TO 3.													
NG	▶	Check the following item: <ul style="list-style-type: none"> Harness for short or open between TCM and terminal cord assembly (Main harness) 													

3	CHECK DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-245.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> Perform TCM input/output signal inspection. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

A/T FLUID TEMPERATURE SENSOR

NEAT0138
NEAT0138S01

- For removal, refer to AT-399.
- Check resistance between A/T fluid temperature sensor terminals 6 and 7 while changing temperature as shown at left.

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

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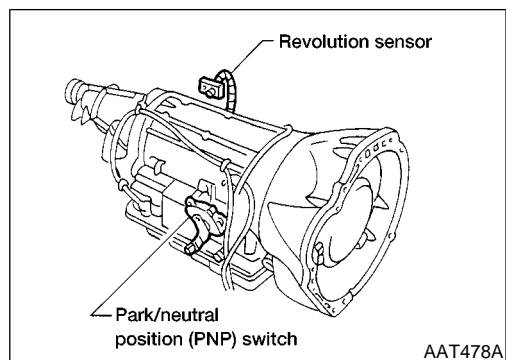
EL

IDX

DTC P0720 VEHICLE SPEED SENSOR-AT (REVOLUTION SENSOR)

RE4R01A

Description



Description

The revolution sensor detects the revolution of the output shaft parking pawl lock gear and emits a pulse signal. The pulse signal is sent to the TCM which converts it into vehicle speed. NEAT0139

TCM TERMINALS AND REFERENCE VALUE

NEAT0139S01

Remarks: Specification data are reference values.

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

ON BOARD DIAGNOSIS LOGIC

NEAT0139S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : VEH SPD SEN/CIR AT (P) : P0720	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted) ● Revolution sensor

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

RE4R01A

Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0139S03

CAUTION:

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

NOTE:

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

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

With CONSULT-II

- Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Drive vehicle and check for an increase of "VHCL/S SE-A/T" value in response to "VHCL/S SE-MTR" value increase.
If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-339.
If the check result is OK, go to following step.
- Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- Start engine and maintain the following conditions for at least 5 consecutive seconds.
VHCL SPEED SE: 30 km/h (19 MPH) or more
THRTL POS SEN: More than 1.2V
Selector lever: D position (O/D ON)
Driving condition: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-253.
If the check result is OK, go to following step.
- Maintain the following conditions for at least 5 consecutive seconds.
CMPS-RPM (REF): 3,500 rpm or more
THRTL POS SEN: More than 1.2V
Selector lever: D position (O/D ON)
Driving condition: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

With GST

- Follow the procedure "With CONSULT-II".

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DTC P0720 VEHICLE SPEED SENSOR-AT (REVOLUTION SENSOR)

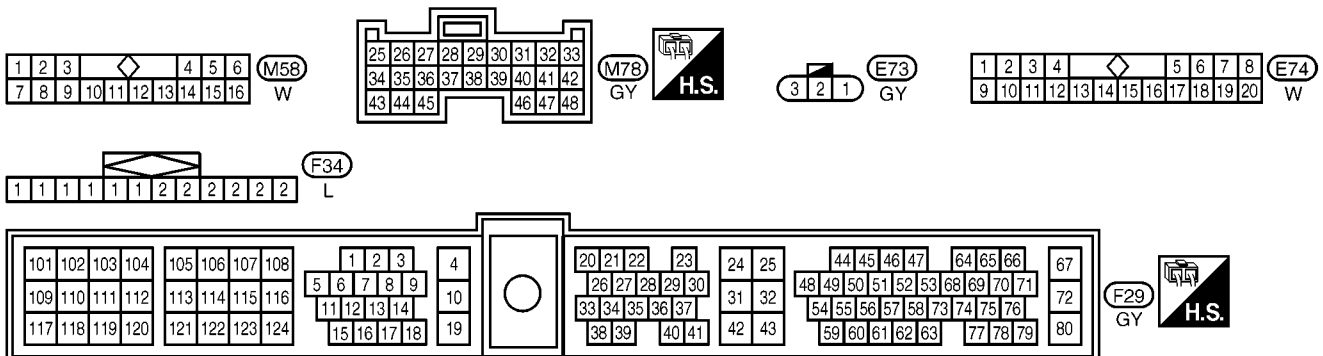
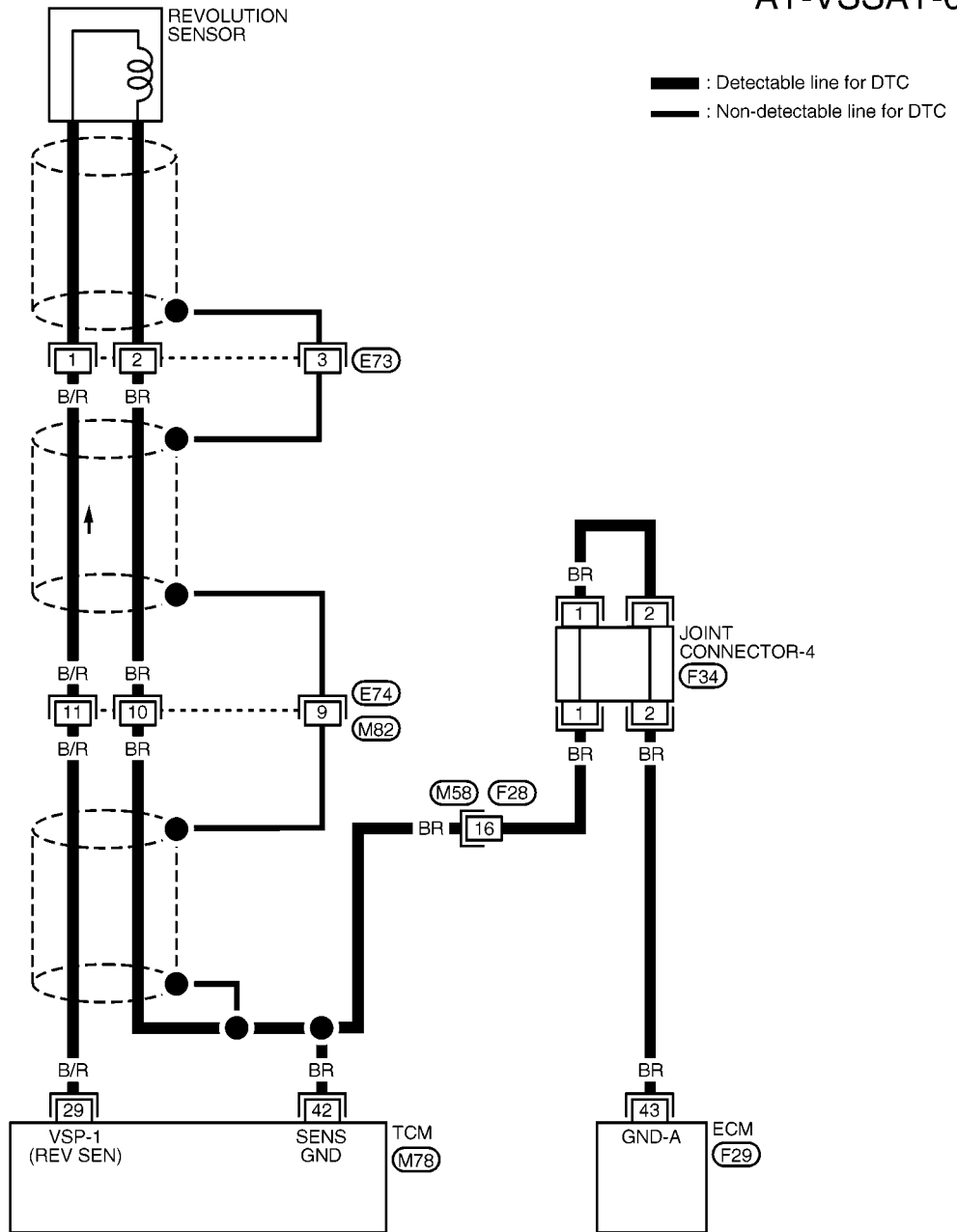
RE4R01A

Wiring Diagram — AT — VSSA/T

Wiring Diagram — AT — VSSA/T

NEAT0140

AT-VSSAT-01



AAT584A

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

RE4R01A

Diagnostic Procedure

Diagnostic Procedure

NEAT0141

1	CHECK REVOLUTION SENSOR	
Refer to "Component Inspection", AT-254.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Repair or replace revolution sensor.

GI
MA
EM

2	CHECK INPUT SIGNAL															
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "VHCL/S SE-A/T" while driving. Check the value changes according to driving speed. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
SAT614J																

LC
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FE
CL
MT
AT

<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Check voltage between TCM harness connector M78 terminal 29 and ground while driving. (Measure with AC range) 		
AAT486A		
<p>Voltage:</p> <p style="padding-left: 20px;">At 0 km/h (0 MPH): 0V</p> <p style="padding-left: 20px;">At 30 km/h (19 MPH): 1V or more</p> <p style="padding-left: 20px;">(Voltage rises gradually in response to vehicle speed.)</p>		
OK or NG		
OK	▶	GO TO 3.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM and revolution sensor (Main harness) ● Harness for short or open between revolution sensor harness connector E73 and ECM harness connector M78 ● Ground circuit for ECM <p>Refer to "TROUBLE DIAGNOSIS FOR POWER SUPPLY", EL-8.</p>

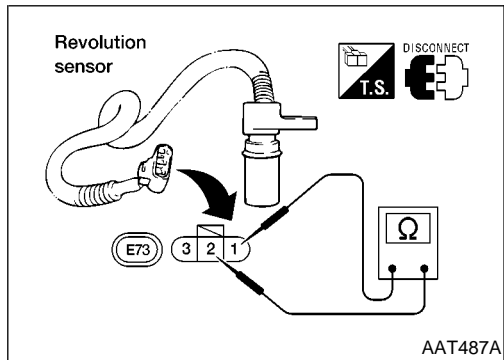
TF
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DTC P0720 VEHICLE SPEED SENSOR-AT (REVOLUTION SENSOR)

RE4R01A

Diagnostic Procedure (Cont'd)

3	CHECK DTC		
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-251.			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector. 	



Component Inspection REVOLUTION SENSOR

NEAT0142

NEAT0142S01

- For removal, refer to AT-399.
- Check resistance between terminals 1 and 2.

Terminal No.		Resistance
1	2	500 - 650Ω

DTC P0725 ENGINE SPEED SIGNAL

RE4R01A

Description


Description

The engine speed signal is sent from the ECM to the TCM. NEAT0143

TCM TERMINALS AND REFERENCE VALUE



NEAT0143S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
39	P/L	Engine speed signal	 <p>When engine runs at idle speed.</p>	0.5 - 2.5V

ON BOARD DIAGNOSIS LOGIC

NEAT0143S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
<p> : ENGINE SPEED SIG</p> <p> : P0725</p>	TCM does not receive the proper voltage signal from ECM.	<ul style="list-style-type: none"> Harness or connectors (The sensor circuit is open or shorted)

GI
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HA
SC
EL
IDX

Description (Cont'd)

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

=NEAT0143S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

Ⓜ With CONSULT-II

- 1) Turn ignition switch ON and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- 2) Start engine and maintain the following conditions for at least 10 consecutive seconds.

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

THRTL POS SEN: More than 1.2V

Selector lever: D position (O/D ON)

Ⓜ With GST

- 1) Follow the procedure "With CONSULT-II".

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DTC P0725 ENGINE SPEED SIGNAL

RE4R01A

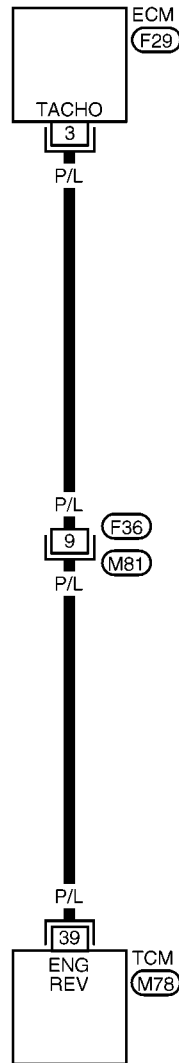
Wiring Diagram — AT — ENGSS

Wiring Diagram — AT — ENGSS

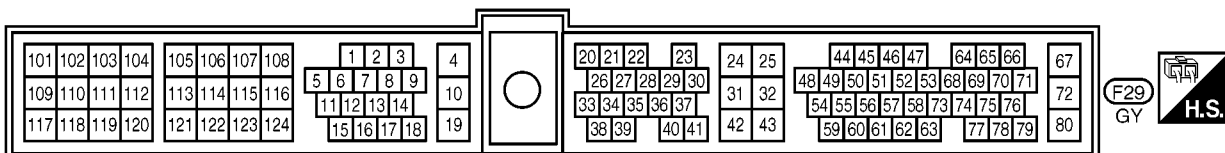
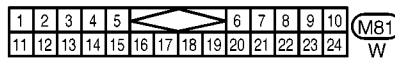
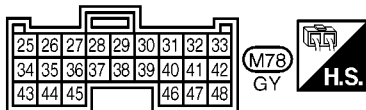
NEAT0144

AT-ENGSS-01

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



- GI
- MA
- EM
- LC
- EC
- FE
- CL
- MT
- AT
- TF
- PD
- AX
- SU
- BR
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- BT
- HA
- SC
- EL
- IDX



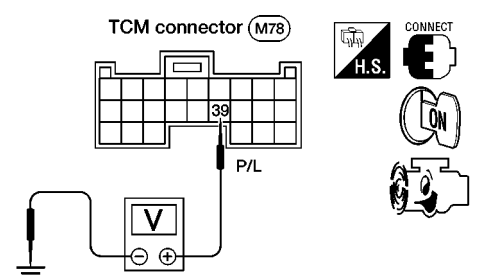


AAT585A

Diagnostic Procedure

NEAT0145

1	CHECK DTC WITH ECM	
Perform diagnostic test mode II (self-diagnostic results) for engine control. Check ignition signal circuit condition.		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Check ignition signal circuit for engine control. Refer to "DTC P1320 IGNITION SIGNAL", <i>EC-1045</i> .

2	CHECK INPUT SIGNAL															
<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "ENGINE SPEED". Check engine speed changes according to throttle position. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th colspan="2">MONITORING</th> </tr> </thead> <tbody> <tr> <td>ENGINE SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>TURBINE REV</td> <td>XXX rpm</td> </tr> <tr> <td>OVERDRIVE SW</td> <td>ON</td> </tr> <tr> <td>PN POSI SW</td> <td>OFF</td> </tr> <tr> <td>R POSITION SW</td> <td>OFF</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		ENGINE SPEED	XXX rpm	TURBINE REV	XXX rpm	OVERDRIVE SW	ON	PN POSI SW	OFF	R POSITION SW	OFF
DATA MONITOR																
MONITORING																
ENGINE SPEED	XXX rpm															
TURBINE REV	XXX rpm															
OVERDRIVE SW	ON															
PN POSI SW	OFF															
R POSITION SW	OFF															
SAT645J																
<p> Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Check voltage between TCM harness connector M78 terminal 39 and ground. 																
																
AAT488A																
Does battery voltage (idle speed) 0.5 - 2.5V?																
Yes	▶	GO TO 3.														
No	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM connector M78 and ECM connector F29 ● Resistor ● Ignition coil Refer to "DTC P1320 IGNITION SIGNAL", <i>EC-1045</i> .														

DTC P0725 ENGINE SPEED SIGNAL

RE4R01A

Diagnostic Procedure (Cont'd)

3	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-256.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

GI

MA

EM

LC

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IDX

DTC P0731 IMPROPER SHIFTING TO 1ST GEAR POSITION RE4R01A

Description

Description


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis. NEAT0146
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0146S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in D ₁ or D ₄)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in D ₂ or D ₃)	1V or less	
12	L/Y	Shift solenoid valve B	When shift solenoid valve B operates. (When driving in D ₁ or D ₂)	Battery voltage	
			When shift solenoid valve B does not operate. (When driving in D ₃ or D ₄)	1V or less	

ON BOARD DIAGNOSIS LOGIC

NEAT0146S02

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

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

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

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

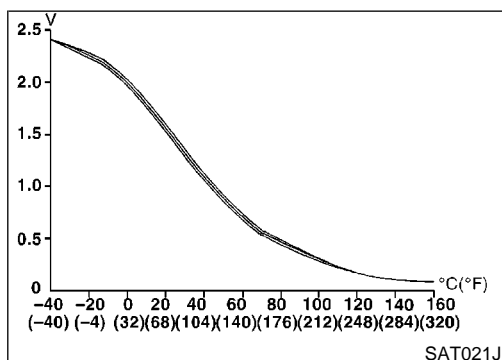
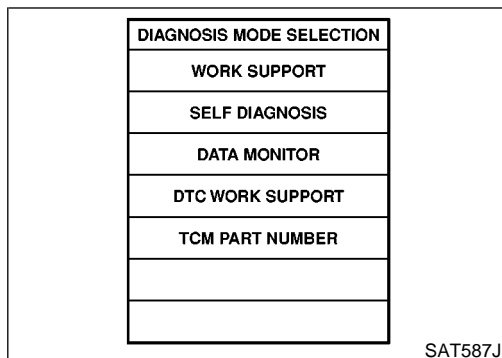
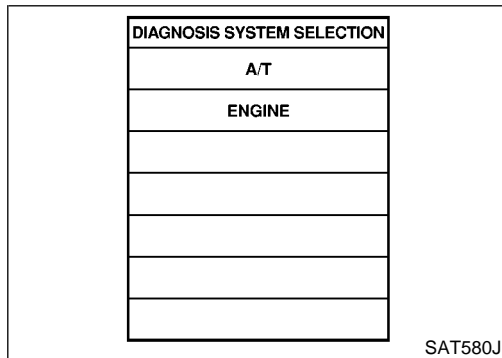
Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck open	2*	2	3	3
In case of gear position with shift solenoid valve B stuck open	4*	3	3	4

*: P0731 is detected.

DTC P0731 IMPROPER SHIFTING TO 1ST GEAR POSITION RE4R01A

Description (Cont'd)

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P : A/T 1ST GR FNCTN P : P0731	A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0146S03

CAUTION:

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

NOTE:

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

TESTING CONDITIONS:

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

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

P With CONSULT-II

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

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select "1ST GR FNCTN P0731" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
- 4) Accelerate vehicle to 17 to 23 km/h (11 to 14 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 1/8 (at all times during step 4)
Selector lever: D position (O/D ON)

- Check that "GEAR" shows 2 after releasing pedal.
- 5) Depress accelerator pedal to WOT (more than 7/8 of "THROTTLE POSI") quickly from a speed of 17 to 23 km/h (11 to 14 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds)
 If the check result NG appears on CONSULT-II screen, go to "DIAGNOSTIC PROCEDURE", AT-264.
 If "STOP VEHICLE" appears on CONSULT-II screen, go to the following step.
- Check that "GEAR" shows 1 when depressing accelerator pedal to WOT.
- If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case

GI
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DTC P0731 IMPROPER SHIFTING TO 1ST GEAR POSITION RE4R01A

Description (Cont'd)

a 1st trip DTC other than P0731 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

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

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-264.
Refer to shift schedule, AT-479.

 **With GST**

- 1) Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — 1ST

NEAT0147

AT-1STSIG-01

GI

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

MA

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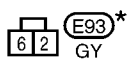
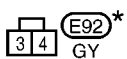
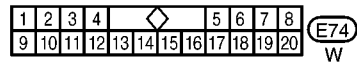
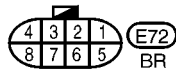
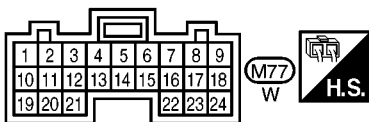
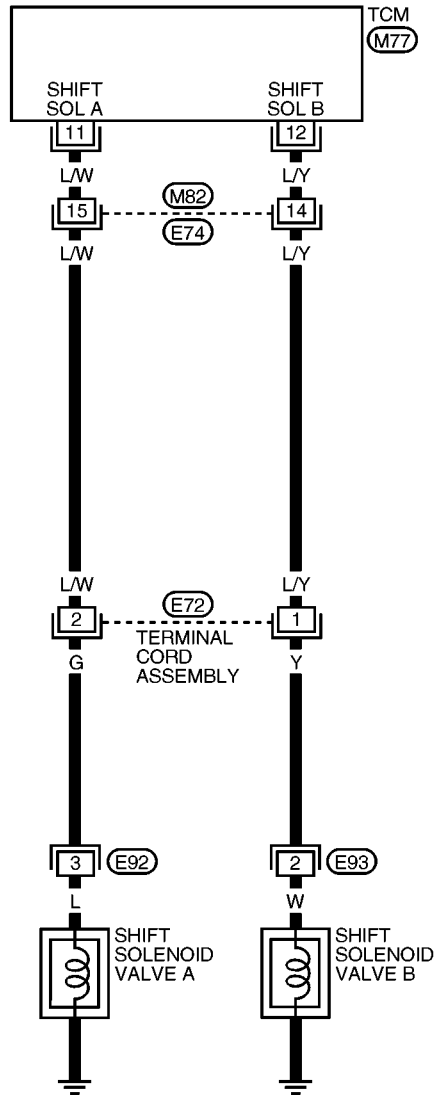
BT

HA

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

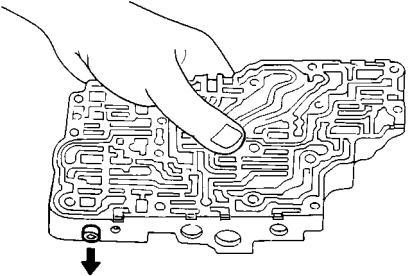
DTC P0731 IMPROPER SHIFTING TO 1ST GEAR POSITION RE4R01A

Diagnostic Procedure

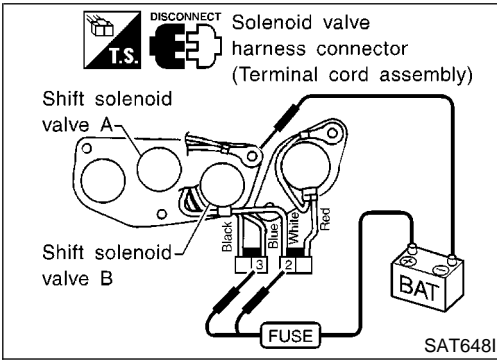
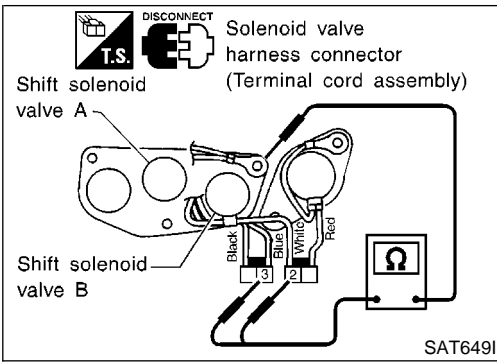
Diagnostic Procedure

NEAT0148

1	CHECK SHIFT SOLENOID VALVE	
<p>1. Remove control valve assembly. Refer to AT-399.</p> <p>2. Check shift solenoid valve operation.</p> <ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B <p>Refer to "Component Inspection", AT-265.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 2.
NG	▶	Repair or replace shift solenoid valve assembly.

2	CHECK CONTROL VALVE	
<p>1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-424.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right;">SAT367H</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 3.
NG	▶	Repair control valve assembly.

3	CHECK DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-261.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	INSPECTION END
NG	▶	Check control valve again. Repair or replace control valve assembly.



Component Inspection
SHIFT SOLENOID VALVE A AND B

=NEAT0149

NEAT0149S01

- For removal, refer to AT-399.

Resistance Check

NEAT0149S0101

- Check resistance between terminals (2 or 3) and ground.

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

Operation Check

NEAT0149S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (2 or 3) and ground.

GI

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TF

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AX

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BR

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RS

BT

HA

SC

EL

IDX

DTC P0732 IMPROPER SHIFTING TO 2ND GEAR POSITION RE4R01A

Description

Description


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis. NEAT0150
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0150S01

Remarks: Specification data are reference values.

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

ON BOARD DIAGNOSIS LOGIC

NEAT0150S02

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

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

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

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

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

*: P0732 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : A/T 2ND SIGNAL (P) : P0732	A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit

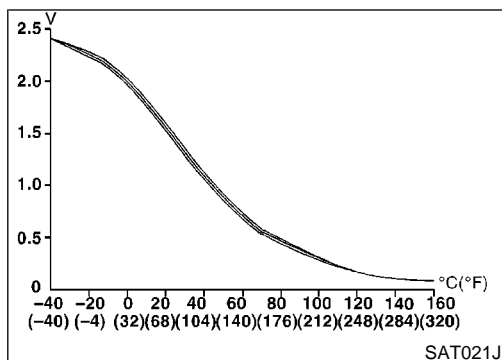
NEAT0150S03

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

CAUTION:

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

NOTE:

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

TESTING CONDITIONS:

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

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

Ⓜ With CONSULT-II

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

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select “2ND GR FNCTN P0732” of “DTC WORK SUPPORT” mode for “A/T” with CONSULT-II and touch “START”.
- 4) Accelerate vehicle to 50 to 55 km/h (31 to 34 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 1/8 (at all times during step 4)
Selector lever: D position (O/D ON)

- Check that “GEAR” shows 3 or 4 after releasing pedal.
- 5) Depress accelerator pedal to WOT (more than 7/8 of “THROTTLE POSI”) quickly from a speed of 50 to 55 km/h (31 to 34 MPH) until “TESTING” changes to “STOP VEHICLE” or “COMPLETED”. (It will take approximately 3 seconds.)
 If the check result NG appears on CONSULT-II screen, go to “DIAGNOSTIC PROCEDURE”, AT-270.
 If “STOP VEHICLE” appears on CONSULT-II screen, go to following step.
 - Check that “GEAR” shows 2 when depressing accelerator pedal to WOT.
 - If “TESTING” does not appear on CONSULT-II for a long time, select “SELF-DIAG RESULTS” for “ENGINE”. In case a 1st trip DTC other than P0732 is shown, refer to applicable “TROUBLE DIAGNOSIS FOR DTC”.
- 6) Stop vehicle.
 - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

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

- 8) Make sure that “OK” is displayed. (If “NG” is displayed, refer

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DTC P0732 IMPROPER SHIFTING TO 2ND GEAR POSITION RE4R01A

Description (Cont'd)

to "DIAGNOSTIC PROCEDURE".) Refer to "DIAGNOSTIC PROCEDURE", AT-270. Refer to shift schedule, AT-479.

 **With GST**

- 1) Follow the procedure "With CONSULT-II".

DTC P0732 IMPROPER SHIFTING TO 2ND GEAR POSITION RE4R01A

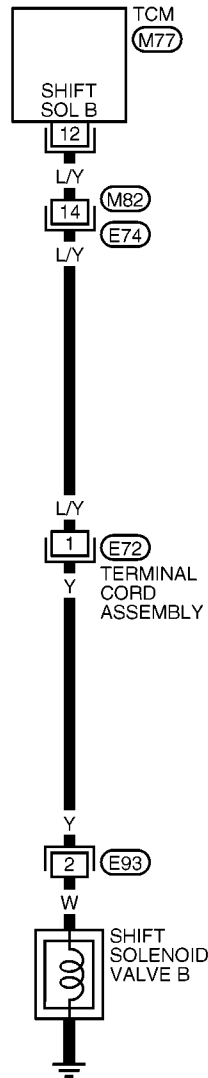
Wiring Diagram — AT — 2ND

Wiring Diagram — AT — 2ND

NEAT0151

AT-2NDSIG-01

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



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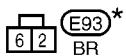
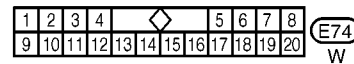
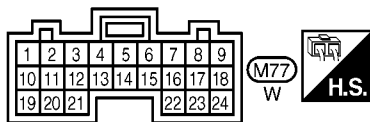
BT

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

AAT587A

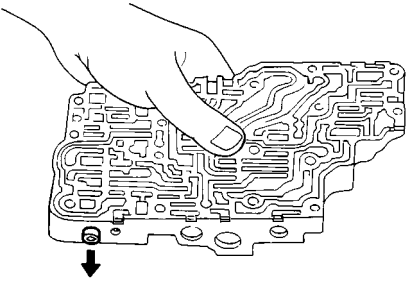
DTC P0732 IMPROPER SHIFTING TO 2ND GEAR POSITION RE4R01A

Diagnostic Procedure

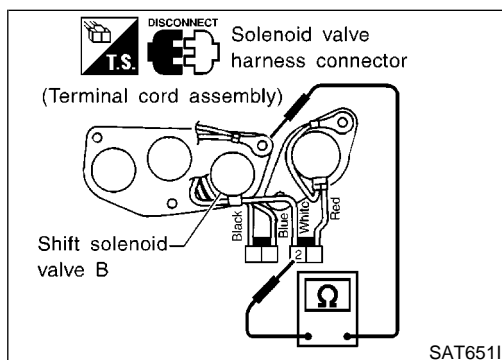
Diagnostic Procedure

NEAT0152

1	CHECK SHIFT SOLENOID VALVE		
<p>1. Remove control valve assembly. Refer to AT-399.</p> <p>2. Check shift solenoid valve operation.</p> <ul style="list-style-type: none"> ● Shift solenoid valve B <p>Refer to "Component Inspection", AT-270.</p> <p style="text-align: center;">OK or NG</p>			
OK		▶	GO TO 2.
NG		▶	Repair or replace shift solenoid valve assembly.

2	CHECK CONTROL VALVE		
<p>1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-424.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right; margin-right: 50px;">SAT367H</p> <p style="text-align: center;">OK or NG</p>			
OK		▶	GO TO 3.
NG		▶	Repair control valve assembly.

3	CHECK DTC		
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-267.</p> <p style="text-align: center;">OK or NG</p>			
OK		▶	INSPECTION END
NG		▶	Check control valve again. Repair or replace control valve assembly.



Component Inspection SHIFT SOLENOID VALVE B

NEAT0153

NEAT0153S01

- For removal, refer to AT-399.

Resistance Check

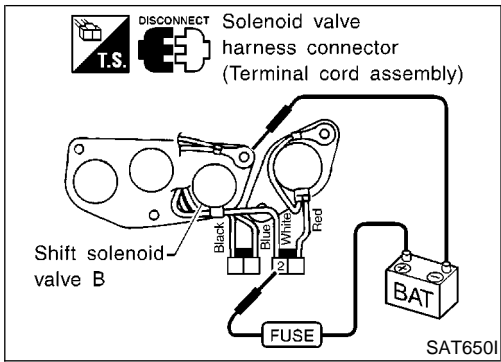
NEAT0153S0101

- Check resistance between terminal 2 and ground.

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

DTC P0732 IMPROPER SHIFTING TO 2ND GEAR POSITION RE4R01A

Component Inspection (Cont'd)



Operation Check

NEAT0153S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 2 and ground.

GI

MA

EM

LC

EC

FE

CL

MT

AT

TF

PD

AX

SU

BR

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RS

BT

HA

SC

EL

IDX

DTC P0733 IMPROPER SHIFTING TO 3RD GEAR POSITION RE4R01A

Description

Description


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis. NEAT0154
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0154S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in D ₁ or D ₄)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in D ₂ or D ₃)	1V or less	

ON BOARD DIAGNOSIS LOGIC

NEAT0154S02

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

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

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

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

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

*: P0733 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P : A/T 3RD GR FNCTN P : P0733	A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit

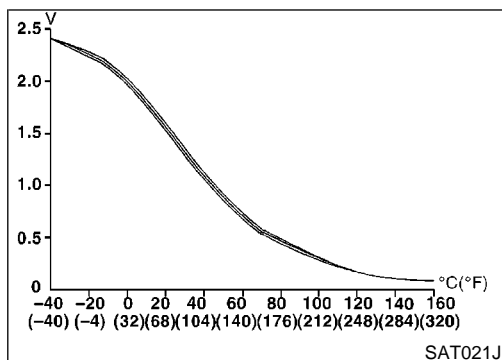
NEAT0154S03

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

CAUTION:

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

NOTE:

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

TESTING CONDITIONS:

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

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

Ⓜ With CONSULT-II

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

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select “3RD GR FNCTN P0733” of “DTC WORK SUPPORT” mode for “A/T” with CONSULT-II and touch “START”.
- 4) Accelerate vehicle to 70 to 85 km/h (43 to 53 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 1/8 (at all times during step 4)
Selector lever: D position (O/D ON)

- Check that “GEAR” shows 4 after releasing pedal.
- 5) Depress accelerator pedal steadily with 3.5/8 - 4.5/8 of “THROTTLE POSI” from a speed of 70 to 85 km/h (43 to 53 MPH) until “TESTING” changes to “STOP VEHICLE” or “COMPLETED”. (It will take approximately 3 seconds.)
 If the check result NG appears on CONSULT-II screen, go to “DIAGNOSTIC PROCEDURE”, AT-276.
 If “STOP VEHICLE” appears on CONSULT-II screen, go to following step.
 - Check that “GEAR” shows 3 when depressing accelerator pedal with 3.5/8 - 4.5/8 of “THROTTLE POSI”.
 - If “TESTING” does not appear on CONSULT-II for a long time, select “SELF-DIAG RESULTS” for “ENGINE”. In case a 1st trip DTC other than P0733 is shown, refer to applicable “TROUBLE DIAGNOSIS FOR DTC”.
 - 6) Stop vehicle.
 - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

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

- 8) Make sure that “OK” is displayed. (If “NG” is displayed, refer

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DTC P0733 IMPROPER SHIFTING TO 3RD GEAR POSITION RE4R01A

Description (Cont'd)

to "DIAGNOSTIC PROCEDURE".) Refer to "DIAGNOSTIC PROCEDURE", AT-276.

Refer to shift schedule, AT-479.

 **With GST**

- 1) Follow the procedure "With CONSULT-II".

DTC P0733 IMPROPER SHIFTING TO 3RD GEAR POSITION RE4R01A

Wiring Diagram — AT — 3RD

Wiring Diagram — AT — 3RD

NEAT0155

AT-3RDSIG-01

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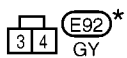
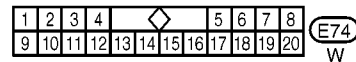
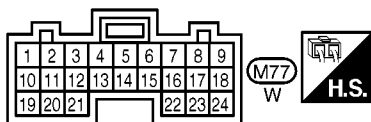
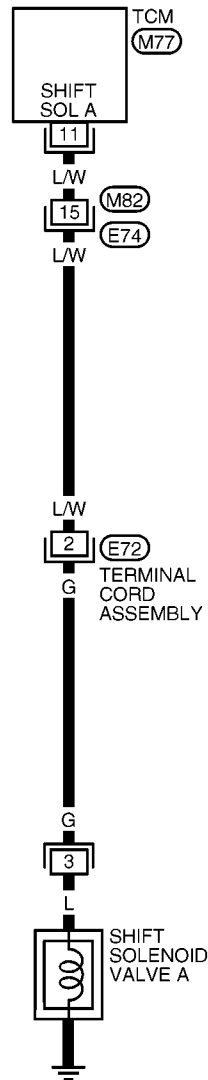
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— : Detectable line for DTC
— : Non-detectable line for DTC



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

AAT588A

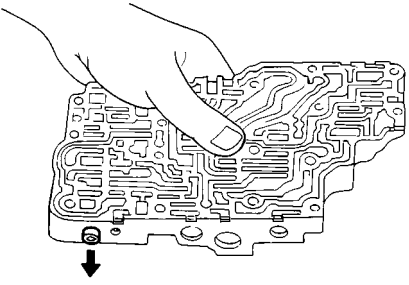
DTC P0733 IMPROPER SHIFTING TO 3RD GEAR POSITION RE4R01A

Diagnostic Procedure

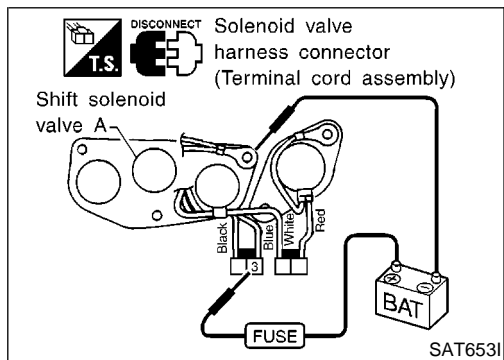
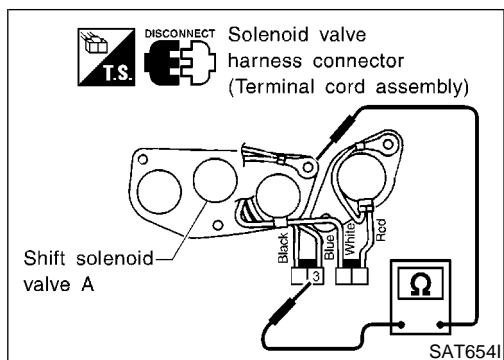
Diagnostic Procedure

NEAT0156

1	CHECK SHIFT SOLENOID VALVE		
1. Remove control valve assembly. Refer to AT-399. 2. Check shift solenoid valve operation. <ul style="list-style-type: none">● Shift solenoid valve A Refer to "Component Inspection", AT-277.			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Repair or replace shift solenoid valve assembly.	

2	CHECK CONTROL VALVE		
1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-424. 2. Check to ensure that: <ul style="list-style-type: none">● Valve, sleeve and plug slide along valve bore under their own weight.● Valve, sleeve and plug are free from burrs, dents and scratches.● Control valve springs are free from damage, deformation and fatigue.● Hydraulic line is free from obstacles.			
			
SAT367H			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Repair control valve assembly.	

3	CHECK DTC		
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-273.			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	Check control valve again. Repair or replace control valve assembly.	



Component Inspection
SHIFT SOLENOID VALVE A

=NEAT0157

NEAT0157S01

- For removal, refer to AT-399.

Resistance Check

NEAT0157S0101

- Check resistance between terminal 3 and ground.

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

Operation Check

NEAT0157S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 3 and ground.

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DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

Description

Description

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis. NEAT0158
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NEAT0158S01

Remarks: Specification data are reference values.



Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up OFF	Approximately 4%
	↓	
	Lock-up ON	Approximately 94%
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓	
	Large throttle opening (High line pressure)	Approximately 95%

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0158S02

Remarks: Specification data are reference values.

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

DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

Description (Cont'd)

Terminal No.	Wire color	Item	Condition	Judgement standard
11	L/W	Shift solenoid valve A	When shift solenoid valve A operates. (When driving in D ₁ or D ₄ .)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in D ₂ or D ₃ .)	1V or less
12	L/Y	Shift solenoid valve B	When shift solenoid valve B operates. (When driving in D ₁ or D ₂ .)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in D ₃ or D ₄ .)	1V or less



ON BOARD DIAGNOSIS LOGIC

NEAT0158S03

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

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes
 If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction.

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

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

*: P0734 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : A/T 4TH GR FNCTN (P) : P0734	A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit

DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

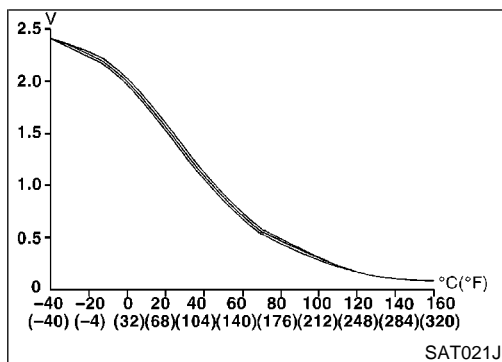
Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0158S04

CAUTION:

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

NOTE:

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

TESTING CONDITIONS:

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

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

Ⓜ With CONSULT-II

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

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select "4TH GR FNCTN P0734" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
- 4) Accelerate vehicle to 50 to 60 km/h (31 to 37 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 5.5/8 (at all times during step 4)

Selector lever: D position (O/D ON)

- Check that "GEAR" shows 3 after releasing pedal.
- 5) Depress accelerator pedal steadily with 1/8 - 2/8 of "THROTTLE POSI" from a speed of 50 to 60 km/h (31 to 37 MPH) until "TESTING" has turned to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)
If the check result NG appears on CONSULT-II screen, go to "DIAGNOSTIC PROCEDURE", AT-283.
If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.
 - Check that "GEAR" shows 4 when depressing accelerator pedal with 1/8 - 2/8 of "THROTTLE POSI".
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS" for "ENGINE". In case a 1st trip DTC other than P0734 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
 - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

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

DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

Description (Cont'd)

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".) Refer to "DIAGNOSTIC PROCEDURE", AT-283.
Refer to shift schedule, AT-479.



With GST

- 1) Follow the procedure "With CONSULT-II."

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EM

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DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

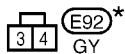
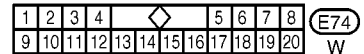
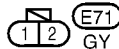
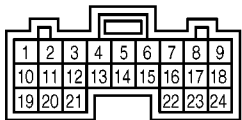
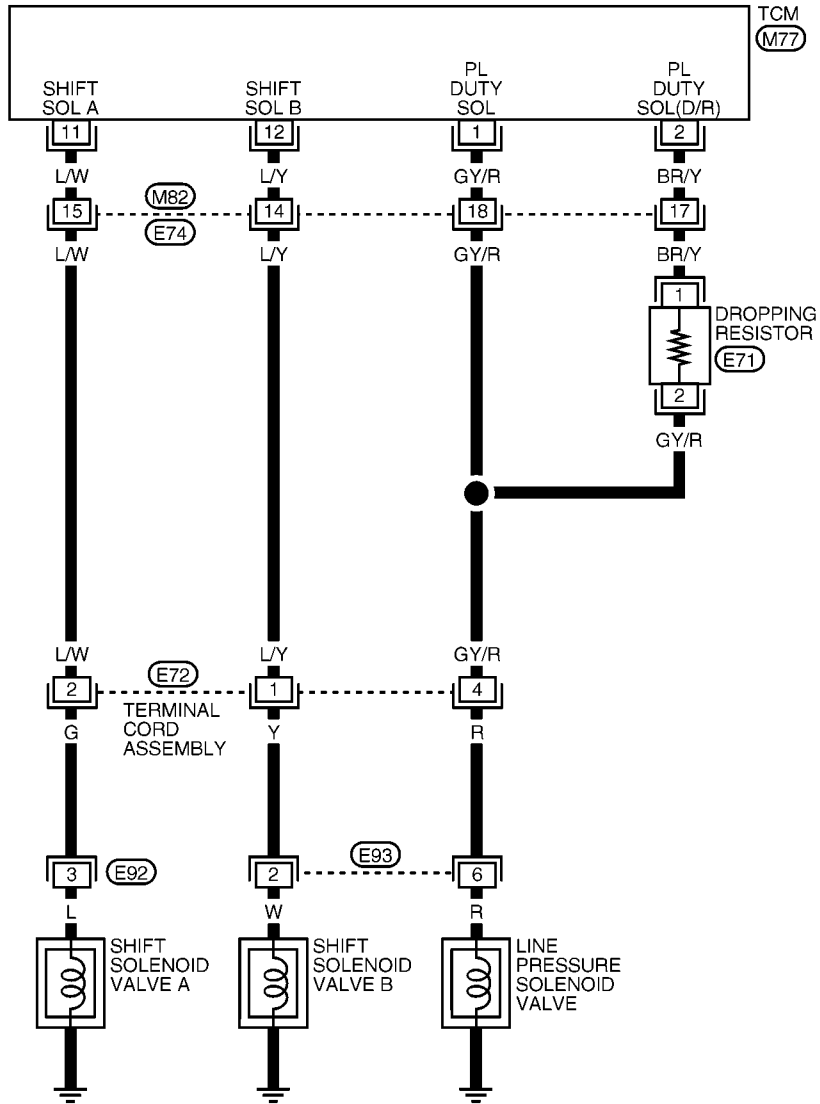
Wiring Diagram — AT — 4TH

Wiring Diagram — AT — 4TH

NEAT0159

AT-4THSIG-01

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

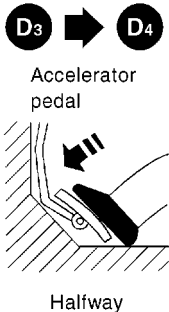


* : This connector is not shown in "HARNESS LAYOUT" of EL section.

AAT589A

Diagnostic Procedure

NEAT0160

1	CHECK SHIFT UP (D₃ TO D₄)	
During "Cruise test – Part 1", AT-221. Does A/T shift from D ₃ to D ₄ at the specified speed?		
		
SAT988H		
Yes or No		
Yes	▶	• GO TO 9.
No	▶	GO TO 2.

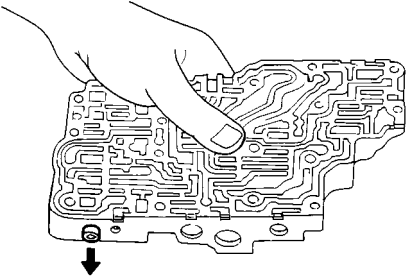
2	CHECK LINE PRESSURE	
Perform line pressure test. Refer to AT-211.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 7.

3	CHECK SOLENOID VALVES	
1. Remove control valve assembly. Refer to AT-399. 2. Refer to "Component Inspection", AT-286.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Replace solenoid valve assembly.

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DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

Diagnostic Procedure (Cont'd)

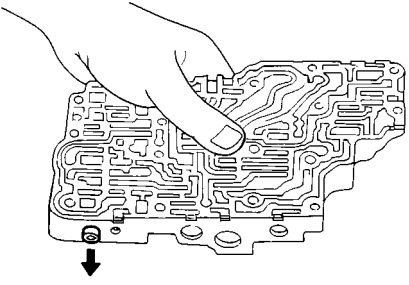
4	CHECK CONTROL VALVE	
<p>1. Disassemble control valve assembly. Refer to AT-424.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. 		
		
SAT367H		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair control valve.

5	CHECK SHIFT UP (D₃ TO D₄)	
Does A/T shift from D ₃ to D ₄ at the specified speed?		
Yes or No		
Yes	▶	GO TO 9.
No	▶	Check control valve again. Repair or replace control valve assembly.

6	CHECK LINE PRESSURE SOLENOID VALVE	
<p>1. Remove control valve assembly. Refer to AT-399.</p> <p>2. Refer to "Component Inspection", AT-286.</p>		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace solenoid valve assembly.

DTC P0734 IMPROPER SHIFTING TO 4TH GEAR POSITION RE4R01A

Diagnostic Procedure (Cont'd)

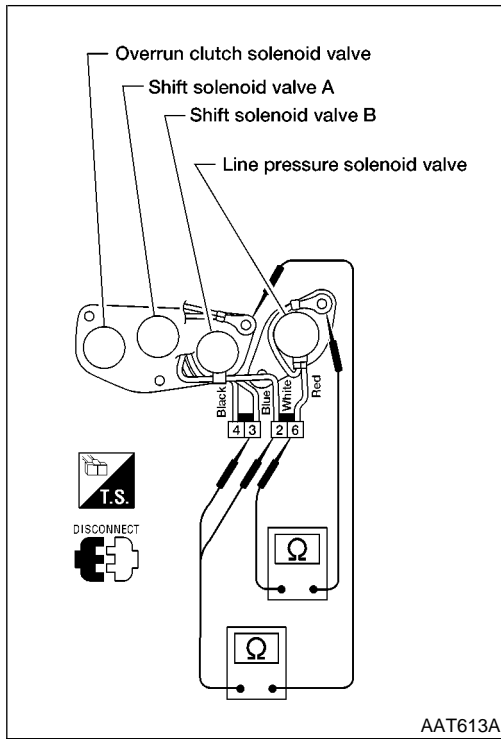
7	CHECK CONTROL VALVE		
<p>1. Disassemble control valve assembly. Refer to AT-424.</p> <p>2. Check line pressure circuit valves for sticking.</p> <ul style="list-style-type: none"> ● Pressure regulator valve ● Pilot valve ● Pressure modifier valve 			
			
SAT367H			
OK or NG			
OK	▶	GO TO 8.	
NG	▶	Repair control valve.	

8	CHECK SHIFT UP (D₃ TO D₄)		
Does A/T shift from D ₃ to D ₄ at the specified speed?			
OK or NG			
OK	▶	GO TO 9.	
NG	▶	Check control valve again. Repair or replace control valve assembly.	

9	CHECK DTC		
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-280.			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	Perform "Cruise test — Part 1" again and return to the start point of this flow chart.	

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Component Inspection



Component Inspection
SOLENOID VALVES

NEAT0161

NEAT0161S01

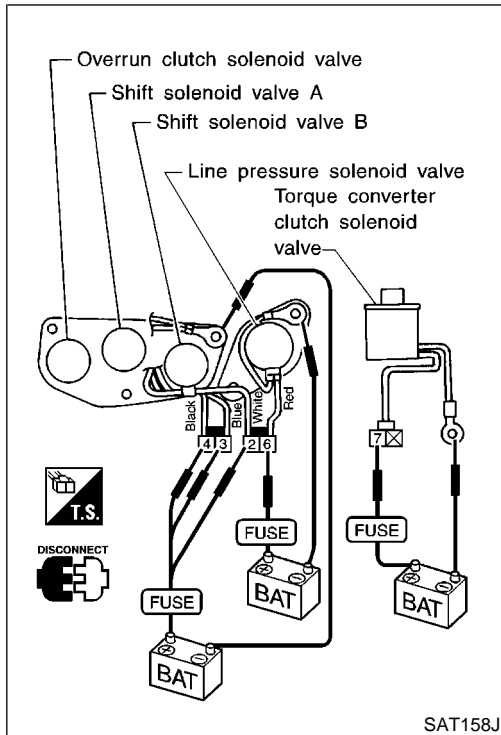
- For removal, refer to AT-399.

Resistance Check

NEAT0161S0101

- Check resistance between terminals (3, 2, or 6) and ground.

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



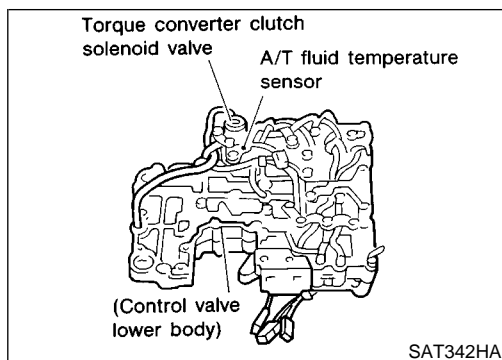
Operation Check

NEAT0161S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (3, 2, 4, 6 or 7) and ground.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

RE4R01A
Description



Description

The torque converter clutch solenoid valve is activated, with the gear in D₄, by the TCM in response to signals sent from the vehicle speed and throttle position sensors. Lock-up piston operation will then be controlled.

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

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


CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

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

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P : TCC SOLENOID/CIRC P0740	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> • Harness or connectors (The solenoid circuit is open or shorted.) • T/C clutch solenoid valve

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

RE4R01A

Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0162S04

NOTE:

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

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

With CONSULT-II

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

With GST

- 1) Follow the procedure "With CONSULT-II".

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

RE4R01A

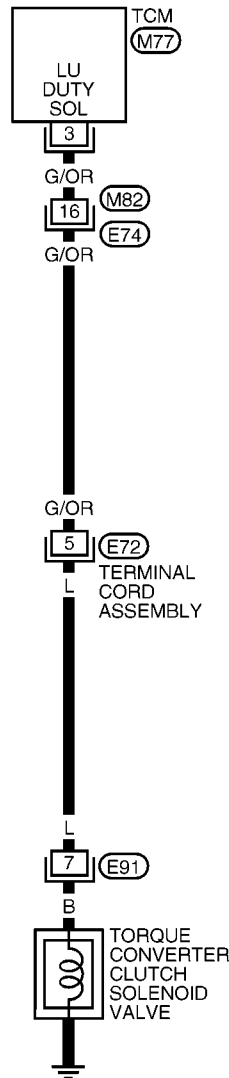
Wiring Diagram — AT — TCV

Wiring Diagram — AT — TCV

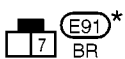
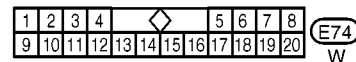
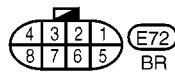
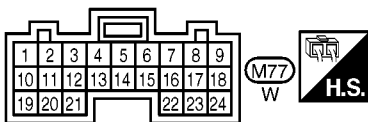
NEAT0163

AT-TCV-01

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



- GI
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- EM
- LC
- EC
- FE
- CL
- MT
- AT
- TF
- PD
- AX
- SU
- BR
- ST
- RS
- BT
- HA
- SC
- EL
- IDX



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

AAT590A

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

RE4R01A

Diagnostic Procedure

Diagnostic Procedure

NEAT0164

1	CHECK GROUND CIRCUIT
1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminal 5 and ground. Refer to wiring diagram. Is resistance approx. 10 - 20 Ω?	
Yes	▶ GO TO 2.
No	▶ 1. Remove oil pan. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none">• Torque converter clutch solenoid valve Refer to "Component Inspection", AT-291.• Harness of terminal cord assembly for short or open

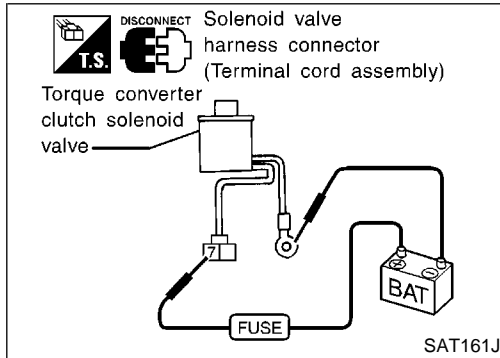
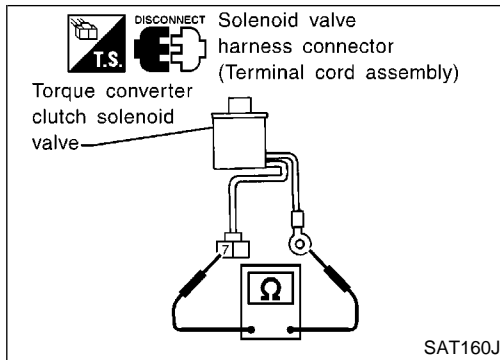
2	CHECK RESISTANCE
1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal cord assembly connector E72 terminal 5 and TCM harness connector M77 terminal 3. Refer to wiring diagrams. If OK, check harness for short to ground and short to power. Is resistance approx. 0 Ω?	
Yes	▶ GO TO 3.
No	▶ Repair open circuit or short to ground or short to power in harness or connectors.

3	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-288. OK or NG	
OK	▶ INSPECTION END
NG	▶ 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

RE4R01A

Component Inspection



Component Inspection

TORQUE CONVERTER CLUTCH SOLENOID VALVE

=NEAT0165
NEAT0165S01

- For removal, refer to AT-399.

Resistance Check

NEAT0165S0101

- Check resistance between torque converter clutch solenoid valve terminal 7 and ground.

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

Operation Check

NEAT0165S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 7 and ground.

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IDX

Description

Description

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis. NEAT0166
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position, or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted), but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NEAT0166S01




Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0166S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	GY/R	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	BR/Y	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
3	G/OR	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less

ON BOARD DIAGNOSIS LOGIC

=NEAT0166S03

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

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

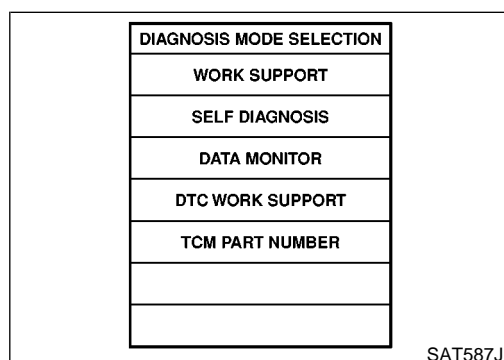
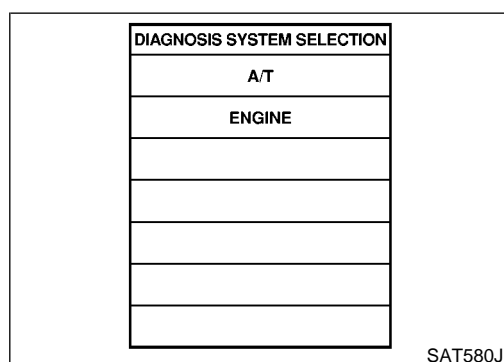
If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction.

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

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

*: P0744 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓟ : A/T TCC S/V FNCTN	A/T cannot perform lock-up even if electrical circuit is good.	<ul style="list-style-type: none"> ● Line pressure solenoid valve ● Torque converter clutch solenoid valve ● Each clutch ● Hydraulic control circuit
Ⓢ : P0744		



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0166S04

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

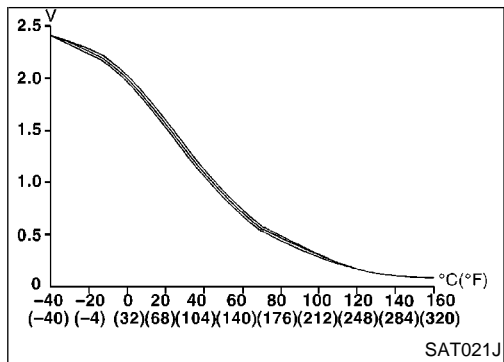
If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch OFF and wait at least 5 seconds before conducting the next test.

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

Ⓟ With CONSULT-II

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

Description (Cont'd)



- 4) Accelerate vehicle to more than 70 km/h (43 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETED". (It will take approximately 30 seconds after "TESTING" shows.)

THROTTLE POSI: 1/8 - 2/8 (at all times during step 4)

Selector lever: D position (O/D ON)

TCC S/V DUTY: More than 94%

VHCL/S SE-A/T: Constant speed of more than 70 km/h (43 MPH)

- Check that "GEAR" shows 4.
 - For shift schedule, refer to SDS, AT-479.
 - If "TESTING" does not appear on CONSULT II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 5) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-296.
Refer to shift schedule, AT-479.

**With GST**

- 1) Follow the procedure "With CONSULT-II".

DTC P0744 IMPROPER LOCK-UP OPERATION

RE4R01A

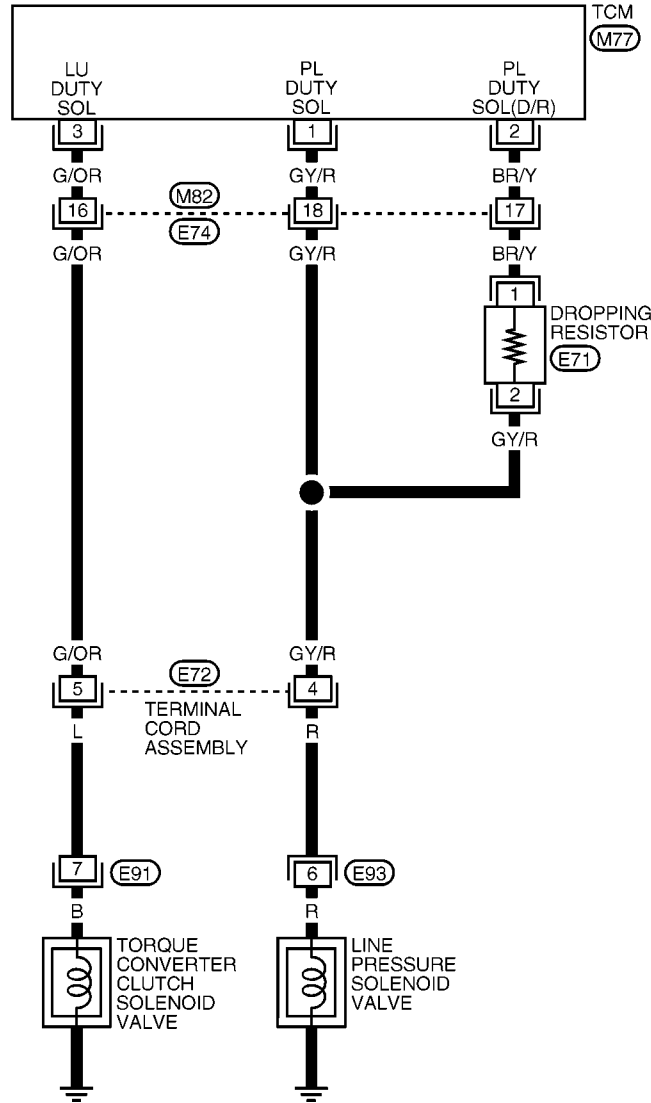
Wiring Diagram — AT — TCCSIG

Wiring Diagram — AT — TCCSIG

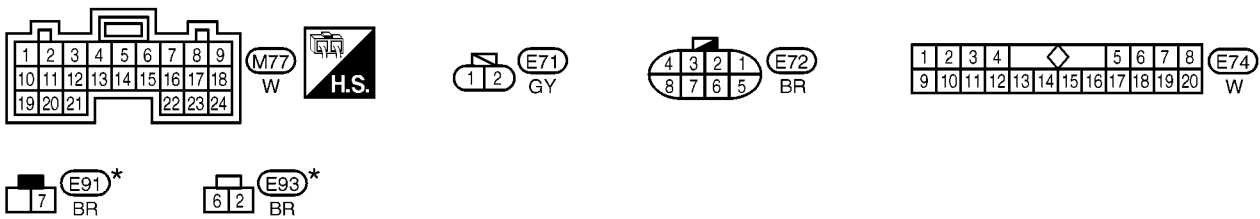
NEAT0167

AT-TCCSIG-01

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



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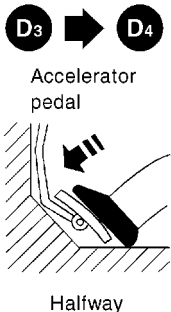


* : This connector is not shown in "HARNESS LAYOUT" of EL section.

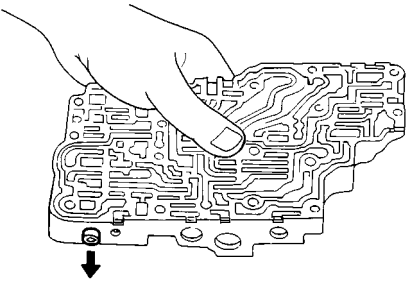
AAT591A

Diagnostic Procedure

=NEAT0168

1	CHECK SHIFT UP (D₃ TO D₄)	<p>During "Cruise test – Part 1", AT-221. Does A/T shift from D₃ to D₄ at the specified speed?</p> <div style="text-align: center;">  <p>Accelerator pedal</p> <p>Halfway</p> </div> <p style="text-align: right;">SAT988H</p>
Yes or No		
Yes	▶	<ul style="list-style-type: none"> ● GO TO 10. ● And check for proper lock-up.
No	▶	GO TO 2.

2	CHECK LINE PRESSURE	<p>Perform line pressure test. Refer to AT-211.</p> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 3.
NG	▶	GO TO 6.

3	CHECK CONTROL VALVE	<p>1. Disassemble control valve assembly. Refer to AT-424. 2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. <div style="text-align: center;">  </div> <p style="text-align: right;">SAT367H</p>
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair control valve.

DTC P0744 IMPROPER LOCK-UP OPERATION

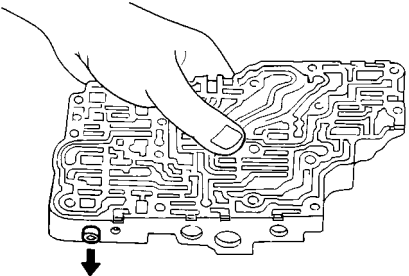
RE4R01A

Diagnostic Procedure (Cont'd)

4	CHECK SHIFT UP (D₃ TO D₄)
Does A/T shift from D ₃ to D ₄ at the specified speed?	
Yes or No	
Yes	▶ GO TO 5.
No	▶ Check control valve again. Repair or replace control valve assembly.

5	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-293.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ <ul style="list-style-type: none"> ● GO TO 10. ● And check for proper lock-up.

6	CHECK LINE PRESSURE SOLENOID VALVE
<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-399. 2. Check line pressure solenoid valve operation. Refer to AT-300. 	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Replace solenoid valve assembly.

7	CHECK CONTROL VALVE
<ol style="list-style-type: none"> 1. Disassemble control valve assembly. Refer to AT-424. 2. Check line pressure circuit valves for sticking. <ul style="list-style-type: none"> ● Pressure regulator valve ● Pilot valve ● Pressure modifier valve 	
	
SAT367H	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Repair control valve.

8	CHECK SHIFT UP (D₃ TO D₄)
Does A/T shift from D ₃ to D ₄ at the specified speed?	
Yes or No	
Yes	▶ GO TO 9.
No	▶ Check control valve again. Repair or replace control valve assembly.

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DTC P0744 IMPROPER LOCK-UP OPERATION

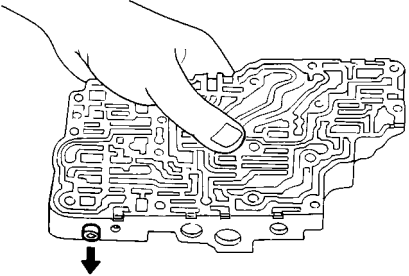
RE4R01A

Diagnostic Procedure (Cont'd)

9	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-293.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ <ul style="list-style-type: none">• GO TO 10.• And check for proper lock-up.

10	CHECK LOCK-UP CONDITION
During "Cruise test – Part 1", AT-221, Does A/T perform lock-up at the specified speed?	
Yes or No	
Yes	▶ Perform "Cruise test – Part 1" again and return to the start point of this flow chart.
No	▶ GO TO 11.

11	CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE
1. Remove control valve assembly. Refer to AT-399. 2. Check torque converter clutch solenoid valve operation. Refer to AT-300.	
OK or NG	
OK	▶ GO TO 12.
NG	▶ Replace solenoid valve assembly.

12	CHECK CONTROL VALVE
1. Disassemble control valve assembly. Refer to AT-424. 2. Check control valves for sticking. <ul style="list-style-type: none">• Torque converter clutch control valve• Torque converter clutch relief valve	
	
SAT367H	
OK or NG	
OK	▶ GO TO 13.
NG	▶ Repair control valve

13	CHECK LOCK-UP CONDITION
Does A/T perform lock-up at the specified speed?	
Yes or No	
Yes	▶ GO TO 14.
No	▶ Check control valve again. Repair or replace control valve assembly.

DTC P0744 IMPROPER LOCK-UP OPERATION

RE4R01A

Diagnostic Procedure (Cont'd)

14	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-293.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Perform "Cruise test — Part 1" again and return to the start point of this flow chart.

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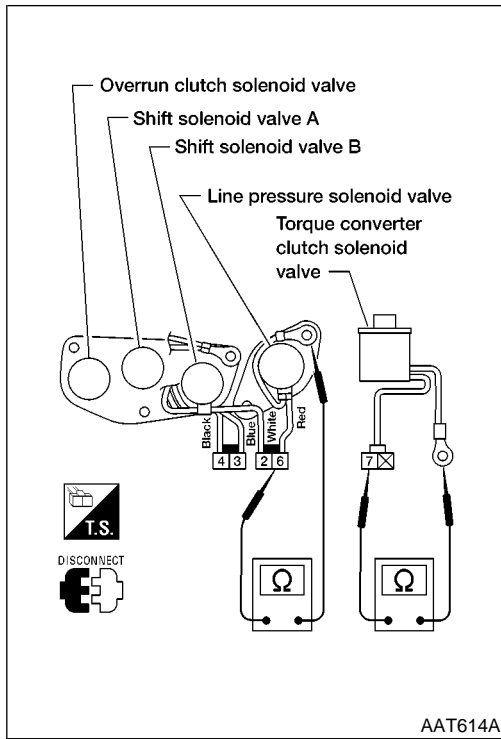
BT

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Component Inspection SOLENOID VALVES

=NEAT0169

NEAT0169S01

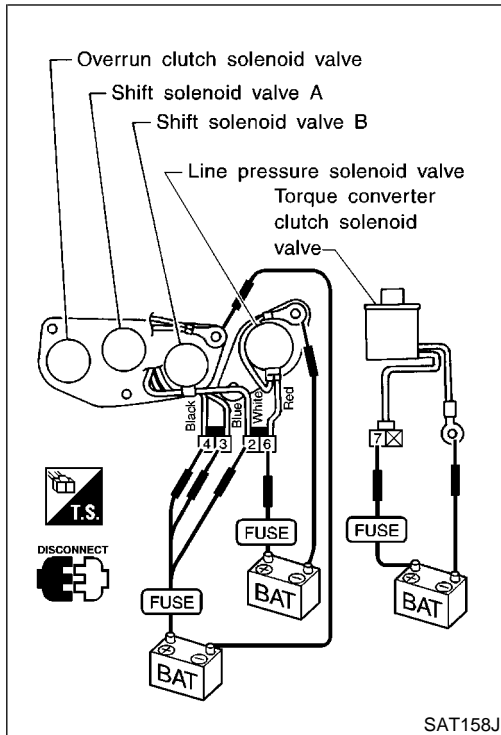
- For removal, refer to AT-399.

Resistance Check

NEAT0169S0101

- Check resistance between terminals (6, 7) and ground.

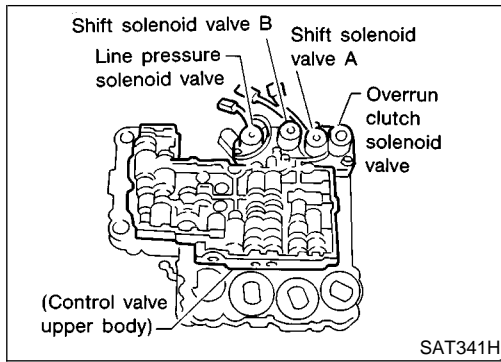
Solenoid valve	Terminal No.	Resistance (Approx.)
Line pressure solenoid valve	6	2.5 - 5 Ω
	Ground	
Torque converter clutch solenoid valve	7	10 - 20 Ω



Operation Check

NEAT0169S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (3, 2, 4, 6 or 7) and ground.



Description

The line pressure solenoid valve regulates the oil pump discharge pressure to suit the driving condition in response to a signal sent from the TCM. NEAT0170

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

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NEAT0170S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	Large throttle opening (High line pressure)	Approximately 95%

NOTE:

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0170S02

Remarks: Specification data are reference values.

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

ON BOARD DIAGNOSIS LOGIC

NEAT0170S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : L/PRESS SOL/CIRC (P) : P0745	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> Harness or connectors (The solenoid circuit is open or shorted) Line pressure solenoid valve

Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0170S04

NOTE:

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

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

 **With CONSULT-II**

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

 **With GST**

- 1) Follow the procedure “With CONSULT-II”.

DTC P0745 LINE PRESSURE SOLENOID VALVE

RE4R01A

Wiring Diagram — AT — LPSV

Wiring Diagram — AT — LPSV

NEAT0171

AT-LPSV-01

GI

MA

EM

LC

EC

FE

CL

MT

AT

TF

PD

AX

SU

BR

ST

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BT

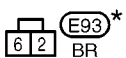
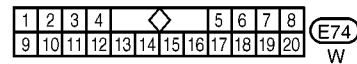
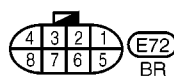
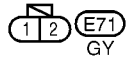
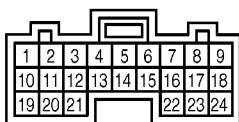
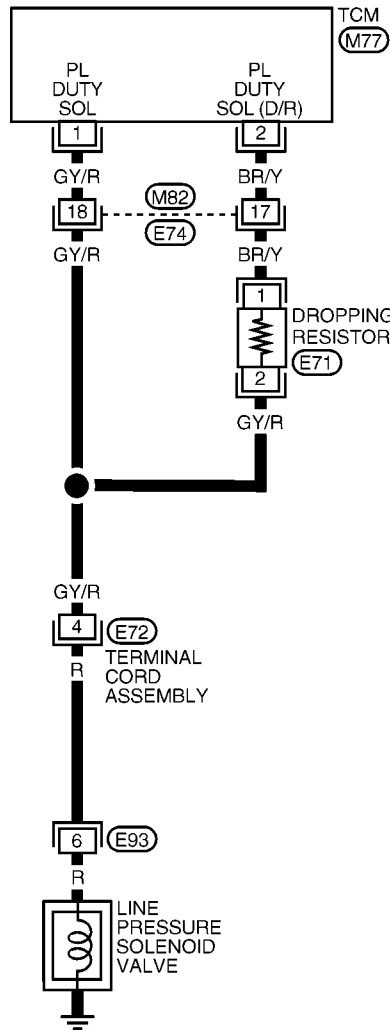
HA

SC

EL

IDX

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



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

AAT592A

Diagnostic Procedure

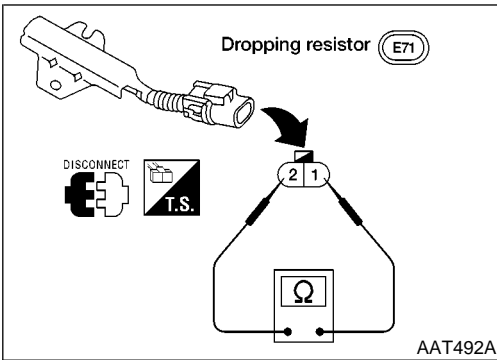
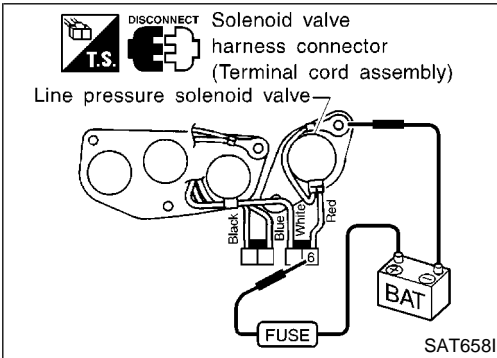
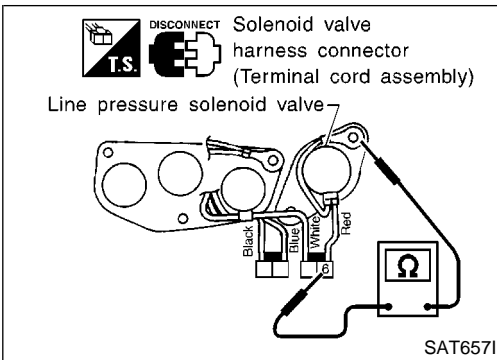
NEAT0172

1	CHECK GROUND CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminal 4 and ground. Refer to the wiring diagram. <p style="text-align: center;">Is resistance approx. 2.5 - 5 Ω?</p>		
Yes	▶	GO TO 2.
No	▶	1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Line pressure solenoid valve Refer to "Component Inspection", AT-305. ● Harness of terminal cord assembly for short or open

2	CHECK POWER SOURCE CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal cord assembly connector E72 terminal 4 and TCM harness connector M77 terminal 2. Refer to the wiring diagram. <p style="text-align: center;">Is resistance approx. 11.2 - 12.8 Ω?</p>		
Yes	▶	GO TO 3.
No	▶	Check the following items: <ul style="list-style-type: none"> ● Dropping resistor Refer to "Component Inspection", AT-305. ● Harness for short or open between TCM terminal 2 and terminal cord assembly connector

3	CHECK POWER SOURCE CIRCUIT	
1. Turn ignition switch to OFF position. 2. Check resistance between terminal cord assembly connector E72 terminal 4 and TCM harness connector M77 terminal 1. Refer to the wiring diagram. <p style="text-align: center;">Is resistance approx. 0 Ω?</p>		
Yes	▶	GO TO 4.
No	▶	Repair or replace harness between TCM terminal 1 and terminal cord assembly.

4	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-302. <p style="text-align: center;">OK or NG</p>		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

LINE PRESSURE SOLENOID VALVE

=NEAT0173

NEAT0173S01

- For removal, refer to AT-399.

Resistance Check

NEAT0173S0101

- Check resistance between terminal 6 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	6	Ground	2.5 - 5 Ω

Operation Check

NEAT0173S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 6 and ground.

DROPPING RESISTOR

NEAT0173S02

- Check resistance between terminals 1 and 2.

Resistance: 11.2 - 12.8 Ω

GI

MA

EM

LC

EC

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CL

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TF

PD

AX

SU

BR

ST

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BT

HA

SC

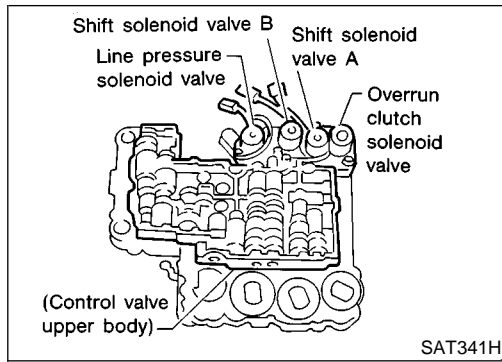
EL

IDX

DTC P0750 SHIFT SOLENOID VALVE A

RE4R01A

Description



Description


Shift solenoid valves A and B are turned ON or OFF by the TCM^{NEAT0174} in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0174S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
11	LW	Shift solenoid valve A	 When shift solenoid valve A operates. (When driving in D ₁ or D ₄)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in D ₂ or D ₃)	1V or less

ON BOARD DIAGNOSIS LOGIC

NEAT0174S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
ⓘ : SFT SOL A/CIRC ⓘ : P0750	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted) ● Shift solenoid valve A

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0174S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

With CONSULT-II

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

With GST

- 1) Follow the procedure "With CONSULT-II".

GI

MA

EM

LC

EC

FE

CL

MT

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HA

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EL

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DTC P0750 SHIFT SOLENOID VALVE A

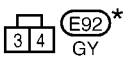
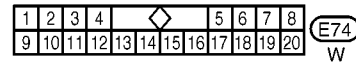
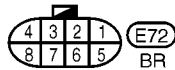
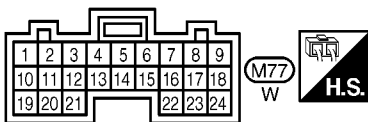
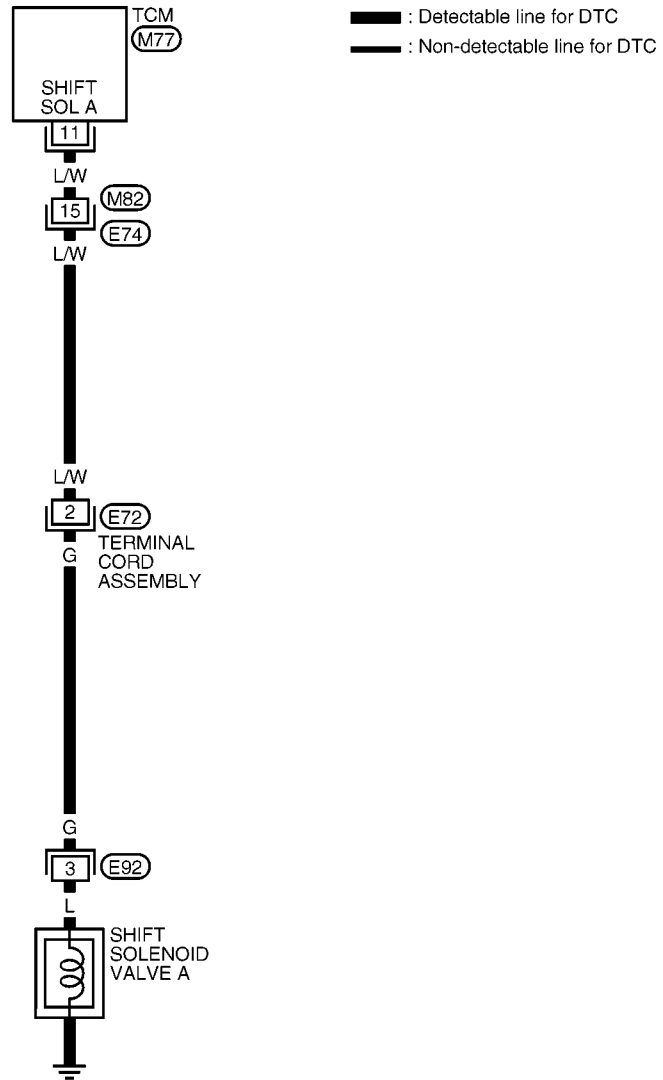
RE4R01A

Wiring Diagram — AT — SSV/A

Wiring Diagram — AT — SSV/A

NEAT0175

AT-SSV/A-01

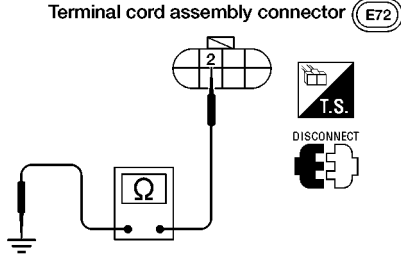


* : This connector is not shown in "HARNESS LAYOUT" of EL section.

AAT593A

Diagnostic Procedure

NEAT0176

1	CHECK GROUND CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminal 2 and ground.		
		
Is resistance approx. 20 - 40 Ω?		
Yes	▶	GO TO 2.
No	▶	1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Shift solenoid valve A ● Refer to "Component Inspection", AT-310. ● Harness of terminal cord assembly for short or open

 GI
 MA
 EM
 LC
 EC
 FE
 CL
 MT
AT

2	CHECK POWER SOURCE CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal cord assembly connector E72 terminal 2 and TCM harness connector M77 terminal 11. Refer to wiring diagram. If OK, check harness for short to ground and short to power.		
Is resistance approx. 0 Ω?		
Yes	▶	GO TO 3.
No	▶	Repair open circuit or short to ground or short to power in harness or connectors.

 TF
 PD
 AX
 SU

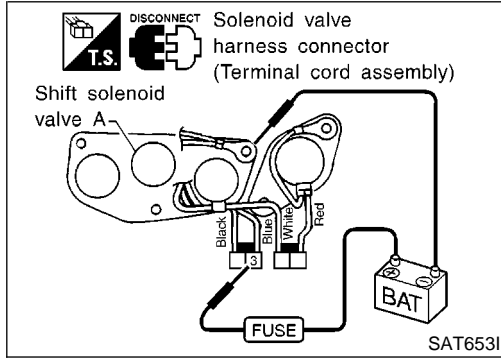
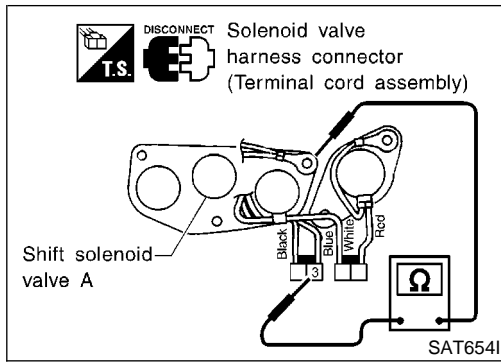
3	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-307.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

 BR
 ST
 RS

 BT
 HA
 SC
 EL

IDX

Component Inspection



Component Inspection SHIFT SOLENOID VALVE A

=NEAT0177

NEAT0177S01

- For removal, refer to AT-399.

Resistance Check

NEAT0177S0101

- Check resistance between terminal 3 and ground.

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

Operation Check

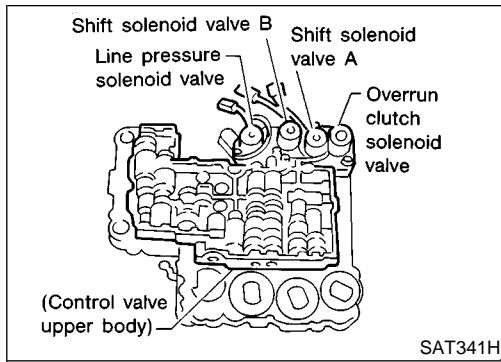
NEAT0177S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 3 and ground.

DTC P0755 SHIFT SOLENOID VALVE B

RE4R01A

Description



Description


Shift solenoid valves A and B are turned ON or OFF by the TCM^{NEAT0178} in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0178S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
12	L/Y	Shift solenoid valve B	 When shift solenoid valve B operates. (When driving in D ₁ or D ₂)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in D ₃ or D ₄)	1V or less

ON BOARD DIAGNOSIS LOGIC

NEAT0178S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : SFT SOL B/CIRC (P) : P0755	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted) ● Shift solenoid valve B

GI
MA
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AX
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Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0178S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

With CONSULT-II

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

With GST

- 1) Follow the procedure “With CONSULT-II”.

DTC P0755 SHIFT SOLENOID VALVE B

RE4R01A

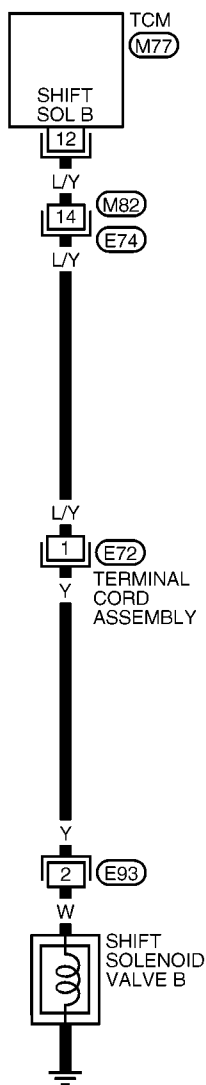
Wiring Diagram — AT — SSV/B

Wiring Diagram — AT — SSV/B

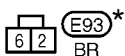
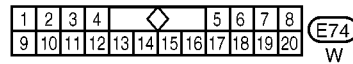
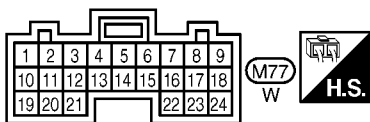
NEAT0179

AT-SSV/B-01

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



- GI
- MA
- EM
- LC
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- AT
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- AX
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- BR
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- BT
- HA
- SC
- EL
- IDX

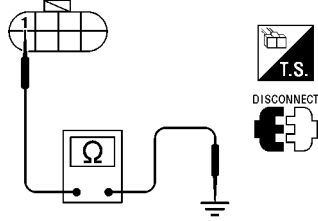


*: This connector is not shown in "HARNES LAYOUT" of EL section.

AAT594A

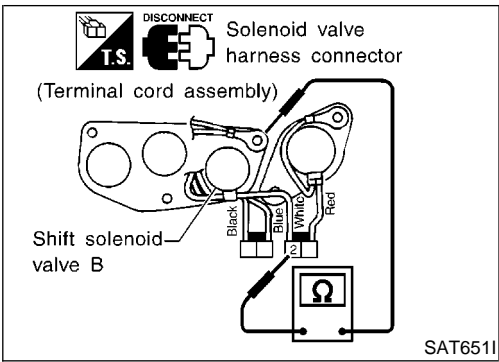
Diagnostic Procedure

NEAT0180

1	CHECK GROUND CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminal 1 and ground.		
Terminal cord assembly connector (E72)		
		
AAT508A		
Is resistance approx. 20 - 40Ω?		
Yes	▶	GO TO 2.
No	▶	1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Shift solenoid valve B Refer to "Component Inspection", AT-315. ● Harness of terminal cord assembly for short or open

2	CHECK POWER SOURCE CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal cord assembly connector E72 terminal 1 and TCM harness connector M77 terminal 12. Refer to wiring diagram. If OK, check harness for short to ground and short to power.		
Is resistance approx. 0Ω?		
Yes	▶	GO TO 3.
No	▶	Repair open circuit or short to ground or short to power in harness or connectors.

3	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-312.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection SHIFT SOLENOID VALVE B

=NEAT0181

NEAT0181S01

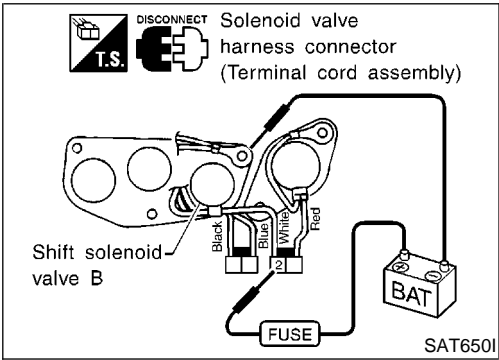
- For removal, refer to AT-399.

Resistance Check

NEAT0181S0101

- Check resistance between terminal 2 and ground.

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



Operation Check

NEAT0181S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 2 and ground.

GI

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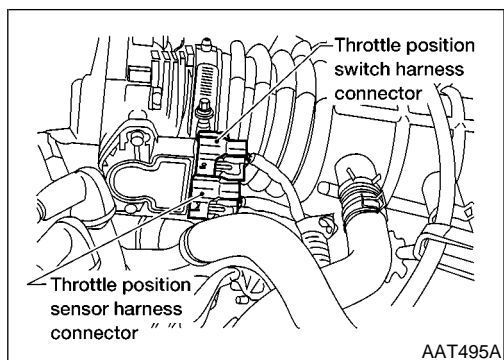
HA

SC

EL

IDX

Description



Description

NEAT0182

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

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NEAT0182S01

Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

NEAT0182S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
16	BR/W	Closed throttle position switch (in throttle position switch)	When releasing accelerator pedal after warming up engine. [Refer to "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185]	Battery voltage
			When depressing accelerator pedal after warming up engine.	1V or less
17	OR/B	Wide open throttle position switch (in throttle position switch)	When depressing accelerator pedal more than half-way after warming up engine. [Refer to "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185]	Battery voltage
			When releasing accelerator pedal after warming up engine.	1V or less
32	B/W	Throttle position sensor (Power source)	—	4.5 - 5.5V
41	OR/L	Throttle position sensor	When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
42	BR	Throttle position sensor (Ground)	—	1V or less





DTC P1705 THROTTLE POSITION SENSOR

RE4R01A

Description (Cont'd)

ON BOARD DIAGNOSIS LOGIC

NEAT0182S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
 : TP SEN/CIRC A/T	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Throttle position sensor ● Throttle position switch
 : P1705		

GI

MA

EM

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EL

IDX

Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

=NEAT0182S04

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J

With CONSULT-II

- 1) Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
- 2) Apply vacuum to the throttle opener, then check the following. Refer to step 1 and step 2 of "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185.

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

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-320.

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

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

VHCL SPEED SE: 10 km/h (6 MPH) or more
THRTL POS SEN: Approximately 3V or less
Selector lever: D position (O/D ON)

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-320.

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

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

VHCL SPEED SE: 10 km/h (6 MPH) or more
Accelerator pedal: Wide open throttle
Selector lever: D position (O/D ON)

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

With GST

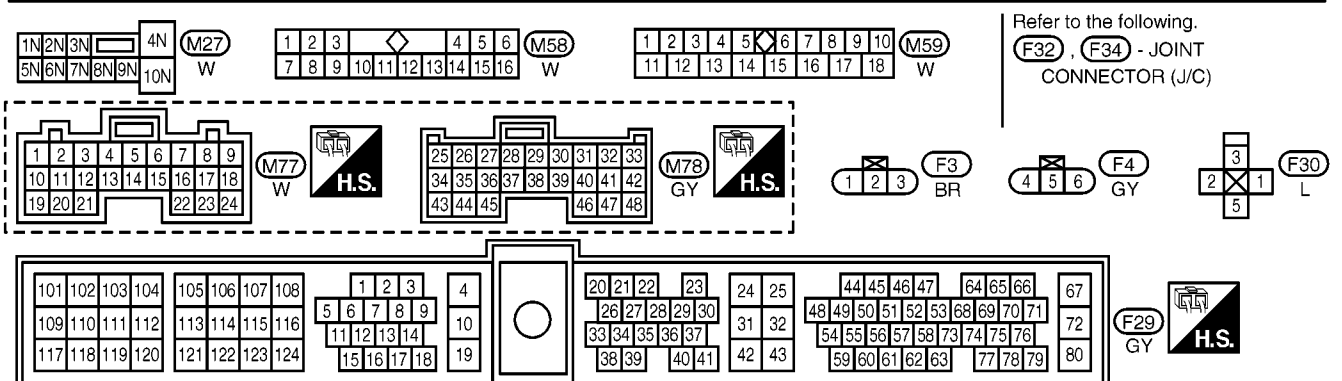
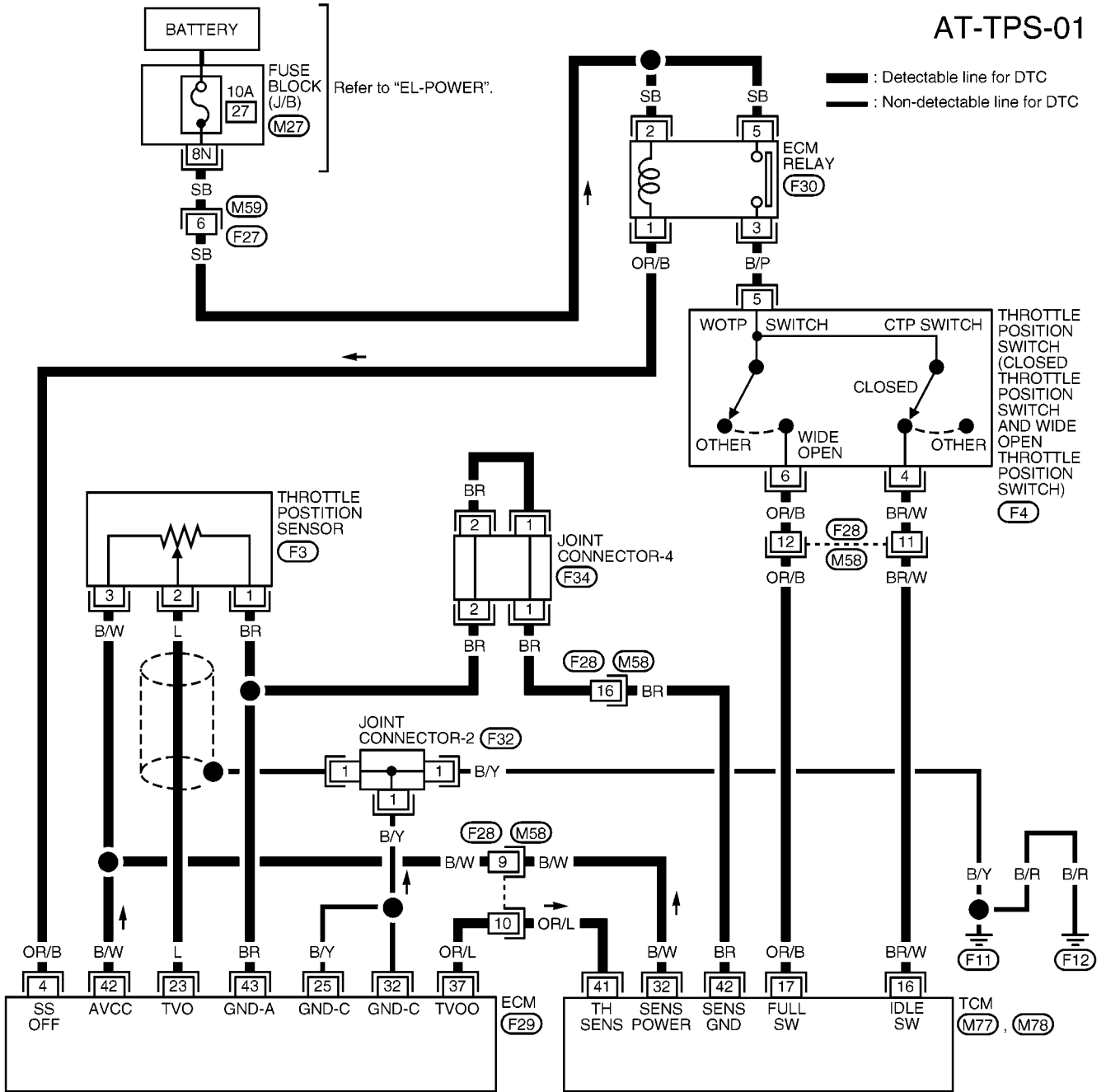
- 1) Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — TPS

NEAT0183

AT-TPS-01

GI
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ST
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SC
EL
IDX



DTC P1705 THROTTLE POSITION SENSOR

RE4R01A

Diagnostic Procedure

Diagnostic Procedure

NEAT0184

1	CHECK DTC WITH ECM
Perform diagnostic test mode II (self-diagnostic results) for engine control. Refer to "Malfunction Indicator Lamp (MIL)", "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION", EC-653 .	
OK or NG	
OK	▶ GO TO 2.
NG	▶ Check throttle position sensor circuit for engine control. Refer to EC section ("DTC P0120 THROTTLE POSITION SENSOR").

2	CHECK INPUT SIGNAL	<p>Ⓜ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "THRTL POS SEN". <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div> <p style="text-align: right; margin-right: 20px;">SAT614J</p> <p>Voltage: Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V</p>	DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V	GI MA EM LC EC FE CL MT
DATA MONITOR																	
MONITORING																	
VHCL/S SE-A/T	XXX km/h																
VHCL/S SE-MTR	XXX km/h																
THRTL POS SEN	XXX V																
FLUID TEMP SE	XXX V																
BATTERY VOLT	XXX V																
		<p>ⓧ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Check voltage between TCM terminals 41 and 42 while accelerator pedal is depressed slowly. <div style="text-align: center; margin: 10px 0;"> </div> <p style="text-align: right; margin-right: 20px;">AAT474A</p> <p>Voltage: Fully-closed throttle valve: Approximately 0.5V Fully-open throttle valve: Approximately 4V (Voltage rises gradually in response to throttle position.)</p> <p style="text-align: center;">OK or NG</p>	AT														
		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">OK (With CONSULT-II)</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 3.</td> </tr> <tr> <td>OK (Without CONSULT-II)</td> <td style="text-align: center;">▶</td> <td>GO TO 4.</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td>Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)</td> </tr> </table>	OK (With CONSULT-II)	▶	GO TO 3.	OK (Without CONSULT-II)	▶	GO TO 4.	NG	▶	Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)	TF PD AX SU BR ST RS BT HA SC EL IDX					
OK (With CONSULT-II)	▶	GO TO 3.															
OK (Without CONSULT-II)	▶	GO TO 4.															
NG	▶	Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)															

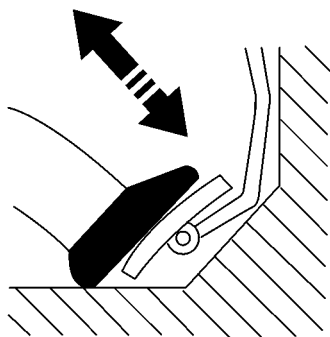
3 CHECK THROTTLE POSITION SWITCH CIRCUIT (With CONSULT-II)

Ⓜ With CONSULT-II

1. Turn ignition switch to ON position.
(Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Apply vacuum to the throttle opener. Refer to step 1 and step 2 of "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185.
4. Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal.
Check the signal of throttle position switch is indicated properly.

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

MTBL0011



DATA MONITOR	
MONITORING	
POWERSHIFT SW	OFF
CLOSED THL/SW	OFF
W/OTHRL/P-SW	OFF
HOLD SW	OFF
BRAKE SW	ON

SAT646J

OK or NG

OK

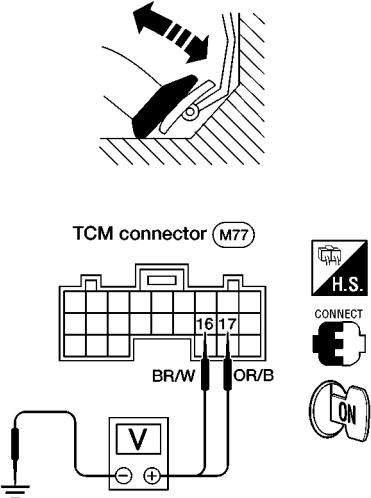


GO TO 5.

NG


Check the following items:

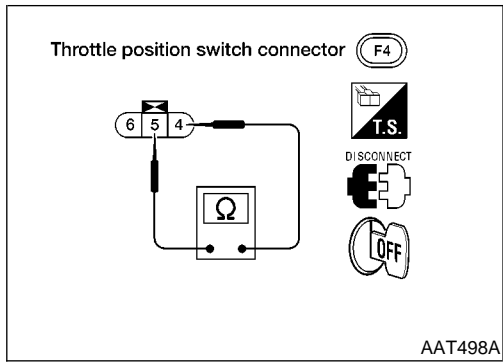
- Throttle position switch
Refer to "Component Inspection", AT-324.
- Harness for short or open between ignition switch and throttle position switch (Main harness)
- Harness for short or open between throttle position switch and TCM (Main harness)

4	CHECK THROTTLE POSITION SWITCH CIRCUIT (Without CONSULT-II)												
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Check voltage between TCM terminals (16, 17) and ground while depressing, and releasing accelerator pedal slowly. (after warming up engine) 3. Apply vacuum to the throttle opener. Refer to step 1 and step 2 of "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185. 													
													
AAT497A													
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="padding: 5px;">Accelerator pedal condition</th> <th colspan="2" style="padding: 5px;">Voltage</th> </tr> <tr> <th style="padding: 5px;">Terminal No. 16</th> <th style="padding: 5px;">Terminal No. 17</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Released</td> <td style="padding: 5px;">Battery voltage</td> <td style="padding: 5px;">1V or less</td> </tr> <tr> <td style="padding: 5px;">Fully Depressed</td> <td style="padding: 5px;">1V or less</td> <td style="padding: 5px;">Battery voltage</td> </tr> </tbody> </table>			Accelerator pedal condition	Voltage		Terminal No. 16	Terminal No. 17	Released	Battery voltage	1V or less	Fully Depressed	1V or less	Battery voltage
Accelerator pedal condition	Voltage												
	Terminal No. 16	Terminal No. 17											
Released	Battery voltage	1V or less											
Fully Depressed	1V or less	Battery voltage											
AAT615A													
OK or NG													
OK	▶	GO TO 5.											
NG	▶	Check the following items: <ul style="list-style-type: none"> ● Throttle position switch Refer to "Component Inspection", AT-324. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 											

5	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-318.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

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Component Inspection



Component Inspection

THROTTLE POSITION SWITCH

NEAT0185

NEAT0185S01

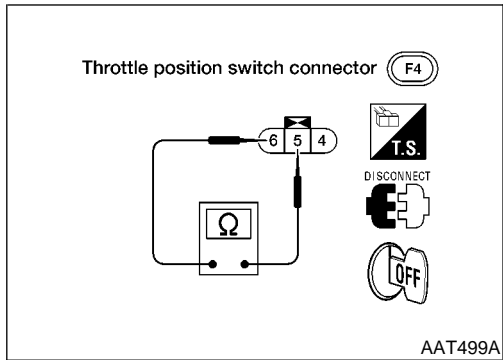
NEAT0185S0101

Closed Throttle Position Switch (Idle position)

- Check continuity between terminals 4 and 5. [Refer to “Preparation”, “TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)”, AT-185.]

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to “Basic Inspection”, “TROUBLE DIAGNOSIS — Basic Inspection”, EC-680.

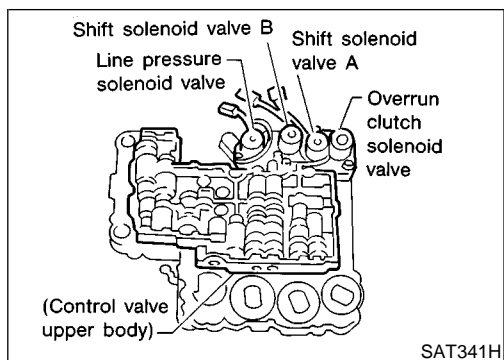


Wide Open Throttle Position Switch

NEAT0185S0102

- Check continuity between terminals 5 and 6.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes



SAT341H


Description

The overrun clutch solenoid valve is activated by the TCM^{NEAT0186} in response to signals sent from the PNP switch, overdrive control switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled.

TCM TERMINALS AND REFERENCE VALUE

NEAT0186S01

Remarks: Specification data are reference values.

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

ON BOARD DIAGNOSIS LOGIC

NEAT0186S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P1760 : O/R CLTCH SOL/CIRC P1760 : P1760	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> • Harness or connectors (The solenoid circuit is open or shorted.) • Overrun clutch solenoid valve

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 EL
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Description (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
FUNCTION TEST
DTC WORK SUPPORT

SAT617J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

=NEAT0186S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

TESTING CONDITION:

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

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

Ⓟ With CONSULT-II

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

Ⓢ With GST

- 1) Follow the procedure “With CONSULT-II”.

DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

RE4R01A

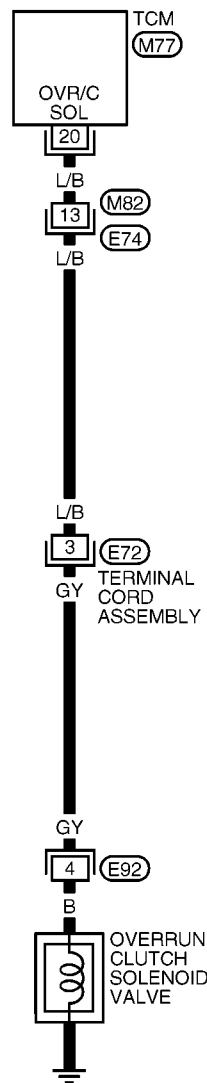
Wiring Diagram — AT — OVRCSV

Wiring Diagram — AT — OVRCSV

NEAT0187

AT-OVRCSV-01

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



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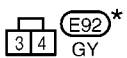
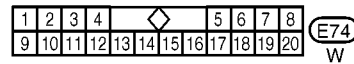
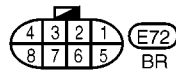
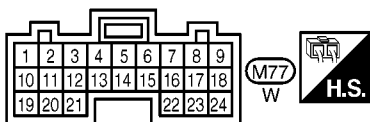
BT

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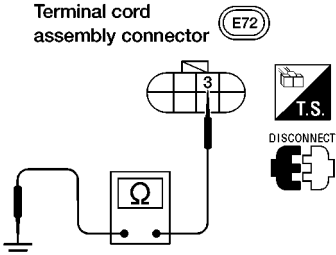


*: This connector is not shown in "HARNES LAYOUT" of EL section.

AAT596A

Diagnostic Procedure

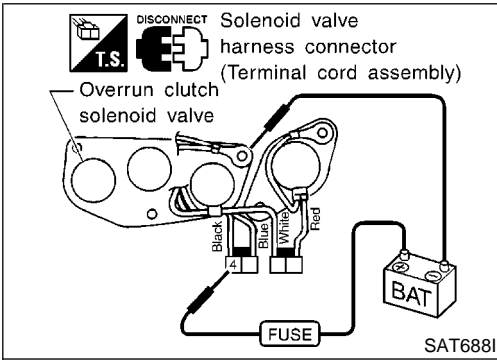
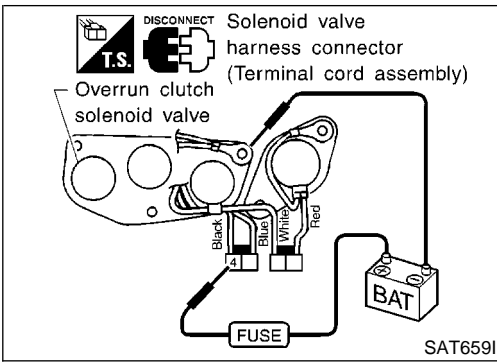
NEAT0188

1	CHECK GROUND CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal cord assembly connector E72 terminal 3 and ground.		
		
Is resistance approx. 20 - 40Ω?		
Yes	▶	GO TO 2.
No	▶	1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Overrun clutch solenoid valve Refer to "Component Inspection", AT-329. ● Harness of terminal cord assembly for short or open

AAT500A

2	CHECK POWER SOURCE CIRCUIT	
1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal cord assembly connector E72 terminal 3 and TCM harness connector M77 terminal 20. If OK, check harness for short to ground and short to power.		
Is resistance approx 0Ω?		
Yes	▶	GO TO 3.
No	▶	Repair open circuit or short to ground or short to power in harness or connectors.

3	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-326.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection
OVERRUN CLUTCH SOLENOID VALVE

=NEAT0189

NEAT0189S01

- For removal, refer to AT-399.

Resistance Check

NEAT0189S0101

- Check resistance between terminal 4 and ground.

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

Operation Check

NEAT0189S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 4 and ground.

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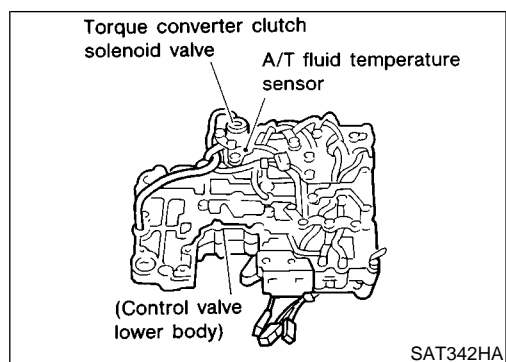
EL

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DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

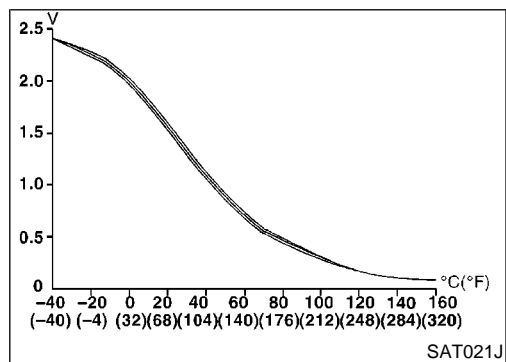
RE4R01A

Description



Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM. NEAT0190



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values. NEAT0190S01

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

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NEAT0190S02

Terminal No.	Wire color	Item	Condition	Judgement standard
10	W/R	Power source	When turning ignition switch to ON.	Battery voltage
			When turning ignition switch to OFF.	0V
19	W/R	Power source	When turning ignition switch to ON.	Battery voltage
			When turning ignition switch to OFF.	0V
28	R/Y	Power source (Memory back-up)	When turning ignition switch to OFF.	Battery voltage
			When turning ignition switch to ON.	Battery voltage
42	BR	Throttle position sensor (Ground)	—	0V
47	R/B	A/T fluid temperature sensor	When ATF temperature is 20°C (68°F).	Approximately 1.5V
			When ATF temperature is 80°C (176°F).	Approximately 0.5V

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

RE4R01A

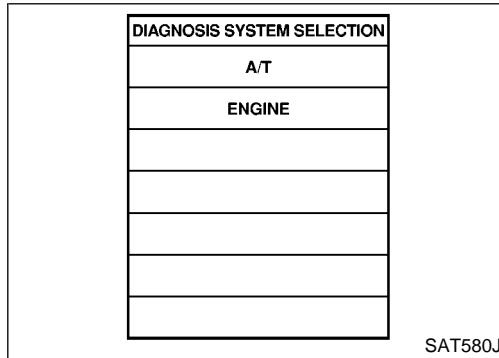
Description (Cont'd)

ON BOARD DIAGNOSIS LOGIC

NEAT0190S03

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

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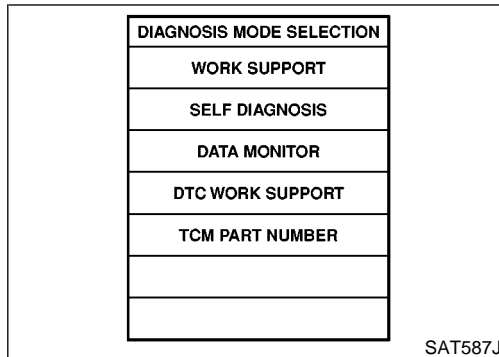
DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NEAT0190S04

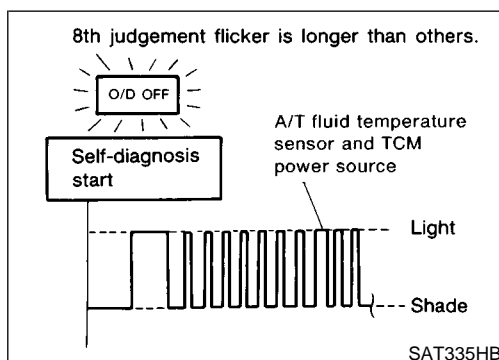
After the repair, perform the following procedure to confirm the malfunction is eliminated.

With CONSULT-II

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



AT
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Without CONSULT-II

- 1) Follow the procedure "With CONSULT-II".

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DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

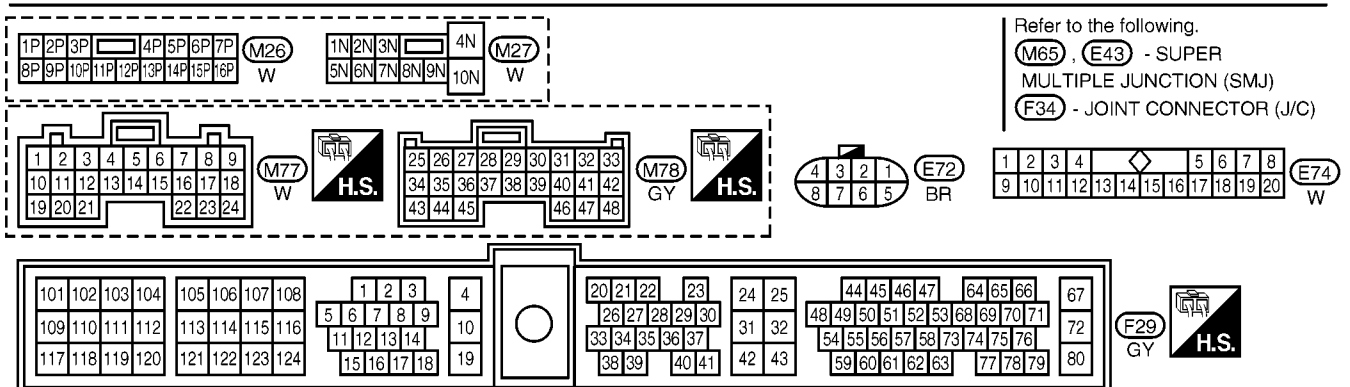
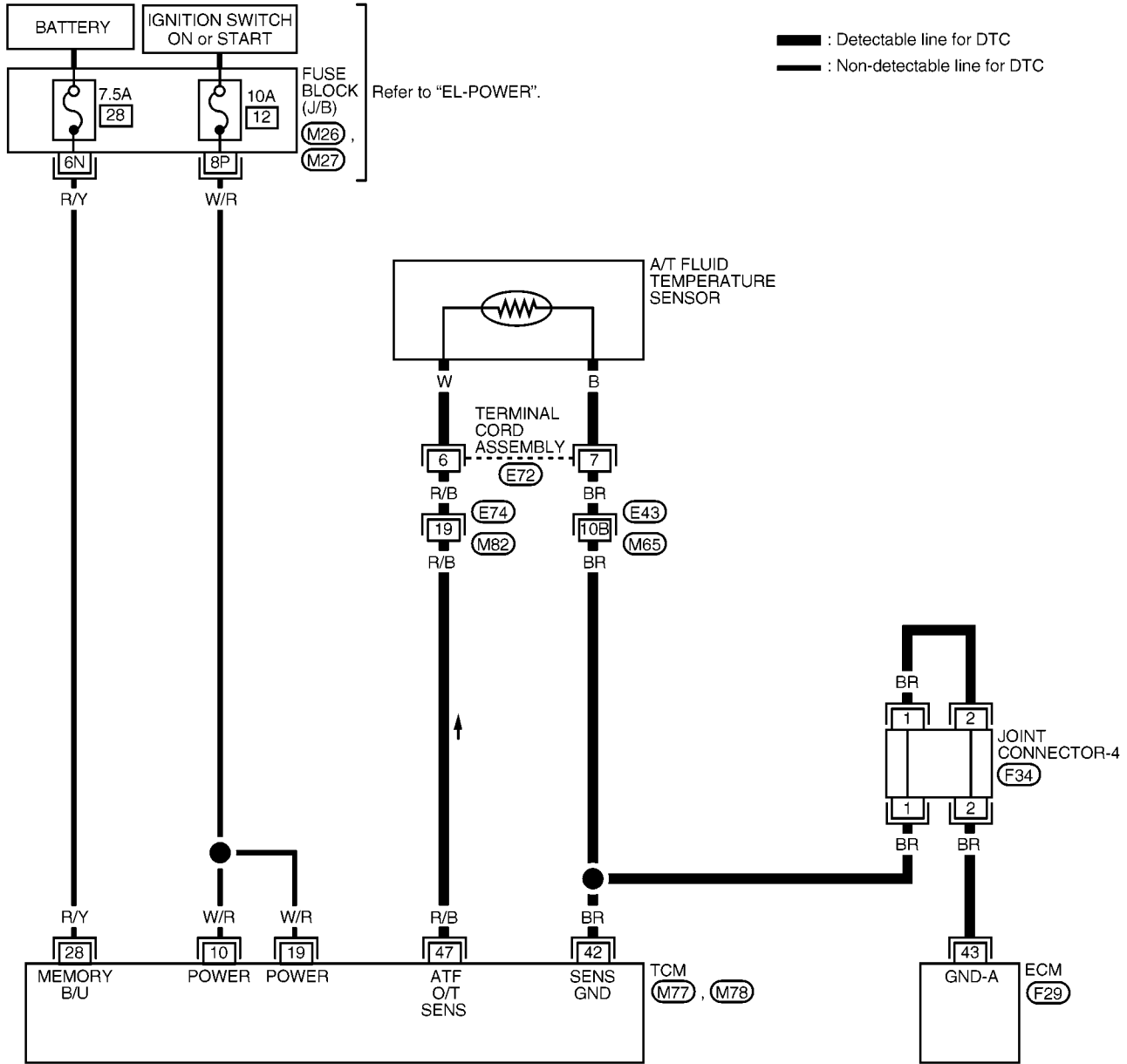
RE4R01A

Wiring Diagram — AT — BA/FTS

Wiring Diagram — AT — BA/FTS

NEAT0191

AT-BA/FTS-01



AAT597A

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

RE4R01A

Diagnostic Procedure

Diagnostic Procedure

NEAT0192

1	CHECK TCM POWER SOURCE	
		<p>1. Turn ignition switch to ON position. (Do not start engine.)</p> <p>2. Check voltage between TCM harness connectors M77, M78 terminals (10, 19, 28) and ground.</p> <div style="text-align: center;"> </div> <p style="text-align: right;">AAT476A</p> <p>Voltage: Battery voltage</p> <p>3. Turn ignition switch to OFF position.</p> <p>4. Check voltage between TCM terminal 28 and ground.</p> <p>Voltage: Battery voltage</p> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 2.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> • Harness for short or open between fuse block J/B harness and TCM terminals (10, 19 and 28) (Main harness) • Ignition switch and fuse <p>Refer to "POWER SUPPLY ROUTING", <i>EL-8</i>.</p>

2	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY	
		<p>1. Turn ignition switch to OFF position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminals 6 and 7 when A/T is cold [20°C (68°F)].</p> <div style="text-align: center;"> </div> <p style="text-align: right;">AAT502A</p> <p style="text-align: center;">Is resistance approx. 2.5kΩ?</p>
Yes	▶	GO TO 3.
No	▶	<p>1. Remove oil pan.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> • A/T fluid temperature sensor • Harness of terminal cord assembly for short or open

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DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

RE4R01A

Diagnostic Procedure (Cont'd)

3 CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR

With CONSULT-II

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

DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

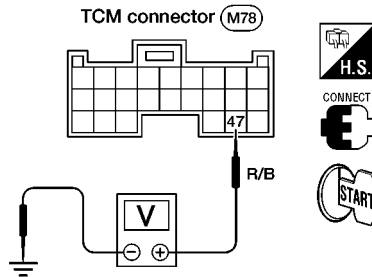
SAT614J

Voltage:

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

Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 47 and ground while warming up A/T.



AAT503A

Voltage:

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

OK or NG

OK	▶	GO TO 4.
NG	▶	Check the following item: <ul style="list-style-type: none"> ● Harness for short or open between TCM and terminal cord assembly (Main harness)

4 CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation Procedure, AT-331.

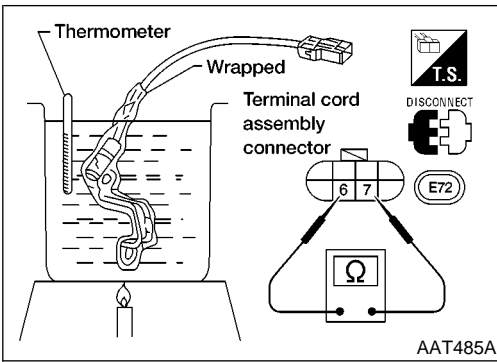
OK or NG

OK	▶	INSPECTION END
NG	▶	<ul style="list-style-type: none"> ● Perform TCM input/output signal inspection. ● If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

RE4R01A

Component Inspection



Component Inspection

A/T FLUID TEMPERATURE SENSOR

NEAT0193

NEAT0193S01

- For removal, refer to AT-399.
- Check resistance between terminals 6 and 7 while changing temperature as shown at left.

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

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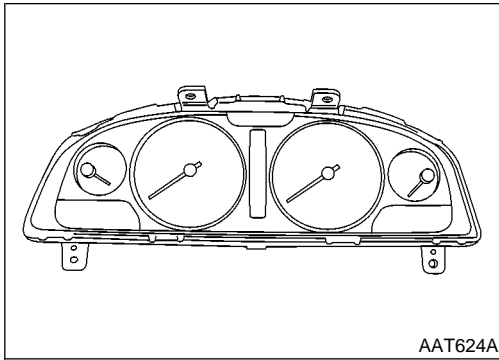
HA

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IDX

Description



Description

The vehicle speed sensor-MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor-MTR. NEAT0194

TCM TERMINALS AND REFERENCE VALUE

NEAT0194S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
40	G/B	Vehicle speed sensor		Voltage varies between less than 1V and more than 4.5V

ON BOARD DIAGNOSIS LOGIC

NEAT0194S02

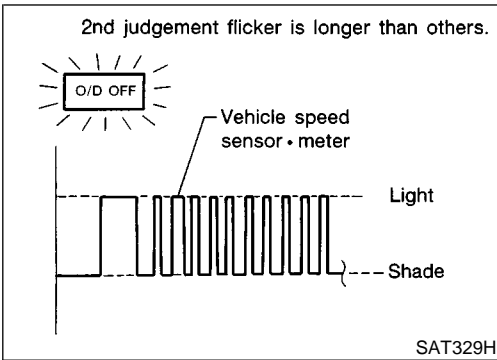
Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P12 : VHCL SPEED SEN-MTR X1 : 2nd judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Vehicle speed sensor

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

DIAGNOSIS MODE SELECTION
WORK SUPPORT
SELF DIAGNOSIS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT587J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

=NEAT0194S03

CAUTION:

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

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

Ⓜ With CONSULT-II

- 1) Turn ignition switch ON and select “DATA MONITOR” mode for “A/T” with CONSULT-II.
- 2) Start engine and accelerate vehicle from 0 to 25 km/h (0 to 6 MPH).

ⓧ Without CONSULT-II

- 1) Follow the procedure “With CONSULT-II”.

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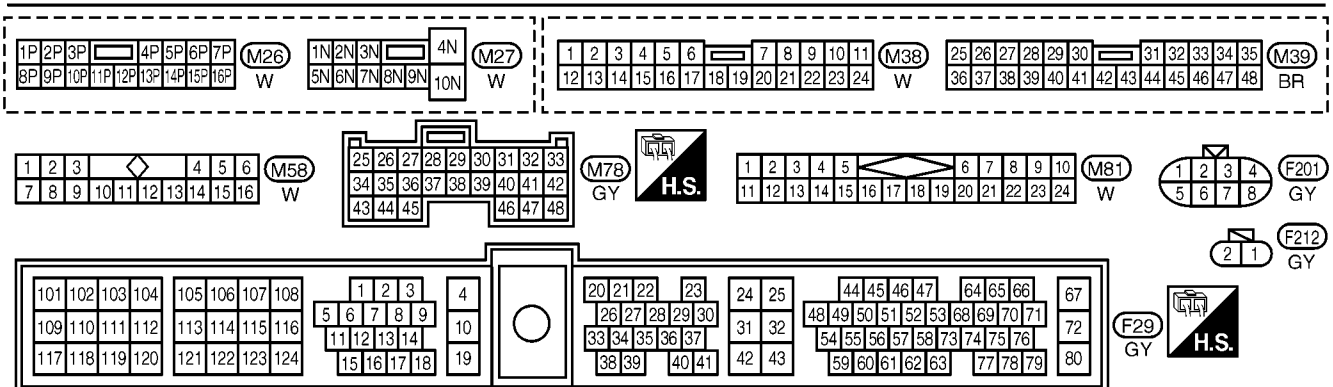
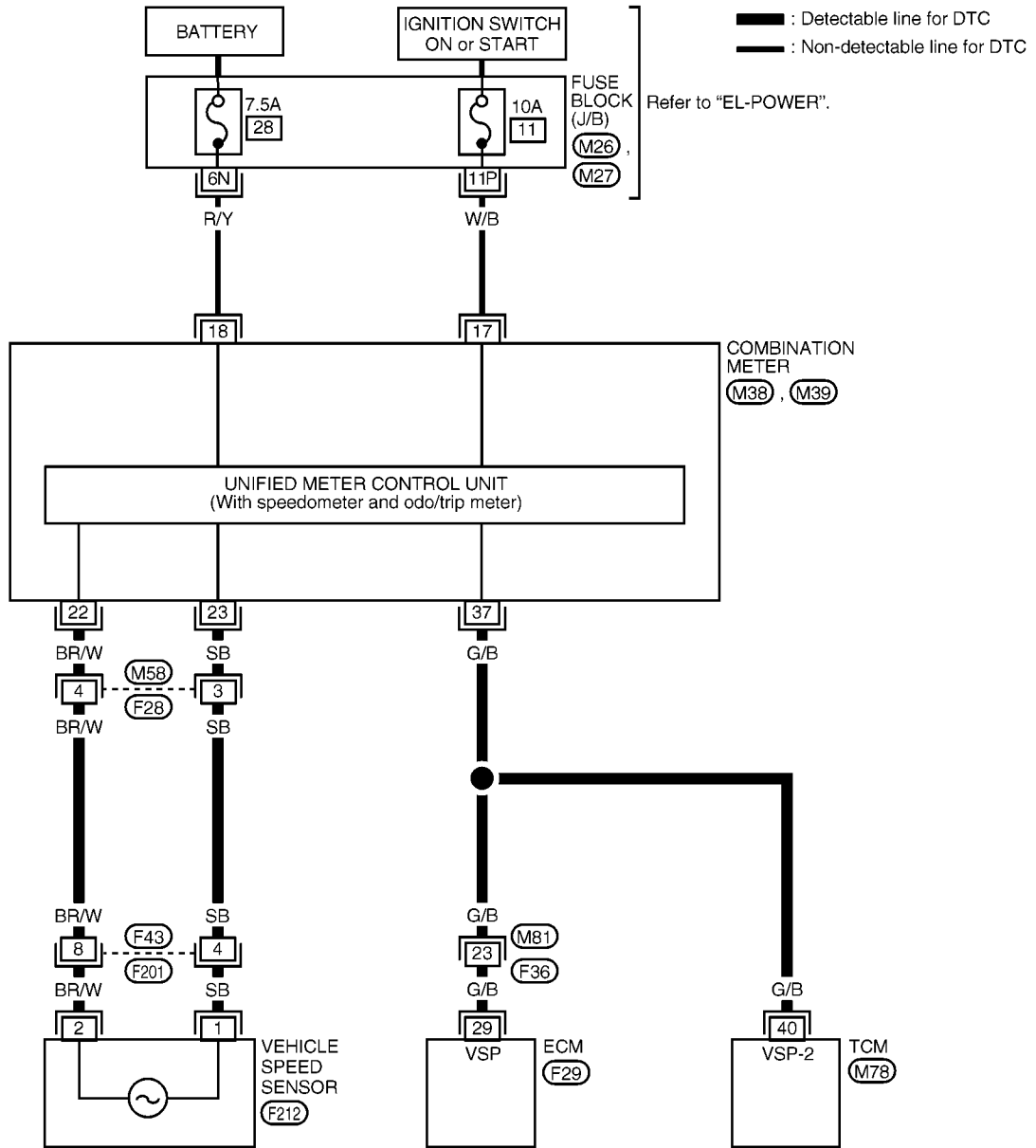
EL

IDX

Wiring Diagram — AT — VSSMTR

NEAT0195

AT-VSSMTR-01



AAT598A

Diagnostic Procedure

NEAT0196

1	CHECK INPUT SIGNAL.	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "VHCL/S SE-MTR" while driving. Check the value changes according to driving speed. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div> <p style="text-align: right; margin-right: 20px;">SAT614J</p> <p>Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Check voltage between TCM harness connector M78 terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more. <div style="text-align: center; margin: 10px 0;"> </div> <p style="text-align: right; margin-right: 20px;">AAT504A</p> <p style="text-align: center; margin-top: 10px;">Does battery voltage vary between less than 1V and more than 4.5V?</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20%;">Yes</td> <td style="width: 5%; text-align: center;">▶</td> <td>GO TO 2.</td> </tr> <tr> <td>No</td> <td style="text-align: center;">▶</td> <td> Check the following items: <ul style="list-style-type: none"> ● Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to "METERS AND GAUGES", <i>EL-65</i>. ● Harness for short or open between TCM and vehicle speed sensor (Main harness) </td> </tr> </table>	DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V	Yes	▶	GO TO 2.	No	▶	Check the following items: <ul style="list-style-type: none"> ● Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to "METERS AND GAUGES", <i>EL-65</i>. ● Harness for short or open between TCM and vehicle speed sensor (Main harness)
DATA MONITOR																						
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VHCL/S SE-A/T	XXX km/h																					
VHCL/S SE-MTR	XXX km/h																					
THRTL POS SEN	XXX V																					
FLUID TEMP SE	XXX V																					
BATTERY VOLT	XXX V																					
Yes	▶	GO TO 2.																				
No	▶	Check the following items: <ul style="list-style-type: none"> ● Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to "METERS AND GAUGES", <i>EL-65</i>. ● Harness for short or open between TCM and vehicle speed sensor (Main harness) 																				

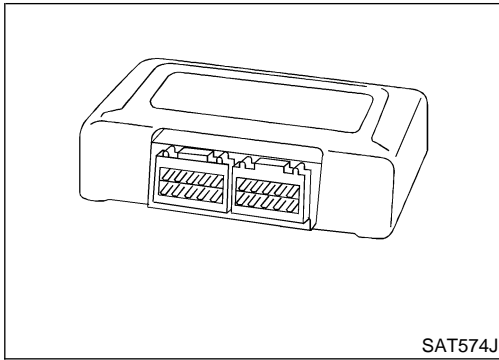
GI
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2	CHECK DTC	<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-337.</p> <p style="text-align: center;">OK or NG</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 20%;">OK</td> <td style="width: 5%; text-align: center;">▶</td> <td>INSPECTION END</td> </tr> <tr> <td>NG</td> <td style="text-align: center;">▶</td> <td> <ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector. </td> </tr> </table>	OK	▶	INSPECTION END	NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.
OK	▶	INSPECTION END						
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector. 						

DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

RE4R01A

Description



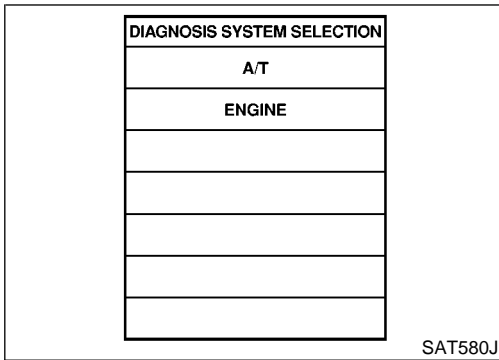
Description

The TCM consists of a microcomputer and connectors for signal ^{NEAT0297} input and output and for power supply. The unit controls the A/T.

ON BOARD DIAGNOSIS LOGIC

NEAT0297S01

Diagnostic trouble code	Malfunction is detected when ...	Check Items (Possible Cause)
Ⓜ : CONTROL UNIT (RAM) : CONTROL UNIT (ROM)	<ul style="list-style-type: none"> TCM memory (RAM) or (ROM) is malfunctioning. 	<ul style="list-style-type: none"> TCM



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

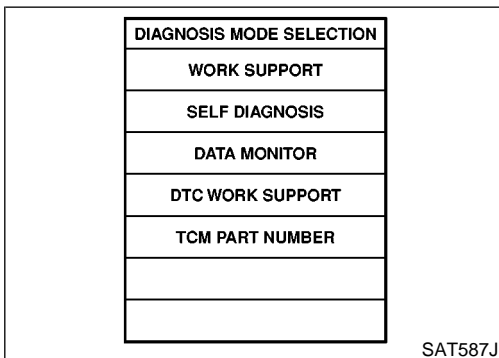
NEAT0297S02

NOTE:

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

Ⓜ With CONSULT-II

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



DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

RE4R01A

Diagnostic Procedure

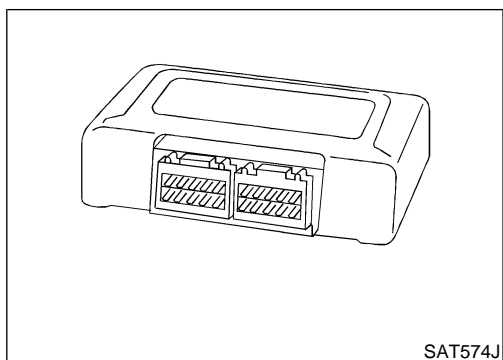
Diagnostic Procedure

NEAT0298

1	INSPECTION START	
	<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch ON and select "SELF DIAG RESULTS" mode for A/T with CONSULT-II. 2. Touch "ERASE". 3. Turn ignition switch OFF for 10 seconds. 4. Perform "DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE", refer to AT-340. <p>Is the "CONTROL UNIT (RAM)" or "CONTROL UNIT (ROM)" displayed again?</p> <p style="text-align: center;">Yes or No</p>	
Yes	▶	Replace TCM.
No	▶	INSPECTION END

GI
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Description



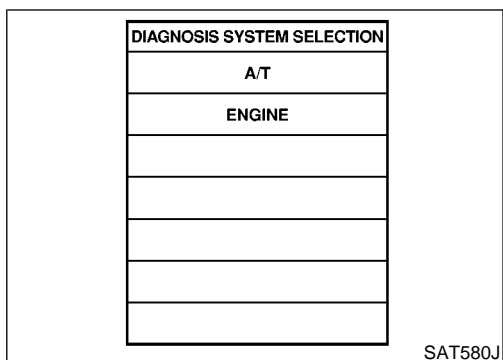
Description

The TCM consists of a microcomputer and connectors for signal ^{NEAT0299} input and output and for power supply. The unit controls the A/T.

ON BOARD DIAGNOSIS LOGIC

NEAT0299S01

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓟ : CONTL UNIT (EEP ROM)	TCM memory (EEP ROM) is malfunctioning.	TCM



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

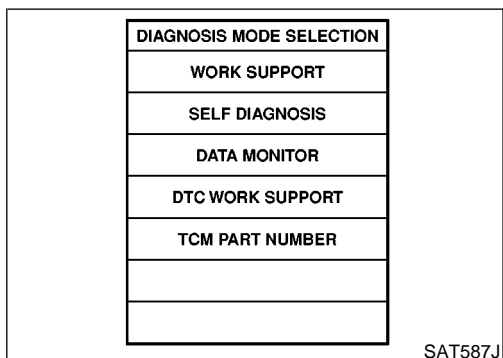
NEAT0299S02

NOTE:

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

Ⓟ With CONSULT-II

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



Diagnostic Procedure

NEAT0301

1	INSPECTION START	
	<p> With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch ON and select "SELF DIAG RESULTS" mode for A/T with CONSULT-II. 2. Move selector lever to "R" position. 3. Depress accelerator pedal (Full throttle position). 4. Touch "ERASE". 5. Turn ignition switch OFF for ten seconds. <p>Perform "DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE", refer to AT-342.</p> <p>Is the "CONTROL UNIT (EEPROM)" displayed again?</p> <p style="text-align: center;">Yes or No</p>	
Yes	▶	Replace TCM.
No	▶	INSPECTION END

GI

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TROUBLE DIAGNOSES FOR SYMPTOMS

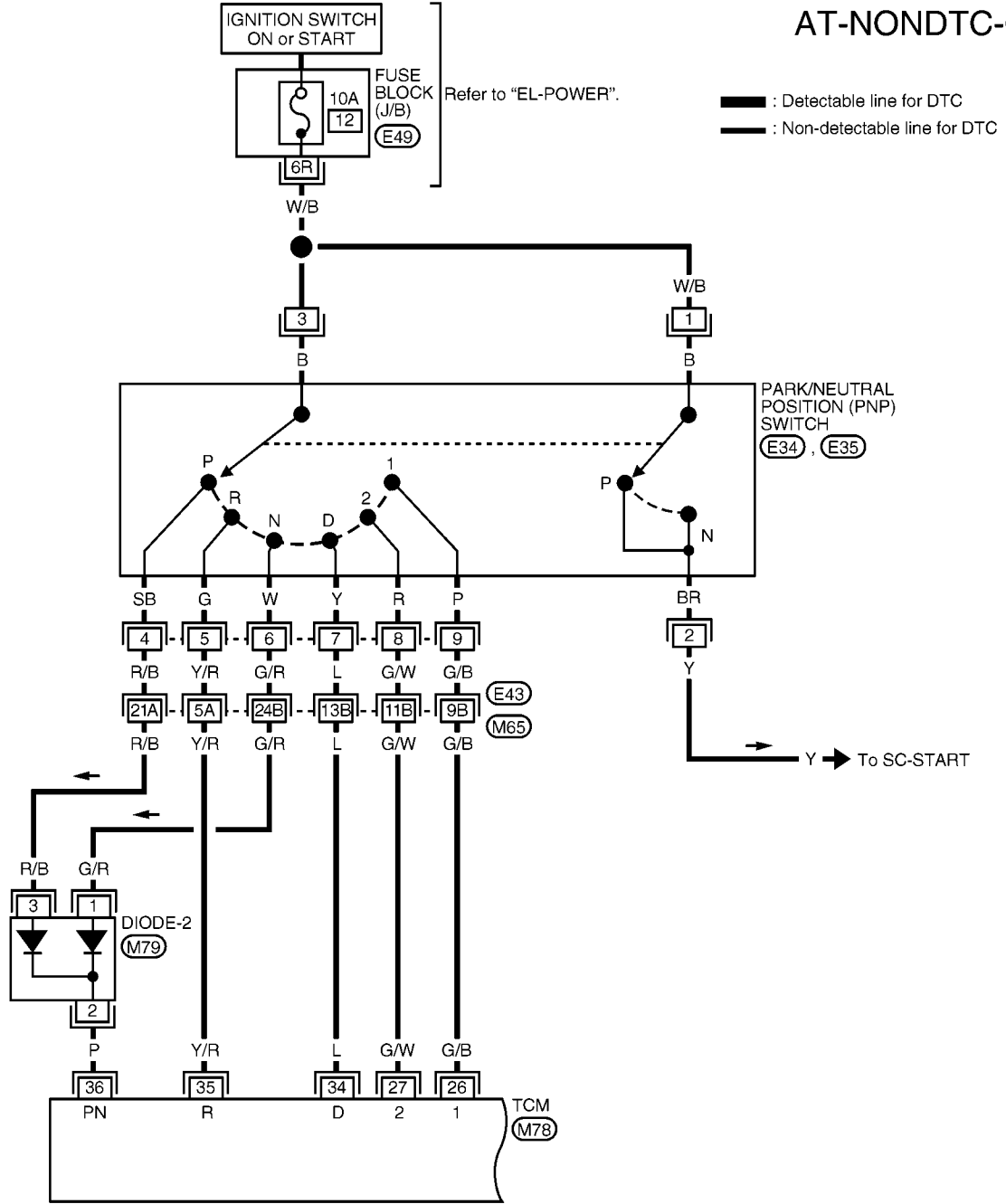
RE4R01A

Wiring Diagram — AT — NONDTC

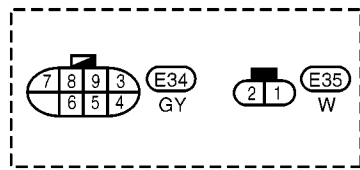
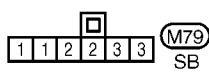
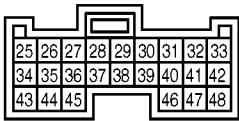
Wiring Diagram — AT — NONDTC

NEAT0198

AT-NONDTC-01



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



Refer to the following.
 (M65), (E43) - SUPER
 MULTIPLE JUNCTION (SMJ)

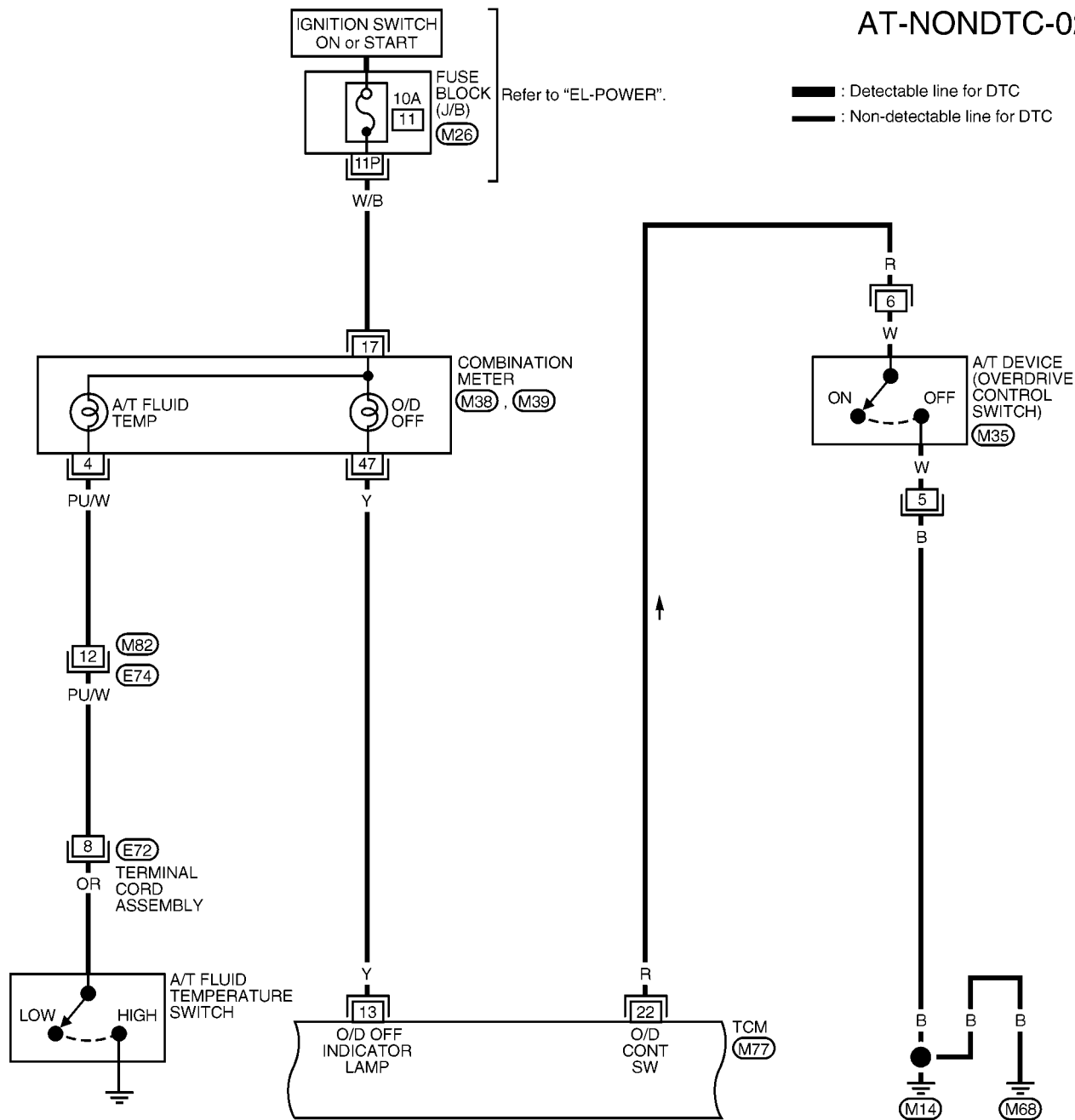


TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

Wiring Diagram — AT — NONDTC (Cont'd)

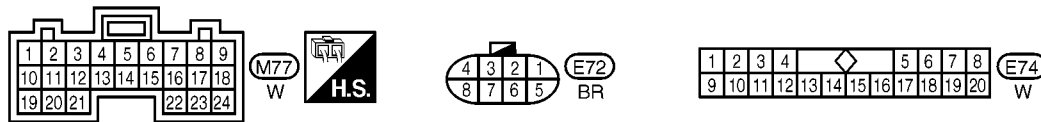
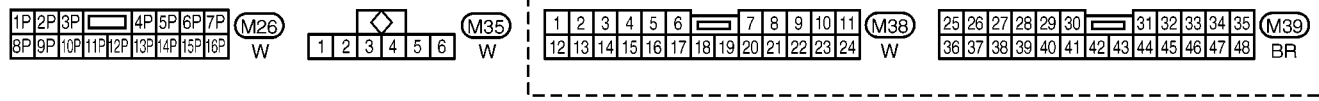
AT-NONDTC-02



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

Refer to "EL-POWER".

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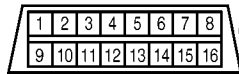
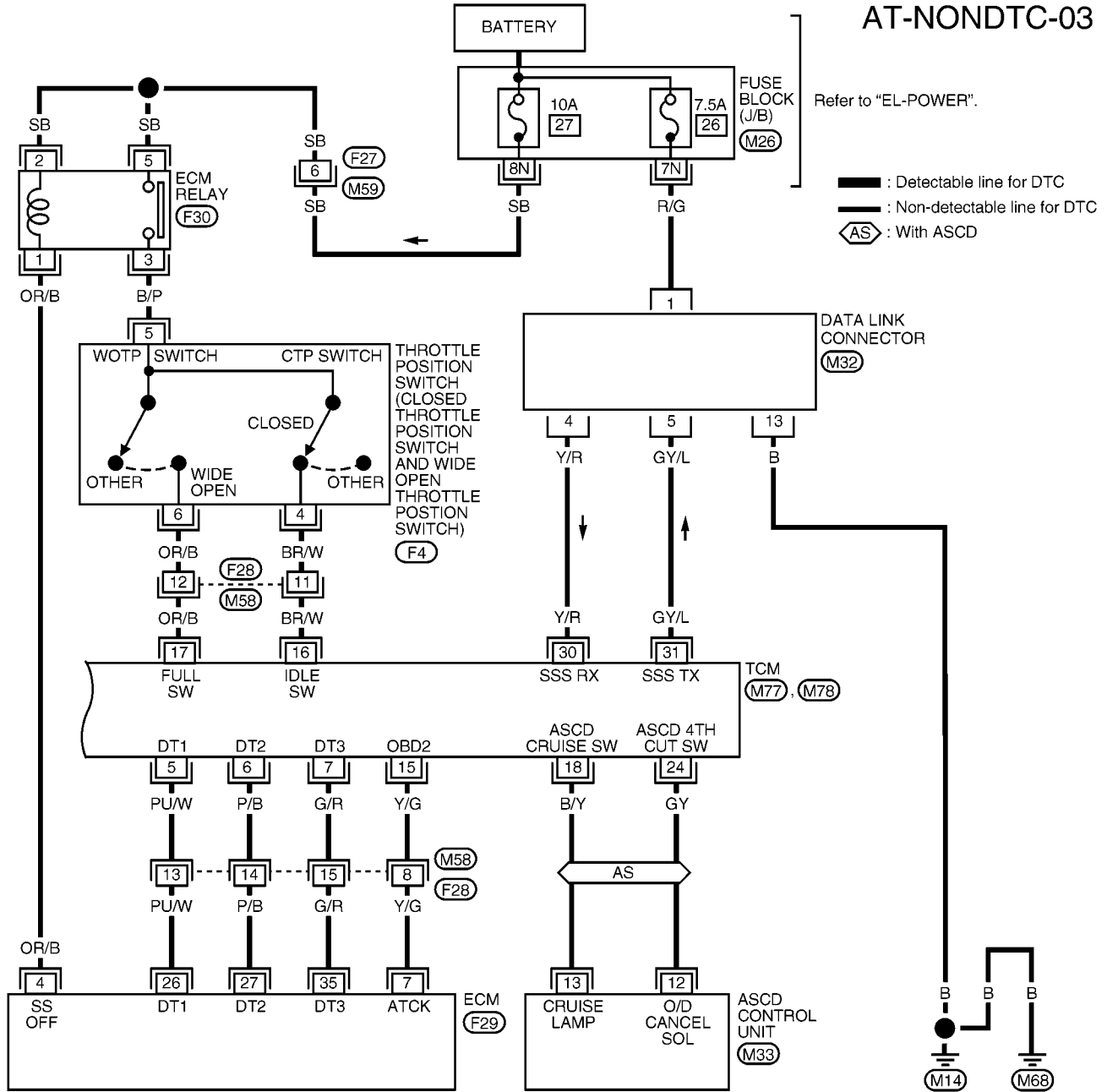


AAT600A

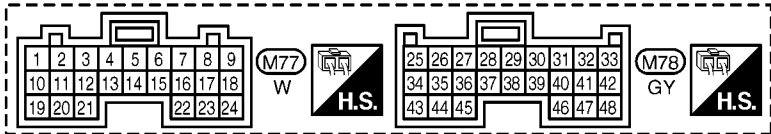
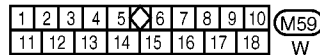
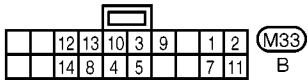
TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

Wiring Diagram — AT — NONDTC (Cont'd)



Refer to the following.
F29 - ELECTRICAL UNITS



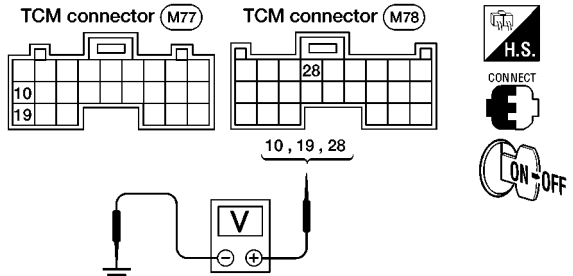
AAT601A

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

NEAT0199

SYMPTOM:

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

1	CHECK TCM POWER SOURCE	<p>1. Turn ignition switch to ON position. (Do not start engine.)</p> <p>2. Check voltage between TCM harness connectors (M77, M78) terminals (10, 19, 28) and ground.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">AAT476A</p> <p>Voltage: Battery voltage</p> <p>3. Turn ignition switch to OFF position.</p> <p>4. Check voltage between TCM connector terminal 28 and ground.</p> <p>Voltage: Battery voltage</p> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 2.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between ignition switch and TCM (Main harness) ● Refer to "Wiring Diagram — AT — MAIN", AT-235. ● Ignition switch and fuse ● Refer to "POWER SUPPLY ROUTING", EL-8.

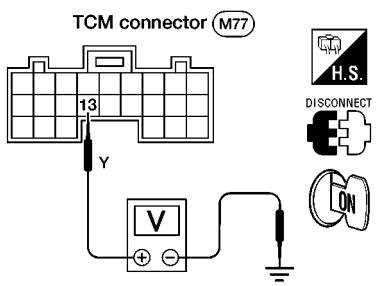
2	CHECK TCM GROUND CIRCUIT	<p>1. Turn ignition switch to OFF position.</p> <p>2. Disconnect TCM harness connector.</p> <p>3. Check resistance between TCM harness connector M78 terminals (25, 48) and ground. Refer to wiring diagram. If OK, check harness for short to ground and short to power.</p> <p style="text-align: center;">Is resistance approx. 0Ω?</p>
Yes	▶	GO TO 3.
No	▶	<ul style="list-style-type: none"> ● Repair open circuit or short to ground or short to power in harness or connectors. ● Refer to "Wiring Diagram — AT — MAIN", AT-235.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

1. O/D OFF Indicator Lamp Does Not Come On (Cont'd)

3	CHECK LAMP CIRCUIT	
<p>1. Turn ignition switch to ON position. 2. Set overdrive control switch to ON position. 3. Check voltage between TCM harness connector M78 terminal 13 and ground.</p>		
		
AAT505A		
Does battery voltage exist?		
Yes	▶	GO TO 4.
No	▶	<p>Check the following items.</p> <ul style="list-style-type: none"> ● Fuse ● O/D OFF indicator lamp Refer to "WARNING LAMPS", <i>EL-80</i>. ● Harness for short or open between ignition switch and O/D OFF indicator lamp (Main harness) ● Refer to "POWER SUPPLY ROUTING", <i>EL-8</i>. ● Harness for short or open between O/D OFF indicator lamp and TCM

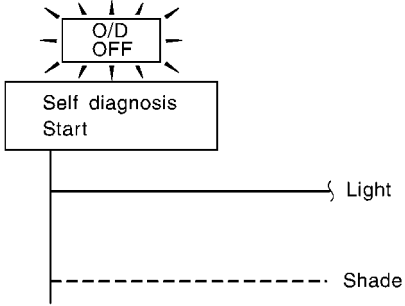
4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

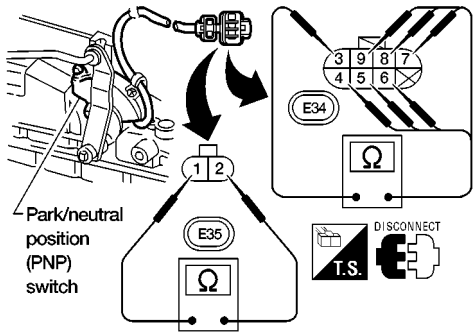
2. Engine Cannot Be Started In P and N Position

=NEAT0200

SYMPTOM:

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

1	CHECK PNP SWITCH CIRCUIT	
<p><input type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?</p>		
<p><input checked="" type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?</p>		
		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "DTC P0705", AT-238.
No	▶	GO TO 2.

2	CHECK PNP SWITCH INSPECTION	
<p>Check for short or open of PNP switch 2-pin connector. Refer to "Components Inspection", AT-242.</p>		
		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace PNP switch.

3	CHECK STARTING SYSTEM	
<p>Check starting system. Refer to "System Description", "STARTING SYSTEM", SC-7.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Repair or replace damaged parts.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

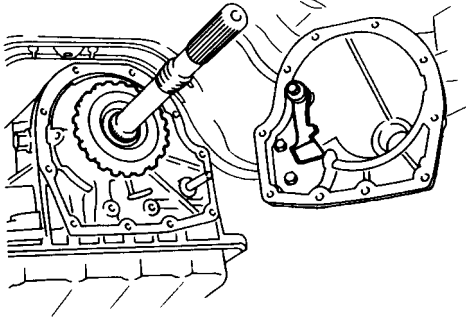
3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed

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

=NEAT0201

SYMPTOM:

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



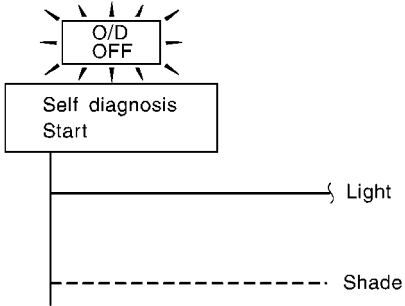
1	CHECK PARKING COMPONENTS
<p>Check parking components. Refer to "Parking Pawl Components", AT-460.</p>	
	
SAT133B	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Repair or replace damaged parts.

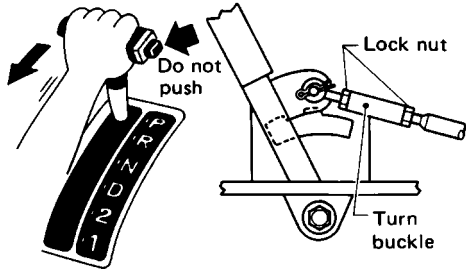
4. In N Position, Vehicle Moves

=NEAT0202

SYMPTOM:

Vehicle moves forward or backward when selecting N position.

1	CHECK PNP SWITCH CIRCUIT	
<p> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?</p>		
<p> Without CONSULT Does self-diagnosis show damage to PNP switch circuit?</p>		
		
SAT367J		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "DTC P0705", AT-238.
No	▶	GO TO 2.

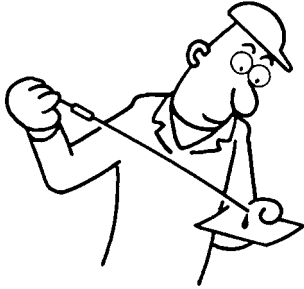
2	CHECK CONTROL LINKAGE	
Check control linkage. Refer to AT-401.		
<p>"P" position</p> 		
SAT032G		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Adjust control linkage. Refer to AT-401.

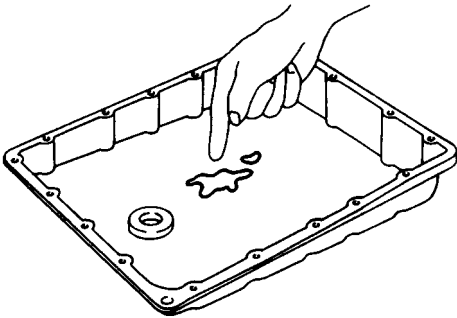
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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

4. In N Position, Vehicle Moves (Cont'd)

3	CHECK A/T FLUID LEVEL	Check A/T fluid level again.	
		SAT638A	
OK or NG			
OK	▶	GO TO 4.	
NG	▶	Refill ATF.	

4	CHECK A/T FLUID CONDITION	1. Remove oil pan. 2. Check A/T fluid condition.	
		SAT171B	
OK or NG			
OK	▶	GO TO 5.	
NG	▶	1. Disassemble A/T. 2. Check the following items: <ul style="list-style-type: none"> ● Forward clutch assembly ● Overrun clutch assembly ● Reverse clutch assembly 	

5	CHECK SYMPTOM	Check again.	
OK or NG			
OK	▶	INSPECTION END	
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.	

5. Large Shock. N → R Position

=NEAT0203

SYMPTOM:

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

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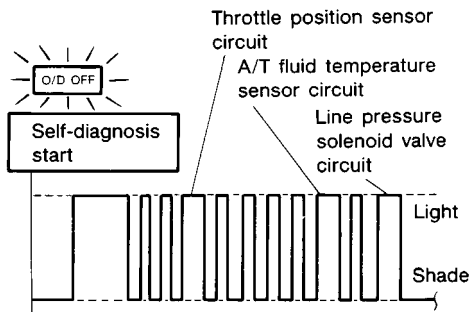
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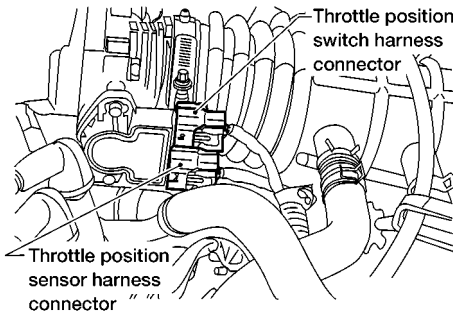
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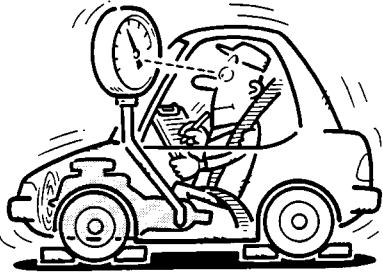
1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to A/T fluid temperature sensor, line pressure solenoid valve or throttle position sensor circuit?		
		
SAT345HA		
Yes or No		
Yes	▶	Check damaged circuit. Refer to "DTC P0710, DTC P0745 or DTC P1705", AT-247, 304 or 320.
No	▶	GO TO 2.

2	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to "DTC P0120 THROTTLE POSITION SENSOR", EC-755.		
		
AAT495A		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace throttle position sensor.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

5. Large Shock. N → R Position (Cont'd)

3	CHECK LINE PRESSURE		
<p>Check line pressure at idle with selector lever in D position. Refer to "LINE PRESSURE TEST", AT-211.</p>			
			
SAT494G			
OK or NG			
OK	▶	GO TO 4.	
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 	

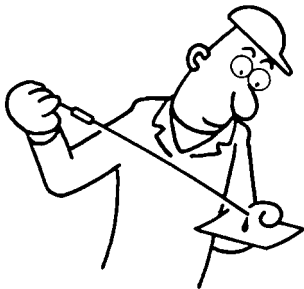
4	CHECK SYMPTOM		
<p>Check again.</p>			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector. 	

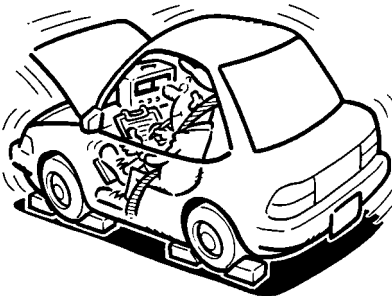
6. Vehicle Does Not Creep Backward In R Position

=NEAT0204

SYMPTOM:

Vehicle does not creep backward when selecting R position.

1	CHECK A/T FLUID LEVEL	<p>Check A/T fluid level again.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT638A</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 2.	
NG	▶	Refill ATF.	

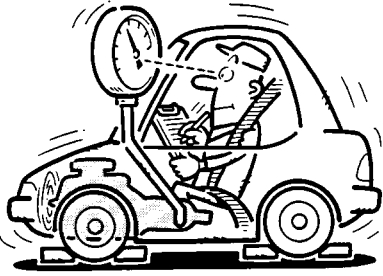
2	CHECK STALL TEST	<p>Check stall revolution with selector lever in 1 and R positions. Refer to AT-479.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT493G</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 3.	
OK in "1" position, NG in R position	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Oil pump assembly ● Torque converter ● Reverse clutch assembly ● High clutch assembly 	
NG in both 1 and R positions	▶	GO TO 6.	

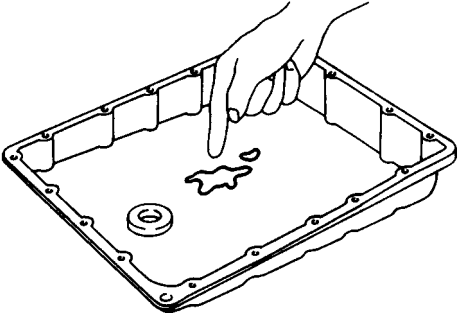
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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

6. Vehicle Does Not Creep Backward In R Position (Cont'd)

3	CHECK LINE PRESSURE	<p>Check line pressure at idle with selector lever in R position. Refer to "LINE PRESSURE TEST", AT-211.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT494G</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 4.	
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Oil pump assembly 	

4	CHECK A/T FLUID CONDITION	<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. <div style="text-align: center;">  </div> <p style="text-align: right;">SAT171B</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 5.	
NG	▶	GO TO 6.	

5	CHECK SYMPTOM	<p>Check again.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	INSPECTION END	
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector. 	

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

6. Vehicle Does Not Creep Backward In R Position (Cont'd)

6	DETECT MALFUNCTIONING ITEM		
		<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Oil pump assembly ● Torque converter ● Reverse clutch assembly ● High clutch assembly ● Low & reverse brake assembly ● Low one-way clutch 	GI MA EM LC EC
	▶	Repair or replace damaged parts.	FE CL MT AT TF PD AX SU BR ST RS BT HA SC EL IDX

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

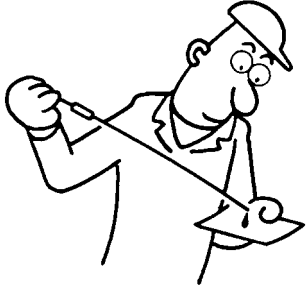
7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position

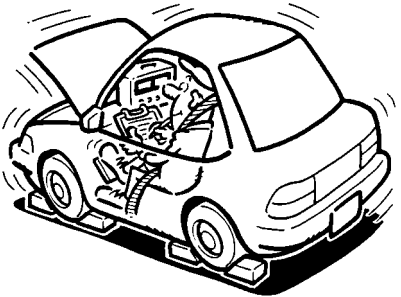
7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position

=NEAT0205

SYMPTOM:

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

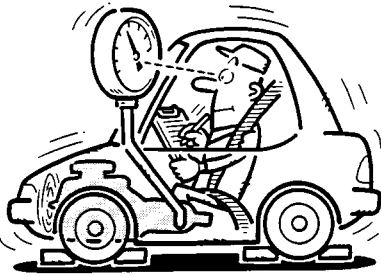
1	CHECK A/T FLUID LEVEL
Check A/T fluid level again.	
	
SAT638A	
OK or NG	
OK	▶ GO TO 2.
NG	▶ Refill ATF.

2	CHECK STALL TEST
Check stall revolution with selector lever in D position. Refer to "STALL TEST", AT-208.	
	
SAT493G	
OK or NG	
OK	▶ GO TO 3.
NG	▶ GO TO 6.

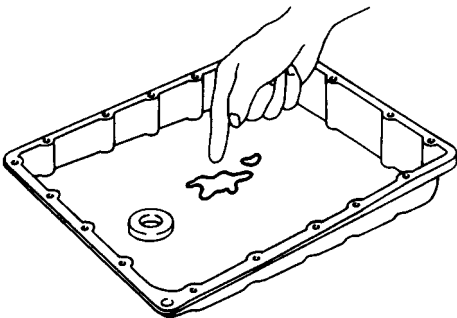
TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position (Cont'd)

3	CHECK LINE PRESSURE	
<p>Check line pressure at idle with selector lever in R position. Refer to "LINE PRESSURE TEST", AT-211.</p>		
		
SAT494G		
OK or NG		
OK	▶	GO TO 4.
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Oil pump assembly

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4	CHECK A/T FLUID CONDITION	
<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. 		
		
SAT171B		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 6.

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5	CHECK SYMPTOM	
<p>Check again.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position (Cont'd)

6	DETECT MALFUNCTIONING ITEM
<p>1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-399.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none">● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)● Line pressure solenoid valve <p>3. Disassemble A/T.</p> <p>4. Check the following items:</p> <ul style="list-style-type: none">● Oil pump assembly● Forward clutch assembly● Forward one-way clutch● Low one-way clutch● Low & reverse brake assembly● Torque converter	
▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

8. Vehicle Cannot Be Started From D₁

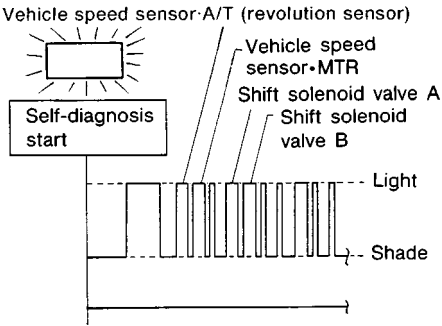
8. Vehicle Cannot Be Started From D₁

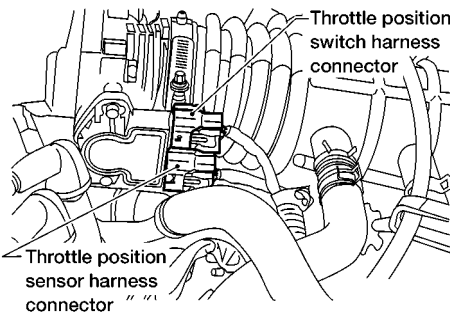
=NEAT0206

SYMPTOM:

Vehicle cannot be started from D₁ on Cruise test — Part 1.

1	CHECK SYMPTOM
Is "6. Vehicle Does Not Creep Backward In R Position" OK?	
Yes or No	
Yes	▶ GO TO 2.
No	▶ Go to "6. Vehicle Does Not Creep Backward In R Position", AT-355.

2	CHECK SELF-DIAGNOSTIC RESULTS
Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?	
	
SAT934FB	
Yes or No	
Yes	▶ Check damaged circuit. Refer to "DTC P0720, DTC P0750, DTC P0755 or VEHICLE SPEED SENSOR. MTR", AT-253, 309, 314 or 339.
No	▶ GO TO 3.

3	CHECK THROTTLE POSITION SENSOR
Check throttle position sensor. Refer to "DTC P0120 THROTTLE POSITION SENSOR", EC-755.	
	
AAT495A	
OK or NG	
OK	▶ GO TO 4.
NG	▶ Repair or replace throttle position sensor.

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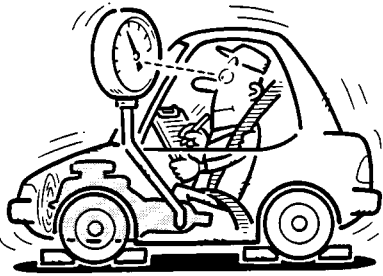
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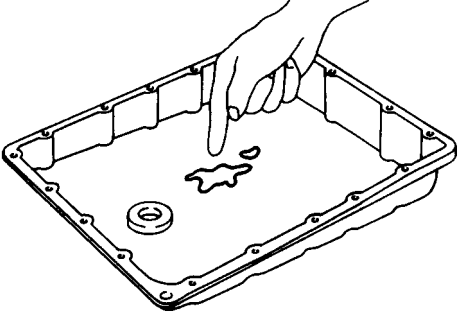
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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

8. Vehicle Cannot Be Started From D₁ (Cont'd)

4	CHECK LINE PRESSURE		
<p>Check line pressure at stall point with selector lever in D position. Refer to "LINE PRESSURE TEST", AT-211.</p>			
			
SAT494G			
OK or NG			
OK	▶	GO TO 5.	
NG	▶	GO TO 8.	

5	CHECK A/T FLUID CONDITION		
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p>			
			
SAT171B			
OK or NG			
OK	▶	GO TO 6.	
NG	▶	GO TO 8.	

6	DETECT MALFUNCTIONING ITEM		
<p>1. Remove control valve assembly. Refer to AT-399.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve A ● Shift valve B ● Shift solenoid valve A ● Shift solenoid valve B ● Pilot valve ● Pilot filter 			
OK or NG			
OK	▶	GO TO 7.	
NG	▶	Repair or replace damaged parts.	

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

8. Vehicle Cannot Be Started From D₁ (Cont'd)

7	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

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8	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve A ● Shift valve B ● Shift solenoid valve A ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Forward clutch assembly ● Forward one-way clutch ● Low one-way clutch ● High clutch assembly ● Torque converter ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂

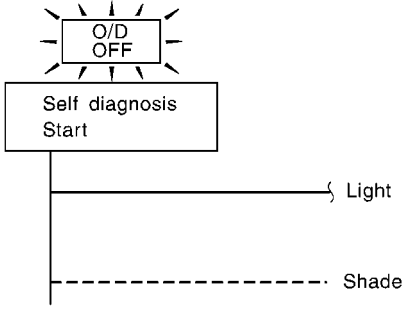
9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂

=NEAT0207

SYMPTOM:

A/T does not shift from D₁ to D₂ at the specified speed.
 A/T does not shift from D₄ to D₂ when depressing accelerator pedal fully at the specified speed.

1	CHECK SYMPTOM	
Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D ₁ " OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D ₁ ", AT-358, 361.

2	CHECK PNP SWITCH CIRCUIT	
<input checked="" type="checkbox"/> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?		
<input type="checkbox"/> Without CONSULT Does self-diagnosis show damage to PNP switch circuit?		
		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "DTC P0705", AT-241.
No	▶	GO TO 3.

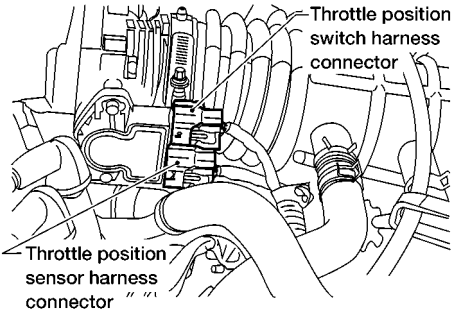
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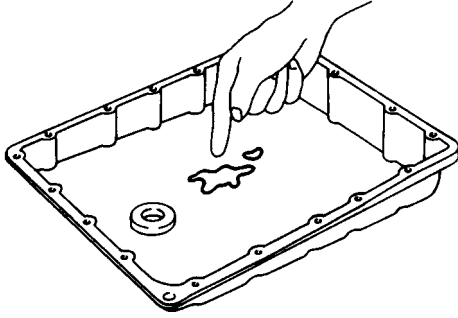
3	CHECK VEHICLE SPEED SENSOR-A/T AND VEHICLE SPEED SENSOR-MTR CIRCUIT	
Check vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuit. Refer to "DTC P0720 and VEHICLE SPEED SENSOR-MTR", AT-253, 339.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace vehicle speed sensor-A/T (revolution sensor) and vehicle speed sensor-MTR circuits.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂ (Cont'd)

4	CHECK THROTTLE POSITION SENSOR	
<p>Check throttle position sensor. Refer "DTC P0120 THROTTLE POSITION SENSOR", EC-755.</p>		
 <p>Throttle position switch harness connector</p> <p>Throttle position sensor harness connector</p>		
AAT495A		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair or replace throttle position sensor.

5	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p>		
		
SAT171B		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 8.

6	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve. Refer to AT-399. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve A ● Shift solenoid valve A ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

9. A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$ (Cont'd)

7	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

8	DETECT MALFUNCTIONING ITEM	
1. Remove control valve. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve A ● Shift solenoid valve A ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Servo piston assembly ● Brake band ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

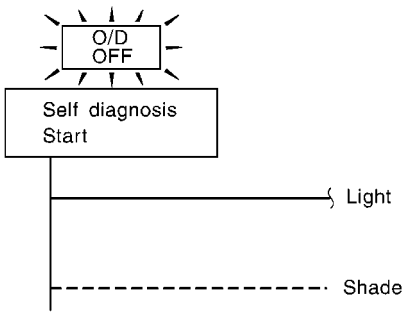
10. A/T Does Not Shift: D₂ → D₃

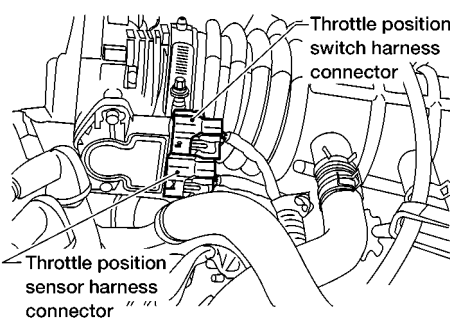
=NEAT0208

SYMPTOM:

A/T does not shift from D₂ to D₃ at the specified speed.

1	CHECK SYMPTOM	
Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D ₁ " OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D ₁ ", AT-358, 361.

2	CHECK PNP SWITCH CIRCUIT	
<input checked="" type="checkbox"/> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?		
<input type="checkbox"/> Without CONSULT Does self-diagnosis show damage to PNP switch circuit?		
		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "DTC P0705", AT-241.
No	▶	GO TO 3.

3	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to "DTC P0120 THROTTLE POSITION SENSOR", EC-755.		
		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace throttle position sensor.

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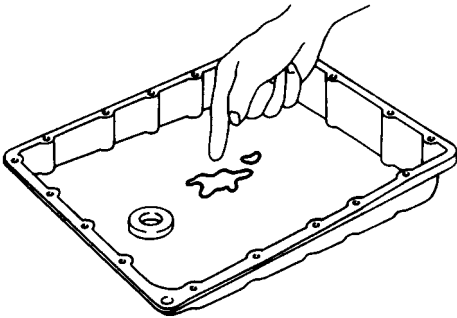
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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

10. A/T Does Not Shift: $D_2 \rightarrow D_3$ (Cont'd)

4	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p>		
		
SAT171B		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve Assembly. Refer to AT-399. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve B ● Shift solenoid valve B ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

6	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

10. A/T Does Not Shift: D₂ → D₃ (Cont'd)

7	DETECT MALFUNCTIONING ITEM	
	<p>1. Remove control valve Assembly. Refer to AT-399.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve B ● Shift solenoid valve B ● Pilot valve ● Pilot filter <p>3. Disassemble A/T.</p> <p>4. Check the following items:</p> <ul style="list-style-type: none"> ● Servo piston assembly ● High clutch assembly ● Oil pump assembly <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

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11. A/T Does Not Shift: $D_3 \rightarrow D_4$

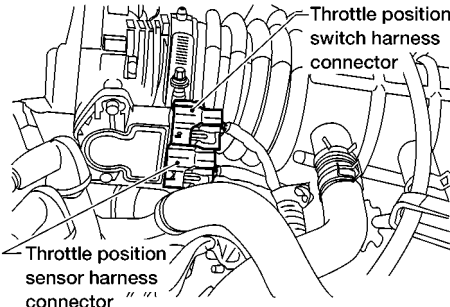
=NEAT0209

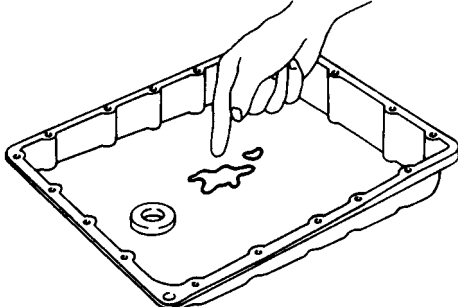
SYMPTOM:

- A/T does not shift from D_3 to D_4 at the specified speed.
- A/T must be warm before D_3 to D_4 shift will occur.

1	CHECK SYMPTOM	
Are "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D_1 " OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to "7. Vehicle Does Not Creep Forward In D, 2 Or 1 Position" and "8. Vehicle Cannot Be Started From D_1 ", AT-358, 361.

2	CHECK SELF-DIAGNOSTIC RESULTS	
<p> With CONSULT Does self-diagnosis, after cruise test, show damage to any of the following circuits? </p> <ul style="list-style-type: none"> ● PNP switch ● Overdrive control switch ● A/T fluid temperature sensor ● Revolution sensor ● Shift solenoid valve A or B ● Vehicle speed sensor 		
SAT363HA		
Yes or No		
Yes	▶	Check damaged circuit. Refer to "DTC P0705, P0710, P0720, P0750, P0755 or VHCL SPEED SEN·MTR", AT-241, 247, 253, 309, 314 or 339.
No	▶	GO TO 3.

3	CHECK THROTTLE POSITION SENSOR	
<p>Check throttle position sensor. Refer to "DTC P0120 THROTTLE POSITION SENSOR", <i>EC-755</i>.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">Throttle position switch harness connector</p> <p style="margin-left: 100px;">Throttle position sensor harness connector</p> </div> <p style="text-align: right;">AAT495A</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace throttle position sensor.

4	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT171B</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve Assembly. Refer to AT-399. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve B ● Overrun clutch control valve ● Shift solenoid valve B ● Pilot valve ● Pilot filter <p style="text-align: right;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

11. A/T Does Not Shift: $D_3 \rightarrow D_4$ (Cont'd)

6	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

7	DETECT MALFUNCTIONING ITEM	
<ol style="list-style-type: none"> 1. Remove control valve Assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve B ● Overrun clutch control valve ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Servo piston assembly ● Brake band ● Torque converter ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

12. A/T Does Not Perform Lock-up

=NEAT0210

SYMPTOM:

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

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1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to torque converter clutch solenoid valve circuit after cruise test?		
SAT346H		
Yes or No		
Yes	▶	Check torque converter clutch solenoid valve circuit. Refer to "DTC P0740", AT-290.
No	▶	GO TO 2.

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2	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to "P0120 THROTTLE POSITION SENSOR", EC-755.		
AAT495A		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace throttle position sensor.

3	DETECT MALFUNCTIONING ITEM	
1. Remove control valve. Refer to AT-399. 2. Check following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Torque converter relief valve ● Torque converter clutch solenoid valve ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

12. A/T Does Not Perform Lock-up (Cont'd)

4	CHECK SYMPTOM
Check again.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

13. A/T Does Not Hold Lock-up Condition

=NEAT0211

SYMPTOM:

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

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1	CHECK DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to engine speed signal circuit after cruise test?		
SAT347H		
Yes or No		
Yes	▶	Check engine speed signal circuit. Refer to "DTC P0725", AT-258.
No	▶	GO TO 2.

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2	CHECK A/T FLUID CONDITION	
<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. 		
SAT171B		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 5.

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3	DETECT MALFUNCTIONING ITEM	
<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

13. A/T Does Not Hold Lock-up Condition (Cont'd)

4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

5	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-399. 2. Check the following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check torque converter and oil pump assembly.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

14. Lock-up Is Not Released

=NEAT0212

SYMPTOM:

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

GI

1	CHECK THROTTLE POSITION SWITCH CIRCUIT	
<p>Ⓟ With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to closed throttle position switch circuit?</p>		
<p>ⓧ Without CONSULT Does self-diagnosis show damage to closed throttle position switch circuit?</p>		
SAT367J		
Yes or No		
Yes	▶	Check closed throttle position switch circuit. Refer to "DTC P1705", AT-320.
No	▶	GO TO 2.

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2	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

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15. Engine Speed Does Not Return To Idle (Light Braking D₄ → D₃)

15. Engine Speed Does Not Return To Idle (Light Braking D₄ → D₃)

=NEAT0213

SYMPTOM:

- Engine speed does not smoothly return to idle when A/T shifts from D₄ to D₃.
- Vehicle does not decelerate by engine brake when turning overdrive control switch OFF.
- Vehicle does not decelerate by engine brake when shifting A/T from D to 2 position.

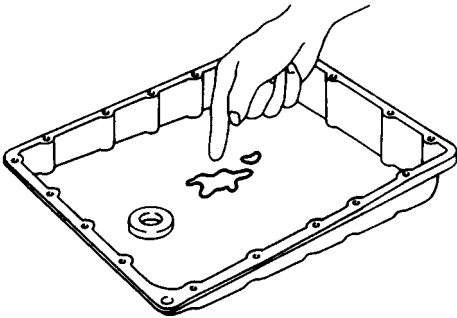
1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to overrun clutch solenoid valve circuit after cruise test?		
SAT348H		
Yes or No		
Yes	▶	Check overrun clutch solenoid valve circuit. Refer to "DTC P1760", AT-328.
No	▶	GO TO 2.

2	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to "DTC P0120 THROTTLE POSITION SENSOR", EC-755.		
AAT495A		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace throttle position sensor.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

15. Engine Speed Does Not Return To Idle (Light Braking D₄ → D₃) (Cont'd)

3	CHECK A/T FLUID CONDITION	<p>1. Remove oil pan. 2. Check A/T fluid condition.</p> <div style="text-align: center;">  <p>SAT171B</p> </div> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 4.	
NG	▶	GO TO 6.	

4	DETECT MALFUNCTIONING ITEM	<p>1. Remove control valve assembly. Refer to AT-399. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch control valve ● Overrun clutch reducing valve ● Overrun clutch solenoid valve <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 5.	
NG	▶	Repair or replace damaged parts.	

5	CHECK SYMPTOM	<p>Check again.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶	INSPECTION END	
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>	

6	DETECT MALFUNCTIONING ITEM	<p>1. Remove control valve assembly. Refer to AT-399. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch control valve ● Overrun clutch reducing valve ● Overrun clutch solenoid valve <p>3. Disassemble A/T. 4. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch assembly ● Oil pump assembly <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 5.	
NG	▶	Repair or replace damaged parts.	

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16. Vehicle Does Not Start From D₁

NEAT0214

SYMPTOM:

Vehicle does not start from D₁ on Cruise test — Part 2.

1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?		
SAT633I		
Yes or No		
Yes	▶	Check damaged circuit. Refer to "DTC P0720, P0750, P0755 or VHCL SPEED SEN-MTR", AT-253, 309, 314 or 339.
No	▶	GO TO 2.

2	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	Go to "8. Vehicle Cannot Be Started From D ₁ ", AT-361.
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

17. A/T Does Not Shift: D₄ → D₃, When Overdrive Control Switch ON → OFF

17. A/T Does Not Shift: D₄ → D₃, When Overdrive Control Switch ON → OFF

=NEAT0215

SYMPTOM:

A/T does not shift from D₄ to D₃ when changing overdrive control switch to OFF position.

1	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT	
<p><input type="checkbox"/> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to overdrive control switch circuit?</p>		
<p><input checked="" type="checkbox"/> Without CONSULT Does self-diagnosis show damage to overdrive control switch circuit?</p>		
<pre> graph TD A[O/D OFF] --- B[Self-diagnosis start] B -.-> C[Light] B --- D[Shade] </pre>		
SAT344H		
Yes or No		
Yes	▶	Check overdrive control switch circuit. Refer to AT-385.
No	▶	Go to "10. A/T Does Not Shift: D ₂ → D ₃ ", AT-367.

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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A



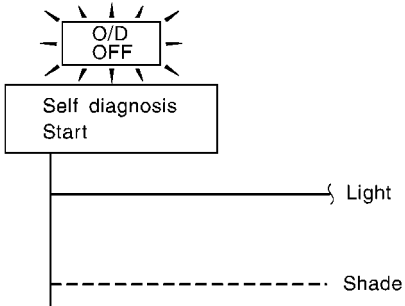
18. A/T Does Not Shift: D₃ → 2₂, When Selector Lever D → 2 Position

18. A/T Does Not Shift: D₃ → 2₂, When Selector Lever D → 2 Position

=NEAT0216

SYMPTOM:

A/T does not shift from D₃ to 2₂ when changing selector lever from D to 2 position.

1	CHECK PNP SWITCH CIRCUIT
<p> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?</p>	
<p> Without CONSULT Does self-diagnosis show damage to PNP switch circuit?</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT367J</p>	
Yes or No	
Yes	▶ Check PNP switch circuit. Refer to "DTC P0705", AT-241.
No	▶ Go to "9. A/T Does Not Shift: D ₁ → D ₂ Or Does Not Kick-down: D ₄ → D ₂ ", AT-364.

19. A/T Does Not Shift: 2₂ → 1₁, When Selector Lever 2 → 1 Position

=NEAT0217

SYMPTOM:

A/T does not shift from 2₂ to 1₁ when changing selector lever from 2 to 1 position.

1	CHECK PNP SWITCH CIRCUIT
<p> With CONSULT Does "ECU INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit?</p>	
<p> Without CONSULT Does self-diagnosis show damage to PNP switch circuit?</p>	
SAT367J	
Yes or No	
Yes	▶ Check PNP switch circuit. Refer to "DTC P0705", AT-241.
No	▶ GO TO 2.

2	CHECK SYMPTOM
Check again.	
OK or NG	
SAT778B	
OK	▶ INSPECTION END
NG	▶ <ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

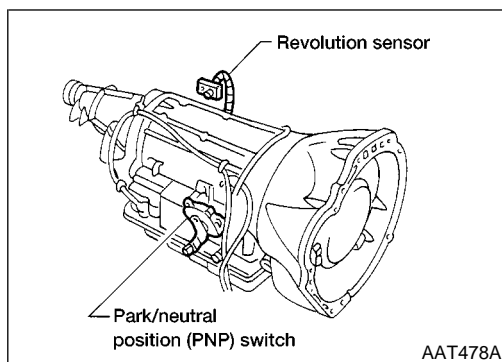
20. Vehicle Does Not Decelerate By Engine Brake

NEAT0218

SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 2₂ (1₂) to 1₁.

1	CHECK SYMPTOM	
Is "6. Vehicle Does Not Creep Backward In R Position" OK?		
Yes or No		
Yes	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-378.
No	▶	Go to "6. Vehicle Does Not Creep Backward In R Position", AT-355.



21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)

NEAT0219

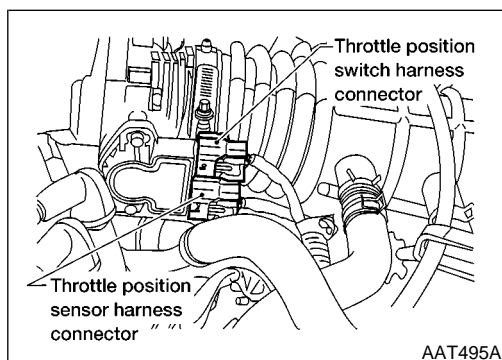
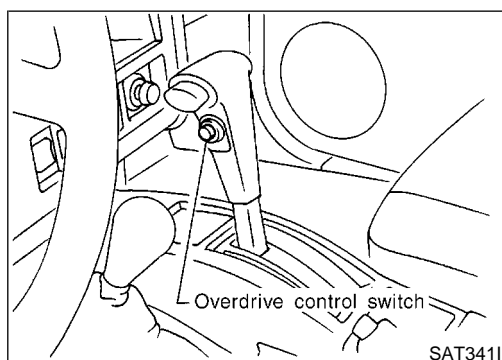
SYMPTOM:

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

DESCRIPTION

NEAT0219S01

- PNP switch
The PNP switch assembly includes a transmission range switch.
The transmission range switch detects the selector position and sends a signal to the TCM.
- Overdrive control switch
Detects the overdrive control switch position (ON or OFF) and sends a signal to the TCM.
- Throttle position switch
Consists of a wide open throttle position switch and a closed throttle position switch.
The wide open position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position.
The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.



TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

DIAGNOSTIC PROCEDURE

-NEAT0219S02

NOTE:

The diagnostic procedure includes inspections for the overdrive control and throttle position switch circuits.

1	CHECK PNP SWITCH CIRCUIT (With CONSULT-II)															
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out P, R, N, D, 2 and 1 position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>PN POSI SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>R POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>D POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>2 POSITION SW</td> <td style="text-align: center;">ON</td> </tr> <tr> <td>1 POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		PN POSI SW	OFF	R POSITION SW	OFF	D POSITION SW	OFF	2 POSITION SW	ON	1 POSITION SW	OFF
DATA MONITOR																
MONITORING																
PN POSI SW	OFF															
R POSITION SW	OFF															
D POSITION SW	OFF															
2 POSITION SW	ON															
1 POSITION SW	OFF															
SAT643J																
OK or NG																
OK	▶	GO TO 3.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-390. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) 														

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TROUBLE DIAGNOSES FOR SYMPTOMS

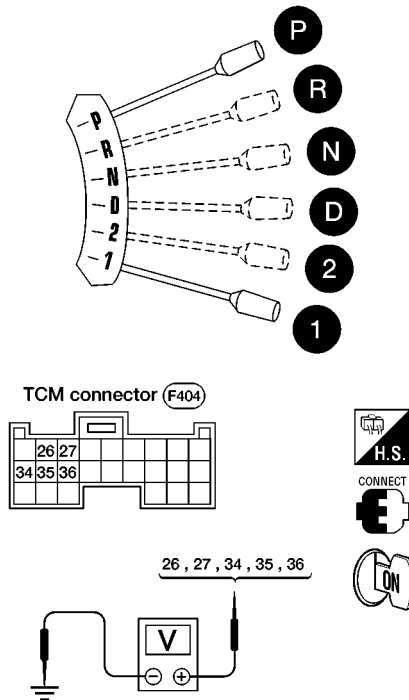
RE4R01A

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

2 CHECK PNP SWITCH CIRCUIT (Without CONSULT-II)

⊗ Without CONSULT-II

1. Turn ignition switch to ON position.
(Do not start engine.)
2. Check voltage between TCM terminals (26, 27, 34, 35, 36) and ground while moving selector lever through each position.



AAT350A

Lever position	Terminals				
	36	35	34	27	26
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

AAT479A

Does battery voltage exist (B) or non-existent (0)?

Yes	▶	GO TO 3.
No	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-390. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness)

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

3 CHECK OVERDRIVE CONTROL SWITCH CIRCUIT

With CONSULT-II

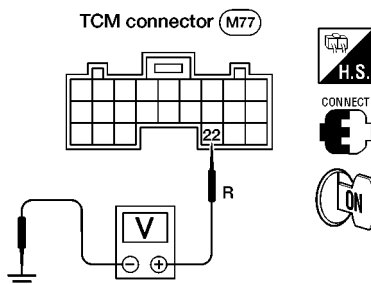
1. Turn ignition switch to ON position.
(Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out "OVERDRIVE SWITCH". Check the signal of the overdrive control switch is indicated properly.
(Overdrive control switch ON displayed on CONSULT-II means overdrive OFF.)

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

Without CONSULT-II

1. Turn ignition switch to ON position.
(Do not start engine.)
2. Check voltage between TCM harness connector M77 terminal 22 and ground when overdrive control switch is ON and OFF.



AAT510A

Voltage:
Switch position ON:
 Battery voltage
Switch position OFF:
 1V or less

OK or NG

OK (With CONSULT-II)	▶	GO TO 4.
OK (Without CONSULT-II)	▶	GO TO 5.
NG	▶	Check the following items: <ul style="list-style-type: none"> ● Overdrive control switch Refer to "Component Inspection", AT-390. ● Harness for short or open between TCM and overdrive control switch (Main harness) ● Harness for short or open of ground circuit for overdrive control switch (Main harness)

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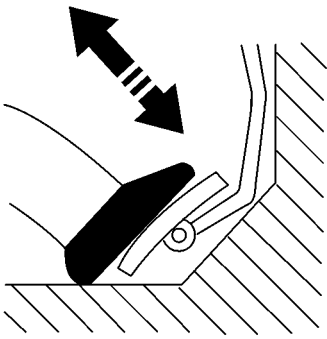
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TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

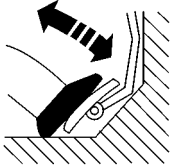
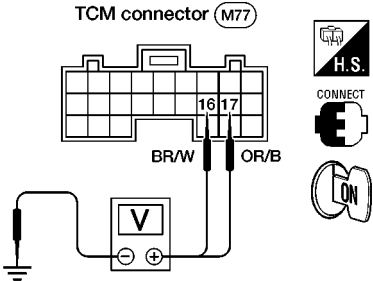
4		CHECK THROTTLE POSITION SWITCH CIRCUIT (With CONSULT-II)														
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Apply vacuum to the throttle opener. Refer to step 1 and step 2 of "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185. 4. Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="padding: 2px;">Accelerator pedal condition</th> <th colspan="2" style="padding: 2px;">Data monitor</th> </tr> <tr> <th style="padding: 2px;">CLOSED THL/SW</th> <th style="padding: 2px;">W/O THRL/P-SW</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">Released</td> <td style="padding: 2px;">ON</td> <td style="padding: 2px;">OFF</td> </tr> <tr> <td style="padding: 2px;">Fully depressed</td> <td style="padding: 2px;">OFF</td> <td style="padding: 2px;">ON</td> </tr> </tbody> </table>			Accelerator pedal condition	Data monitor		CLOSED THL/SW	W/O THRL/P-SW	Released	ON	OFF	Fully depressed	OFF	ON			
Accelerator pedal condition	Data monitor															
	CLOSED THL/SW	W/O THRL/P-SW														
Released	ON	OFF														
Fully depressed	OFF	ON														
<p>MTBL0011</p>																
<div style="display: flex; justify-content: space-around; align-items: center;">  <table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="padding: 2px;">DATA MONITOR</th> </tr> <tr> <th style="padding: 2px;">MONITORING</th> <th style="padding: 2px;"></th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">POWERSHIFT SW</td> <td style="padding: 2px;">OFF</td> </tr> <tr> <td style="padding: 2px;">CLOSED THL/SW</td> <td style="padding: 2px;">OFF</td> </tr> <tr> <td style="padding: 2px;">W/OTHRL/P-SW</td> <td style="padding: 2px;">OFF</td> </tr> <tr> <td style="padding: 2px;">HOLD SW</td> <td style="padding: 2px;">OFF</td> </tr> <tr> <td style="padding: 2px;">BRAKE SW</td> <td style="padding: 2px;">ON</td> </tr> </tbody> </table> </div>			DATA MONITOR		MONITORING		POWERSHIFT SW	OFF	CLOSED THL/SW	OFF	W/OTHRL/P-SW	OFF	HOLD SW	OFF	BRAKE SW	ON
DATA MONITOR																
MONITORING																
POWERSHIFT SW	OFF															
CLOSED THL/SW	OFF															
W/OTHRL/P-SW	OFF															
HOLD SW	OFF															
BRAKE SW	ON															
OK or NG																
OK	▶	GO TO 6.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch Refer to "Component Inspection", AT-391. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 														

SAT646J

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

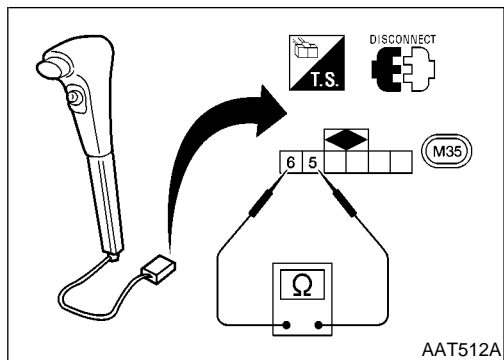
21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

5	CHECK THROTTLE POSITION SWITCH CIRCUIT (Without CONSULT-II)												
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to ON position. (Do not start engine.) 2. Check voltage between TCM terminals (16, 17) and ground while depressing, and releasing accelerator pedal slowly. (after warming up engine) 3. Refer to "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185. 													
													
													
AAT511A													
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Accelerator pedal condition</th> <th colspan="2" style="text-align: center;">Voltage</th> </tr> <tr> <th style="text-align: center;">Terminal No. 16</th> <th style="text-align: center;">Terminal No. 17</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Released</td> <td style="text-align: center;">Battery voltage</td> <td style="text-align: center;">1V or less</td> </tr> <tr> <td style="text-align: center;">Fully Depressed</td> <td style="text-align: center;">1V or less</td> <td style="text-align: center;">Battery voltage</td> </tr> </tbody> </table>			Accelerator pedal condition	Voltage		Terminal No. 16	Terminal No. 17	Released	Battery voltage	1V or less	Fully Depressed	1V or less	Battery voltage
Accelerator pedal condition	Voltage												
	Terminal No. 16	Terminal No. 17											
Released	Battery voltage	1V or less											
Fully Depressed	1V or less	Battery voltage											
AAT615A													
OK or NG													
OK	▶	GO TO 6.											
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch Refer to "Component Inspection", AT-391. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 											

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6	CHECK DTC	
Perform Diagnostic procedure, AT-385.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)



COMPONENT INSPECTION

Overdrive Control Switch

NEAT0219S03

NEAT0219S0301

- Check continuity between terminals 5 and 6.

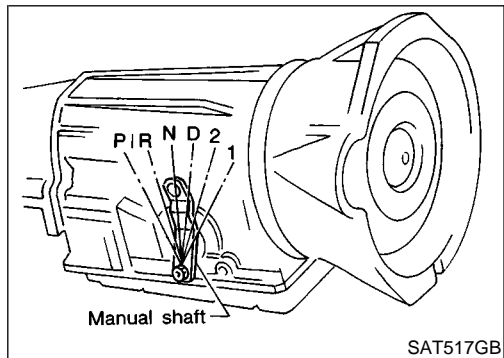
Continuity:

Switch position ON:

No

Switch position OFF:

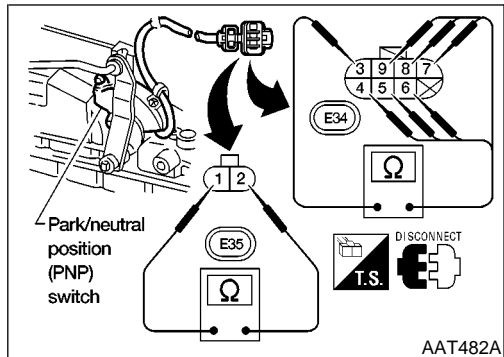
Yes



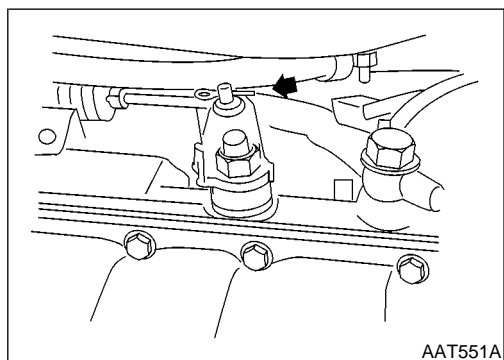
PNP Switch

NEAT0219S0302

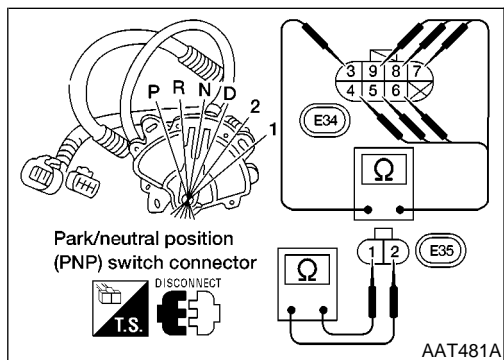
1. Check continuity between terminals 1 and 2 and between terminals 3 and (4, 5, 6, 7, 8, 9) while moving manual shaft through each position.



Lever position	P	R	N	D	2	1
Terminal No.	1 - 2	3 - 5	1 - 2	3 - 7	3 - 8	3 - 9
	3 - 4		3 - 6			



2. If NG, check again with manual control linkage disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control linkage. Refer to AT-401.

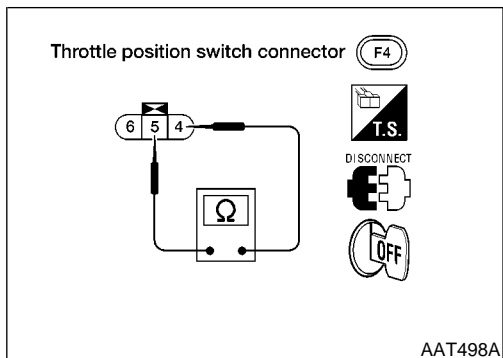


4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to AT-400.
6. If NG on step 4, replace PNP switch.

TROUBLE DIAGNOSES FOR SYMPTOMS

RE4R01A

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)



Throttle Position Switch

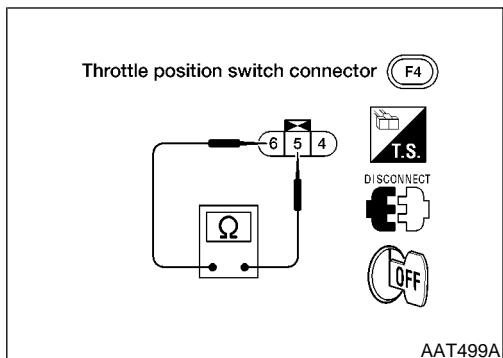
NEAT0219S0303

Closed Throttle Position Switch (Idle Position)

- Check continuity between terminals 4 and 5. Refer to "Preparation", "TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS)", AT-185.

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to "Basic Inspection", "TROUBLE DIAGNOSIS — Basic Inspection", EC-680.



Wide Open Throttle Position Switch

- Check continuity between terminals 5 and 6.

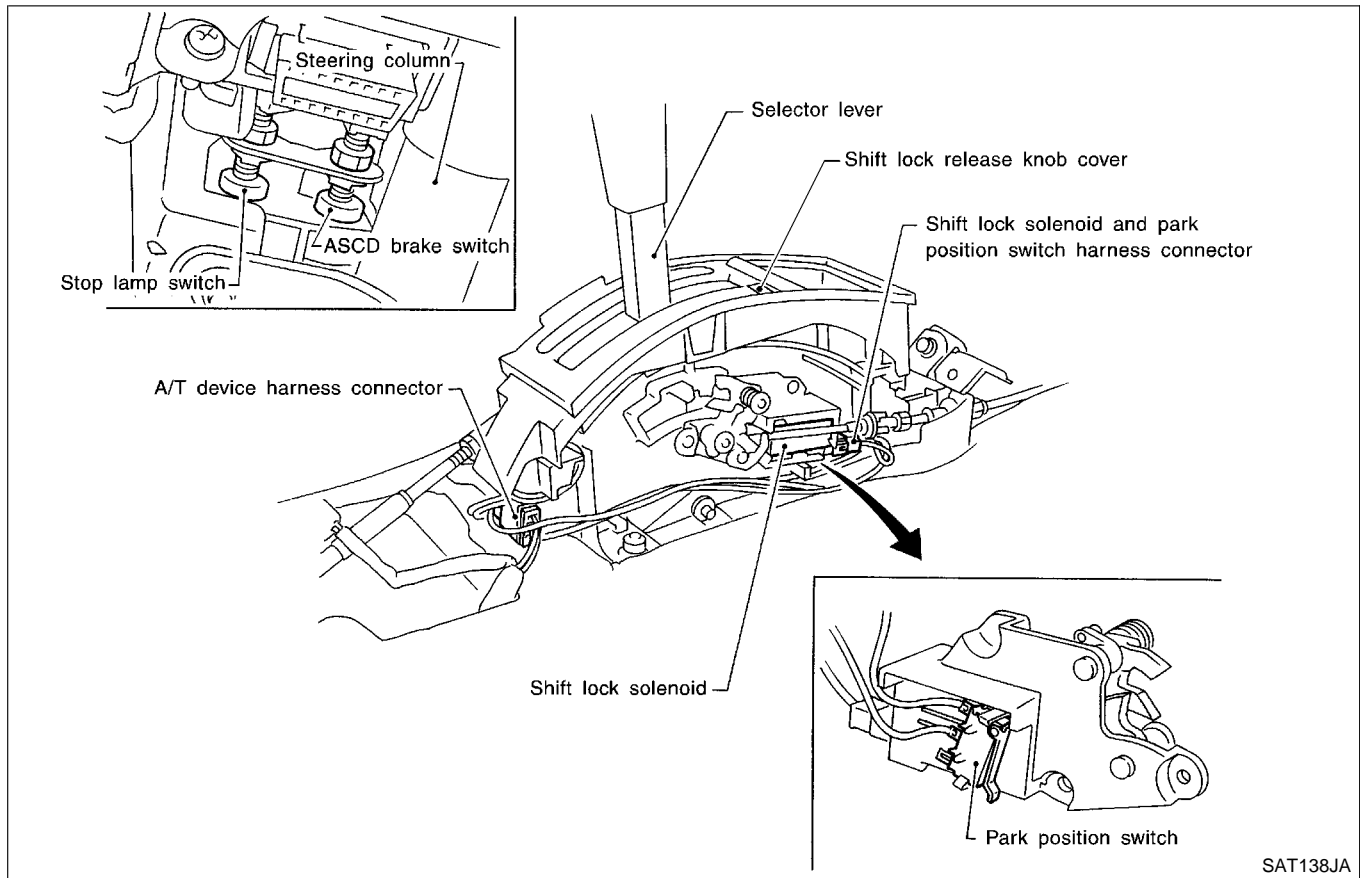
Accelerator pedal condition	Continuity
Released	No
Depressed	Yes

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Description

NEAT0220

- The mechanical key interlock mechanism also operates as a shift lock:
With the key switch turned to ON, the selector lever cannot be shifted from P (park) 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.
- 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.



A/T SHIFT LOCK SYSTEM

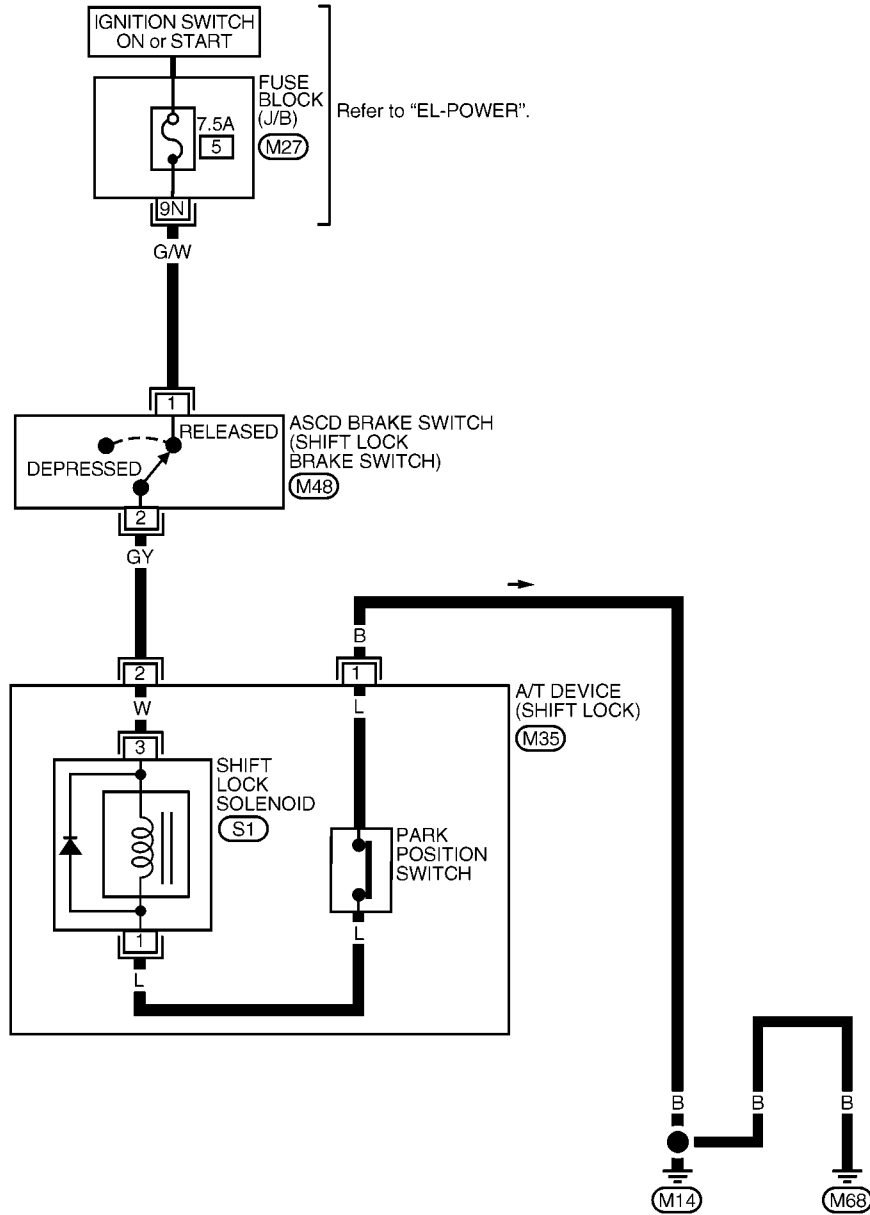
RE4R01A

Wiring Diagram — SHIFT —

Wiring Diagram — SHIFT —

NEAT0221

AT-SHIFT-01



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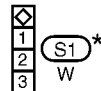
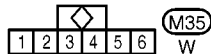
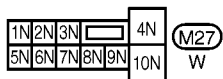
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*: This connector is not shown in "HARNESS LAYOUT" of EL section.

AAT602A

Diagnostic Procedure

NEAT0222

SYMPTOM 1:

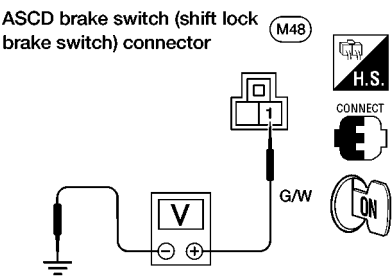
- Selector lever cannot be moved from P position with key in ON position and brake pedal applied.
- Selector lever can be moved from P position with key in ON position and brake pedal released.
- Selector lever can be moved from P position when key is removed from key cylinder.

SYMPTOM 2:

Ignition key cannot be removed when selector lever is set to P position. It can be removed when selector lever is set to any position except P.

1	CHECK KEY INTERLOCK CABLE		
Check key interlock cable for damage.			
OK or NG			
OK	▶	GO TO 2.	
NG	▶	Repair key interlock cable. Refer to "Key Interlock Cable", AT-397.	

2	CHECK SELECTOR LEVER POSITION		
Check selector lever position for damage.			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Check selector lever. Refer to "ON-VEHICLE SERVICE — PNP Switch and Manual Control Linkage Adjustment", AT-400 and AT-401.	

3	CHECK POWER SOURCE		
1. Turn ignition switch to ON position. (Do not start engine.) 2. Check voltage between ASCD brake switch (shift lock brake switch) connector			
			
Does battery voltage exist?			
Yes	▶	GO TO 4.	
No	▶	Check the following items: <ul style="list-style-type: none"> ● Harness for short or open between battery and ASCD brake switch (shift lock brake switch) harness terminal 1 ● Fuse ● Ignition switch Refer to POWER SUPPLY ROUTING, EL-8 .	

AAT513A

A/T SHIFT LOCK SYSTEM

RE4R01A

Diagnostic Procedure (Cont'd)

4	CHECK INPUT SIGNAL (BRAKE SWITCH)	
<p>Turn ignition switch to ON position. (Do not start engine.)</p> <ul style="list-style-type: none"> Check voltage between A/T device harness terminal 2 and ground. 		
<p>Voltage: Brake pedal depressed: 0V Brake pedal released: Battery voltage</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> Harness for short or open between A/T device harness connector 2 and ASCD brake switch (shift lock brake switch) harness connector 2 ASCD brake switch (shift lock brake switch) (Refer to "Component Check", AT-396.)

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5	CHECK GROUND CIRCUIT	
<ol style="list-style-type: none"> Turn ignition switch to OFF position. Disconnect A/T device harness connector. Check continuity between A/T device harness terminal 1 and ground. 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair harness or connector.

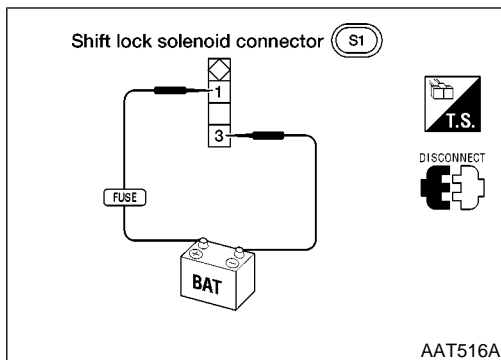
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6	CHECK PARK POSITION SWITCH	
<p>(Refer to "Component Check", AT-396.)</p>		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace park position switch.

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7	CHECK SHIFT LOCK SOLENOID	
(Refer to "Component Check", AT-396.)		
OK or NG		
OK	▶	GO TO 8.
NG	▶	Replace shift lock solenoid.

8	CHECK SHIFT LOCK OPERATION	
1. Reconnect shift lock harness connector. 2. Turn ignition switch from OFF to ON" position. (Do not start engine.) 3. Recheck shift lock operation.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform A/T device input/output signal inspection test. 2. If NG, recheck harness connector connection.

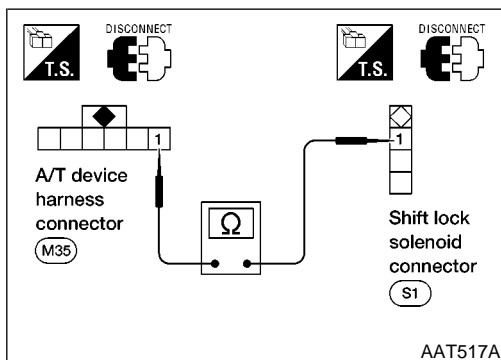


Component Check SHIFT LOCK SOLENOID

NEAT0223

NEAT0223S01

- Check operation by applying battery voltage between shift lock solenoid connector terminals 1 and 3.

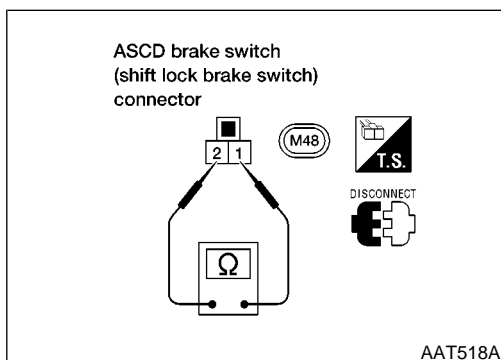


PARK POSITION SWITCH

NEAT0223S02

- Check continuity between park position switch harness connector terminal 1 and A/T device harness connector terminal 1.

Condition	Continuity
When selector lever is set in "P" position and selector lever button is released	Yes
Except above	No



ASCD BRAKE SWITCH (SHIFT LOCK BRAKE SWITCH)

NEAT0223S03

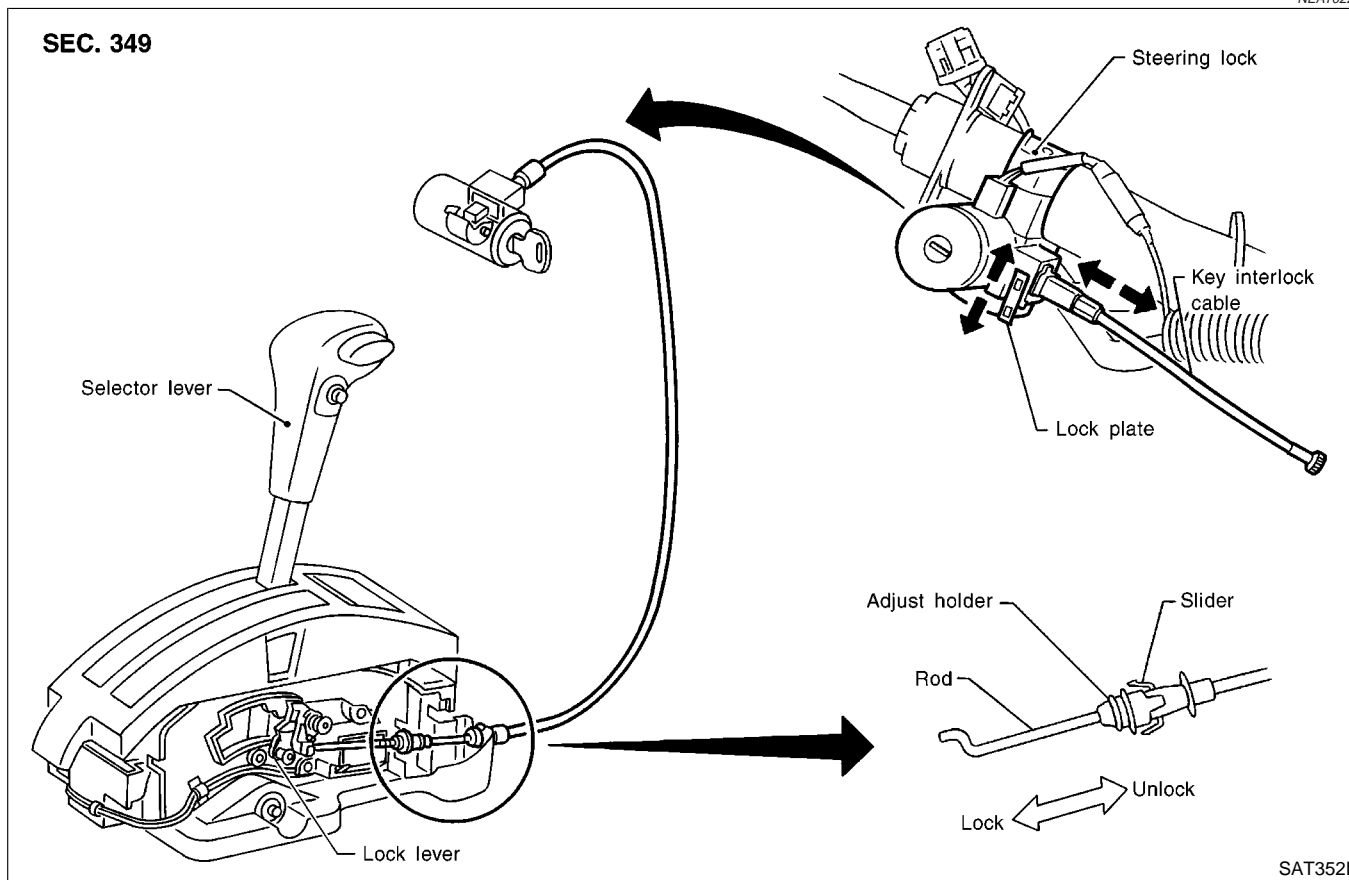
- Check continuity between ASCD brake switch (shift lock brake switch) harness connector terminals 1 and 2.

Condition	Continuity
When brake pedal is depressed	No
When brake pedal is released	Yes

Check ASCD brake switch (shift lock brake switch) after adjusting brake pedal — refer to BR-17.

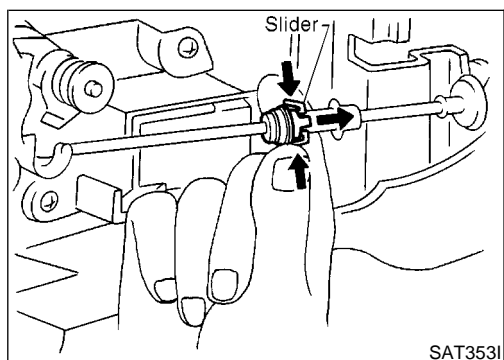
Components

NEAT0224



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 39.2 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.



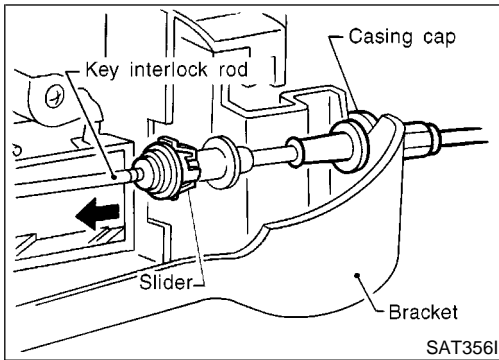
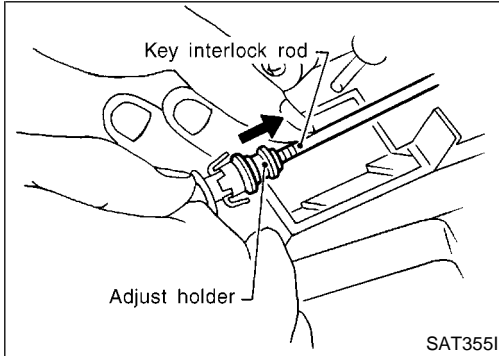
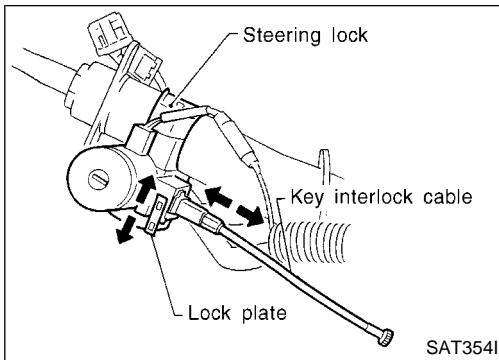
Removal

Unlock slider from adjuster holder and remove rod from cable.

NEAT0225

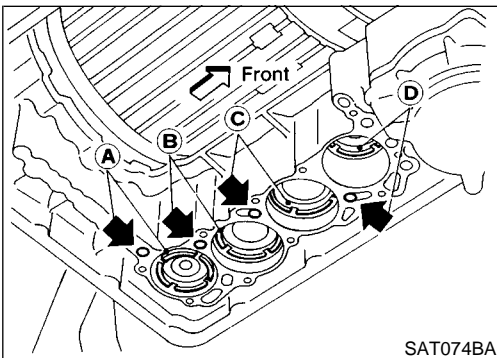
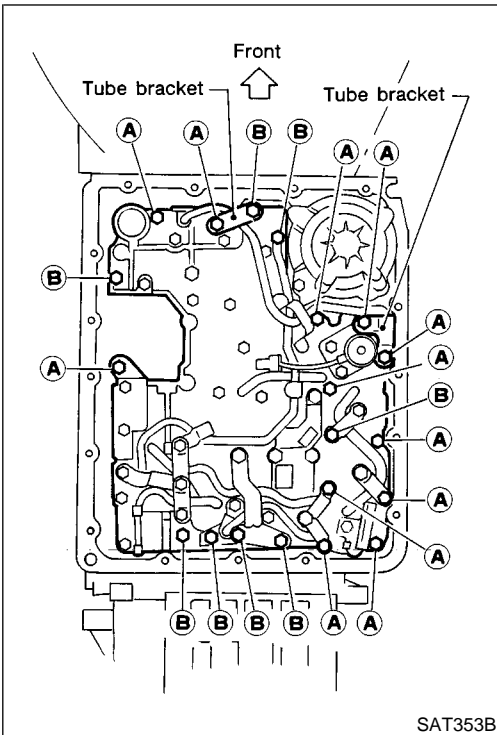
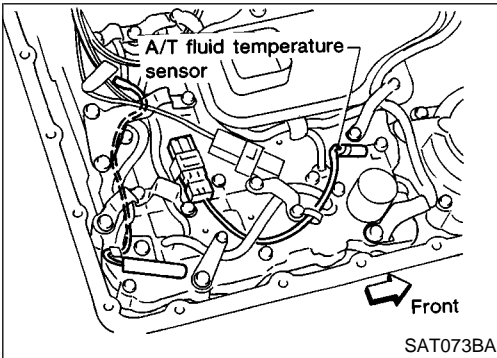
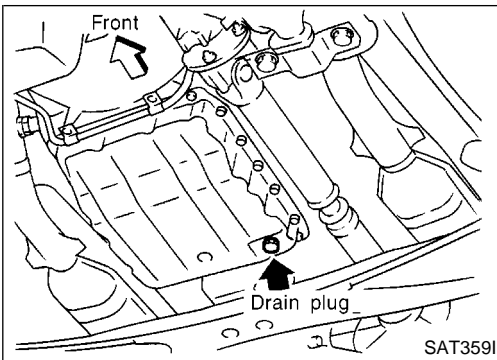
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Installation



Installation

1. Set key interlock cable to steering lock assembly and install lock plate. NEAT0226
2. Clamp cable to steering column and fix to control cable with band.
3. Set selector lever to P position.
4. Insert interlock rod into adjuster holder.
5. Install casing cap to bracket.
6. Move slider in order to fix adjuster holder to interlock rod.



Control Valve Assembly and Accumulators REMOVAL

NEAT0227

NEAT0227S01

1. Remove exhaust front tube.
2. Remove oil pan and gasket and drain ATF.
3. Remove A/T fluid temperature sensor if necessary.
4. Remove oil strainer.
5. Remove control valve assembly by removing fixing bolts and disconnecting harness connector.

Bolt length and location

Bolt symbol	ℓ mm (in)	
		ℓ
A		33 (1.30)
B		45 (1.77)

6. Remove solenoids and valves from valve body if necessary.
7. Remove terminal cord assembly if necessary.

8. Remove accumulator A, B, C and D by applying compressed air if necessary.
 - Hold each piston with rag.
9. Reinstall any part removed.
 - Always use new sealing parts.

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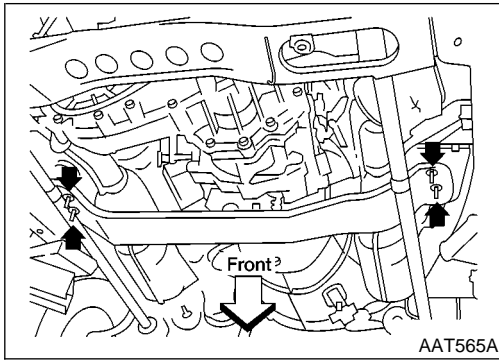
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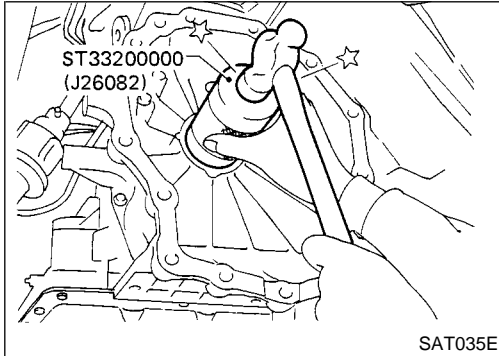
Revolution Sensor Replacement



Revolution Sensor Replacement

NEAT0228

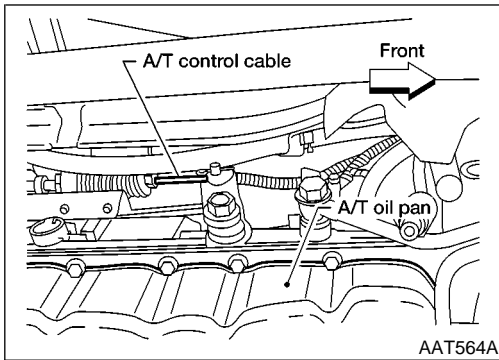
1. Remove rear engine mounting member from side member while supporting A/T with transfer case with jack. Tighten rear engine mounting member to the specified torque. Refer to **EM-101** ("ENGINE REMOVAL").
 2. Lower A/T with transfer case as much as possible.
 3. Remove revolution sensor from A/T.
 4. Reinstall any part removed.
- **Always use new sealing parts.**



Rear Oil Seal Replacement

NEAT0229

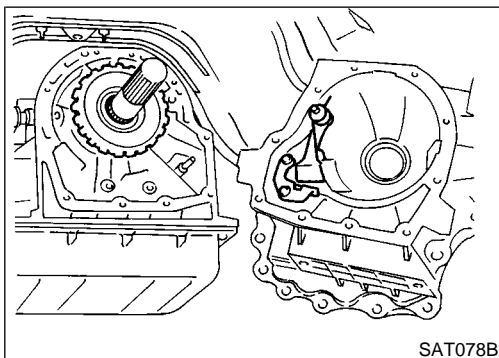
1. Remove transfer case from vehicle. Refer to **TF-10** ("Removal", "REMOVAL AND INSTALLATION").
 2. Remove rear oil seal.
 3. Install rear oil seal.
 4. Reinstall any part removed.
- **Apply ATF before installing.**



Parking Components Inspection

NEAT0230

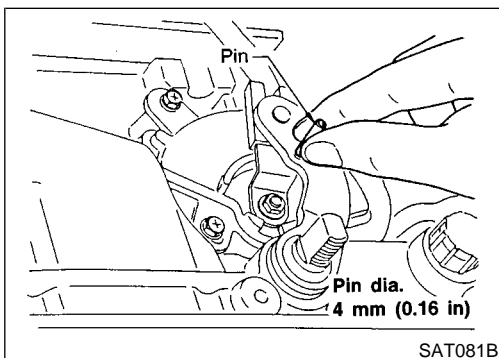
1. Remove propeller shaft. Refer to **PD-7** ("Removal", "PROPELLER SHAFT").
 2. Remove transfer case from vehicle. Refer to **TF-10** ("Removal", "REMOVAL AND INSTALLATION").
 3. Remove A/T control cable bracket from transmission case.
 4. Support A/T assembly with a jack.
 5. Remove adapter case from transmission case.
 6. Replace parking components if necessary.
 7. Reinstall any part removed.
- **Always use new sealing parts.**

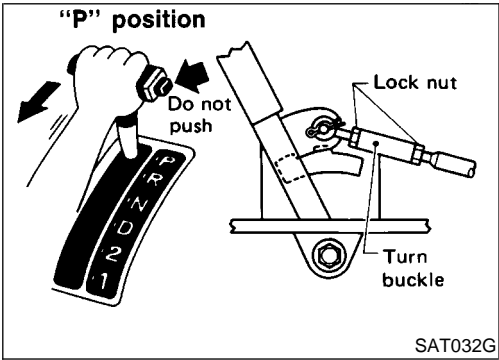
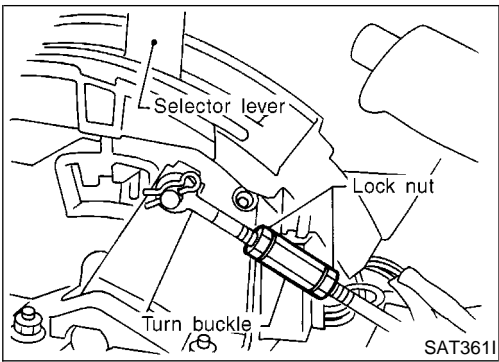


Park/Neutral Position (PNP) Switch Adjustment

NEAT0231

1. Remove manual control linkage from manual shaft of A/T assembly.
2. Set manual shaft of A/T assembly in N position.
3. Loosen PNP switch fixing bolts.
4. Insert pin into adjustment holes in both PNP switch and manual shaft of A/T assembly as near vertical as possible.
5. Reinstall any part removed.
6. Check continuity of PNP switch. Refer to "Components Inspection", AT-242.






Manual Control Linkage Adjustment

NEAT0232

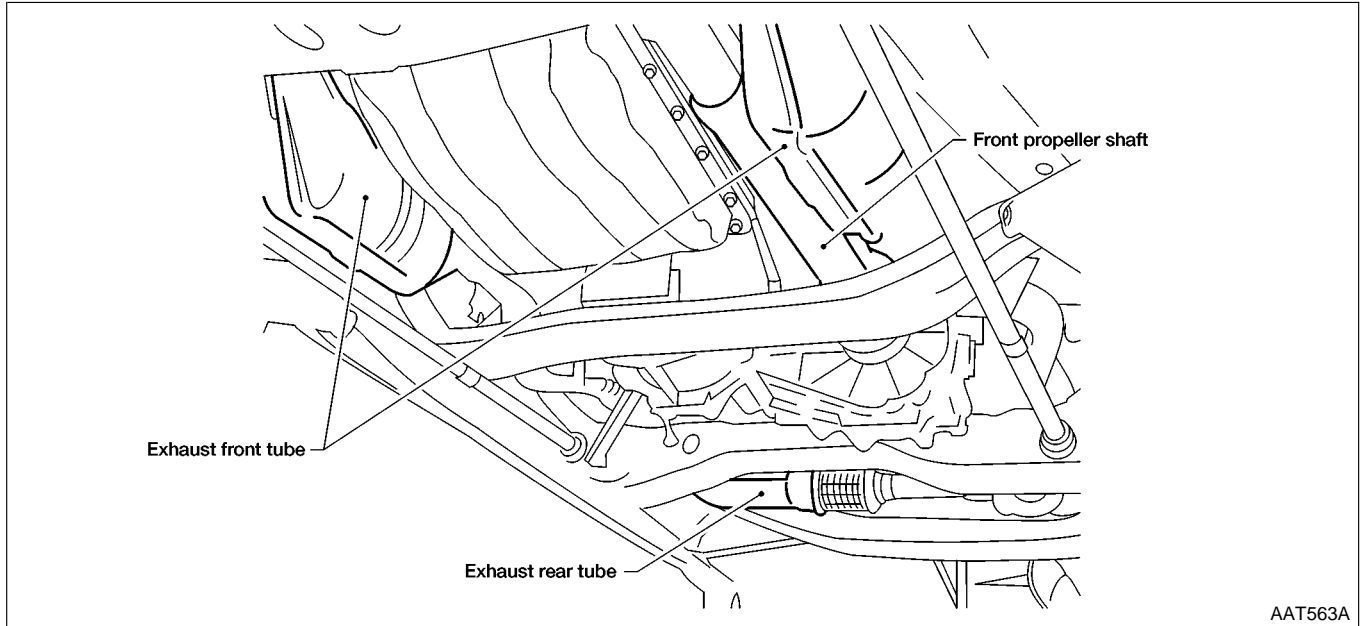
Move selector lever from P position to 1 position. You should be able to feel the detents in each position. If the detents cannot be felt or the pointer indicating the position is improperly aligned, the linkage needs adjustment.

1. Place selector lever in P position.
2. Loosen lock nuts.
3. Tighten turn buckle until aligns with inner cable, pulling selector lever toward R position side without pushing button.
4. Back off turn buckle 1 turn and tighten lock nuts to the specified torque.
 - Lock nut:**
 -  : 4.4 - 5.9 N·m (0.45 - 0.60 kg·m, 39.1 - 52.1 in·lb)
5. Move selector lever from P position to 1 position. Make sure that selector lever can move smoothly.

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Removal

NEAT0233



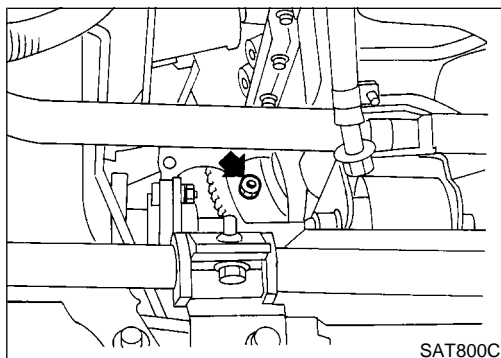
AAT563A

CAUTION:

When removing the A/T assembly from engine, first remove the crankshaft position sensor (OBD) from the A/T assembly upper side.

Be careful not to damage sensor edge.

1. Remove battery negative terminal.
2. Remove exhaust front and rear tubes.
3. Remove fluid charging pipe from A/T assembly.
4. Remove oil cooler pipe from A/T assembly.
5. Plug up openings such as the fluid charging pipe hole, etc.
6. Remove propeller shaft. Refer to **PD-7** ("Removal", "PROPELLER SHAFT").
pd
7. Remove transfer control linkage from transfer (4WD models). Refer to **TF-10** ("Removal" — "REMOVAL AND INSTALLATION").
- Insert plug into rear oil seal after removing rear propeller shaft.
- Be careful not to damage spline, sleeve yoke and rear oil seal.
8. Remove A/T control cable from A/T assembly.
9. Disconnect A/T and speedometer sensor harness connectors.



SAT800C

10. Remove starter motor.

Tightening torque:

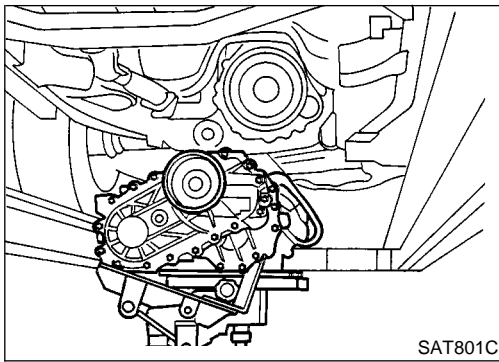
Ⓜ : 41 - 52 N·m (4.2 - 5.3 kg·m, 30 - 38 ft·lb)

11. Remove gusset and rear plate cover securing engine to A/T assembly.
12. Remove bolts securing torque converter to drive plate.
- Remove the bolts by turning crankshaft.

REMOVAL AND INSTALLATION

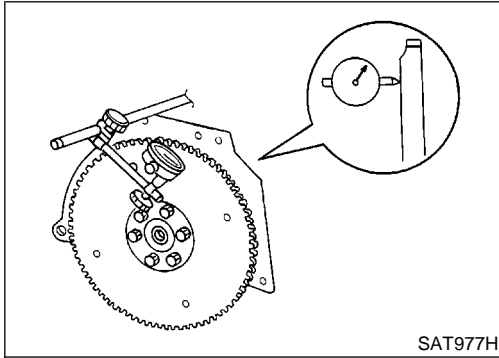
RE4R01A

Removal (Cont'd)



13. Support A/T and transfer assembly with a jack.
14. Remove rear engine mounting member from body and A/T assembly. Tighten rear engine mounting member to the specified torque. Refer to **EM-101** ("ENGINE REMOVAL").
15. Remove bolts securing A/T assembly to engine.
16. Lower A/T assembly with transfer (4WD models).

GI
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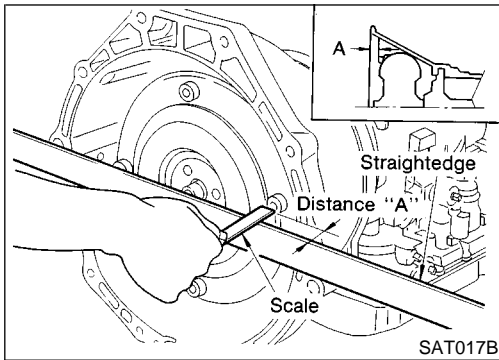


Installation

NEAT0234

- Drive plate runout
Maximum allowable runout:
Refer to EM-113 ("Inspection", "CYLINDER BLOCK").
 If this runout is out of specification, replace drive plate with ring gear.

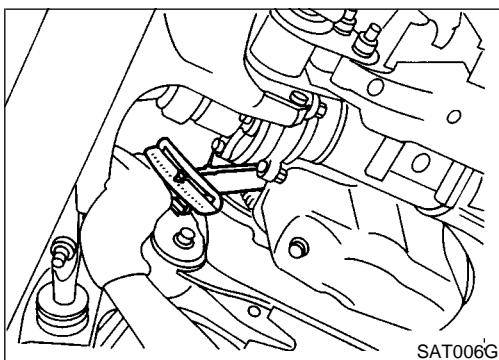
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- When connecting torque converter to transmission, measure distance "A" to be certain that they are correctly assembled.
Distance "A":
26.0 mm (1.024 in) or more

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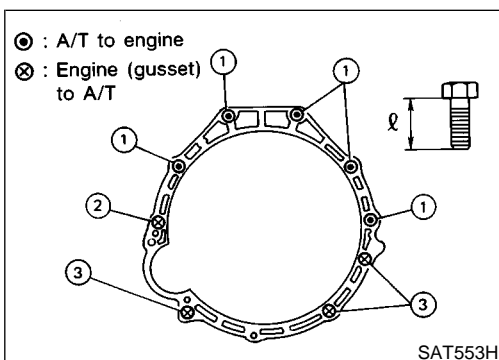
TF
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- Install converter to drive plate.
- **After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.**

SU
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- Tighten bolts securing transmission.

Bolt No.	Tightening torque N·m (kg·m, ft·lb)	Bolt length "ℓ" mm (in)
1	39 - 49 (4.0 - 5.0, 29 - 36)	47.5 (1.870)
2	39 - 49 (4.0 - 5.0, 29 - 36)	58.0 (2.283)
3	29 - 39 (3.0 - 4.0, 22 - 29)	25.0 (0.984)
Gusset to engine	29 - 39 (3.0 - 4.0, 22 - 29)	20.0 (0.787)

BT
HA

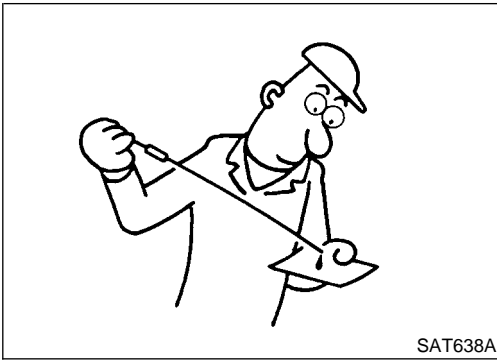
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- Reinstall any part removed.

IDX

Installation (Cont'd)

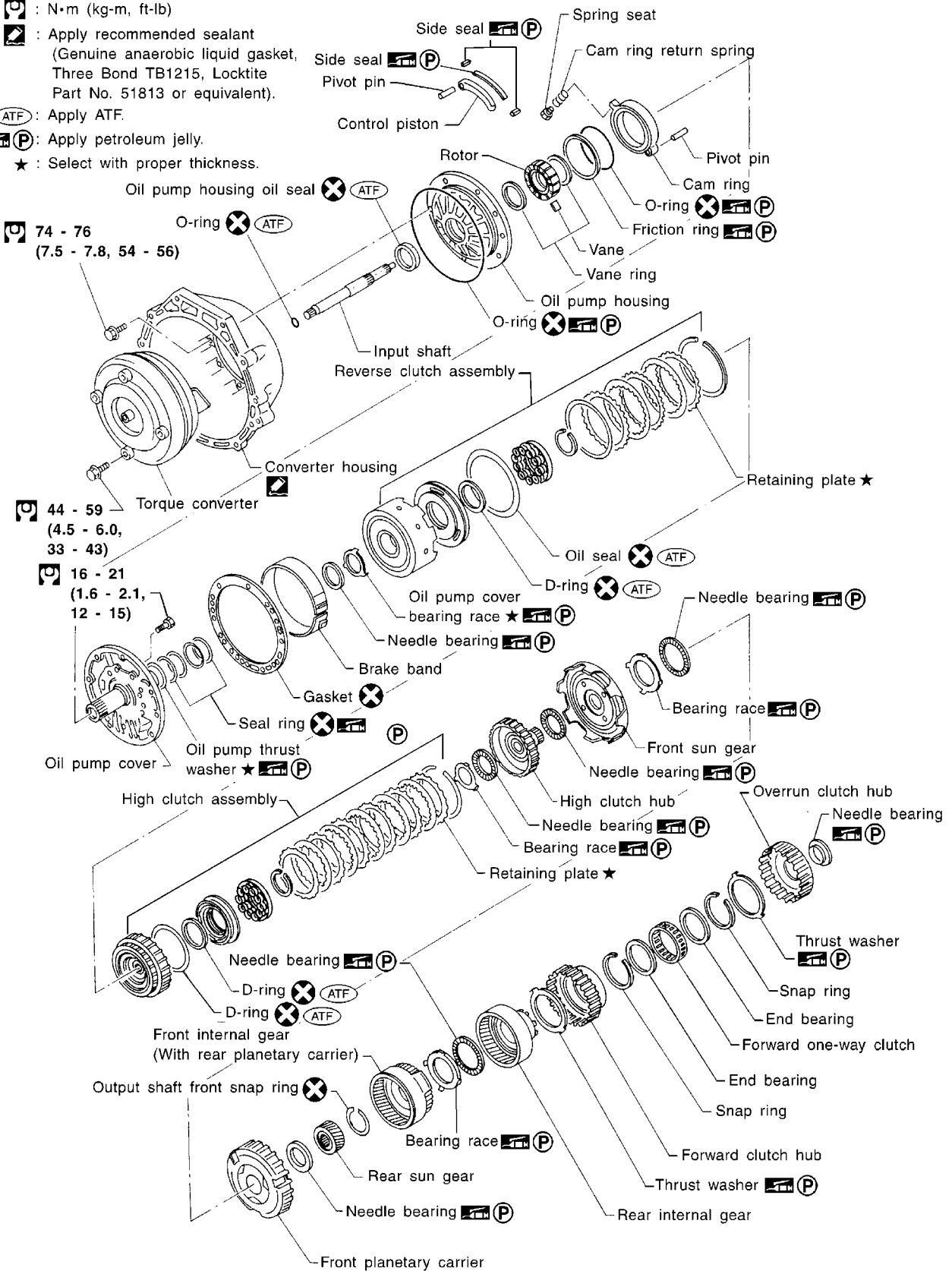


- Check fluid level in transmission.
- Move selector lever through all positions to be sure that transmission operates correctly.
With parking brake applied, rotate engine at idling. Move selector lever through N to D, to 2, to 1 and to R positions. A slight shock should be felt by hand gripping selector each time transmission is shifted.
- Perform road test. Refer to "ROAD TEST", AT-213.

Components

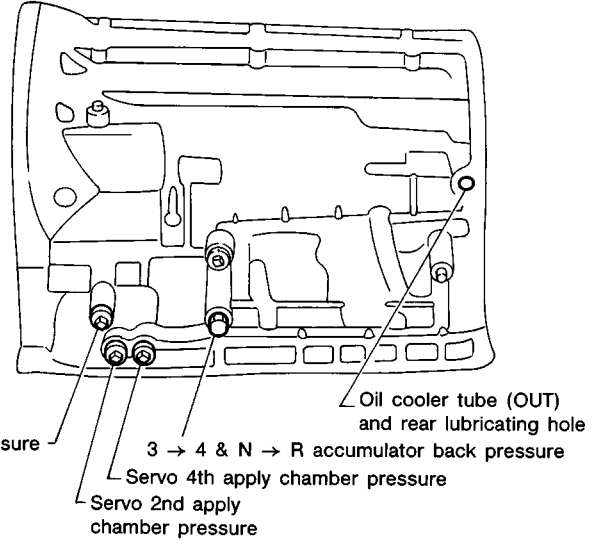
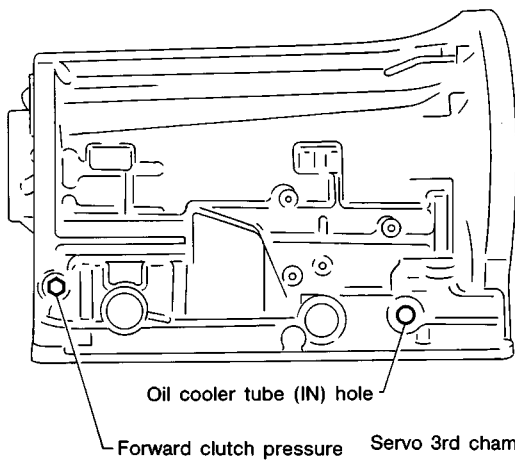
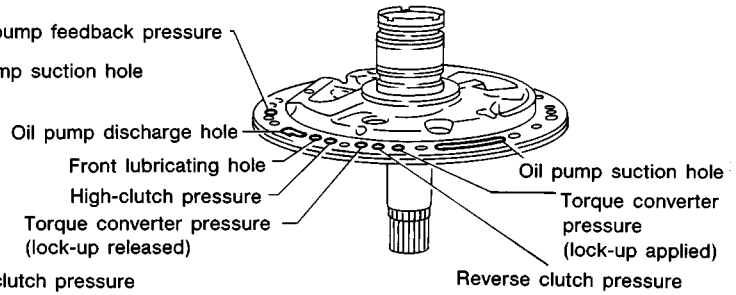
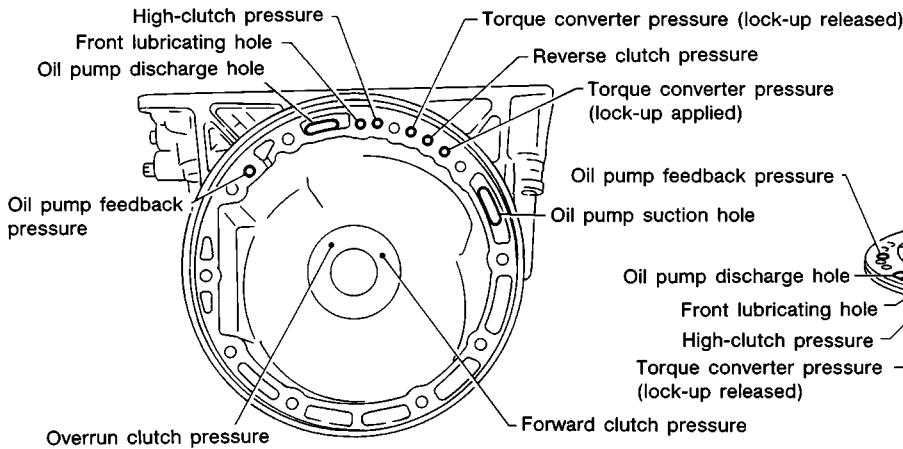
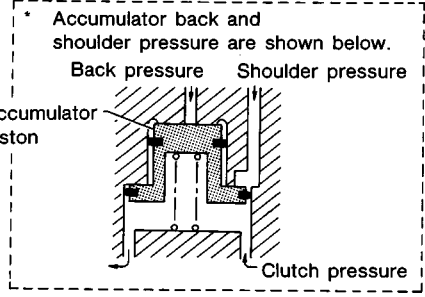
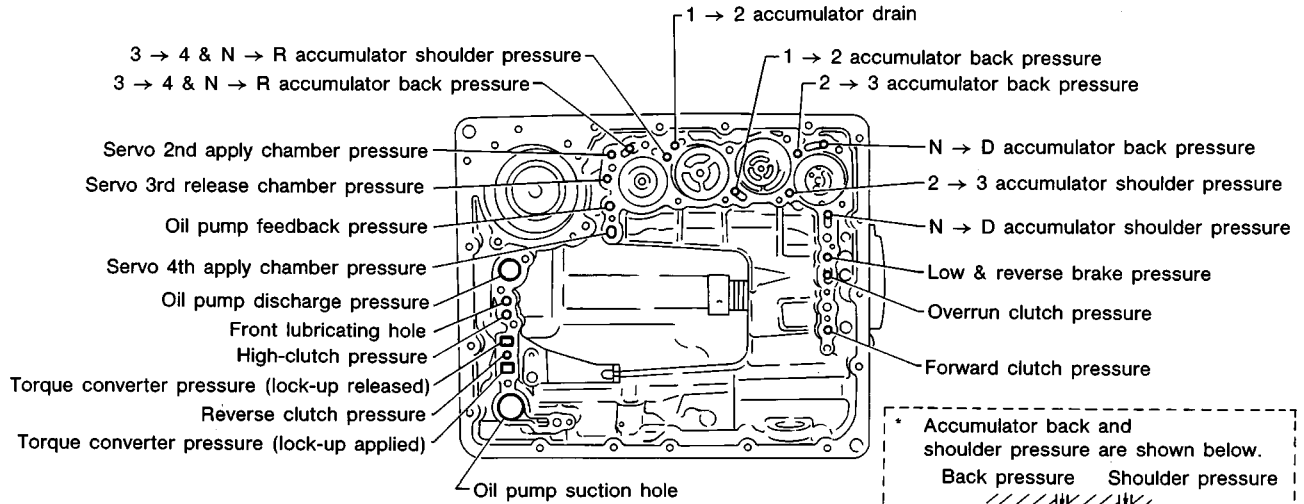
SEC. 311•313•315

- : N·m (kg-m, ft-lb)
- : Apply recommended sealant (Genuine anaerobic liquid gasket, Three Bond TB1215, Locktite Part No. 51813 or equivalent).
- : Apply ATF.
- : Apply petroleum jelly.
- ★ : Select with proper thickness.



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Oil Channel



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OVERHAUL

RE4R01A

Locations of Needle Bearings, Thrust Washers and Snap Rings

Locations of Needle Bearings, Thrust Washers and Snap Rings

NEAT0237

Outer diameter of snap rings

Item number	Outer diameter mm (in)
②	161.0 (6.34)
③	140.1 (5.52)
④	156.4 (6.16)
⑥	142.0 (5.59)
⑦	159.2 (6.27)

Thrust washers

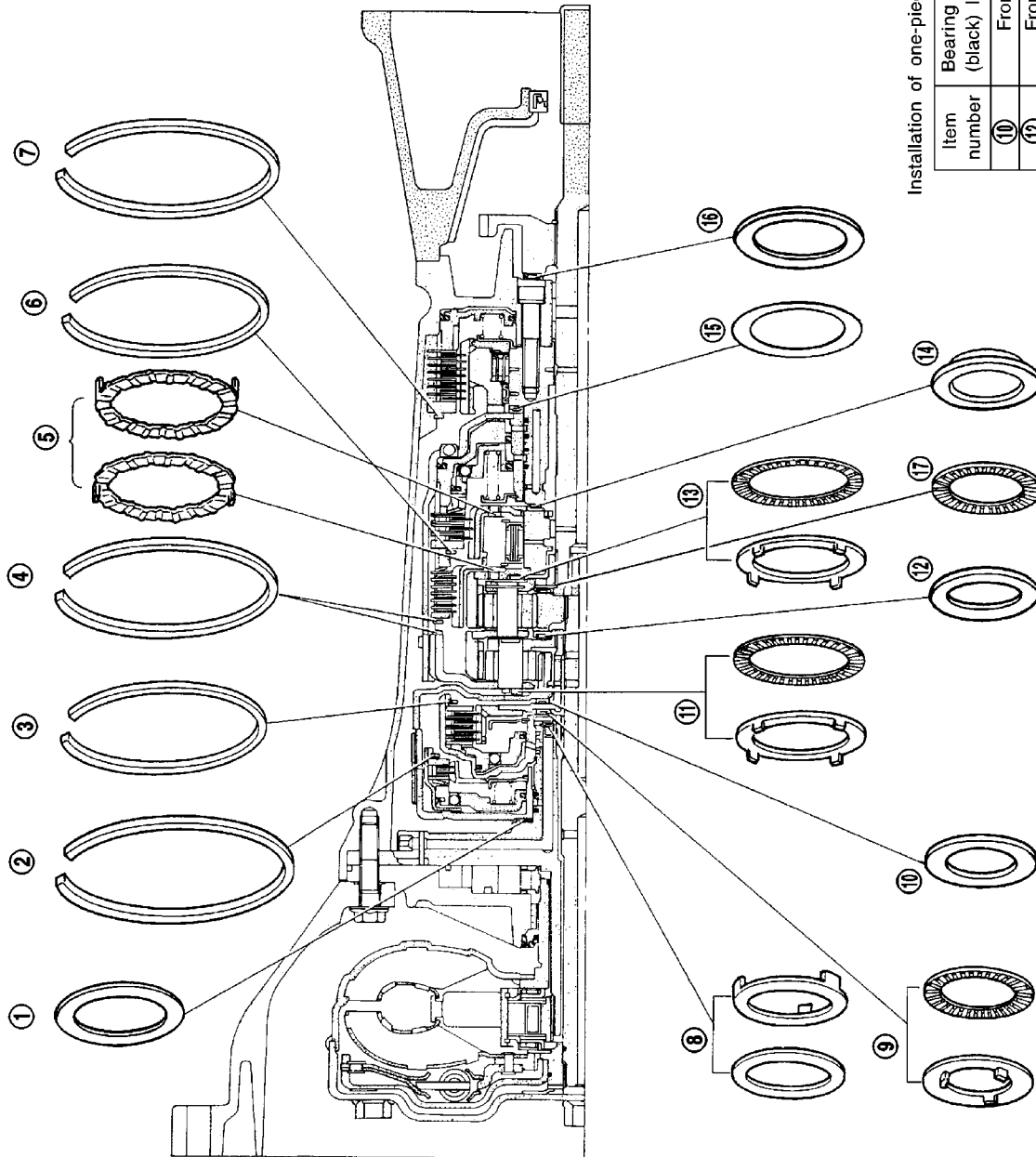
Item number	Color
①	Black
⑤	White

Outer diameter of needle bearings

Item number	Outer diameter mm (in)
⑧	47 (1.85)
⑨	53 (2.09)
⑪	78 (3.07)
⑫	53 (2.09)
⑬	78 (3.07)
⑭	57 (2.24)
⑮	78.1 (3.075)
⑯	64 (2.52)
⑰	53 (2.09)

Inner diameter of bearing races

Item number	Outer diameter mm (in)
⑪	58.8 (2.315)
⑬	58.8 (2.315)

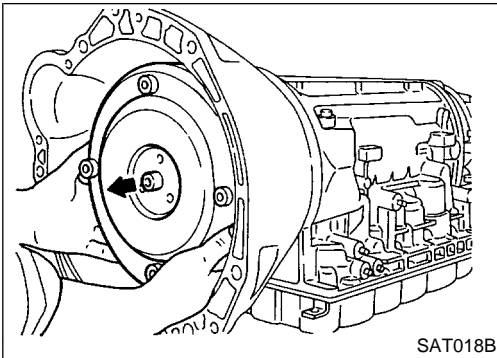


Installation of one-piece bearings

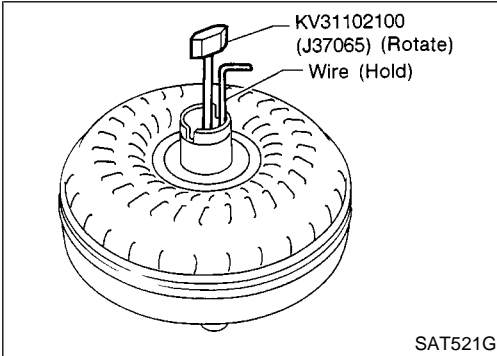
Item number	Bearing race (black) location
⑩	Front
⑫	Front
⑮	Rear side
⑯	Rear side

DISASSEMBLY

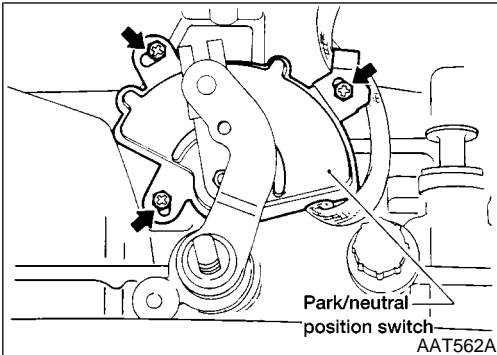
RE4R01A



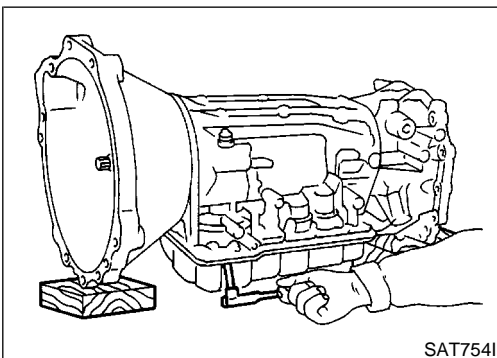
1. Drain ATF through drain plug.
2. Remove torque converter by holding it firmly and turning while pulling straight out.



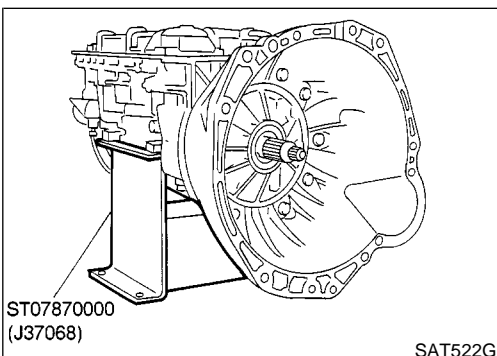
3. Check torque converter one-way clutch.
 - a. Insert Tool into spline of one-way clutch inner race.
 - b. Hook bearing support unitized with one-way clutch outer race with suitable wire.
 - c. Check that one-way clutch inner race rotates only clockwise with Tool while holding bearing support with wire.



4. Remove park/neutral position (PNP) switch from transmission case.



5. Remove oil pan.
 - Always place oil pan straight down so that foreign particles inside will not move.



6. Place transmission into Tool with the control valve facing up.

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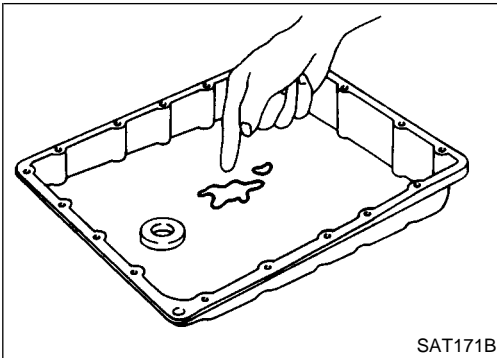
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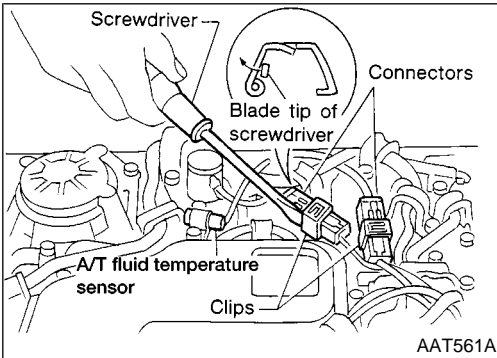
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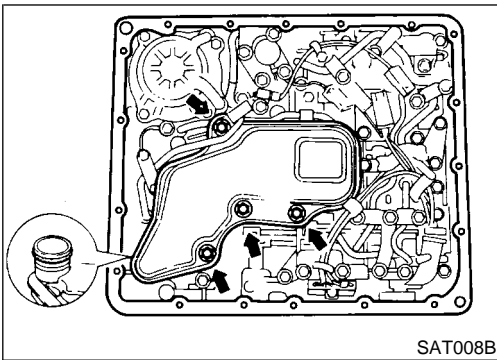
7. Check foreign materials in oil pan to help determine cause of malfunction. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and may inhibit pump pressure.

- If frictional material is detected, replace radiator after repair of A/T. Refer to LC-32 ("Radiator", "ENGINE COOLING SYSTEM").

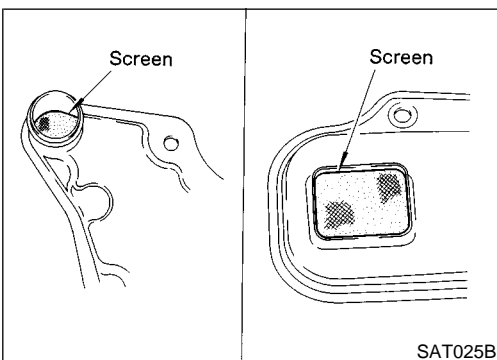


8. Remove torque converter clutch solenoid valve and A/T fluid temperature sensor connectors.

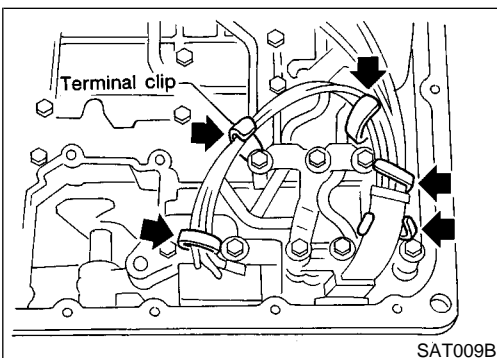
- Be careful not to damage connector.



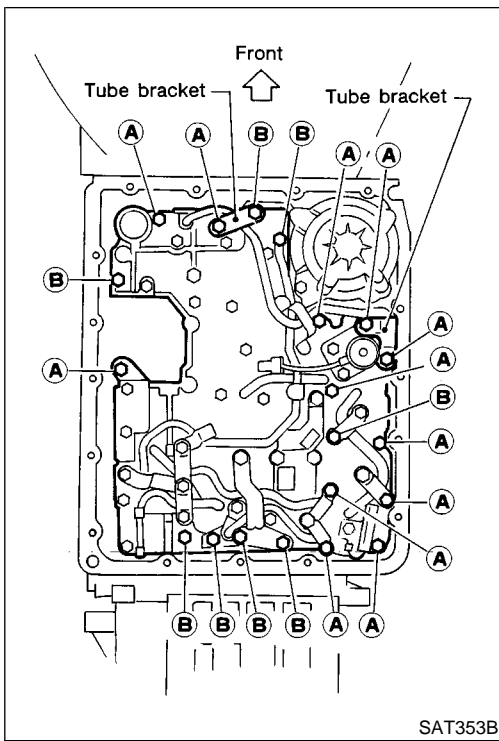
9. Remove oil strainer.
- Remove oil strainer from control valve assembly. Then remove O-ring from oil strainer.



- Check oil strainer screen for damage.

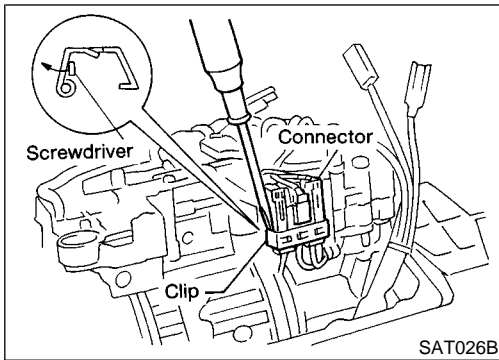


10. Remove control valve assembly.
- Straighten terminal clips to free terminal cords then remove terminal clips.

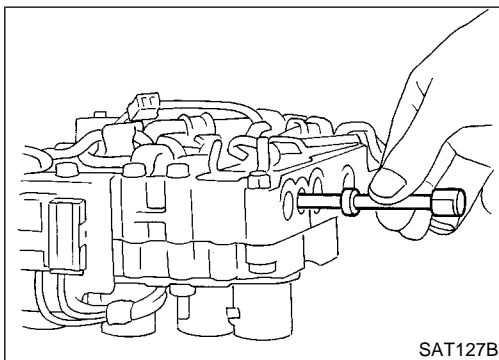


b. Remove bolts A and B, and remove control valve assembly from transmission.

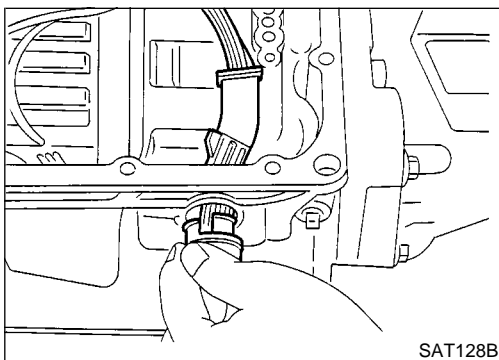
Bolt symbol	Length mm (in)
A	33 (1.30)
B	45 (1.77)



c. Remove solenoid connector.
 ● Be careful not to damage connector.

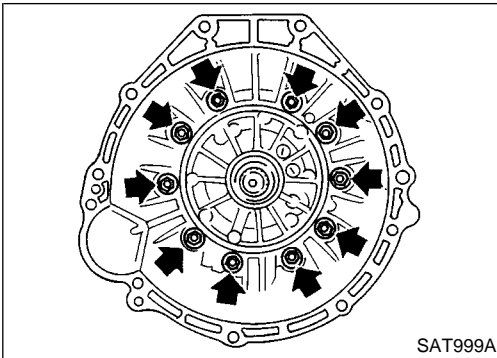


d. Remove manual valve from control valve assembly.

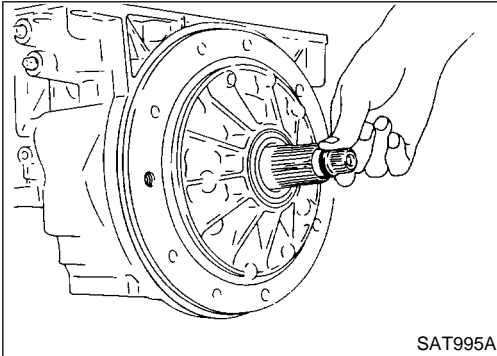


11. Remove terminal cord assembly from transmission case while pushing on stopper.
 ● Be careful not to damage cord.
 ● Do not remove terminal cord assembly unless it is damaged.

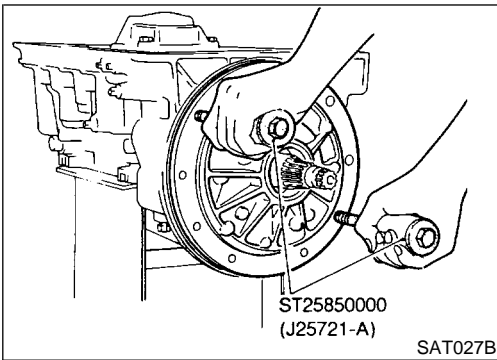
GI
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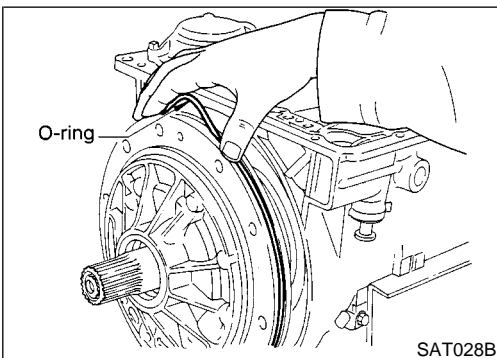
12. Remove converter housing from transmission case.
- **Be careful not to scratch converter housing.**



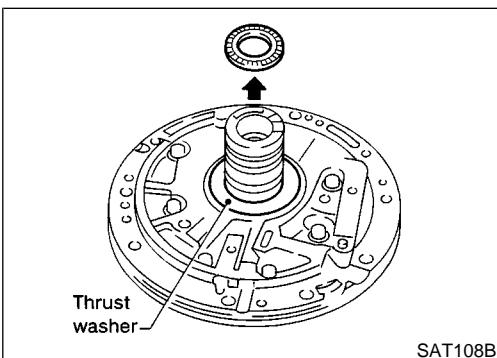
13. Remove O-ring from input shaft.



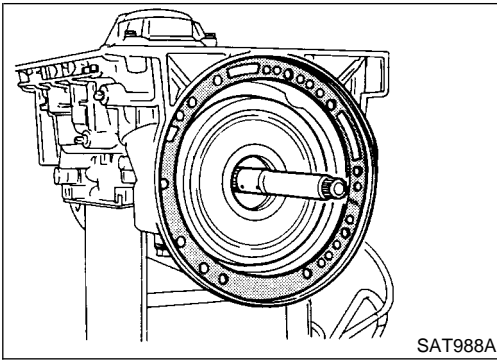
14. Remove oil pump assembly.
- a. Attach Tool to oil pump assembly and extract it evenly from transmission case.



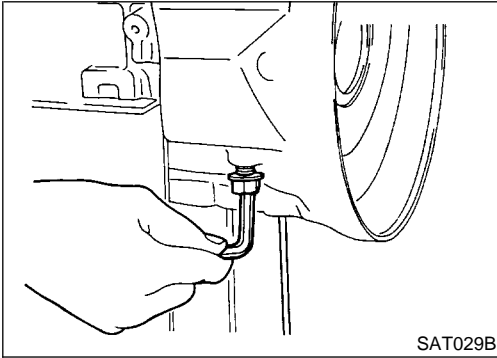
- b. Remove O-ring from oil pump assembly.
- c. Remove traces of sealant from oil pump housing.
- **Be careful not to scratch pump housing.**



- d. Remove needle bearing and thrust washer from oil pump assembly.

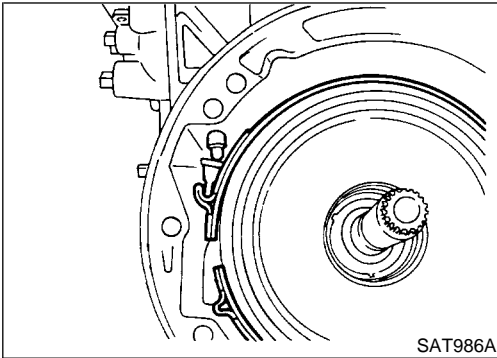


15. Remove input shaft and oil pump gasket.

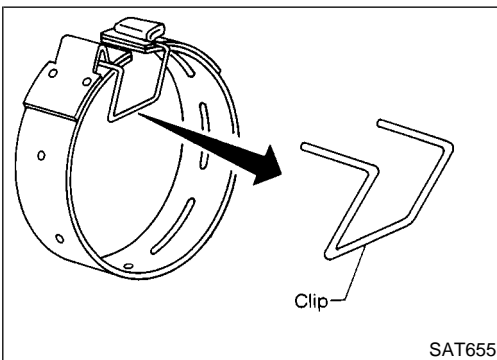


16. Remove brake band and band strut.

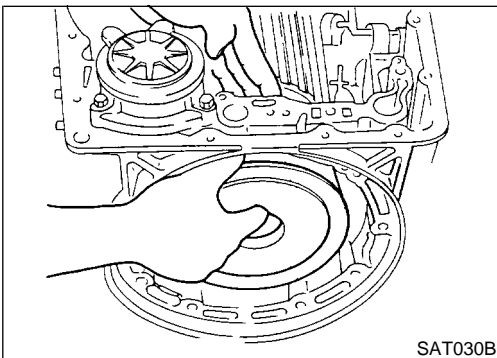
a. Loosen lock nut and remove band servo anchor end pin from transmission case.



b. Remove brake band and band strut from transmission case.



c. Hold brake band in a circular shape with clip.



17. Remove front side clutch and gear components.

a. Remove clutch pack (reverse clutch, high clutch and front sun gear) from transmission case.

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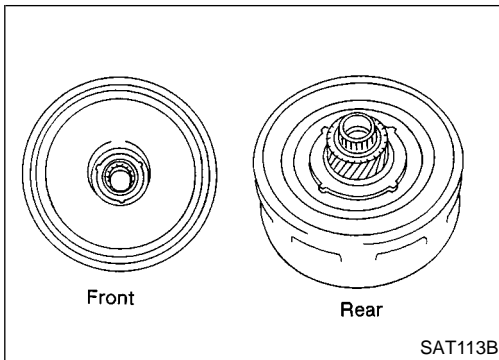
BT

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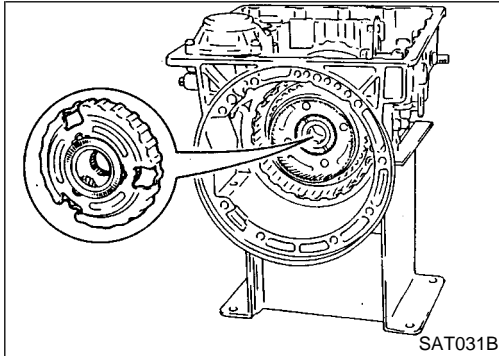
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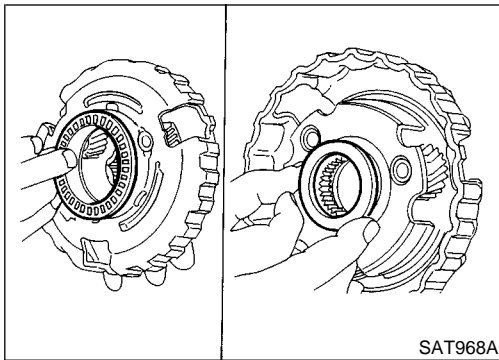
IDX



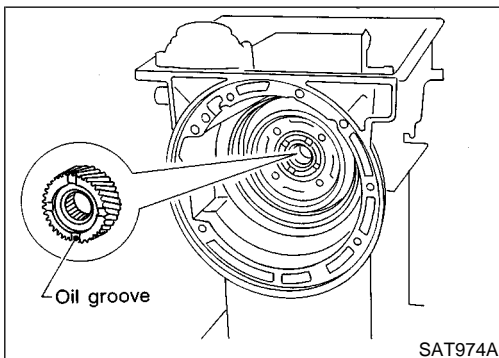
- b. Remove front bearing race from clutch pack.
- c. Remove rear bearing race from clutch pack.



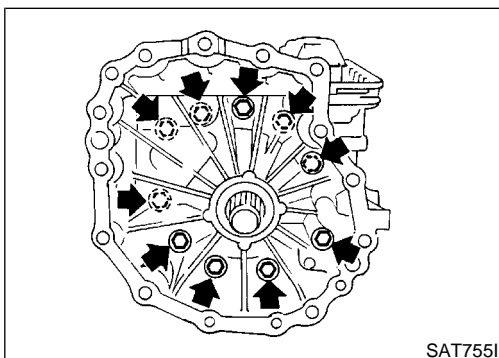
- d. Remove front planetary carrier from transmission case.



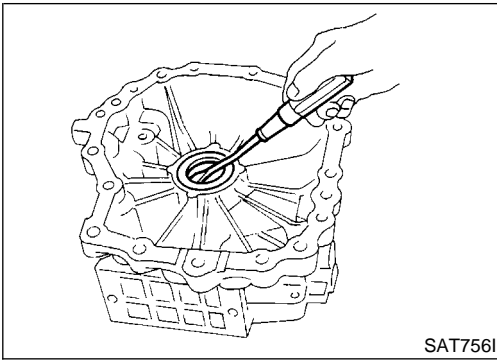
- e. Remove front needle bearing from front planetary carrier.
- f. Remove rear bearing from front planetary carrier.



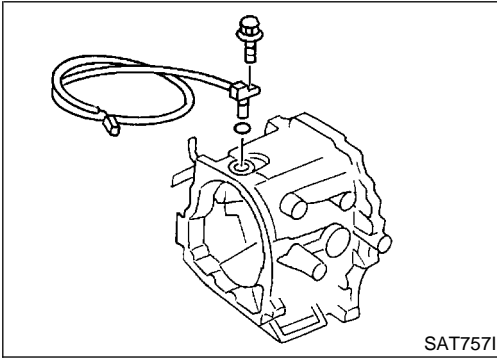
- g. Remove rear sun gear from transmission case.



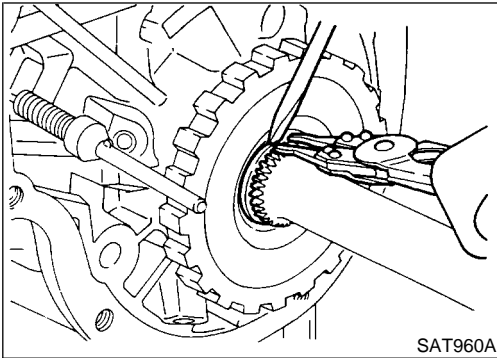
- 18. Remove adapter case.
 - a. Remove adapter case from transmission case.
 - b. Remove adapter case gasket from transmission case.



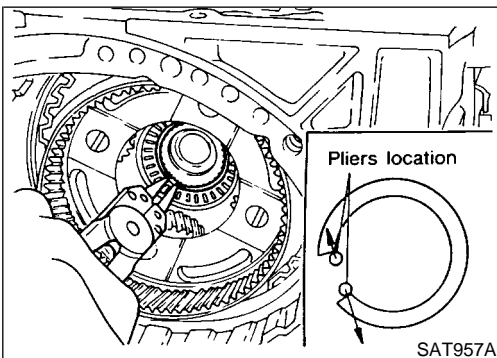
- c. Remove oil seal from adapter case.
- **Do not remove oil seal unless it is to be replaced.**



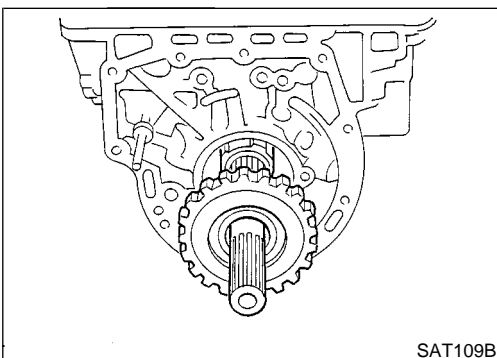
- d. Remove revolution sensor from adapter case.
- e. Remove O-ring from revolution sensor.



- 19. Remove output shaft and parking gear.
- a. Remove rear snap ring from output shaft.



- b. Slowly push output shaft all the way forward.
- **Do not use excessive force.**
- c. Remove snap ring from output shaft.



- d. Remove output shaft and parking gear as a unit from transmission case.
- e. Remove parking gear from output shaft.

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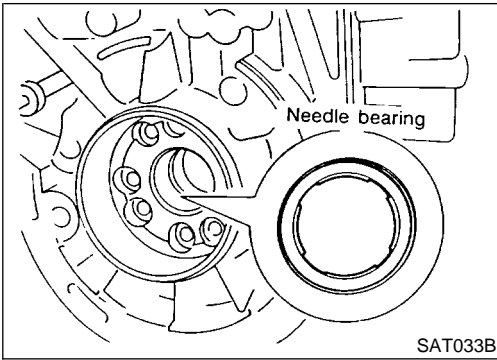
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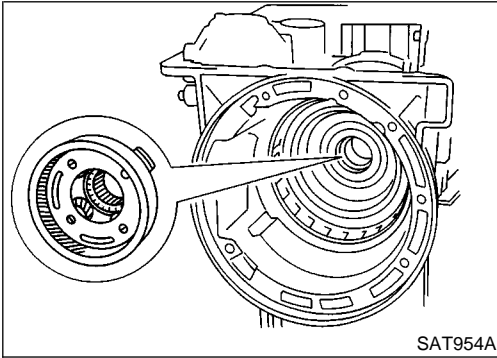
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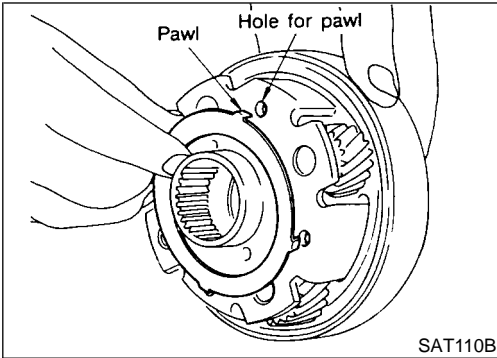
IDX



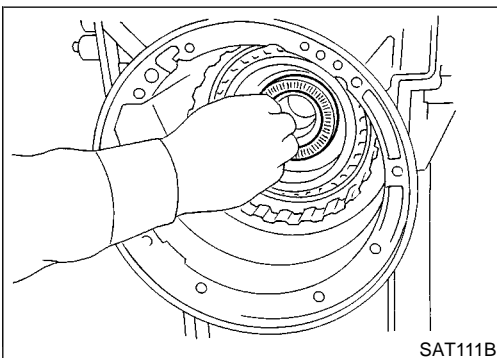
f. Remove needle bearing from transmission case.



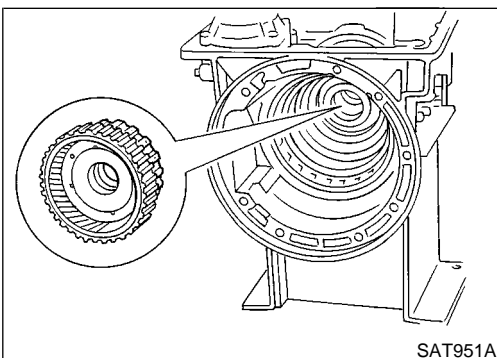
20. Remove rear side clutch and gear components.
a. Remove front internal gear.



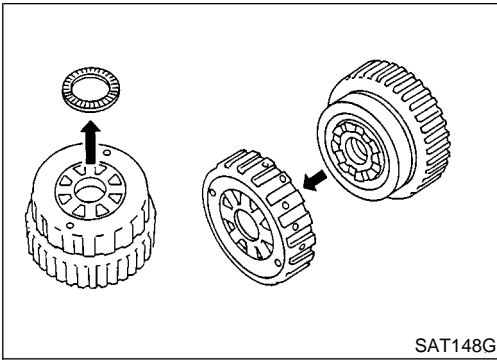
b. Remove bearing race from front internal gear.



c. Remove needle bearing from rear internal gear.



d. Remove rear internal gear, forward clutch hub and overrun clutch hub as a set from transmission case.



SAT148G

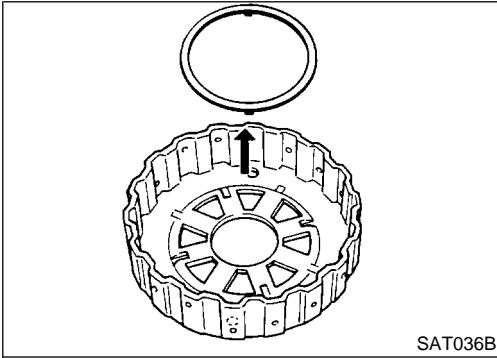
- e. Remove needle bearing from overrun clutch hub.
- f. Remove overrun clutch hub from rear internal gear and forward clutch hub.

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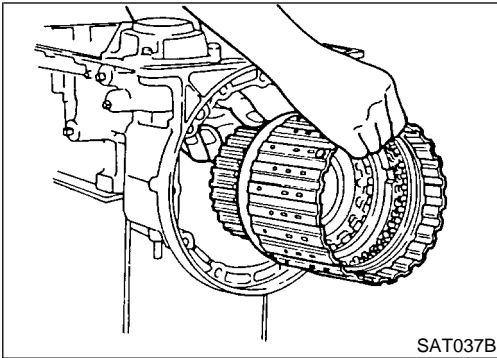
- g. Remove thrust washer from overrun clutch hub.

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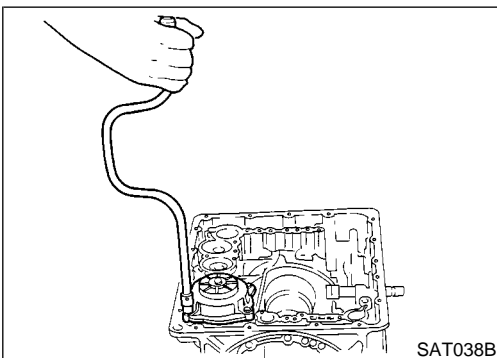
- h. Remove forward clutch assembly from transmission case.

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SAT038B

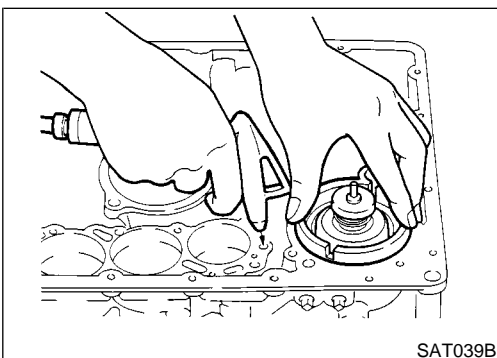
- 21. Remove band servo and accumulator components.
- a. Remove band servo retainer from transmission case.

SU

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SAT039B

- b. Apply compressed air to oil hole until band servo piston comes out of transmission case.
- **Hold piston with a rag and gradually direct air to oil hole.**
- c. Remove return springs.

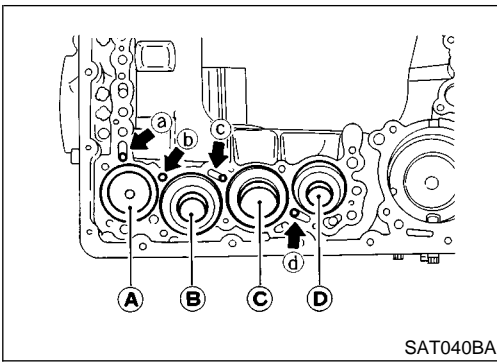
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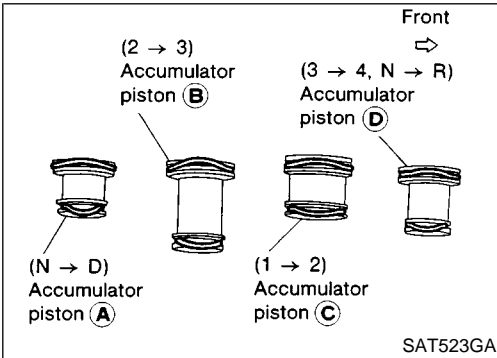
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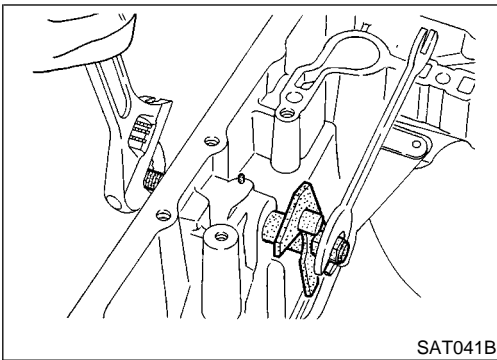


- d. Remove springs from accumulator pistons B, C and D.
- e. Apply compressed air to each oil hole until piston comes out.
- **Hold piston with a rag and gradually direct air to oil hole.**

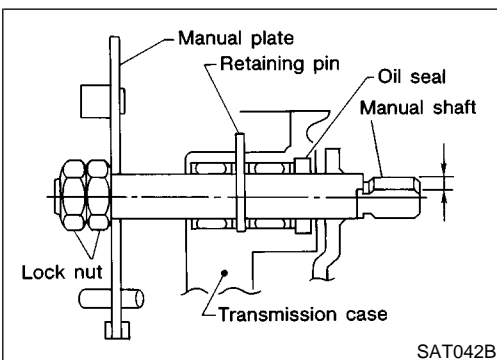
Identification of accumulator pistons	A	B	C	D
Identification of oil holes	a	b	c	d



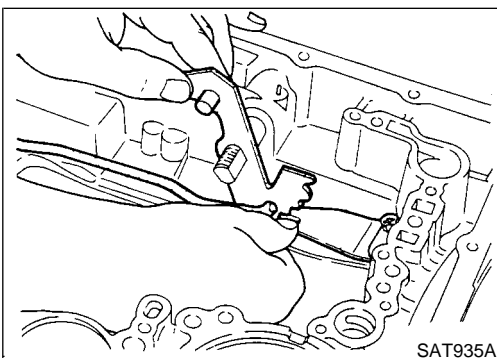
- f. Remove O-ring from each piston.



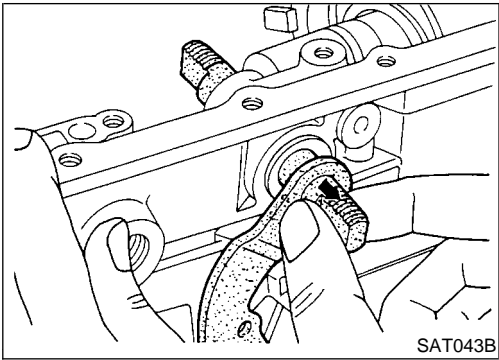
- 22. Remove manual shaft components, if necessary.
- a. Hold width across flats of manual shaft (outside the transmission case) and remove lock nut from shaft.



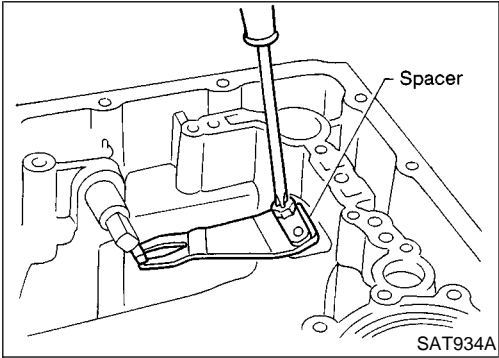
- b. Remove retaining pin from transmission case.



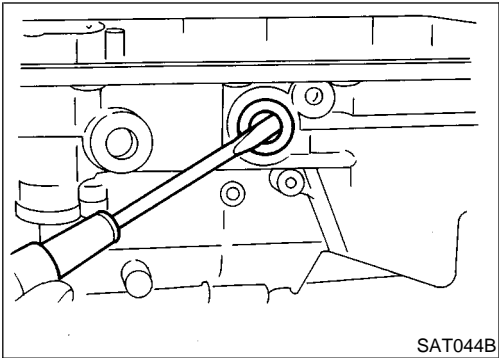
- c. While pushing detent spring down, remove manual plate and parking rod from transmission case.



d. Remove manual shaft from transmission case.



e. Remove spacer and detent spring from transmission case.



f. Remove oil seal from transmission case.

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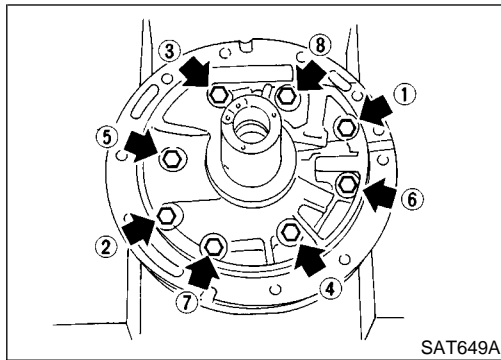
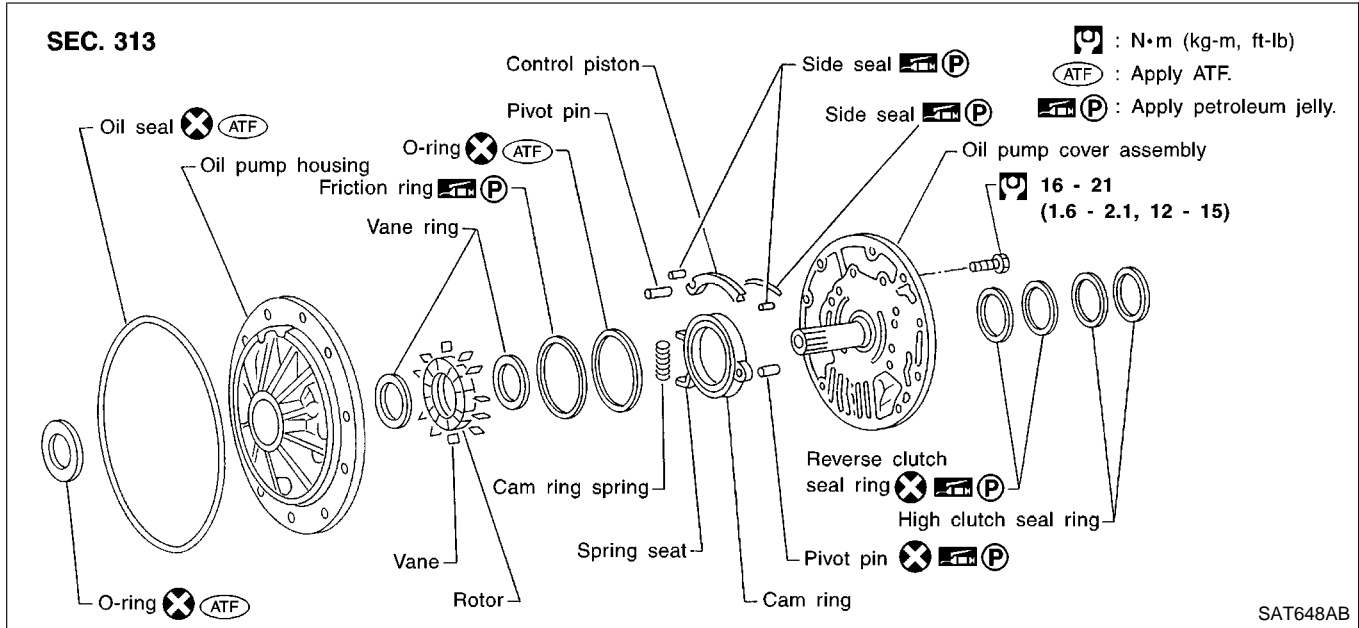
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Oil Pump COMPONENTS

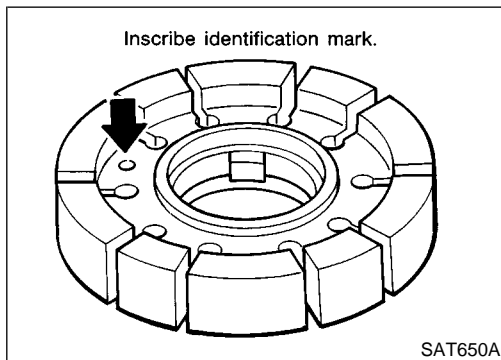
NEAT0239



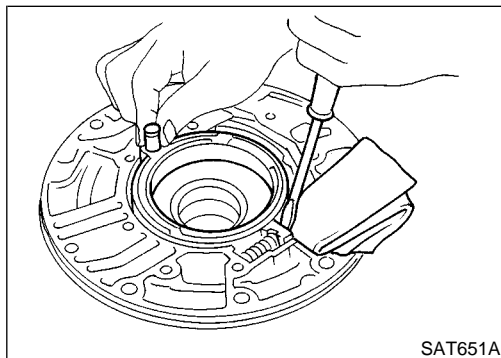
DISASSEMBLY

NEAT0240

1. Loosen bolts in numerical order and remove oil pump cover.



2. Remove rotor, vane rings and vanes.
 - Inscribe a mark on back of rotor for identification of fore-aft direction when reassembling rotor. Then remove rotor.

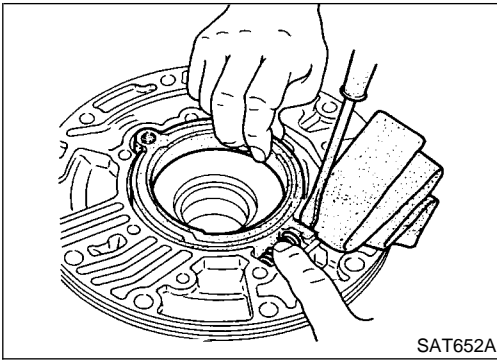


3. While pushing on cam ring remove pivot pin.
 - Be careful not to scratch oil pump housing.

REPAIR FOR COMPONENT PARTS

RE4R01A

Oil Pump (Cont'd)



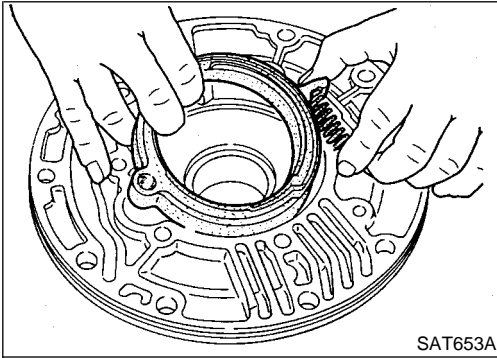
4. While holding cam ring and spring lift out cam ring spring.
 - Be careful not to damage oil pump housing.
 - Hold cam ring spring to prevent it from jumping.

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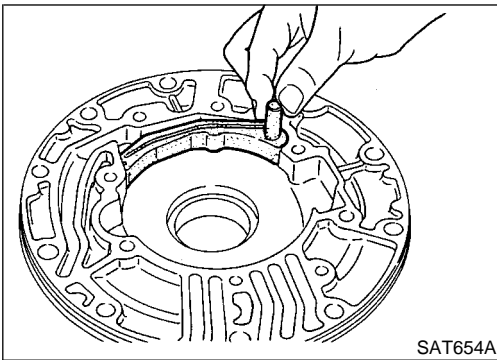
5. Remove cam ring and cam ring spring from oil pump housing.

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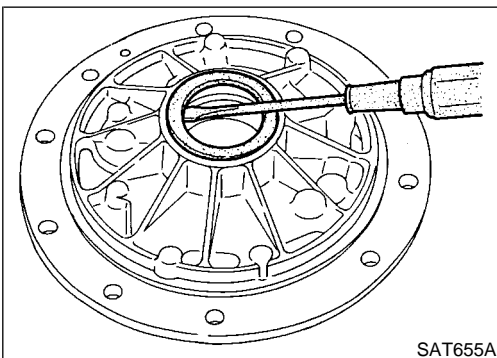
6. Remove pivot pin from control piston and remove control piston assembly.

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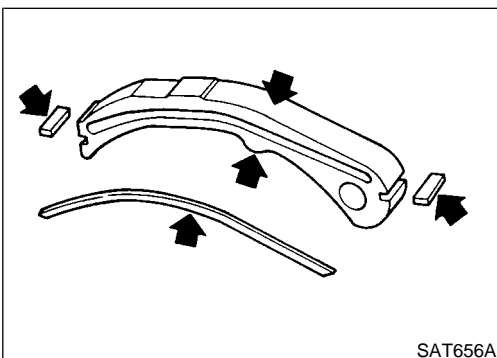
7. Remove oil seal from oil pump housing.
 - Be careful not to scratch oil pump housing.

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INSPECTION

Oil Pump Cover, Rotor, Vanes, Control Piston, Side Seals, Cam Ring and Friction Ring

NEAT0241

- Check for wear or damage.

NEAT0241S01

BT

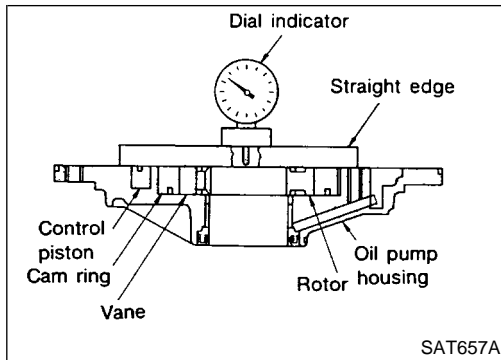
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Oil Pump (Cont'd)



Side Clearances

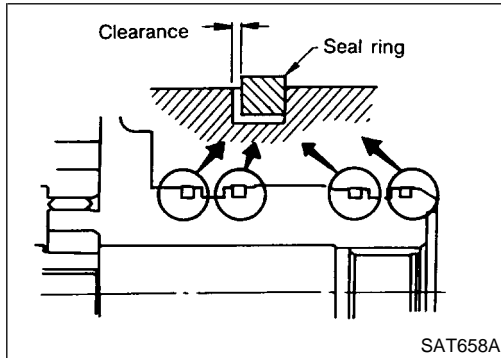
NEAT0241S02

- Measure side clearances between end of oil pump housing and cam ring, rotor, vanes and control piston. Measure in at least four places along their circumferences. Maximum measured values should be within specified positions.
- **Before measurement, check that friction rings, O-ring, control piston side seals and cam ring spring are removed.**

Standard clearance (Cam ring, rotor, vanes and control piston):

Refer to SDS, AT-483.

- If not within standard clearance, replace oil pump assembly except oil pump cover assembly.



Seal Ring Clearance

NEAT0241S03

- Measure clearance between seal ring and ring groove.

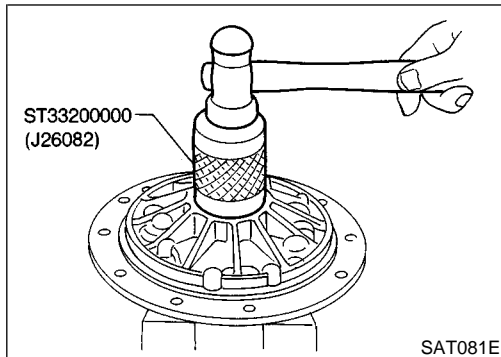
Standard clearance:

0.10 - 0.25 mm (0.0039 - 0.0098 in)

Wear limit:

0.25 mm (0.0098 in)

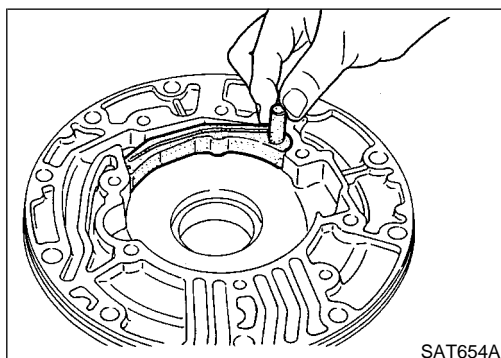
- If not within wear limit, replace oil pump cover assembly.



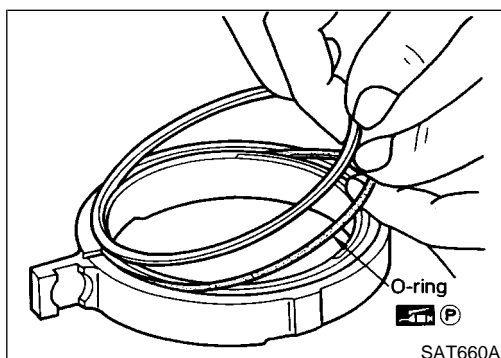
ASSEMBLY

NEAT0242

1. Drive oil seal into oil pump housing.
 - **Apply ATF to outer periphery and lip surface.**



2. Install cam ring in oil pump housing by the following
 - a. Install side seal on control piston.
 - **Pay attention to its direction — Black surface goes toward control piston.**
 - **Apply petroleum jelly to side seal.**
 - b. Install control piston on oil pump.

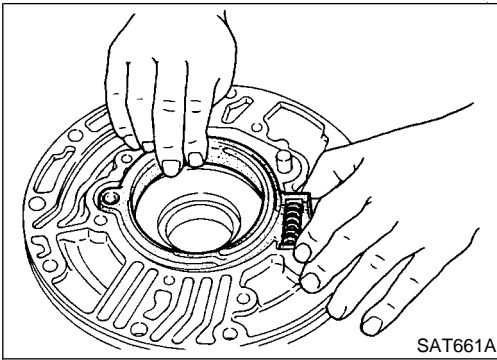


- c. Install O-ring and friction ring on cam ring.
 - **Apply petroleum jelly to O-ring.**

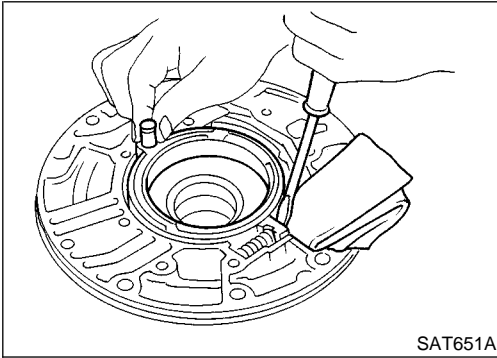
REPAIR FOR COMPONENT PARTS

RE4R01A

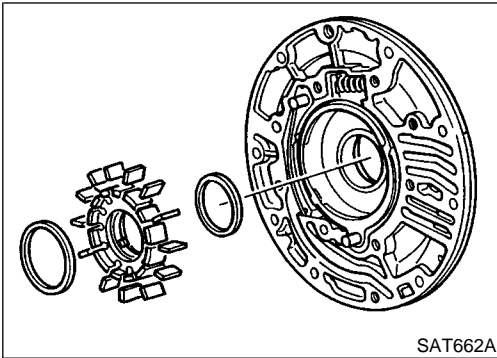
Oil Pump (Cont'd)



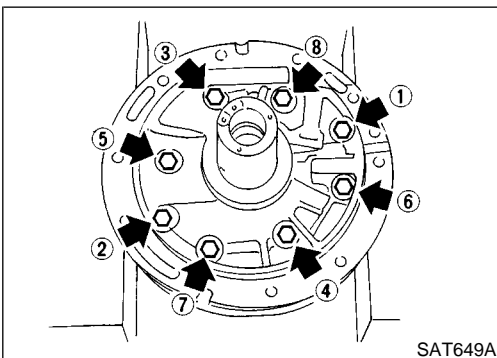
- d. Assemble cam ring, cam ring spring and spring seat. Install spring by pushing it against pump housing.



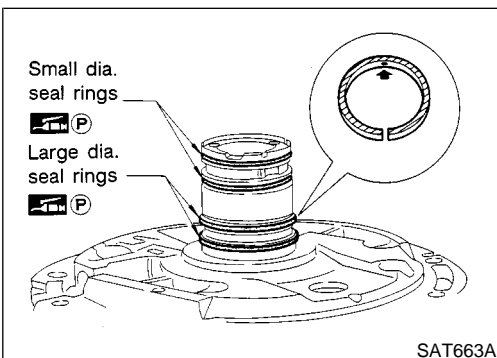
- e. While pushing on cam ring install pivot pin.



3. Install rotor, vanes and vane rings.
 • Pay attention to direction of rotor.



4. Install oil pump housing and oil pump cover.
 a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly in oil pump housing assembly, then remove masking tape.
 b. Tighten bolts in a criss-cross pattern.



5. Install new seal rings carefully after packing ring grooves with petroleum jelly. Press rings down into jelly to a close fit.
 • Seal rings come in two different diameters. Check fit carefully in each groove.
 Small dia. seal ring:
 No mark
 Large dia. seal ring:
 Yellow mark in area shown by arrow
 • Do not spread gap of seal ring excessively while installing. It may deform ring.

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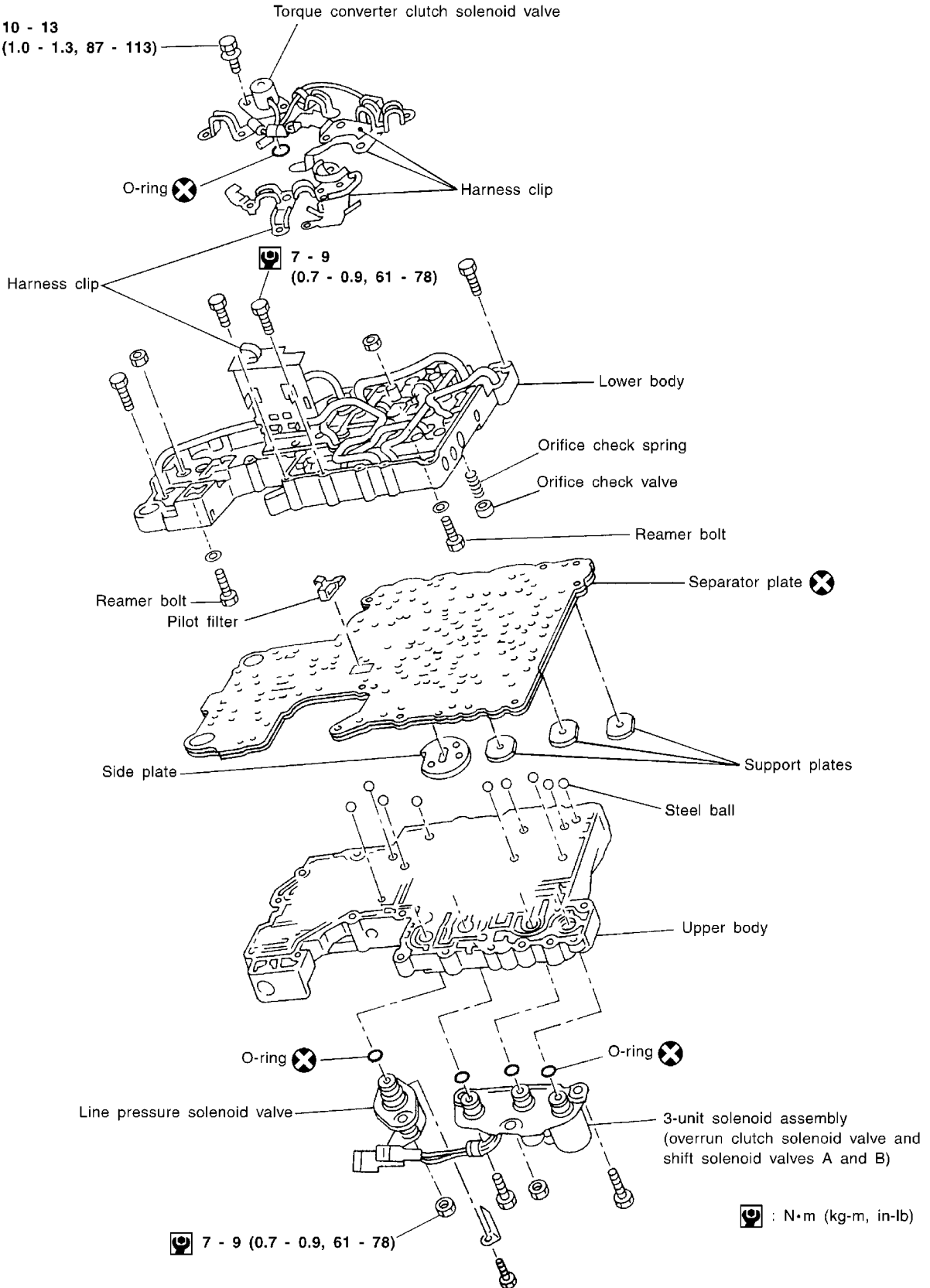
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Control Valve Assembly COMPONENTS

NEAT0243

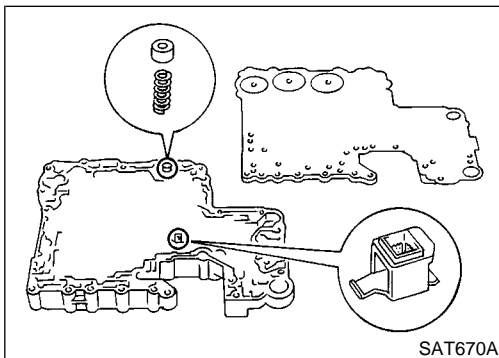
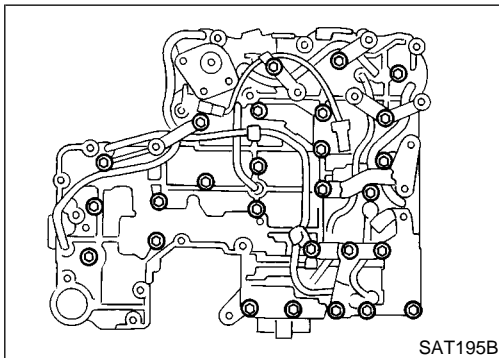
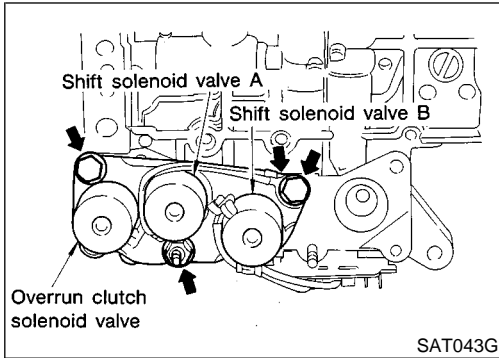
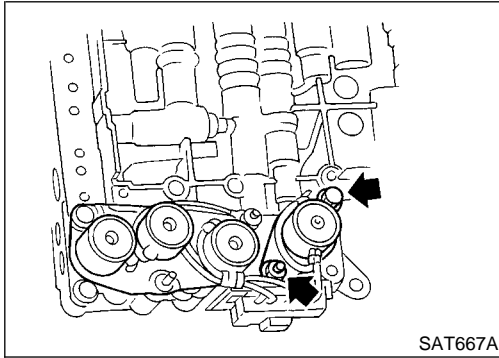
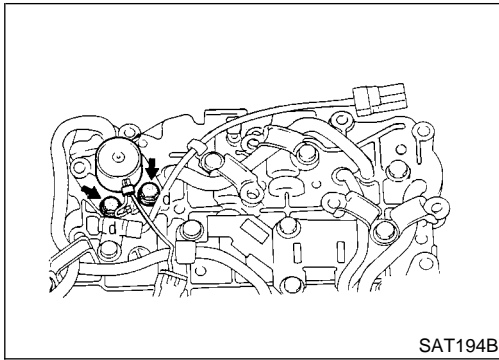
SEC. 317

10 - 13
(1.0 - 1.3, 87 - 113)



AAT680A

NEAT0244



DISASSEMBLY

1. Remove solenoids.
 - a. Remove torque converter clutch solenoid valve and side plate from lower body.
 - b. Remove O-ring from solenoid.
 - c. Remove line pressure solenoid valve from upper body.
 - d. Remove O-ring from solenoid.
 - e. Remove 3-unit solenoid assembly from upper body.
 - f. Remove O-rings from solenoids.
2. Disassemble upper and lower bodies.
 - a. Place upper body facedown, and remove bolts, reamer bolts, side plate and support plates.
 - b. Remove lower body and separator plate as a unit from upper body.
 - **Be careful not to drop pilot filter, orifice check valve, spring and steel balls.**
 - c. Place lower body facedown, and remove separator plate.
 - d. Remove pilot filter, orifice check valve and orifice check spring.

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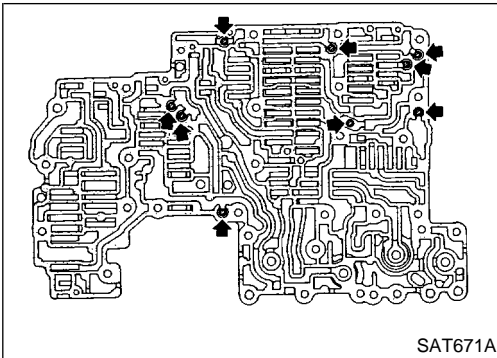
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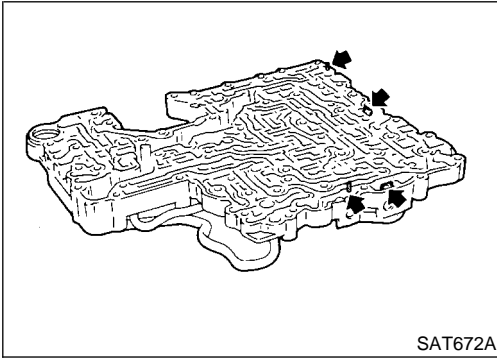
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Control Valve Assembly (Cont'd)



- e. Check to see that steel balls are properly positioned in upper body. Then remove them from upper body.

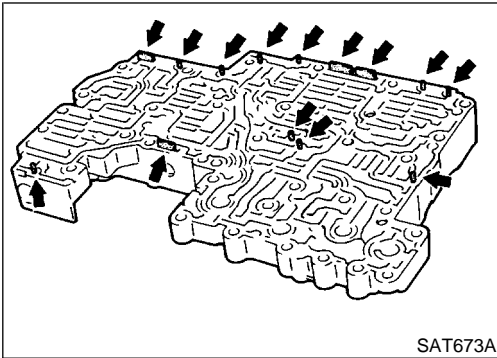


INSPECTION Lower and Upper Bodies

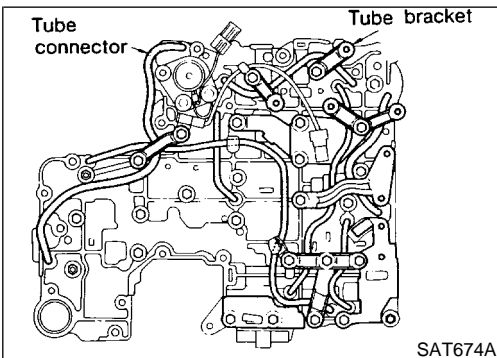
NEAT0245

NEAT0245S01

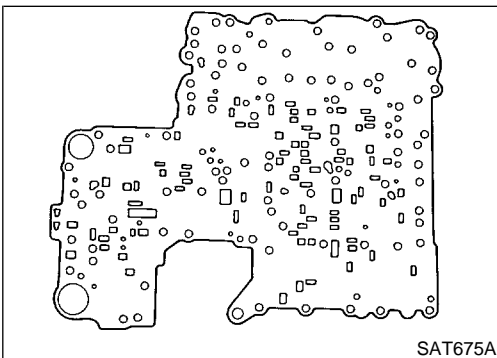
- Check to see that there are pins and retainer plates in lower body.



- Check to see that there are pins and retainer plates in upper body.
- **Be careful not to lose these parts.**



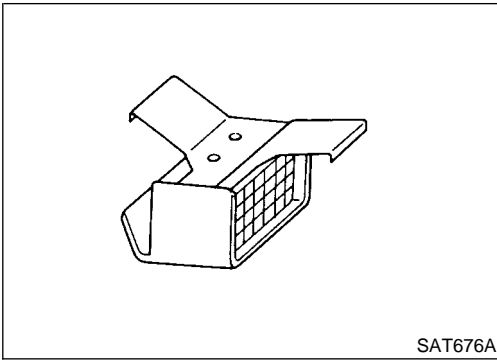
- Check to make sure that oil circuits are clean and free from damage.
- Check tube brackets and tube connectors for damage.



Separator Plate

NEAT0245S02

- Make sure that separator plate is free of damage and not deformed and oil holes are clean.



Pilot Filter

NEAT0245S03

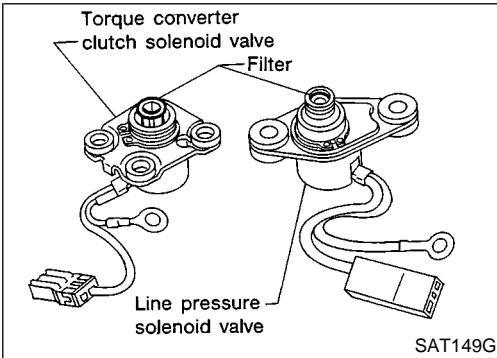
- Check to make sure that filter is not clogged or damaged.

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Torque Converter Clutch Solenoid Valve

NEAT0245S04

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-286.

EC

Line Pressure Solenoid Valve

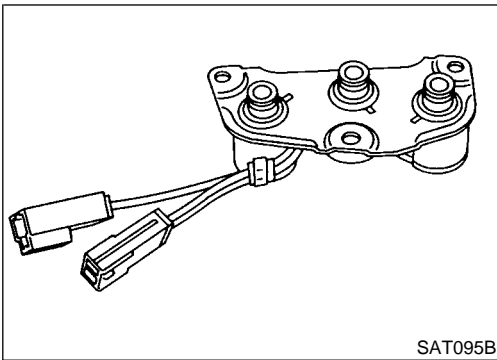
NEAT0245S05

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-286.

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3-Unit Solenoid Assembly (Overrun Clutch Solenoid Valve and Shift Solenoid Valves A and B)

NEAT0245S06

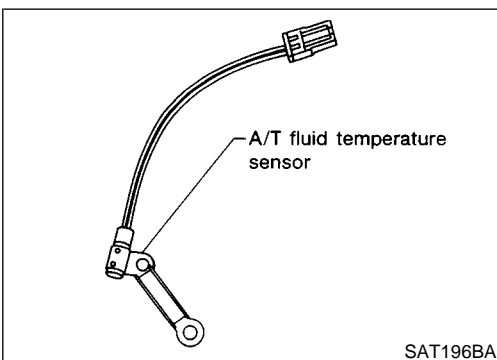
- Measure resistance of each solenoid. Refer to "Component Inspection", AT-286.

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A/T Fluid Temperature Sensor

NEAT0245S07

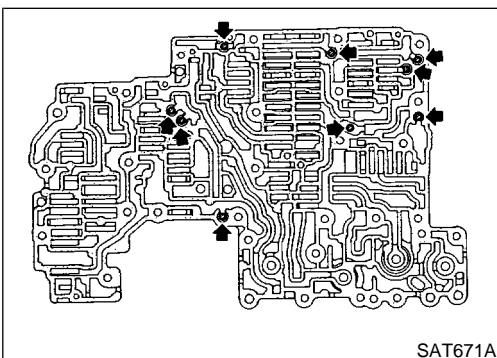
- Measure resistance. Refer to "Component Inspection", AT-249.

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ASSEMBLY

NEAT0246

1. Install upper and lower bodies.
 - a. Place oil circuit of upper body face up. Install steel balls in their proper positions.

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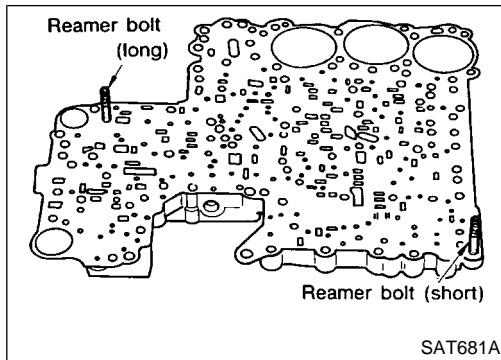
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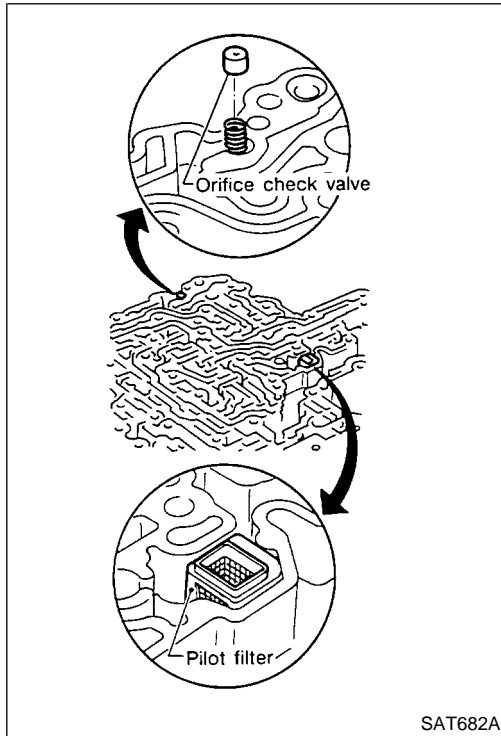
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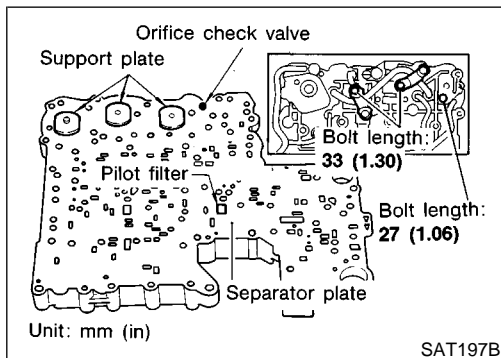
Control Valve Assembly (Cont'd)



b. Install reamer bolts from bottom of upper body.

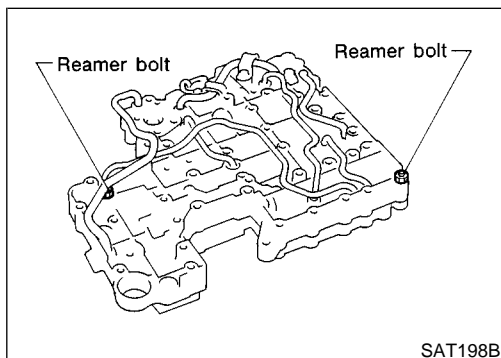


c. Place oil circuit of lower body face up. Install orifice check spring, orifice check valve and pilot filter.



d. Install separator plate on lower body.

e. Install and temporarily tighten support plates, fluid temperature sensor and tube brackets.



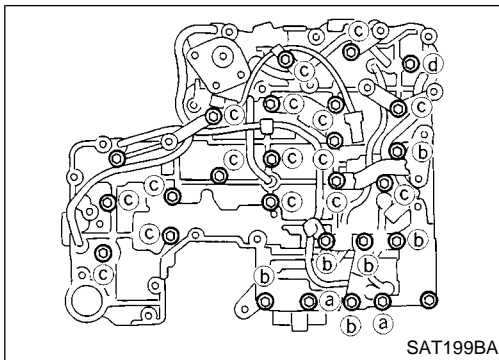
f. Temporarily assemble lower and upper bodies, using reamer bolt as a guide.

- Be careful not to dislocate or drop steel balls, orifice check spring, orifice check valve and pilot filter.

REPAIR FOR COMPONENT PARTS

RE4R01A

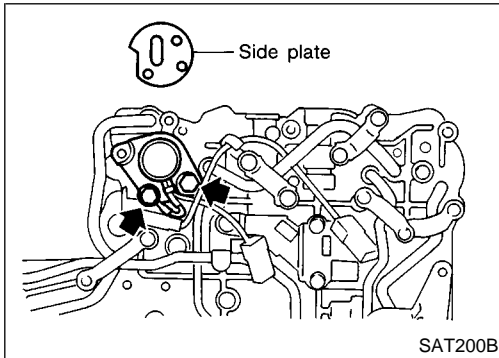
Control Valve Assembly (Cont'd)



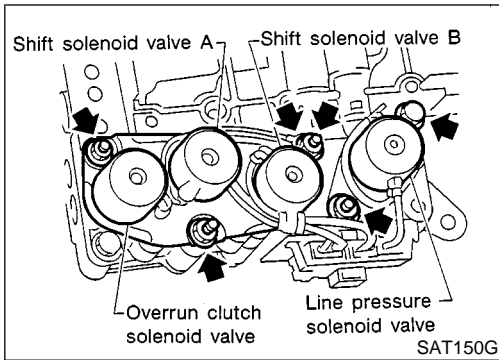
- g. Install and temporarily tighten bolts and tube brackets in their proper locations.

Bolt length and location:

Bolt symbol	a	b	c	d
Bolt length mm (in)	70 (2.76)	50 (1.97)	33 (1.30)	27 (1.06)



2. Install solenoids.
 a. Attach O-ring and install torque converter clutch solenoid valve and side plates onto lower body.



- b. Attach O-rings and install 3-unit solenoids assembly onto upper body.
 c. Attach O-ring and install line pressure solenoid valve onto upper body.
 3. Tighten all bolts.

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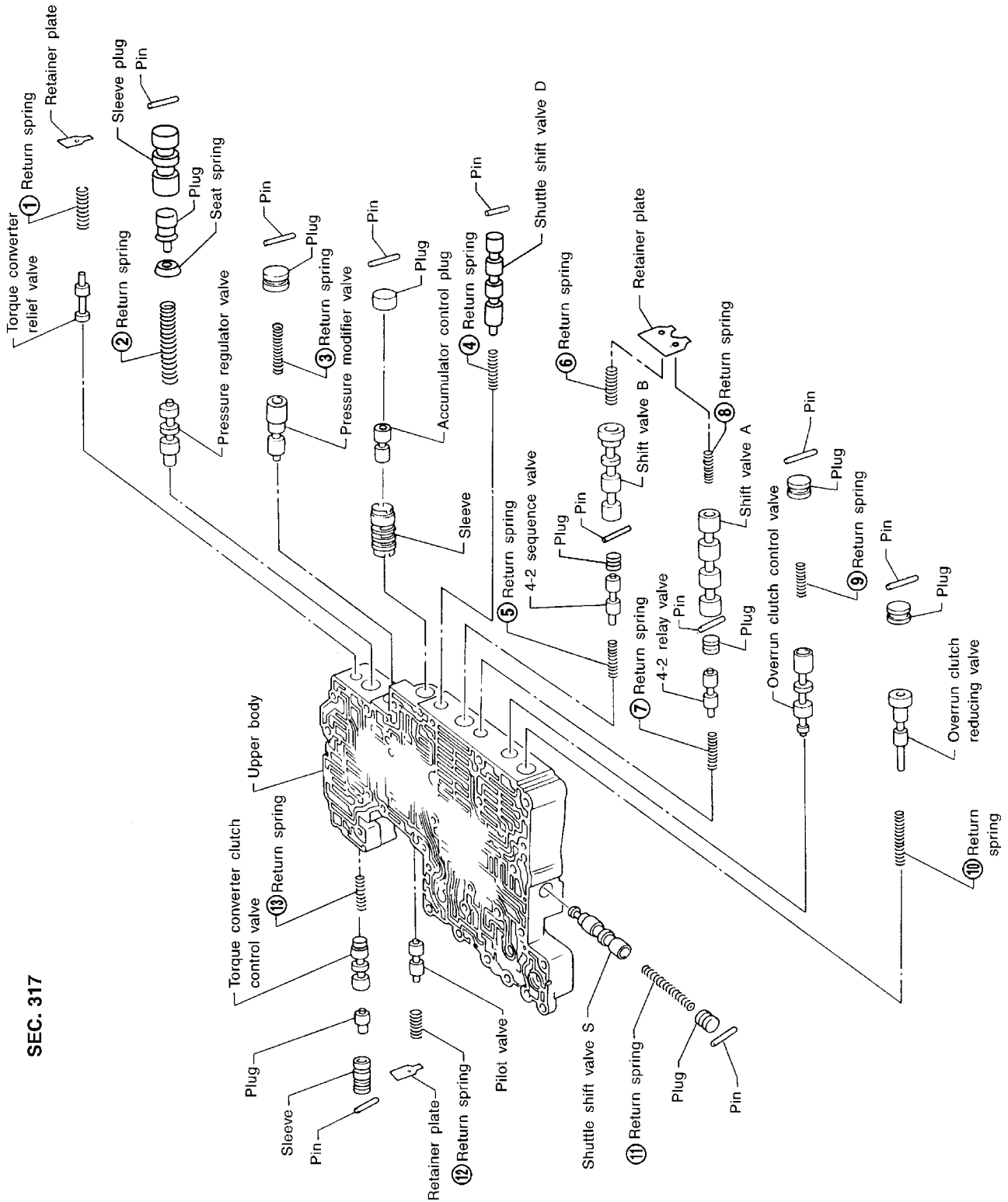
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Control Valve Upper Body

NEAT0247

COMPONENTS

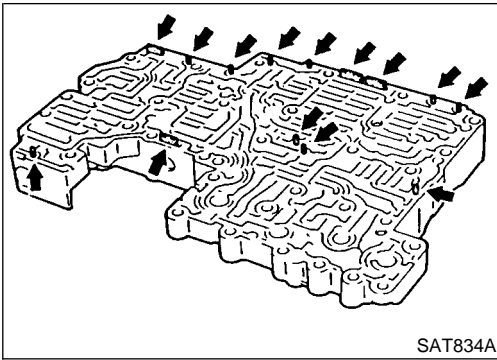


SEC. 317

SAT142J

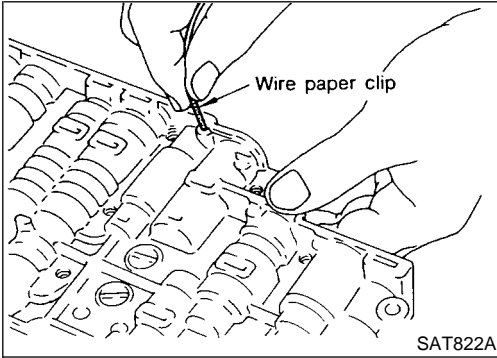
Apply ATF to all components before their installation.
 Numbers preceding valve springs correspond with those shown in SDS on page AT-480.

NEAT0248

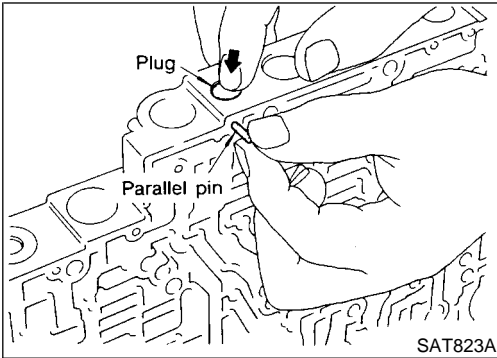


DISASSEMBLY

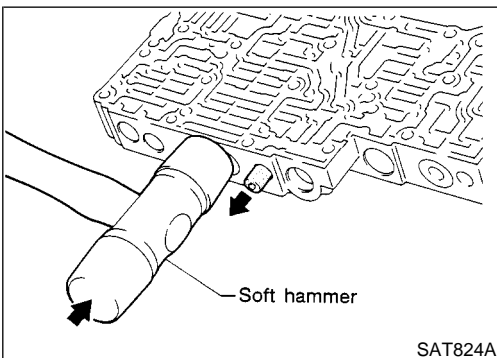
1. Remove valves at parallel pins.
 - Do not use a magnetic hand.



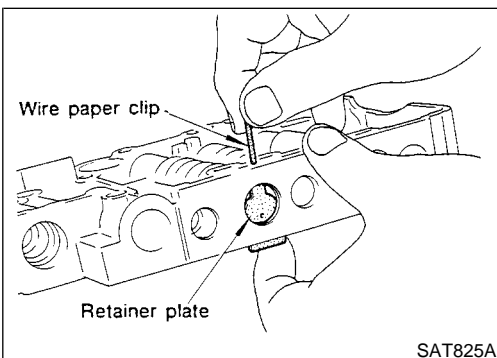
- a. Use a wire paper clip to push out parallel pins.



- b. Remove parallel pins while pressing their corresponding plugs and sleeves.
 - Remove plug slowly to prevent internal parts from jumping out.



- c. Place mating surface of valve facedown, and remove internal parts.
 - If a valve is hard to remove, place valve body facedown and lightly tap it with a soft hammer.
 - Be careful not to drop or damage valves and sleeves.



2. Remove valves at retainer plates.
 - a. Pry out retainer plate with wire paper clip.

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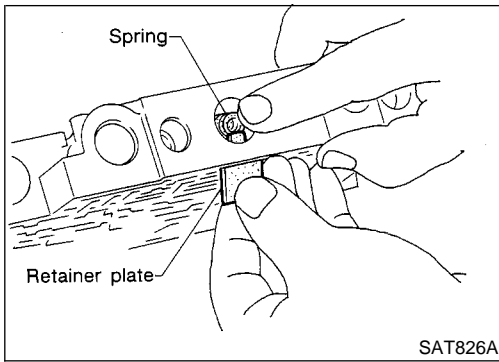
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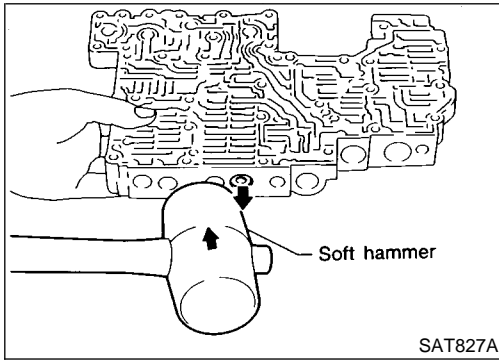
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Control Valve Upper Body (Cont'd)

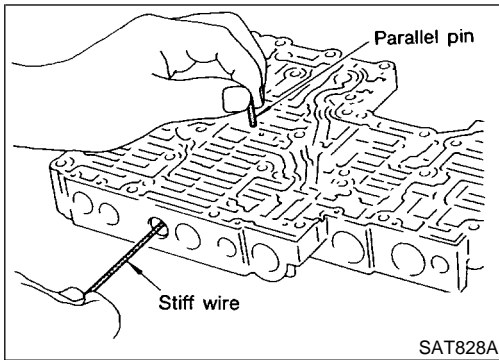


b. Remove retainer plates while holding spring.



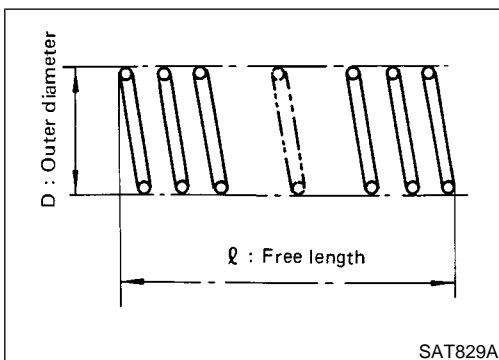
c. Place mating surface of valve facedown, and remove internal parts.

- If a valve is hard to remove, lightly tap valve body with a soft hammer.
- Be careful not to drop or damage valves, sleeves, etc.



● 4-2 sequence valve and relay valve are located far back in upper body. If they are hard to remove, carefully push them out using stiff wire.

- Be careful not to scratch sliding surface of valve with wire.



INSPECTION

NEAT0249

Valve Springs

NEAT0249S01

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

Inspection standard:

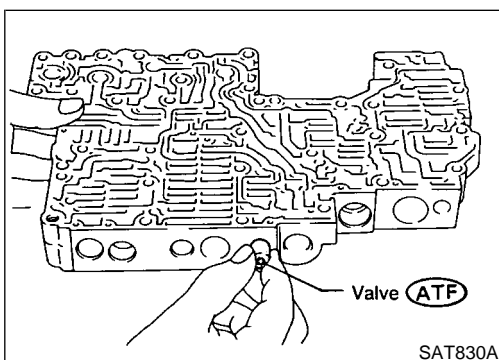
Refer to SDS, AT-480.

- Replace valve springs if deformed or fatigued.

Control Valves

NEAT0249S02

- Check sliding surfaces of valves, sleeves and plugs.

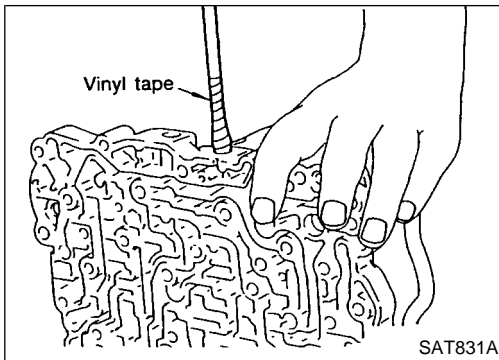


ASSEMBLY

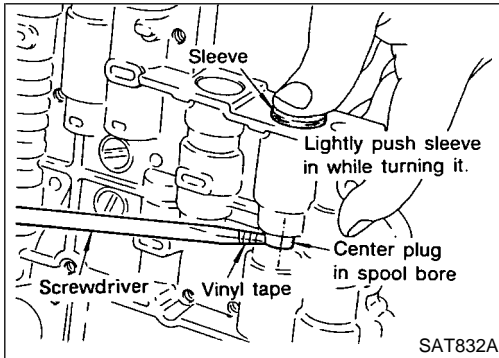
NEAT0250

1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.

- Be careful not to scratch or damage valve body.

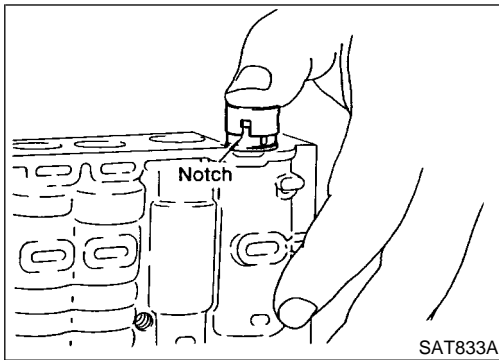


- Wrap a small screwdriver with vinyl tape and use it to insert the valves into proper position.



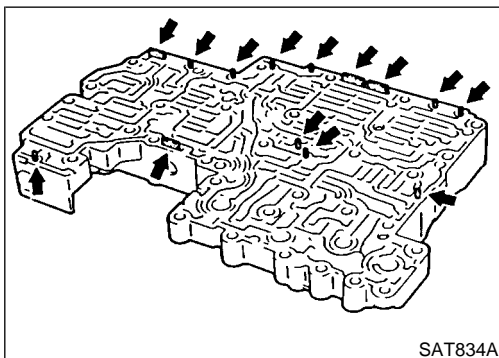
Pressure regulator valve

- If pressure regulator plug is not centered properly, sleeve cannot be inserted into bore in upper body. If this happens, use vinyl tape wrapped screwdriver to center sleeve until it can be inserted.
- Turn sleeve slightly while installing.

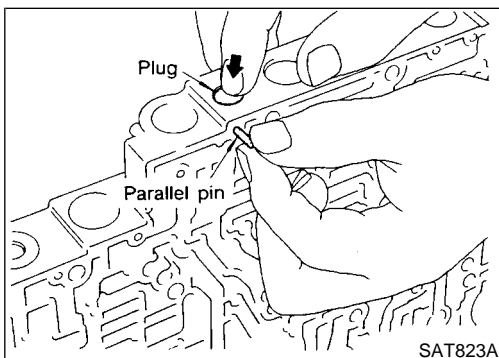


Accumulator control plug

- Align protrusion of accumulator control sleeve with notch in plug.
- Align parallel pin groove in plug with parallel pin, and install accumulator control valve.



2. Install parallel pins and retainer plates.



- While pushing plug, install parallel pin.

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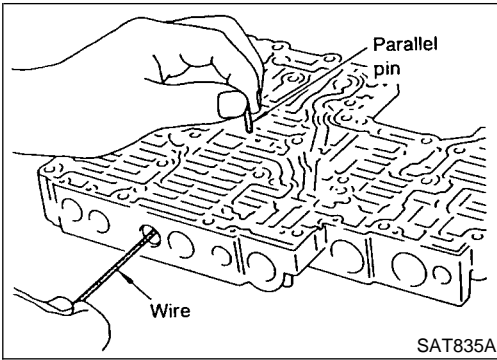
HA

SC

EL

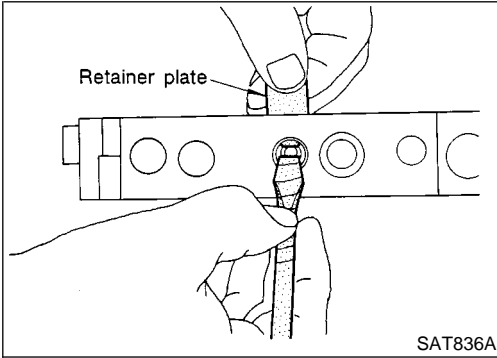
IDX

Control Valve Upper Body (Cont'd)



4-2 sequence valve and relay valve

- Push 4-2 sequence valve and relay valve with wire wrapped in vinyl tape to prevent scratching valve body. Install parallel pins.

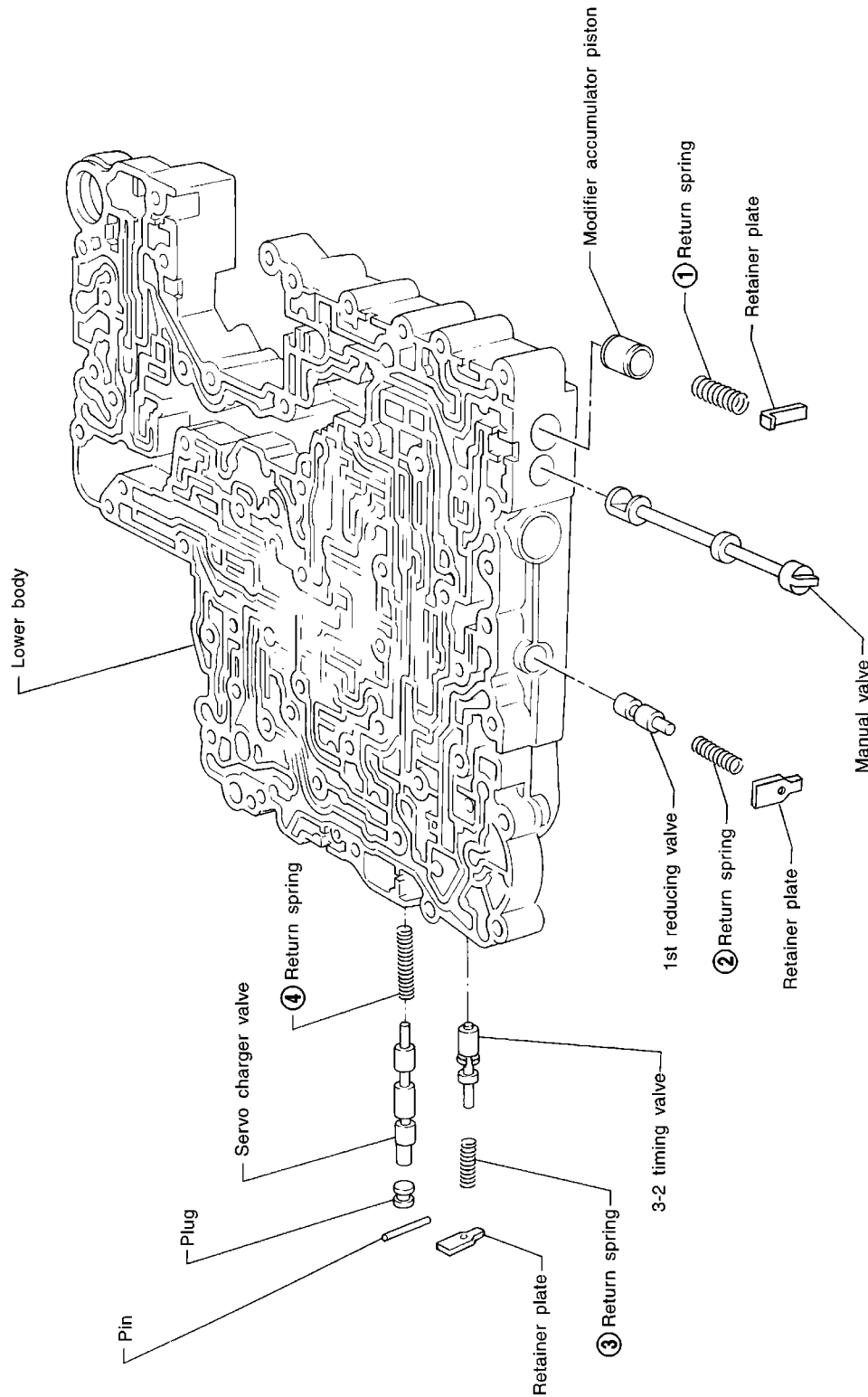


- Insert retainer plate while pushing spring.

Control Valve Lower Body

COMPONENTS

NEAT0251

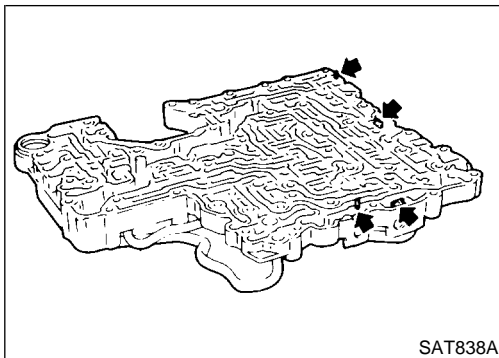


SEC. 317

Apply ATF to all components before their installation.
 Numbers preceding valve springs correspond with those shown in SDS on page AT-480.

SAT9661

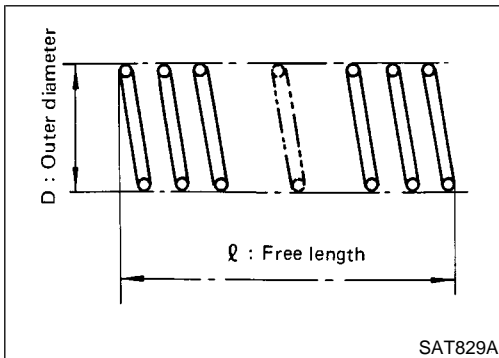
GI
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 RS
 BT
 HA
 SC
 EL
 IDX



DISASSEMBLY

NEAT0252

1. Remove valves at parallel pins.
2. Remove valves at retainer plates.
For removal procedures, refer to "DISASSEMBLY" of Control Valve Upper Body.



INSPECTION

NEAT0253

Valve Springs

NEAT0253S01

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

Inspection standard:

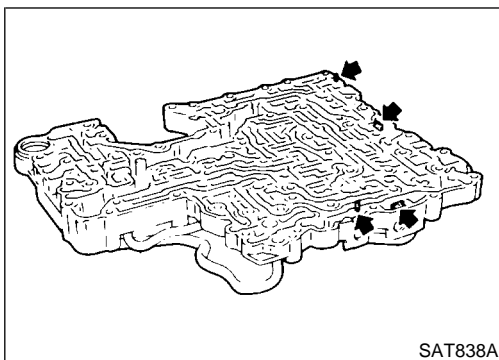
Refer to SDS, AT-480.

- Replace valve springs if deformed or fatigued.

Control Valves

NEAT0253S02

- Check sliding surfaces of control valves, sleeves and plugs for damage.



ASSEMBLY

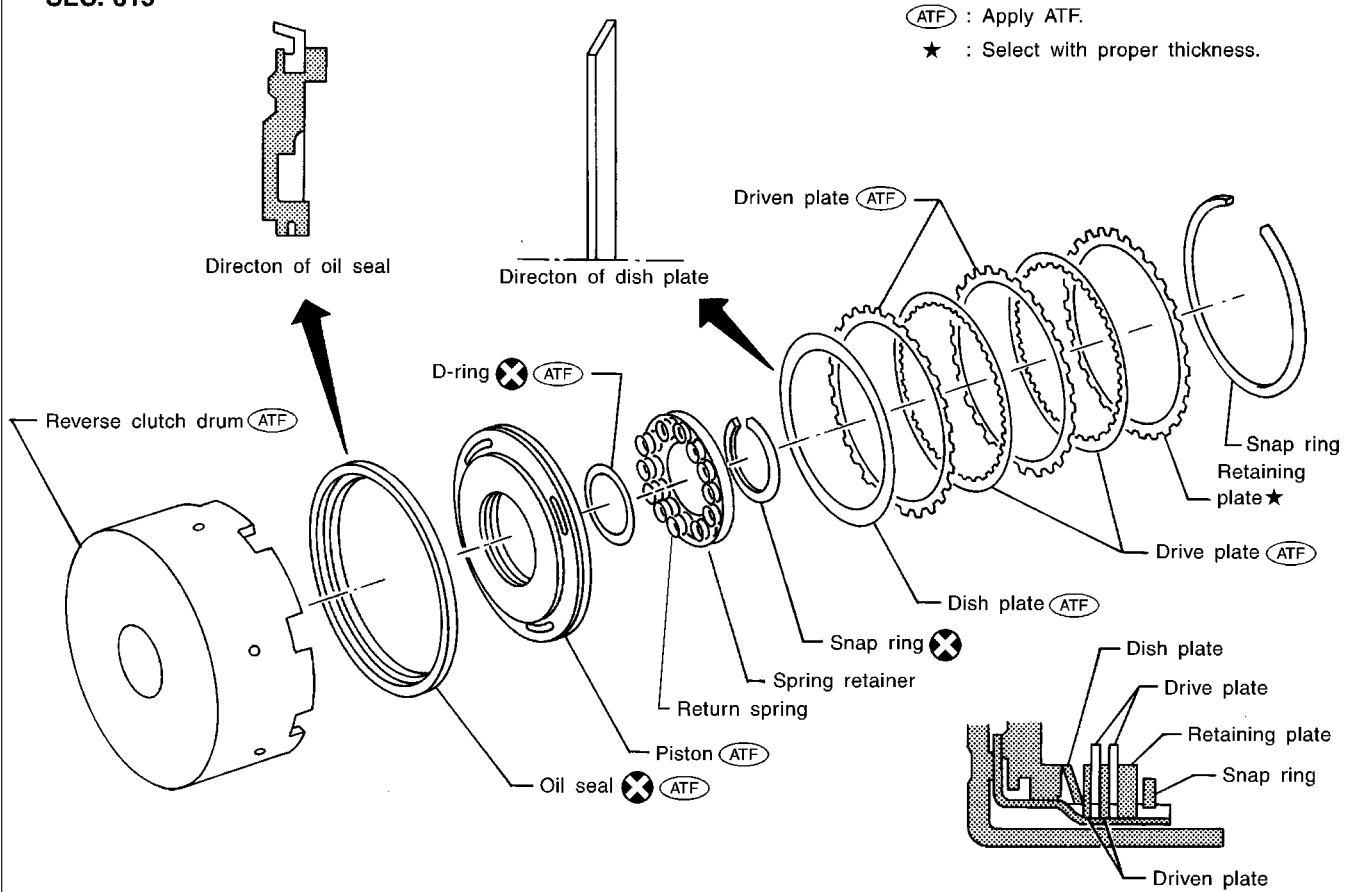
NEAT0254

- Install control valves.
For installation procedures, refer to "ASSEMBLY" of Control Valve Upper Body, AT-432.

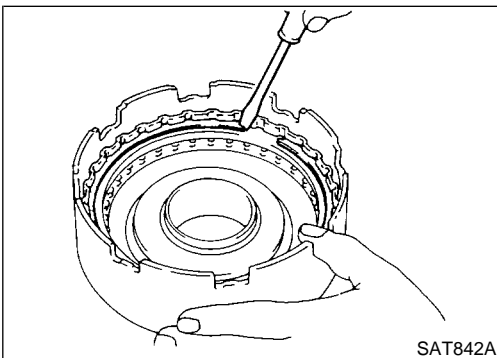
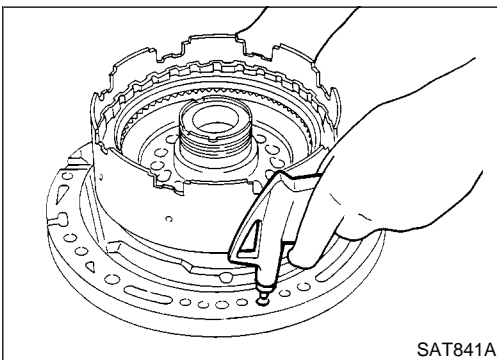
Reverse Clutch
COMPONENTS

NEAT0255

SEC. 315



SAT143J



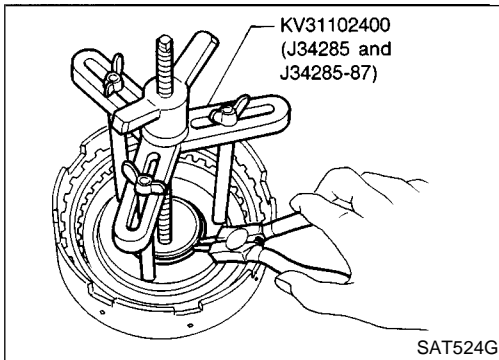
DISASSEMBLY

NEAT0256

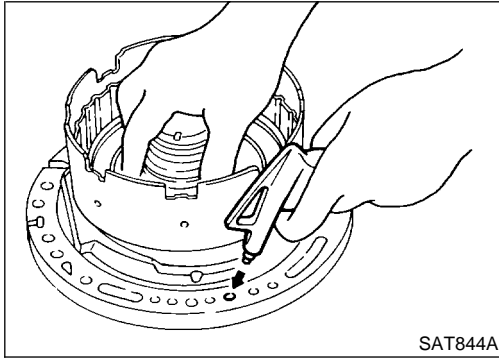
1. Check operation of reverse clutch.
 - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring,
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
2. Remove drive plates, driven plates, retaining plate, dish plate and snap ring.

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Reverse Clutch (Cont'd)



3. Remove snap ring from clutch drum while compressing clutch springs.
 - **Do not expand snap ring excessively.**
4. Remove spring retainer and return spring.



5. Install seal ring onto oil pump cover and install reverse clutch drum. While holding piston, gradually apply compressed air to oil hole until piston is removed.
 - **Do not apply compressed air abruptly.**
6. Remove D-ring and oil seal from piston.

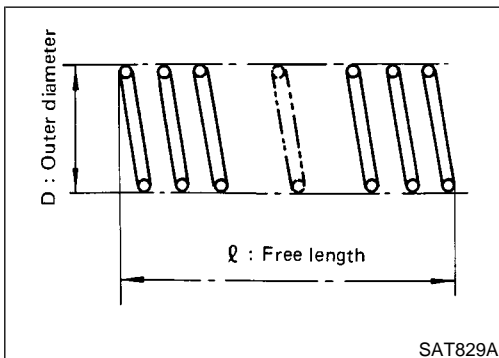
INSPECTION

Reverse Clutch Snap Ring and Spring Retainer

NEAT0257

NEAT0257S01

- Check for deformation, fatigue or damage.



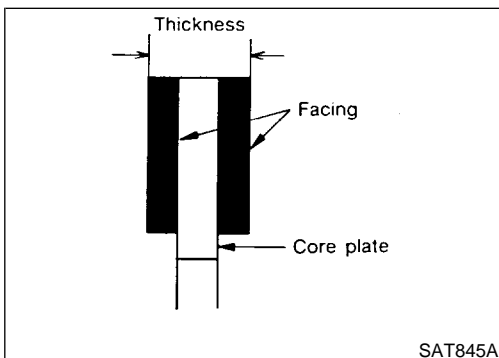
Reverse Clutch Return Springs

NEAT0257S02

- Check for deformation or damage. Also measure free length and outside diameter.

Inspection standard:

Refer to SDS, AT-480.



Reverse Clutch Drive Plates

NEAT0257S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

Standard value: 1.90 - 2.05 mm (0.0748 - 0.0807 in)

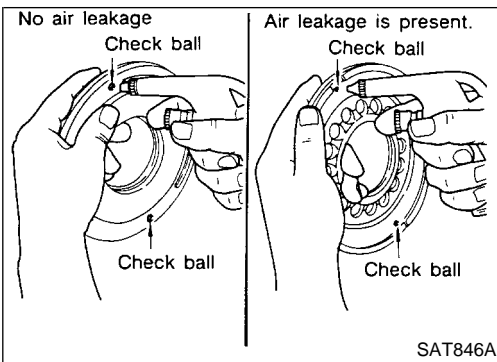
Wear limit: 1.80 mm (0.0709 in)

- If not within wear limit, replace.

Reverse Clutch Dish Plate

NEAT0257S04

- Check for deformation or damage.

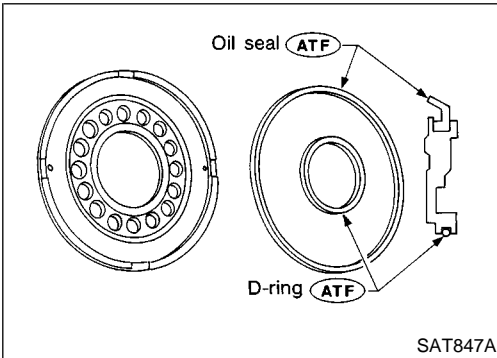


Reverse Clutch Piston

NEAT0257S05

- Shake piston to assure that balls are not seized.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Also apply compressed air to oil hole on return spring side to assure that air leaks past ball.

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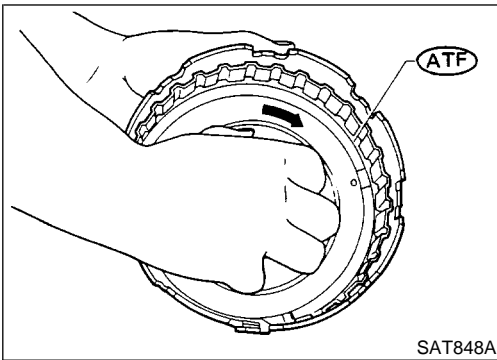


ASSEMBLY

NEAT0258

1. Install D-ring and oil seal on piston.
- **Apply ATF to both parts.**

LC
EC
FE
CL



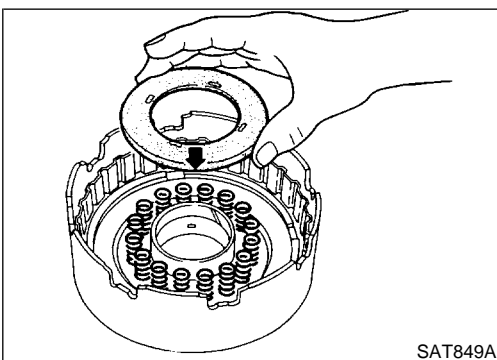
2. Install piston assembly by turning it slowly and evenly.
- **Apply ATF to inner surface of drum.**

AT

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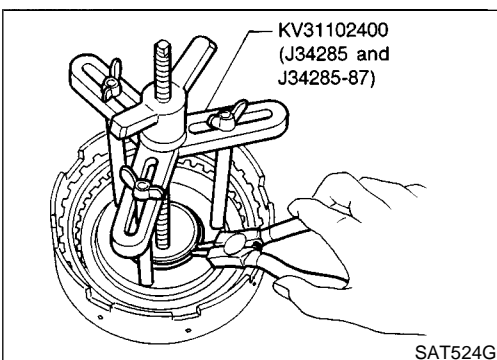
3. Install return springs and spring retainer.

SU

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4. Install snap ring while compressing clutch springs.

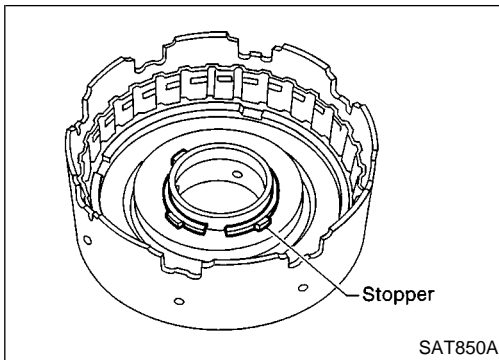
BT

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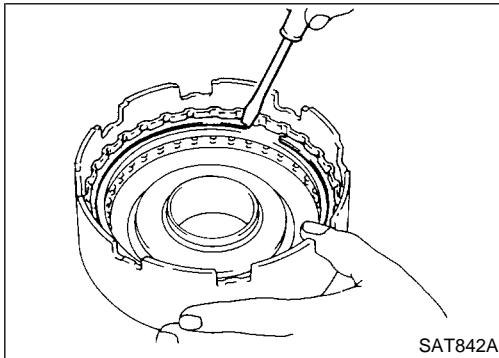
SC

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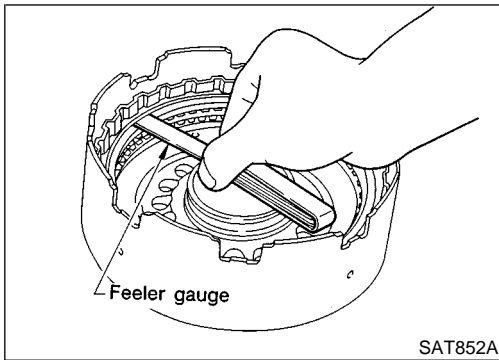
IDX



- Do not align snap ring gap with spring retainer stopper.



5. Install drive plates, driven plates, retaining plate and dish plate.
6. Install snap ring.



7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard

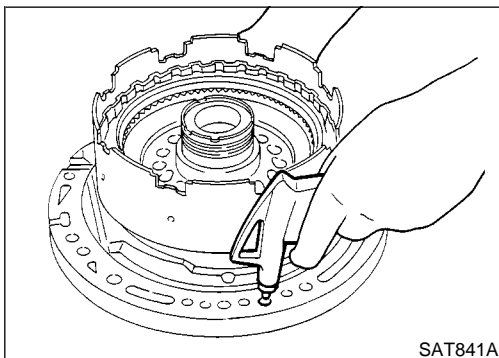
0.5 - 0.8 mm (0.020 - 0.031 in)

Allowable limit

1.2 mm (0.047 in)

Retaining plate:

Refer to SDS, AT-481.



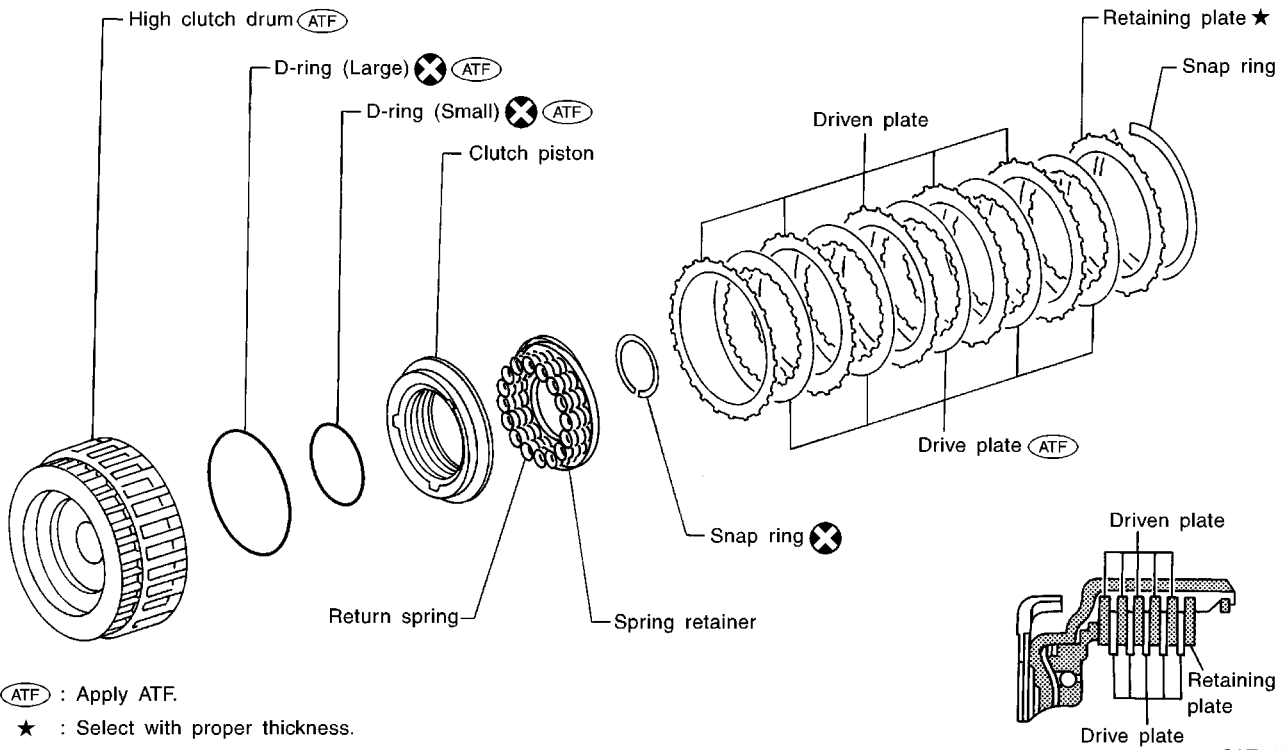
8. Check operation of reverse clutch.
Refer to "DISASSEMBLY" of Reverse Clutch, AT-437.

High Clutch
COMPONENTS

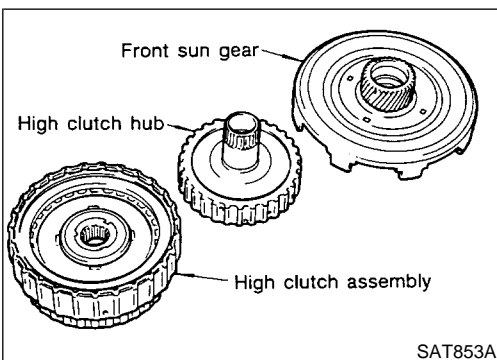
NEAT0259

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.



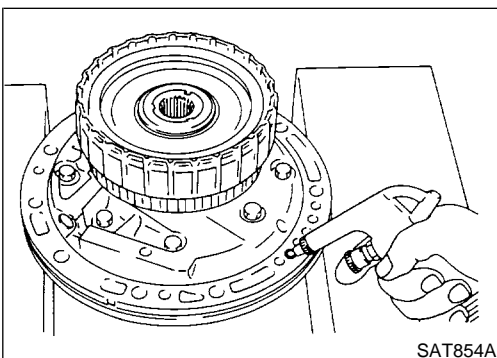
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DISASSEMBLY AND ASSEMBLY

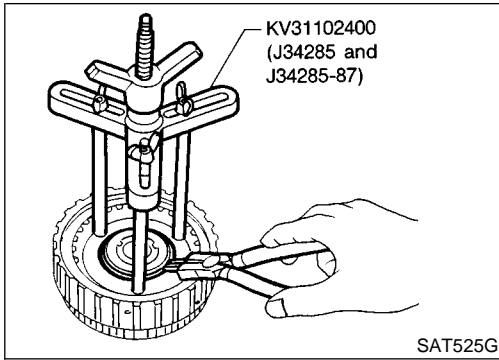
NEAT0260

Service procedures for high clutch are essentially the same as those for reverse clutch, with the following exception:

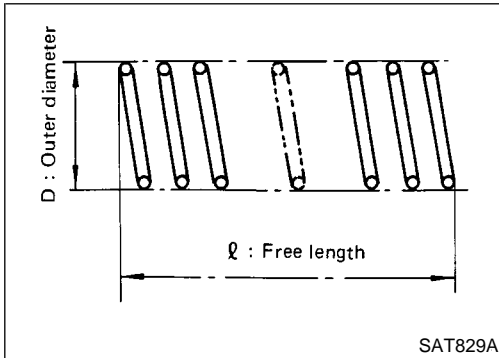


- Check of high clutch operation

High Clutch (Cont'd)

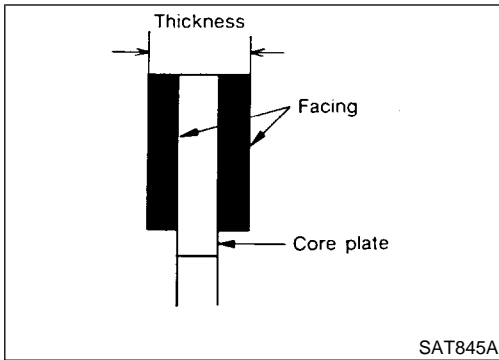


- Removal and installation of return spring



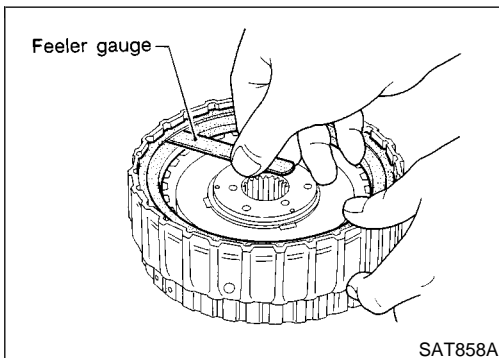
- Inspection of high clutch return springs

Inspection standard:
Refer to SDS, AT-480.



- Inspection of high clutch drive plate

Thickness of drive plate:
Standard
1.52 - 1.67 mm (0.0598 - 0.0657 in)
Wear limit
1.40 mm (0.0551 in)



- Measurement of clearance between retaining plate and snap ring

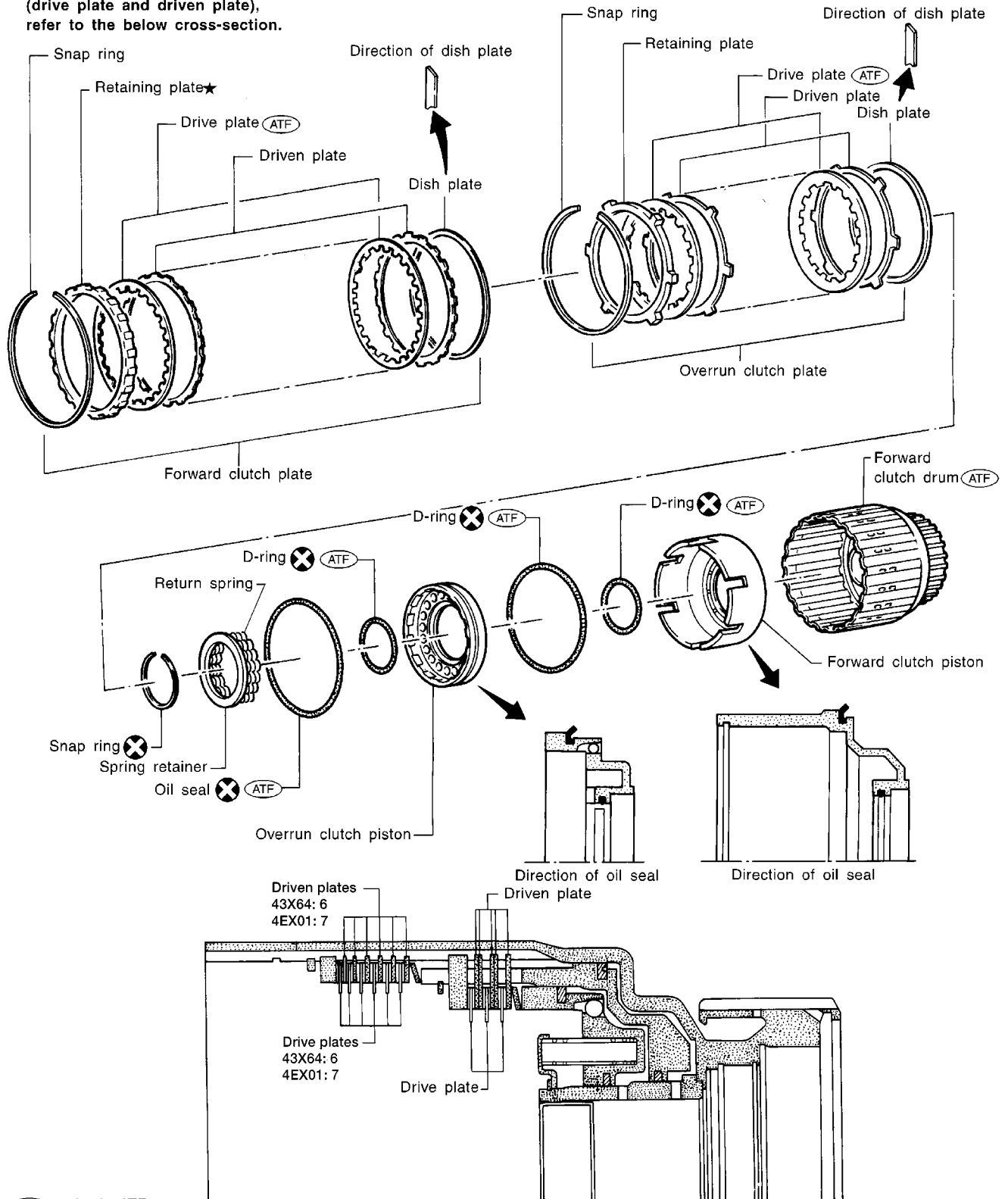
Specified clearance:
Standard
1.8 - 2.2 mm (0.071 - 0.087 in)
Allowable limit
2.8 mm (0.110 in)
Retaining plate:
Refer to SDS, AT-481.

Forward and Overrun Clutches
COMPONENTS

NEAT0261

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.

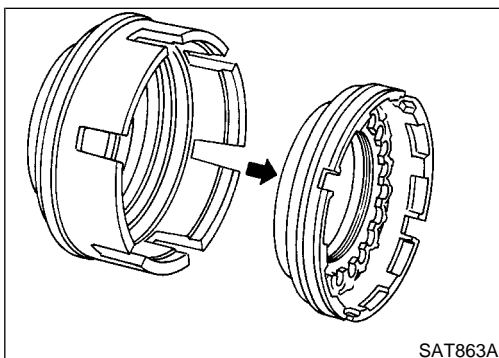
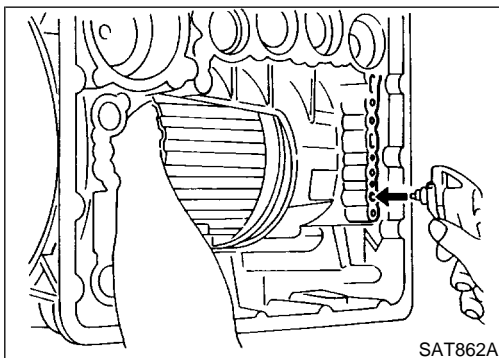
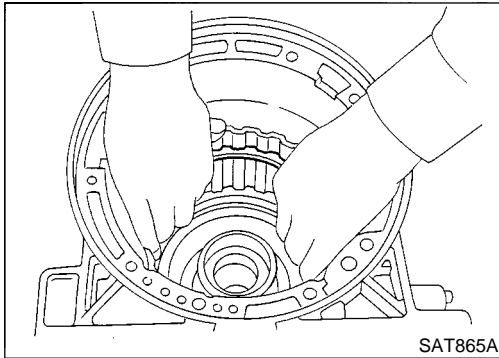
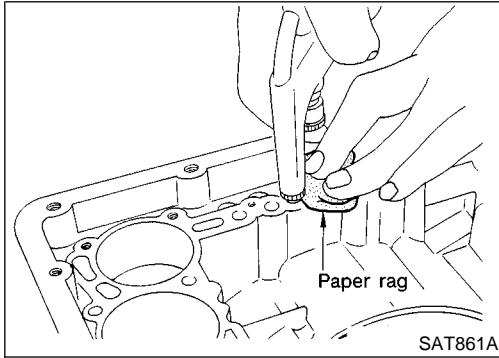
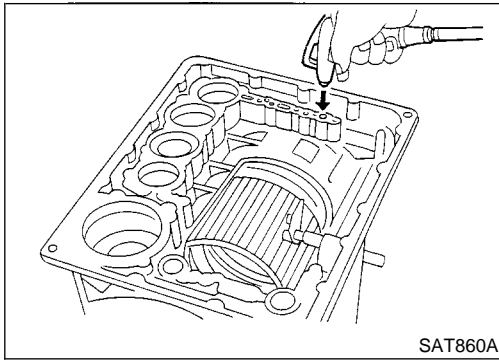


(ATF) : Apply ATF.

★ : Select with proper thickness.

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AAT679A

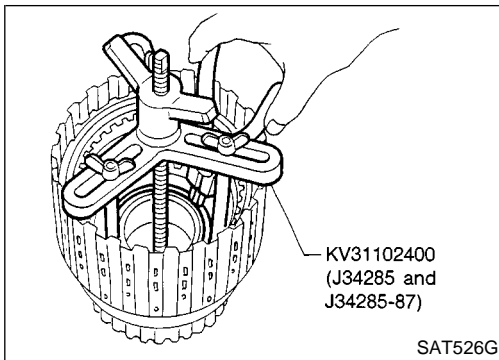


DISASSEMBLY AND ASSEMBLY

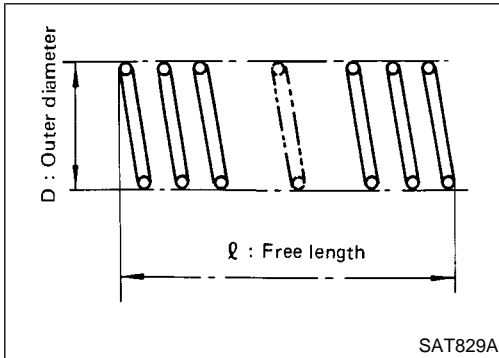
NEAT0262

Forward and overrun clutches are serviced essentially the same way as reverse clutch is serviced. However, note the following exceptions.

- Check of forward clutch operation
- Check of overrun clutch operation
- Removal of forward clutch drum
Remove forward clutch drum from transmission case by holding snap ring.
- Removal of forward clutch and overrun clutch pistons
 - a) While holding overrun clutch piston, gradually apply compressed air to oil hole.
 - b) Remove overrun clutch from forward clutch.

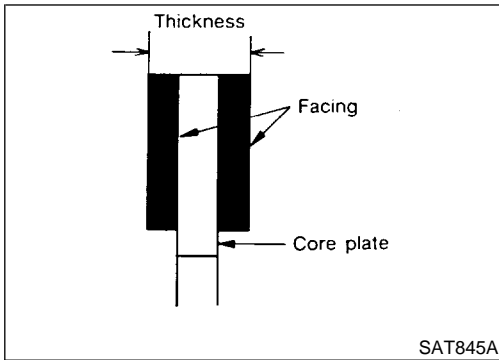


- Removal and installation of return springs



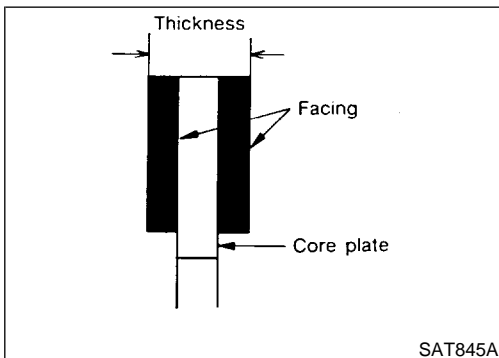
- Inspection of forward clutch and overrun clutch return springs

Inspection standard:
Refer to SDS, AT-480.



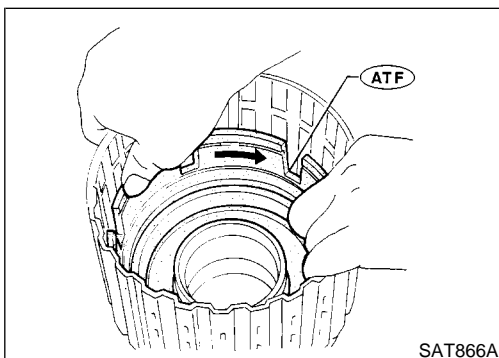
- Inspection of forward clutch drive plates

Thickness of drive plate:
Standard
1.52 - 1.67 mm (0.0598 - 0.0657 in)
Wear limit
1.40 mm (0.0551 in)



- Inspection of overrun clutch drive plates

Thickness of drive plate:
Standard
1.90 - 2.05 mm (0.0748 - 0.0807 in)
Wear limit
1.80 mm (0.0709 in)



- Installation of forward clutch piston and overrun clutch piston
- a) Install forward clutch piston by turning it slowly and evenly.
- **Apply ATF to inner surface of clutch drum.**

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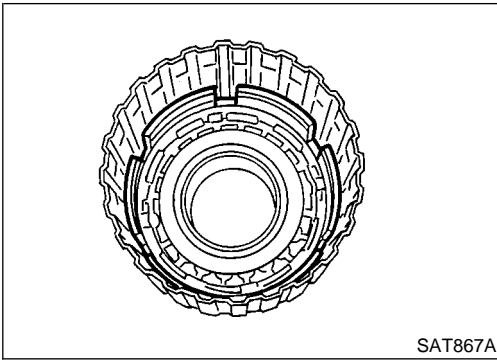
BT

HA

SC

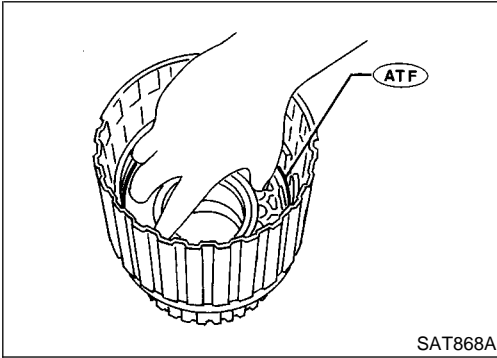
EL

IDX



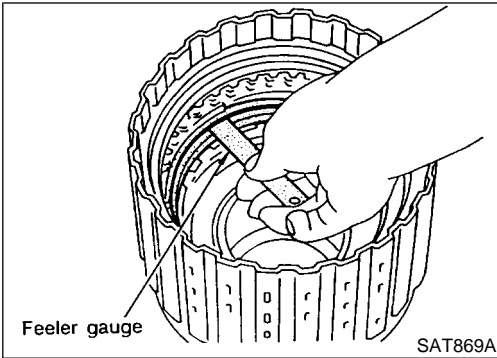
SAT867A

- Align notch in forward clutch piston with groove in forward clutch drum.



SAT868A

- b) Install overrun clutch by turning it slowly and evenly.
- Apply ATF to inner surface of forward clutch piston.



SAT869A

- Measurement of clearance between retaining plate and snap ring of overrun clutch

Specified clearance:

Standard

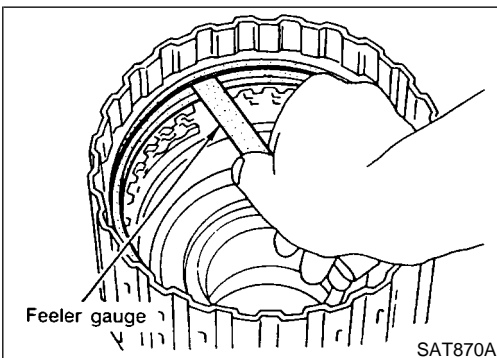
1.0 - 1.4 mm (0.039 - 0.055 in)

Allowable limit

2.0 mm (0.079 in)

Retaining plate:

Refer to SDS, AT-482.



SAT870A

- Measurement of clearance between retaining plate and snap ring of forward clutch

Specified clearance:

Standard

0.35 - 0.75 mm (0.0138 - 0.0295 in)

Allowable limit

Model 43X64 (2WD): 1.95 mm (0.077 in)

Model 4EX01 (4WD): 2.15 mm (0.085 in)

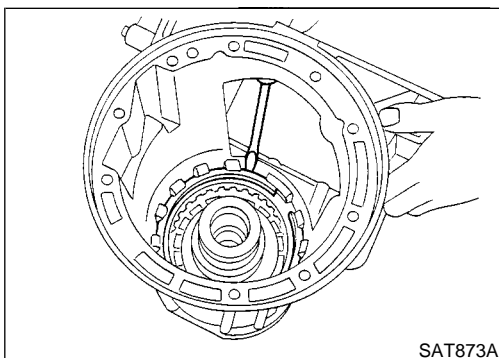
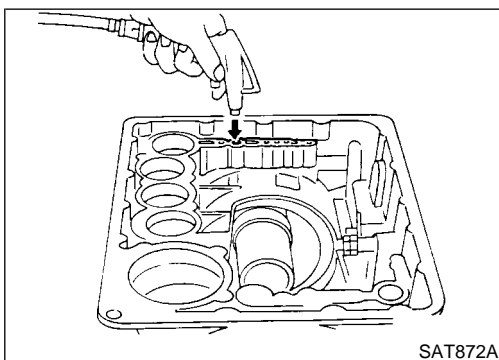
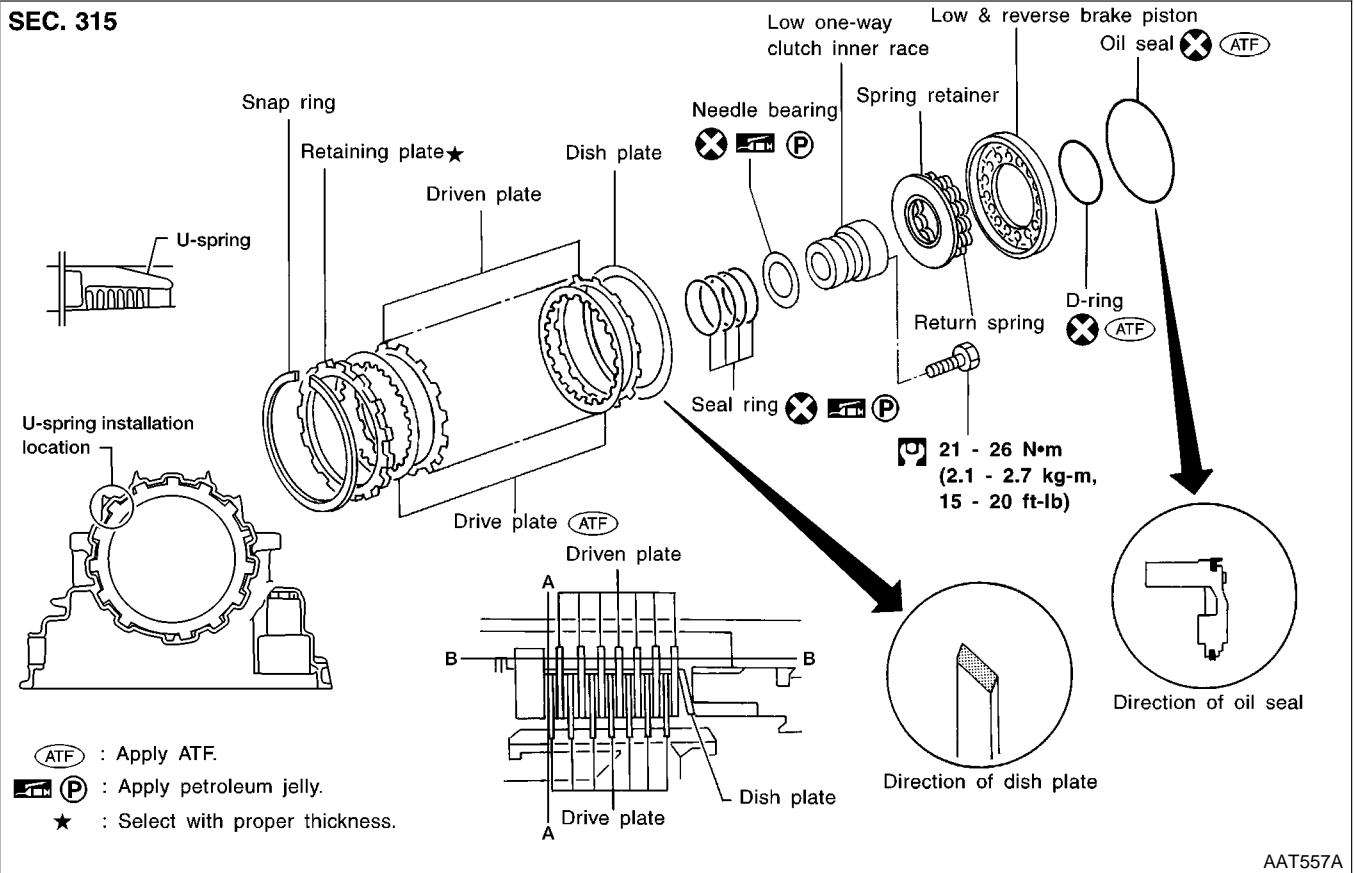
Retaining plate:

Refer to SDS, AT-482.

Low & Reverse Brake
COMPONENTS

NEAT0263

SEC. 315



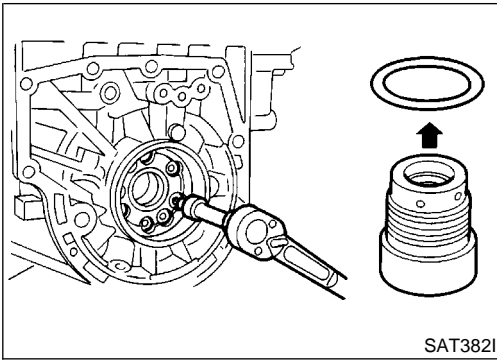
DISASSEMBLY

NEAT0264

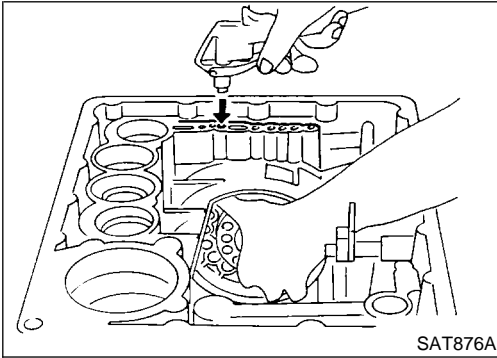
1. Check operation of low and reverse brake.
 - a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring,
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
2. Remove snap ring, low and reverse brake drive plates, driven plates and dish plate.

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Low & Reverse Brake (Cont'd)



3. Remove low one-way clutch inner race, spring retainer and return spring from transmission case.
4. Remove seal rings from low one-way clutch inner race.
5. Remove needle bearing from low one-way clutch inner race.



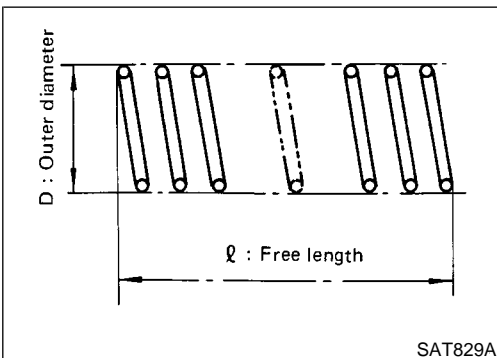
6. Remove low and reverse brake piston using compressed air.
7. Remove oil seal and D-ring from piston.

INSPECTION

Low and Reverse Brake Snap Ring and Spring Retainer

NEAT0265
NEAT0265S01

- Check for deformation, or damage.



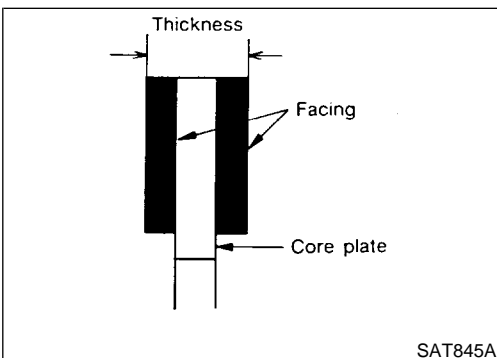
Low and Reverse Brake Return Springs

NEAT0265S02

- Check for deformation or damage. Also measure free length and outside diameter.

Inspection standard:

Refer to SDS, AT-480.



Low and Reverse Brake Drive Plates

NEAT0265S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

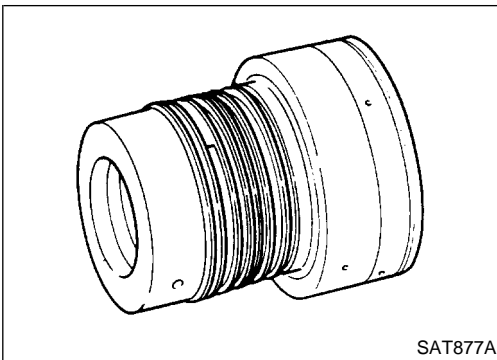
Standard value

1.52 - 1.67 mm (0.0598 - 0.0657 in)

Wear limit

1.40 mm (0.0551 in)

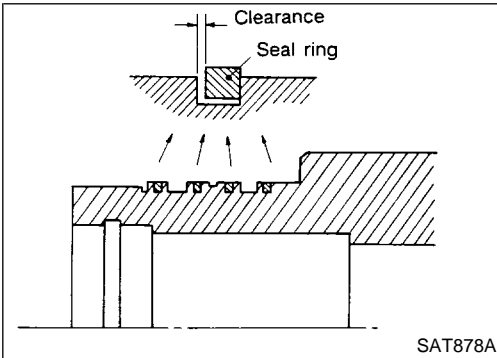
- If not within wear limit, replace.



Low One-way Clutch Inner Race

NEAT0265S04

- Check frictional surface of inner race for wear or damage.



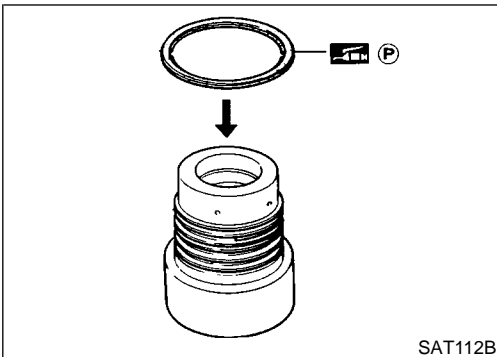
- Install a new seal rings onto low one-way clutch inner race.
- **Be careful not to expand seal ring gap excessively.**
- Measure seal ring-to-groove clearance.

Inspection standard:

Standard value: 0.10 - 0.25 mm (0.0039 - 0.0098 in)

Allowable limit: 0.25 mm (0.0098 in)

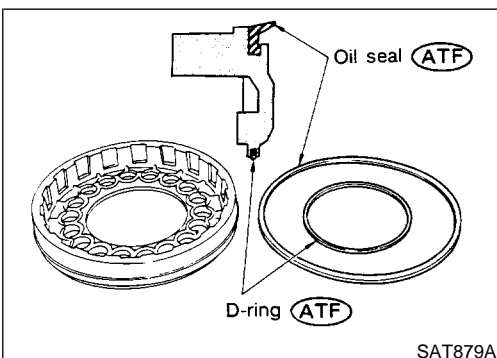
- If not within allowable limit, replace low one-way clutch inner race.



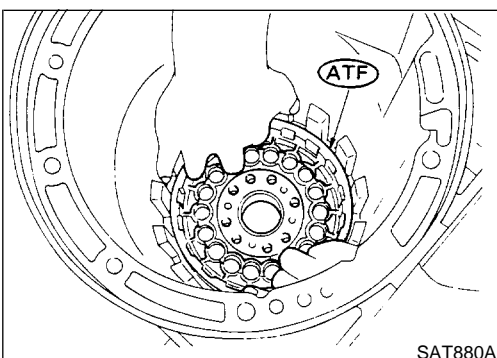
ASSEMBLY

NEAT0266

1. Install needle bearing onto one-way clutch inner race.
 - **Pay attention to its direction — Black surface goes to rear side.**
 - **Apply petroleum jelly to needle bearing.**



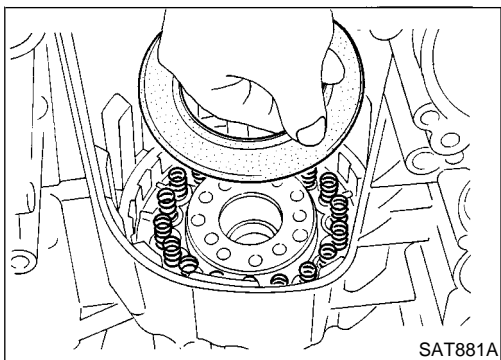
2. Install oil seal and D-ring onto piston.
 - **Apply ATF to oil seal and D-ring.**



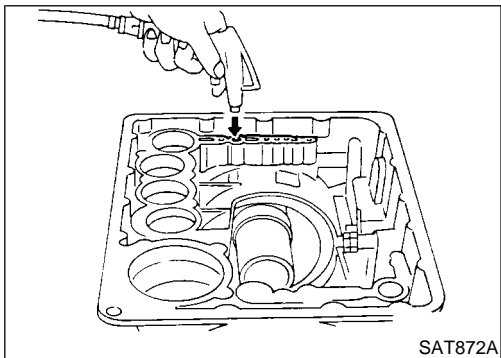
3. Install piston by rotating it slowly and evenly.
 - **Apply ATF to inner surface of transmission case.**

GI
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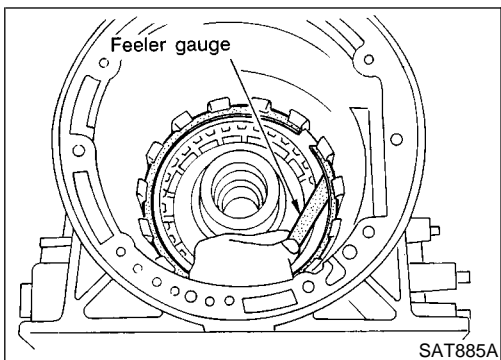
Low & Reverse Brake (Cont'd)



4. Install return springs, spring retainer and low one-way clutch inner race onto transmission case.
5. Install dish plate, low and reverse brake drive plates, driven plates and retaining plate.
6. Install snap ring on transmission case.



7. Check operation of low and reverse brake clutch piston. Refer to "DISASSEMBLY", AT-447.



8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard

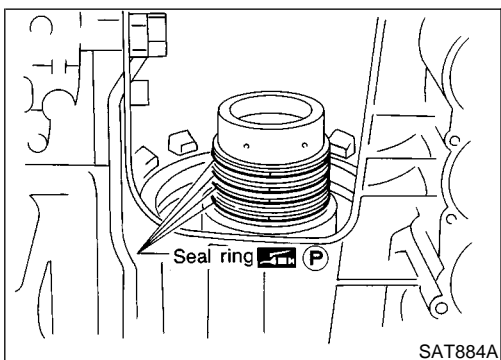
0.8 - 1.1 mm (0.031 - 0.043 in)

Allowable limit

2.5 mm (0.098 in)

Retaining plate:

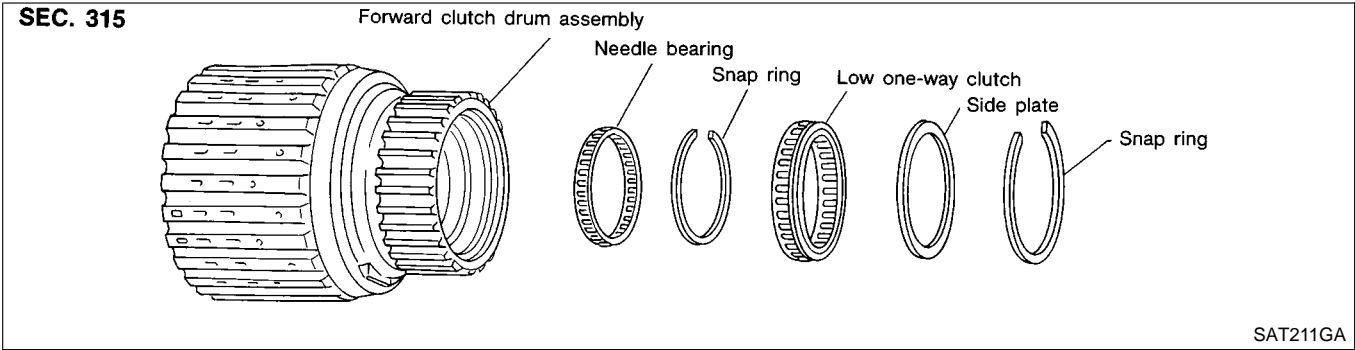
Refer to SDS, AT-483.



9. Install low one-way clutch inner race seal ring.
 - **Apply petroleum jelly to seal ring.**
 - **Make sure seal rings are pressed firmly into place and held by petroleum jelly.**

Forward Clutch Drum Assembly
COMPONENTS

NEAT0267



GI

MA

EM

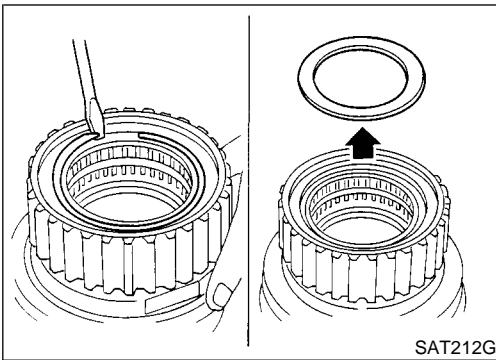
LC

EC

FE

CL

MT



DISASSEMBLY

1. Remove snap ring from forward clutch drum.
2. Remove side plate from forward clutch drum.

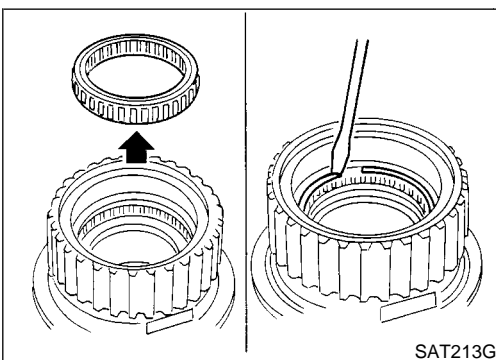
NEAT0268

AT

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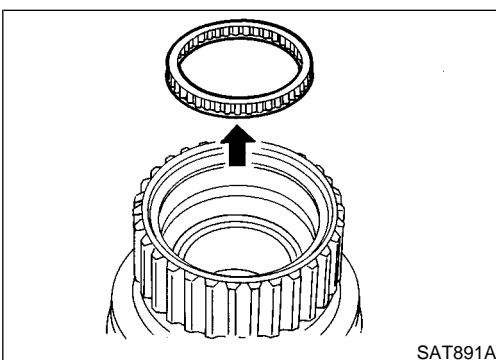
3. Remove low one-way clutch from forward clutch drum.
4. Remove snap ring from forward clutch drum.

SU

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5. Remove needle bearing from forward clutch drum.

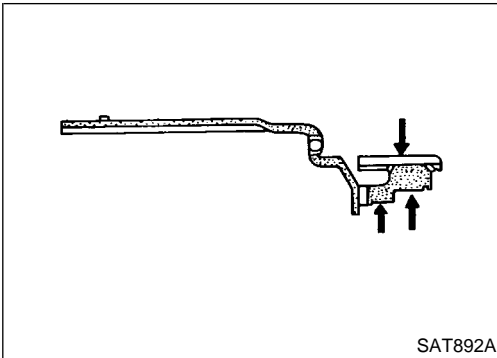
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SAT892A

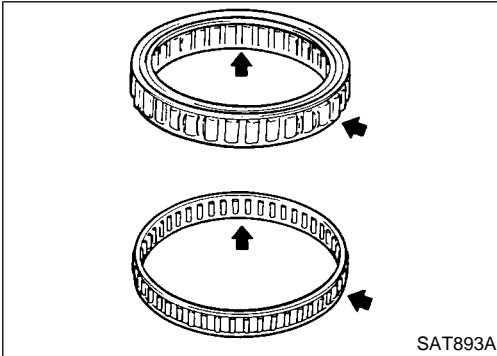
INSPECTION

Forward Clutch Drum

- Check spline portion for wear or damage.
- Check frictional surfaces of low one-way clutch and needle bearing for wear or damage.

NEAT0269

NEAT0269S01

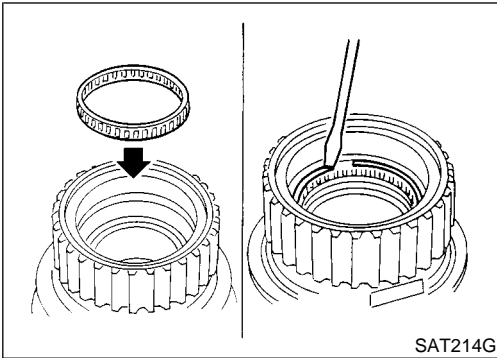


SAT893A

Needle Bearing and Low One-way Clutch

- Check frictional surface for wear or damage.

NEAT0269S02

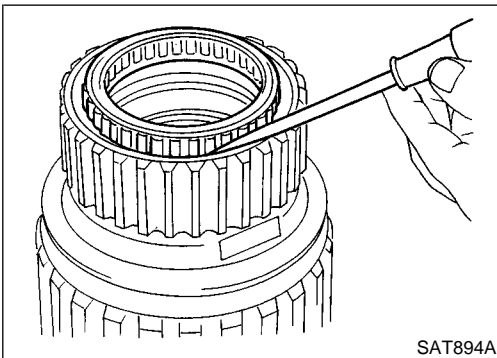


SAT214G

ASSEMBLY

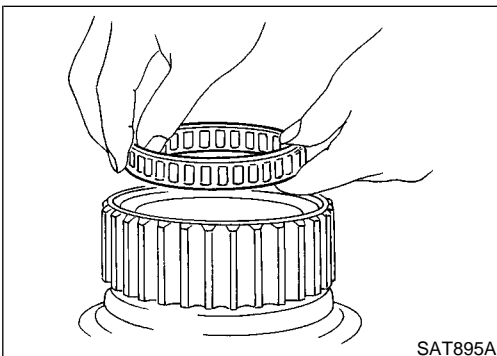
1. Install needle bearing in forward clutch drum.
2. Install snap ring onto forward clutch drum.

NEAT0270



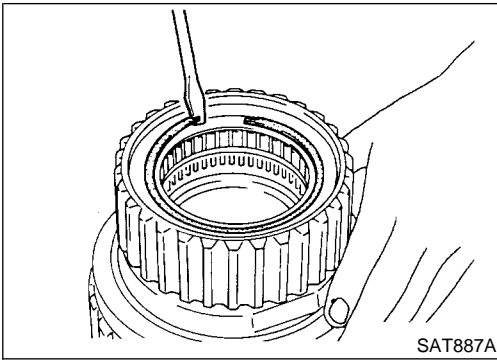
SAT894A

3. Install low one-way clutch onto forward clutch drum by pushing the roller in evenly.



SAT895A

- Install low one-way clutch with flange facing rearward.

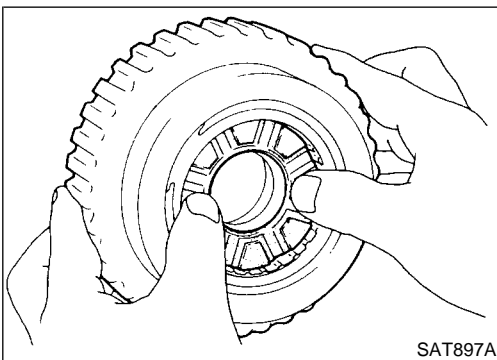
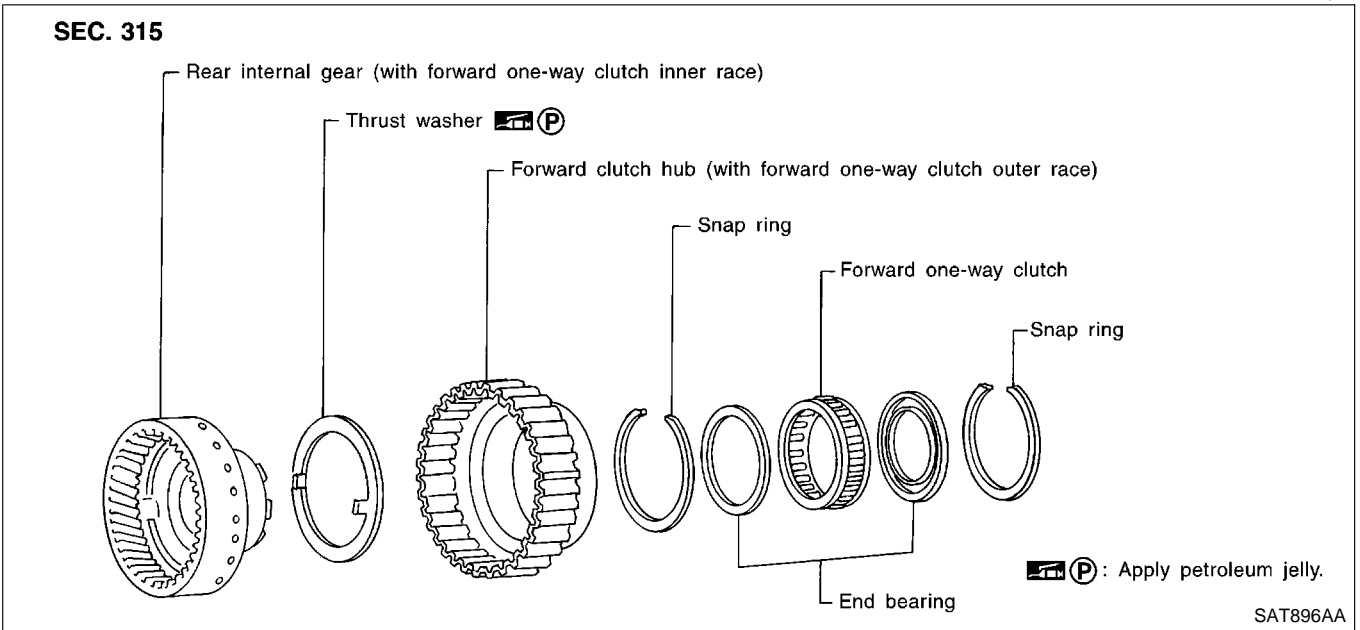


SAT887A

4. Install side plate onto forward clutch drum.
5. Install snap ring onto forward clutch drum.

Rear Internal Gear and Forward Clutch Hub COMPONENTS

NEAT0271

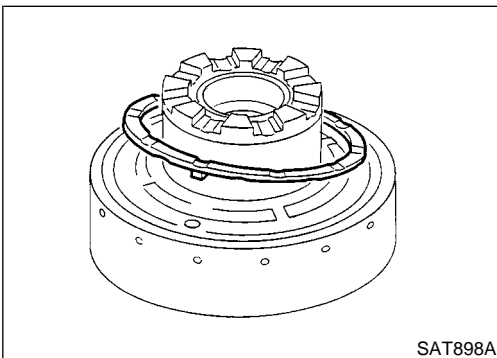


SAT897A

DISASSEMBLY

NEAT0272

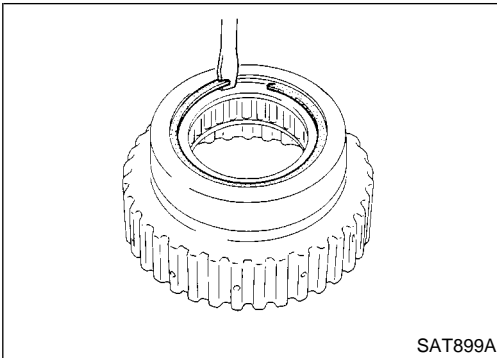
1. Remove rear internal gear by pushing forward clutch hub forward.



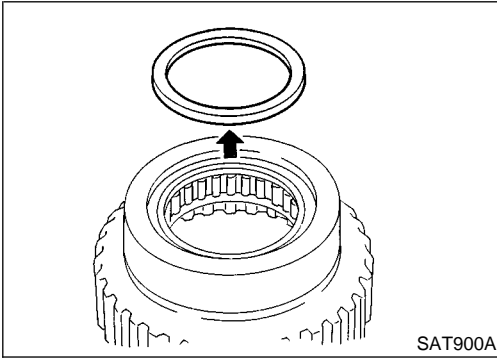
SAT898A

2. Remove thrust washer from rear internal gear.

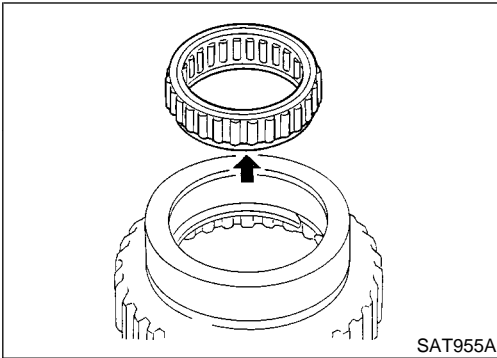
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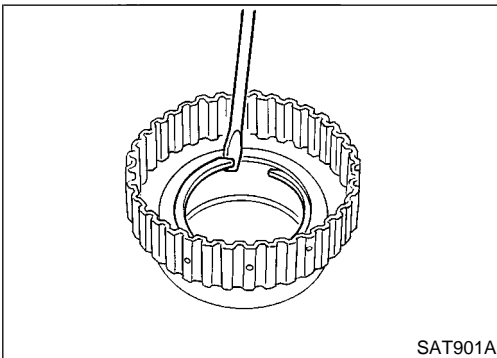
3. Remove snap ring from forward clutch hub.



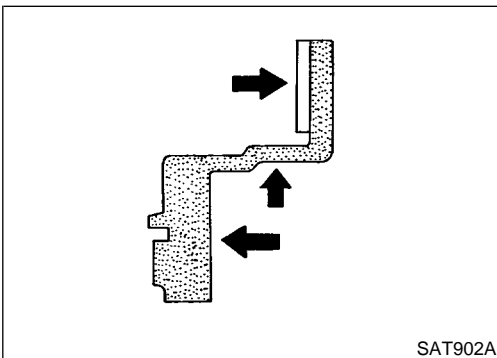
4. Remove end bearing.



5. Remove forward one-way clutch and end bearing as a unit from forward clutch hub.



6. Remove snap ring from forward clutch hub.



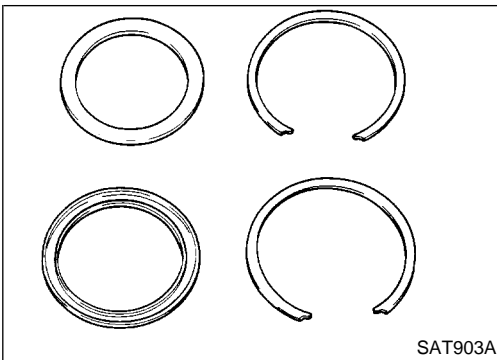
INSPECTION

Rear Internal Gear and Forward Clutch Hub

NEAT0273

NEAT0273S01

- Check gear for excessive wear, chips or cracks.
- Check frictional surfaces of forward one-way clutch and thrust washer for wear or damage.
- Check spline for wear or damage.



Snap Ring and End Bearing

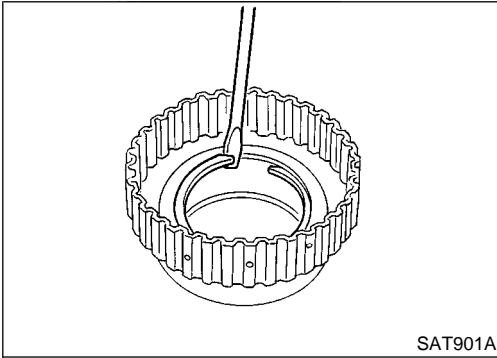
NEAT0273S02

- Check for deformation or damage.

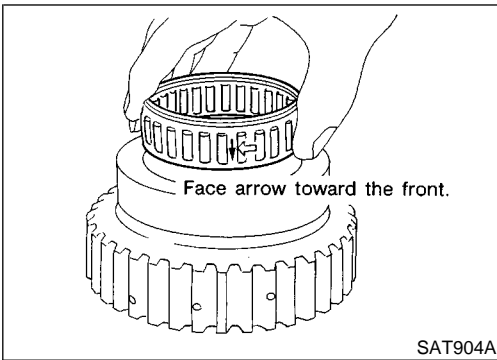
ASSEMBLY

NEAT0274

1. Install snap ring onto forward clutch hub.



2. Install end bearing.



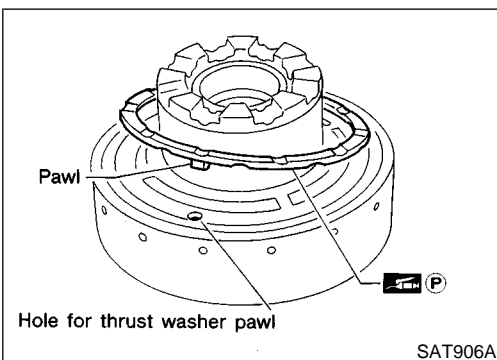
3. Install forward one-way clutch onto clutch hub.

- **Install forward one-way clutch with flange facing rearward.**

AT

4. Install end bearing.
5. Install snap ring onto forward clutch hub.

TF



6. Install thrust washer onto rear internal gear.

- **Apply petroleum jelly to thrust washer.**
- **Securely insert pawls of thrust washer into holes in rear internal gear.**

PD

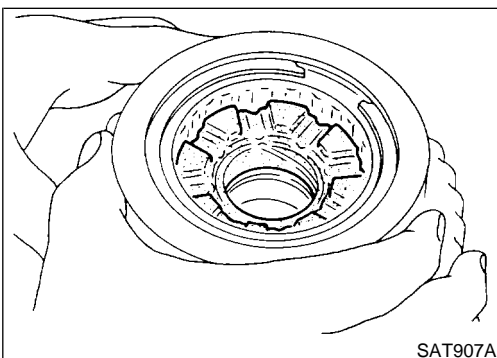
AX

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7. Position forward clutch hub in rear internal gear.

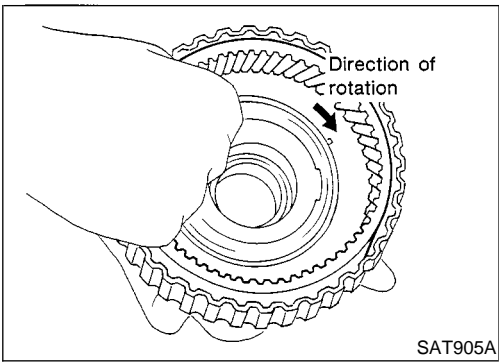
BT

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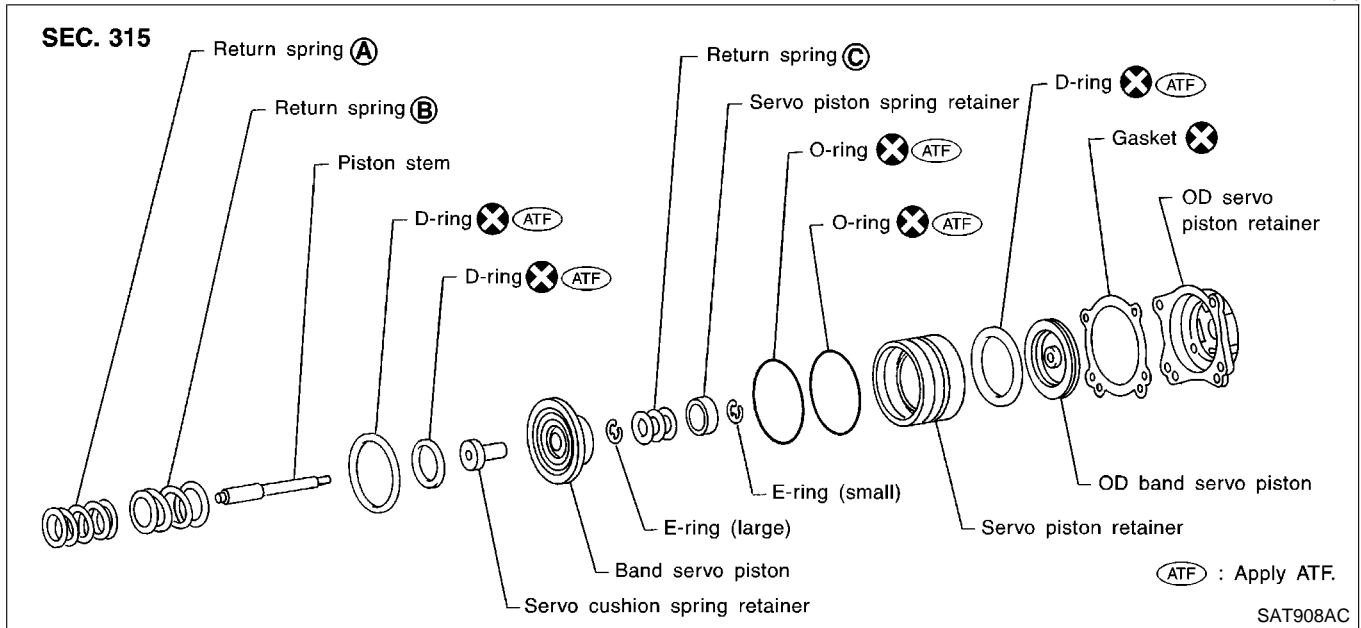


SAT905A

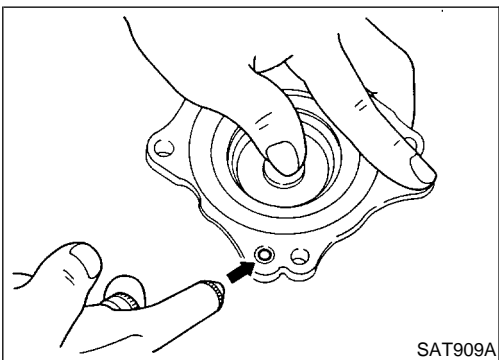
- After installing, check to assure that forward clutch hub rotates clockwise.

Band Servo Piston Assembly COMPONENTS

NEAT0275



SAT908AC

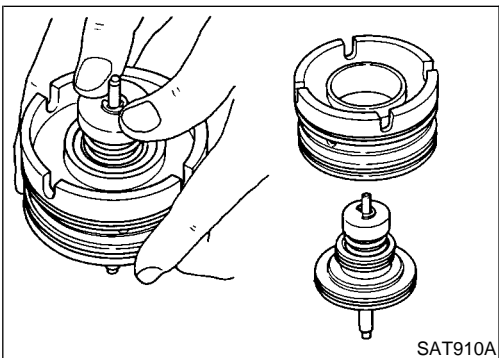


SAT909A

DISASSEMBLY

NEAT0276

- Block one oil hole in O/D servo piston retainer and the center hole in O/D band servo piston.
- Apply compressed air to the other oil hole in piston retainer to remove O/D band servo piston from retainer.
- Remove D-ring from O/D band servo piston.
- Remove band servo piston assembly from servo piston retainer by pushing it forward.

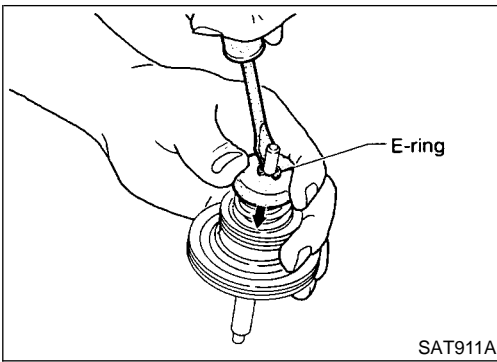


SAT910A

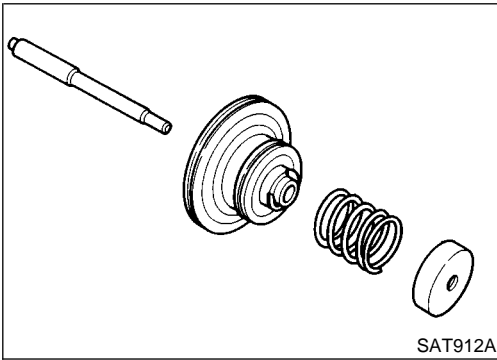
REPAIR FOR COMPONENT PARTS

RE4R01A

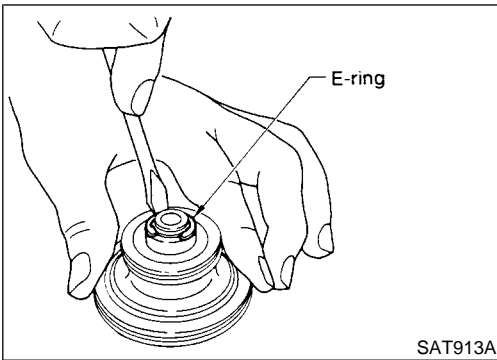
Band Servo Piston Assembly (Cont'd)



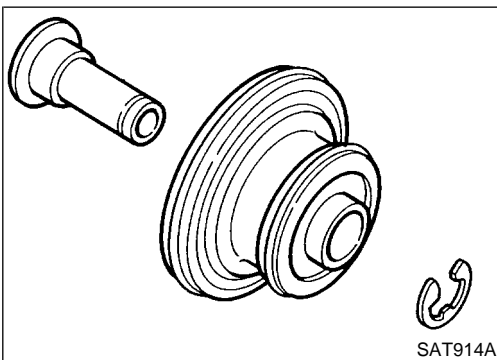
- Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.



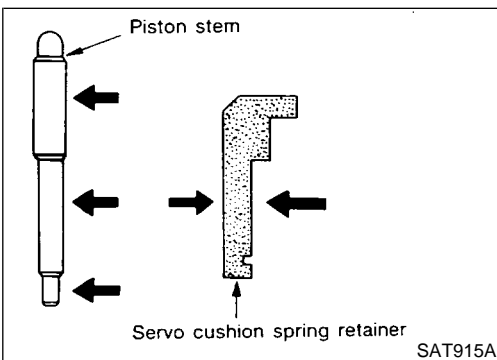
- Remove servo piston spring retainer, return spring C and piston stem from band servo piston.



- Remove E-ring from band servo piston.



- Remove servo cushion spring retainer from band servo piston.
- Remove D-rings from band servo piston.
- Remove O-rings from servo piston retainer.



INSPECTION

Pistons, Retainers and Piston Stem

- Check frictional surfaces for abnormal wear or damage.

NEAT0277

NEAT0277S01

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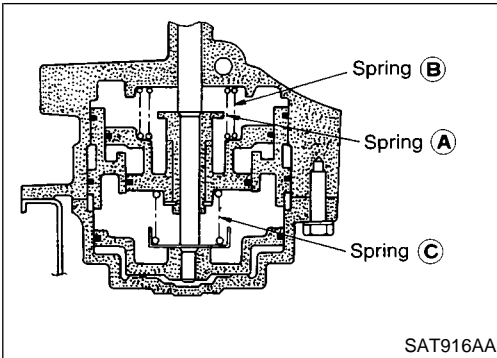
BT

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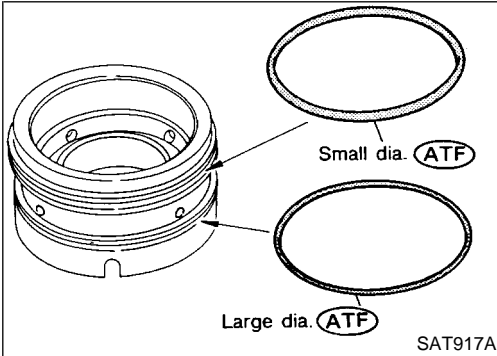


Return Springs

- Check for deformation or damage. Measure free length and outer diameter.

Inspection standard:
Refer to SDS, AT-480.

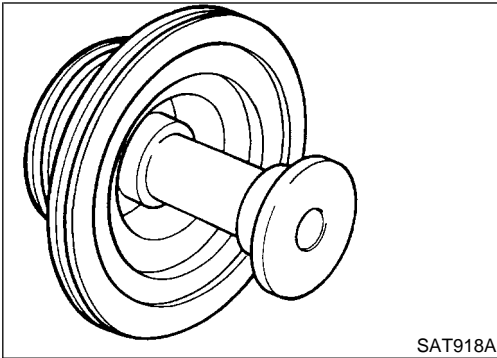
NEAT0277S02



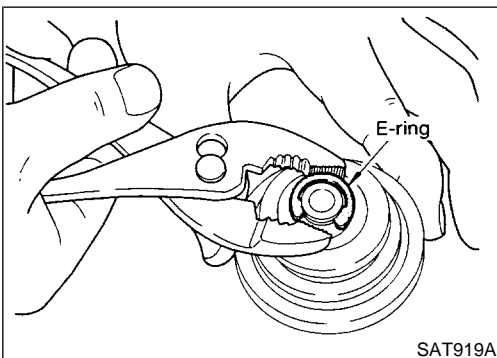
ASSEMBLY

1. Install O-rings onto servo piston retainer.
- Apply ATF to O-rings.
 - Pay attention to position of each O-ring.

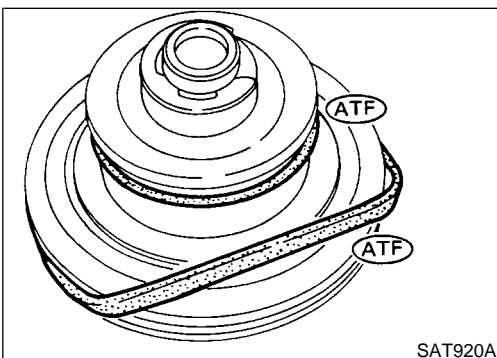
NEAT0278



2. Install servo cushion spring retainer onto band servo piston.



3. Install E-ring onto servo cushion spring retainer.

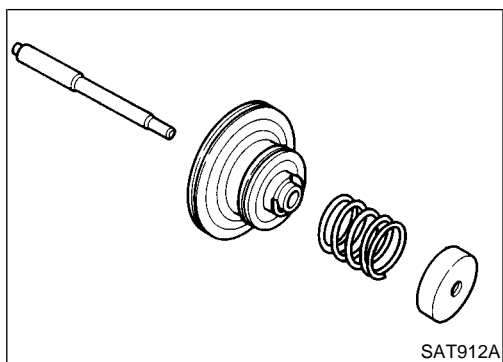


4. Install D-rings onto band servo piston.
- Apply ATF to D-rings.

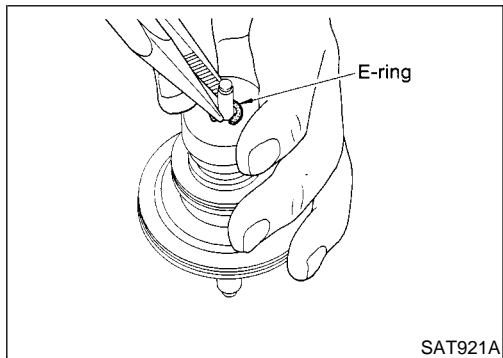
REPAIR FOR COMPONENT PARTS

RE4R01A

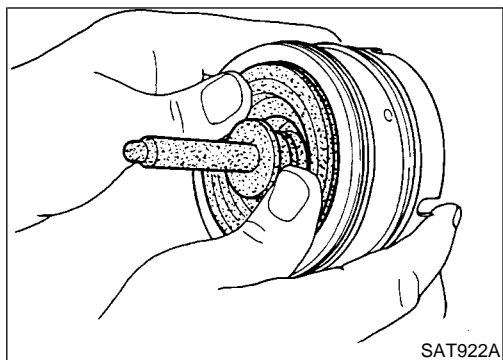
Band Servo Piston Assembly (Cont'd)



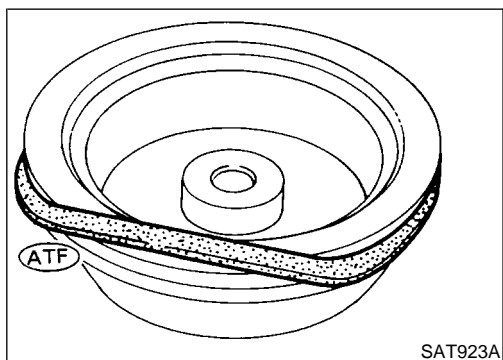
5. Install servo piston spring retainer, return spring C and piston stem onto band servo piston.



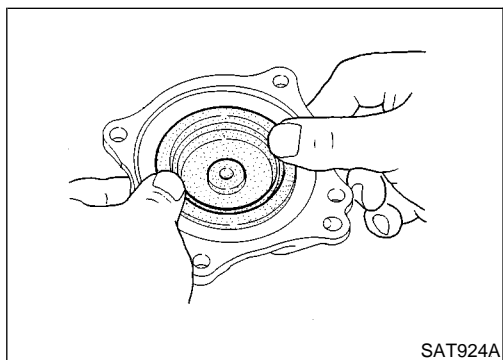
6. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



7. Install band servo piston assembly onto servo piston retainer by pushing it inward.



8. Install D-ring on O/D band servo piston.
 - **Apply ATF to D-ring.**



9. Install O/D band servo piston onto servo piston retainer by pushing it inward.

GI

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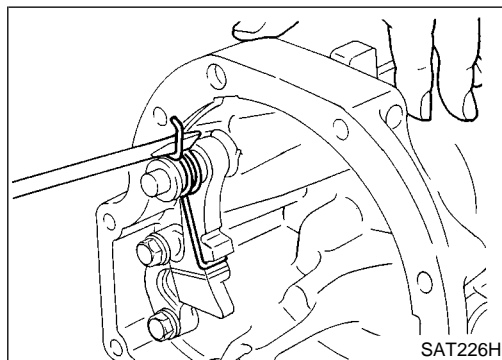
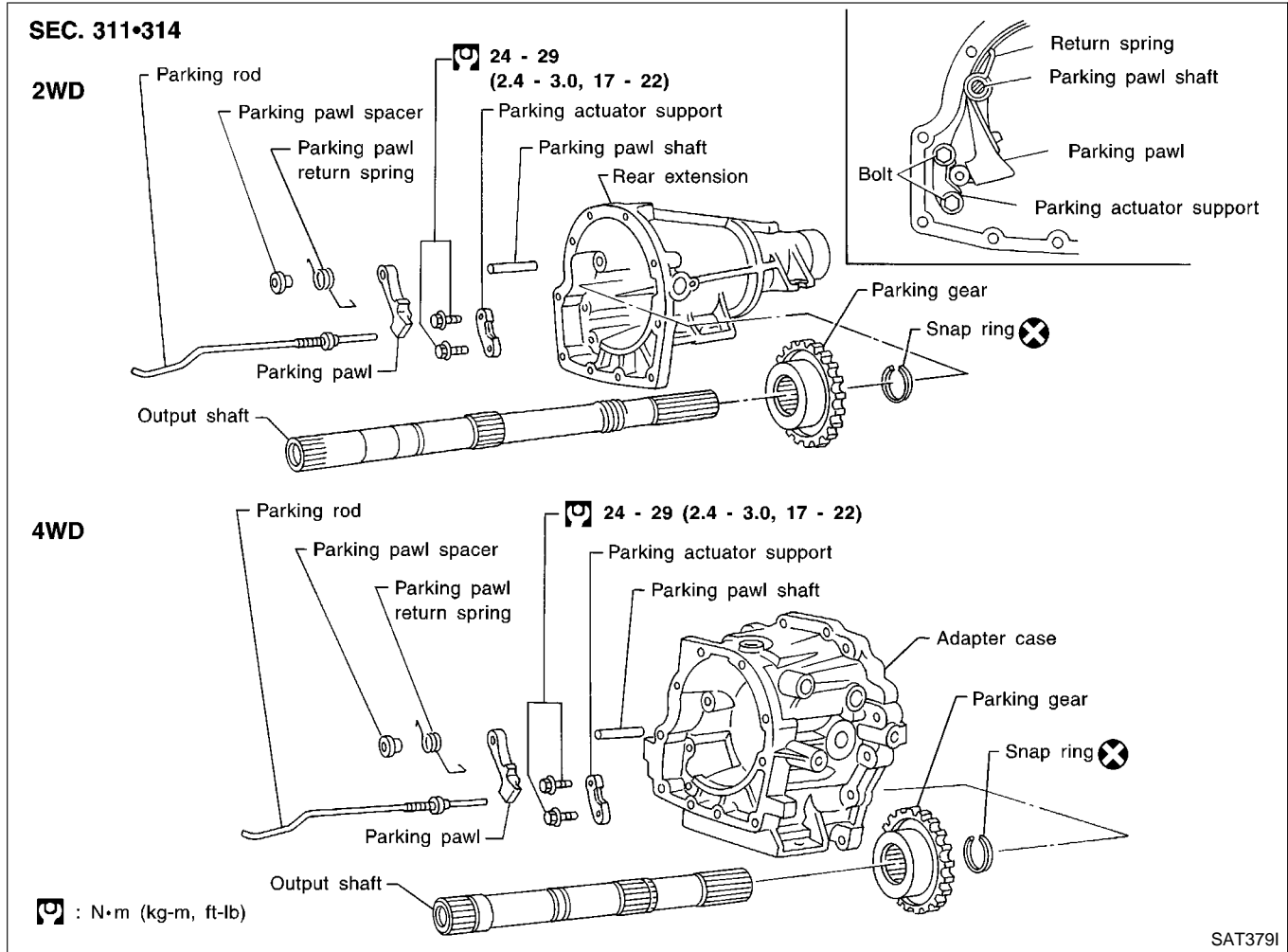
SC

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Parking Pawl Components
COMPONENTS

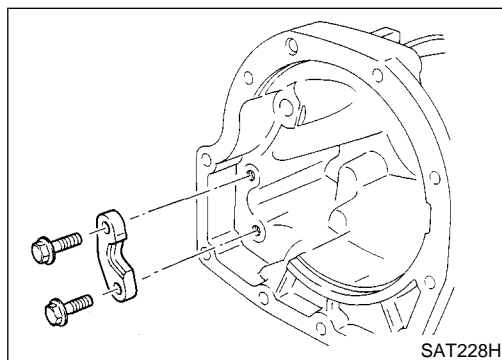
NEAT0279



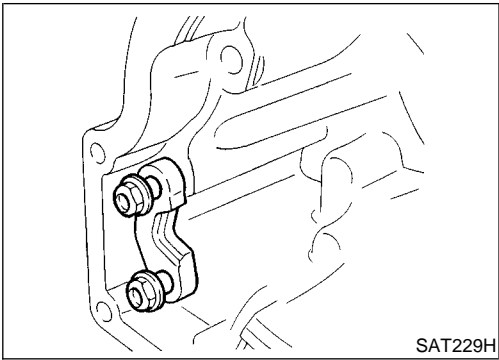
DISASSEMBLY

NEAT0280

1. Slide return spring to the front of adapter case flange.
2. Remove return spring, pawl spacer and parking pawl from adapter case.
3. Remove parking pawl shaft from adapter case.



4. Remove parking actuator support from adapter case.



ASSEMBLY

—NEAT0281

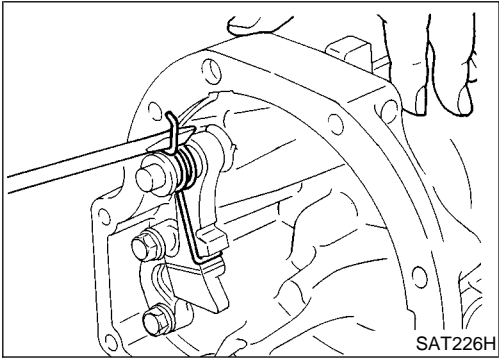
1. Install parking actuator support onto adapter case.
2. Insert parking pawl shaft into adapter case.
3. Install return spring, pawl spacer and parking pawl onto parking pawl shaft.

GI

MA

EM

LC



4. Bend return spring upward and install it onto adapter case.

EC

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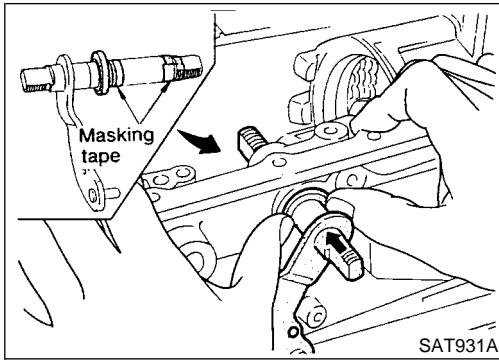
SC

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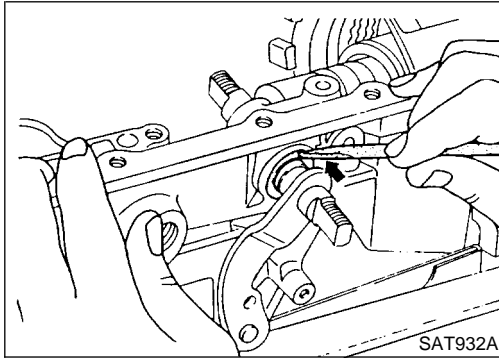
Assembly (1)

NEAT0282

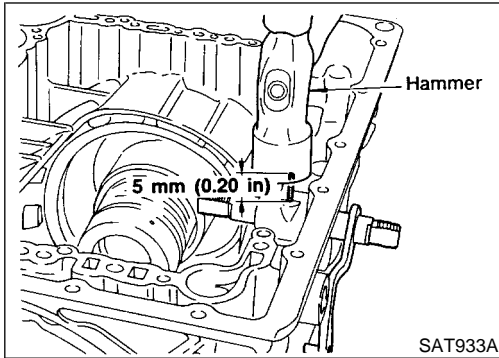


Assembly (1)

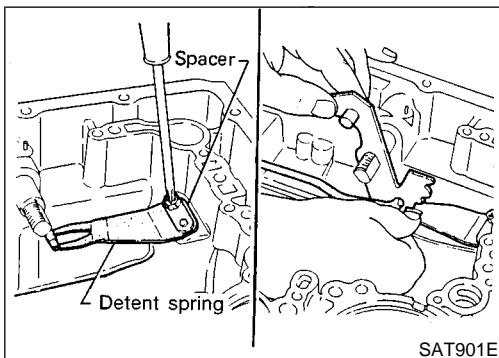
1. Install manual shaft components.
 - a. Install oil seal onto manual shaft.
 - **Apply ATF to oil seal.**
 - **Wrap threads of manual shaft with masking tape.**
 - b. Insert manual shaft and oil seal as a unit into transmission case.
 - c. Remove masking tape.



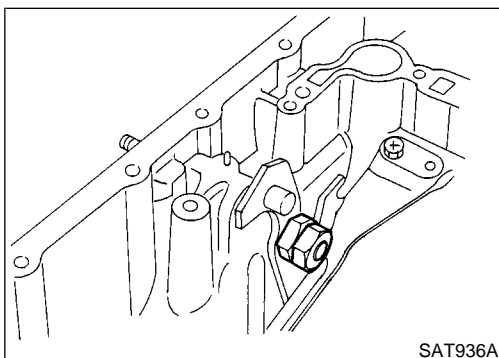
- d. Push oil seal evenly and install it onto transmission case.



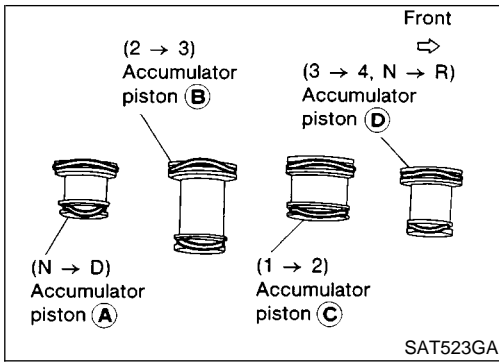
- e. Align groove in shaft with drive pin hole, then drive pin into position as shown in figure at left.



- f. Install detent spring and spacer.
- g. While pushing detent spring down, install manual plate onto manual shaft.



- h. Install lock nuts onto manual shaft.

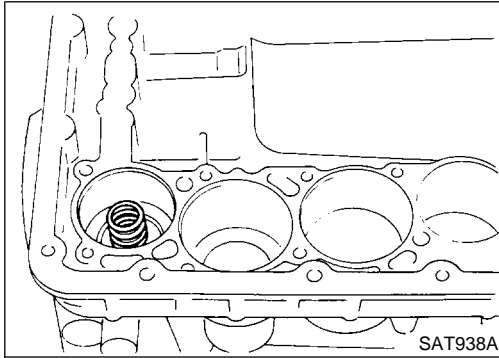


2. Install accumulator piston.
 - a. Install O-rings onto accumulator piston.
 - **Apply ATF to O-rings.**

Accumulator piston O-rings

Unit: mm (in)

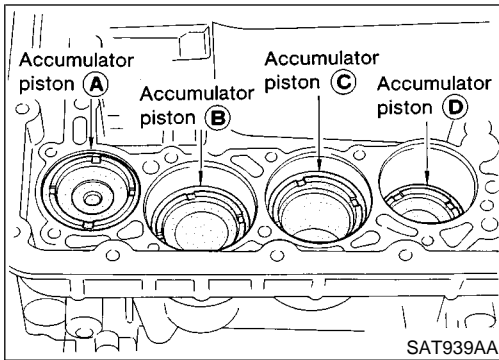
Accumulator	A	B	C	D
Small diameter end	29 (1.14)	32 (1.26)	45 (1.77)	29 (1.14)
Large diameter end	45 (1.77)	50 (1.97)	50 (1.97)	45 (1.77)



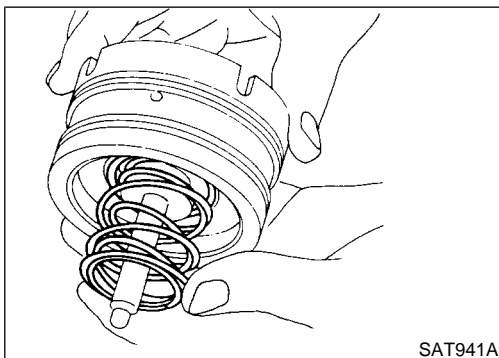
- b. Install return spring for accumulator A onto transmission case.

Free length of return spring:

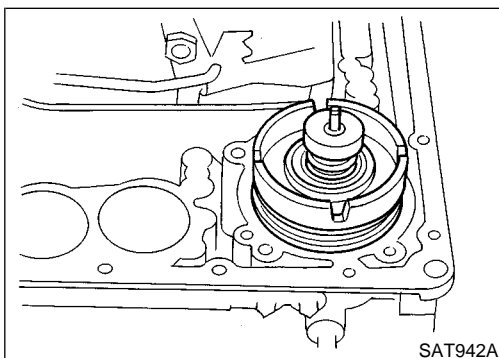
Refer to SDS, AT-480.



- c. Install accumulator pistons A, B, C and D.
 - **Apply ATF to transmission case.**



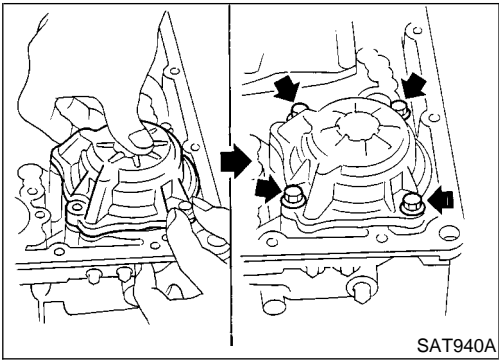
3. Install band servo piston.
 - a. Install return springs onto servo piston.



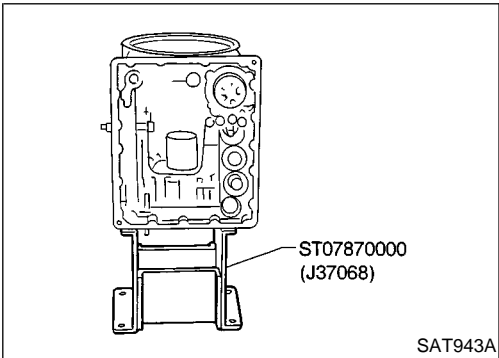
- b. Install band servo piston onto transmission case.
 - **Apply ATF to O-ring of band servo piston and transmission case.**
- c. Install gasket for band servo onto transmission case.

 GI
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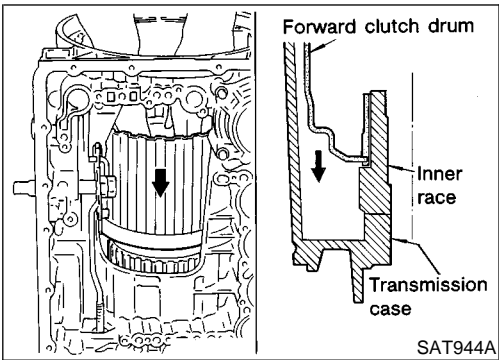
Assembly (1) (Cont'd)



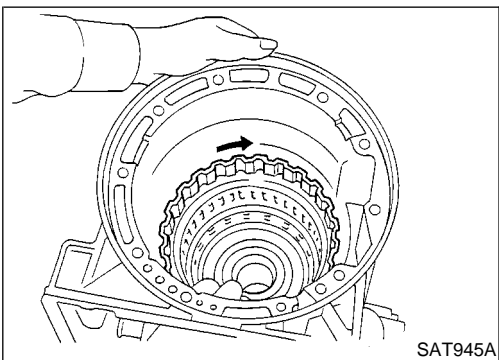
d. Install band servo retainer onto transmission case.



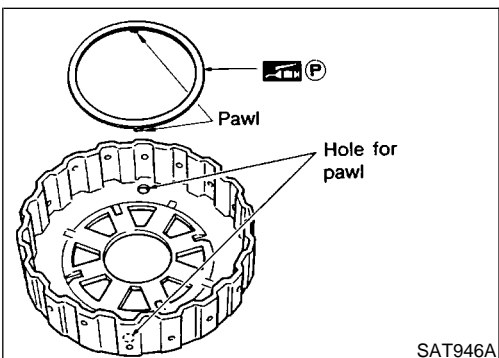
4. Install rear side clutch and gear components.
a. Place transmission case in vertical position.



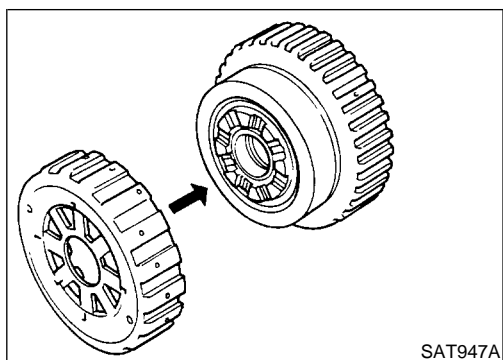
b. Slightly lift forward clutch drum assembly. Then slowly rotate it clockwise until its hub passes fully over clutch inner race inside transmission case.



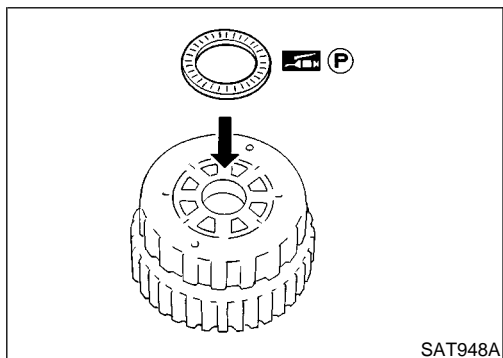
c. Check to be sure that rotation direction of forward clutch assembly is correct.



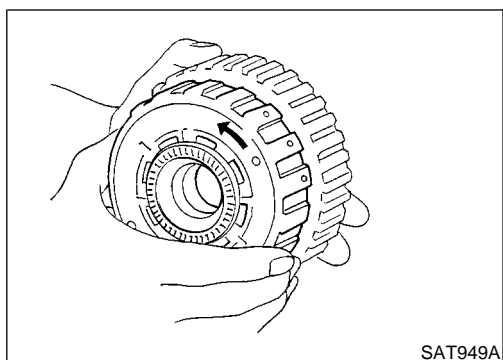
d. Install thrust washer onto front of overrun clutch hub.
 ● Apply petroleum jelly to the thrust washer.
 ● Insert pawls of thrust washer securely into holes in overrun clutch hub.



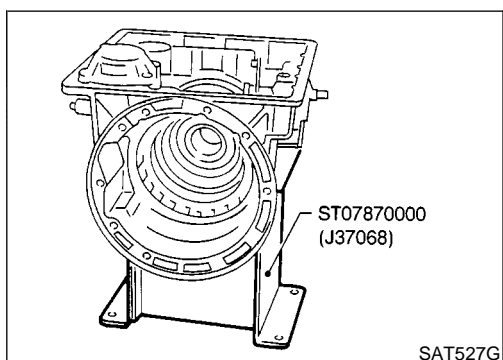
e. Install overrun clutch hub onto rear internal gear assembly.



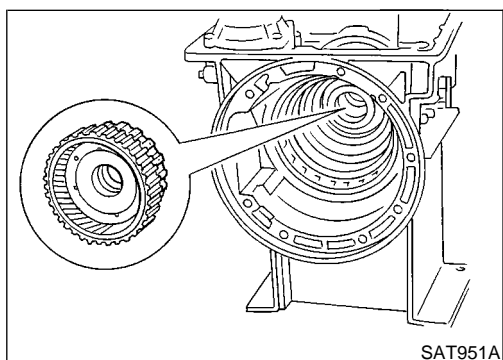
f. Install needle bearing onto rear of overrun clutch hub.
 • **Apply petroleum jelly to needle bearing.**



g. Check that overrun clutch hub rotates as shown while holding forward clutch hub.



h. Place transmission case into horizontal position.



i. Install rear internal gear, forward clutch hub and overrun clutch hub as a unit onto transmission case.

GI

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EM

LC

EC

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CL

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AX

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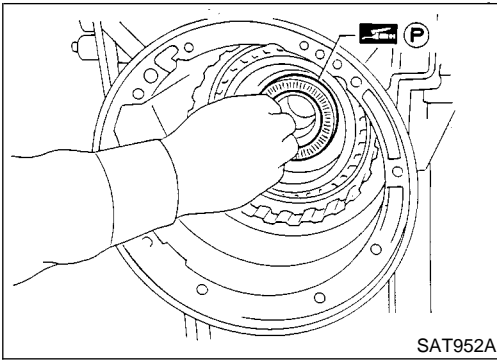
HA

SC

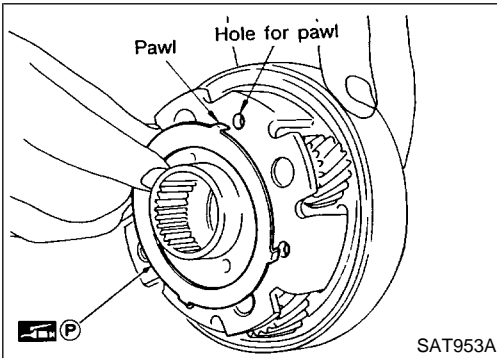
EL

IDX

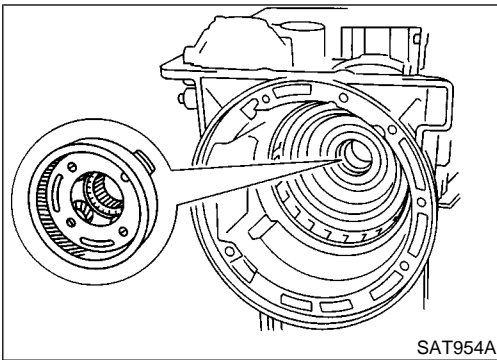
Assembly (1) (Cont'd)



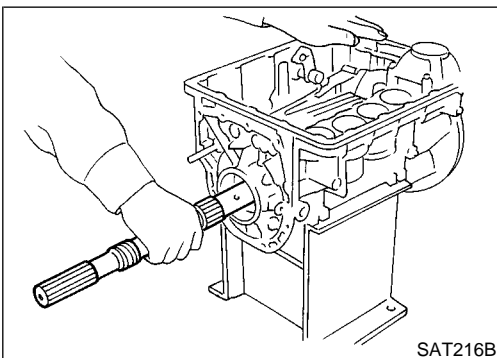
- j. Install needle bearing onto rear internal gear.
- **Apply petroleum jelly to needle bearing.**



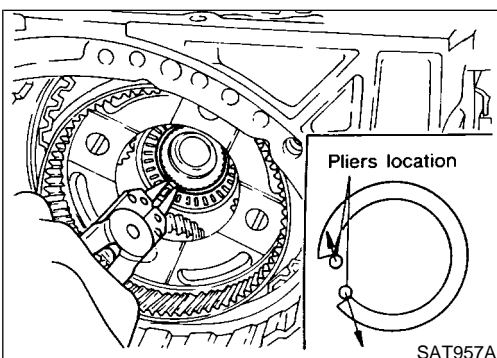
- k. Install bearing race onto rear of front internal gear.
- **Apply petroleum jelly to bearing race.**
- **Securely engage pawls of bearing race with holes in front internal gear.**



- l. Install front internal gear on transmission case.



- 5. Install output shaft and parking gear.
- a. Insert output shaft from rear of transmission case while slightly lifting front internal gear.
- **Do not force output shaft against front of transmission case.**

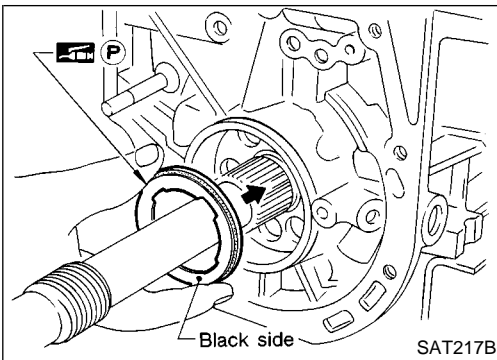


- b. Carefully push output shaft against front of transmission case. Install snap ring on front of output shaft.
- **Check to be sure output shaft cannot be removed in rear direction.**

ASSEMBLY

RE4R01A

Assembly (1) (Cont'd)



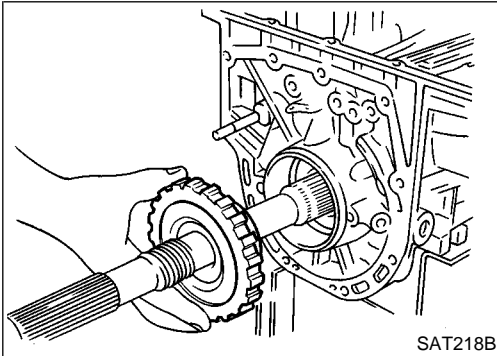
- c. Install needle bearing on transmission case.
 - Pay attention to its direction — **Black side goes to rear.**
 - Apply petroleum jelly to needle bearing.

GI

MA

EM

LC



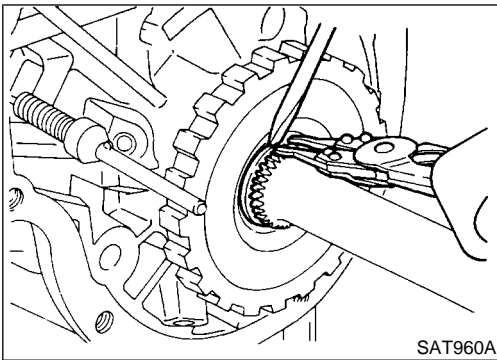
- d. Install parking gear on transmission case.

EC

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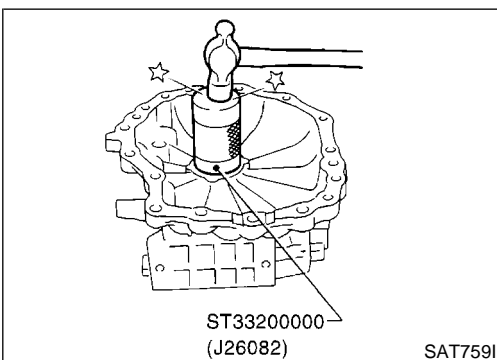
- e. Install snap ring on rear of output shaft.
 - Check to be sure output shaft cannot be removed in forward direction.

AT

TF

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AX



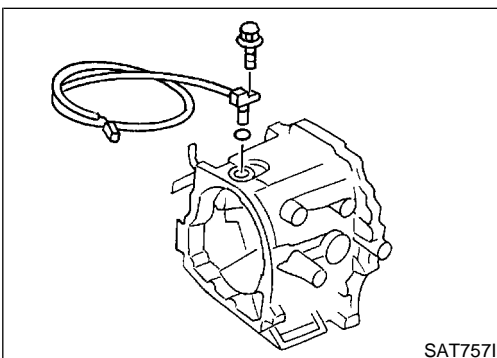
- 6. Install adapter case.
 - a. Install oil seal on adapter case.
 - Apply ATF to oil seal.

SU

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RS



- b. Install O-ring on revolution sensor.
 - Apply ATF to O-ring.
- c. Install revolution sensor on adapter case.

BT

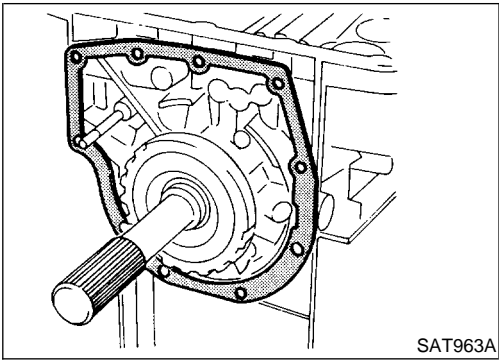
HA

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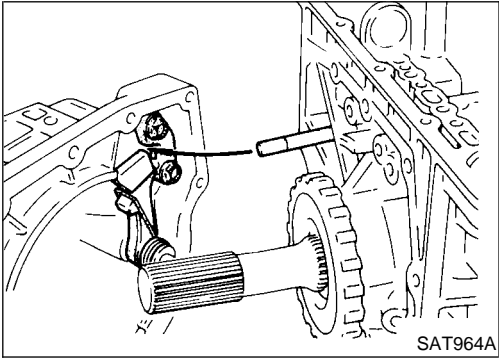
EL

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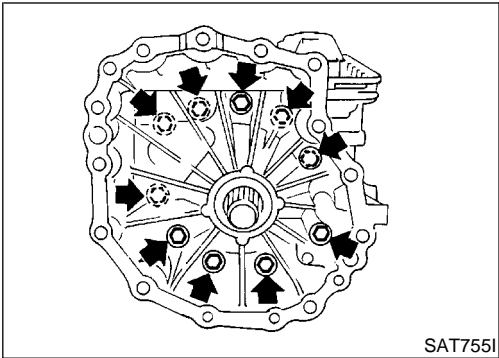
Assembly (1) (Cont'd)



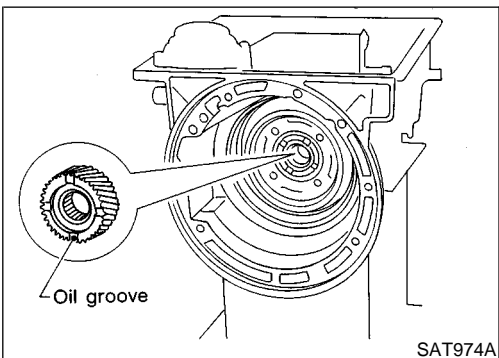
d. Install rear extension gasket on transmission case.



e. Install parking rod on transmission case.



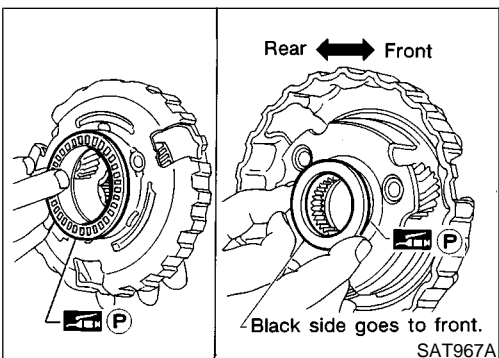
f. Install rear extension or adapter case on transmission case.



7. Install front side clutch and gear components.

a. Install rear sun gear on transmission case.

- **Pay attention to its direction.**



b. Make sure needle bearing is on front of front planetary carrier.

- **Apply petroleum jelly to needle bearing.**

c. Make sure needle bearing is on rear of front planetary carrier.

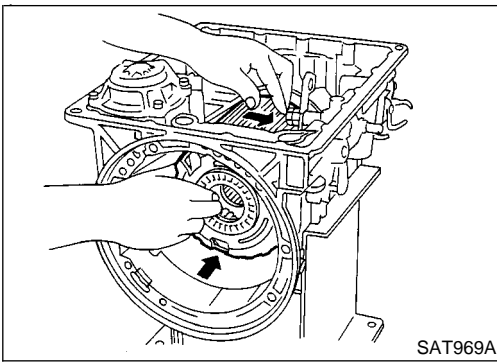
- **Apply petroleum jelly to bearing.**

- **Pay attention to its direction — Black side goes to front.**

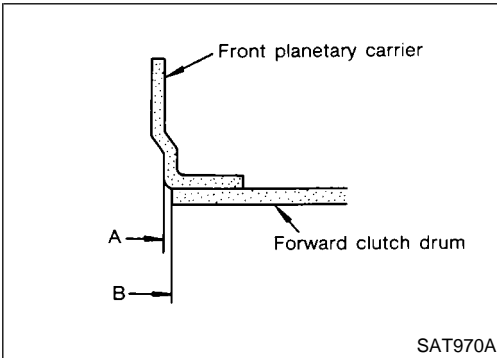
ASSEMBLY

RE4R01A

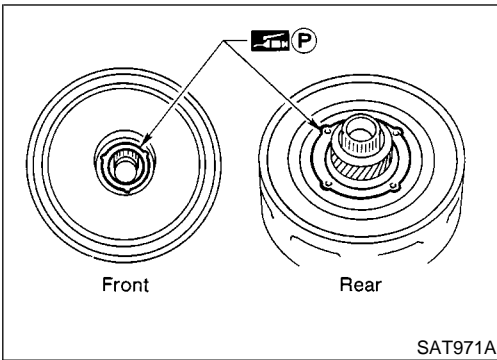
Assembly (1) (Cont'd)



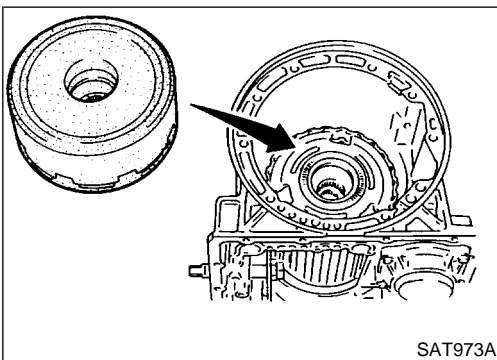
- d. While rotating forward clutch drum clockwise, install front planetary carrier on forward clutch drum.



- Check that portion A of front planetary carrier protrudes approximately 2 mm (0.08 in) beyond portion B of forward clutch assembly.



- e. Make sure bearing races are on front and rear of clutch pack.
- Apply petroleum jelly to bearing races.
 - Securely engage pawls of bearing races with holes in clutch pack.



- f. Install clutch pack into transmission case.

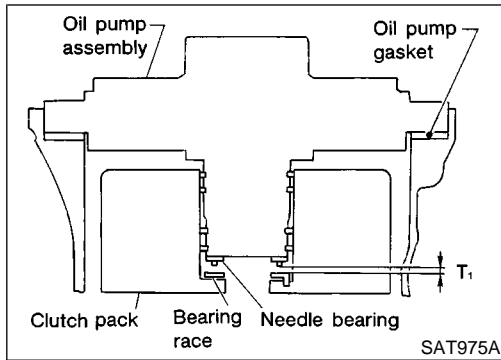
Adjustment

When any parts listed in the following table are replaced, total end play or reverse clutch end play must be adjusted. NEAT0283

Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Low one-way clutch inner race	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●

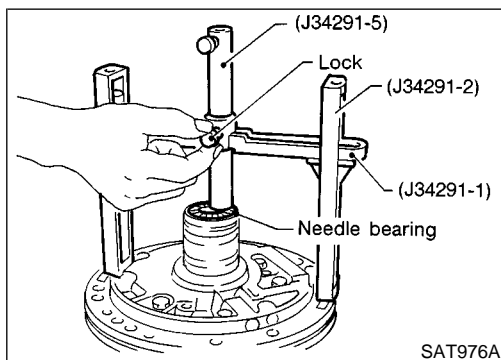
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IDX

Part name	Total end play	Reverse clutch end play
Rear planetary carrier	•	•
Rear sun gear	•	•
Front planetary carrier	•	•
Front sun gear	•	•
High clutch hub	•	•
High clutch drum	•	•
Oil pump cover	•	•
Reverse clutch drum	—	•

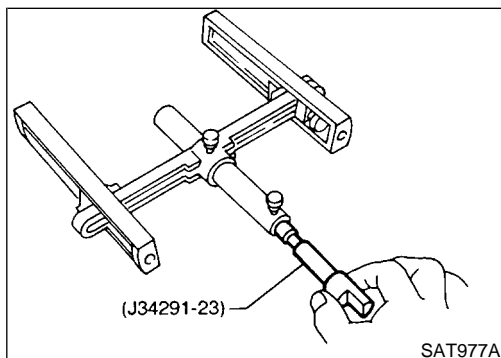


- Adjust total end play.

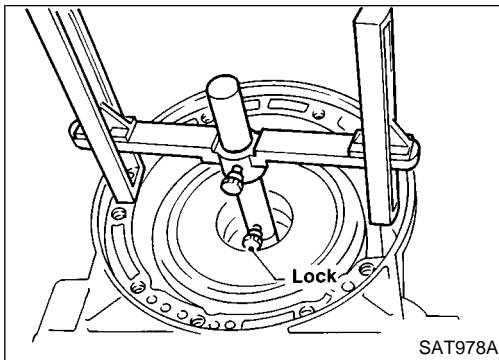
Total end play "T₁":
0.25 - 0.55 mm (0.0098 - 0.0217 in)



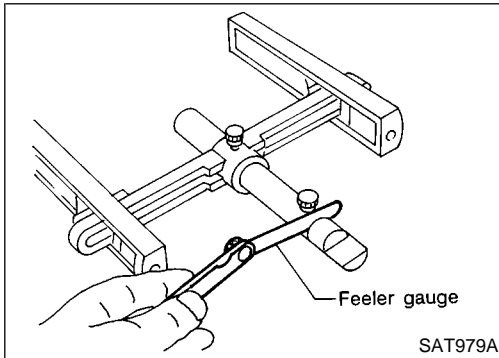
- With needle bearing installed, place J34291-1 (bridge), J34291-2 (legs) and the J34291-5 (gauging cylinder) onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly. The gauging cylinder should rest on top of the needle bearing. Lock gauging cylinder in place with set screw.



- Install J34291-23 (gauging plunger) into gauging cylinder.



- c. Install original bearing race inside reverse clutch drum. Place shim selecting gauge with its legs on machined surface of transmission case (no gasket). Allow gauging plunger to rest on bearing race. Lock gauging plunger in place with set screw.

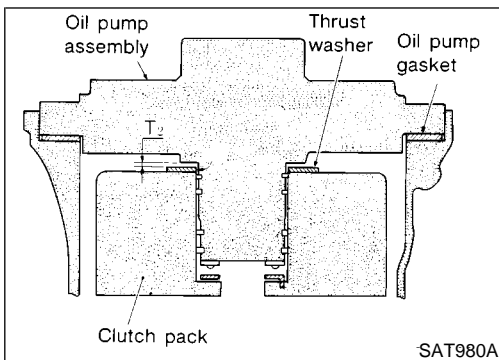


- d. Remove Tool and use feeler gauge to measure gap between gauging cylinder and gauging plunger. This measurement should give exact total end play.

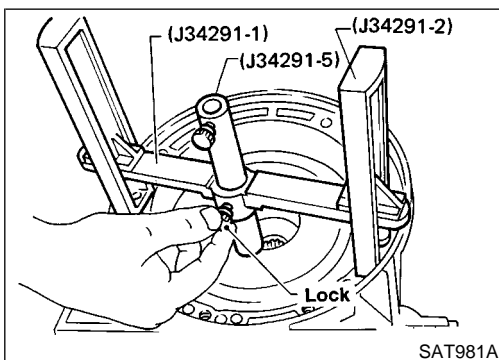
Total end play "T₁":
0.25 - 0.55 mm (0.0098 - 0.0217 in)

- If end play is out of specification, decrease or increase thickness of oil pump cover bearing race as necessary.

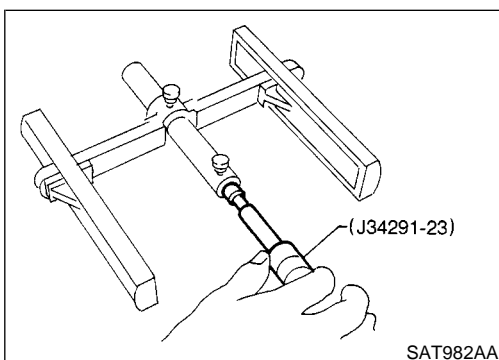
Available oil pump cover bearing race:
Refer to SDS, AT-483.



2. Adjust reverse clutch drum end play.
Reverse clutch drum end play "T₂":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

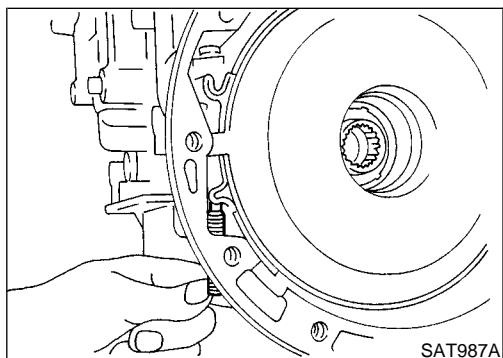
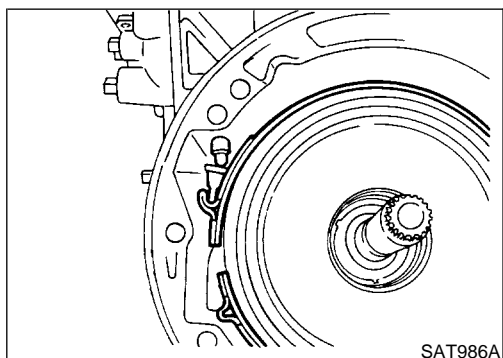
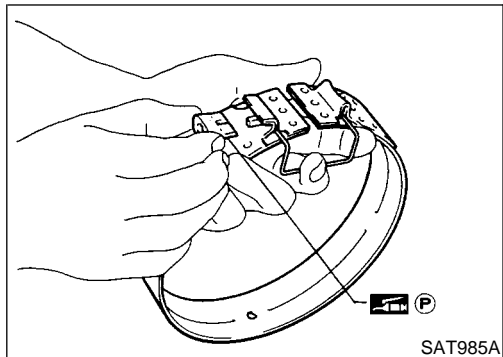
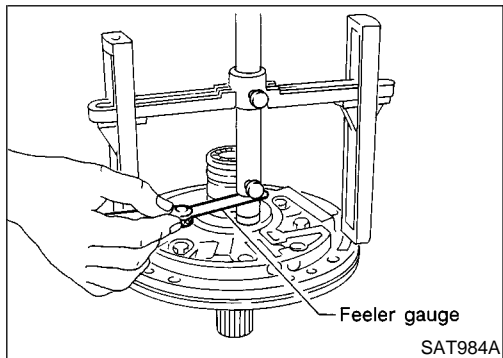
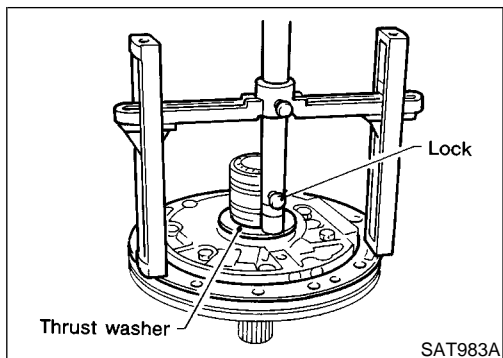


- a. Place J34291-1 (bridge), J34291-2 (legs) and J34291-5 (gauging cylinder) on machined surface of transmission case (no gasket). Allow gauging cylinder to rest on front thrust surface of reverse clutch drum. Lock cylinder in place with set screw.



- b. Install J34291-23 (gauging plunger) into gauging cylinder.

Adjustment (Cont'd)



c. Install original thrust washer on oil pump. Place shim setting gauge legs onto machined surface of oil pump assembly. Allow gauging plunger to rest on thrust washer. Lock plunger in place with set screw.

d. Use feeler gauge to measure gap between gauging plunger and gauging cylinder. This measurement should give you exact reverse clutch drum end play.

Reverse clutch drum end play "T₂":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

- If end play is out of specification, decrease or increase thickness of oil pump thrust washer as necessary.

Available oil pump thrust washer:
Refer to SDS, AT-484.

Assembly (2)

NEAT0284

1. Install brake band and band strut.
 - a. Install band strut on brake band.
 - **Apply petroleum jelly to band strut.**

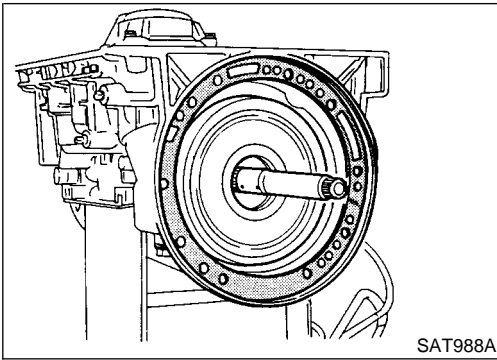
b. Place brake band on periphery of reverse clutch drum, and insert band strut into end of band servo piston stem.

c. Install anchor end pin on transmission case. Then, tighten anchor end pin just enough so that reverse clutch drum (clutch pack) will not tilt forward.

ASSEMBLY

RE4R01A

Assembly (2) (Cont'd)



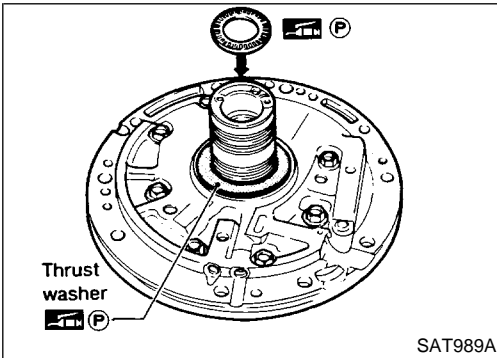
2. Install input shaft on transmission case.
 - **Pay attention to its direction — O-ring groove side is front.**
3. Install gasket on transmission case.

GI

MA

EM

LC



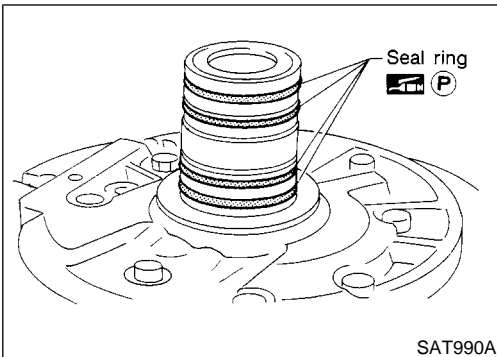
4. Install oil pump assembly.
 - a. Install needle bearing on oil pump assembly.
 - **Apply petroleum jelly to the needle bearing.**
 - b. Install selected thrust washer on oil pump assembly.
 - **Apply petroleum jelly to thrust washer.**

EC

FE

CL

MT



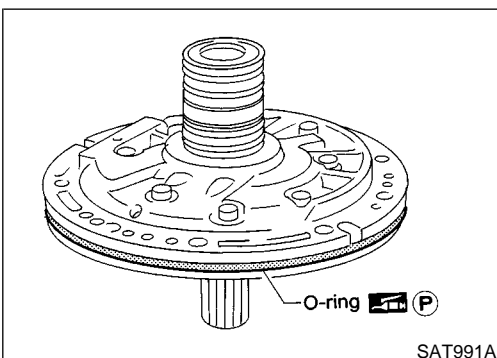
- c. Carefully install seal rings into grooves and press them into the petroleum jelly so that they are a tight fit.

AT

TF

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AX



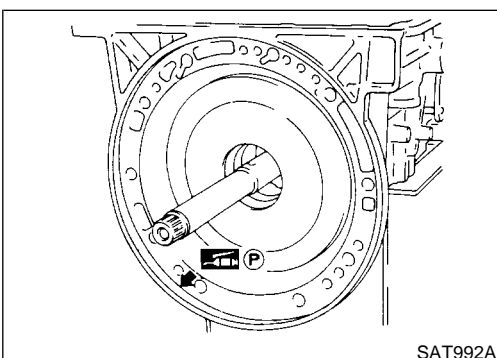
- d. Install O-ring on oil pump assembly.
 - **Apply petroleum jelly to O-ring.**

SU

BR

ST

RS



- e. Apply petroleum jelly to mating surface of transmission case and oil pump assembly.

BT

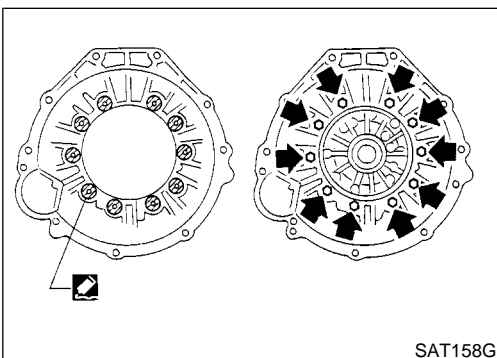
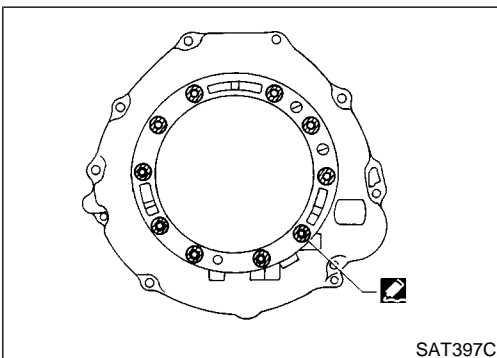
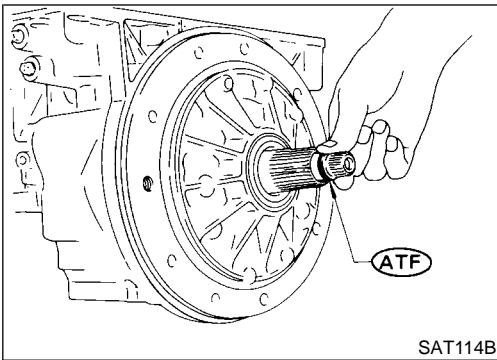
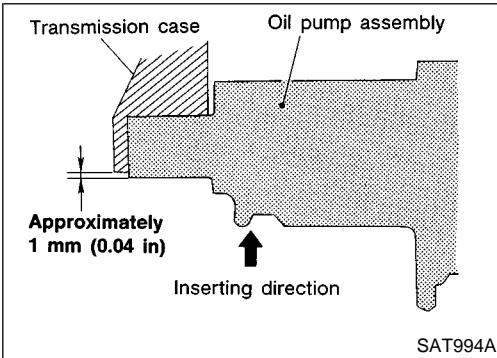
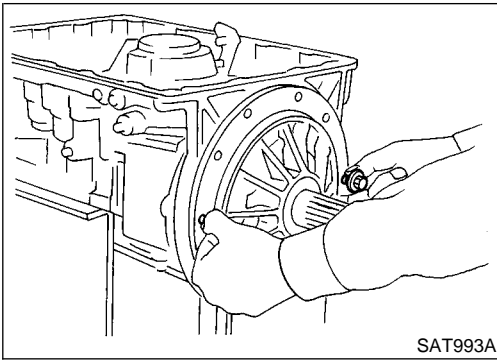
HA

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IDX

Assembly (2) (Cont'd)



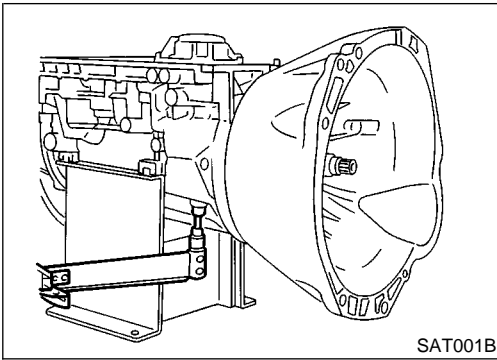
- f. Install oil pump assembly.
 - **Install two converter housing securing bolts in bolt holes in oil pump assembly as guides.**


- **Insert oil pump assembly to the specified position in transmission, as shown at left.**

5. Install O-ring on input shaft.
 - **Apply ATF to O-rings.**

6. Install converter housing.
 - a. Apply recommended sealant (Genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813 or equivalent) to outer periphery of bolt holes in converter housing.
 - **Do not apply too much sealant.**

 - b. Apply recommended sealant (Genuine anaerobic liquid gasket, Three Bond TB1215, Loctite Part No. 51813 or equivalent) to seating surfaces of bolts that secure front of converter housing.
 - c. Install converter housing on transmission case.



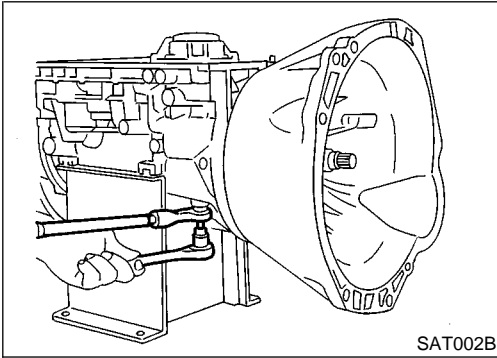
7. Adjust brake band.
 - a. Tighten anchor end bolt to specified torque.
Anchor end bolt:
 : 4 - 6 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)
 - b. Back off anchor end bolt two and a half turns.

GI

MA

EM

LC



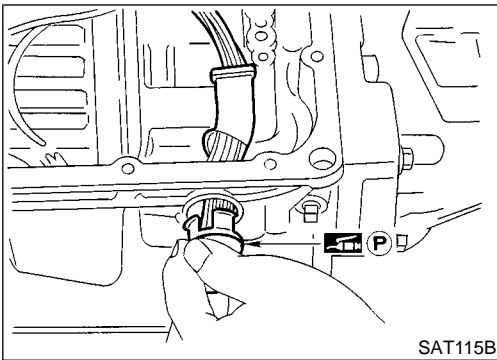
- c. While holding anchor end pin, tighten lock nut.

EC

FE

CL

MT



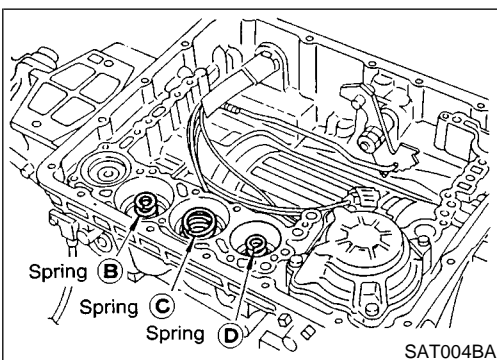
8. Install terminal cord assembly.
 - a. Install O-ring on terminal cord assembly.
 - **Apply petroleum jelly to O-ring.**
 - b. Compress terminal cord assembly stopper and install terminal cord assembly on transmission case.

AT

TF

PD

AX



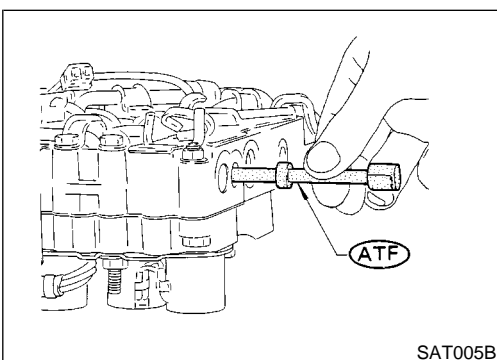
9. Install control valve assembly.
 - a. Install accumulator piston return springs B, C and D.
Free length of return springs:
Refer to SDS, AT-480.

SU

BR

ST

RS



- b. Install manual valve on control valve.
 - **Apply ATF to manual valve.**

BT

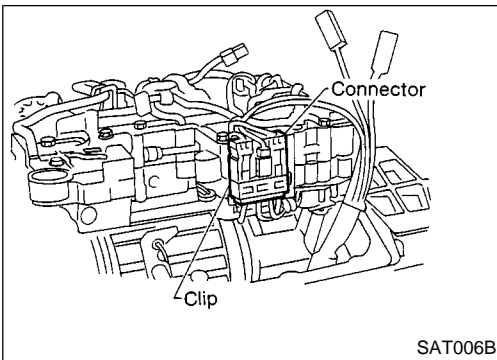
HA

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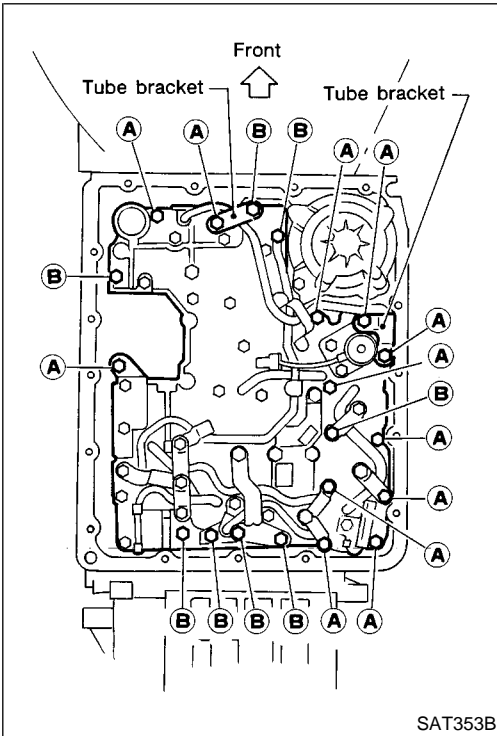
EL

IDX

Assembly (2) (Cont'd)



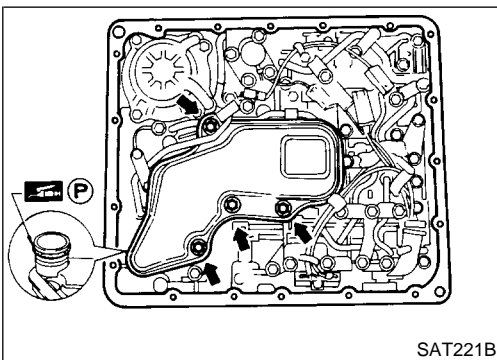
- c. Place control valve assembly on transmission case. Connect solenoid connector for upper body.
- d. Install connector clip.



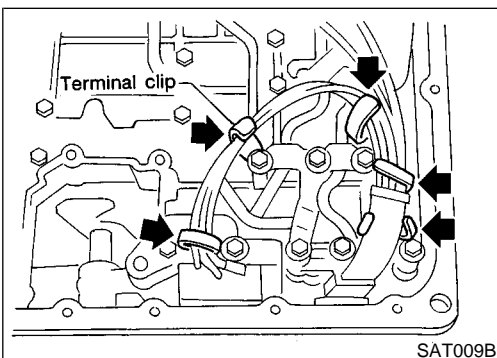
- e. Install control valve assembly on transmission case.
- f. Install connector tube brackets and tighten bolts A and B.

● **Check that terminal assembly does not catch.**

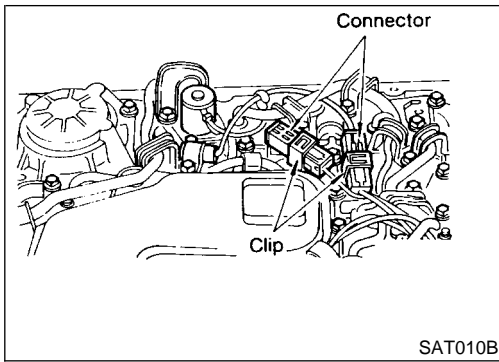
Bolt symbol	ℓ mm (in) ℓ
A	33 (1.30)
B	45 (1.77)



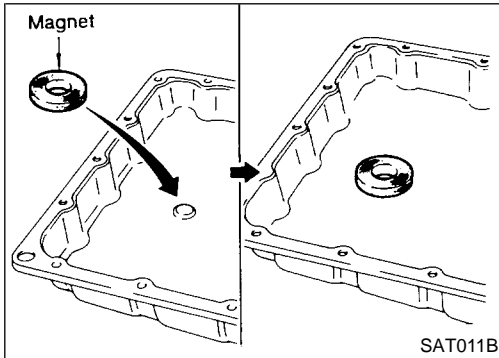
- g. Install O-ring on oil strainer.
- **Apply petroleum jelly to O-ring.**
- h. Install oil strainer on control valve.



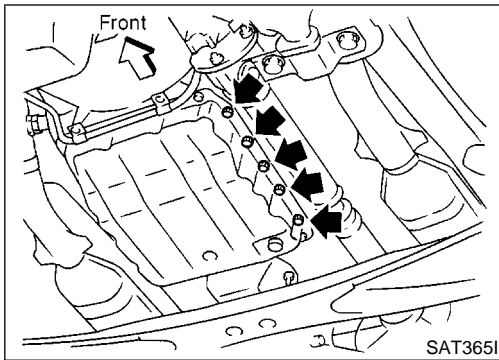
- i. Securely fasten terminal harness with clips.



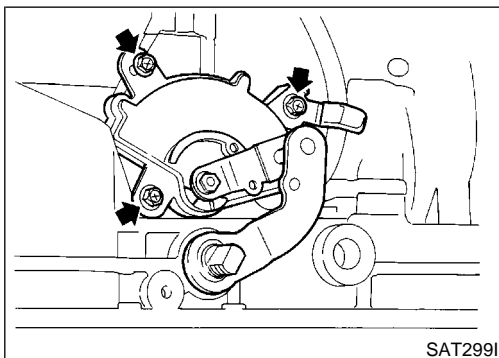
- j. Install torque converter clutch solenoid valve and fluid temperature sensor connectors.



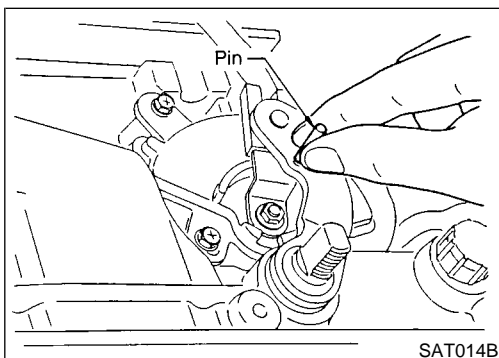
10. Install oil pan.
a. Attach a magnet to oil pan.



- b. Install new oil pan gasket on transmission case.
c. Install oil pan and bracket on transmission case.
- **Always replace oil pan bolts as they are self-sealing bolts.**
 - **Before installing bolts, remove traces of sealant and oil from mating surface and thread holes.**
 - **Tighten four bolts in a criss-cross pattern to prevent dislocation of gasket.**
- d. Tighten drain plug.

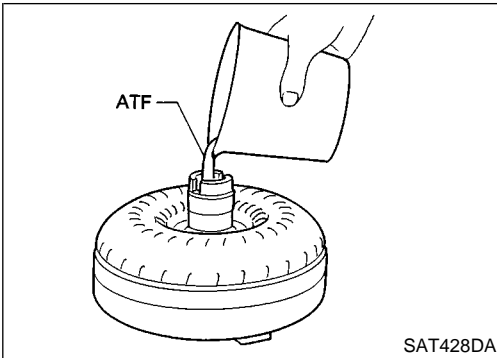


11. Install park/neutral position (PNP) switch.
a. Check that manual shaft is in 1 position.
b. Temporarily install park/neutral position (PNP) switch on manual shaft.
c. Move manual shaft to N.



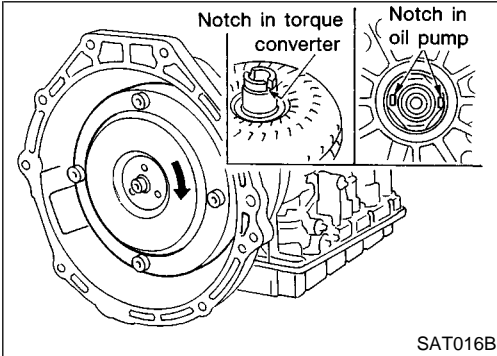
- d. Tighten bolts while inserting 4.0 mm (0.157 in) dia. pin vertically into locating holes in park/neutral position (PNP) switch and manual shaft.

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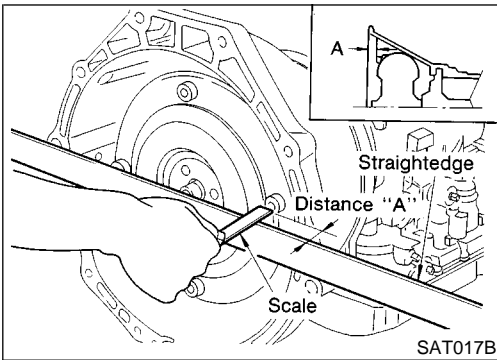
SAT428DA

12. Install torque converter.
 - a. Pour ATF into torque converter.
 - **Approximately 2 liters (2-1/8 US qt, 1-3/4 Imp qt) of fluid are required for a new torque converter.**
 - **When reusing old torque converter, add the same amount of fluid as was drained.**



SAT016B

- b. Install torque converter while aligning notches and oil pump.



SAT017B

- c. Measure distance A to check that torque converter is in proper position.

Distance "A":
26.0 mm (1.024 in) or more

General Specifications

NEAT0285

Applied model	VG33E engine	
	2WD	4WD
Automatic transmission model	RE4R01A	
Transmission model code number	43X64	4EX01
Stall torque ratio	2.0 : 1	
Transmission gear ratio	1st	2.785
	2nd	1.545
	Top	1.000
	O/D	0.694
	Reverse	2.272
Recommended fluid	Nissan Matic "D" (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*1	
Fluid capacity	8.3ℓ (8-3/4 US qt, 7-1/4 Imp qt)	8.5ℓ (9 US qt, 7-1/2 Imp qt)

*1: Refer to MA section ("Fluids and Lubricants", "RECOMMENDED FLUIDS AND LUBRICANTS").

Shift Schedule

NEAT0286

VEHICLE SPEED WHEN SHIFTING GEARS THROTTLE POSITION

NEAT0286S01

Throttle position	Vehicle speed km/h (MPH)						
	D ₁ → D ₂	D ₂ → D ₃	D ₃ → D ₄	D ₄ → D ₃	D ₃ → D ₂	D ₂ → D ₁	1 ₂ → 1 ₁
Full throttle	47 - 51 (29 - 32)	92 - 100 (57 - 62)	146 - 156 (91 - 97)	141 - 151 (88 - 94)	87 - 95 (54 - 59)	42 - 46 (26 - 29)	43 - 47 (27 - 29)
Half throttle	34 - 38 (21 - 24)	68 - 74 (42 - 46)	132 - 140 (82 - 87)	59 - 67 (37 - 42)	31 - 37 (19 - 23)	10 - 14 (6 - 9)	43 - 47 (27 - 29)

VEHICLE SPEED WHEN PERFORMING AND RELEASING LOCK-UP

NEAT0286S02

Throttle position	Overdrive control switch [Shift position]	Vehicle speed km/h (MPH)	
		Lock-up "ON"	Lock-up "OFF"
Full throttle	ON [D ₄]	147 - 155 (91 - 96)	142 - 150 (88 - 93)
	OFF [D ₃]	74 - 82 (46 - 51)	71 - 79 (44 - 49)
Half throttle	ON [D ₄]	139 - 147 (86 - 91)	84 - 92 (52 - 57)
	OFF [D ₃]	74 - 82 (46 - 51)	71 - 79 (44 - 49)

Stall Revolution

NEAT0287

Stall revolution rpm	2,420 - 2,620
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Line Pressure

NEAT0288

Engine speed rpm	Line pressure kPa (kg/cm ² , psi)	
	D, 2 and 1 positions	R position
Idle	422 - 461 (4.3 - 4.7, 61 - 67)	667 - 706 (6.8 - 7.2, 97 - 102)
Stall	1,020 - 1,098 (10.4 - 11.2, 148 - 159)	1,422 - 1,500 (14.5 - 15.3, 206 - 218)

SERVICE DATA AND SPECIFICATIONS (SDS)

RE4R01A

Return Springs

Return Springs

NEAT0289
Unit: mm (in)

Parts		Item			
		Part No.*	Free length	Outer diameter	
Control valve	Upper body	Torque converter relief valve spring	31742-41X23	38.0 (1.496)	9.0 (0.354)
		Pressure regulator valve spring	31742-41X24	44.02 (1.7331)	14.0 (0.551)
		Pressure modifier valve spring	31742-41X19	31.95 (1.2579)	6.8 (0.268)
		Accumulator control valve spring	—	—	—
		Shuttle shift valve D spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		4-2 sequence valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		Shift valve B spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		4-2 relay valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		Shift valve A spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		Overrun clutch control valve spring	31762-41X03	23.6 (0.929)	7.0 (0.276)
		Overrun clutch reducing valve spring	31742-41X20	32.5 (1.280)	7.0 (0.276)
		Shuttle shift valve S spring	31762-41X04	51.0 (2.008)	5.65 (0.2224)
		Pilot valve spring	31742-41X13	25.7 (1.012)	9.0 (0.354)
	Lock-up control valve spring	31742-41X22	18.5 (0.728)	13.0 (0.512)	
	Lower body	Modifier accumulator valve spring	31742-27X70	31.4 (1.236)	9.8 (0.386)
		1st reducing valve spring	31756-41X05	25.4 (1.000)	6.75 (0.2657)
3-2 timing valve spring		31742-41X06	23.0 (0.906)	6.7 (0.264)	
Servo charger valve spring		31742-41X06	23.0 (0.906)	6.7 (0.264)	
Reverse clutch	16 pcs	31521-41X02 (Assembly)	19.7 (0.7756)	11.6 (0.457)	
High clutch	10 pcs	31521-41X03 (Assembly)	24.2 (0.9528)	11.6 (0.457)	
Forward clutch (Overrun clutch)	20 pcs	31521-41X00 (Assembly)	35.77 (1.4083)	9.7 (0.382)	
Low & reverse brake	18 pcs	31655-41X00 (Assembly)	22.3 (0.878)	11.2 (0.441)	
Band servo	Spring A	31605-41X05	45.6 (1.795)	34.3 (1.350)	
	Spring B	31605-41X00	53.8 (2.118)	40.3 (1.587)	
	Spring C	31605-41X01	29.7 (1.169)	27.6 (1.087)	
Accumulator	Accumulator A	31605-41X02	43.0 (1.693)	18.0 (0.709)	
	Accumulator B	31605-41X10	66.0 (2.598)	20.0 (0.787)	
	Accumulator C	31605-41X09	45.0 (1.772)	29.3 (1.154)	
	Accumulator D	31605-41X06	58.4 (2.299)	17.3 (0.681)	

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

SERVICE DATA AND SPECIFICATIONS (SDS)

RE4R01A

Accumulator O-ring

Accumulator O-ring

NEAT0290

Accumulator	Diameter mm (in)			
	A	B	C	D
Small diameter end	29 (1.14)	32 (1.26)	45 (1.77)	29 (1.14)
Large diameter end	45 (1.77)	50 (1.97)	50 (1.97)	45 (1.77)

Clutches and Brakes

NEAT0291

REVERSE CLUTCH

NEAT0291S01

Code number	43X64		4EX01
Number of drive plates	2		
Number of driven plates	2		
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	1.80 (0.0709)	
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)	
	Allowable limit	1.2 (0.047)	
Thickness of retaining plate	Thickness mm (in)		Part No.*
	4.8 (0.189)		31537-42X02
	5.0 (0.197)		31537-42X03
	5.2 (0.205)		31537-42X04
	5.4 (0.213)		31537-42X05
	5.6 (0.220)		31537-42X06

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

HIGH CLUTCH

NEAT0291S02

Code number	43X64		4EX01
Number of drive plates	5		
Number of driven plates	5		
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	1.40 (0.0551)	
Clearance mm (in)	Standard	1.8 - 2.2 (0.071 - 0.087)	
	Allowable limit	2.8 (0.110)	
Thickness of retaining plate	Thickness mm (in)		Part No.*
	3.4 (0.134)		31537-41X71
	3.6 (0.142)		31537-41X61
	3.8 (0.150)		31537-41X62
	4.0 (0.157)		31537-41X63
	4.2 (0.165)		31537-41X64
	4.4 (0.173)		31537-41X65
	4.6 (0.181)		31537-41X66
4.8 (0.189)		31537-41X67	

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

SERVICE DATA AND SPECIFICATIONS (SDS)

RE4R01A

Clutches and Brakes (Cont'd)

FORWARD CLUTCH

NEAT0291S03

Code number		43X64	4EX01
Number of drive plates		6	7
Number of driven plates		6	7
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	1.40 (0.0551)	
Clearance mm (in)	Standard	0.35 - 0.75 (0.0138 - 0.0295)	
	Allowable limit	1.95 (0.0768)	2.15 (0.0846)
Thickness of retaining plate		Thickness mm (in)	Part No.*
		8.0 (0.315)	31537-41X00
		8.1 (0.319)	31537-42X60
		8.2 (0.323)	31537-41X01
		8.3 (0.327)	31537-42X61
		8.4 (0.331)	31537-41X02
		8.5 (0.335)	31537-42X62
		8.6 (0.339)	31537-41X03
		8.7 (0.343)	31537-42X63
		8.8 (0.346)	31537-41X04
		8.9 (0.350)	31537-42X64
		9.0 (0.354)	31537-41X05
9.1 (0.358)	31537-42X65		
9.2 (0.362)	31537-41X06		

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

OVERRUN CLUTCH

NEAT0291S04

Code number		43X64	4EX01
Number of drive plates		3	
Number of driven plates		5	
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	1.80 (0.0709)	
Clearance mm (in)	Standard	1.0 - 1.4 (0.039 - 0.055)	
	Allowable limit	2.5 (0.0984)	
Thickness of retaining plate		Thickness mm (in)	Part No.*
		4.2 (0.165)	31537-41X80
		4.4 (0.173)	31537-41X81
		4.6 (0.181)	31537-41X82
		4.8 (0.189)	31537-41X83
		5.0 (0.197)	31537-41X84

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

SERVICE DATA AND SPECIFICATIONS (SDS)

RE4R01A

Clutches and Brakes (Cont'd)

LOW & REVERSE BRAKE

NEAT0291S05

Code number	43X64	4EX01
Number of drive plates	7	
Number of driven plates	7	
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)
	Wear limit	1.40 (0.0551)
Clearance mm (in)	Standard	0.8 - 1.1 (0.031 - 0.043)
	Allowable limit	2.3 (0.091)
Thickness of retaining plate	Thickness mm (in)	Part No.*
	6.6 (0.260)	31667-41X17
	6.8 (0.268)	31667-41X11
	7.0 (0.276)	31667-41X12
	7.2 (0.283)	31667-41X13
	7.4 (0.291)	31667-41X14
	7.6 (0.299)	31667-41X07
	7.8 (0.307)	31667-41X08
	8.0 (0.315)	31667-41X00
	8.2 (0.323)	31667-41X01
	8.4 (0.331)	31667-41X02
	8.6 (0.339)	31667-41X03
8.8 (0.346)	31667-41X04	
9.0 (0.354)	31667-41X05	

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

BRAKE BAND

NEAT0291S06

Anchor end bolt tightening torque	4 - 6 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)
Number of returning revolution for anchor end bolt	2.5

Oil Pump and Low One-way Clutch

NEAT0292
Unit: mm (in)

Oil pump clearance	Cam ring — oil pump housing	Standard	0.01 - 0.024 (0.0004 - 0.0009)
	Rotor, vanes and control piston — oil pump housing	Standard	0.03 - 0.044 (0.0012 - 0.0017)
Seal ring clearance	Standard		0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit		0.25 (0.0098)

Total End Play

NEAT0293

Total end play "T ₁ "	0.25 - 0.55 mm (0.0098 - 0.0217 in)	
Thickness of oil pump cover bearing race	Thickness mm (in)	Part No.*
	0.8 (0.031)	31435-41X01
	1.0 (0.039)	31435-41X02
	1.2 (0.047)	31435-41X03
	1.4 (0.055)	31435-41X04
	1.6 (0.063)	31435-41X05
	1.8 (0.071)	31435-41X06
	2.0 (0.079)	31435-41X07

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

SERVICE DATA AND SPECIFICATIONS (SDS)

RE4R01A

Reverse Clutch Drum End Play

Reverse Clutch Drum End Play

NEAT0294

Reverse clutch drum end play "T ₂ "	0.55 - 0.90 mm (0.0217 - 0.0354 in)	
Thickness of oil pump thrust washer	Thickness mm (in)	Part No.*
	0.9 (0.035)	31528-21X01
	1.1 (0.043)	31528-21X02
	1.3 (0.051)	31528-21X03
	1.5 (0.059)	31528-21X04
	1.7 (0.067)	31528-21X05
	1.9 (0.075)	31528-21X06

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

Removal and Installation

NEAT0295

Manual control linkage	Number of returning revolutions for lock nut	2
	Lock nut tightening torque	4.4 - 5.9 N·m (0.45 - 0.60 kg·m, 39.1 - 52.1 in·lb)
Distance between end of clutch housing and torque converter		26.0 mm (1.024 in) or more