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TM

SECTION

TRANSAXLE & TRANSMISSION

TM

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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORK FLOW

Diagnosis Flow

INFOID:000000010989359

1. OBTAIN INFORMATION ABOUT SYMPTOM

Refer to [TM-6. "Question sheet"](#) and interview the customer to obtain the malfunction information (conditions and environment when the malfunction occurred) as much as possible when the customer brings in the vehicle.

>> GO TO 2.

2. CHECK DTC

1. Before checking the malfunction, check whether any DTC exists.
2. If DTC exists, perform the following operations.
 - Record the DTC and freeze frame data. (Print out the data using CONSULT and affix them to the Work Order Sheet.)
 - Erase DTCs.
 - Check the relationship between the cause that is clarified with DTC and the malfunction information described by the customer. [TM-155. "Symptom Table"](#) is effective.
3. Check the information of related service bulletins and others also.

Do malfunction information and DTC exist?

- Malfunction information and DTC exists. >>GO TO 3.
- Malfunction information exists, but no DTC. >>GO TO 4.
- No malfunction information, but DTC exists. >>GO TO 5.

3. REPRODUCE MALFUNCTION SYMPTOM

Check any malfunction described by a customer, except those with DTC on the vehicle. Also investigate whether the symptom is a fail-safe or normal operation. Refer to [TM-148. "Fail-Safe"](#). When a malfunction symptom is reproduced, the question sheet is effective. Refer to [TM-6. "Question sheet"](#). Verify the relationship between the symptom and the conditions in which the malfunction described by the customer occurs.

>> GO TO 5.

4. REPRODUCE MALFUNCTION SYMPTOM

Check the malfunction described by the customer on the vehicle. Also investigate whether the symptom is a fail-safe or normal operation. Refer to [TM-148. "Fail-Safe"](#). When a malfunction symptom is reproduced, the question sheet is effective. Refer to [TM-6. "Question sheet"](#). Verify the relationship between the symptom and the conditions in which the malfunction described by the customer occurs.

>> GO TO 6.

5. PERFORM "DTC CONFIRMATION PROCEDURE"

Perform "DTC CONFIRMATION PROCEDURE" of the appropriate DTC to check if DTC is detected again. Refer to [TM-152. "DTC Inspection Priority Chart"](#) when multiple DTCs are detected, and then determine the order for performing the diagnosis.

NOTE:

If no DTC is detected, refer to the freeze frame data.

Is any DTC detected?

- YES >> GO TO 7.
- NO >> Check according to [GI-41. "Intermittent Incident"](#).

6. IDENTIFY MALFUNCTIONING SYSTEM WITH "DIAGNOSIS CHART BY SYMPTOM"

Use [TM-155. "Symptom Table"](#) from the symptom inspection result in step 4. Then identify where to start performing the diagnosis based on possible causes and symptoms.

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

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>> GO TO 8.

7. REPAIR OR REPLACE THE MALFUNCTIONING PARTS

Repair or replace the detected malfunctioning parts.

Reconnect parts or connector after repairing or replacing, and then erase DTC if necessary.

>> GO TO 8.

8. FINAL CHECK

Perform "DTC CONFIRMATION PROCEDURE" again to make sure that the repair is correctly performed. Check that malfunctions are not reproduced when obtaining the malfunction information from the customer, referring to the symptom inspection result in step 3 or 4.

Is DTC or malfunction symptom reproduced?

YES-1 >> DTC is reproduced: GO TO 5.

YES-2 >> Malfunction symptom is reproduced: GO TO 6.

NO >> Before delivering the vehicle to the customer, make sure that DTC is erased.

Question sheet

INFOID:000000010989360

DESCRIPTION

There are many operating conditions that may cause a malfunction of the transmission parts. By understanding those conditions properly, a quick and exact diagnosis can be achieved.

In general, customers have their own criteria for a problem. Therefore, it is important to understand the symptom and status well enough by asking the customer about the concerns carefully. In order to systemize all the information for the diagnosis, prepare the question sheet referring to the question points.

KEY POINTS

WHAT Vehicle & engine model
WHEN Date, Frequencies
WHERE..... Road conditions
HOW Operating conditions,
 Weather conditions,
 Symptoms

SEF907L

WORKSHEET SAMPLE

Question Sheet

| | | | | | |
|---------------|-------|--|--|-----------------|---------|
| Customer name | MR/MS | Engine # | | Manuf. Date | |
| | | Incident Date | | VIN | |
| | | Model & Year | | In Service Date | |
| | | Trans. | | Mileage | km/Mile |
| Symptoms | | <input type="checkbox"/> Vehicle does not move (<input type="checkbox"/> Any position <input type="checkbox"/> Particular position) | | | |
| | | <input type="checkbox"/> No up-shift (<input type="checkbox"/> 1GR → 2GR <input type="checkbox"/> 2GR → 3GR <input type="checkbox"/> 3GR → 4GR <input type="checkbox"/> 4GR → 5GR <input type="checkbox"/> 5GR → 6GR <input type="checkbox"/> 6GR → 7GR) | | | |
| | | <input type="checkbox"/> No down-shift (<input type="checkbox"/> 7GR → 6GR <input type="checkbox"/> 6GR → 5GR <input type="checkbox"/> 5GR → 4GR <input type="checkbox"/> 4GR → 3GR <input type="checkbox"/> 3GR → 2GR <input type="checkbox"/> 2GR → 1GR) | | | |
| | | <input type="checkbox"/> Lock-up malfunction | | | |
| | | <input type="checkbox"/> Shift point too high or too low | | | |
| | | <input type="checkbox"/> Shift shock or slip | | | |
| | | <input type="checkbox"/> Noise or vibration | | | |
| | | <input type="checkbox"/> No kick down | | | |
| | | <input type="checkbox"/> No pattern select | | | |
| | | <input type="checkbox"/> Others | | | |
| Frequency | | <input type="checkbox"/> All the time <input type="checkbox"/> Under certain conditions <input type="checkbox"/> Sometimes (times a day) | | | |

DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[7AT: RE7R01A]

| Question Sheet | |
|-------------------------|---|
| Weather conditions | <input type="checkbox"/> Not affected |
| Weather | <input type="checkbox"/> Fine <input type="checkbox"/> Clouding <input type="checkbox"/> Raining <input type="checkbox"/> Snowing <input type="checkbox"/> Other () |
| Temp. | <input type="checkbox"/> Hot <input type="checkbox"/> Warm <input type="checkbox"/> Cool <input type="checkbox"/> Cold <input type="checkbox"/> Temp. (Approx. °C/°F) |
| Humidity | <input type="checkbox"/> High <input type="checkbox"/> Middle <input type="checkbox"/> Low |
| Transmission conditions | <input type="checkbox"/> Not affected |
| | <input type="checkbox"/> Cold <input type="checkbox"/> During warm-up <input type="checkbox"/> After warm-up |
| | <input type="checkbox"/> Engine speed (rpm) |
| Road conditions | <input type="checkbox"/> Not affected |
| | <input type="checkbox"/> In town <input type="checkbox"/> In suburbs <input type="checkbox"/> Freeway <input type="checkbox"/> Off road (Up/Down) |
| Driving conditions | <input type="checkbox"/> Not affected |
| | <input type="checkbox"/> At starting <input type="checkbox"/> While idling <input type="checkbox"/> While engine racing <input type="checkbox"/> At racing <input type="checkbox"/> While cruising |
| | <input type="checkbox"/> While accelerating <input type="checkbox"/> While decelerating <input type="checkbox"/> While turning (Right/Left) |
| | <input type="checkbox"/> Vehicle speed [km/h (MPH)] |
| Other conditions | |

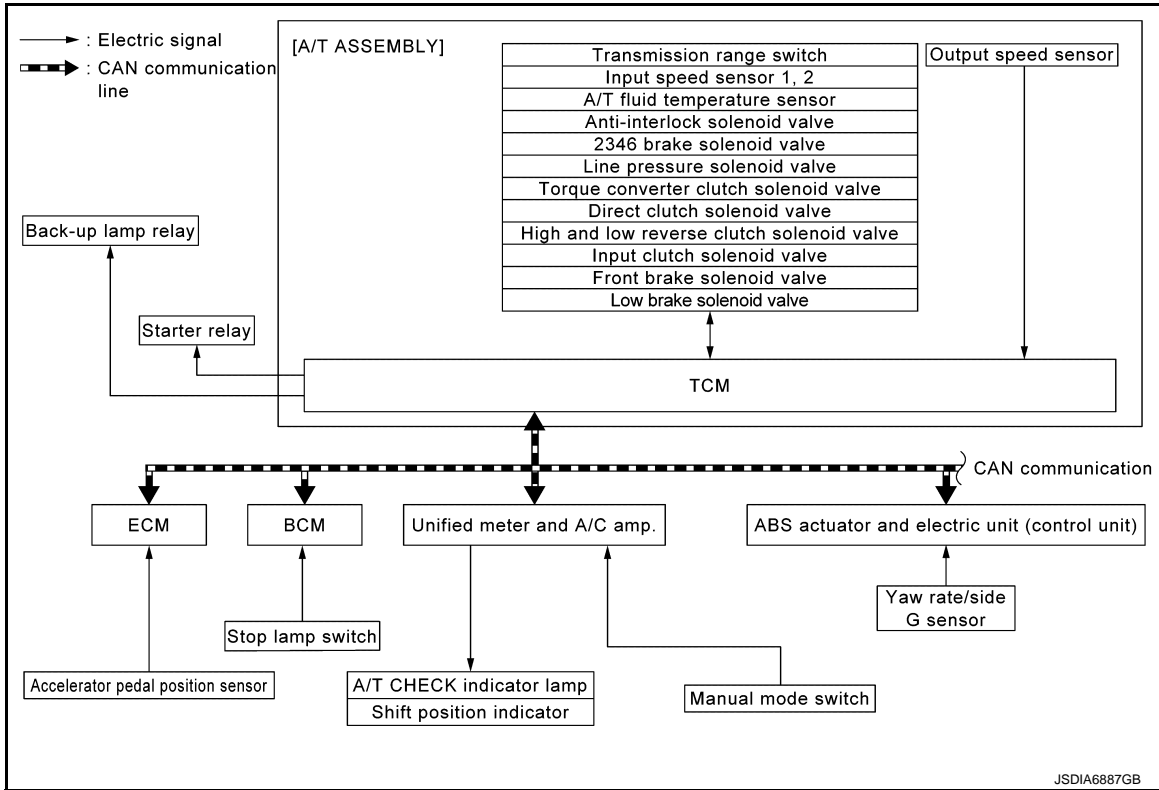
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SYSTEM DESCRIPTION

A/T CONTROL SYSTEM

System Diagram

INFOID:0000000010989361



System Description

INFOID:0000000010989362

INPUT/OUTPUT SIGNAL CHART

| Sensor (or signal) | TCM function | Actuator |
|--|--|--|
| Transmission range switch Accelerator pedal position signal Closed throttle position signal Wide open throttle position signal Engine speed signal A/T fluid temperature sensor Output speed sensor Vehicle speed signal Manual mode switch signal Stop lamp switch signal Side G sensor signal Input speed sensor 1, 2 | Line pressure control (TM-11) Shift change control (TM-15) Shift pattern control • ASC (Adaptive shift control) (TM-20) • Manual mode (TM-24) Lock-up control (TM-27) Fail-safe control (TM-148) Self-diagnosis (TM-60) CONSULT communication line (TM-60) CAN communication line (TM-69) | Input clutch solenoid valve Direct clutch solenoid valve Front brake solenoid valve High and low reverse clutch solenoid valve Low brake solenoid valve Torque converter clutch solenoid valve Line pressure solenoid valve Anti-interlock solenoid valve 2346 brake solenoid valve A/T CHECK indicator lamp Back-up lamp relay Starter relay |

SYSTEM DESCRIPTION

- The A/T senses vehicle operating conditions through various sensors or signals. It always controls the optimum shift position and reduces shifting and lock-up shocks.
- Receive input signals transmitted from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, etc.
- Transmit required output signals to the respective solenoids.

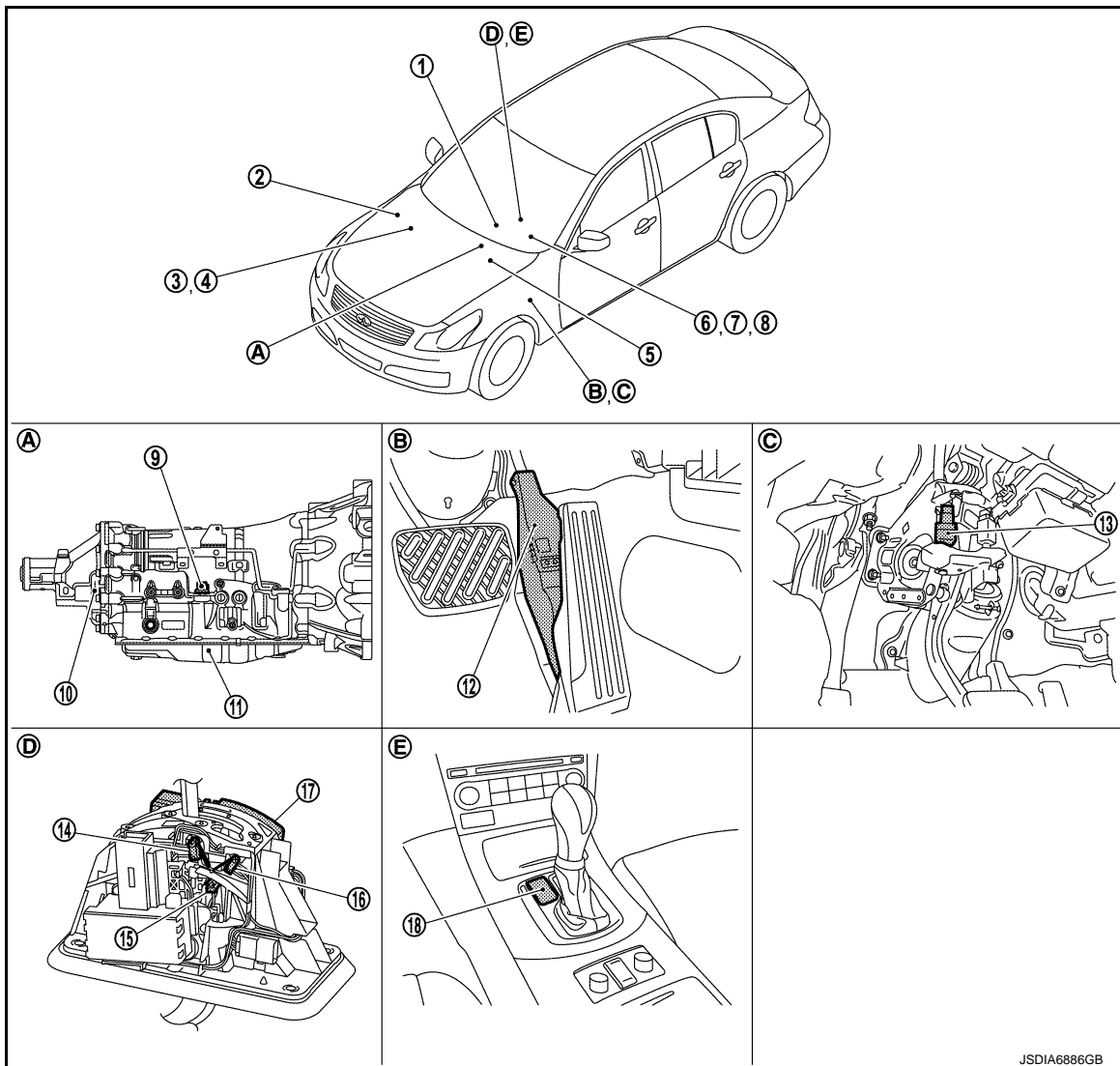
A/T CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Component Parts Location

INFOID:000000010989363



- | | | |
|---|---|--|
| 1. Unified meter and A/C amp. Refer to MWI-10. "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4. "Component Parts Location" . | 3. ECM Refer to EC-39. "Component Parts Location" . |
| 4. BCM Refer to BCS-6. "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11. "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper |
| D. A/T shift selector assembly | E. Center console | |

*1 : Output speed sensor is installed in A/T assembly.

*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

A/T CONTROL SYSTEM

[7AT: RE7R01A]

< SYSTEM DESCRIPTION >

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

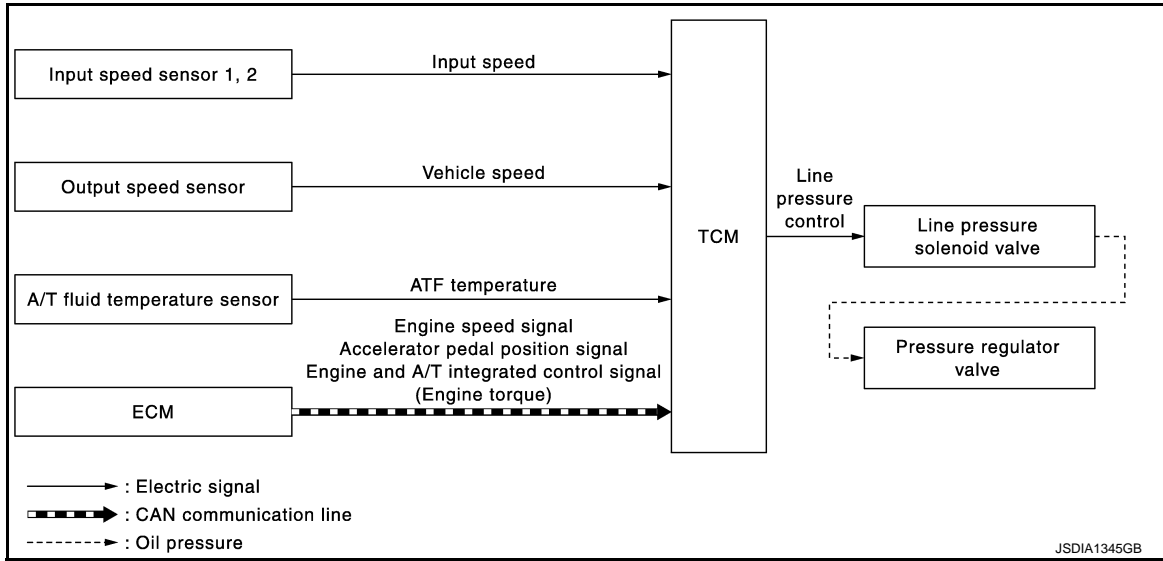
Component Description

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| Name | Function |
|---|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Transmission range switch | TM-72, "Description" |
| Output speed sensor | TM-79, "Description" |
| Input speed sensor 1 | TM-77, "Description" |
| Input speed sensor 2 | |
| A/T fluid temperature sensor | TM-74, "Description" |
| Input clutch solenoid valve | TM-103, "Description" |
| Front brake solenoid valve | TM-106, "Description" |
| Direct clutch solenoid valve | TM-121, "Description" |
| High and low reverse clutch solenoid valve | TM-118, "Description" |
| Low brake solenoid valve | TM-119, "Description" |
| Anti-interlock solenoid valve | TM-102, "Description" |
| 2346 brake solenoid valve | TM-120, "Description" |
| Torque converter clutch solenoid valve | TM-97, "Description" |
| Line pressure solenoid valve | TM-101, "Description" |
| Accelerator pedal position sensor | TM-107, "Description" |
| Throttle position sensor | |
| Manual mode switch | TM-115, "Description" |
| Starter relay | TM-70, "Description" |
| A/T CHECK indicator lamp | When the ignition switch is pushed to the ON position, the light comes on for 2 seconds. |
| Stop lamp switch | TM-125, "Description" |
| ECM | EC-39, "System Description" |
| BCM | BCS-5, "System Description" |
| Unified meter and A/C amp. | MWI-6, "METER SYSTEM : System Description" |
| ABS actuator and electric unit (control unit) | BRC-18, "System Description" |
| Yaw rate/side G sensor | BRC-67, "Description" |

LINE PRESSURE CONTROL

System Diagram



System Description

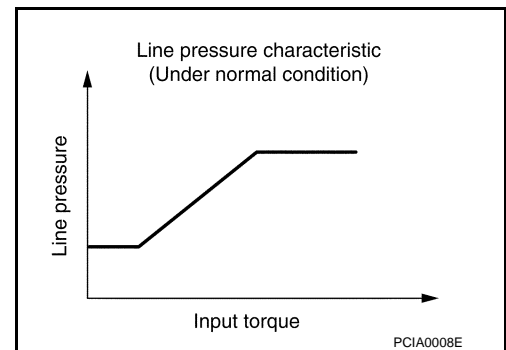
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SYSTEM DESCRIPTION

- When an engine and A/T integrated control signal (engine torque) equivalent to the engine drive force is transmitted from the ECM to the TCM, the TCM controls the line pressure solenoid valve. This line pressure solenoid controls the pressure regulator valve as the signal pressure and adjusts the pressure of the operating oil discharged from the oil pump to the line pressure most appropriate to the driving state.
- The TCM has stored in memory a number of patterns for the optimum line pressure characteristic for the driving state.
- In order to obtain the most appropriate line pressure characteristic to meet the current driving state, the TCM controls the line pressure solenoid current value and thus controls the line pressure.

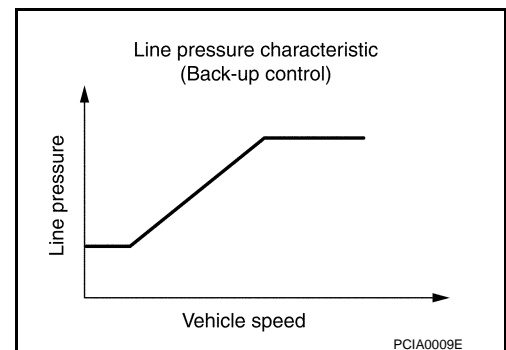
Normal Control

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



Back-up Control (Engine Brake)

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



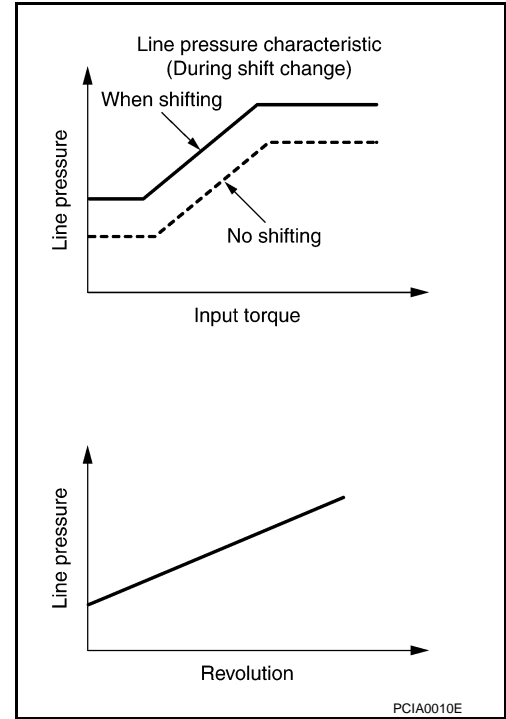
LINE PRESSURE CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

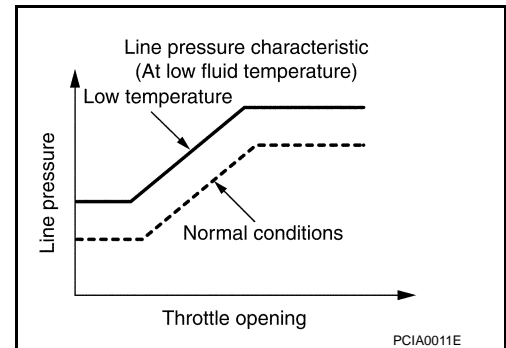
During Shift Change

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



At Low Fluid Temperature

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



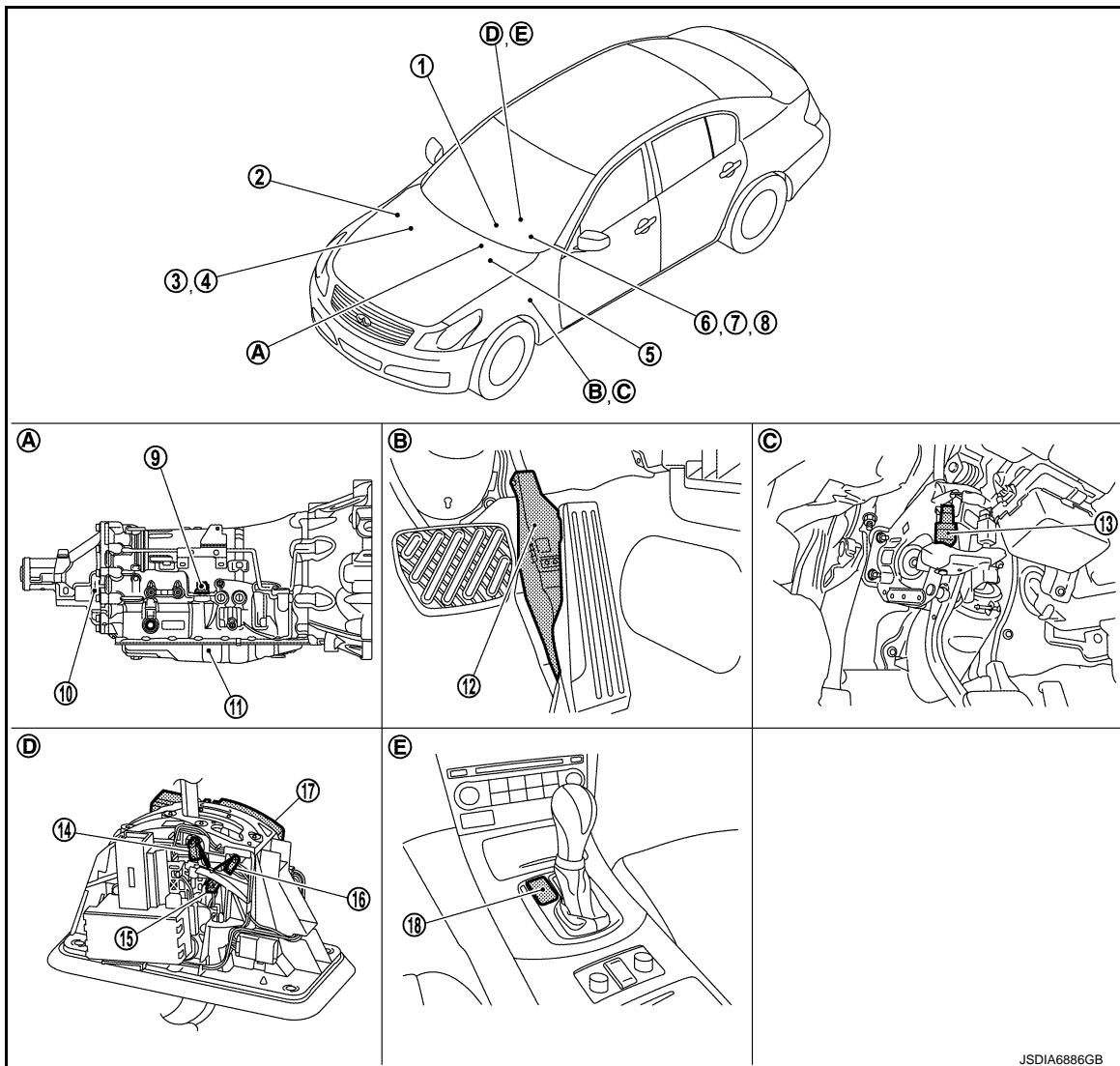
LINE PRESSURE CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Component Parts Location

INFOID:000000011400032



- | | | |
|---|---|--|
| 1. Unified meter and A/C amp. Refer to MWI-10. "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4. "Component Parts Location" . | 3. ECM Refer to EC-39. "Component Parts Location" . |
| 4. BCM Refer to BCS-6. "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11. "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper |
| D. A/T shift selector assembly | E. Center console | |

*1 : Output speed sensor is installed in A/T assembly.

*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

LINE PRESSURE CONTROL

[7AT: RE7R01A]

< SYSTEM DESCRIPTION >

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

Component Description

INFOID:0000000010989368

| Name | Function |
|------------------------------|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Output speed sensor | TM-79, "Description" |
| Input speed sensor 1 | TM-77, "Description" |
| Input speed sensor 2 | |
| A/T fluid temperature sensor | TM-74, "Description" |
| Line pressure solenoid valve | TM-101, "Description" |
| Pressure regulator valve | Adjusts the oil discharged from the oil pump to the optimum pressure (line pressure) for the driving state. |
| ECM | EC-39, "System Description" |

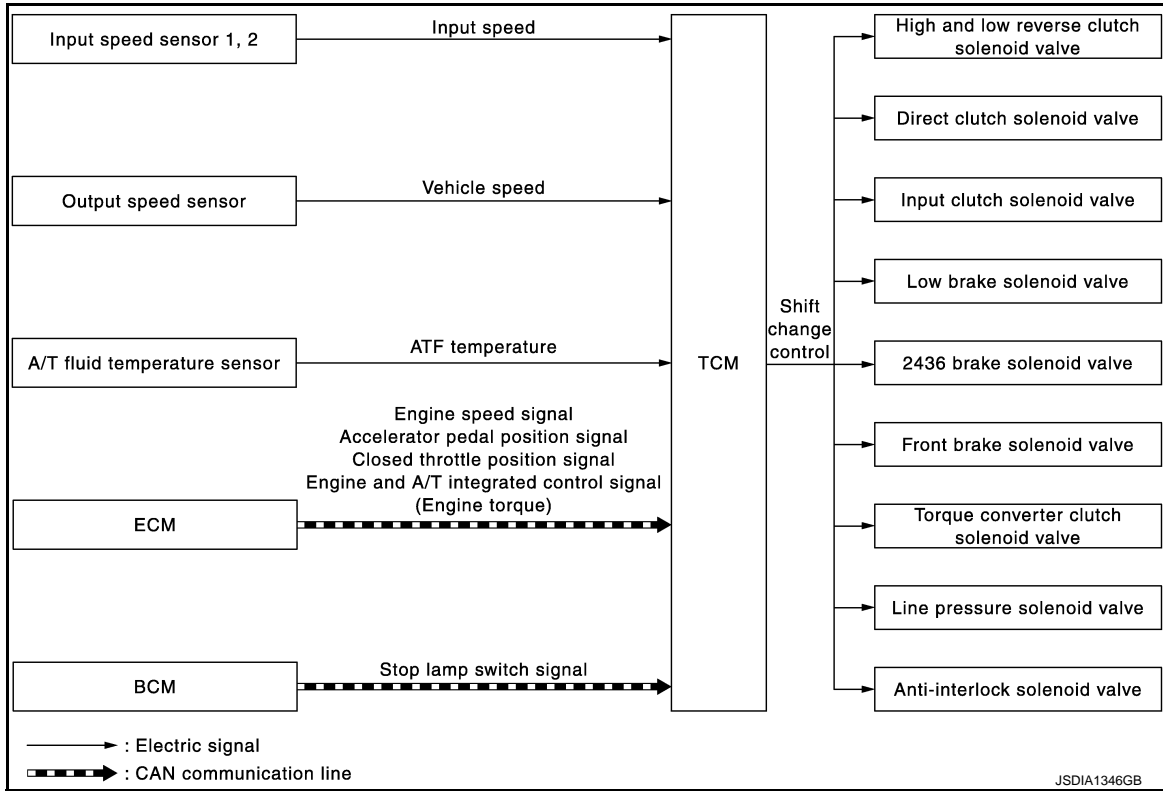
SHIFT CHANGE CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

SHIFT CHANGE CONTROL

System Diagram

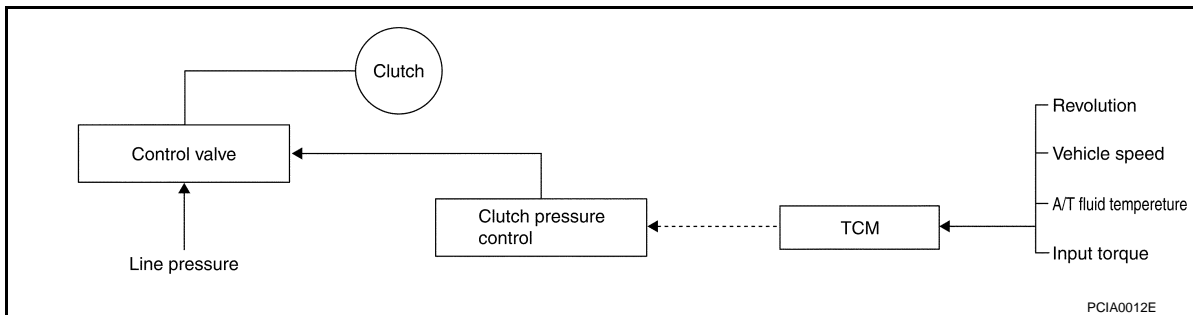


System Description

INFOID:000000010989370

SYSTEM DESCRIPTION

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



Shift Change

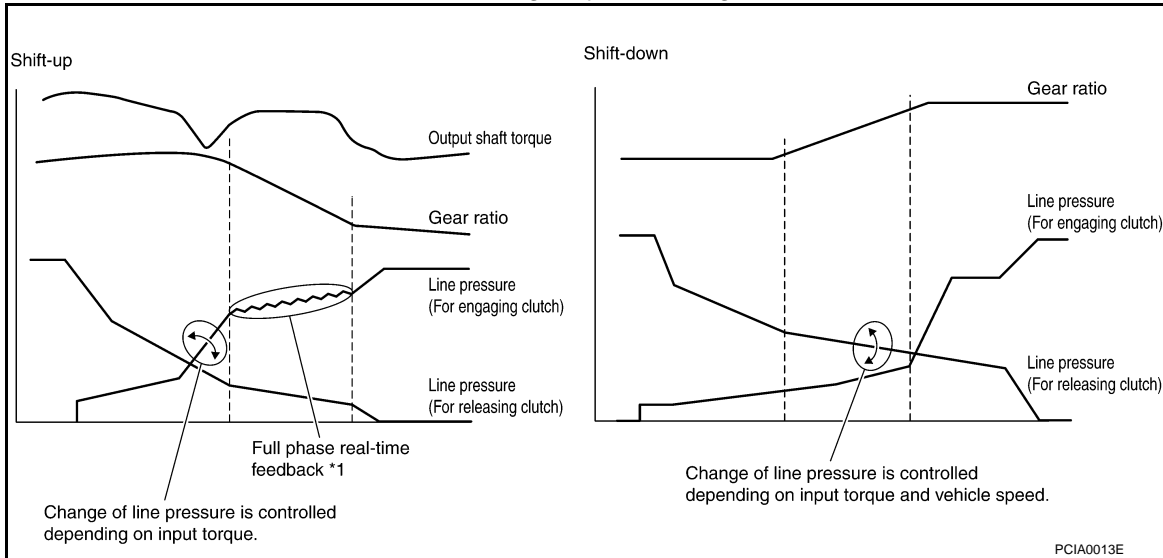
The clutch is controlled with the optimum timing and oil pressure by the engine speed, engine torque information, etc.

SHIFT CHANGE CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Shift Change System Diagram

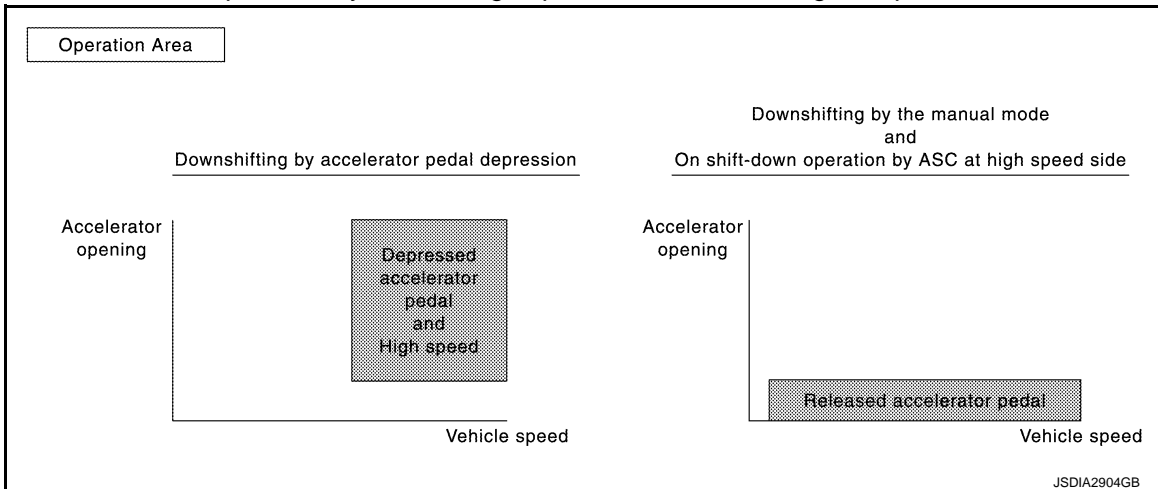


*1: Full phase real-time feedback control monitors movement of gear ratio at gear change, and controls oil pressure in real-time to achieve the best gear ratio.

Blipping Control

It controls (synchronizes) engine speed to have a quick shift clutch coupling, by calculating engine speed after downshifting and by cooperating with ASC (Adaptive Shift Control).

- “BLIPPING CONTROL” functions.
 - When downshifting by accelerator pedal depression.
 - When downshifting by the manual mode.
 - It works on shift-down operation by ASC at high speed side when driving at D position or in DS mode.



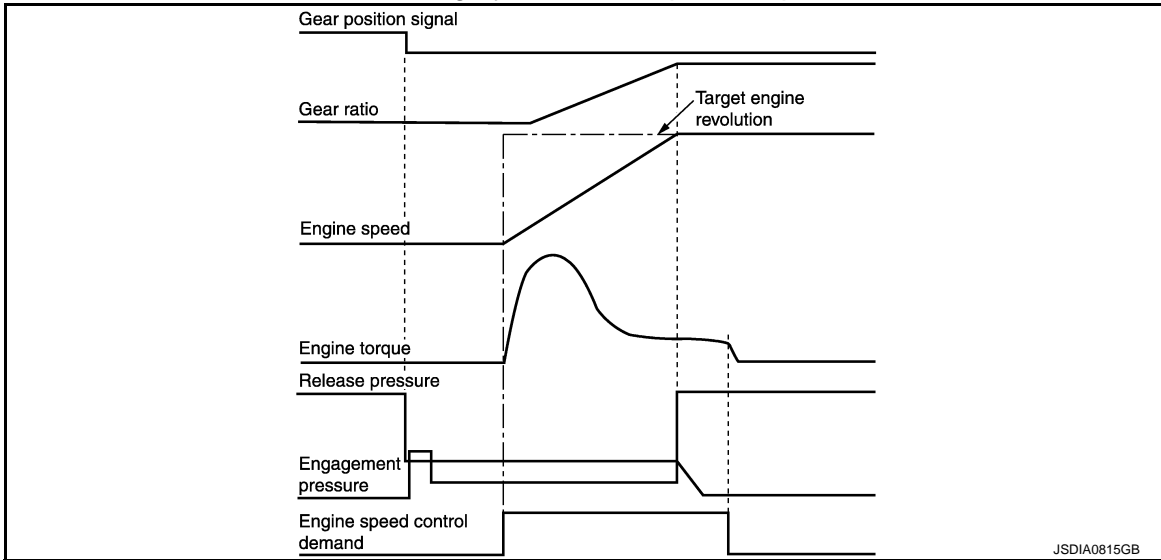
- TCM selects “BLIPPING CONTROL” or “NORMAL SHIFT CONTROL” according to the gear position, the selector lever position, the engine torque and the speed when accelerating by pedal depression.
- Engine speed control demand signal is transmitted from TCM to ECM under “BLIPPING CONTROL”.
- ECM synchronizes the engine speed according to the engine speed control demand signal.

SHIFT CHANGE CONTROL

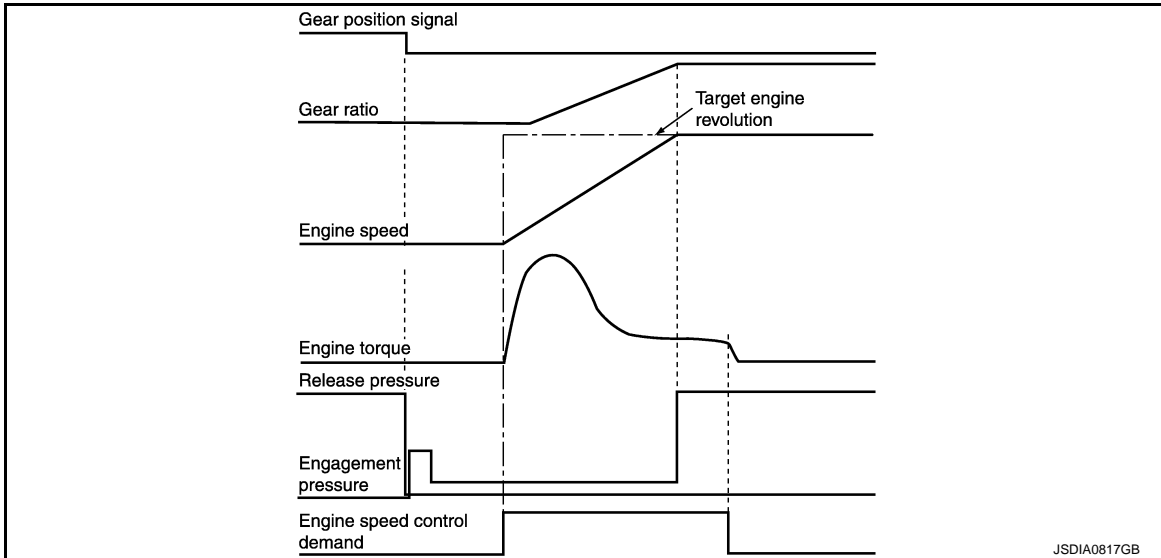
< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Downshifting by accelerator pedal depression



Downshifting by the manual mode and On shift-down operation by ASC at high speed side



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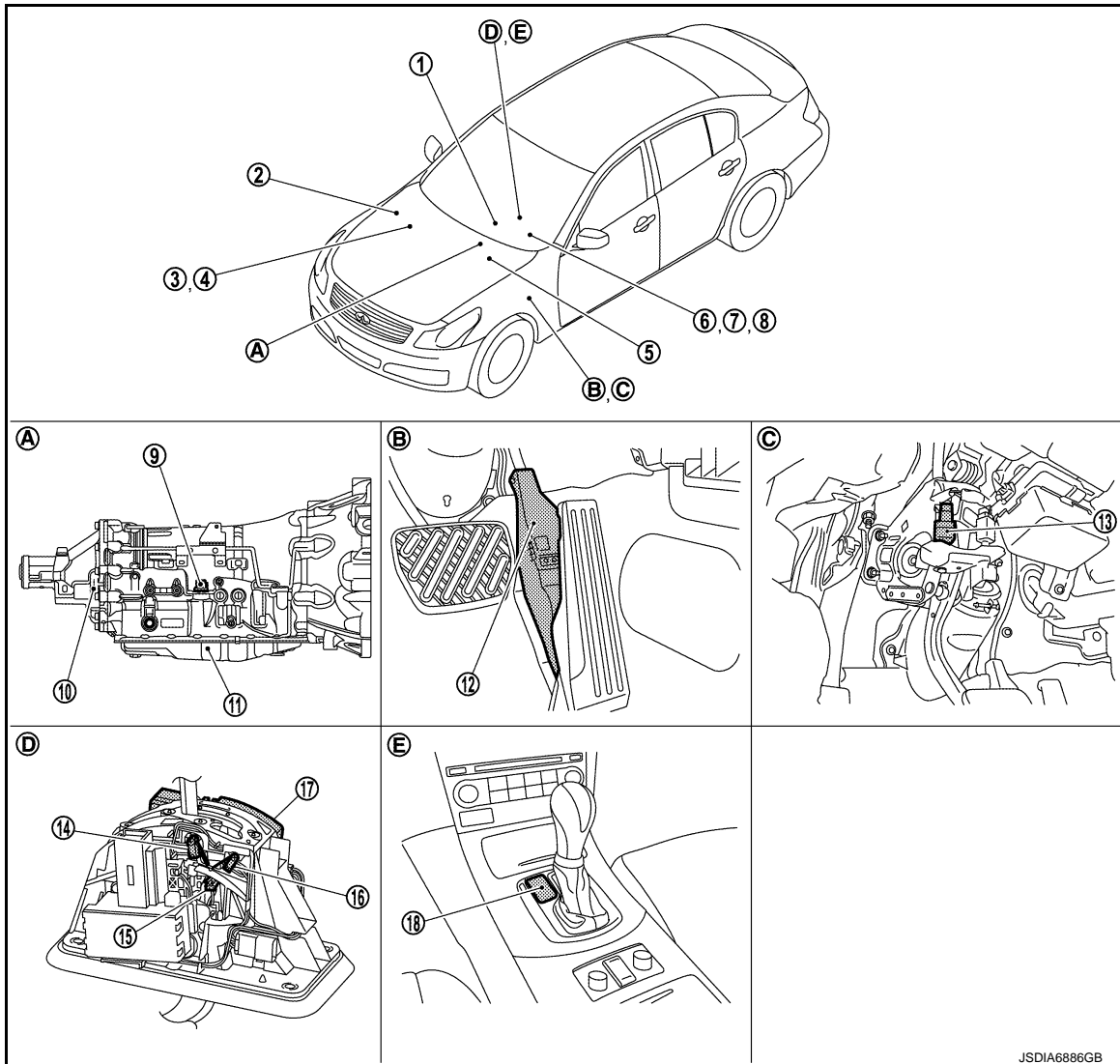
SHIFT CHANGE CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Component Parts Location

INFOID:000000011400033



- | | | |
|---|---|--|
| 1. Unified meter and A/C amp. Refer to MWI-10, "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4, "Component Parts Location" . | 3. ECM Refer to EC-39, "Component Parts Location" . |
| 4. BCM Refer to BCS-6, "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11, "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper |
| D. A/T shift selector assembly | E. Center console | |

*1 : Output speed sensor is installed in A/T assembly.

*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

SHIFT CHANGE CONTROL

[7AT: RE7R01A]

< SYSTEM DESCRIPTION >

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

Component Description

INFOID:0000000010989372

| Name | Function |
|--|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Output speed sensor | TM-79, "Description" |
| Input speed sensor 1 | TM-77, "Description" |
| Input speed sensor 2 | |
| A/T fluid temperature sensor | TM-74, "Description" |
| Input clutch solenoid valve | TM-103, "Description" |
| Front brake solenoid valve | TM-106, "Description" |
| Direct clutch solenoid valve | TM-121, "Description" |
| High and low reverse clutch solenoid valve | TM-118, "Description" |
| Low brake solenoid valve | TM-119, "Description" |
| Anti-interlock solenoid valve | TM-102, "Description" |
| 2346 brake solenoid valve | TM-120, "Description" |
| Line pressure solenoid valve | TM-101, "Description" |
| Torque converter clutch solenoid valve | TM-97, "Description" |
| ECM | EC-39, "System Description" |
| BCM | BCS-5, "System Description" |

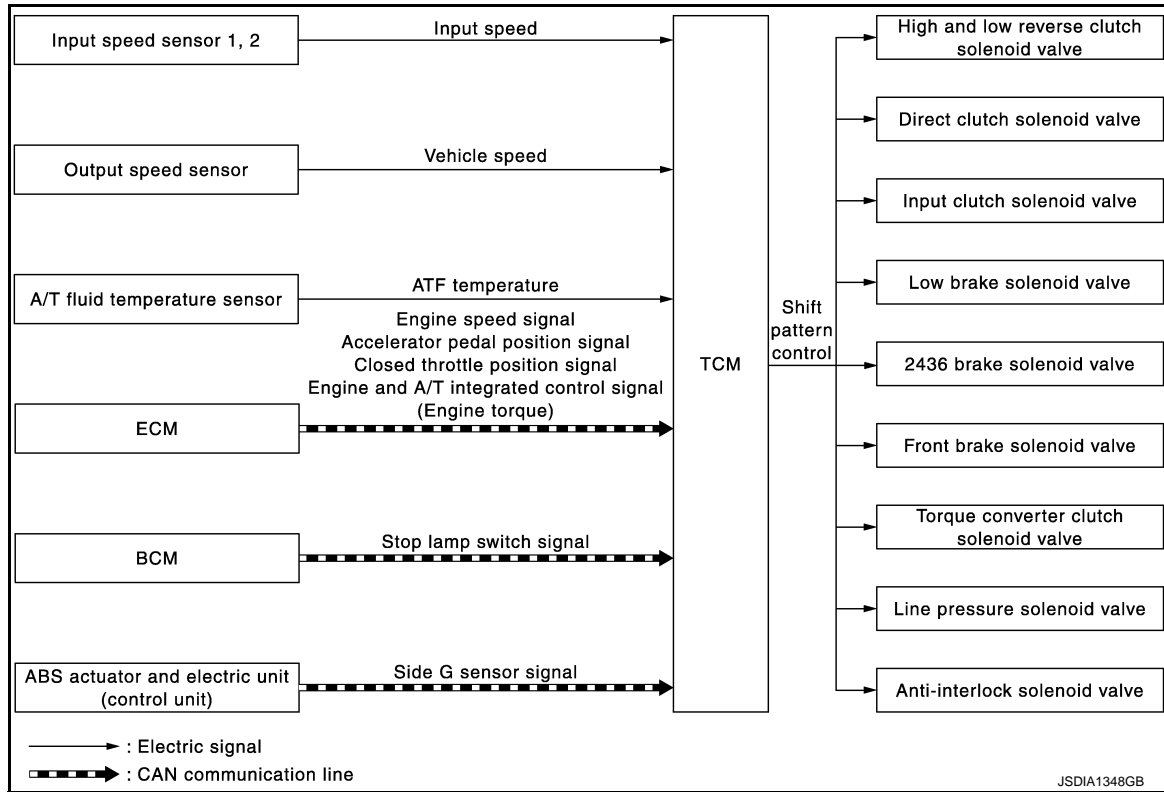
SHIFT PATTERN CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

SHIFT PATTERN CONTROL ASC (ADAPTIVE SHIFT CONTROL)

ASC (ADAPTIVE SHIFT CONTROL) : System Diagram



ASC (ADAPTIVE SHIFT CONTROL) : System Description

INFOID:000000010989374

SYSTEM DESCRIPTION

It automatically selects the shift pattern (such as road environment and driving style) suitable for the various situations so as to allow the vehicle to be driven efficiently and smoothly.

When Driving on an Up/Down Slope

- ASC judges up/down slope according to engine torque data transmitted from the ECM and vehicle speed. Fixing at 4GR, 5GR or 6GR on an up-slope prevents shift hunting and controls the vehicle to gain optimum driving force. On a down-slope, automatic shift-down to 4GR, 5GR or 6GR gear controls to gain optimum engine brake.

When Driving on a Curve

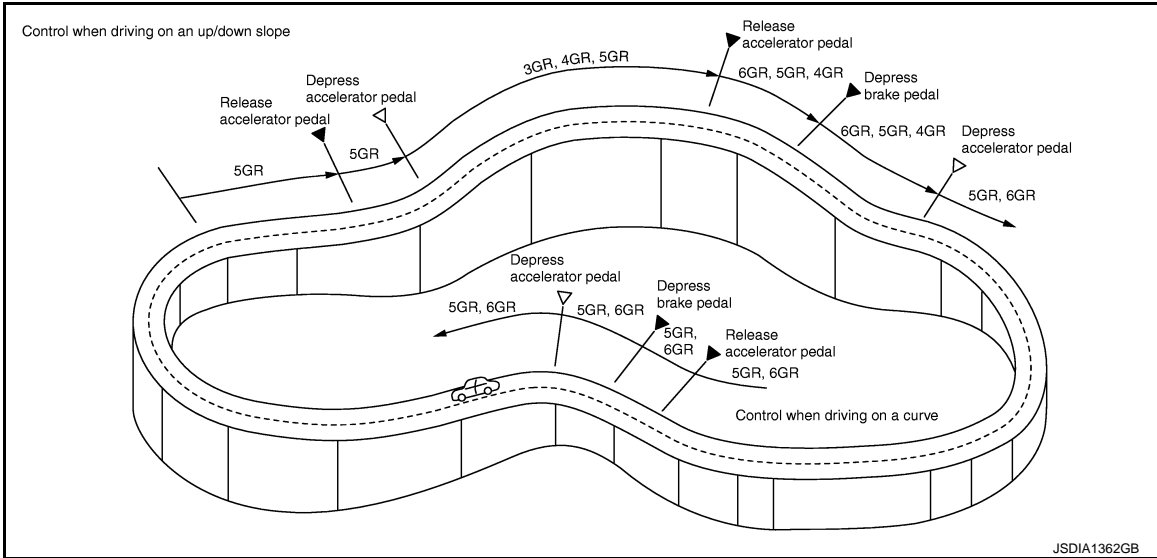
- In driving condition where acceleration, deceleration, or lateral acceleration continues, it corrects gear selection in order to keep a smooth vehicle speed during the curve and to give an adequate driving force at the curve end.
- When acceleration pedal is quickly released at curve entrance etc, it prevents an unnecessary shift-up.
- On braking operation at curve entrance, it gives an early shift-down according to the deceleration.
- In a sporty driving condition, it selects lower gear early even on a light braking operation, giving greater importance on driving force.

SHIFT PATTERN CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

- TCM receives the side G sensor signal from the ABS actuator and electric unit (control unit). It locks to 4GR, 5GR or 6GR position in moderate cornering or to 3GR position in sharp cornering based on this signal. This prevents any upshift and kick down during cornering, maintaining smooth vehicle travel.



DS Mode

- Changes to the shift schedule that mainly utilizes the high engine speed zone when ASC is active.
- DS mode can be switched according to the following method.
 - When the selector lever is in the "D" position, shifting the selector lever to manual shift gate enables switching to DS mode.
 - When in DS mode, shifting the selector lever to the main gate enables to cancel DS mode.

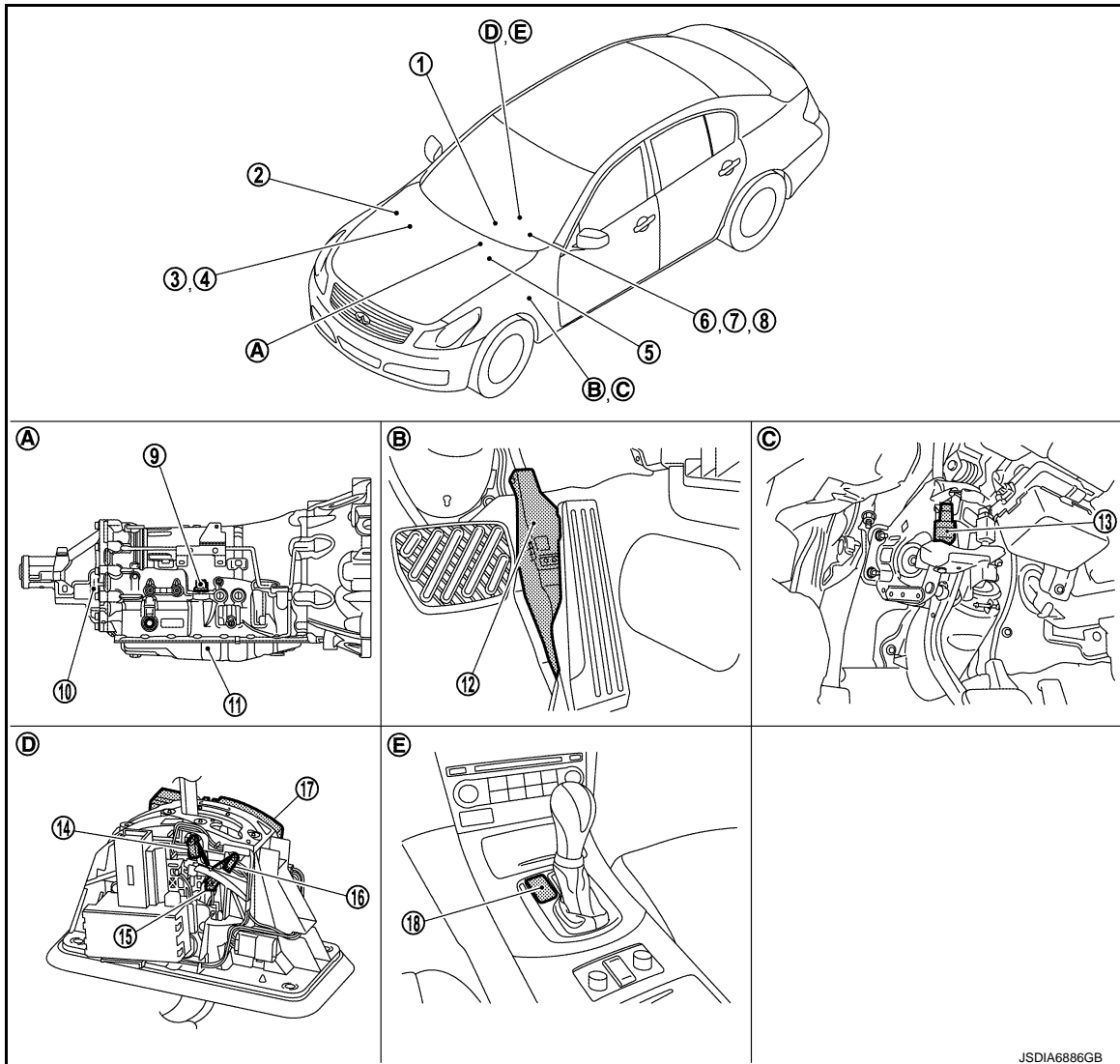
SHIFT PATTERN CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

ASC (ADAPTIVE SHIFT CONTROL) : Component Parts Location

INFOID:000000011400034



JSDIA6886GB

- | | | |
|---|---|--|
| 1. Unified meter and A/C amp. Refer to MWI-10, "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4, "Component Parts Location" . | 3. ECM Refer to EC-39, "Component Parts Location" . |
| 4. BCM Refer to BCS-6, "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11, "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper |
| D. A/T shift selector assembly | E. Center console | |

*1 : Output speed sensor is installed in A/T assembly.

*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

SHIFT PATTERN CONTROL

[7AT: RE7R01A]

< SYSTEM DESCRIPTION >

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

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ASC (ADAPTIVE SHIFT CONTROL) : Component Description

INFOID:000000010989376

| Name | Function |
|---|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Output speed sensor | TM-79. "Description" |
| Input speed sensor 1 | TM-77. "Description" |
| Input speed sensor 2 | |
| A/T fluid temperature sensor | TM-74. "Description" |
| Input clutch solenoid valve | TM-103. "Description" |
| Front brake solenoid valve | TM-106. "Description" |
| Direct clutch solenoid valve | TM-121. "Description" |
| High and low reverse clutch solenoid valve | TM-118. "Description" |
| Low brake solenoid valve | TM-119. "Description" |
| Anti-interlock solenoid valve | TM-102. "Description" |
| 2346 brake solenoid valve | TM-120. "Description" |
| Line pressure solenoid valve | TM-101. "Description" |
| Torque converter clutch solenoid valve | TM-97. "Description" |
| ECM | EC-39. "System Description" |
| BCM | BCS-5. "System Description" |
| ABS actuator and electric unit (control unit) | BRC-18. "System Description" |

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MANUAL MODE

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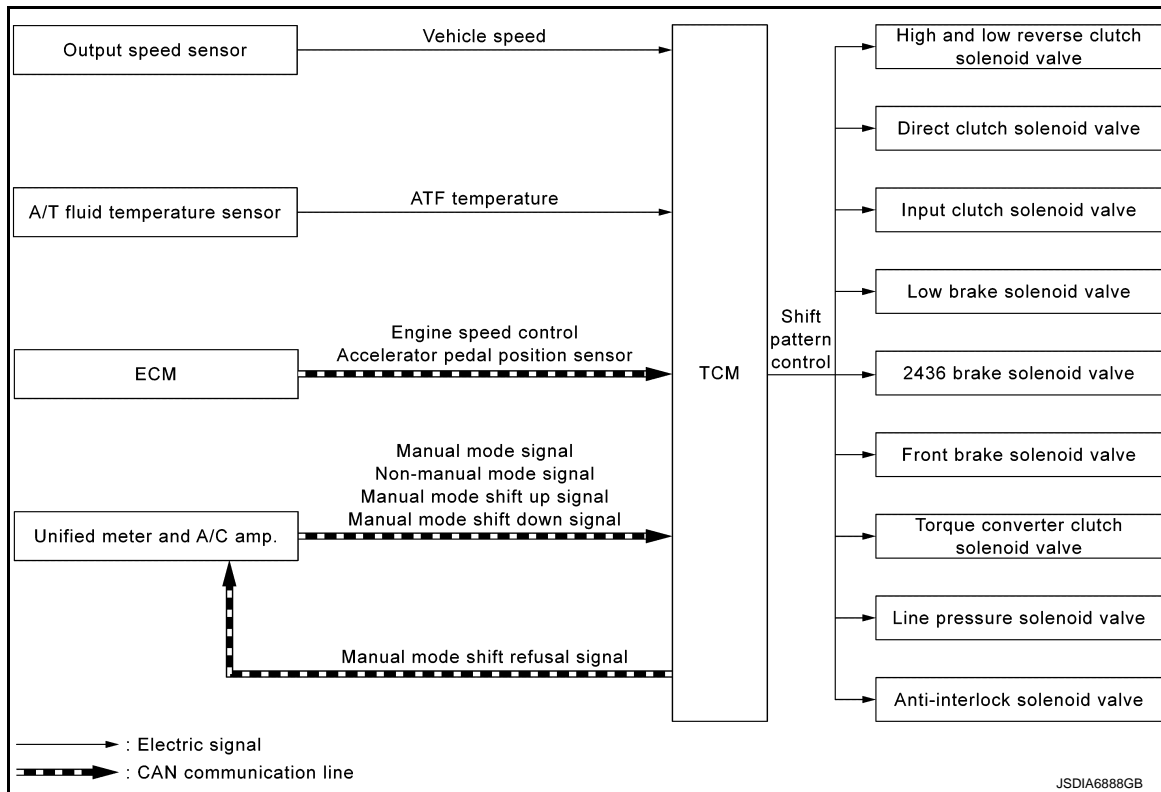
SHIFT PATTERN CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

MANUAL MODE : System Diagram

INFOID:000000010989377



MANUAL MODE : System Description

INFOID:000000010989378

SYSTEM DESCRIPTION

- The TCM receives the manual mode signal, non-manual mode signal, manual mode shift up signal, and manual mode shift down signal from unified meter and A/C amp. via CAN communication line. The TCM shifts shift pattern control to the manual mode based on these signals, and then shifts the A/T by operating each solenoid valve according to the shift operation of the driver.
- The TCM prohibits the manual mode while being in fail-safe mode due to an A/T malfunction, etc. Refer to [TM-148. "Fail-Safe"](#).

Manual Mode Information

The TCM transmits the manual mode shift refusal signal to the unified meter and A/C amp. if the TCM refuses the transmission from the driving status of vehicle when the selector lever shifts to UP or DOWN side. The unified meter and A/C amp. blinks shift indicator on the combination meter and sounds the buzzer to indicate the driver that the shifting is not performed when receiving this signal. However, the TCM does not transmit the manual mode shift refusal signal in the conditions as per the following.

- When the selector lever shifts to DOWN side while driving in 1GR.
- When the selector lever shifts to UP side while driving in 7GR.

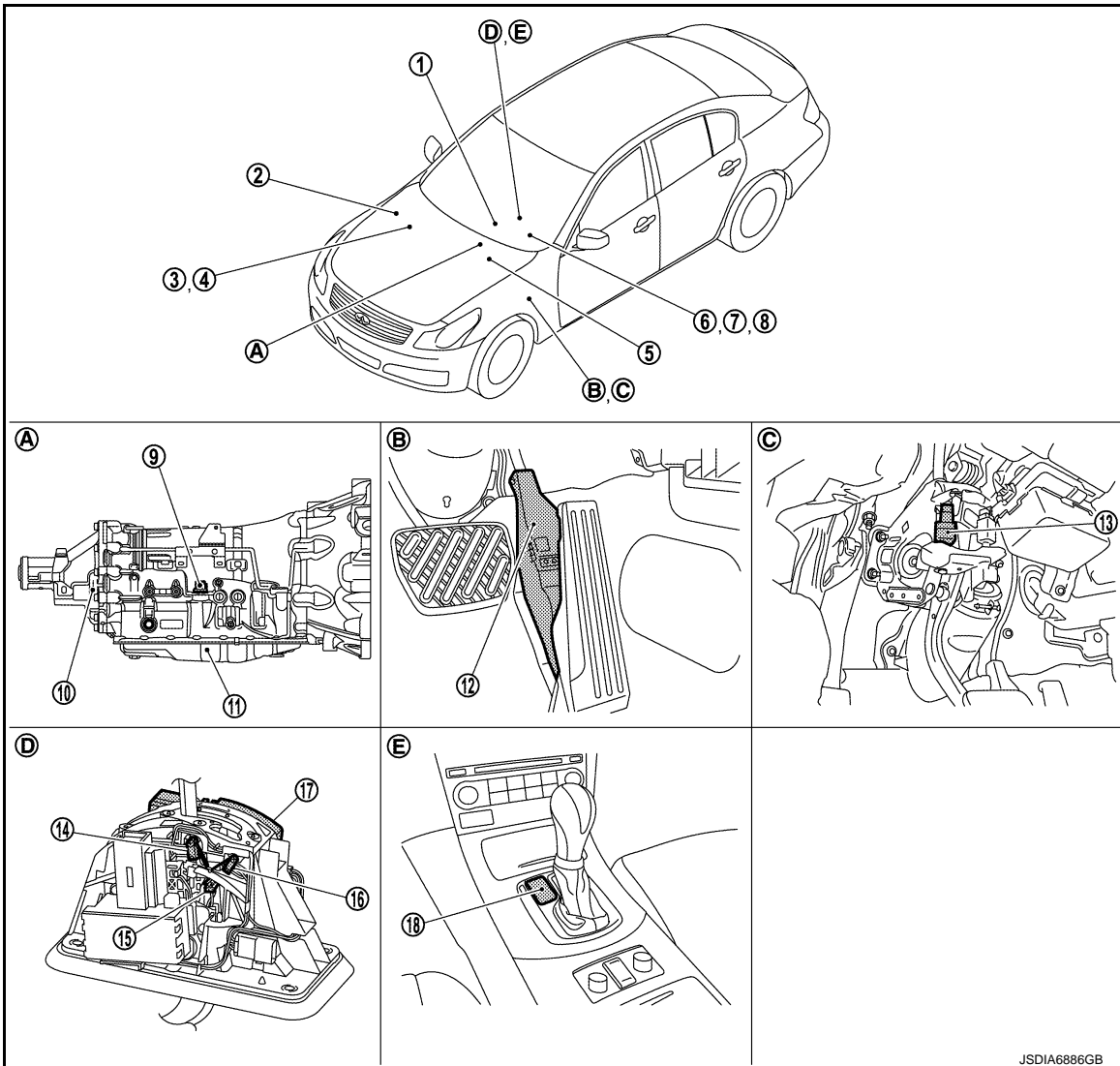
SHIFT PATTERN CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

MANUAL MODE : Component Parts Location

INFOID:000000011400035



- | | | |
|---|---|--|
| 1. Unified meter and A/C amp. Refer to MWI-10. "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4. "Component Parts Location" . | 3. ECM Refer to EC-39. "Component Parts Location" . |
| 4. BCM Refer to BCS-6. "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11. "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper |
| D. A/T shift selector assembly | E. Center console | |

*1 : Output speed sensor is installed in A/T assembly.

*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

SHIFT PATTERN CONTROL

[7AT: RE7R01A]

< SYSTEM DESCRIPTION >

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

MANUAL MODE : Component Description

INFOID:000000010989380

| Name | Function |
|--|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Output speed sensor | TM-79, "Description" |
| A/T fluid temperature sensor | TM-74, "Description" |
| Input clutch solenoid valve | TM-103, "Description" |
| Front brake solenoid valve | TM-106, "Description" |
| Direct clutch solenoid valve | TM-121, "Description" |
| High and low reverse clutch solenoid valve | TM-118, "Description" |
| Low brake solenoid valve | TM-119, "Description" |
| Anti-interlock solenoid valve | TM-102, "Description" |
| 2346 brake solenoid valve | TM-120, "Description" |
| Line pressure solenoid valve | TM-101, "Description" |
| Torque converter clutch solenoid valve | TM-97, "Description" |
| ECM | EC-39, "System Description" |
| Unified meter and A/C amp. | MWI-6, "METER SYSTEM : System Description" |

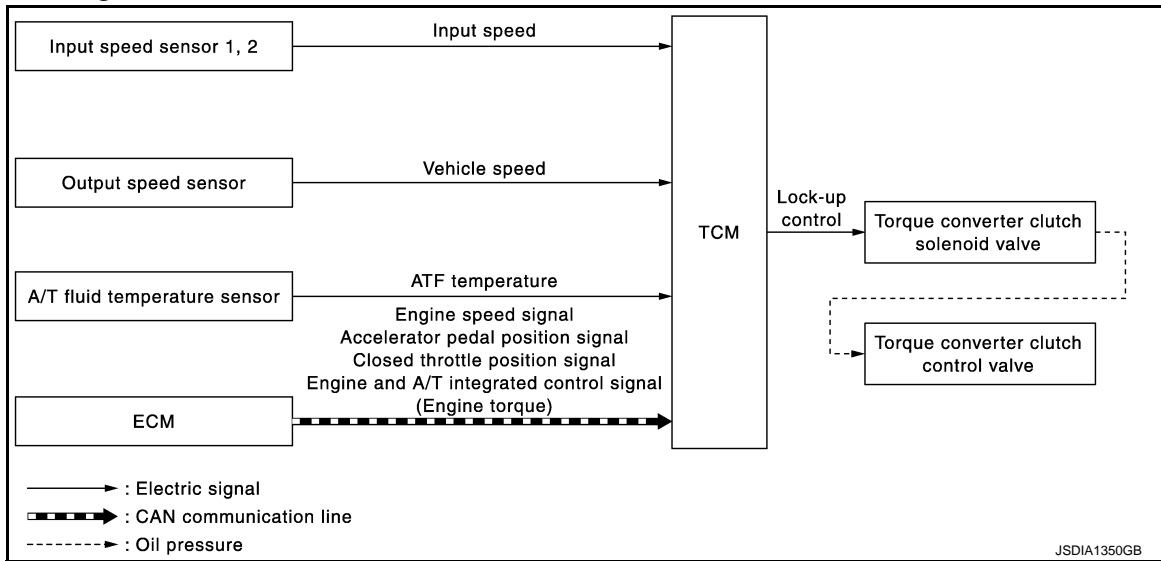
LOCK-UP CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

LOCK-UP CONTROL

System Diagram



System Description

INFOID:000000010989382

SYSTEM DESCRIPTION

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

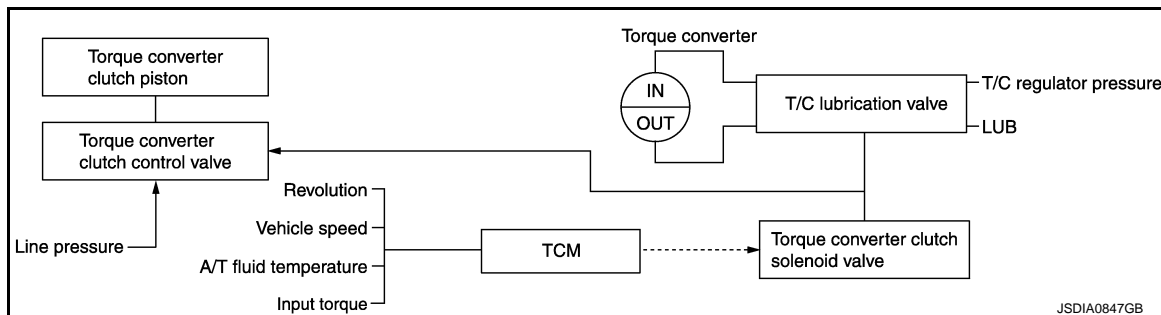
The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM, and the torque converter clutch control valve engages or releases the torque converter clutch piston.

Lock-up operation condition table

| Selector lever | "D" position | | | | | | "M" position | | | | | |
|----------------|--------------|---|---|---|---|---|--------------|---|---|---|---|---|
| | 7 | 6 | 5 | 4 | 3 | 2 | 7 | 6 | 5 | 4 | 3 | 2 |
| Lock-up | × | — | — | — | — | — | × | × | × | × | × | × |
| Slip lock-up | × | × | × | × | × | × | × | × | × | × | × | × |

Torque Converter Clutch Control Valve Control

Lock-up control system diagram



Lock-up released

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

Lock-up Applied

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

LOCK-UP CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Smooth Lock-up Control

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

Half-clutched State

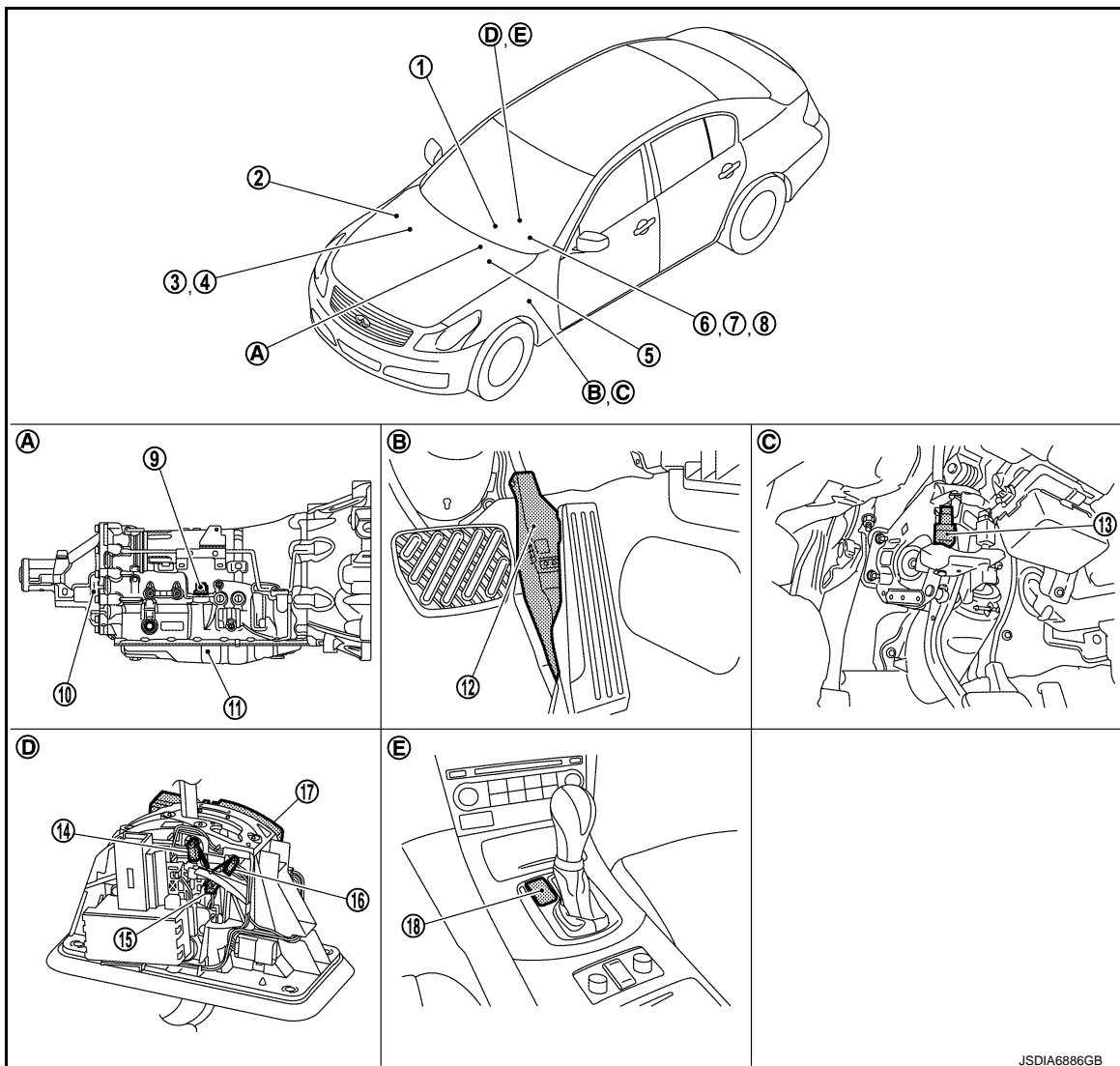
- The current output from the TCM to the torque converter clutch solenoid is varied to steadily increase the torque converter clutch solenoid pressure.
In this way, the lock-up apply pressure gradually rises and while the torque converter clutch piston is put into half-clutched states, the torque converter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

Slip Lock-up Control

- In the slip region, the torque converter clutch solenoid current is controlled with the TCM to put it into the half-clutched state. This absorbs the engine torque fluctuation and lock-up operates from low speed. This raises the fuel efficiency for 2GR, 3GR, 4GR 5GR, 6GR and 7GR.

Component Parts Location

INFOID:000000011400036



LOCK-UP CONTROL

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

- | | | | |
|---|---|--|----|
| 1. Unified meter and A/C amp. Refer to MWI-10, "METER SYSTEM : Component Parts Location" . | 2. IPDM E/R Refer to PCS-4, "Component Parts Location" . | 3. ECM Refer to EC-39, "Component Parts Location" . | A |
| 4. BCM Refer to BCS-6, "Component Parts Location" . | 5. ABS actuator and electric unit (control unit) Refer to BRC-11, "Component Parts Location" . | 6. A/T CHECK indicator lamp (On the combination meter) | B |
| 7. Shift position indicator (On the combination meter) | 8. Manual mode indicator (On the combination meter) | 9. A/T assembly connector | C |
| 10. Output speed sensor*1 | 11. Control valve & TCM*2 | 12. Accelerator pedal position signal | TM |
| 13. Stop lamp switch | 14. Manual mode position select switch (shift-up) | 15. Manual mode select switch | |
| 16. Manual mode position select switch (shift-down) | 17. Shift position switch | 18. Selector lever position indicator | E |
| A. A/T assembly | B. Accelerator pedal, upper | C. Brake pedal, upper | F |
| D. A/T shift selector assembly | E. Center console | | G |
- *1 : Output speed sensor is installed in A/T assembly.
*2 : Control valve & TCM is installed in A/T assembly.

NOTE:

The following components are included in control valve & TCM (11).

- TCM
- Input speed sensor 1, 2
- A/T fluid temperature sensor
- Transmission range switch
- Direct clutch solenoid valve
- High and low reverse clutch solenoid valve
- Input clutch solenoid valve
- Front brake solenoid valve
- Low brake solenoid valve
- Anti-interlock solenoid valve
- 2346 brake solenoid valve
- Line pressure solenoid valve
- Torque converter clutch solenoid valve

Component Description

INFOID:000000010989384

| Name | Function |
|--|--|
| TCM | The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The TCM controls the A/T. |
| Output speed sensor | TM-79, "Description" |
| Input speed sensor 1 | TM-77, "Description" |
| Input speed sensor 2 | |
| A/T fluid temperature sensor | TM-74, "Description" |
| Torque converter clutch solenoid valve | TM-97, "Description" |
| Torque converter clutch control valve | Switches the lock-up to operating or released. Also, by performing the lock-up operation transiently, lock-up smoothly. |
| ECM | EC-39, "System Description" |

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

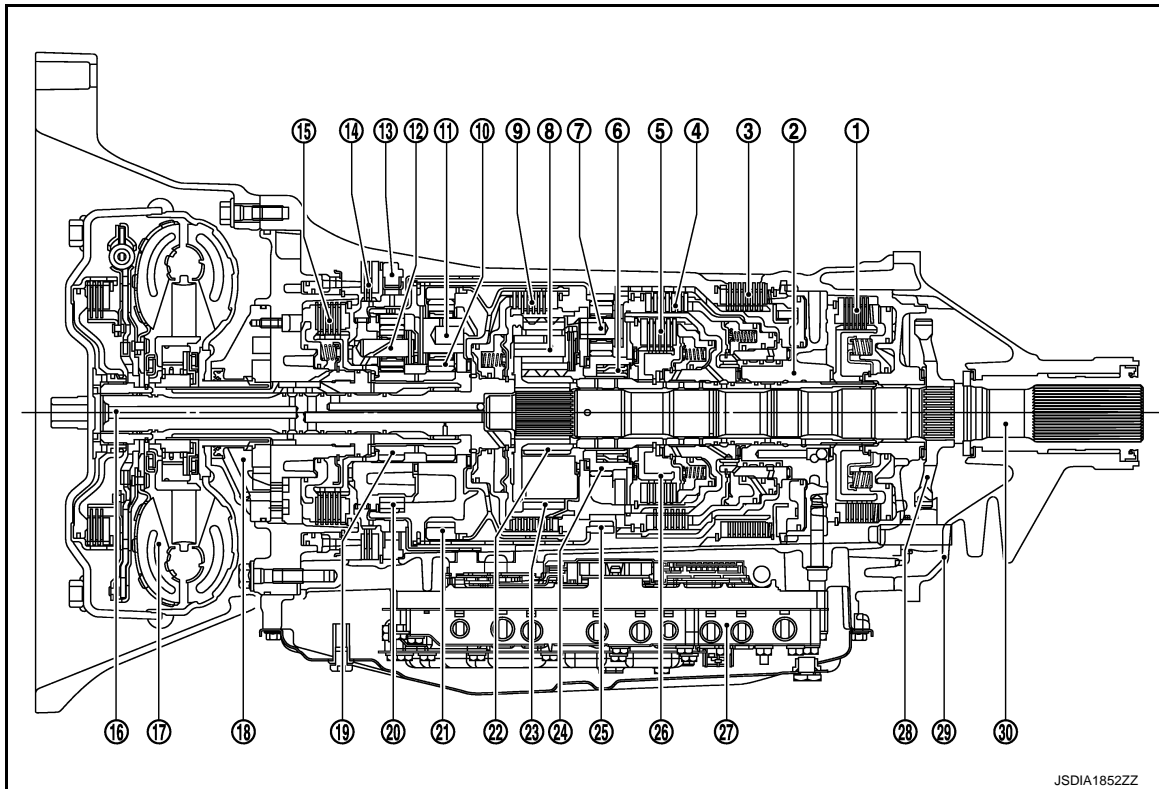
[7AT: RE7R01A]

SHIFT MECHANISM

Cross-Sectional View

INFOID:000000010989385

2WD MODELS



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|--|---|---------------------------------------|
| 1. Low brake | 2. Drum support | 3. Reverse brake |
| 4. Direct clutch | 5. High and low reverse clutch | 6. 2nd one-way clutch |
| 7.* ¹ Rear carrier | 8. Mid carrier | 9. Input clutch |
| 10.* ² Front sun gear | 11.* ³ Front carrier | 12. Under drive carrier |
| 13. 1st one-way clutch | 14. Front brake | 15. 2346 brake |
| 16.* ⁴ Input shaft | 17. Torque converter | 18. Oil pump |
| 19.* ² Under drive sun gear | 20.* ³ Under drive internal gear | 21.* ⁴ Front internal gear |
| 22. Mid sun gear | 23.* ¹ Mid internal gear | 24. Rear sun gear |
| 25. Rear internal gear | 26. High and low reverse clutch hub | 27. Control valve & TCM |
| 28. Parking gear | 29. Rear extension | 30. Output shaft |

*1: 7 and 23 are one unit.

*2: 10 and 19 are one unit.

*3: 11 and 20 are one unit.

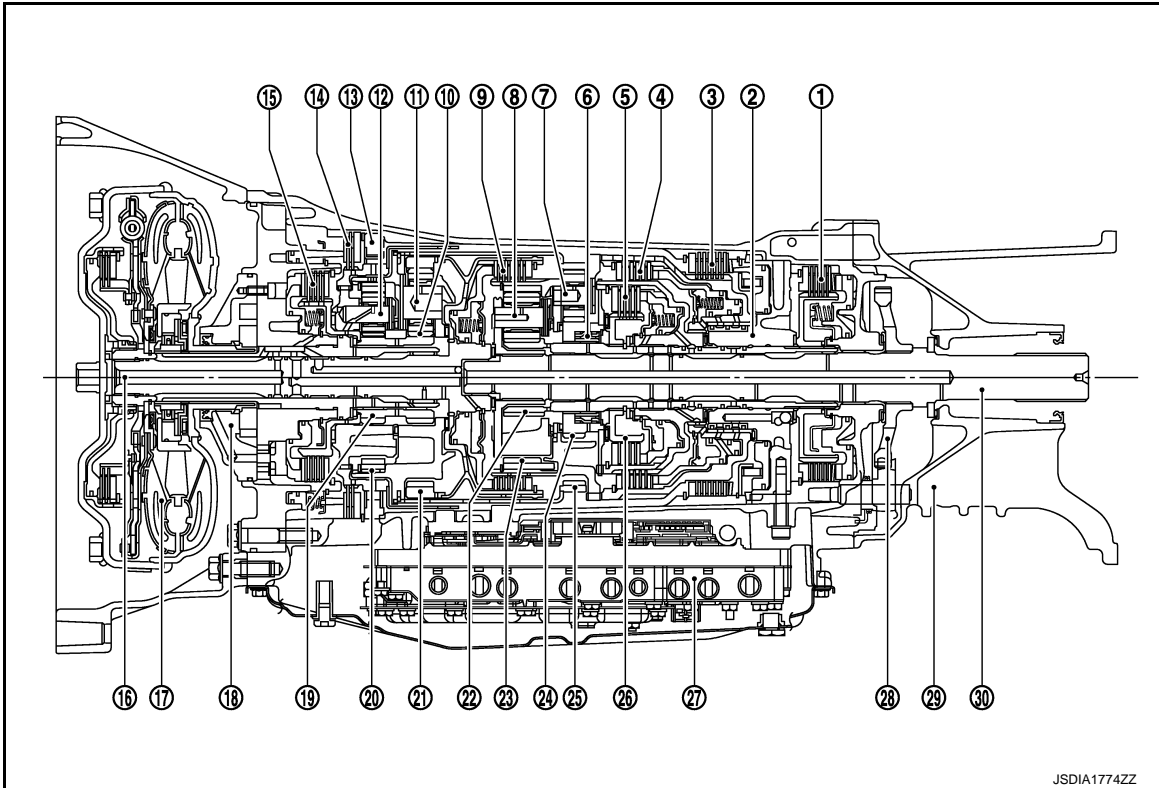
*4: 16 and 21 are one unit.

AWD MODELS

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- | | | |
|--|---|---------------------------------------|
| 1. Low brake | 2. Drum support | 3. Reverse brake |
| 4. Direct clutch | 5. High and low reverse clutch | 6. 2nd one-way clutch |
| 7.* ¹ Rear carrier | 8. Mid carrier | 9. Input clutch |
| 10.* ² Front sun gear | 11.* ³ Front carrier | 12. Under drive carrier |
| 13. 1st one-way clutch | 14. Front brake | 15. 2346 brake |
| 16.* ⁴ Input shaft | 17. Torque converter | 18. Oil pump |
| 19.* ² Under drive sun gear | 20.* ³ Under drive internal gear | 21.* ⁴ Front internal gear |
| 22. Mid sun gear | 23.* ¹ Mid internal gear | 24. Rear sun gear |
| 25. Rear internal gear | 26. High and low reverse clutch hub | 27. Control valve & TCM |
| 28. Parking gear | 29. Adapter case | 30. Output shaft |

*1: 7 and 23 are one unit.

*2: 10 and 19 are one unit.

*3: 11 and 20 are one unit.

*4: 16 and 21 are one unit.

A
B
C
TM
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P

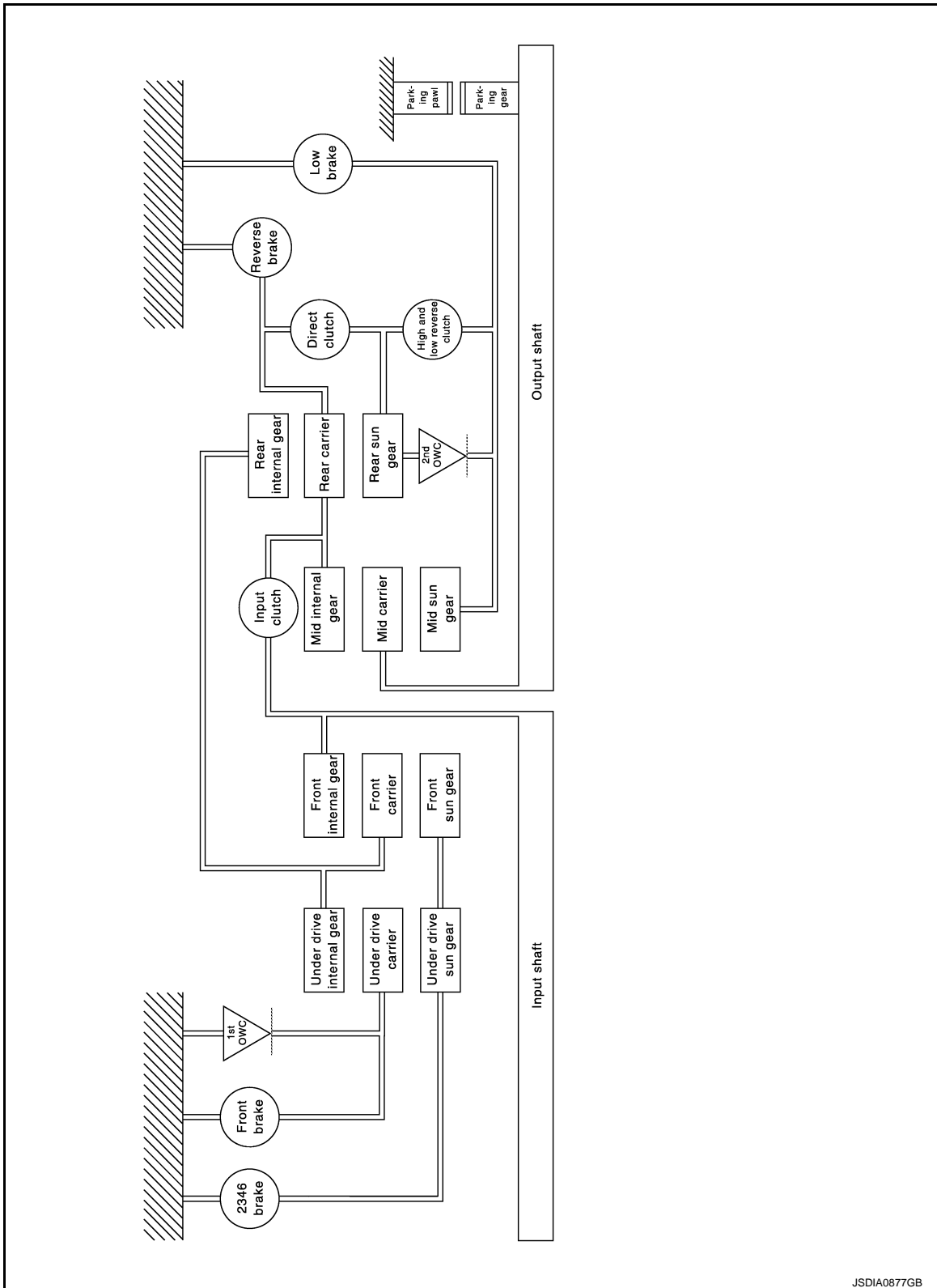
SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

System Diagram

INFOID:000000010989386



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System Description

INFOID:000000010989387

DESCRIPTION

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

With the use of 4 sets of planetary gears, A/T enables 7-speed transmission for forward and 1-speed transmission for backward, depending on the combination of 3 sets of multiple-disc clutches, 4 sets of multiple-disc brakes and 2 sets of one-way clutches.

CLUTCH AND BAND CHART

| Name of the part Shift position | I/C | D/C | | H&LR/C | F/B | L/B | | 2346/B | REV/B | 1st OWC | 2nd OWC | Remarks |
|------------------------------------|-----|-------|------|--------|-----|-------|-------|--------|-------|---------|---------|----------------------------------|
| | | FRONT | REAR | | | INNER | OUTER | | | | | |
| P | | | | △ | △ | | | | | | | Park position |
| R | | | | ◇ | ◇ | | | | ○ | ◎ | ◎ | Reverse position |
| N | | | | △ | △ | | | | | | | Neutral position |
| D, DS | 1st | | | ☆ | ☆ | ○ | ○ | | | ◎ | ◎ | Automatic shift 1⇄2⇄3⇄4⇄5⇄6⇄7 |
| | 2nd | | | | | ○ | ○ | ○ | | | ◎ | |
| | 3rd | | ○ | ○ | | | ○ | ○ | | | | |
| | 4th | | ○ | ○ | ○ | | | ○ | | | | |
| | 5th | ○ | | ○ | ○ | | | | | | | |
| | 6th | ○ | | | ○ | | | ○ | | | | |
| | 7th | ○ | | | ○ | ○ | | | | | | |
| 7M | 7th | ○ | | | ○ | ○ | | | | | | Locks* (held stationary) in 7GR |
| 6M | 6th | ○ | | | ○ | | | ○ | | | | Locks* (held stationary) in 6GR |
| 5M | 5th | ○ | | ○ | ○ | | | | | | | Locks* (held stationary) in 5GR |
| 4M | 4th | | ○ | ○ | ○ | | | ○ | | | | Locks* (held stationary) in 4GR |
| 3M | 3rd | | ○ | ○ | | | ○ | ○ | | | | Locks* (held stationary) in 3GR |
| 2M | 2nd | | | | ◇ | | ○ | ○ | ○ | | ◎ | Locks* (held stationary) in 2GR |
| 1M | 1st | | | | ◇ | ◇ | ○ | ○ | | ◎ | ◎ | Locks (held stationary) in 1GR |

- - Operates
- ◎ - Operates during "progressive" acceleration.
- ◇ - Operates and affects power transmission while coasting.
- △ - Line pressure is applied but does not affect power transmission.
- ☆ - Operates at the fixed speed or less.

*: Down shift automatically according to the vehicle speed.

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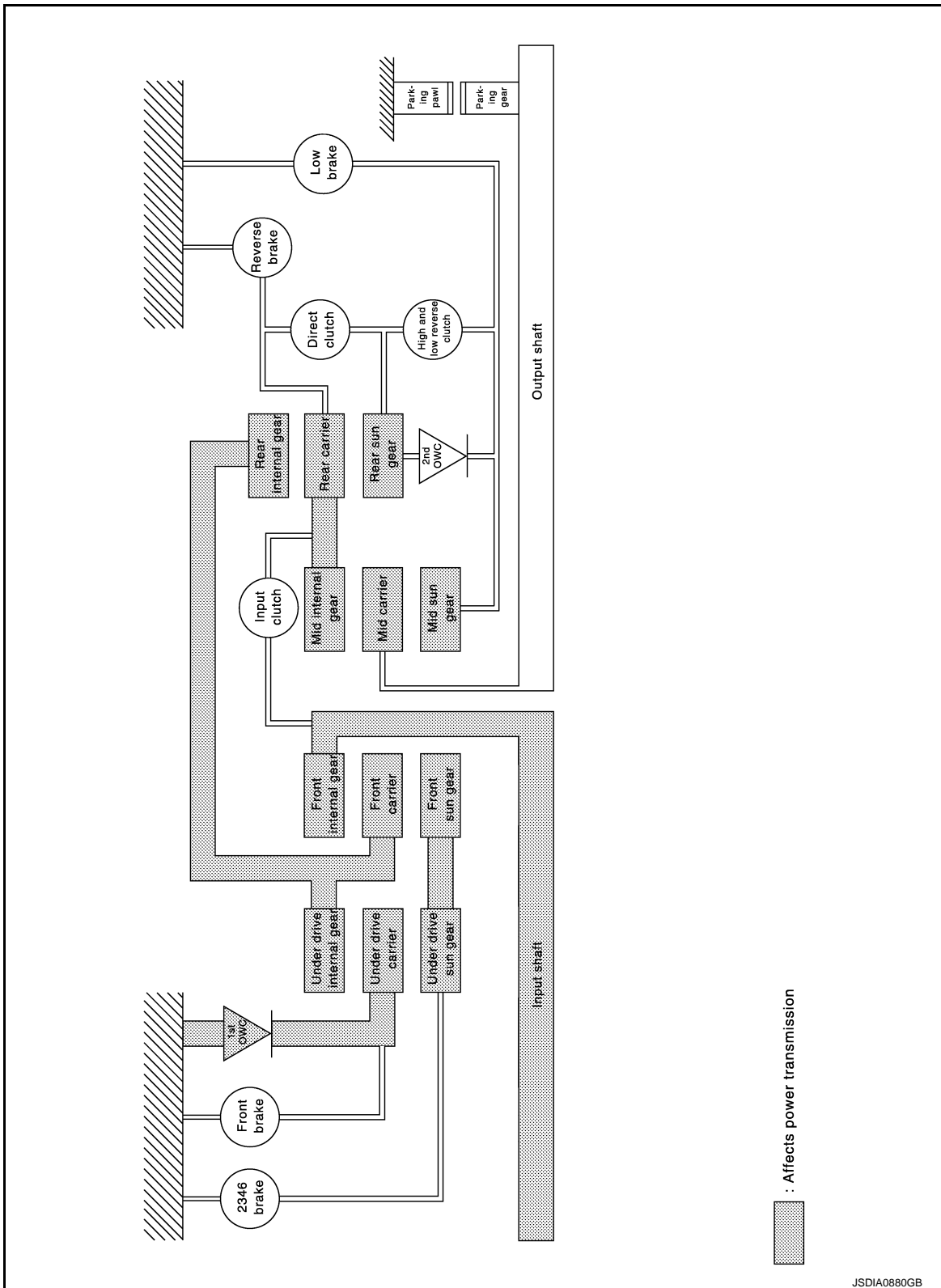
POWER TRANSMISSION

"N" Position

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



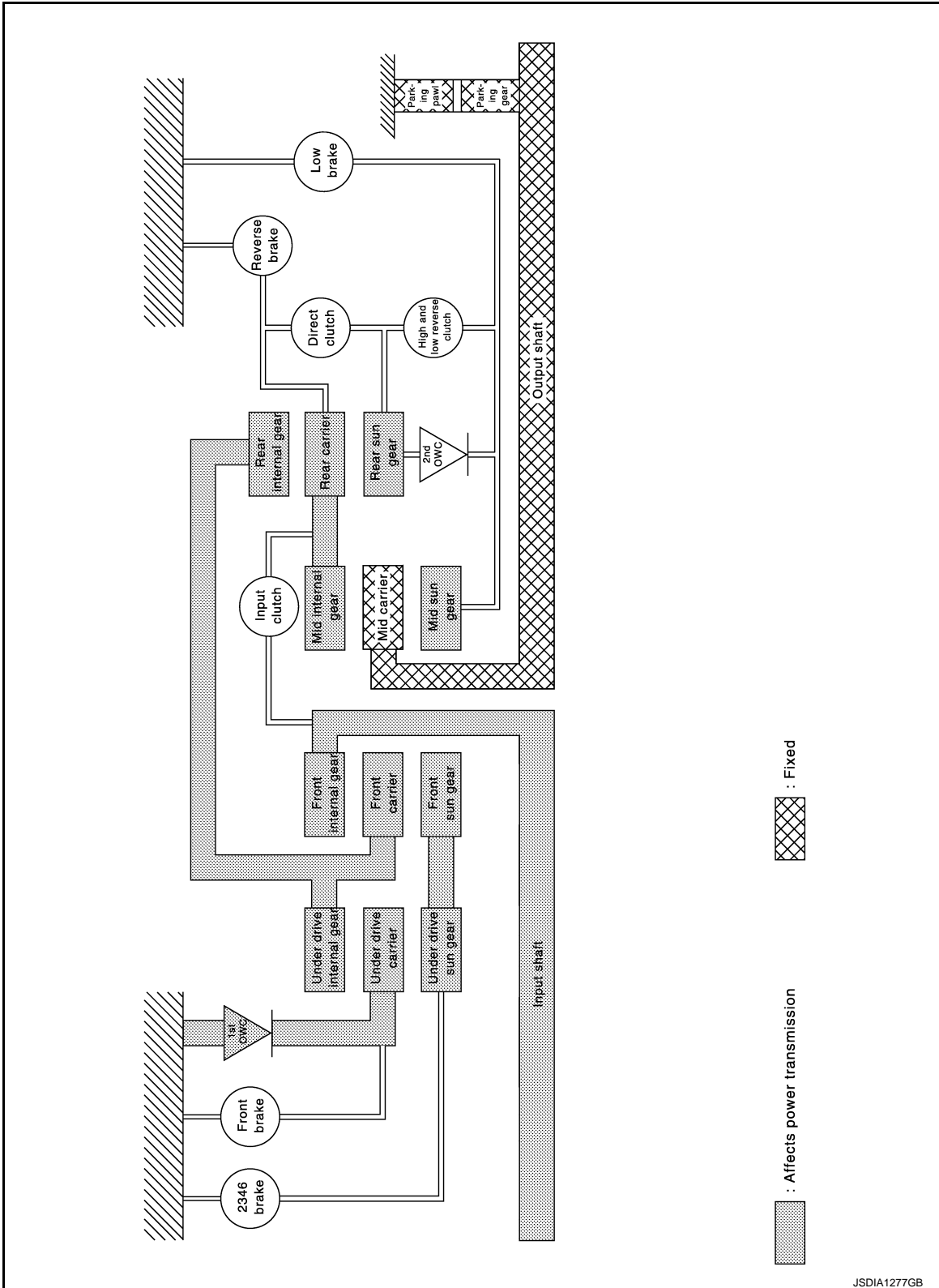
Since the low brake is released, torque from the input shaft drive is not transmitted to the output shaft.

“P” Position

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The same as for the “N” position, since the low brake is released, so torque from the input shaft drive is not transmitted to the output shaft.
- The parking pawl linked with the selector lever meshes with the parking gear and fastens the output shaft mechanically.

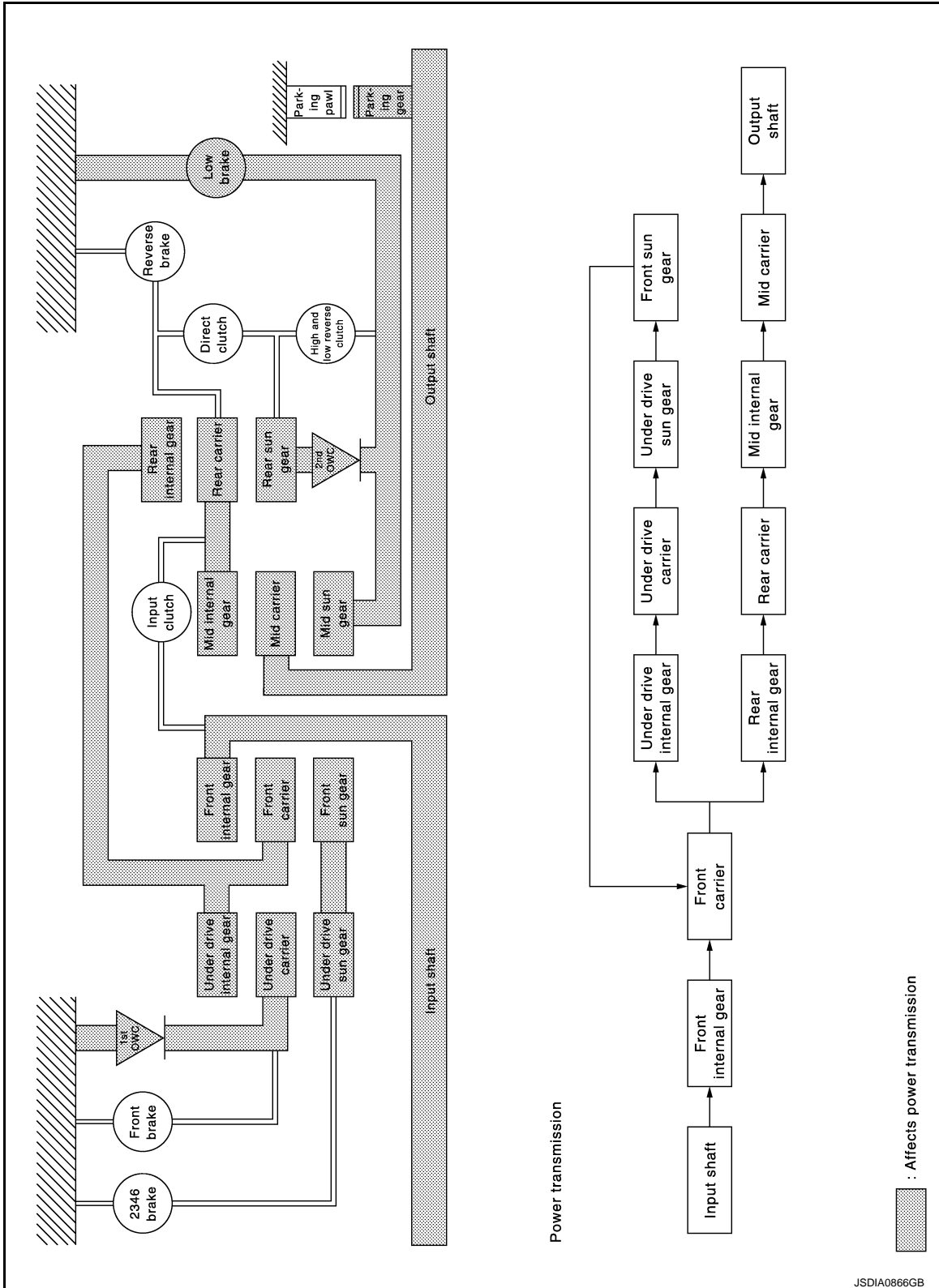
“D1” and “DS1” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The 1st one-way clutch regulates counterclockwise rotation of the under drive carrier.
- The 2nd one-way clutch regulates counterclockwise rotation of the rear sun gear.
- The mid sun gear is fixed by the low brake.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|---|---------------------------------------|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Counterclockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Deceleration from front internal gear | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | — | Fixed | Input/Output |
| Direction of rotation | Counterclockwise revolution | — | Clockwise revolution |
| Number of revolutions | Acceleration from under drive internal gear | — | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from mid internal gear | Same number of revolution as the rear carrier |

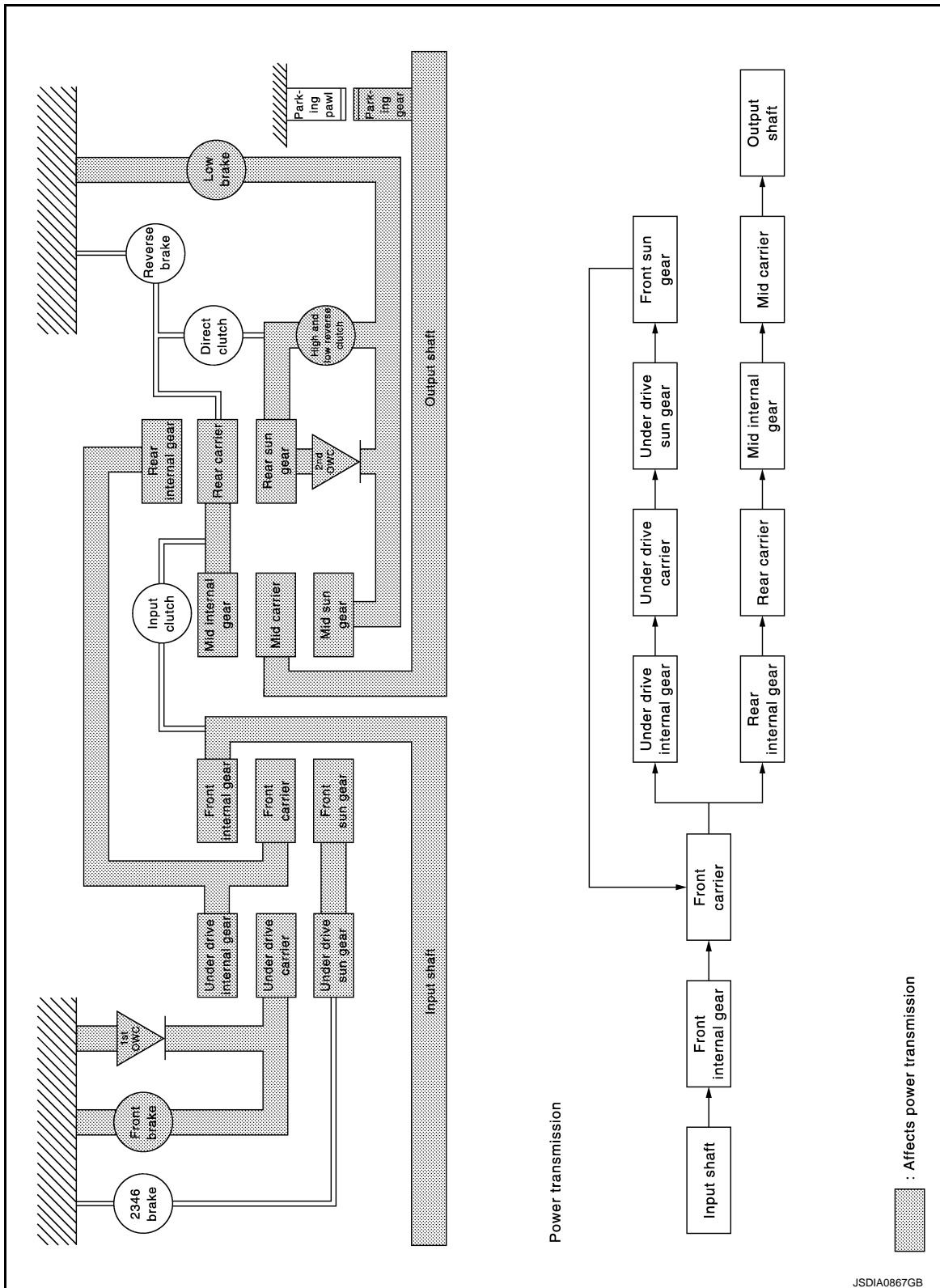
"M1" Position

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The 1st one-way clutch and the front brake regulate counterclockwise rotation of the under drive carrier.

NOTE:

The front brake operates only while coasting.

- The 2nd one-way clutch and the high and low reverse clutch regulate counterclockwise rotation of the rear sun gear.

NOTE:

The high and low reverse clutch operates only while coasting.

- The mid sun gear is fixed by the low brake.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

- Each planetary gear enters the state described below.

| Front planetary gear | | | |
|----------------------------|---|---------------------------------------|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Counterclockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Deceleration from front internal gear | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | — | Fixed | Input/Output |
| Direction of rotation | Counterclockwise revolution | — | Clockwise revolution |
| Number of revolutions | Acceleration from under drive internal gear | — | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from mid internal gear | Same number of revolution as the rear carrier |

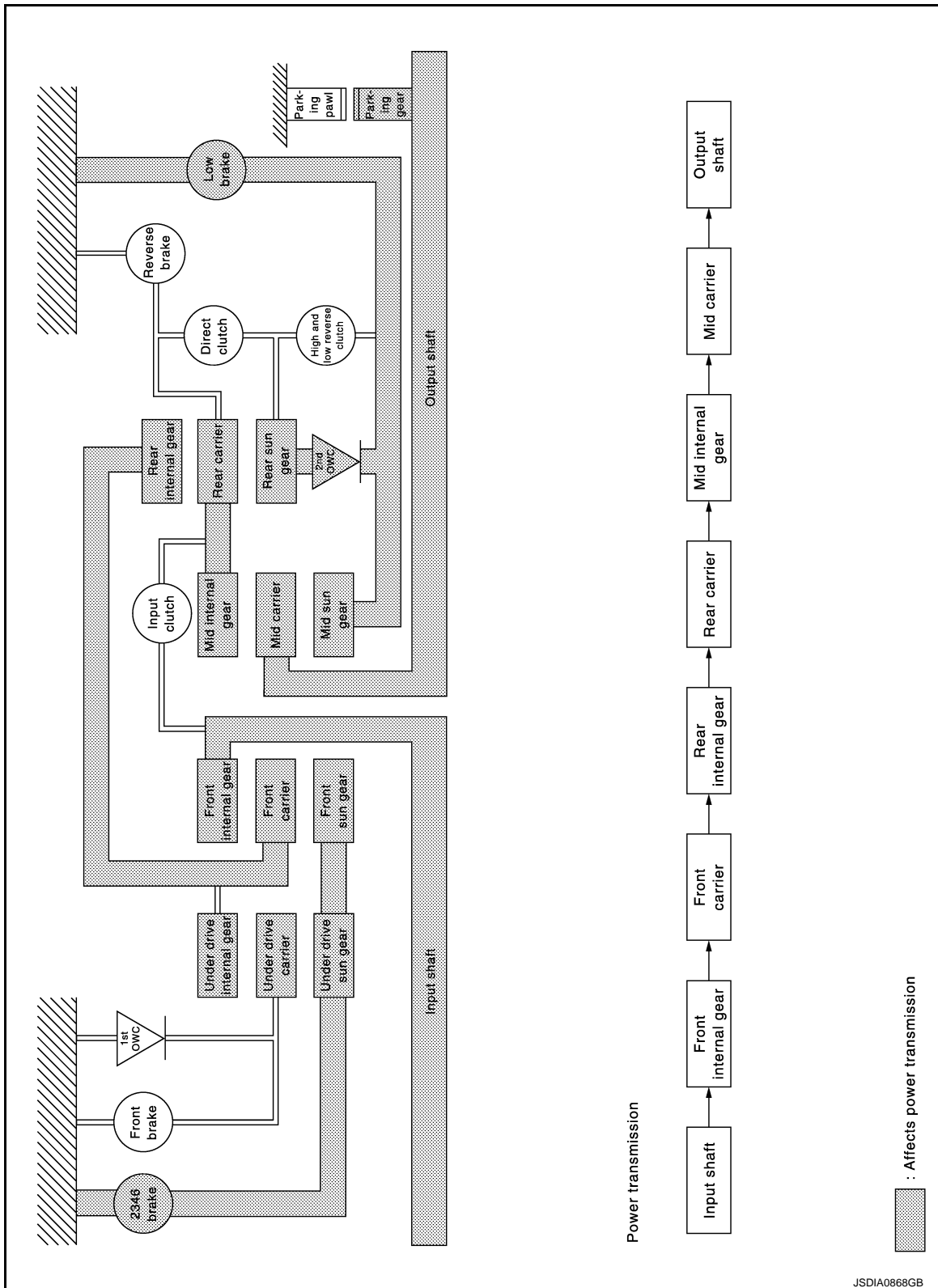
“D2” and “DS2” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The front sun gear and the under drive sun gear are fixed by the 2346 brake.
- The 2nd one-way clutch regulates counterclockwise rotation of the rear sun gear.
- The mid sun gear is fixed by the low brake.
- Each planetary gear enters the state described below.

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SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|----------------------|---|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | Fixed | — | Input/Output |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from under drive internal gear | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from mid internal gear | Same number of revolution as the rear carrier |

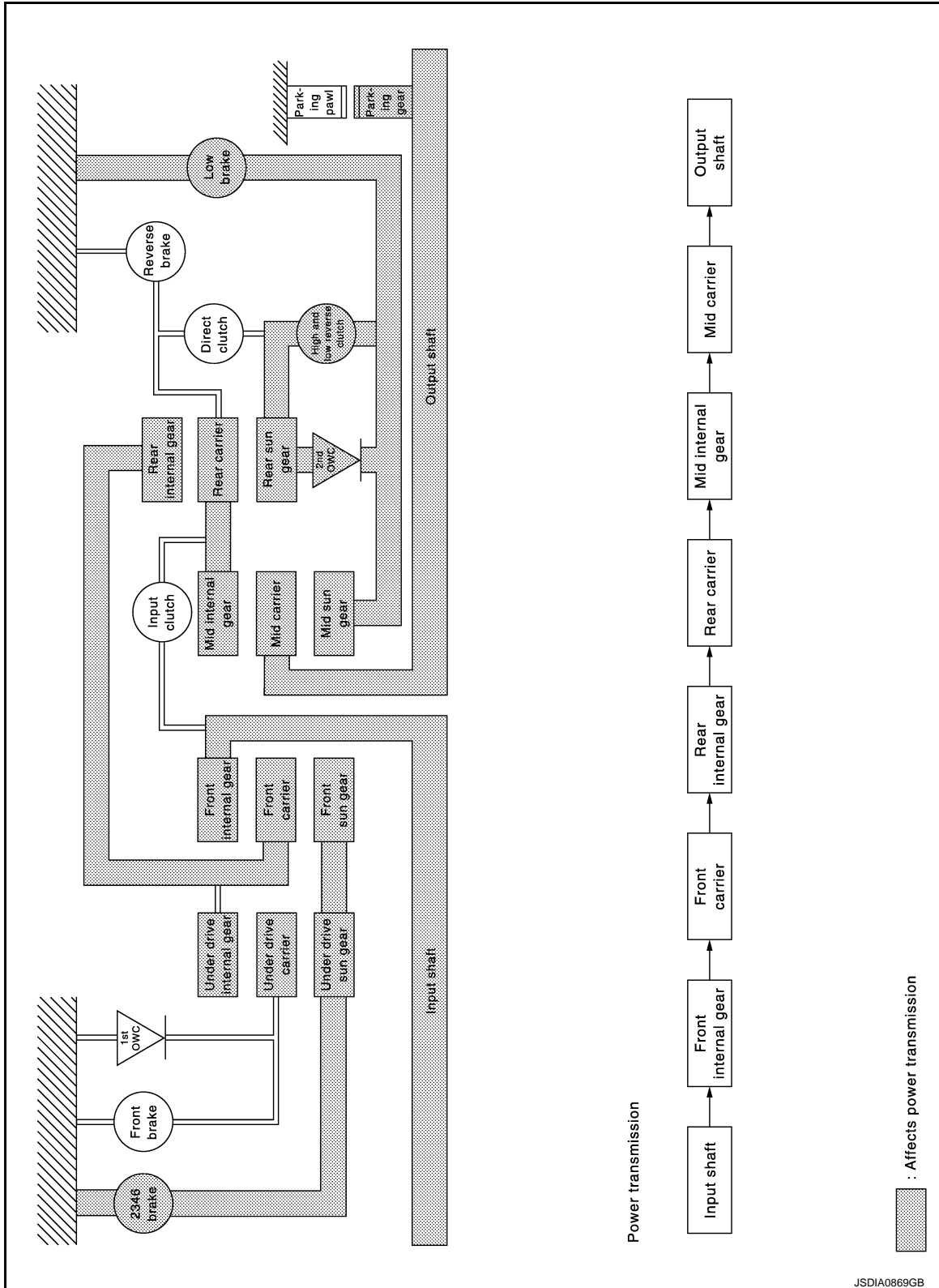
"M2" Position

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The front sun gear and the under drive sun gear are fixed by the 2346 brake.
- The 2nd one-way clutch and the high and low reverse clutch regulate counterclockwise rotation of the rear sun gear.

NOTE:

The high and low reverse clutch operates only while coasting.

- The mid sun gear is fixed by the low brake.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|----------------------|---|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | Fixed | — | Input/Output |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from under drive internal gear | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from mid internal gear | Same number of revolution as the rear carrier |

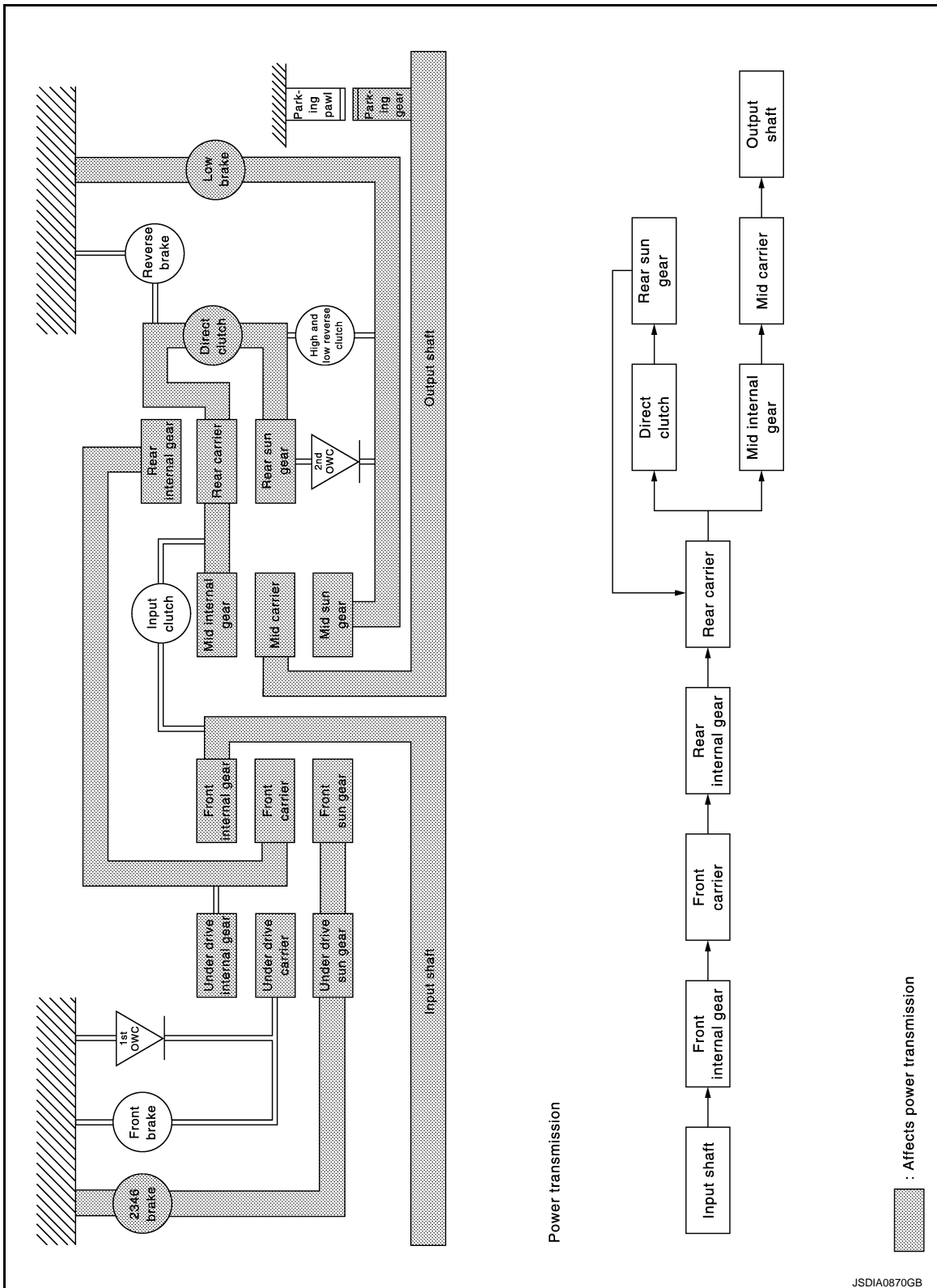
“D3”, “DS3” and “M3” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The front sun gear and the under drive sun gear are fixed by the 2346 brake.
- The direct clutch gets engaged and connects the rear sun gear with the rear carrier.
- The mid sun gear is fixed by the low brake.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|---|---|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | Fixed | — | Input/Output |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from under drive internal gear | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Same number of revolution as the rear internal gear | Same number of revolution as the rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from mid internal gear | Same number of revolution as the rear carrier |

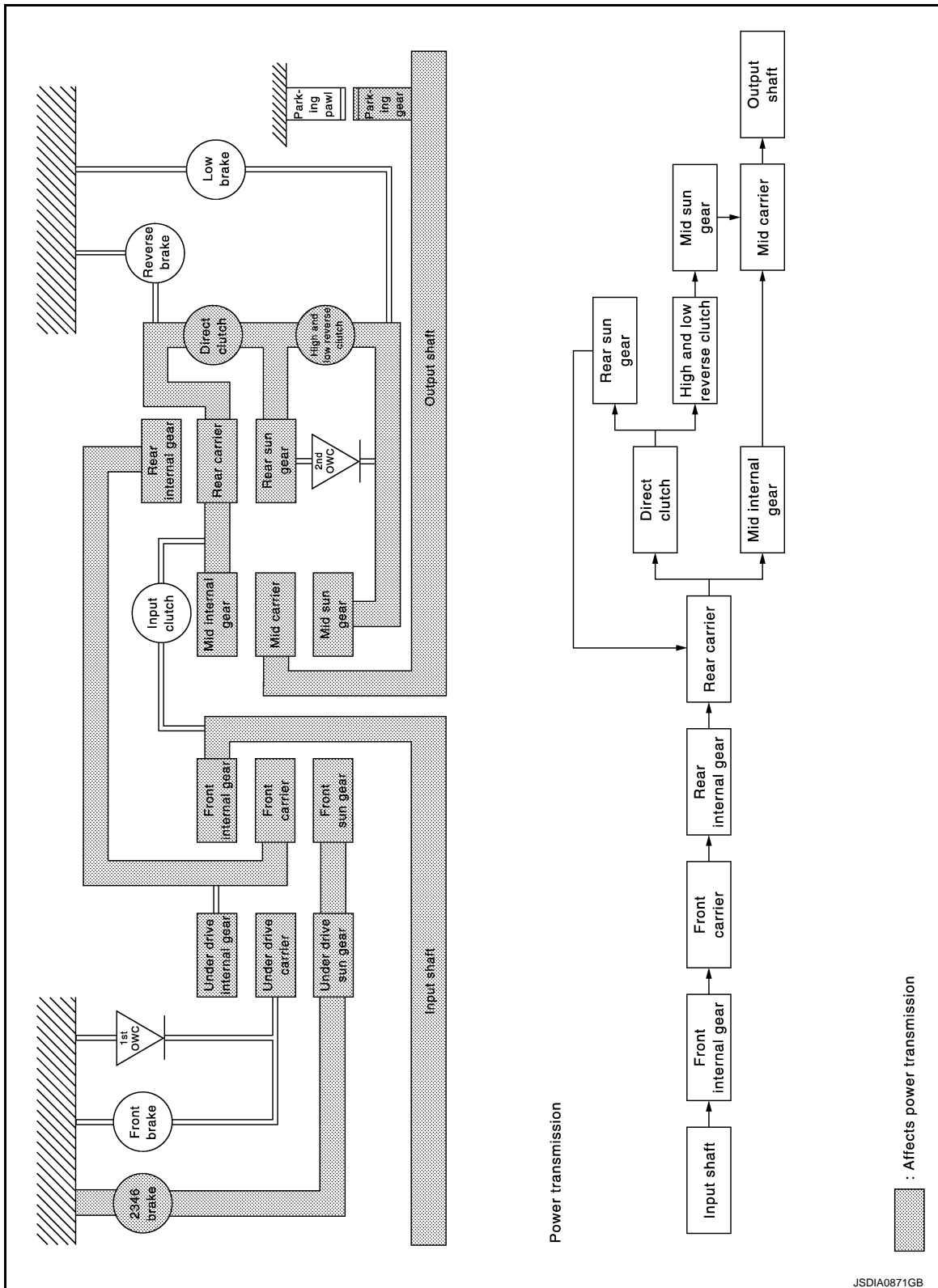
“D4”, “DS4” and “M4” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The front sun gear and the under drive sun gear are fixed by the 2346 brake.
- The direct clutch gets engaged and connects the rear sun gear with the rear carrier.
- The high and low reverse clutch gets engaged and connects the rear sun gear with the mid sun gear.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|---|---|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | Fixed | — | Input/Output |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from under drive internal gear | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Same number of revolution as the rear internal gear | Same number of revolution as the rear internal gear | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Same number of revolution as the mid internal gear | Same number of revolution as the mid internal gear | Same number of revolution as the rear carrier |

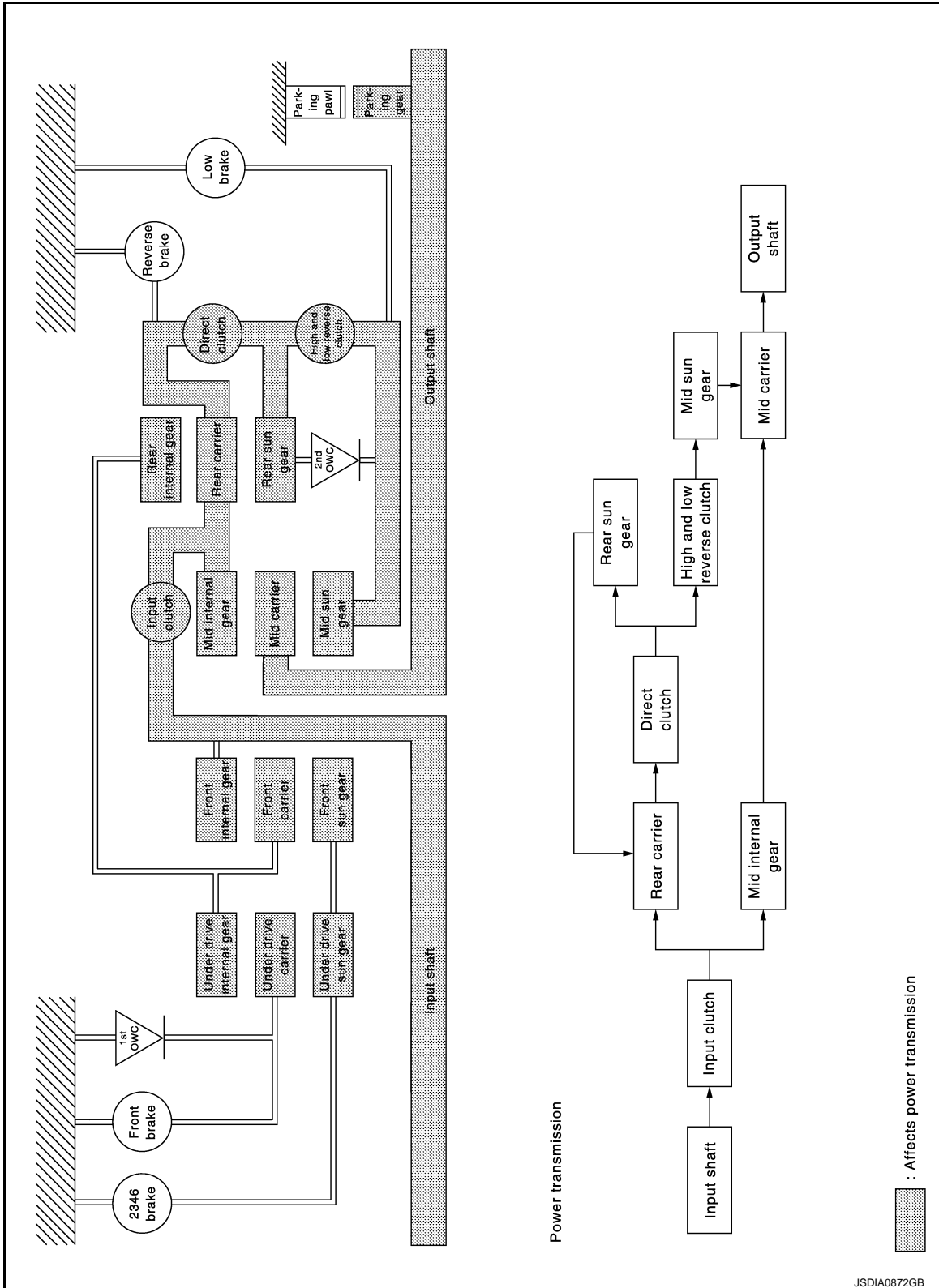
“D5”, “DS5” and “M5” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The input clutch gets engaged and connects the mid internal gear with the rear carrier.
- The direct clutch gets engaged and connects the rear sun gear with the rear carrier.
- The high and low reverse clutch gets engaged and connects the rear sun gear with the mid sun gear.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Rear planetary gear | | | |
|-----------------------|--|--|---|
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | — | input/Output | — |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Same number of revolution as the rear carrier | Same number of revolution as the input shaft | Same number of revolution as the rear carrier |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Same number of revolution as the mid internal gear | Same number of revolution as the mid internal gear | Same number of revolution as the input shaft |

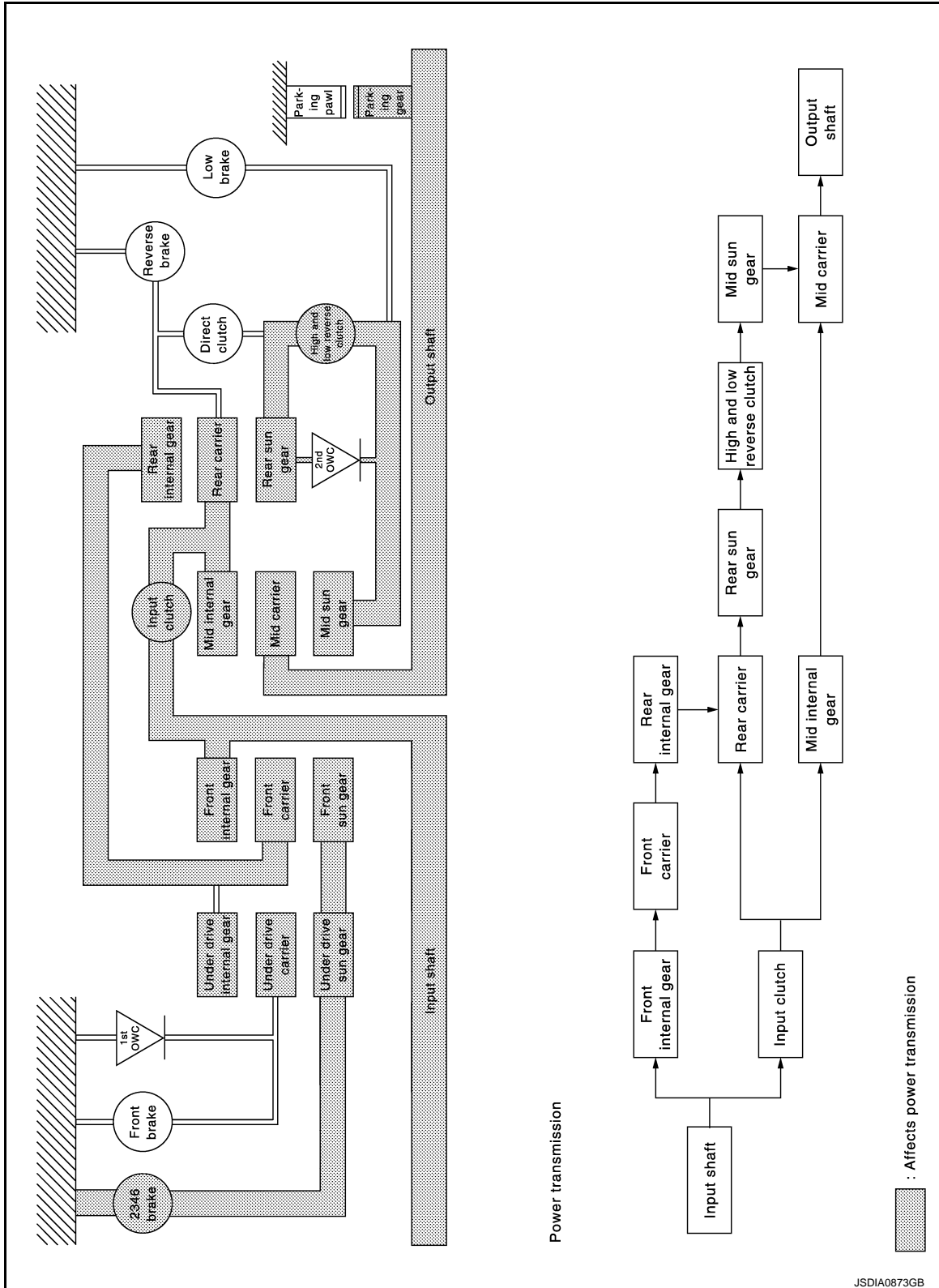
“D6”, “DS6” and “M6” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The front sun gear and the under drive sun gear are fixed by the 2346 brake.
- The input clutch gets engaged and connects the mid internal gear with the rear carrier.
- The high and low reverse clutch gets engaged and connects the rear sun gear with the mid sun gear.
- Each planetary gear enters the state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|-----------------------|-------------------------------------|--|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | Fixed | Output | Input |
| Direction of rotation | — | Clockwise revolution | Clockwise revolution |
| Number of revolutions | — | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | — | Input/Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Acceleration from rear carrier | Same number of revolution as the input shaft | Same number of revolution as the front carrier |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Acceleration from mid internal gear | Acceleration from mid internal gear | Same number of revolution as the input shaft |

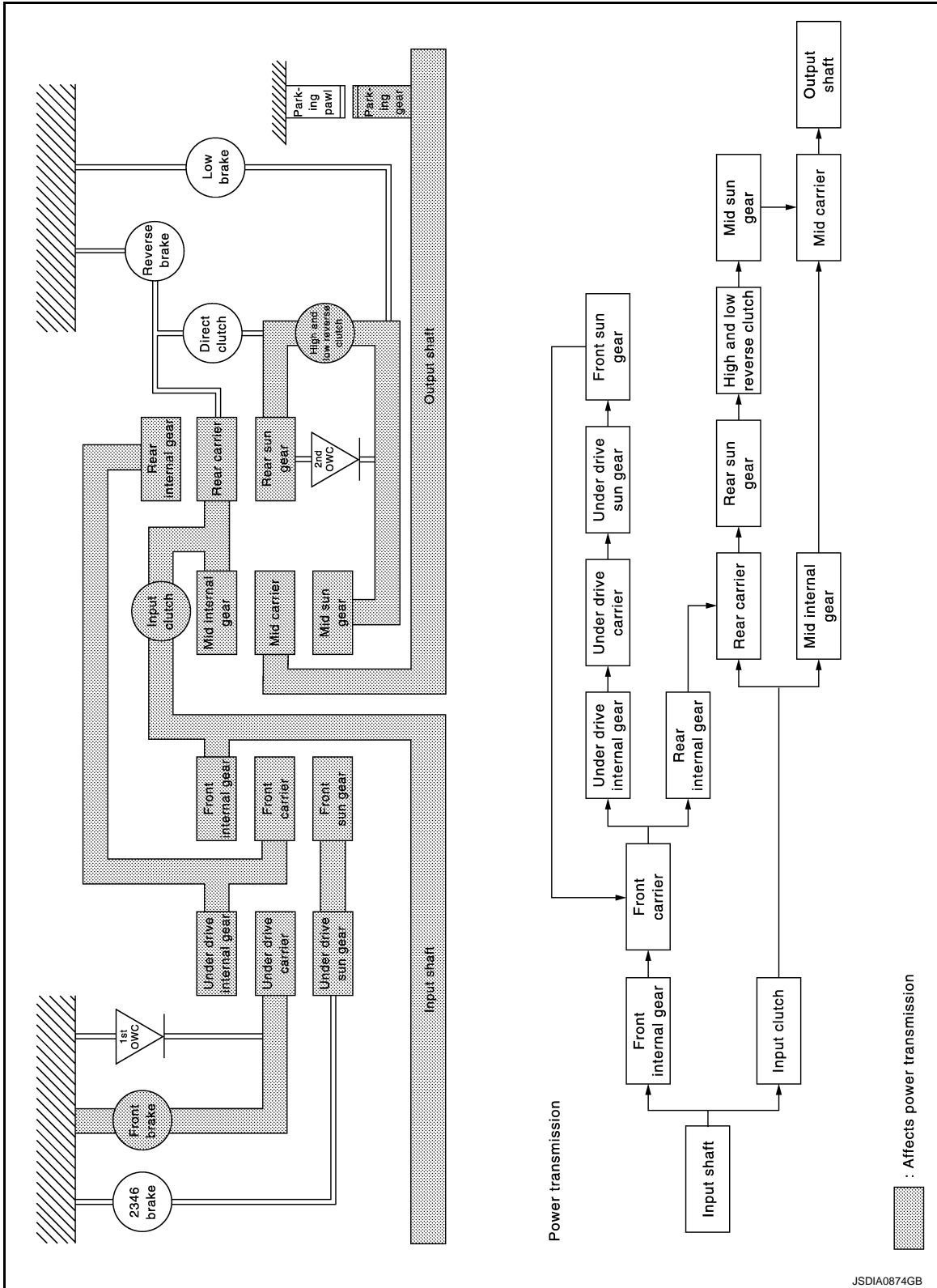
“D7”, “DS7” and “M7” Positions

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The under drive carrier is fixed by the front brake.
- The input clutch gets engaged and connects the mid internal gear with the rear carrier.
- The high and low reverse clutch gets engaged and connects the rear sun gear with the mid sun gear.
- Each planetary gear enters state described below.

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Front planetary gear | | | |
|----------------------------|---|--|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Counterclockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Deceleration from front internal gear | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | — | Fixed | Input/Output |
| Direction of rotation | Counterclockwise revolution | — | Clockwise revolution |
| Number of revolutions | Acceleration from under drive internal gear | — | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | — | Input/Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Acceleration from rear carrier | Same number of revolution as the input shaft | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Clockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Acceleration from mid internal gear | Acceleration from mid internal gear | Same number of revolution as the input shaft |

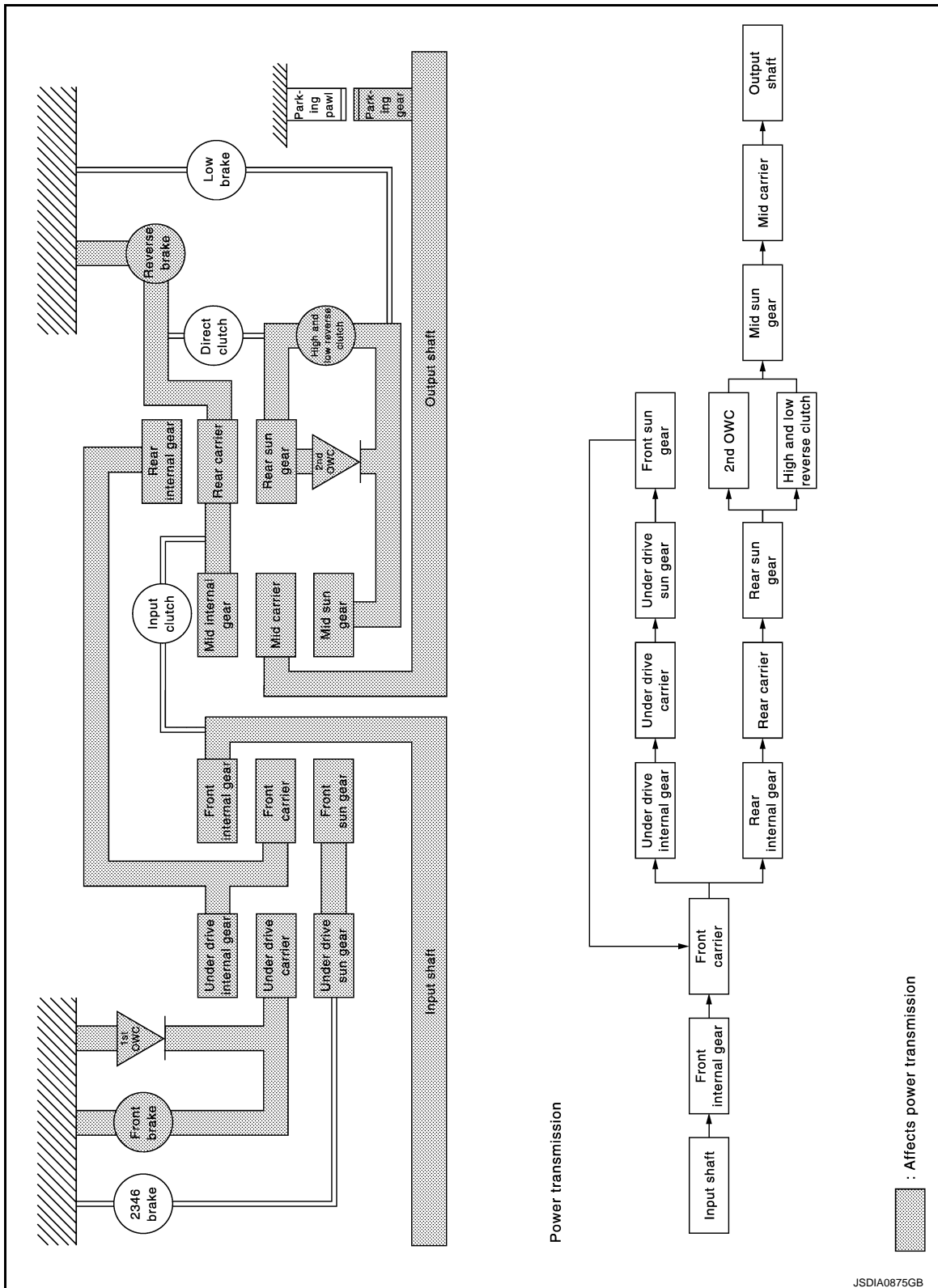
“R” Position

A
B
C
TM
E
F
G
H
I
J
K
L
M
N
O
P

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]



- The 1st one-way clutch and the front brake regulate counterclockwise rotation of the under drive carrier.

NOTE:

The front brake operates at the fixed speed or less.

- The rear carrier and the mid internal gear are fixed by the reverse brake.
- The mid sun gear rotates at the same speed as the rear sun gear by operation of the 2nd one-way clutch and the high and low reverse clutch.

NOTE:

The high and low reverse clutch operates at the fixed speed or less.

JSDIA0875GB

SHIFT MECHANISM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

- Each planetary gear enters the state described below.

| Front planetary gear | | | |
|----------------------------|--|---------------------------------------|--|
| Name | Front sun gear | Front carrier | Front internal gear |
| Condition | — | Output | Input |
| Direction of rotation | Counterclockwise revolution | Clockwise revolution | Clockwise revolution |
| Number of revolutions | Deceleration from front internal gear | Deceleration from front internal gear | Same number of revolution as the input shaft |
| Under drive planetary gear | | | |
| Name | Under drive sun gear | Under drive carrier | Under drive internal gear |
| Condition | — | Fixed | Input/Output |
| Direction of rotation | Counterclockwise revolution | — | Clockwise revolution |
| Number of revolutions | Acceleration from under drive internal gear | — | Same number of revolution as the front carrier |
| Rear planetary gear | | | |
| Name | Rear sun gear | Rear carrier | Rear internal gear |
| Condition | Output | Fixed | Input |
| Direction of rotation | Counterclockwise revolution | — | Clockwise revolution |
| Number of revolutions | Acceleration from rear internal gear | — | Same number of revolution as the under drive internal gear |
| Mid planetary gear | | | |
| Name | Mid sun gear | Mid carrier | Mid internal gear |
| Condition | Input | Output | Fixed |
| Direction of rotation | Counterclockwise revolution | Counterclockwise revolution | — |
| Number of revolutions | Same number of revolution as the rear sun gear | Deceleration from mid sun gear | — |

Component Parts Location

INFOID:000000010989388

Refer to [TM-30, "Cross-Sectional View"](#).

Component Description

INFOID:000000010989389

| Name of the Part (Abbreviation) | Function |
|-------------------------------------|---|
| Front brake (FR/B) | Fastens the under drive carrier. |
| Input clutch (I/C) | Connects the input shaft, the mid internal gear and the rear carrier. |
| Direct clutch (D/C) | Connects the rear carrier and the rear sun gear. |
| High and low reverse clutch (HLR/C) | Connects the rear sun gear and the mid sun gear. |
| Reverse brake (R/B) | Fastens the rear carrier. |
| Low brake (L/B) | Fastens the mid sun gear. |
| 2346 brake (2346/B) | Fastens the under drive sun gear. |
| 1st one-way clutch (1st OWC) | Allows the under drive carrier to turn freely in the forward direction but fastens it for reverse rotation. |
| 2nd one-way clutch (2nd OWC) | Allows the rear sun gear to turn freely in the forward direction but fastens it for reverse rotation. |
| Torque converter | Amplifies driving force the engine, and transmits it to transmission input shaft. |
| Oil pump | Driven by the engine, oil pump supplies oil to torque converter, control valve assembly, and each lubricating system. |

SHIFT LOCK SYSTEM

System Description

INFOID:000000010989390

- Shift lock prevents an unintentional start of the vehicle that may be caused by an incorrect operation while selector lever is in the “P” position.
- Selector lever can be shifted from the “P” position to another position when the following conditions are satisfied.
 - Ignition switch ON
 - Stop lamp switch is ON (brake pedal is depressed)
 - Selector lever knob button is pressed

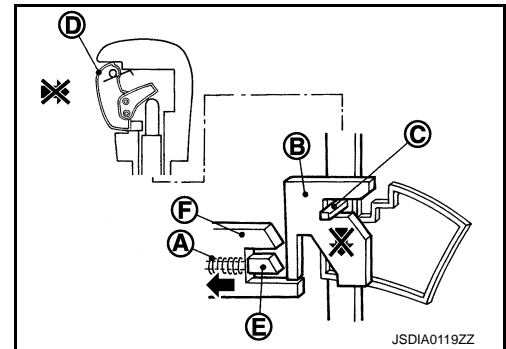
SHIFT LOCK OPERATION AT “P” POSITION

When Brake Pedal Is Not Depressed (No Shift Operation Allowed)

The shift lock solenoid (A) inside the shift lock unit is not energized if the brake pedal is not depressed while the ignition switch is ON.

The lock plate (B) lowers according to the downward movement of the position pin (C) when the selector button (D) is pressed, and presses only slider B (E) into the shift lock unit. Slider A (F) located below the lock plate prevents the downward movement of the lock plate with the spring force. The selector lever cannot be shifted from the “P” position for this reason.

However, slider A is forcibly pressed into the shift lock unit, allowing the selector lever to shift if the shift lock release button is pressed.

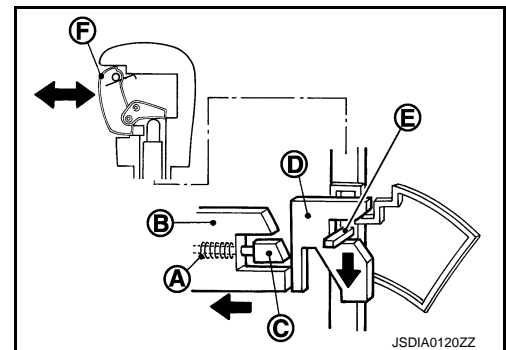


When Brake Pedal Is Depressed (Shift Operation Allowed)

The shift lock solenoid (A) inside the shift lock unit is energized and the relative positions of sliders A (B) and B (C) are maintained when the brake pedal is depressed while the ignition switch is ON.

The lock plate (D) lowers according to the downward movement of the position pin (E), thrusting away sliders A and B, when the selector button (F) is pressed.

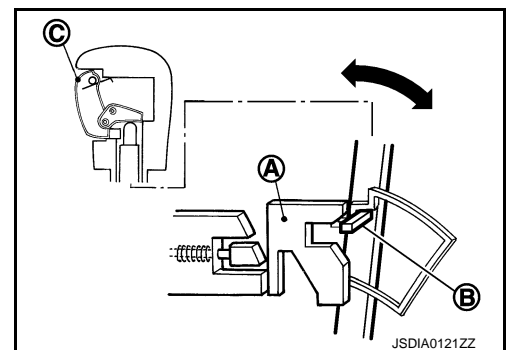
The position pin lowers to the position that allows shift operation for this reason. As a result, the selector lever can be shifted out of the P position.



OPERATION AT OTHER THAN “P” POSITION

The shift lock function will not operate at any position other than “P” because the lock plate (A) is only set for the “P” position. Accordingly, the selector lever can be shifted to any position regardless of the brake operation.

The position pin (B) enters the “P” position thrusting away the lock plate when the selector lever is shifted to the “P” position. Then, the shift mechanism is locked when the selector button (C) is released.



“P” POSITION RETAINING MECHANISM (IGNITION SWITCH LOCK)

When ignition switch is not in the ON position, power is not applied to the shift lock solenoid in the shift lock unit. This causes shift lock state, and then “P” position is retained.

When an actuating system in the shift lock unit has a malfunction, selector lever is unable to operate from the “P” position even when pressing the brake pedal with the ignition switch ON. However, when pressing the shift lock release button, slider A is forcibly pressed into the shift lock unit. This allows shift lock to be released and selector lever enables the select operation from the “P” position.

CAUTION:

SHIFT LOCK SYSTEM

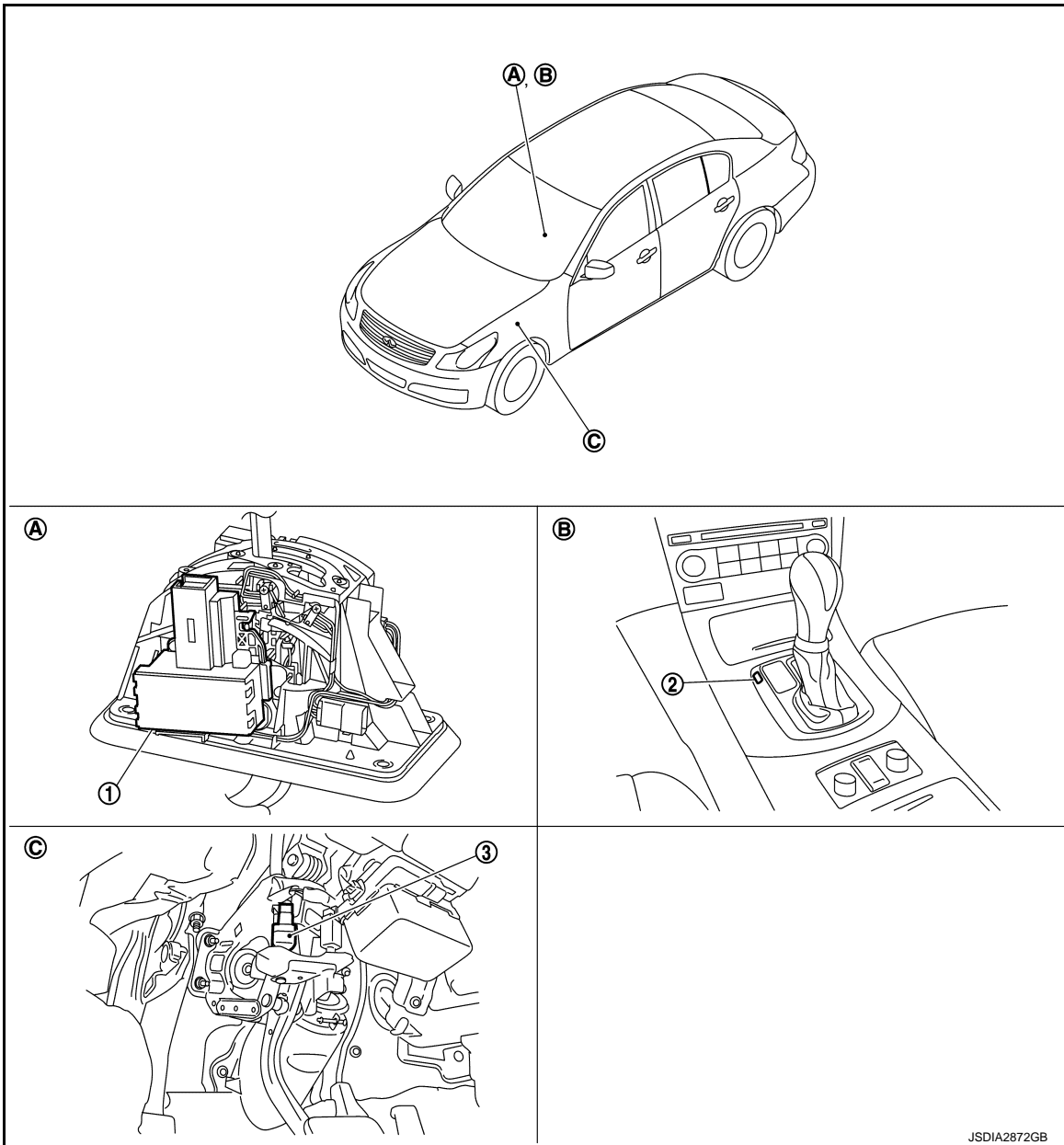
< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

Never use the shift lock release button except when the select lever is inoperative even when pressing the brake pedal with the ignition switch ON.

Component Parts Location

INFOID:000000010989391



- | | | |
|--------------------------------|----------------------|-----------------------|
| 1. Shift lock unit | 2. Shift lock cover* | 3. Stop lamp switch |
| A. A/T shift selector assembly | B. Center console | C. Brake pedal, upper |

*: Shift lock release button becomes operative by removing shift lock cover.

Component Description

INFOID:000000010989392

| Component | | Function |
|-----------------|---------------------------|---|
| Shift lock unit | Shift lock solenoid | Activated by the ignition switch and stop lamp signals, it holds the relative positions of sliders A and B. |
| | Lock plate | Restricts position pin moving. |
| | Shift lock release button | Pressing the shift lock release button cancels the shift lock forcibly. |

SHIFT LOCK SYSTEM

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Component | Function |
|------------------|---|
| Position pin | Links with selector knob button and restricts selector lever shift operation. |
| Stop lamp switch | <ul style="list-style-type: none">• When brake pedal is depressed, stop lamp switch turns ON.• When stop lamp switch turns ON, power is supplied to shift lock unit. |

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000010989393

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. A malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory and in the TCM memory.

The second is the TCM original self-diagnosis indicated by the TCM. A malfunction history is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For details, refer to [TM-153. "DTC Index"](#).

OBD FUNCTION

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. For details, refer to [EC-127. "Diagnosis Description"](#).

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< SYSTEM DESCRIPTION >

DIAGNOSIS SYSTEM (TCM)

CONSULT Function

INFOID:0000000110989394

CONSULT APPLICATION ITEMS

| Diagnostic test mode | Function |
|--------------------------------|--|
| Self Diagnostic Results | Retrieve DTC from ECU and display diagnostic items. |
| Data Monitor | Monitor the input/output signal of the control unit in real time. |
| CAN Diagnosis | This mode displays a network diagnosis result about CAN by a diagram. |
| CAN Diagnostic Support Monitor | It monitors the status of CAN communication. |
| DTC work support | DTC reproduction procedure can be performed speedily and precisely. |
| ECU Identification | Display the ECU identification number (part number etc.) of the selected system. |
| CALIB DATA* | The calibration data status of TCM can be checked. |

*: Although "CALIB DATA" is selectable, do not use its.

SELF DIAGNOSTIC RESULTS

Refer to [TM-153. "DTC Index"](#).

IGN Counter

The IGN counter is indicated in Freeze frame data (FFD) and indicates the number of times that the ignition switch is turned ON after returning to the normal state from DTC.

- CAN malfunction
 - The number is 0 when a malfunction is detected now.
 - The number increases like 1 → 2 → 3...38 → 39 after returning to the normal condition whenever ignition switch OFF → ON.
 - The number is fixed to 39 until the self-diagnosis results are erased if it is over 39.
- Other than CAN malfunction
 - The number is 0 when a malfunction is detected now.
 - The number increases like 1 → 2 → 3...254 → 255 after returning to the normal condition whenever ignition switch OFF → ON.
 - The number is fixed to 255 until the self-diagnosis results are erased if it is over 255.

DATA MONITOR

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

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

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|-----------------------------|------------------------|--------------|---------------------|--|
| | ECU INPUT SIGNALS | MAIN SIGNALS | SELECTION FROM ITEM | |
| VHCL/S SE-A/T (km/h or mph) | X | X | ▼ | Displays the vehicle speed calculated by the TCM from the output shaft revolution. |
| ESTM VSP SIG (km/h or mph) | X | — | ▼ | Displays the vehicle speed signal received via CAN communication. |
| OUTPUT REV (rpm) | X | X | ▼ | Displays the output shaft revolution calculated from the pulse signal of output speed sensor. |
| INPUT SPEED (rpm) | X | X | ▼ | Displays the input speed calculated from front sun gear revolution and front carrier revolution. |
| F SUN GR REV (rpm) | — | — | ▼ | Displays the front sun gear revolution calculated from the pulse signal of input speed sensor 1. |

DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|-----------------------|------------------------|--------------|---------------------|---|
| | ECU IN-PUT SIGNALS | MAIN SIGNALS | SELECTION FROM ITEM | |
| F CARR GR REV (rpm) | — | — | ▼ | Displays the front carrier gear revolution calculated from the pulse signal of input speed sensor 2. |
| ENGINE SPEED (rpm) | X | X | ▼ | Displays the engine speed received via CAN communication. |
| TC SLIP SPEED (rpm) | — | X | ▼ | Displays the revolution difference between input speed and engine speed. |
| ACCELE POSI (0.0/8) | X | — | ▼ | Displays the accelerator position estimated value received via CAN communication. |
| THROTTLE POSI (0.0/8) | X | X | ▼ | Displays the throttle position received via CAN communication. |
| ATF TEMP 1 (°C or °F) | X | X | ▼ | Displays the ATF temperature of oil pan calculated from the signal voltage of A/T fluid temperature sensor. |
| ATF TEMP 2 (°C or °F) | X | X | ▼ | Displays the ATF temperature estimated value of torque converter outlet calculated from the signal voltage of A/T fluid temperature sensor. |
| ATF TEMP SE 1 (V) | — | — | ▼ | Displays the signal voltage of A/T fluid temperature sensor. |
| BATTERY VOLT (V) | X | — | ▼ | Displays the power supply voltage of TCM. |
| LINE PRES SOL (A) | — | X | ▼ | Displays the command current from TCM to the line pressure solenoid. |
| TCC SOLENOID (A) | — | X | ▼ | Displays the command current from TCM to the torque converter clutch solenoid. |
| L/B SOLENOID (A) | — | X | ▼ | Displays the command current from TCM to the low brake solenoid. |
| FR/B SOLENOID (A) | — | X | ▼ | Displays the command current from TCM to the front brake solenoid. |
| HLR/C SOL (A) | — | X | ▼ | Displays the command current from TCM to the high and low reverse clutch solenoid. |
| I/C SOLENOID (A) | — | X | ▼ | Displays the command current from TCM to the input clutch solenoid. |
| D/C SOLENOID (A) | — | X | ▼ | Displays the command current from TCM to the direct clutch solenoid. |
| 2346/B SOL (A) | — | X | ▼ | Displays the command current from TCM to the 2346 brake solenoid. |
| L/P SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the line pressure solenoid, and displays the monitor value. |
| TCC SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the torque converter clutch solenoid, and displays the monitor value. |
| L/B SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the low brake solenoid, and displays the monitor value. |
| FR/B SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the front brake solenoid, and displays the monitor value. |

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DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|--|------------------------|---------------|----------------------|--|
| | ECU IN-PUT SIG-NALS | MAIN SIG-NALS | SELEC-TION FROM ITEM | |
| HLR/C SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the high and low reverse clutch solenoid, and displays the monitor value. |
| I/C SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the input clutch solenoid, and displays the monitor value. |
| D/C SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the direct clutch solenoid, and displays the monitor value. |
| 2346/B SOL MON (A) | — | — | ▼ | Monitors the command current from TCM to the 2346 brake solenoid, and displays the monitor value. |
| GEAR RATIO | — | X | ▼ | Displays the gear ratio calculated from input speed and output revolution. |
| ENGINE TORQUE (Nm) | — | — | ▼ | Displays the engine torque estimated value received via CAN communication. |
| ENG TORQUE D (Nm) | — | — | ▼ | Displays the engine torque estimated value reflected the requested torque of each control unit received via CAN communication. |
| INPUT TRQ S (Nm) | — | — | ▼ | Displays the input torque using for the oil pressure calculation process of shift change control. |
| INPUT TRQ L/P (Nm) | — | — | ▼ | Displays the input torque using for the oil pressure calculation process of line pressure control. |
| TRGT PRES L/P (kPa) | — | — | ▼ | Displays the target oil pressure value of torque converter clutch solenoid valve calculated by the oil pressure calculation process of lock-up control. |
| TRGT PRES TCC (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of torque converter clutch solenoid valve calculated by the oil pressure calculation process of shift change control. |
| TRGT PRES L/B (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of low brake solenoid valve calculated by the oil pressure calculation process of shift change control. |
| TRGT PRE FR/B (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of front brake solenoid valve calculated by the oil pressure calculation process of shift change control. |
| TRG PRE HLR/C (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of high and low reverse clutch solenoid valve calculated by the oil pressure calculation process of shift change control. |
| TRGT PRES I/C (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of input clutch solenoid valve calculated by the oil pressure calculation process of shift change control. |
| TRGT PRES D/C (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of direct clutch solenoid valve calculated by the oil pressure calculation process of shift change control. |

DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|---|------------------------|---------------|----------------------|--|
| | ECU IN-PUT SIG-NALS | MAIN SIG-NALS | SELEC-TION FROM ITEM | |
| TRG PRE 2346/B (kPa, kg/cm ² or psi) | — | — | ▼ | Displays the target oil pressure value of 2346 brake solenoid valve calculated by the oil pressure calculation process of shift change control. |
| SHIFT PATTERN | — | — | ▼ | Displays the gear change data using the shift pattern control. |
| VEHICLE SPEED (km/h or mph) | — | — | ▼ | Displays the vehicle speed for control using the control of TCM. |
| RANGE SW 4 (ON/OFF) | X | — | ▼ | Displays the operation status of transmission range switch 4. |
| RANGE SW 3 (ON/OFF) | X | — | ▼ | Displays the operation status of transmission range switch 3. |
| RANGE SW 2 (ON/OFF) | X | — | ▼ | Displays the operation status of transmission range switch 2. |
| RANGE SW 1 (ON/OFF) | X | — | ▼ | Displays the operation status of transmission range switch 1. |
| SFT DWN ST SW (ON/OFF) | X | — | ▼ | <ul style="list-style-type: none"> • Displays the operation status of paddle shifter (down switch). • Not mounted but displayed. |
| SFT UP ST SW (ON/OFF) | X | — | ▼ | <ul style="list-style-type: none"> • Displays the operation status of paddle shifter (up switch). • Not mounted but displayed. |
| DOWN SW LEVER (ON/OFF) | X | — | ▼ | Displays the operation status of selector lever (down switch). |
| UP SW LEVER (ON/OFF) | X | — | ▼ | Displays the operation status of selector lever (up switch). |
| NON M-MODE SW (ON/OFF) | X | — | ▼ | Displays whether the selector lever is in any position other than manual shift gate position. |
| MANU MODE SW (ON/OFF) | X | — | ▼ | Displays whether the selector lever is in the manual shift gate position. |
| TOW MODE SW (ON/OFF) | — | — | ▼ | <ul style="list-style-type: none"> • Displays the reception status of tow mode signal received via CAN communication. • Not mounted but displayed. |
| DS RANGE (ON/OFF) | — | — | ▼ | Displays whether it is the DS mode. |
| 1 POSITION SW (ON/OFF) | X | — | ▼ | <ul style="list-style-type: none"> • Displays the reception status of 1 position switch signal received via CAN communication. • Not mounted but displayed. |
| OD CONT SW (ON/OFF) | X | — | ▼ | <ul style="list-style-type: none"> • Displays the reception status of overdrive control switch signal received via CAN communication. • Not mounted but displayed. |
| BRAKESW (ON/OFF) | X | — | ▼ | Displays the reception status of stop lamp switch signal received via CAN communication. |
| POWERSHIFT SW (ON/OFF) | X | — | ▼ | <ul style="list-style-type: none"> • Displays the reception status of POWER mode signal received via CAN communication. • Not mounted but displayed. |

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DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|--------------------------------|------------------------|--------------|---------------------|---|
| | ECU IN-PUT SIGNALS | MAIN SIGNALS | SELECTION FROM ITEM | |
| ASCD-OD CUT (ON/OFF) | X | — | ▼ | Displays the reception status of ASCD OD cancel request signal received via CAN communication. |
| ASCD-CRUISE (ON/OFF) | X | — | ▼ | Displays the reception status of ASCD operation signal received via CAN communication. |
| ABS SIGNAL (ON/OFF) | X | — | ▼ | Displays the reception status of ABS operation signal received via CAN communication. |
| TCS GR/P KEEP (ON/OFF) | X | — | ▼ | Displays the reception status of TCS gear keep request signal received via CAN communication. |
| TCS SIGNAL 2 (ON/OFF) | X | — | ▼ | Displays whether the reception value of A/T shift schedule change demand signal received via CAN communication is "cold". |
| TCS SIGNAL 1 (ON/OFF) | X | — | ▼ | Displays whether the reception value of A/T shift schedule change demand signal received via CAN communication is "warm". |
| LOW/B PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of low brake. |
| HC/IC/FRB PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of high and low reversed clutch, input clutch or front brake. |
| IC/FRB PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of input clutch or front brake. |
| HLR/C PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of high and low reversed clutch. |
| W/O THL POS (ON/OFF) | X | — | ▼ | Displays the kickdown condition signal status received via CAN communication. |
| CLSD THL POS (ON/OFF) | X | — | ▼ | Displays the idling status signal status received via CAN communication. |
| DRV CST JUDGE (DRIVE/COAST) | — | — | ▼ | Displays the judgment results of "driving" or "coasting" judged by TCM. |
| SHIFT IND SIGNAL | — | — | ▼ | Displays the transmission value of shift position signal transmitted via CAN communication. |
| STARTER RELAY (ON/OFF) | — | — | ▼ | Displays the command status from TCM to starter relay. |
| F-SAFE IND/L (ON/OFF) | — | — | ▼ | Displays the transmission status of A/T CHECK indicator lamp signal transmitted via CAN communication. |
| ATF WARN LAMP (ON/OFF) | — | — | ▼ | <ul style="list-style-type: none"> • Displays the transmission status of ATF temperature signal transmitted via CAN communication. • Not mounted but displayed. |
| MANU MODE IND (ON/OFF) | — | — | ▼ | Displays the transmission status of manual mode signal transmitted via CAN communication. |

DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Monitored item (Unit) | Monitor Item Selection | | | Remarks |
|-------------------------------|------------------------|---------------|----------------------|--|
| | ECU IN-PUT SIG-NALS | MAIN SIG-NALS | SELEC-TION FROM ITEM | |
| ON OFF SOL MON (ON/OFF) | — | — | ▼ | Monitors the command value from TCM to the anti-interlock solenoid, and displays the monitor status. |
| START RLY MON (ON/OFF) | — | — | ▼ | Monitors the command value from TCM to the starter relay, and displays the monitor status. |
| ON OFF SOL (ON/OFF) | — | — | ▼ | Displays the command status from TCM to anti-interlock solenoid. |
| SLCT LVR POSI | — | X | ▼ | Displays the shift positions recognized by TCM. |
| GEAR | — | X | ▼ | Displays the current transmission gear position recognized by TCM. |
| NEXT GR POSI | — | — | ▼ | Displays the target gear position of gear change that is calculated based on the vehicle speed information and throttle information. |
| SHIFT MODE | — | — | ▼ | Displays the transmission driving mode recognized by TCM. |
| D/C PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of direct clutch. |
| FR/B PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of front brake. |
| 2346/B PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of 2346 brake. |
| 2346B/DC PARTS (FAIL/NOTFAIL) | — | — | ▼ | Displays whether the identified malfunction point judged by TCM is the related parts of 2346 brake or direct clutch. |

DTC WORK SUPPORT

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DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[7AT: RE7R01A]

| Item | Description | Check item |
|----------------------|---|---|
| 1ST GR FNCTN P0731 | Following items for "1GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | <ul style="list-style-type: none"> • Input clutch solenoid valve • Front brake solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |
| 2ND GR FNCTN P0732 | Following items for "2GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| 3RD GR FNCTN P0733 | Following items for "3GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| 4TH GR FNCTN P0734 | Following items for "4GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| 5TH GR FNCTN P0735 | Following items for "5GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| 6TH GR FNCTN P0729 | Following items for "6GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| 7TH GR FNCTN P1734 | Following items for "7GR incorrect ratio" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | |
| TCC SOL FUNCTN CHECK | Following items for "TCC solenoid function" can be confirmed. <ul style="list-style-type: none"> • Self-diagnosis status (whether the diagnosis is being performed or not) • Self-diagnostic results (OK or NG) | <ul style="list-style-type: none"> • Harness or connectors • Torque converter clutch solenoid valve • Torque converter • Input speed sensor 1, 2 • Hydraulic control circuit |

U0100 LOST COMMUNICATION (ECM A)

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

DTC/CIRCUIT DIAGNOSIS

U0100 LOST COMMUNICATION (ECM A)

DTC Logic

INFOID:000000010989395

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible causes |
|-------|-----------------------------------|---|--|
| U0100 | Lost Communication With ECM/PCM A | When the ignition switch is ON, TCM is unable to receive the CAN communications signal from ECM continuously for 2 seconds or more. | <ul style="list-style-type: none">• ECM• Harness or connector (CAN communication line is open or shorted) |

DTC CONFIRMATION PROCEDURE

1. PREPARATION BEFORE WORK

If another "DTC CONFIRMATION PROCEDURE" occurs just before, turn ignition switch OFF and wait for at least 10 seconds, then perform the next test.

>> GO TO 2.

2. PERFORM DTC CONFIRMATION PROCEDURE

With CONSULT

1. Start the engine and wait for at least 5 seconds.
2. Check DTC.

With GST

Follow the procedure "With CONSULT".

Is "U0100" detected?

- YES >> Go to [TM-67, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989396

For the diagnosis procedure, refer to [LAN-13, "Trouble Diagnosis Flow Chart"](#).

U0300 CAN COMMUNICATION DATA

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

U0300 CAN COMMUNICATION DATA

Description

INFOID:000000010989397

The amount of data transmitted from each control unit is read.

DTC Logic

INFOID:000000010989398

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|--|--|-------------------------------|
| U0300 | Internal Control Module Software Incompatibility | When the amount of data transmitted from each control unit is smaller than the specified amount. | Control units other than TCM. |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Turn ignition switch ON and wait 2 seconds or more.
2. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "U0300" detected?

- YES >> Go to [TM-68, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989399

1. CHECK CONTROL UNIT

Check the number of control units replaced before detecting "U0300".

Is the number of replaced control units one?

- YES >> Since the replaced control unit may be out of specifications, check the part number and specifications.
NO >> GO TO 2.

2. INSPECTION CONTROL UNIT

With CONSULT

1. Remove one of the replaced control units.
2. Install the previous control unit mounted before replacement.
3. Turn ignition switch ON and wait 2 seconds or more.
4. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "U0300" detected?

- YES >> Turn OFF the ignition switch to check the other control units in the same method.
NO >> Since the removed control unit may be out of specifications, check the part number and specifications.

U1000 CAN COMM CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

U1000 CAN COMM CIRCUIT

Description

INFOID:000000010989400

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

DTC Logic

INFOID:000000010989401

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|--|
| U1000 | CAN Communication Line | TCM cannot transmit or receive CAN communication signals continuously for 2 seconds or more when the ignition switch is ON. | <ul style="list-style-type: none">• Harness or connectors (CAN communication line is open or shorted.)• TCM |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Run engine for at least 2 consecutive seconds at idle speed.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "U1000" detected?

- YES >> Go to [TM-69, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989402

Go to [LAN-13, "Trouble Diagnosis Flow Chart"](#).

P0615 STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0615 STARTER RELAY

Description

INFOID:000000010989403

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

DTC Logic

INFOID:000000010989404

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|---|
| P0615 | Starter Relay Circuit | The starter monitor value is OFF when the ignition switch is ON at the "P" and "N" positions. | <ul style="list-style-type: none">• Harness or connectors (Starter relay and TCM circuit is open or shorted.)• Starter relay circuit |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Shift the selector lever to "P" and "N" positions.
2. Turn ignition switch ON and wait 2 seconds or more.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P0615" detected?

- YES >> Go to [TM-70, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989405

1. CHECK STARTER RELAY SIGNAL

1. Turn ignition switch ON.
2. Check voltage between IPDM E/R connector terminal and ground.

| IPDM E/R connector | | Ground | Condition | Voltage (Approx.) |
|--------------------|----------|--------|--|-------------------|
| Connector | Terminal | | | |
| E5 | 30 | Ground | Selector lever in "P" and "N" positions. | Battery voltage |
| | | | Selector lever in other positions. | 0 V |

Is the inspection result normal?

- YES >> Check starter relay circuit. Refer to [STR-11, "Wiring Diagram - STARTING SYSTEM -"](#).
NO >> GO TO 2.

2. CHECK HARNESS BETWEEN A/T ASSEMBLY AND IPDM E/R (PART 1)

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

P0615 STARTER RELAY

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

| A/T assembly vehicle side harness connector | | IPDM E/R vehicle side harness connector | | Continuity |
|---|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| F51 | 9 | E5 | 30 | Existed |

Is the inspection result normal?

- YES >> GO TO 3.
- NO >> Repair or replace damaged parts.

3. CHECK HARNESS BETWEEN A/T ASSEMBLY AND IPDM E/R (PART 2)

Check continuity between A/T assembly vehicle side harness connector terminal and ground.

| A/T assembly vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | |
| F51 | 9 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair or replace damaged parts.

4. CHECK JOINT CONNECTOR

1. Remove joint connector. Refer to [TM-185, "Exploded View"](#).
2. Check the continuity between joint connector terminals.

| A/T assembly harness connector side | TCM harness connector side | Continuity |
|-------------------------------------|----------------------------|------------|
| Terminal | Terminal | |
| 9 | 9 | Existed |

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace damaged parts.

5. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P0705 TRANSMISSION RANGE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0705 TRANSMISSION RANGE SENSOR A

Description

INFOID:000000010989406

- The transmission range switch incorporates four contact switches. Each contact switch transmits an ON/OFF signal to the TCM.
- The TCM judges a select lever position from a combination of ON/OFF signals transmitted from each contact switch.

| Select lever position | Transmission range switch | | | |
|-----------------------|---------------------------|-----|-----|-----|
| | SW1 | SW2 | SW3 | SW4 |
| P | OFF | OFF | OFF | OFF |
| R | ON | OFF | OFF | ON |
| N | ON | ON | OFF | OFF |
| D and M | ON | ON | ON | ON |

DTC Logic

INFOID:000000010989407

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|---|---|--|
| P0705 | Transmission Range Sensor A Circuit (PRNDL Input) | The TCM detects an ON/OFF combination pattern other than that of the PNP switches 1, 2, 3 and 4. (For ON/OFF combination patterns of PNP switches, refer to TM-72, "Description" .) | <ul style="list-style-type: none">• Harness or connectors (Transmission range switches 1, 2, 3, 4 and TCM circuit is open or shorted.)• Transmission range switches 1, 2, 3 and 4 |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "ACCELE POSI" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Shift the selector lever throughout the entire shift position from "P" to "D". (Hold the selector lever at each position for 2 seconds or more)
4. Drive vehicle and maintain the following conditions for 2 seconds or more.

ACCELE POSI : More than 1.0/8

VHCL/S SE-A/T : 10 km/h (7 MPH) or more

5. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0705" detected?

YES >> Go to [TM-72, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989408

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

P0705 TRANSMISSION RANGE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

A

B

C

TM

E

F

G

H

I

J

K

L

M

N

O

P

P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

Description

INFOID:0000000110989409

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

DTC Logic

INFOID:000000011400151

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|---|---|--|
| P0710 | Transmission Fluid Temperature Sensor A Circuit | TCM judges that the A/T fluid temperature is -40°C (-40°F) or less continuously for 5 seconds while driving at 10 km/h (7 MPH) or more. | <ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is open.) • A/T fluid temperature sensor |
| | | TCM judges that the A/T fluid temperature is 180°C (356°F) or more continuously for 5 seconds while driving at 10 km/h (7 MPH) or more. | <ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is short.) • A/T fluid temperature sensor |
| | | The following conditions are maintained for 5 minutes after the completion of engine diagnosis P0111, P0116, and P0196: <ul style="list-style-type: none"> • A/T fluid temperature – Engine coolant temperature $> 33^{\circ}\text{C}$ (91.4°F) • A/T fluid temperature – Engine coolant temperature $< -19^{\circ}\text{C}$ (-2.2°F) | A/T fluid temperature sensor |
| | | A/T fluid temperature does not rise to 20°C (68°F) after driving for a certain period of time with the TCM-received fluid temperature sensor value between -40°C (-40°F) and 20°C (68°F). | <ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is stuck.) • A/T fluid temperature sensor |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION (PART 1)

With CONSULT

1. Turn ignition switch ON.
2. Select "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Start the engine and maintain the following condition for 10 seconds or more.

VHCL/S SE-A/T : 10 km/h (7 MPH) or more

With GST

Follow the procedure "With CONSULT".

Is "P0710" detected?

- YES >> Go to [TM-75, "Diagnosis Procedure"](#).
- NO >> GO TO 3.

3. CHECK A/T FLUID TEMPERATURE SENSOR FUNCTION

With CONSULT

1. Turn ignition switch OFF and cool the engine.
2. Turn ignition switch ON.

CAUTION:

P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Never start the engine.

3. Select "ATF TEMP 1" in "Data Monitor" in "TRANSMISSION".
4. Select "COOLANT TEMP/S" in "Data Monitor" in "ENGINE".
5. Check temperature difference between A/T fluid and engine coolant.

With GST

1. Complete engine diagnoses P0111, P0116, and P0196.
2. After starting the engine start, run the engine at idle for 5 minutes.
3. Check the DTC.

Is the temperature calculated by subtracting engine coolant temperature from A/T fluid temperature more than 33°C (91.4°F) or is it less than -19°C (-2.2°F)? (With CONSULT)/Is "P0710" detected? (With GST)

YES >> Go to [TM-75, "Diagnosis Procedure"](#).

NO-1 [With CONSULT: "ATF TEMP 1" is 20°C (68°F) or more]>>INSPECTION END

NO-2 [With CONSULT: "ATF TEMP 1" is 19°C (66°F) or less]>>GO TO 4.

NO-3 (With GST)>>GO TO 4.

4.CHECK DTC DETECTION (PART 2)

With CONSULT

1. Select "SLCT LVR POSI", "VHCL/S SE-A/T", "ACCELE POSI", "ATF TEMP 1" in "Data Monitor" in "TRANSMISSION".
2. Record A/T fluid temperature.
3. Start the engine and wait for at least 3 minutes.
4. Drive the vehicle for the total minutes specified in the Driving time column below with the following conditions satisfied.

| | |
|---------------|---------------------------|
| SLCT LVR POSI | : D |
| VHCL/S SE-A/T | : 10 km/h (7 MPH) or more |
| ACCELE POSI | : 0.5/8 or more |

| A/T fluid temperature before engine start | Driving time |
|---|--------------------|
| -40°C (-40°F) – -31°C (-23.8°F) | 21 minutes or more |
| -30°C (-22°F) – -21°C (-5.8°F) | 18 minutes or more |
| -20°C (-4°F) – -11°C (12.2°F) | 15 minutes or more |
| -10°C (14°F) – -1°C (30.2°F) | 12 minutes or more |
| 0°C (32°F) – 9°C (48.2°F) | 9 minutes or more |
| 10°C (50°F) – 19°C (66.2°F) | 6 minutes or more |

5. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

1. Turn ignition switch OFF and cool the engine.
2. Start the engine and wait for at least 3 minutes.
3. Drive the vehicle and maintain the following conditions for 21 minutes or more.

| | |
|---------------------------|---------------------------|
| Selector lever | : D position |
| Vehicle speed | : 10 km/h (7 MPH) or more |
| Accelerator pedal opening | : 0.5/8 or more |

4. Check the DTC.

Is "P0710" detected?

YES >> Go to [TM-75, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989411

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

-
- YES >> Replace control valve & TCM. Refer to [TM-185. "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0717 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0717 INPUT SPEED SENSOR A

Description

INFOID:000000010989412

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

DTC Logic

INFOID:000000010989413

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|--|---|---|
| P0717 | Input/Turbine Speed Sensor A Circuit No Signal | The revolution of input speed sensor 1 and/or 2 is 270 rpm or less. | <ul style="list-style-type: none">• Harness or connectors (Sensor circuit is open.)• Input speed sensor 1 and/or 2 |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "SLCT LVR POSI", "GEAR", "VHCL/S SE-A/T", "CLSD THL POS" and "ENGINE SPEED" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

CAUTION:

Keep the same gear position.

NOTE:

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

| | |
|---------------|------------------------------|
| SLCT LVR POSI | : D |
| GEAR | : 2nd, 3rd, 4th, 5th or 6th |
| VHCL/S SE-A/T | : More than 40 km/h (25 MPH) |
| CLSD THL POS | : OFF |
| ENGINE SPEED | : More than 1,500 rpm |

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0717" detected?

- YES >> Go to [TM-77, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989414

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

P0717 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

NO >> Repair or replace damaged parts.

P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0720 OUTPUT SPEED SENSOR

Description

INFOID:000000010989415

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

DTC Logic

INFOID:000000010989416

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|---|--|
| P0720 | Output Speed Sensor Circuit | <ul style="list-style-type: none"> The vehicle speed detected by the output speed sensor is 5 km/h (3MPH) or less when the vehicle speed transmitted from the unified meter and A/C amp. to TCM is 20 km/h (12 MPH) or more. (Only when starts after the ignition switch is turned ON.) The vehicle speed transmitted from the unified meter and A/C amp. to TCM does not decrease despite the 36 km/h (23 MPH) or more of deceleration in vehicle speed detected by the output speed sensor. when the vehicle speed detected by the output speed sensor is 36 km/h (23 MPH) or more and the vehicle speed transmitted from the unified meter and A/C amp. to TCM is 24 (15 MPH) or more. | <ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open.) Output speed sensor |

DTC CONFIRMATION PROCEDURE

CAUTION:

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

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

- Start the engine.
- Select "ESTM VSP SIG" in "Data Monitor" in "TRANSMISSION".
- Drive vehicle and maintain the following conditions for 60 seconds or more.

ESTM VSP SIG : 40 km/h (25 MPH) or more

- Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0720" detected?

- YES >> Go to [TM-80, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Diagnosis Procedure

INFOID:000000010989417

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace damaged parts.

2. REPLACE OUTPUT SPEED SENSOR AND CHECK DTC

1. Replace output speed sensor. Refer to [TM-198, "2WD : Exploded View"](#) (2WD) or [TM-215, "Exploded View"](#) (AWD).

2. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-79, "DTC Logic"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

P0725 ENGINE SPEED

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0725 ENGINE SPEED

Description

INFOID:000000010989418

The engine speed signal is transmitted from the ECM to the TCM via CAN communication line.

DTC Logic

INFOID:000000010989419

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|----------------------------|---|--|
| P0725 | Engine Speed Input Circuit | <ul style="list-style-type: none">TCM does not receive the CAN communication signal from the ECM.The engine speed is more less 150 rpm even if the vehicle speed is more than 10 km/h (7 MPH). | Harness or connectors (ECM to TCM circuit is open or shorted.) |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

- Start the engine.
- Select "SLCT LVR POSI" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
- Drive vehicle and maintain the following conditions for 5 seconds or more.

SLCT LVR POSI : D

VHCL/S SE-A/T : More than 10 km/h (7 MPH)

- Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P0725" detected?

YES >> Go to [TM-81, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989420

1. CHECK DTC OF ECM

With CONSULT

- Turn ignition switch ON.
- Perform "Self Diagnostic Results" in "ENGINE".

Is any DTC detected?

YES >> Check DTC detected item. Refer to [EC-547, "DTC Index"](#).

NO >> GO TO 2.

2. CHECK DTC OF TCM

With CONSULT

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is any DTC other than "P0725" detected?

YES >> Check DTC detected item. Refer to [TM-153, "DTC Index"](#).

NO >> GO TO 3.

P0725 ENGINE SPEED

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

3.CHECK INTERMITTENT INCIDENT

Refer to [GI-41. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P0729 6GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0729 6GR INCORRECT RATIO

Description

INFOID:0000000010989421

This malfunction is detected when the A/T does not shift into 6GR position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:0000000010989422

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0729 | Gear 6 Incorrect Ratio | The gear ratio is: • 0.914 or more • 0.810 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-84, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “6TH GR FNCTN P0729” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0729 6GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 6th
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0729" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 6th
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0729" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-84, "Diagnosis Procedure"](#).
YES-4 >> "P0729" is detected: Go to [TM-84, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:0000000110989423

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-83, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0730 INCORRECT GEAR RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0730 INCORRECT GEAR RATIO

Description

INFOID:000000010989424

- TCM detects a high-rpm state of the under drive sun gear.
- The number of revolutions of the under drive sun gear is calculated with the input speed sensor 1 and 2.

DTC Logic

INFOID:000000010989425

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|--|
| P0730 | Incorrect Gear Ratio | The revolution of under drive sun gear is 8,000 rpm or more. NOTE: Not detected when in "P" or "N" position and during a shift to "P" or "N" position. | <ul style="list-style-type: none"> • 2346 brake solenoid valve • Front brake solenoid valve • Input speed sensor 1, 2 |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **"TM-85, "Diagnosis Procedure" must be performed before starting "DTC CONFIRMATION PROCEDURE".**
- **Never perform "DTC CONFIRMATION PROCEDURE" before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "Self Diagnostic Results" in "ENGINE".
3. Drive vehicle under the similar conditions to (1st trip) Freeze Frame Data for 10 minutes. Refer to the table below.
Hold the accelerator pedal as steady as possible.

| | |
|---------------|--------------------------------------|
| ENGINE SPEED | Same value as the Freeze Frame Data. |
| VEHICLE SPEED | Same value as the Freeze Frame Data. |
| B/FUEL SCHDL | Same value as the Freeze Frame Data. |

4. Check 1st trip DTC.

With GST

Follow the procedure "With CONSULT".

Is 1st trip DTC detected?

- YES >> Go to [TM-85, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989426

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> GO TO 2.

P0730 INCORRECT GEAR RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

NO >> Repair or replace damaged parts.

2. DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-85, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0731 1GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0731 1GR INCORRECT RATIO

Description

INFOID:0000000010989427

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

DTC Logic

INFOID:0000000010989428

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0731 | Gear 1 Incorrect Ratio | The gear ratio is: • 5.219 or more • 4.629 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-88, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “1ST GR FNCTN P0731” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0731 1GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 1st
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0731" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 1st
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0731" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-88, "Diagnosis Procedure"](#).
YES-4 >> "P0731" is detected: Go to [TM-88, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:0000000110989429

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-87, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0732 2GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0732 2GR INCORRECT RATIO

Description

INFOID:000000010989430

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

DTC Logic

INFOID:000000010989431

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0732 | Gear 2 Incorrect Ratio | The gear ratio is: • 3.386 or more • 3.002 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-90, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “2ND GR FNCTN P0732” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0732 2GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 2nd
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0732" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 2nd
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0732" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-90, "Diagnosis Procedure"](#).
YES-4 >> "P0732" is detected: Go to [TM-90, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:0000000110989432

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-89, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0733 3GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0733 3GR INCORRECT RATIO

Description

INFOID:0000000010989433

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

DTC Logic

INFOID:0000000010989434

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0733 | Gear 3 Incorrect Ratio | The gear ratio is: <ul style="list-style-type: none">• 2.166 or more• 1.920 or less | <ul style="list-style-type: none">• Input clutch solenoid valve• Direct clutch solenoid valve• High and low reverse clutch solenoid valve• Front brake solenoid valve• Low brake solenoid valve• 2346 brake solenoid valve• Anti-interlock solenoid valve• Each clutch and brake• Output speed sensor• Input speed sensor 1, 2• Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-92, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in T“RANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “3RD GR FNCTN P0733” in “DTC Work Support” in T“RANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0733 3GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 3rd
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0733" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 3rd
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0733" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-92, "Diagnosis Procedure"](#).
YES-4 >> "P0733" is detected: Go to [TM-92, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:0000000110989435

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-91, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0734 4GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0734 4GR INCORRECT RATIO

Description

INFOID:0000000010989436

This malfunction is detected when the A/T does not shift into 4GR position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:0000000010989437

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0734 | Gear 4 Incorrect Ratio | The gear ratio is: • 1.497 or more • 1.327 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“TM-94, "Diagnosis Procedure"” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “4TH GR FNCTN P0734” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0734 4GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 4th
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0734" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 4th
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0734" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-94, "Diagnosis Procedure"](#).
YES-4 >> "P0734" is detected: Go to [TM-94, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:000000010989438

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-93, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0735 5GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0735 5GR INCORRECT RATIO

Description

INFOID:000000010989439

This malfunction is detected when the A/T does not shift into 5GR position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:000000010989440

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P0735 | Gear 5 Incorrect Ratio | The gear ratio is: • 1.060 or more • 0.940 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-96, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “5TH GR FNCTN P0735” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P0735 5GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 5th
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P0735" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 5th
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P0735" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-96, "Diagnosis Procedure"](#).
YES-4 >> "P0735" is detected: Go to [TM-96, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:000000010989441

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-95, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0740 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0740 TORQUE CONVERTER

Description

INFOID:000000010989442

- The torque converter clutch solenoid valve is activated, with the gear in D2, D3, D4, D5, D6, D7, M2, M3, M4, M5, M6 and M7 by the TCM in response to signals transmitted from the output speed sensor and accelerator pedal position sensor (throttle position sensor). Torque converter clutch piston operation will then be controlled.
- Lock-up operation, however, is prohibited when A/T fluid temperature is too low.
- When the accelerator pedal is depressed (less than 1.0/8) 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.

DTC Logic

INFOID:000000010989443

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|--------------------------------------|--|--|
| P0740 | Torque Converter Clutch Circuit/Open | The torque converter clutch solenoid valve monitor value is 0.2 A or less when the torque converter clutch solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none"> • Harness or connectors (Solenoid valve circuit is open or shorted.) • Torque converter clutch solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VEHICLE SPEED" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 10 seconds or more.

NOTE:

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

BATTERY VOLT : 9 V or more
 MANU MODE SW : ON
 GEAR : 2nd
 VEHICLE SPEED : 40 km/h (25 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0740" detected?

- YES >> Go to [TM-97, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989444

1. CHECK INTERMITTENT INCIDENT

P0740 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P0744 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0744 TORQUE CONVERTER

Description

INFOID:0000000010989445

This malfunction is detected when the A/T does not lock-up. This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:0000000010989446

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|--|---|---|
| P0744 | Torque Converter Clutch Circuit Intermittent | The lock-up is not performed in spite of within the lock-up area. | <ul style="list-style-type: none">• Harness or connectors• Torque converter clutch solenoid valve• Torque converter• Input speed sensor 1, 2• Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "MANU MODE SW", "GEAR" and "VEHICLE SPEED" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 10 seconds or more.

NOTE:

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

MANU MODE SW : ON

GEAR : 2nd

VEHICLE SPEED : 40 km/h (25 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0744" detected?

YES >> Go to [TM-99, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000010989447

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace damaged parts.

2. DETECT MALFUNCTIONING ITEM

P0744 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-99, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0745 PRESSURE CONTROL SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0745 PRESSURE CONTROL SOLENOID A

Description

INFOID:000000010989448

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

DTC Logic

INFOID:000000010989449

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|--|---|
| P0745 | Pressure Control Solenoid A | The line pressure solenoid valve monitor value is 0.2 A or less when the line pressure solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Sensor valve circuit is open or shorted.)• Line pressure solenoid valve |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT" and "SLCT LVR POSI" in "Data Monitor" in "TRANSMISSION".
3. Shift the selector lever to "N" position.
4. Maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more

SLCT LVR POSI : N/P

5. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0745" detected?

YES >> Go to [TM-101, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989450

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0750 SHIFT SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0750 SHIFT SOLENOID A

Description

INFOID:000000010989451

- Anti-interlock solenoid valve prevents the simultaneous activation of the input clutch and the low brake.
- The anti-interlock solenoid valve is an ON/OFF type solenoid valve.

DTC Logic

INFOID:000000010989452

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|--|
| P0750 | Shift Solenoid A | <ul style="list-style-type: none">• The anti-interlock solenoid valve monitor value is ON when the anti-interlock solenoid valve command value is OFF.• The anti-interlock solenoid valve monitor value is OFF when the anti-interlock solenoid valve command value is ON. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• Anti-interlock solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
MANU MODE SW : ON
GEAR : 1st
VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0750" detected?

- YES >> Go to [TM-102, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989453

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0775 PRESSURE CONTROL SOLENOID B

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0775 PRESSURE CONTROL SOLENOID B

Description

INFOID:000000010989454

- The Input clutch solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The Input clutch solenoid valve controls the input clutch control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989455

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|--|--|
| P0775 | Pressure Control Solenoid B | The input clutch solenoid valve monitor value is 0.2 A or less when the input clutch solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• Input clutch solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more

MANU MODE SW : ON

GEAR : 1st

VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0775" detected?

YES >> Go to [TM-103, "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989456

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0780 SHIFT

Description

INFOID:000000010989457

The TCM detects the malfunction of low brake solenoid valve. This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:000000010989458

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|--|
| P0780 | Shift Error | <ul style="list-style-type: none"> • TCM judges that the gear ratio is not switched to that of 4GR (1.412) while shifting from 3GR to 4GR in "D" position. • TCM judges that the engine speed is more than the specified one while shifting from 5GR to 6GR or from 6GR to 7GR in "D" position. | <ul style="list-style-type: none"> • Anti-interlock solenoid valve • Low brake solenoid valve • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **"[TM-104, "Diagnosis Procedure"](#)"** must be performed before starting "DTC CONFIRMATION PROCEDURE".
- **Never perform "DTC CONFIRMATION PROCEDURE" before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

 **With CONSULT**

1. Start the engine.
2. Select "SLCT LVR POSI", "ACCELE POSI" and "GEAR" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions.

SLCT LVR POSI : D
 ACCELE POSI : More than 1.0/8
 GEAR : 3rd → 4th

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

 **With GST**

Follow the procedure "With CONSULT".

Is "P0780" detected?

- YES >> Go to [TM-104, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989459

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

P0780 SHIFT

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

- YES >> GO TO 2.
- NO >> Repair or replace damaged parts.

A

2. DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

B

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-104, "DTC Logic"](#).

C

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

TM

E

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P

P0795 PRESSURE CONTROL SOLENOID C

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P0795 PRESSURE CONTROL SOLENOID C

Description

INFOID:000000010989460

- The front brake solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The front brake solenoid valve controls the front brake control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989461

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|--|---|
| P0795 | Pressure Control Solenoid C | The front brake solenoid valve monitor value is 0.2 A or less when the front brake solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• Front brake solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
MANU MODE SW : ON
GEAR : 7th
VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P0795" detected?

- YES >> Go to [TM-106, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989462

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1705 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P1705 TP SENSOR

Description

INFOID:000000010989463

- The accelerator pedal position sensor is installed on the upper end of the accelerator pedal assembly.
- The accelerator pedal position sensor detects the accelerator position.
- The accelerator pedal position sensor transform the accelerator pedal position into output voltage, and emit the voltage signal to the ECM.
- The TCM receives accelerator pedal position signal from the ECM via CAN communication.

DTC Logic

INFOID:000000010989464

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|--|--|--|
| P1705 | Accelerator Pedal Position Sensor Signal Circuit | TCM detects the difference between two accelerator pedal position signals received from ECM via CAN communication. | Harness or connectors (Sensor circuit is open or shorted.) |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "SLCT LVR POSI" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

SLCT LVR POSI : D
VHCL/S SE-A/T : 5 km/h (3 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1705" detected?

- YES >> Go to [TM-107. "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989465

1. CHECK DTC OF ECM

With CONSULT

1. Turn ignition switch ON.
2. Perform "Self Diagnostic Results" in "ENGINE".

Is any DTC detected?

- YES >> Check DTC detected item. Refer to [EC-547. "DTC Index"](#).
NO >> GO TO 2.

2. CHECK DTC OF TCM

With CONSULT

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is any DTC other than "P1705" detected?

- YES >> Check DTC detected item. Refer to [TM-153. "DTC Index"](#).
NO >> GO TO 3.

P1705 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-41. "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P1721 VEHICLE SPEED SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P1721 VEHICLE SPEED SIGNAL

Description

INFOID:0000000010989466

The vehicle speed signal is transmitted from unified meter and A/C amp. to TCM via CAN communication line. The signal functions as an auxiliary device to the output speed sensor when it is malfunctioning. The TCM will then use the vehicle speed signal.

DTC Logic

INFOID:0000000010989467

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------------|--|--|
| P1721 | Vehicle Speed Signal Circuit | <ul style="list-style-type: none"> The vehicle speed transmitted from the unified meter and A/C amp. to TCM is 5 km/h (3MPH) or less when the vehicle speed detected by the output speed sensor is 20 km/h (12 MPH) or more. (Only when starts after the ignition switch is turned ON.) The vehicle speed detected by the output speed sensor does not decrease despite the 36 km/h (23 MPH) or more of deceleration in vehicle speed received from the unified meter and A/C amp. when the vehicle speed transmitted from the unified meter and A/C amp. to TCM is 36 km/h (23 MPH) or more and the vehicle speed detected by the output speed sensor is 24 (15 MPH) or more. | Harness or connectors (Sensor circuit is open or shorted.) |

DTC CONFIRMATION PROCEDURE

CAUTION:

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

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "ESTM VSP SIG" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 60 seconds or more.

ESTM VSP SIG : 40 km/h (25 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1721" detected?

- YES >> Go to [TM-110. "Diagnosis Procedure"](#).
 NO >> INSPECTION END

P1721 VEHICLE SPEED SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

INFOID:000000010989468

Diagnosis Procedure

1. CHECK DTC OF UNIFIED METER AND A/C AMP.

④ With CONSULT

Perform "Self Diagnostic Results" in "METER/M&A".

Is any DTC detected?

YES >> Check DTC detected item. Refer to [MWI-103, "DTC Index"](#).

NO >> GO TO 2.

2. CHECK DTC OF TCM

④ With CONSULT

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is any DTC other than "P1721" detected?

YES >> Check DTC detected item. Refer to [TM-153, "DTC Index"](#).

NO >> GO TO 3.

3. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P1730 INTERLOCK

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P1730 INTERLOCK

Description

INFOID:000000010989469

Fail-safe function to detect interlock conditions.

DTC Logic

INFOID:000000010989470

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|---|--|
| P1730 | Interlock | The output speed sensor detects the deceleration of 12 km/h (7 MPH) or more for 1 second. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• Input clutch solenoid valve• Direct clutch solenoid valve• High and low reverse clutch solenoid valve• Front brake solenoid valve• Low brake solenoid valve• 2346 brake solenoid valve• Anti-interlock solenoid valve• Each clutch and brake• Hydraulic control circuit |

NOTE:

When the vehicle is driven fixed in 2GR, a input speed sensor malfunction is displayed, but this is not a input speed sensor malfunction.

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-112, "Diagnosis Procedure"](#)”** must be performed before starting **“DTC CONFIRMATION PROCEDURE”**.
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select “SLCT LVR POSI” and “GEAR” in “Data Monitor” in “TRANSMISSION”.
3. Drive vehicle the following condition.

SLCT LVR POSI : D

GEAR : 1st through 7th

4. Perform “Self Diagnostic Results” in “TRANSMISSION”.

With GST

Follow the procedure “With CONSULT”.

Is “P1730” detected?

- YES >> Go to [TM-112, "Diagnosis Procedure"](#).
- NO >> INSPECTION END

Judgment of A/T Interlock

INFOID:000000010989471

Refer to [TM-148, "Fail-Safe"](#).

Diagnosis Procedure

INFOID:000000010989472

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace damaged parts.

2. DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-111, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P1734 7GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P1734 7GR INCORRECT RATIO

Description

INFOID:000000010989473

This malfunction is detected when the A/T does not shift into 7GR position as instructed by TCM. This is not only caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

DTC Logic

INFOID:000000010989474

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|------------------------|--|---|
| P1734 | Gear 7 Incorrect Ratio | The gear ratio is: • 0.818 or more • 0.728 or less | <ul style="list-style-type: none"> • Input clutch solenoid valve • Direct clutch solenoid valve • High and low reverse clutch solenoid valve • Front brake solenoid valve • Low brake solenoid valve • 2346 brake solenoid valve • Anti-interlock solenoid valve • Each clutch and brake • Output speed sensor • Input speed sensor 1, 2 • Hydraulic control circuit |

DTC CONFIRMATION PROCEDURE

CAUTION:

- **“[TM-114, "Diagnosis Procedure"](#)” must be performed before starting “DTC CONFIRMATION PROCEDURE”.**
- **Never perform “DTC CONFIRMATION PROCEDURE” before completing the repair, which may cause secondary malfunction.**
- **Always drive vehicle at a safe speed.**

1. PRECONDITIONING

If “DTC CONFIRMATION PROCEDURE” is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK ATF TEMPERATURE

With CONSULT

1. Start the engine.
2. Select “ATF TEMP 1” in “Data Monitor” in “TRANSMISSION”.
3. Check ATF temperature is in the following range.

ATF TEMP 1 : 20°C (68°F) – 140°C (284°F)

With GST

1. Start the engine.
2. Drive vehicle for approximately 5 minutes in urban areas.

Is ATF temperature within specified range?

YES >> GO TO 3.

NO >> Drive vehicle to warm ATF or stop engine to cool ATF.

3. CHECK SYMPTOM (PART 1)

With CONSULT

1. Select “7TH GR FNCTN P1734” in “DTC Work Support” in “TRANSMISSION”.
2. Drive vehicle with manual mode and maintain the following conditions.

P1734 7GR INCORRECT RATIO

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

GEAR : 7
ACCELE POSI : 0.7/8 or more
VEHICLE SPEED : 10 km/h (7 MPH) or more

3. Keep the current driving status for 2 seconds or more if CONSULT screen changes from "OUT OF CONDITION" to "TESTING".

CAUTION:

When "TESTING" is not indicated on CONSULT for a long time, check "Self Diagnostic Results" in "TRANSMISSION". When a DTC other than "P1734" is detected, check the DTC. Refer to [TM-60, "CONSULT Function"](#).

 **With GST**

1. Drive vehicle and maintain the following conditions for 2 seconds or more.

Selector lever : "M" position
Gear position : 7th
Accelerator pedal opening : 0.7/8 or more
Vehicle speed : 10 km/h (7 MPH) or more

2. Check DTC.

Is "OUT OF CONDITION", "STOP VEHICLE" or "COMPLETED RESULT NG" displayed? / Is "P1734" detected?

YES-1 >> "OUT OF CONDITION": Perform "Step 3" again.
YES-2 >> "STOP VEHICLE": GO TO 4.
YES-3 >> "COMPLETED RESULT NG": Go to [TM-114, "Diagnosis Procedure"](#).
YES-4 >> "P1734" is detected: Go to [TM-114, "Diagnosis Procedure"](#).
NO >> GO TO 4.

4.CHECK SYMPTOM (PART 2)

 **With CONSULT**

1. Stop vehicle.
2. Drive vehicle in "D" position allowing it to shift from 1GR to 7GR and check shift timing and shift shock.

>> INSPECTION END

Diagnosis Procedure

INFOID:000000010989475

1.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

YES >> GO TO 2.
NO >> Repair or replace damaged parts.

2.DETECT MALFUNCTIONING ITEM

Disassemble the A/T assembly to check component parts. Refer to [TM-230, "Disassembly"](#).

NOTE:

Check the component parts, referring to "Possible cause" in "DTC DETECTION LOGIC". Refer to [TM-113, "DTC Logic"](#).

Is the inspection result normal?

YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1815 M-MODE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P1815 M-MODE SWITCH

Description

INFOID:0000000011400633

- The manual mode switch [mode select switch and position select switch (shift-up/shift-down)] is installed in the A/T shift selector assembly.
- The mode select switch detects the position (the main shift gate side or manual shift gate side) of the selector lever and transmits a manual mode signal or a non-manual mode signal to the unified meter and A/C amp. Then, the TCM receives a manual mode signal or non-manual mode signal from the unified meter and A/C amp.
- The position select switch (shift-up) detects that the selector lever is shifted to the shift-up side of the manual shift gate and transmits a manual mode shift up signal to the unified meter and A/C amp. Then, the TCM receives a manual mode shift up signal from the unified meter and A/C amp.
- The position select switch (shift-down) detects that the selector lever is shifted to the shift-down side of the manual shift gate and transmits a manual mode shift down signal to the unified meter and A/C amp. Then, the TCM receives a manual mode shift down signal from the unified meter and A/C amp.

DTC Logic

INFOID:0000000011400634

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|----------------------------|--|---|
| P1815 | Manual Mode Switch Circuit | The TCM receives multiple signals from the manual mode switch or receives no signals for continuously 2 seconds or more. | <ul style="list-style-type: none">• Harness or connectors (These switches circuit is open or shorted.)• Manual mode select switch (Into A/T shift selector)• Manual mode position select switch (Into A/T shift selector) |

DTC CONFIRMATION PROCEDURE

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch OFF and wait at least 10 seconds before conducting the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Turn ignition switch ON.
2. Select "SLCT LVR POSI" and "MANU MODE SW" in "Data Monitor" in "TRANSMISSION".
3. Maintain the following each conditions more than 2 seconds.

SLCT LVR POSI : D

MANU MODE SW : ON

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1815" detected?

YES >> Go to [TM-115. "Diagnosis Procedure"](#).

NO >> INSPECTION END

Diagnosis Procedure

INFOID:0000000011400635

1. CHECK MANUAL MODE SWITCH CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Turn ignition switch ON.
4. Check voltage between A/T shift selector vehicle side harness connector terminals.

P1815 M-MODE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

| A/T shift selector vehicle side harness connector | | | Voltage (Approx.) |
|---|----------|---|-------------------|
| Connector | Terminal | | |
| | + | - | |
| M137 | 1 | 4 | Battery voltage |
| | 2 | | |
| | 3 | | |
| | 5 | | |

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> GO TO 3.

2.CHECK MANUAL MODE SWITCH

1. Turn ignition switch OFF.
2. Check manual mode switch. Refer to [TM-117, "Component Inspection \(Manual Mode Switch\)"](#).

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace damaged parts.

3.CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|------------|
| Connector | Terminal | | |
| M137 | 4 | | Existed |

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Repair or replace damaged parts.

4.CHECK HARNESS BETWEEN A/T SHIFT SELECTOR AND UNIFIED METER AND A/C AMP. (PART 1)

1. Disconnect unified meter and A/C amp. connector.
2. Check continuity between A/T shift selector vehicle side harness connector terminals and unified meter and A/C amp. vehicle side harness connector terminals.

| A/T shift selector vehicle side harness connector | | Unified meter and A/C amp. vehicle side harness connector | | Continuity |
|---|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M137 | 1 | M66 | 10 | Existed |
| | 2 | | 25 | |
| | 3 | | 5 | |
| | 5 | | 11 | |

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace damaged parts.

5.CHECK HARNESS BETWEEN A/T SHIFT SELECTOR AND UNIFIED METER AND A/C AMP. (STEP 2)

Check continuity between A/T shift selector vehicle side harness connector terminals and ground.

P1815 M-MODE SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

| A/T shift selector vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | |
| M137 | 1 | | Not existed |
| | 2 | | |
| | 3 | | |
| | 5 | | |

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Repair or replace damaged parts.

6.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> GO TO 7.
- NO >> Repair or replace damaged parts.

7.CHECK UNIFIED METER AND A/C AMP.

1. Reconnect all the connectors.
2. Turn ignition switch ON.
3. Select "M RANGE SW", "NM RANGE SW", "AT SFT UP SW" and "AT SFT DWN SW" in "Data Monitor" in "METER/M&A".
4. Check the ON/OFF operations of each monitor item. Refer to [MWI-69, "Reference Value"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Removal and Installation"](#).
- NO >> Replace unified meter and A/C amp. Refer to [MWI-132, "Removal and Installation"](#).

Component Inspection (Manual Mode Switch)

INFOID:000000011400636

1.CHECK MANUAL MODE SWITCH

Check continuity between A/T shift selector connector terminals.

| A/T shift selector connector | | Condition | Continuity |
|------------------------------|---|---|-------------|
| Terminal | | | |
| 1 | | Selector lever is shifted to manual shift gate side | Existed |
| | | Other than the above | Not existed |
| 2 | | Selector lever is shifted to – side | Existed |
| | | Other than the above | Not existed |
| 3 | 4 | Selector lever is shifted to + side | Existed |
| | | Other than the above | Not existed |
| 5 | | Selector lever is shifted to manual shift gate side | Not existed |
| | | Other than the above | Existed |

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Repair or replace damaged parts. Refer to [TM-179, "2WD : Removal and Installation"](#) (2WD), or [TM-181, "AWD : Removal and Installation"](#) (AWD).

P2713 PRESSURE CONTROL SOLENOID D

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P2713 PRESSURE CONTROL SOLENOID D

Description

INFOID:000000010989482

- The high and low reverse clutch solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The high and low reverse clutch solenoid valve controls the high and low reverse clutch control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989483

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|--|---|
| P2713 | Pressure Control Solenoid D | The high and low reverse clutch solenoid valve monitor value is 0.2 A or less when the high and low reverse clutch solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• High and low reverse clutch solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive the vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
MANU MODE SW : ON
GEAR : 3rd
VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P2713" detected?

- YES >> Go to [TM-118, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989484

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P2722 PRESSURE CONTROL SOLENOID E

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P2722 PRESSURE CONTROL SOLENOID E

Description

INFOID:000000010989485

- The low brake solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The low brake solenoid valve controls the low brake control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989486

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if.. | Possible cause |
|-------|-----------------------------|--|---|
| P2722 | Pressure Control Solenoid E | The low brake solenoid valve monitor value is 0.2 A or less when the low brake solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• Low brake solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
MANU MODE SW : ON
GEAR : 1st
VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P2722" detected?

- YES >> Go to [TM-119, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989487

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P2731 PRESSURE CONTROL SOLENOID F

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P2731 PRESSURE CONTROL SOLENOID F

Description

INFOID:000000010989488

- The 2346 brake solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The 2346 brake solenoid valve controls the 2346 brake control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989489

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected if... | Possible cause |
|-------|-----------------------------|--|--|
| P2731 | Pressure Control Solenoid F | The 2346 brake solenoid valve monitor value is 0.2 A or less when the 2346 brake solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none">• Harness or connectors (Solenoid valve circuit is open or shorted.)• 2346 brake solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
MANU MODE SW : ON
GEAR : 2nd
VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P2731" detected?

- YES >> Go to [TM-120, "Diagnosis Procedure"](#).
NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989490

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P2807 PRESSURE CONTROL SOLENOID G

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

P2807 PRESSURE CONTROL SOLENOID G

Description

INFOID:000000010989491

- The direct clutch solenoid valve is controlled by the TCM in response to signals transmitted from the transmission range switch, output speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- The direct clutch solenoid valve controls the direct clutch control valve in response to a signal transmitted from the TCM.

DTC Logic

INFOID:000000010989492

DTC DETECTION LOGIC

| DTC | Trouble diagnosis name | DTC is detected is... | Possible cause |
|-------|-----------------------------|--|--|
| P2807 | Pressure Control Solenoid G | The direct clutch solenoid valve monitor value is 0.2 A or less when the direct clutch solenoid valve command value is more than 0.75 A. | <ul style="list-style-type: none"> • Harness or connectors (Solenoid valve circuit is open or shorted.) • Direct clutch solenoid valve |

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

1. PRECONDITIONING

If "DTC CONFIRMATION PROCEDURE" is previously conducted, always turn ignition switch OFF and wait at least 10 seconds before performing the next test.

>> GO TO 2.

2. CHECK DTC DETECTION

With CONSULT

1. Start the engine.
2. Select "BATTERY VOLT", "MANU MODE SW", "GEAR" and "VHCL/S SE-A/T" in "Data Monitor" in "TRANSMISSION".
3. Drive vehicle and maintain the following conditions for 5 seconds or more.

BATTERY VOLT : 9 V or more
 MANU MODE SW : ON
 GEAR : 1st
 VHCL/S SE-A/T : 10 km/h (7 MPH) or more

4. Perform "Self Diagnostic Results" in "TRANSMISSION".

With GST

Follow the procedure "With CONSULT".

Is "P2807" detected?

- YES >> Go to [TM-121, "Diagnosis Procedure"](#).
 NO >> INSPECTION END

Diagnosis Procedure

INFOID:000000010989493

1. CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace control valve & TCM. Refer to [TM-185, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

MAIN POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

MAIN POWER SUPPLY AND GROUND CIRCUIT

Diagnosis Procedure

INFOID:000000010989494

1. CHECK TCM POWER SOURCE (PART 1)

1. Turn ignition switch OFF.
2. Disconnect A/T assembly connector.
3. Check voltage between A/T assembly vehicle side harness connector terminal and ground.

| A/T assembly vehicle side harness connector | | Ground | Condition | Voltage (Approx.) |
|---|----------|--------|-----------|-------------------|
| Connector | Terminal | | | |
| F51 | 2 | | Always | Battery voltage |

Is the inspection result normal?

- YES >> GO TO 2.
NO >> GO TO 6.

2. CHECK TCM POWER SOURCE (PART 2)

Check voltage between A/T assembly vehicle side harness connector terminals and ground.

| A/T assembly vehicle side harness connector | | Ground | Condition | Voltage (Approx.) |
|---|----------|--------------------------|-----------------|-------------------|
| Connector | Terminal | | | |
| F51 | 1 | Turn ignition switch ON | Battery voltage | |
| | | Turn ignition switch OFF | 0 V | |
| | 6 | Turn ignition switch ON | Battery voltage | |
| | | Turn ignition switch OFF | 0 V | |

Is the inspection result normal?

- YES >> GO TO 3.
NO >> GO TO 7.

3. CHECK TCM GROUND CIRCUIT

Check continuity between A/T assembly vehicle side harness connector terminals and ground.

| A/T assembly vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|------------|
| Connector | Terminal | | |
| F51 | 5 | | Existed |
| | 10 | | |

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair or replace damaged parts.

4. CHECK JOINT CONNECTOR

1. Remove joint connector. Refer to [TM-185, "Exploded View"](#).
2. Check the continuity between joint connector terminals.

| A/T assembly harness connector side | TCM harness connector side | Continuity |
|-------------------------------------|----------------------------|------------|
| Terminal | Terminal | |
| 1 | 1 | Existed |
| 2 | 2 | |
| 5 | 5 | |
| 6 | 6 | |
| 10 | 10 | |

Is the inspection result normal?

MAIN POWER SUPPLY AND GROUND CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

- YES >> GO TO 5.
NO >> Repair or replace damaged parts.

5.CHECK INTERMITTENT INCIDENT

Refer to [GI-41, "Intermittent Incident"](#).

Is the inspection result normal?

- YES >> Replace the control valve & TCM. Refer to [TM-185, "Exploded View"](#).
NO >> Repair or replace damaged parts.

6.DETECT MALFUNCTIONING ITEM

Check the following.

- Harness for short or open between battery positive terminal and A/T assembly vehicle side harness connector terminal 2. Refer to [PG-6, "Wiring Diagram - BATTERY POWER SUPPLY -"](#).
- Battery
- 10A fuse (No.36, located in the fuse, fusible link and relay box). Refer to [PG-85, "Fuse and Fusible Link Arrangement"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-41, "Intermittent Incident"](#).
NO >> Repair or replace damaged parts.

7.CHECK HARNESS BETWEEN IPDM E/R AND A/T ASSEMBLY (PART 1)

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

| IPDM E/R vehicle side harness connector | | A/T assembly vehicle side harness connector | | Continuity |
|---|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E7 | 58 | F51 | 1 | Existed |
| | | | 6 | |

Is the inspection result normal?

- YES >> GO TO 8.
NO >> Repair or replace damaged parts.

8.CHECK HARNESS BETWEEN IPDM E/R AND A/T ASSEMBLY (PART 2)

Check continuity between A/T assembly vehicle side harness connector terminal and ground.

| A/T assembly vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | |
| F51 | 1 | | Not existed |
| | 6 | | |

Is the inspection result normal?

- YES >> GO TO 9.
NO >> Repair or replace damaged parts.

9.DETECT MALFUNCTIONING ITEM

Check the following.

- Harness for short or open between ignition switch and IPDM E/R. Refer to [PG-35, "Wiring Diagram - IGNITION POWER SUPPLY -"](#).
- Ignition switch
- 10A fuse (No.43, located in the IPDM E/R). Refer to [PG-86, "Fuse, Connector and Terminal Arrangement"](#).
- IPDM E/R

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-41, "Intermittent Incident"](#).
NO >> Repair or replace damaged parts.

SHIFT POSITION INDICATOR CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

SHIFT POSITION INDICATOR CIRCUIT

Description

INFOID:000000010989495

TCM transmit the switch signals to unified meter and A/C amp. via CAN communication line. Then manual mode switch position is indicated on the shift position indicator.

Component Function Check

INFOID:000000010989496

1. CHECK A/T INDICATOR

CAUTION:

Always drive vehicle at a safe speed.

1. Start the engine.
2. Check the actual selector lever position ("P", "R", "N", "D" and "DS") and the indication of the shift position indicator mutually coincide.
3. Drive vehicle in the manual mode, and then check that the actual gear position and the indication of the shift position indicator mutually coincide when the selector lever is shifted to "UP (+ side)" or "DOWN (- side)" side (1GR ⇔ 7GR).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [TM-124, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000010989497

1. CHECK INPUT SIGNALS

With CONSULT

1. Start the engine.
2. Select "SLCT LVR POSI" in "Data Monitor" in "TRANSMISSION".
3. Check the actual selector lever position ("P", "R", "N", "D" and "DS") and the indication of the "SLCT LVR POSI" mutually coincide. Refer to [TM-136, "Reference Value"](#).
4. Drive vehicle in the manual mode, and then check that the actual gear position and the indication of the "SLCT LVR POSI" mutually coincide when the selector lever is shifted to the "UP (+ side)" or "DOWN (- side)" side (1GR ⇔ 7GR). Refer to [TM-136, "Reference Value"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO-1 >> The actual gear position does not change, or shifting into the manual mode is not possible (no gear shifting in the manual mode possible). Or the shift position indicator is not indicated.

- Check manual mode switch. Refer to [TM-117, "Component Inspection \(Manual Mode Switch\)"](#).
- Check A/T main system (Fail-safe function actuated).
- Perform "Self Diagnostic Results" in "TRANSMISSION". Refer to [TM-60, "CONSULT Function"](#).

NO-2 >> The actual gear position changes, but the shift position indicator is not indicated.

- Perform "Self Diagnostic Results" in "TRANSMISSION". Refer to [TM-60, "CONSULT Function"](#).

NO-3 >> The actual gear position and the indication on the shift position indicator do not coincide.

- Perform "Self Diagnostic Results" in "TRANSMISSION". Refer to [TM-60, "CONSULT Function"](#).

NO-4 >> Only a specific position or positions is/are not indicated on the shift position indicator.

- Check the unified meter and A/C amp. Refer to [MWI-84, "Reference Value"](#).

SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

SHIFT LOCK SYSTEM

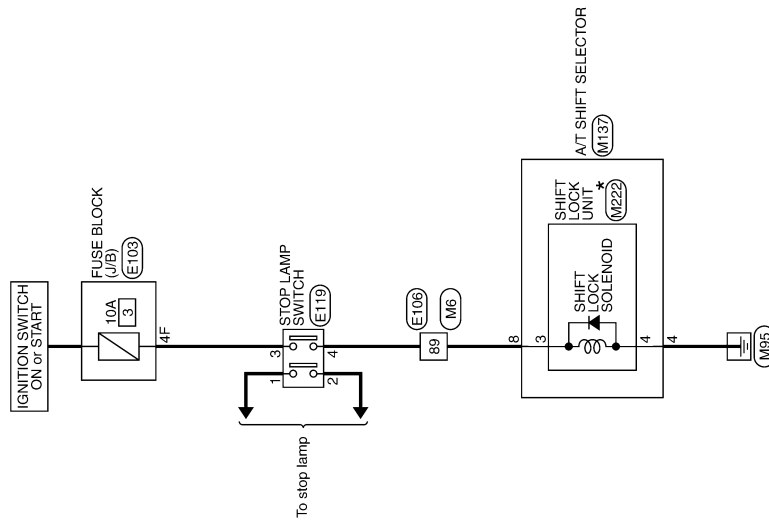
Description

INFOID:000000010989498

Refer to [TM-56, "System Description"](#).

Wiring Diagram - A/T SHIFT LOCK SYSTEM -

INFOID:000000010989499



A/T SHIFT LOCK SYSTEM

2014/06/09

JRDWC3471GB

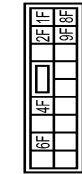
SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

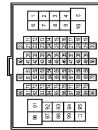
A/T SHIFT LOCK SYSTEM

| | |
|----------------|------------------|
| Connector No. | E103 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS16FW-C5 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1F | SB | |
| 2F | GR | |
| 4F | G | |
| 6F | BR | |
| 8F | L | |
| 9F | P | |

| | |
|----------------|-----------------|
| Connector No. | E106 |
| Connector Name | WIRE TO WIRE |
| Connector Type | T180FW-C516-TM4 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | |
| 3 | EG | |
| 5 | G | |
| 6 | Y | |
| 7 | V | |
| 9 | R | |
| 11 | R | |
| 13 | L | |
| 14 | GR | |
| 15 | P | |
| 16 | W | |
| 17 | SB | |

| | | |
|-----|--------|--|
| 18 | EG | |
| 38 | L | |
| 39 | Y | |
| 41 | R | |
| 42 | LG | |
| 43 | G | |
| 44 | GR | |
| 45 | BR | |
| 46 | LG | |
| 47 | P | |
| 48 | W | |
| 49 | Y | |
| 50 | G | |
| 51 | L | |
| 66 | GR | |
| 67 | LG | |
| 80 | R | |
| 81 | P | |
| 82 | G | |
| 83 | V | |
| 84 | L | |
| 85 | W | |
| 89 | V | |
| 91 | W | |
| 93 | GR | |
| 94 | GR | |
| 95 | SB | |
| 96 | SHIELD | |
| 98 | L | |
| 99 | L | |
| 100 | P | |

| | |
|----------------|------------------|
| Connector No. | E119 |
| Connector Name | STOP LAMP SWITCH |
| Connector Type | M04FW-LC |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | W | |
| 2 | W | |
| 3 | G | |
| 4 | V | |

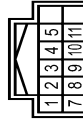
| | |
|----------------|-----------------|
| Connector No. | M6 |
| Connector Name | WIRE TO WIRE |
| Connector Type | T180FW-C516-TM4 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | EG | |
| 3 | R | |
| 5 | G | |
| 6 | LG | |
| 7 | W | |
| 9 | G | |
| 11 | V | |
| 12 | R | |
| 13 | GR | |
| 15 | P | |
| 16 | W | |
| 17 | BR | |
| 18 | P | |
| 20 | L | |

| | | |
|-----|--------|--|
| 31 | L | |
| 32 | Y | |
| 36 | R | |
| 37 | Y | |
| 38 | R | |
| 39 | SB | |
| 41 | V | |
| 42 | LG | |
| 43 | P | |
| 44 | B | |
| 45 | EG | |
| 46 | G | |
| 47 | L | |
| 48 | P | |
| 49 | Y | |
| 50 | G | |
| 51 | Y | |
| 53 | Y | |
| 55 | Y | |
| 57 | GR | |
| 58 | SHIELD | |
| 59 | L | |
| 100 | SB | |

| | |
|----------------|--------------------|
| Connector No. | M137 |
| Connector Name | A/T SHIFT SELECTOR |
| Connector Type | TH137FW-NH |



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| A/T SHIFT LOCK SYSTEM | |
|-----------------------|--|
| Terminal No. | Color Of Wire Signal Name [Specification] |
| 1 | W |
| 2 | V |
| 3 | L |
| 4 | B |
| 5 | G |
| 7 | Y |
| 8 | LG |
| 9 | B |
| 10 | GR |
| 11 | R |

| | |
|----------------|-----------------|
| Connector No. | M22 |
| Connector Name | SHIFT LOCK UNIT |
| Connector Type | TG04FW |

| Terminal No. | Color Of Wire Signal Name [Specification] |
|--------------|--|
| 3 | BR |
| 4 | L |

JRDWC3486GB

INFOID:0000000010989505

Component Function Check

1. CHECK A/T SHIFT LOCK OPERATION (STEP 1)

1. Turn ignition switch ON.
2. Shift the selector lever to the "P" position.
3. Attempt to shift the selector lever to any other position with the brake pedal released.

Can the selector lever be shifted to any other position?

SHIFT LOCK SYSTEM

[7AT: RE7R01A]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> Go to [TM-128, "Diagnosis Procedure"](#).
NO >> GO TO 2.

2.CHECK A/T SHIFT LOCK OPERATION (STEP 2)

Attempt to shift the selector lever to any other position with the brake pedal depressed.

Can the selector lever be shifted to any other position?

- YES >> INSPECTION END
NO >> Go to [TM-128, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000010989506

1.CHECK POWER SOURCE (PART 1)

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Turn ignition switch ON.
4. Check voltage between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Condition | Voltage (Approx.) |
|---|----------|--------|------------------------|-------------------|
| Connector | Terminal | | Depressed brake pedal. | Battery voltage |
| M137 | 8 | | Released brake pedal. | 0 V |
| | | | | |

Is the inspection result normal?

- YES >> GO TO 2.
NO >> GO TO 5.

2.CHECK GROUND CIRCUIT

Check continuity between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|------------|
| Connector | Terminal | | Existed |
| M137 | 4 | | Existed |

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Repair or replace damaged parts.

3.CHECK HARNESS BETWEEN A/T SHIFT SELECTOR AND SHIFT LOCK UNIT

1. Disconnect shift lock unit connector.
2. Check continuity between A/T shift selector connector terminals and shift lock unit A/T shift selector side connector terminals.

| A/T shift selector connector | | Shift lock unit A/T shift selector side connector | | Continuity |
|------------------------------|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M137 | 8 | M222 | 3 | Existed |
| | 4 | | 4 | |

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Repair or replace damaged parts.

4.CHECK SHIFT LOCK UNIT

1. Remove shift lock unit. Refer to [TM-179, "2WD : Exploded View"](#) (2WD) or [TM-181, "AWD : Exploded View"](#) (AWD).
2. Check shift lock unit. Refer to [TM-130, "Component Inspection \(Shift Lock Solenoid\)"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-41, "Intermittent Incident"](#).

SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

NO >> Replace shift lock unit. Refer to [TM-179. "2WD : Exploded View"](#) (2WD) or [TM-181. "AWD : Exploded View"](#) (AWD).

5. CHECK POWER SOURCE (PART 2)

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch connector.
3. Turn ignition switch ON.
4. Check voltage between stop lamp switch vehicle side harness connector terminal and ground.

| Stop lamp switch vehicle side harness connector | | Ground | Voltage (Approx.) |
|---|----------|--------|-------------------|
| Connector | Terminal | | Battery voltage |
| E119 | 3 | | |

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 9.

6. CHECK STOP LAMP SWITCH (PART 1)

Check stop lamp switch. Refer to [TM-130. "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 7.

NO >> GO TO 12.

7. CHECK HARNESS BETWEEN STOP LAMP SWITCH AND SHIFT SELECTOR (PART 1)

Check continuity between stop lamp switch vehicle side harness connector terminal and A/T shift selector vehicle side harness connector terminal.

| Stop lamp switch vehicle side harness connector | | A/T shift selector vehicle side harness connector | | Continuity |
|---|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E119 | 4 | M137 | 8 | Existed |

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace damaged parts.

8. CHECK HARNESS BETWEEN STOP LAMP SWITCH AND SHIFT SELECTOR (PART 2)

Check continuity between stop lamp switch vehicle side harness connector terminal and ground.

| Stop lamp switch vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | Not existed |
| E119 | 4 | | |

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-41. "Intermittent Incident"](#).

NO >> Repair or replace damaged parts.

9. CHECK HARNESS BETWEEN FUSE BLOCK (J/B) AND STOP LAMP SWITCH (PART 1)

1. Turn ignition switch OFF.
2. Disconnect fuse block (J/B) connector.
3. Check continuity between fuse block (J/B) vehicle side harness connector terminal and stop lamp switch vehicle side harness connector terminal.

| Fuse block (J/B) vehicle side harness connector | | Stop lamp switch vehicle side harness connector | | Continuity |
|---|----------|---|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| E103 | 4F | E119 | 3 | Existed |

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace damaged parts.

SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

10. CHECK HARNESS BETWEEN FUSE BLOCK (J/B) AND STOP LAMP SWITCH (PART 2)

Check continuity between fuse block (J/B) vehicle side harness connector terminal and ground.

| Fuse block (J/B) vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | |
| E103 | 4F | | Not existed |

Is the inspection result normal?

- YES >> GO TO 11.
- NO >> Repair or replace damaged parts.

11. DETECT MALFUNCTIONING ITEM

Check the following.

- Harness for short or open between ignition switch and fuse block (J/B). Refer to [PG-35, "Wiring Diagram - IGNITION POWER SUPPLY -"](#).
- Ignition switch
- 10A fuse [No.3, located in the fuse block (J/B)]. Refer to [PG-84, "Fuse, Connector and Terminal Arrangement"](#).
- Fuse block (J/B)

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-41, "Intermittent Incident"](#).
- NO >> Repair or replace damaged parts.

12. CHECK INSTALLATION POSITION OF STOP LAMP SWITCH

Adjust stop lamp switch position. Refer to [BR-9, "Inspection and Adjustment"](#).

>> GO TO 13.

13. CHECK STOP LAMP SWITCH (PART 2)

Check stop lamp switch. Refer to [TM-130, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace stop lamp switch. Refer to [BR-20, "Exploded View"](#).

Component Inspection (Shift Lock Solenoid)

INFOID:000000010989507

1. CHECK SHIFT LOCK SOLENOID

Apply voltage to terminals 3 and 4 of shift lock unit connector, and then check that shift lock solenoid is activated.

CAUTION:

Connect the fuse between the terminals when applying the voltage.

| Shift lock unit connector | | | Condition | Status |
|---------------------------|----------|---|--|------------------------------|
| Connector | Terminal | | | |
| | + (fuse) | - | | |
| M222 | 3 | 4 | Apply 12 V direct current between terminals 3 and 4. | Shift lock solenoid operates |

Can the lock plate be moved up and down?

- YES >> INSPECTION END
- NO >> Replace shift lock unit. Refer to [TM-179, "2WD : Exploded View"](#) (2WD) or [TM-181, "AWD : Exploded View"](#) (AWD).

Component Inspection (Stop Lamp Switch)

INFOID:000000010989508

1. CHECK STOP LAMP SWITCH

SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

Check continuity between stop lamp switch connector terminals.

| Stop lamp switch connector | | Condition | Continuity | |
|----------------------------|----------|-----------|-----------------------|-------------|
| Connector | Terminal | | | |
| E119 | 3 | 4 | Brake pedal depressed | Existed |
| | | | Brake pedal released | Not existed |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch. Refer to [BR-20, "Exploded View"](#).

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SELECTOR LEVER POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

SELECTOR LEVER POSITION INDICATOR

Description

INFOID:000000010989509

Indicates selector lever position.

Component Function Check

INFOID:000000010989510

1.CHECK SELECTOR LEVER POSITION INDICATOR (PART 1)

1. Turn ignition switch ON.
2. Check that each position indicator lamp of the selector lever position indicator turns on when shifting the selector lever from "P" to "M" position.

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Go to [TM-132. "Diagnosis Procedure"](#).

2.CHECK SELECTOR LEVER POSITION INDICATOR (PART 2)

Check that the night illumination of the selector lever position indicator turns on when setting the lighting switch in 1st position.

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Go to [TM-132. "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000010989511

1.CHECK MALFUNCTIONING ITEM

Which item is abnormal?

- Position indicator lamp>> GO TO 2.
 Illumination lamp>> GO TO 9.

2.CHECK POWER SOURCE (PART 1)

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Turn ignition switch ON.
4. Check voltage between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Voltage (Approx.) |
|---|----------|--------|-------------------|
| Connector | Terminal | | Battery voltage |
| M137 | 10 | | |

Is the inspection result normal?

- YES >> GO TO 3.
 NO >> GO TO 6.

3.CHECK GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|------------|
| Connector | Terminal | | Existed |
| M137 | 4 | | |

Is the inspection result normal?

- YES >> GO TO 4.
 NO >> Repair or replace damaged parts.

4.CHECK SHIFT POSITION SWITCH (PART 1)

SELECTOR LEVER POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

1. Disconnect selector lever position indicator side connector of shift position switch.
2. Check continuity between A/T shift selector connector terminals and shift position switch connector terminals (indicator side).

| A/T shift selector connector | | Shift position switch connector (indicator side) | | Condition | Continuity |
|------------------------------|---------------------------------|--|--------------------------|--|-------------|
| Connector | Terminal | Connector | Terminal | | |
| M137 | 4 | M221 | 7 | Selector lever in "D" position. | Existed |
| | | | 2, 3, 4, 5, 6, 9, 10, 11 | | Not existed |
| | | | 9 | Selector lever in "M" position. | Existed |
| | | | 2, 3, 4, 5, 6, 7, 10, 11 | | Not existed |
| | 10 | | 2, 6 | Selector lever in "N" and "M" positions. | Existed |
| | | | 3, 4, 5, 7, 9, 10, 11 | | Not existed |
| | | | 3, 6 | Selector lever in "D" position. | Existed |
| | | | 2, 4, 5, 7, 9, 10, 11 | | Not existed |
| | | | 4, 6 | Selector lever in "R" position. | Existed |
| | | | 2, 3, 5, 7, 9, 10, 11 | | Not existed |
| 5, 6 | Selector lever in "P" position. | Existed | | | |
| 2, 3, 4, 7, 9, 10, 11 | | Not existed | | | |

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Repair or replace damaged parts.

5. CHECK SELECTOR LEVER POSITION INDICATOR

Check selector lever position indicator. Refer to [TM-134, "Component Inspection \(Selector Lever Position Indicator\)"](#).

Is the inspection result normal?

- YES >> Check intermittent incident. Refer to [GI-41, "Intermittent Incident"](#).
 NO >> Replace damaged parts.

6. CHECK HARNESS BETWEEN A/T SHIFT SELECTOR AND BCM (PART 1)

1. Turn ignition switch OFF.
2. Disconnect BCM connector.
3. Check continuity between A/T shift selector vehicle side harness connector terminal and BCM vehicle side harness connector terminal.

| A/T shift selector vehicle side harness connector | | BCM vehicle side harness connector | | Continuity |
|---|----------|------------------------------------|----------|------------|
| Connector | Terminal | Connector | Terminal | |
| M137 | 10 | M122 | 96 | Existed |

Is the inspection result normal?

- YES >> GO TO 7.
 NO >> Repair or replace damaged parts.

7. CHECK HARNESS BETWEEN A/T SHIFT SELECTOR AND BCM (PART 2)

Check continuity between A/T shift selector vehicle side harness connector terminal and ground.

| A/T shift selector vehicle side harness connector | | Ground | Continuity |
|---|----------|--------|-------------|
| Connector | Terminal | | |
| M137 | 10 | | Not existed |

Is the inspection result normal?

- YES >> GO TO 8.
 NO >> Repair or replace damaged parts.

SELECTOR LEVER POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

8. CHECK BCM INPUT/OUTPUT SIGNAL

Check BCM input/output signal. Refer to [BCS-45. "Reference Value"](#).

Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-41. "Intermittent Incident"](#).

NO >> Repair or replace damaged parts.

9. CHECK POWER SOURCE (PART 2)

1. Turn ignition switch OFF.
2. Disconnect A/T shift selector connector.
3. Turn ignition switch ON.
4. Check voltage between A/T shift selector vehicle side harness connector terminals.

| A/T shift selector vehicle side harness connector | | Condition | Voltage (Approx.) |
|---|----------|---------------------|-------------------|
| Connector | Terminal | | |
| M137 | + | Lighting switch 1ST | Battery voltage |
| | - | | |
| | 7 | 9 | |

Is the inspection result normal?

YES >> GO TO 10.

NO >> Check illumination circuit. Refer to [INL-41. "Wiring Diagram - ILLUMINATION -"](#).

10. CHECK SHIFT POSITION SWITCH (PART 2)

1. Disconnect selector lever position indicator side connector of shift position switch.
2. Check continuity between A/T shift selector connector terminals and shift position switch connector terminals (indicator side).

| A/T shift selector connector | | Shift position switch connector (indicator side) | | Continuity |
|------------------------------|----------|--|-------------------------|-------------|
| Connector | Terminal | Connector | Terminal | |
| M137 | 7 | M221 | 10 | Existed |
| | | | 2, 3, 4, 5, 6, 7, 9, 11 | Not existed |
| | 9 | | 11 | Existed |
| | | | 2, 3, 4, 5, 6, 7, 9, 10 | Not existed |

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

Component Inspection (Selector Lever Position Indicator)

INFOID:000000010989512

1. CHECK SELECTOR LEVER POSITION INDICATOR

Check that selector lever position indicator lamps turn on.

CAUTION:

Connect the fuse between the terminals when applying the voltage.

SELECTOR LEVER POSITION INDICATOR

< DTC/CIRCUIT DIAGNOSIS >

[7AT: RE7R01A]

| Shift position switch connector (indicator side) | | | Condition | Status |
|--|----------|----|--|---------------------------------------|
| Connector | Terminal | | | |
| | + (fuse) | - | | |
| M221 | 2 | 7 | Apply 12 V direct current between terminals 2 and 7. | "N" position indicator lamp turns on. |
| | 3 | | Apply 12 V direct current between terminals 3 and 7. | "D" position indicator lamp turns on. |
| | 4 | | Apply 12 V direct current between terminals 4 and 7. | "R" position indicator lamp turns on. |
| | 5 | | Apply 12 V direct current between terminals 5 and 7. | "P" position indicator lamp turns on. |
| | 6 | 9 | Apply 12 V direct current between terminals 6 and 9. | "M" mode indicator lamp turns on. |
| | 10 | 11 | Apply 12 V direct current between terminals 10 and 11. | Illumination lamp turns on. |

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace the selector lever position indicator. Refer to [TM-184, "Removal and Installation"](#).

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ECU DIAGNOSIS INFORMATION

TCM

Reference Value

INFOID:0000000010989513

VALUES ON DIAGNOSIS TOOL

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

NOTE:

The following table includes information (items) inapplicable to this vehicle. For information (items) applicable to this vehicle, refer to CONSULT display items.

CONSULT MONITOR ITEM

| Item name | Condition | Value / Status (Approx.) |
|---------------|--|---|
| VHCL/S SE-A/T | During driving | Approximately equals the speedometer reading. |
| ESTM VSP SIG | During driving | Approximately equals the speedometer reading. |
| OUTPUT REV | During driving (lock-up ON) | Tachometer / Gear ratio |
| INPUT SPEED | During driving (lock-up ON) | Approximately equals the engine speed. |
| F SUN GR REV | During driving | Revolution of front sun gear is indicated. |
| F CARR GR REV | During driving | Revolution of front carrier is indicated. |
| ENGINE SPEED | Engine running | Closely equals the tachometer reading. |
| TC SLIP SPEED | During driving | Engine speed – Input speed |
| ACCELE POSI | Accelerator pedal is released | 0.0/8 |
| | Accelerator pedal is fully depressed | 8.0/8 |
| THROTTLE POSI | Accelerator pedal is released | 0.0/8 |
| | Accelerator pedal is fully depressed | 8.0/8 |
| ATF TEMP 1 | Ignition switch ON | Temperature of ATF in the oil pan is indicated. |
| ATF TEMP 2 | Ignition switch ON | Temperature of ATF at the exit of torque converter. |
| ATF TEMP SE 1 | 0°C (32° F) – 20°C (68°F) – 80°C (176°F) | 3.3 – 2.7 – 0.9 V |
| BATTERY VOLT | Ignition switch ON | Battery voltage (11 V – 14 V) |
| LINE PRES SOL | — | — |
| TCC SOLENOID | — | — |
| L/B SOLENOID | — | — |
| FR/B SOLENOID | — | — |
| HLR/C SOL | — | — |

TCM

< ECU DIAGNOSIS INFORMATION >

[7AT: RE7R01A]

| Item name | Condition | Value / Status (Approx.) | |
|----------------|---|--|----|
| I/C SOLENOID | — | — | A |
| D/C SOLENOID | — | — | |
| 2346/B SOL | — | — | B |
| L/P SOL MON | — | — | |
| TCC SOL MON | — | — | |
| L/B SOL MON | — | — | C |
| FR/B SOL MON | — | — | |
| HLR/C SOL MON | — | — | TM |
| I/C SOL MON | — | — | |
| D/C SOL MON | — | — | |
| 2346/B SOL MON | — | — | E |
| GEAR RATIO | Driving with 1GR | 4.924 | |
| | Driving with 2GR | 3.194 | F |
| | Driving with 3GR | 2.043 | |
| | Driving with 4GR | 1.412 | |
| | Driving with 5GR | 1.000 | G |
| | Driving with 6GR | 0.862 | |
| | Driving with 7GR | 0.772 | |
| ENGINE TORQUE | During driving | Changes the value according to the acceleration or deceleration. | H |
| ENG TORQUE D | During driving | Changes the value according to the acceleration or deceleration. | I |
| INPUT TRQ S | During driving | Changes the value according to the acceleration or deceleration. | J |
| INPUT TRQ L/P | During driving | Changes the value according to the acceleration or deceleration. | J |
| TRGT PRES L/P | Selector lever in "P" and "N" positions | 490 kPa | |
| | Other than the above | 490 – 1370 kPa | K |
| TRGT PRES TCC | Slip lock-up is active | 0 – 600 kPa | |
| | Lock-up is active | 600 kPa | L |
| | Other than the above | 0 kPa | |
| TRGT PRES L/B | Low brake is engaged | 1370 kPa | |
| | Low brake is disengaged | 0 kPa | M |
| TRGT PRES FR/B | Front brake is engaged | 1370 kPa | |
| | Front brake is disengaged | 0 kPa | N |
| TRG PRE HLR/C | High and low reverse clutch is engaged | 1370 kPa | |
| | High and low reverse clutch is disengaged | 0 kPa | |
| TRGT PRES I/C | Input clutch is engaged | 1370 kPa | O |
| | Input clutch is disengaged | 0 kPa | |
| TRGT PRES D/C | Direct clutch is engaged | 1370 kPa | |
| | Direct clutch is disengaged | 0 kPa | P |
| TRG PRE 2346/B | 2346 brake is engaged | 1370 kPa | |
| | 2346 brake is disengaged | 0 kPa | |
| SHIFT PATTERN | During normal driving (without shift changes) | FF | |
| VEHICLE SPEED | During driving | Approximately equals the speedometer reading. | |

TCM

< ECU DIAGNOSIS INFORMATION >

[7AT: RE7R01A]

| Item name | Condition | Value / Status (Approx.) |
|----------------|---|--------------------------|
| RANGE SW 4 | Selector lever in "P" and "N" positions | ON |
| | Other than the above | OFF |
| RANGE SW 3 | Selector lever in "P", "R" and "N" positions | ON |
| | Other than the above | OFF |
| RANGE SW 2 | Selector lever in "P" and "R" positions | ON |
| | Other than the above | OFF |
| RANGE SW 1 | Selector lever in "P" position | ON |
| | Other than the above | OFF |
| SFT DWN ST SW | Always | OFF |
| SFT UP ST SW | Always | OFF |
| DOWN SW LEVER | Selector lever is shifted to - side | ON |
| | Other than the above | OFF |
| UP SW LEVER | Selector lever is shifted to + side | ON |
| | Other than the above | OFF |
| NON M-MODE SW | Selector lever is shifted to manual shift gate side | OFF |
| | Other than the above | ON |
| MANU MODE SW | Selector lever is shifted to manual shift gate side | ON |
| | Other than the above | OFF |
| TOW MODE SW* | Tow mode | ON |
| | Other than the above | OFF |
| DS RANGE | Driving with DS mode | ON |
| | Other than the above | OFF |
| 1 POSITION SW* | Selector lever in "1" position | ON |
| | Other than the above | OFF |
| OD CONT SW* | When overdrive control switch is depressed | ON |
| | When overdrive control switch is released | OFF |
| BRAKESW | Brake pedal is depressed | ON |
| | Brake pedal is released | OFF |
| POWERSHIFT SW* | Power mode | ON |
| | Other than the above | OFF |
| ASCD-OD CUT | When TCM receives ASCD OD cancel request signal | ON |
| | Other than the above | OFF |
| ASCD-CRUISE | ASCD operate | ON |
| | Other than the above | OFF |
| ABS SIGNAL | ABS operate | ON |
| | Other than the above | OFF |
| TCS GR/P KEEP | When TCM receives TCS gear keep request signal | ON |
| | Other than the above | OFF |
| TCS SIGNAL 2 | When the reception value of A/T shift schedule change demand signal is "cold" | ON |
| | Other than the above | OFF |
| TCS SIGNAL 1 | When the reception value of A/T shift schedule change demand signal is "warm" | ON |
| | Other than the above | OFF |

TCM

< ECU DIAGNOSIS INFORMATION >

[7AT: RE7R01A]

| Item name | Condition | Value / Status (Approx.) | |
|----------------------|---|---|----|
| LOW/B PARTS | At 4 - 5 - 6 gear shift control | FAIL | A |
| | Other than the above | NOTFAIL | |
| HC/IC/FRB PARTS | At 1 - 2 - 3 gear shift control | FAIL | B |
| | Other than the above | NOTFAIL | |
| IC/FRB PARTS | At 4 - 5 - 6 gear shift control | FAIL | C |
| | Other than the above | NOTFAIL | |
| HLR/C PARTS | At 4 - 5 - 6 gear shift control | FAIL | TM |
| | Other than the above | NOTFAIL | |
| W/O THL POS | Accelerator pedal is fully depressed | ON | |
| | Accelerator pedal is released | OFF | |
| CLSD THL POS | Accelerator pedal is released | ON | E |
| | Accelerator pedal is fully depressed | OFF | |
| DRV CST JUDGE | Accelerator pedal is depressed | DRIVE | F |
| | Accelerator pedal is released | COAST | |
| SHIFT IND SIGNAL | When the selector lever is positioned in between each position. | OFF | G |
| | Selector lever in "P" position | P | |
| | Selector lever in "R" position | R | |
| | Selector lever in "N" position | N | H |
| | Selector lever in "D" position | D | |
| | Selector lever in "D" position: 7GR | 6 | I |
| | Selector lever in "D" position: 6GR | 5 | |
| | Selector lever in "D" position: 5GR | 4 | J |
| | Selector lever in "D" position: 4GR | 3 | |
| | Selector lever in "D" position: 3GR | 2 | K |
| | Selector lever in "D" position: 2GR | 1 | |
| | Selector lever in "D" position: 1GR | M1 | L |
| | Selector lever in "M" position: 2GR | M2 | |
| | Selector lever in "M" position: 3GR | M3 | M |
| | Selector lever in "M" position: 4GR | M4 | |
| | Selector lever in "M" position: 5GR | M5 | N |
| | Selector lever in "M" position: 6GR | M6 | |
| | Selector lever in "M" position: 7GR | M7 | |
| | Driving with DS mode | DS | |
| | STARTER RELAY | Selector lever in "P" and "N" positions | ON |
| Other than the above | | OFF | |
| F-SAFE IND/L | For 2 seconds after the ignition switch is turned ON | ON | P |
| | Other than the above | OFF | |
| ATF WARN LAMP* | When TCM transmits the ATF indicator lamp signal | ON | |
| | Other than the above | OFF | |
| MANU MODE IND | Driving with manual mode | ON | |
| | Other than the above | OFF | |

TCM

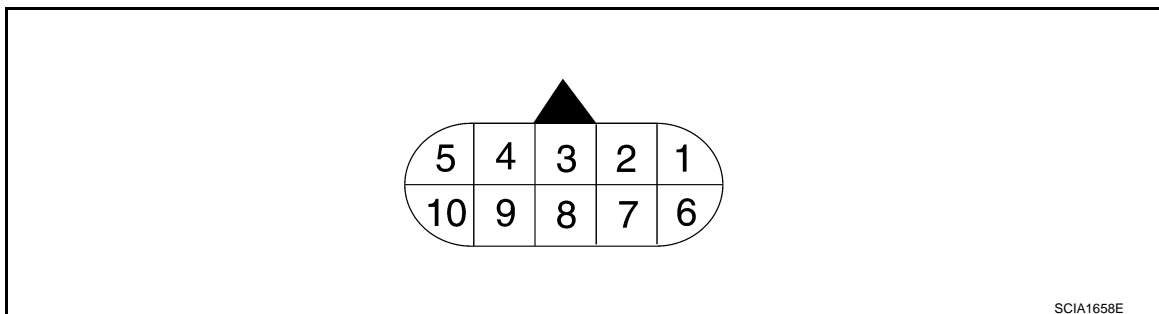
< ECU DIAGNOSIS INFORMATION >

[7AT: RE7R01A]

| Item name | Condition | Value / Status (Approx.) |
|-------------------------------------|--|-----------------------------------|
| ON OFF SOL MON | Selector lever in "P" and "N" positions | ON |
| | Driving with 1GR to 3GR | |
| | Other than the above | OFF |
| START RLY MON | Selector lever in "P" and "N" positions | ON |
| | Other than the above | OFF |
| ON OFF SOL | Selector lever in "P" and "N" positions | ON |
| | Driving with 1GR to 3GR | |
| | Other than the above | OFF |
| SLCT LVR POSI | Selector lever in "N" and "P" positions | N/P |
| | Selector lever in "R" position | R |
| | Selector lever in "D" and "DS" positions | D |
| | Selector lever in "M" position: 7GR | |
| | Selector lever in "M" position: 6GR | 6 |
| | Selector lever in "M" position: 5GR | 5 |
| | Selector lever in "M" position: 4GR | 4 |
| | Selector lever in "M" position: 3GR | 3 |
| | Selector lever in "M" position: 2GR | 2 |
| Selector lever in "M" position: 1GR | 1 | |
| GEAR | During driving | 1st, 2nd, 3rd, 4th, 5th, 6th, 7th |
| NEXT GR POSI | During driving | 1st, 2nd, 3rd, 4th, 5th, 6th, 7th |
| SHIFT MODE | Driving with the D position | 0 or 3 |
| | Driving with the manual mode | 4 or 8 |
| D/C PARTS | At 1 - 2 gear shift control | FAIL |
| | Other than the above | NOTFAIL |
| FR/B PARTS | At control fixed to 1GR | FAIL |
| | Other than the above | NOTFAIL |
| 2346/B PARTS | At control fixed to 1GR | FAIL |
| | Other than the above | NOTFAIL |
| 2346B/DC PARTS | At 2 - 3 - 4 gear shift control | FAIL |
| | Other than the above | NOTFAIL |

*: Not mounted but always display as OFF

TERMINAL LAYOUT



PHYSICAL VALUES

TCM

< ECU DIAGNOSIS INFORMATION >

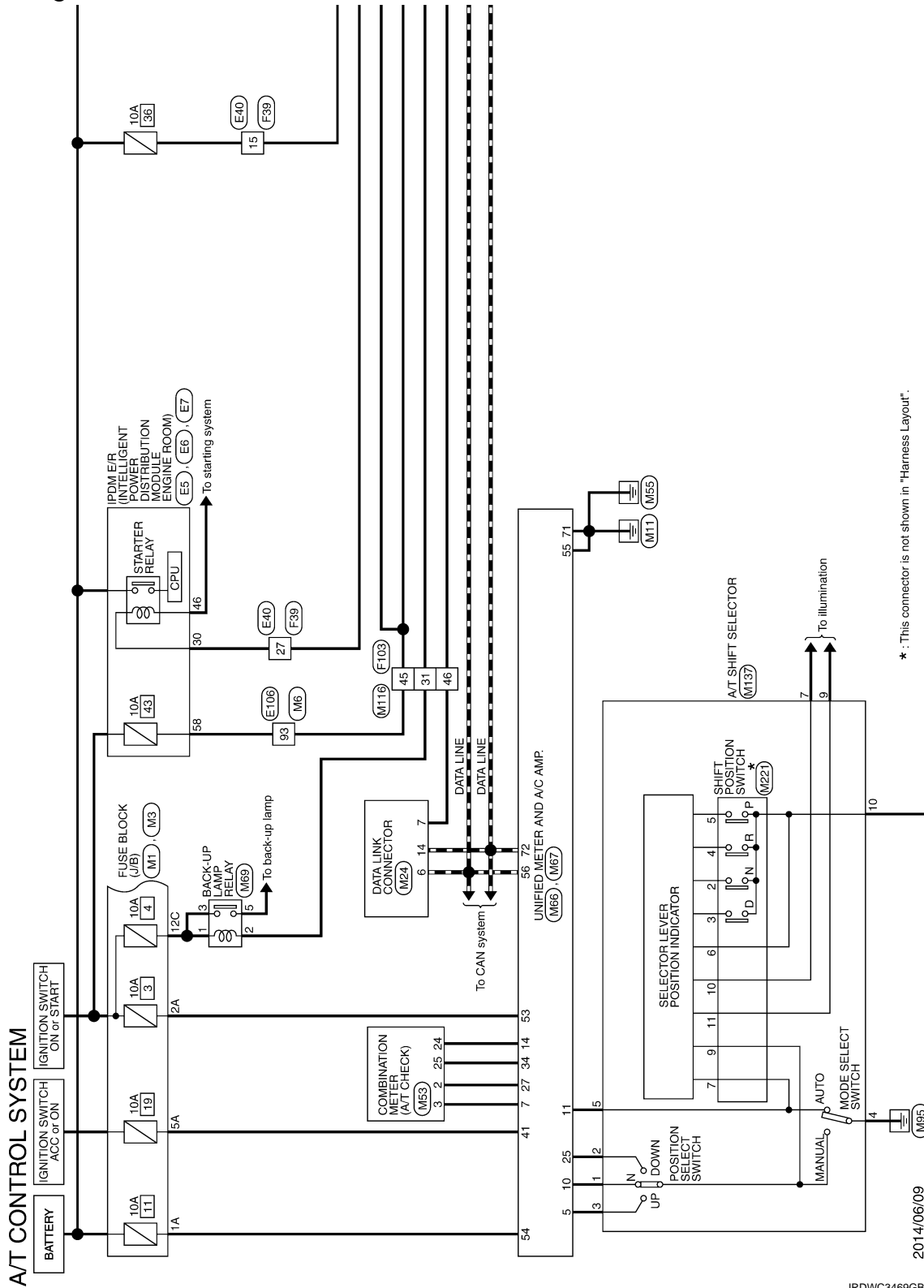
[7AT: RE7R01A]

| Terminal (Wire color) | | Description | | Condition | Value (Approx.) |
|--------------------------|--------|----------------------------------|------------------|---------------------|--|
| + | - | Signal name | Input/ Output | | |
| 1 (Y) | Ground | Power supply | Input | Ignition switch ON | Battery voltage |
| | | | | Ignition switch OFF | 0 V |
| 2 (R) | Ground | Power supply (Memory back-up) | Input | Always | Battery voltage |
| 3 (L) | — | CAN-H | Input/ Output | — | — |
| 4 (V) | — | K-line | Input/ Output | — | — |
| 5 (B) | Ground | Ground | Output | Always | 0 V |
| 6 (G) | Ground | Power supply | Input | Ignition switch ON | Battery voltage |
| | | | | Ignition switch OFF | 0 V |
| 7 (R) | Ground | Back-up lamp relay | Input | Ignition switch ON | Selector lever in "R" position. |
| | | | | | Selector lever in other than above. |
| 8 (P) | — | CAN-L | Input/ Output | — | — |
| 9 (GR) | Ground | Starter relay | Output | Ignition switch ON | Selector lever in "N" and "P" positions. |
| | | | | | Selector lever in other than above. |
| 10 (B) | Ground | Ground | Output | Always | 0 V |

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Wiring Diagram - A/T CONTROL SYSTEM -

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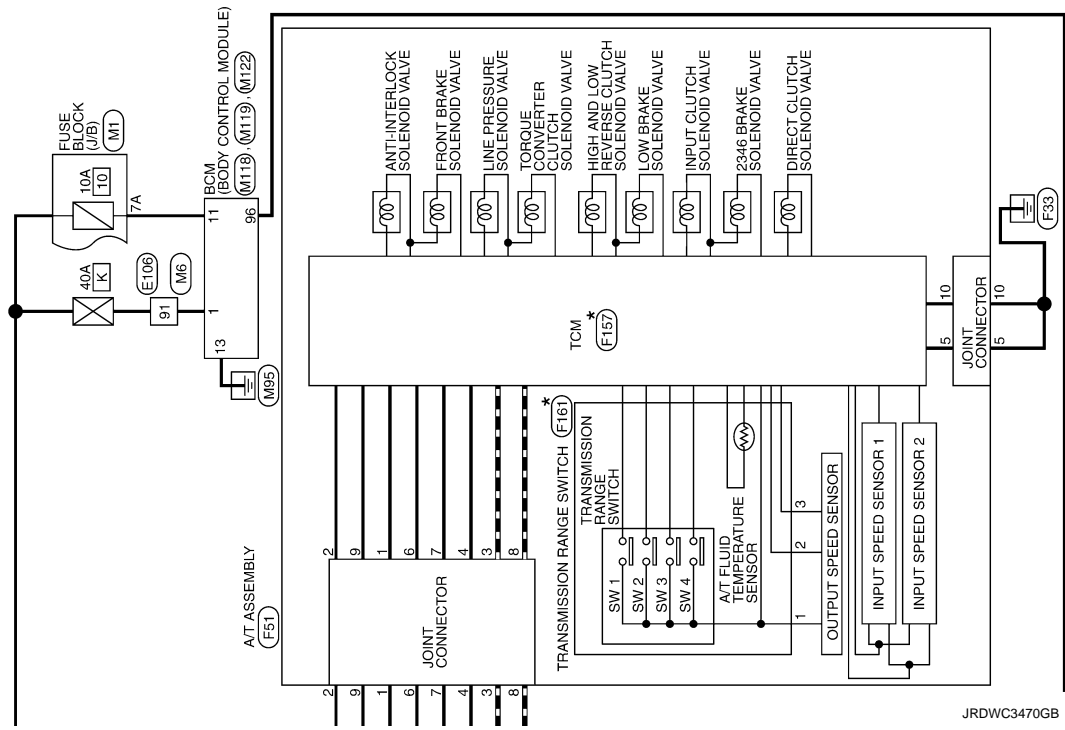


* : This connector is not shown in "Harness Layout".

2014/06/09

JRDWC3469GB

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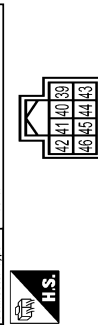
A/T CONTROL SYSTEM

| | | | |
|----------------|-------------------|----------------|---|
| Connector No. | E5 | ES | INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM) |
| Connector Name | TH20FW-CS12-M4-1V | TH20FW-CS12-M4 | TH20FW-CS12-M4 |
| Connector Type | TH20FW-CS12-M4-1V | TH20FW-CS12-M4 | TH20FW-CS12-M4 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | B/W | |
| 2 | B/W | |
| 3 | B/W | |
| 4 | B/W | |
| 5 | B/W | |
| 6 | B/W | |
| 7 | B/W | |
| 8 | B/W | |
| 9 | B/W | |
| 10 | B/W | |
| 11 | B/W | |
| 12 | B/W | |
| 13 | B/W | |
| 14 | B/W | |
| 15 | B/W | |
| 16 | B/W | |
| 17 | B/W | |
| 18 | B/W | |
| 19 | B/W | |
| 20 | B/W | |

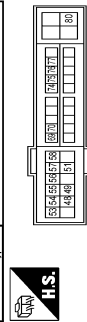
| | | | |
|----------------|------------|------------|---|
| Connector No. | E6 | ES | INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM) |
| Connector Name | TH88FW-ANH | TH88FW-ANH | TH88FW-ANH |
| Connector Type | TH88FW-ANH | TH88FW-ANH | TH88FW-ANH |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 42 | GR | |
| 41 | GR | |
| 40 | GR | |
| 39 | GR | |
| 46 | GR | |
| 45 | GR | |
| 44 | GR | |
| 43 | GR | |

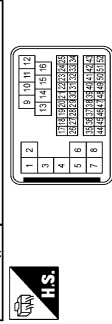
| | | |
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| 45 | V | |
| 46 | SB | |

| | | | |
|----------------|----------------|----------------|---|
| Connector No. | E7 | ES | INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM) |
| Connector Name | TH20FW-CS12-M4 | TH20FW-CS12-M4 | TH20FW-CS12-M4 |
| Connector Type | TH20FW-CS12-M4 | TH20FW-CS12-M4 | TH20FW-CS12-M4 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 48 | L | |
| 49 | BG | |
| 51 | Y | |
| 53 | W | |
| 54 | P | |
| 55 | SB | |
| 56 | BR | |
| 57 | G | |
| 58 | GR | |
| 59 | GR | |
| 60 | GR | |
| 61 | GR | |
| 62 | GR | |
| 63 | GR | |
| 64 | GR | |
| 65 | GR | |
| 66 | GR | |
| 67 | GR | |
| 68 | GR | |
| 69 | GR | |
| 70 | GR | |
| 71 | R | |
| 72 | W | |

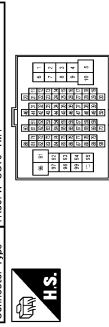
| | | | |
|----------------|------------------|------------------|---|
| Connector No. | E40 | ES | INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM) |
| Connector Name | SAA38MB-RSS-SHZ8 | SAA38MB-RSS-SHZ8 | SAA38MB-RSS-SHZ8 |
| Connector Type | SAA38MB-RSS-SHZ8 | SAA38MB-RSS-SHZ8 | SAA38MB-RSS-SHZ8 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SHIELD | |
| 2 | SHIELD | |
| 3 | SHIELD | |
| 4 | SHIELD | |
| 5 | BR | |
| 6 | G | |
| 7 | W | |
| 8 | W | |
| 9 | W | |
| 10 | Y | |
| 11 | P | |
| 12 | SB | |
| 13 | L | |
| 14 | G | |
| 15 | BG | |
| 16 | GR | |
| 17 | GR | |
| 18 | GR | |
| 19 | EG | |
| 20 | B | |
| 21 | SB | |
| 22 | W | |
| 23 | L | |
| 24 | GR | |
| 25 | V | |
| 27 | GR | |
| 28 | V | |
| 29 | P | |
| 30 | R | |
| 31 | BR | |
| 32 | G | |
| 33 | G | |
| 34 | EG | |
| 36 | SB | |
| 37 | SHIELD | |
| 38 | L | |
| 39 | P | |
| 40 | R | |

| | | |
|----|--------|--|
| 41 | W | |
| 42 | G | |
| 43 | G | |
| 45 | GR | |
| 46 | SHIELD | |
| 47 | W | |
| 48 | BR | |
| 49 | G | |
| 50 | B | |
| 51 | SB | |
| 52 | R | |

| | | | |
|----------------|-----------------|-----------------|---|
| Connector No. | E106 | ES | INTELLIGENT POWER DISTRIBUTION MODULE ENGINE (ROOM) |
| Connector Name | TH88FW-CS16-TM4 | TH88FW-CS16-TM4 | TH88FW-CS16-TM4 |
| Connector Type | TH88FW-CS16-TM4 | TH88FW-CS16-TM4 | TH88FW-CS16-TM4 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | GR | |
| 2 | EG | |
| 3 | G | |
| 4 | Y | |
| 5 | V | |
| 6 | V | |
| 7 | V | |
| 8 | V | |
| 9 | R | |
| 10 | V | |
| 11 | V | |
| 12 | R | |
| 13 | L | |
| 14 | GR | |
| 15 | P | |
| 16 | W | |
| 17 | SB | |
| 18 | BG | |
| 19 | LG | |
| 20 | EG | |
| 21 | EG | |
| 22 | SB | |
| 23 | Y | |
| 24 | R | |
| 25 | B | |
| 26 | R | |
| 27 | R | |
| 28 | R | |
| 29 | R | |
| 30 | R | |
| 31 | R | |
| 32 | R | |
| 33 | R | |
| 34 | R | |
| 35 | R | |
| 36 | R | |
| 37 | R | |
| 38 | R | |
| 39 | R | |
| 40 | R | |
| 41 | R | |

A/T CONTROL SYSTEM

| | |
|----------------|---------------------------|
| Connector No. | F101 |
| Connector Name | TRANSMISSION RANGE SWITCH |
| Connector Type | AQ3PW |



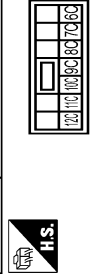
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | SHIELD | GROUND |
| 2 | SHIELD | OUTPUT |
| 3 | SHIELD | VCC |

| | |
|----------------|------------------|
| Connector No. | M1 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS30FW-AMZ |



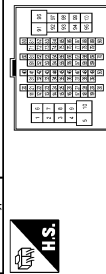
| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1A | V | - |
| 2A | V | - |
| 3A | L | - |
| 4A | P | - |
| 5A | L | - |
| 6A | Y | - |
| 7A | R | - |
| 8A | L | - |

| | |
|----------------|------------------|
| Connector No. | M3 |
| Connector Name | FUSE BLOCK (J/B) |
| Connector Type | NS12FW-GS |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 7C | B | - |
| 8C | W | - |
| 9C | BG | - |

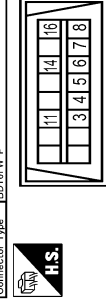
| | |
|----------------|-----------------|
| Connector No. | M6 |
| Connector Name | WIRE TO WIRE |
| Connector Type | THE8MW-GS18-TM4 |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | BG | - |
| 3 | R | - |
| 5 | G | - |
| 6 | LG | - |
| 7 | W | - |
| 11 | Y | - |
| 12 | R | - |
| 13 | L | - |
| 14 | GR | - |
| 15 | P | - |
| 16 | W | - |
| 17 | BR | - |

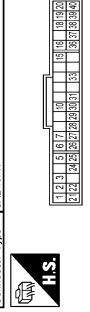
| | | |
|-----|--------|---|
| 18 | P | - |
| 21 | L | - |
| 31 | L | - |
| 32 | Y | - |
| 36 | R | - |
| 37 | Y | - |
| 38 | R | - |
| 39 | SB | - |
| 41 | V | - |
| 42 | LG | - |
| 43 | P | - |
| 44 | B | - |
| 45 | BG | - |
| 46 | G | - |
| 48 | L | - |
| 49 | P | - |
| 66 | Y | - |
| 67 | G | - |
| 80 | SB | - |
| 81 | B | - |
| 82 | V | - |
| 83 | W | - |
| 84 | L | - |
| 85 | GR | - |
| 89 | LG | - |
| 91 | W | - |
| 93 | Y | - |
| 95 | Y | - |
| 96 | GR | - |
| 98 | SHIELD | - |
| 99 | V | - |
| 100 | SB | - |

| | |
|----------------|---------------------|
| Connector No. | M24 |
| Connector Name | DATA LINK CONNECTOR |
| Connector Type | BD18FW-P |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 3 | LG | - |
| 4 | B | - |
| 5 | B | - |
| 6 | L | - |
| 7 | V | - |
| 8 | G | - |
| 11 | SB | - |
| 14 | P | - |
| 16 | R | - |

| | |
|----------------|-------------------|
| Connector No. | M53 |
| Connector Name | COMBINATION METER |
| Connector Type | SB400PW |



| Terminal No. | Color of Wire | Signal Name [Specification] |
|--------------|---------------|---|
| 1 | V | BATTERY POWER SUPPLY |
| 2 | GR | COMMUNICATION SIGNAL (WEP-AMP) |
| 3 | GR | COMMUNICATION SIGNAL (AMP-METER) |
| 5 | B | GROUND |
| 6 | W | ALTERNATOR SIGNAL |
| 7 | LG | AIR BAG SIGNAL |
| 10 | B | SECURITY SIGNAL |
| 15 | B | GROUND |
| 16 | BR | METER CONTROL SWITCH GROUND |
| 18 | GR | ILL GND |
| 19 | B | ILL GND |
| 20 | R | ILL |
| 21 | G | IGNITION SIGNAL |
| 22 | B | GROUND |
| 24 | BR | COMMUNICATION SIGNAL (IGP-AMP) |
| 25 | P | COMMUNICATION SIGNAL (IGP) |
| 26 | R | VEHICLE SPEED SIGNAL (6-PULSE) |
| 27 | P | PARKING BRAKE SWITCH SIGNAL |
| 28 | SB | BRAKE FLUID LEVEL SWITCH |
| 29 | P | SEAT BELT BUCKLE SW SIGNAL (DRIVER SIDE) |
| 30 | G | SEAT BELT BUCKLE SWITCH SIGNAL (PASSENGER SIDE) |
| 31 | L | WASHER LEVEL SWITCH SIGNAL |
| 33 | R | ILLUMINATION CONTROL SIGNAL |

A/T CONTROL SYSTEM

| | | |
|----|----|--|
| 36 | LG | SELECT SWITCH SIGNAL |
| 37 | P | TRIP RESET SWITCH SIGNAL |
| 38 | G | ILLUMINATION CONTROL SWITCH SIGNAL (-) |
| 40 | BG | ILLUMINATION CONTROL SWITCH SIGNAL (+) |

| | |
|----------------|---------------------------|
| Connector No. | M86 |
| Connector Name | UNITED METER AND A/C AMP. |
| Connector Type | TH40FW-NH |



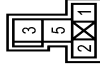
| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|--|
| 4 | G | STOP LAMP SWITCH SIGNAL |
| 5 | L | MANUAL MODE SHIFT UP SIGNAL |
| 7 | GR | COMMUNICATION SIGNAL (AMP-METER) |
| 8 | L | VEHICLE SPEED SIGNAL (2-PULSE) |
| 9 | SB | SEAT BELT BUCKLE SWITCH SIGNAL (DRIVER SIDE) |
| 10 | W | MANUAL MODE SIGNAL |
| 11 | G | NON-MANUAL MODE SIGNAL |
| 14 | BR | COMMUNICATION SIGNAL (LCD-AMP) |
| 18 | Y | NON-MANUAL MODE SIGNAL |
| 23 | Y | MANUAL MODE SHIFT UP SIGNAL |
| 27 | LG | COMMUNICATION SIGNAL (METER-AMP) |
| 28 | R | VEHICLE SPEED SIGNAL (6-PULSE) |
| 30 | V | PARKING BRAKE SWITCH SIGNAL |
| 34 | Y | COMMUNICATION SIGNAL (AMP-LOAD) |
| 38 | P | BLOWER MOTOR CONTROL SIGNAL |

| | |
|----------------|---------------------------|
| Connector No. | M67 |
| Connector Name | UNITED METER AND A/C AMP. |
| Connector Type | TH32PW-NH |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|------------------------------|
| 41 | L | ACC POWER SUPPLY |
| 42 | BR | FUEL LEVEL SENSOR SIGNAL |
| 43 | BR | FUEL LEVEL SENSOR SIGNAL |
| 44 | LG | IN-VEHICLE SENSOR SIGNAL |
| 45 | V | AMBIENT SENSOR SIGNAL |
| 46 | Y | SUNLOAD SENSOR SIGNAL |
| 53 | W | IGNITION POWER SUPPLY |
| 54 | SB | BATTERY POWER SUPPLY |
| 55 | B | GROUND |
| 56 | L | CAN-H |
| 57 | LG | BRAKE FLUID LEVEL SWITCH |
| 58 | Y | FUEL LEVEL SENSOR GROUND |
| 59 | GR | INTAKE SENSOR GROUND |
| 60 | W | IN-VEHICLE SENSOR GROUND |
| 61 | B | AMBIENT SENSOR GROUND |
| 62 | BR | SUNLOAD SENSOR GROUND |
| 65 | BR | ECU SIGNAL |
| 69 | P | A/C LAN SIGNAL |
| 70 | R | EACH DOOR MOTOR POWER SUPPLY |
| 71 | GR | GROUND |
| 72 | P | CAN-L |

| | |
|----------------|--------------------|
| Connector No. | M69 |
| Connector Name | BACK-UP LAMP RELAY |
| Connector Type | MS2FL-ME-LC |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | R | WIRE TO WIRE |
| 2 | W | WIRE TO WIRE |
| 3 | L | WIRE TO WIRE |
| 5 | EG | WIRE TO WIRE |

| | |
|----------------|--------------|
| Connector No. | M116 |
| Connector Name | WIRE TO WIRE |
| Connector Type | TK3BMM-NS10 |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | W | WIRE TO WIRE |
| 3 | EG | WIRE TO WIRE |
| 4 | P | WIRE TO WIRE |
| 5 | B | WIRE TO WIRE |
| 9 | R | WIRE TO WIRE |
| 10 | R | WIRE TO WIRE |
| 19 | BG | WIRE TO WIRE |
| 20 | Y | WIRE TO WIRE |
| 28 | B | WIRE TO WIRE |
| 29 | LG | WIRE TO WIRE |
| 33 | B | WIRE TO WIRE |
| 33 | B | WIRE TO WIRE |
| 34 | B | WIRE TO WIRE |
| 35 | L | WIRE TO WIRE |
| 36 | P | WIRE TO WIRE |
| 37 | R | WIRE TO WIRE |

| | | |
|----|----|--------------|
| 38 | SB | WIRE TO WIRE |
| 43 | P | WIRE TO WIRE |
| 45 | Y | WIRE TO WIRE |
| 46 | SB | WIRE TO WIRE |

| | |
|----------------|---------------------------|
| Connector No. | M118 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | MS3FB-LC |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|---------------------------------|
| 1 | W | BAT (F/L) |
| 2 | Y | POWER WINDOW POWER SUPPLY (BAT) |
| 3 | BG | POWER WINDOW POWER SUPPLY (RAP) |

| | |
|----------------|---------------------------|
| Connector No. | M119 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | NS3EPW-CS |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------------|
| 4 | LG | INTERIOR ROOM LAMP POWER SUPPLY |
| 5 | P | PASSENGER DOOR UNLOCK OUTPUT |
| 7 | SB | STEP LAMP CONTROL |
| 8 | V | ALL DOOR FUEL INJECTION OUTPUT |
| 8 | G | DRIVER DOOR FUEL INJECTION OUTPUT |
| 10 | P | REAR DOOR UNLOCK OUTPUT |
| 11 | R | BAT (R/USE) |
| 13 | B | GROUND |
| 14 | W | PUSH-BUTTON IGNITION SW ILL GND |
| 15 | BG | ACC IND |

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A/T CONTROL SYSTEM

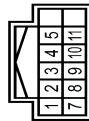
| | | |
|----|----|-----------------------|
| 17 | U | LEVEL IN (CENT) |
| 18 | BG | TURN SIGNAL LAMP CONT |
| 19 | V | INT ROOM LAMP CONT |

| | |
|----------------|---------------------------|
| Connector No. | M122 |
| Connector Name | BCM (BODY CONTROL MODULE) |
| Connector Type | TH40FB-NH |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-------------------------------------|
| 72 | R | ROOM ANT 2- |
| 73 | G | ROOM ANT 2+ |
| 74 | SB | PASSENGER DOOR ANT- |
| 75 | BR | PASSENGER DOOR ANT+ |
| 76 | V | DRIVER DOOR ANT- |
| 77 | LG | DRIVER DOOR ANT+ |
| 78 | Y | ROOM ANT 1- |
| 79 | BR | ROOM ANT 1+ |
| 80 | GR | WATS ANT AMP |
| 81 | SB | WATS ANT AMP |
| 82 | SB | IGN RELAY SW CONT |
| 83 | Y | KEYLESS ENTRY RECEIVER COMM |
| 87 | Y | COMBI SW INPUT 3 |
| 88 | BG | CAN-L |
| 90 | P | CAN-L |
| 91 | L | CAN-H |
| 92 | LG | KEY SLOT ILL CONT |
| 93 | GR | ON IND |
| 95 | BG | ACC RELAY CONT |
| 96 | GR | A/T SHIFT SELECTOR POWER SUPPLY |
| 99 | R | SHIFT P |
| 100 | Y | PASSENGER DOOR REQUEST SW |
| 101 | P | DRIVER DOOR REQUEST SW |
| 102 | BG | KEYLESS ENTRY RECEIVER SW CONT |
| 107 | LG | KEYLESS ENTRY RECEIVER POWER SUPPLY |
| 108 | R | COMBI SW INPUT 4 |
| 109 | W | COMBI SW INPUT 2 |
| 110 | G | HAZARD SW |

| | |
|----------------|--------------------|
| Connector No. | M137 |
| Connector Name | A/T SHIFT SELECTOR |
| Connector Type | TH12PW-NH |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 1 | V | - |
| 2 | L | - |
| 3 | L | - |
| 4 | B | - |
| 5 | G | - |
| 7 | Y | - |
| 8 | LG | - |
| 9 | B | - |
| 10 | GR | - |
| 11 | R | - |

| | |
|----------------|-----------------------|
| Connector No. | M221 |
| Connector Name | SHIFT POSITION SWITCH |
| Connector Type | TH12PW |



| Terminal No. | Color Of Wire | Signal Name [Specification] |
|--------------|---------------|-----------------------------|
| 2 | L | N |
| 3 | BR | D |
| 4 | R | R |
| 5 | S | B |
| 6 | V | M |
| 7 | O | AT |
| 9 | Y | MT |
| 10 | R | ILL |
| 11 | B | GROUND |

Fail-Safe

INFOID:000000010989515

TCM has the electrical fail-safe mode. The mode is divided into a maximum of 3 phases (1st fail-safe, 2nd fail-safe and final fail-safe) and functions so that the operation can be continued even if the signal circuit of the main electronically controlled input/output parts is damaged.

Even if the electronic circuit is normal, the fail-safe mode may start under special conditions (such as when the brake pedal is depressed suddenly from a hard wheel spin status to stop the rotation of wheels). In this case, turn the ignition switch OFF and back to ON after 5 seconds to resume the normal shift pattern.

Consequently, the customer's vehicle may already return to the normal condition. Refer to [TM-5. "Diagnosis Flow"](#).

| | |
|-----------------|---|
| 1st fail-safe | The mode that the vehicle can stop safely, to prompt the driver to stop if the malfunction occurs and to shift to 2nd fail-safe early. It shifts to 2nd fail-safe or final fail-safe after the vehicle stopped. |
| 2nd fail-safe | The mode that the vehicle shifts to final fail-safe without changing the behavior, by identifying the malfunctioning parts in the condition that the driving force required for the driving is secured. |
| Final fail-safe | <ul style="list-style-type: none"> • Selects the shifting pattern that the malfunctioning parts identified at 1st and 2nd fail-safe are not used, and then secure the driving force that is required for the driving. • The mode that the shifting performance does not decrease by normal shift control. |

FAIL-SAFE FUNCTION

| DTC | Vehicle condition | Vehicle behavior for 1st fail-safe | Vehicle behavior for 2nd fail-safe | Vehicle behavior for final fail-safe |
|-------|------------------------------------|---|------------------------------------|---|
| P0615 | — | Starter is disabled | — | Starter is disabled |
| P0705 | — | <ul style="list-style-type: none"> • Fixed in the "D" position (The shifting can be performed) • Lock-up is prohibited when 30 km/h (19MPH) or less • The shifting between the gears of 3 - 4 - 5 - 6 - 7 can be performed • Manual mode is prohibited • Shift position indicator is switched OFF • Starter relay is switched OFF (starter is disabled) • Back-up lamp is OFF • Large shift shock | — | <ul style="list-style-type: none"> • Fixed in the "D" position (The shifting can be performed) • Lock-up is prohibited when 30 km/h (19MPH) or less • The shifting between the gears of 3 - 4 - 5 - 6 - 7 can be performed • Manual mode is prohibited • Shift position indicator is switched OFF • Starter relay is switched OFF (starter is disabled) • Back-up lamp is OFF • Large shift shock |
| P0710 | Between the gears of 1 - 2 - 3 | <ul style="list-style-type: none"> • The shifting between the gears of 1 - 2 - 3 can be performed • Manual mode is prohibited | — | <ul style="list-style-type: none"> • The shifting between the gears of 1 - 2 - 3 can be performed • Manual mode is prohibited |
| | Between the gears of 4 - 5 - 6 - 7 | <ul style="list-style-type: none"> • Fix the gear while driving • Manual mode is prohibited | — | |
| P0717 | Between the gears of 1 - 2 - 3 | <ul style="list-style-type: none"> • The shifting between the gears of 1 - 2 - 3 can be performed • Manual mode is prohibited | — | <ul style="list-style-type: none"> • The shifting between the gears of 1 - 2 - 3 can be performed • Manual mode is prohibited |
| | Between the gears of 4 - 5 - 6 - 7 | <ul style="list-style-type: none"> • Fix the gear while driving • Manual mode is prohibited | — | |
| P0720 | Between the gears of 1 - 2 - 3 | <ul style="list-style-type: none"> • Only downshift can be performed • Manual mode is prohibited • A vehicle speed signal from the unified meter and A/C amp. is regarded as an effective signal | — | <ul style="list-style-type: none"> • The shifting between the gears of 1 - 2 - 3 can be performed • Manual mode is prohibited |
| | Between the gears of 4 - 5 - 6 - 7 | <ul style="list-style-type: none"> • Fix the gear at driving • Manual mode is prohibited • A vehicle speed signal from the unified meter and A/C amp. is regarded as an effective signal | — | |

TCM

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| DTC | Vehicle condition | | Vehicle behavior for 1st fail-safe | Vehicle behavior for 2nd fail-safe | Vehicle behavior for final fail-safe |
|---|-----------------------------|--|--|---|---|
| P0729 P0731 P0732 P0733 P0734 P0735 P1734 | Small gear ratio difference | | Engine torque limit: Max 150Nm | — | Engine torque limit: Max 150Nm |
| | Great gear ratio difference | Neutral malfunction between the gears of 1 - 2 - 3 and 7 | <ul style="list-style-type: none"> Locks in 2GR, 3GR or 4GR Manual mode is prohibited | — | <ul style="list-style-type: none"> Locks in 1GR The shifting between the gears of 1 - 2 can be performed The shifting between the gears of 1 - 2 - 3 can be performed The shifting between the gears of 4 - 5 - 6 can be performed Manual mode is prohibited |
| | | Other than the above | <ul style="list-style-type: none"> Locks in 1GR, 2GR, 3GR, 4GR, 5GR or 6GR Fix the gear while driving Manual mode is prohibited | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited | <ul style="list-style-type: none"> Locks in 1GR The shifting between the gears of 1 - 2 can be performed The shifting between the gears of 1 - 2 - 3 can be performed The shifting between the gears of 2 - 3 - 4 can be performed The shifting between the gears of 3 - 4 can be performed The shifting between the gears of 4 - 5 - 6 can be performed Manual mode is prohibited |
| P0730 | — | | <ul style="list-style-type: none"> Locks in 5GR, 6GR or 7GR Manual mode is prohibited | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited | <ul style="list-style-type: none"> Locks in 1GR The shifting between the gears of 1 - 2 can be performed The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited |
| P0740 | — | | <ul style="list-style-type: none"> Lock-up is prohibited Slip lock-up is prohibited | — | <ul style="list-style-type: none"> Lock-up is prohibited Slip lock-up is prohibited |
| P0744 | — | | <ul style="list-style-type: none"> Lock-up is prohibited Slip lock-up is prohibited | — | <ul style="list-style-type: none"> Lock-up is prohibited Slip lock-up is prohibited |
| P0750 P0775 P0795 P2713 P2722 P2731 P2807 | — | | <ul style="list-style-type: none"> Locks in 2GR, 3GR, 4GR, 5GR, 6GR or 7GR Manual mode is prohibited | — | <ul style="list-style-type: none"> Locks in 1GR The shifting between the gears of 1 - 2 - 3 can be performed The shifting between the gears of 3 - 4 - 5 can be performed The shifting between the gears of 4 - 5 - 6 can be performed The shifting between the gears of 1 - 2 - 3 - 4 - 5 - 6 can be performed Manual mode is prohibited |
| P0780 | — | | <ul style="list-style-type: none"> Locks in 3GR Manual mode is prohibited | — | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited |

| DTC | Vehicle condition | Vehicle behavior for 1st fail-safe | Vehicle behavior for 2nd fail-safe | Vehicle behavior for final fail-safe |
|-------------------------|------------------------------------|--|--|---|
| P1705 | — | <ul style="list-style-type: none"> Downshift when accelerator pedal is depressed is prohibited Upshift when accelerator pedal is released is prohibited Manual mode is prohibited | <ul style="list-style-type: none"> Downshift when accelerator pedal is depressed is prohibited Upshift when accelerator pedal is released is prohibited Manual mode is prohibited | <ul style="list-style-type: none"> Downshift when accelerator pedal is depressed is prohibited Upshift when accelerator pedal is released is prohibited Manual mode is prohibited |
| P1730 | — | <ul style="list-style-type: none"> Locks in 1GR, 2GR, 3GR, 4GR, 5GR, 6GR or 7GR Manual mode is prohibited | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited | <ul style="list-style-type: none"> Locks in 1GR The shifting between the gears of 2 - 3 - 4 can be performed The shifting between the gears of 3 - 4 can be performed The shifting between the gears of 4 - 5 - 6 can be performed Manual mode is prohibited |
| P1815 | Gate switch malfunction | Only the gate switch is prohibited | — | Only the gate switch is prohibited |
| | Malfunction of both switches | Manual mode is prohibited | — | Manual mode is prohibited |
| U0100 U0300 U1000 | Between the gears of 1 - 2 - 3 | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Manual mode is prohibited | — | <ul style="list-style-type: none"> The shifting between the gears of 1 - 2 - 3 can be performed Line pressure is set to the maximum hydraulic pressure Manual mode is prohibited |
| | Between the gears of 4 - 5 - 6 - 7 | <ul style="list-style-type: none"> Fix the gear at driving Manual mode is prohibited | — | <ul style="list-style-type: none"> Manual mode is prohibited |
| P0720 and P1721 | — | Locks in 5GR | — | Locks in 5GR |

Protection Control

INFOID:0000000010989516

The TCM becomes the protection control status temporarily to protect the safety when the safety of TCM and transmission is lost. It automatically returns to the normal status if the safety is secured. The TCM has the following protection control.

REVERSE INHIBIT CONTROL

Intercepts the torque transmission and shift to the neutral status if the selector lever is shifted to “R” position while the vehicle moves forward at the vehicle speed 10 km/h (7 MPH) or more.

| | |
|---------------------------------|--|
| Malfunction detection condition | Vehicle speed: 10 km/h (7 MPH) or more |
| Control at malfunction | Neutral |
| Normal return condition | <ul style="list-style-type: none"> Vehicle speed: 8 km/h (5 MPH) or less and Engine speed: 2,200 rpm or less |
| Vehicle behavior | <ul style="list-style-type: none"> The torque transmission cannot be performed There is a shock just before a vehicle stop |

1ST ENGINE BRAKE PROTECTION CONTROL

Controls the engine brake so as not to make effective by turning the front brake solenoid output to OFF when each solenoid becomes the electricity pattern of 1st engine brake during driving at the vehicle speed 25 km/h or more in any positions other than “R” position and 1GR.

TCM

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| | |
|---------------------------------|--|
| Malfunction detection condition | <ul style="list-style-type: none"> • Select lever and gear: Any position other than "R" position and 1GR and • Vehicle speed: More than 25 km/h (16 MPH) |
| Control at malfunction | Front brake solenoid output signal; OFF |
| Normal return condition | Other than detection condition of malfunction |
| Vehicle behavior | Does not exist |

TCM HIGH TEMPERATURE PROTECTION CONTROL

Limit the accelerator opening and forcibly control the vehicle to the low torque driving when the electronic substrate in TCM reaches the high temperature.

| | |
|---------------------------------|--|
| Malfunction detection condition | TCM electronic substrate temperature <ul style="list-style-type: none"> • 145°C (293°F) and 120 seconds or • 150°C (302°F) |
| Control at malfunction | Accelerator opening: 0.5/8 or less |
| Normal return condition | <ul style="list-style-type: none"> • TCM electronic substrate temperature: Less than 140°C (284°F) and • Vehicle speed: 5 km/h (3 MPH) or less |
| Vehicle behavior | Accelerator opening: output torque of approximately 0.5/8 |

DTC Inspection Priority Chart

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If some DTCs are displayed at the same time, perform inspections one by one based on the priority as per the following list.

| Priority | Detected items (DTC) | Reference |
|---------------------|-------------------------------------|-------------------------------------|
| 1 | U0100 LOST COMM (ECM A) | TM-67, "DTC Logic" |
| | U1000 CAN COMM CIRCUIT | TM-69, "DTC Logic" |
| 2 | P0615 STARTER RELAY | TM-70, "DTC Logic" |
| | P0705 T/M RANGE SENSOR A | TM-72, "DTC Logic" |
| | P0710 FLUID TEMP SENSOR A | TM-74, "DTC Logic" |
| | P0717 INPUT SPEED SENSOR A | TM-77, "DTC Logic" |
| | P0720 OUTPUT SPEED SENSOR | TM-79, "DTC Logic" |
| | P0740 TORQUE CONVERTER | TM-97, "DTC Logic" |
| | P0745 PC SOLENOID A | TM-101, "DTC Logic" |
| | P0750 SHIFT SOLENOID A | TM-102, "DTC Logic" |
| | P0775 PC SOLENOID B | TM-103, "DTC Logic" |
| | P0795 PC SOLENOID C | TM-106, "DTC Logic" |
| | P2713 PC SOLENOID D | TM-118, "DTC Logic" |
| | P2722 PC SOLENOID E | TM-119, "DTC Logic" |
| | P2731 PC SOLENOID F | TM-120, "DTC Logic" |
| P2807 PC SOLENOID G | TM-121, "DTC Logic" | |

TCM

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| Priority | Detected items (DTC) | Reference |
|----------|----------------------------|-------------------------------------|
| 3 | P0729 6GR INCORRECT RATIO | TM-83, "DTC Logic" |
| | P0730 INCORRECT GR RATIO | TM-85, "DTC Logic" |
| | P0731 1GR INCORRECT RATIO | TM-87, "DTC Logic" |
| | P0732 2GR INCORRECT RATIO | TM-89, "DTC Logic" |
| | P0733 3GR INCORRECT RATIO | TM-91, "DTC Logic" |
| | P0734 4GR INCORRECT RATIO | TM-93, "DTC Logic" |
| | P0735 5GR INCORRECT RATIO | TM-95, "DTC Logic" |
| | P0744 TORQUE CONVERTER | TM-99, "DTC Logic" |
| | P0780 SHIFT | TM-104, "DTC Logic" |
| | P1730 INTERLOCK | TM-111, "DTC Logic" |
| | P1734 7GR INCORRECT RATIO | TM-113, "DTC Logic" |
| 4 | U0300 CAN COMM DATA | TM-68, "DTC Logic" |
| | P0725 ENGINE SPEED | TM-81, "DTC Logic" |
| | P1705 TP SENSOR | TM-107, "DTC Logic" |
| | P1721 VEHICLE SPEED SIGNAL | TM-109, "DTC Logic" |
| | P1815 M-MODE SWITCH | TM-115, "DTC Logic" |

DTC Index

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NOTE:

- If some DTCs are displayed at the same time, perform inspections one by one based on the priority as per the following list. Refer to [TM-152, "DTC Inspection Priority Chart"](#).
- The IGN counter is indicated in Freeze frame data (FFD). Refer to [TM-60, "CONSULT Function"](#).

| Items (CONSULT screen terms) | DTC ² | | Reference |
|---------------------------------|--|----------------------------------|-------------------------------------|
| | MIL ¹ , "ENGINE" with CONSULT or GST | CONSULT only "TRANS- MISSION" | |
| STARTER RELAY | — | P0615 | TM-70, "DTC Logic" |
| T/M RANGE SENSOR A | P0705 | P0705 | TM-72, "DTC Logic" |
| FLUID TEMP SENSOR A | P0710 | P0710 | TM-74, "DTC Logic" |
| INPUT SPEED SENSOR A | P0717 | P0717 | TM-77, "DTC Logic" |
| OUTPUT SPEED SENSOR | P0720 | P0720 | TM-79, "DTC Logic" |
| ENGINE SPEED | — | P0725 | TM-81, "DTC Logic" |
| 6GR INCORRECT RATIO | P0729 | P0729 | TM-83, "DTC Logic" |
| INCORRECT GR RATIO | P0730 | P0730 | TM-85, "DTC Logic" |
| 1GR INCORRECT RATIO | P0731 | P0731 | TM-87, "DTC Logic" |
| 2 GR INCORRECT RATIO | P0732 | P0732 | TM-89, "DTC Logic" |
| 3GR INCORRECT RATIO | P0733 | P0733 | TM-91, "DTC Logic" |
| 4GR INCORRECT RATIO | P0734 | P0734 | TM-93, "DTC Logic" |
| 5GR INCORRECT RATIO | P0735 | P0735 | TM-95, "DTC Logic" |
| TORQUE CONVERTER | P0740 | P0740 | TM-97, "DTC Logic" |
| TORQUE CONVERTER | P0744 | P0744 | TM-99, "DTC Logic" |
| PC SOLENOID A | P0745 | P0745 | TM-101, "DTC Logic" |
| SHIFT SOLENOID A | P0750 | P0750 | TM-102, "DTC Logic" |
| PC SOLENOID B | P0775 | P0775 | TM-103, "DTC Logic" |
| SHIFT | P0780 | P0780 | TM-104, "DTC Logic" |
| PC SOLENOID C | P0795 | P0795 | TM-106, "DTC Logic" |

TCM

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| Items (CONSULT screen terms) | DTC*2 | | Reference |
|---------------------------------|---|----------------------------------|-------------------------------------|
| | MIL *1, "ENGINE" with CONSULT or GST | CONSULT only "TRANS- MISSION" | |
| TP SENSOR | — | P1705 | TM-107, "DTC Logic" |
| VEHICLE SPEED SIGNAL | — | P1721 | TM-109, "DTC Logic" |
| INTERLOCK | P1730 | P1730 | TM-111, "DTC Logic" |
| 7 GR INCORRECT RATIO | P1734 | P1734 | TM-113, "DTC Logic" |
| M-MODE SWITCH | — | P1815 | TM-115, "DTC Logic" |
| PC SOLENOID D | P2713 | P2713 | TM-118, "DTC Logic" |
| PC SOLENOID E | P2722 | P2722 | TM-119, "DTC Logic" |
| PC SOLENOID F | P2731 | P2731 | TM-120, "DTC Logic" |
| PC SOLENOID G | P2807 | P2807 | TM-121, "DTC Logic" |
| LOST COMM (ECM A) | U0100 | U0100 | TM-67, "DTC Logic" |
| CAN COMM DATA | — | U0300 | TM-68, "DTC Logic" |
| CAN COMM CIRCUIT | — | U1000 | TM-69, "DTC Logic" |

*1: Refer to [TM-59, "Diagnosis Description"](#).

*2: These numbers are prescribed by SAE J2012.

SYMPTOM DIAGNOSIS

SYSTEM SYMPTOM

Symptom Table

INFOID:000000010989519

- The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.
- Perform diagnoses of symptom table 1 before symptom table 2.

SYMPTOM TABLE 1

| Symptom | | | Diagnostic item | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|---------------------|--------------------------------------|---|-----------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|---|---|---|--|
| | | | IM-177 | IM-79 | IM-109 | IM-107 | IM-81 | IM-77 | IM-74 | IM-122 | IM-72 | IM-115 | SEC-51 | IM-101 | IM-97 | IM-119 | IM-106 | IM-118 | IM-103 | IM-121 | IM-120 | IM-102 | IM-70 | IM-69 | | | | |
| Poor performance | Driving performance | Shift point is high in "D" position. | 1 | 2 | | 3 | | | | | | | | | | | | | | | | | | | | | | |
| | | Shift point is low in "D" position. | 1 | 2 | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Large shock | When shifting gears | → "D" position | 4 | | 7 | 6 | 6 | 5 | | 3 | 2 | | | | | | | | | | | 3 | | 1 | | |
| | | | | → "R" position | 4 | | 7 | 6 | 6 | 5 | | 3 | | | | | | | | | 2 | | | | | | 1 | |
| | | | | 1GR ⇔ 2GR | 4 | | 2 | 5 | 4 | 4 | | | | | | | | | | | | | | 3 | | | 1 | |
| | | | | 2GR ⇔ 3GR | 4 | | 2 | 5 | 4 | 4 | | | | | | | | | | | | | 3 | | | | 1 | |
| | | | | 3GR ⇔ 4GR | 4 | | 2 | 5 | 4 | 4 | | | | 3 | | | 3 | | | | | | | | | | 1 | |
| | | | | 4GR ⇔ 5GR | 4 | | 2 | 5 | 4 | 4 | | | | | | | | | | 3 | | 3 | | | | | 1 | |
| | | | | 5GR ⇔ 6GR | 4 | | 2 | 5 | 4 | 4 | | | | | | | | | | | 3 | 3 | | | | | 1 | |
| | | | | 6GR ⇔ 7GR | 4 | | 2 | 5 | 4 | 4 | | | | | | | | 3 | | | | 3 | | | | | 1 | |
| | | | Downshift when accelerator pedal is depressed | 3 | | 2 | 4 | 3 | 3 | | | | | | | | | | | | | | | | 1 | | | |
| | | | Upshift when accelerator pedal is released | 3 | | 2 | 4 | 3 | 3 | | | | | | | | | | | | | | | | 1 | | | |
| | | | Lock-up | 4 | | 2 | 4 | 4 | 4 | | | | 3 | | | | | | | | | | | | 1 | | | |
| | | Judder | Lock-up | | | 2 | 1 | 1 | 4 | | | | | 3 | | | | | | | | | | | | | | |
| | Strange noise | In "R" position | | 2 | | | 1 | | | | | | | | | | | | | | | | | | | | | |
| In "N" position | | 2 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| In "D" position | | 2 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |
| Engine at idle | | 2 | | | 1 | | | | | | | | | | | | | | | | | | | | | | | |

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| | | Symptom | Diagnostic item | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|---------------------|------------------|------------------------|-----------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|---|--|---|---|--|--|
| | | | TM-17Z | TM-79 | TM-109 | TM-10Z | TM-81 | TM-7Z | TM-74 | TM-12Z | TM-72 | TM-115 | SEC-51 | TM-101 | TM-9Z | TM-119 | TM-106 | TM-118 | TM-103 | TM-121 | TM-120 | TM-102 | TM-70 | TM-69 | | | | | | |
| Function trouble | Gear does no change | "D" position | Locks in 1GR | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 2GR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 3GR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 4GR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 5GR | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 6GR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Locks in 7GR | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 1GR → 2GR | | 1 | | | | | | | | | | | | | 1 | | 1 | | 1 | | | | | | | | |
| | | | 2GR → 3GR | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| | | 3GR → 4GR | | | 2 | | | 2 | 2 | | | | | | | | 2 | 2 | 2 | 2 | | | | | | | | 1 | | |
| | | 4GR → 5GR | | | | | | | | | | | | | | | | | | | | 1 | 1 | | | | | | | |
| | | 5GR → 6GR | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | |
| | | 6GR → 7GR | | | | | | | | | | | | | | | 1 | 1 | 1 | 1 | | | | 1 | | | | | | |
| | | 5GR → 4GR | | | | | | | | | | | | | | | | | | | 1 | | | | | | | | | |
| | | 4GR → 3GR | | | | | | | | | | | | | | | 1 | | 1 | | | | | 1 | | | | | | |
| | | 3GR → 2GR | | | | | | | | | | 1 | | | | | | | | | | | 1 | | | | | | | |
| | | 2GR → 1GR | | | | | | | | | | 1 | | | | | | | | | | | 1 | 1 | | | | | | |
| | | Does not lock-up | | | 2 | | 2 | 2 | 2 | 4 | 5 | | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | | 1 | | |
| | "M" position | 1GR ⇔ 2GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |
| | | 2GR ⇔ 3GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |
| | | 3GR ⇔ 4GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |
| | | 4GR ⇔ 5GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |
| | | 5GR ⇔ 6GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |
| | | 6GR ⇔ 7GR | | 3 | | | 3 | 3 | | 3 | 2 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | | 1 | | | |

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | | Diagnostic item | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------------------------|-----------------------------|---------------------|------------------------|-----------------------|------------------------|------------------------|-----------------------|-----------------------|-----------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|-----------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|---|---|---|
| | | | | TM-177 | TM-79 | TM-109 | TM-107 | TM-81 | TM-77 | TM-74 | TM-122 | TM-72 | TM-115 | SEC-51 | TM-101 | TM-97 | TM-119 | TM-106 | TM-118 | TM-103 | TM-121 | TM-120 | TM-102 | TM-70 | TM-69 | | | |
| Function trouble | Poor shifting | Slip | When shifting gears | 1GR ⇔ 2GR | 3 | | | 3 | 3 | 4 | | | | | | | 2 | | | | | | 2 | | 1 | | | |
| | | | 2GR ⇔ 3GR | 3 | | | 3 | 3 | 4 | | | | | | | | | 2 | | | 2 | | | | | 1 | | |
| | | | 3GR ⇔ 4GR | 3 | | | 3 | 3 | 4 | | | | | | | 2 | | 2 | | | | | 2 | | | | 1 | |
| | | | 4GR ⇔ 5GR | 3 | | | 3 | 3 | 4 | | | | | | | | | | 2 | | | 2 | | | | | 1 | |
| | | | 5GR ⇔ 6GR | 3 | | | 3 | 3 | 4 | | | | | | | | | | | | | 2 | | | | | | 1 |
| | | | 6GR ⇔ 7GR | 3 | | | 3 | 3 | 4 | | | | | | | | | 2 | | | | | | | | | | 1 |
| | | “D” position → “M” position | 5 | | | 5 | 5 | 6 | | 4 | 2 | | | 3 | | | 3 | 3 | | | | | | | | 1 | | |
| | Engine brake does not work | “M” position | 7GR → 6GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | | 3 | | | | | | | 3 | | 1 | | |
| | | | 6GR → 5GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | | | | | | 3 | | | | | | 1 | |
| | | | 5GR → 4GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | | | | 3 | | | | | | | | 1 | |
| | | | 4GR → 3GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | 3 | | | 3 | | | | | | | | 1 | |
| | | | 3GR → 2GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | | | | 3 | | | | | | | | 1 | |
| | | | 2GR → 1GR | 5 | | | 5 | 5 | 6 | | 4 | 2 | | 3 | | | | | 3 | | | | | | | | 1 | |

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | Diagnostic item | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|-------------------------|--|--|---------------------|----------------------|-----------------------------------|---------------------|--------------------|------------------------------|-----------------|---------------------------|--------------------|------------------|------------------------------|--|--------------------------|----------------------------|--|-----------------------------|------------------------------|---------------------------|-------------------------------|---------------|-------------------|---|---|---|
| | | | Control linkage | Output speed sensor | Vehicle speed signal | Accelerator pedal position sensor | Engine speed signal | Input speed sensor | A/T fluid temperature sensor | Battery voltage | Transmission range switch | Manual mode switch | Stop lamp switch | Line pressure solenoid valve | Torque converter clutch solenoid valve | Low brake solenoid valve | Front brake solenoid valve | High and low reverse clutch solenoid valve | Input clutch solenoid valve | Direct clutch solenoid valve | 2346 brake solenoid valve | Anti-interlock solenoid valve | Starter relay | CAN communication | | | |
| | | | TM-17Z | TM-79 | TM-109 | TM-107 | TM-81 | TM-7Z | TM-74 | TM-122 | TM-72 | TM-115 | SEC-51 | TM-101 | TM-97 | TM-119 | TM-106 | TM-118 | TM-103 | TM-121 | TM-120 | TM-102 | TM-70 | TM-69 | | | |
| Function trouble | Poor power transmission | Slip | With selector lever in "D" position, acceleration is extremely poor. | 5 | 3 | | 3 | 3 | 4 | | | | | 2 | | 2 | | | | | | | 2 | | 1 | | |
| | | With selector lever in "R" position, acceleration is extremely poor. | 5 | 3 | | 3 | 3 | 4 | | | | | | | 2 | | | | | | | 2 | | 2 | | 1 | |
| | | While starting off by accelerating in 1GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | 2 | | | | | | | 2 | | 1 | |
| | | While accelerating in 2GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | 2 | | | | | | 2 | 2 | | 1 | |
| | | While accelerating in 3GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | 2 | | | | | 2 | 2 | | | 1 | |
| | | While accelerating in 4GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | | 2 | | | | 2 | 2 | | | 1 | |
| | | While accelerating in 5GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | | 2 | 2 | 2 | | | 2 | 2 | | 1 | |
| | | While accelerating in 6GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | | 2 | 2 | | | | 2 | 2 | | 1 | |
| | | While accelerating in 7GR, engine races. | | 3 | | 3 | 3 | 4 | | | | | | | 2 | | 2 | 2 | 2 | | | | | 2 | | 1 | |
| | | Lock-up | | 3 | | 3 | 3 | 4 | | | | | | | 2 | 2 | | | | | | | | | | | 1 |
| | | No creep at all. | | | | | | | | | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | |
| | | Extremely large creep. | | | | | 1 | | | | | | | | | | | | | | | | | | | | |

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | Diagnostic item | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|--|---|--|----------------------|-----------------------------------|---------------------|--------------------|------------------------------|-----------------|---------------------------|--------------------|------------------|------------------------------|--|--------------------------|----------------------------|--|-----------------------------|------------------------------|---------------------------|-------------------------------|---------------|-------------------|---|---|--|
| | | Control linkage | Output speed sensor | Vehicle speed signal | Accelerator pedal position sensor | Engine speed signal | Input speed sensor | A/T fluid temperature sensor | Battery voltage | Transmission range switch | Manual mode switch | Stop lamp switch | Line pressure solenoid valve | Torque converter clutch solenoid valve | Low brake solenoid valve | Front brake solenoid valve | High and low reverse clutch solenoid valve | Input clutch solenoid valve | Direct clutch solenoid valve | 2346 brake solenoid valve | Anti-interlock solenoid valve | Starter relay | CAN communication | | | |
| | | <u>IM-17Z</u> | <u>IM-79</u> | <u>IM-109</u> | <u>IM-10Z</u> | <u>IM-81</u> | <u>IM-7Z</u> | <u>IM-74</u> | <u>IM-12Z</u> | <u>IM-7Z</u> | <u>IM-115</u> | <u>SEC-51</u> | <u>IM-101</u> | <u>IM-9Z</u> | <u>IM-119</u> | <u>IM-106</u> | <u>IM-118</u> | <u>IM-103</u> | <u>IM-121</u> | <u>IM-120</u> | <u>IM-102</u> | <u>IM-70</u> | <u>IM-69</u> | | | |
| Function trouble | Power transmission cannot be performed | Vehicle cannot run in all position. | 3 | | | | | | | | 2 | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | |
| | | Driving is not possible in "D" position. | 3 | | | | | | | | 2 | | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | |
| | | Driving is not possible in "R" position. | 3 | | | | | | | | 2 | | 1 | | | | | | | 1 | | 1 | | | | |
| | | Engine stall | | 4 | 5 | 5 | | | | 6 | | 3 | | 2 | | | | | | | | | | 1 | | |
| | | Engine stalls when selector lever shifted "N" → "D" or "R". | | 4 | 5 | 5 | | | | | | 3 | | 2 | | | | | | | | | | | 1 | |
| | | Engine does not start in "N" or "P" position. | | 3 | | | | | | 1 | 2 | | | | | | | | | | | | | | 1 | |
| | | | Engine starts in position other than "N" or "P". | 3 | | | | | | | 2 | | | | | | | | | | | | | | 1 | |
| | Poor operation | | Vehicle does not enter parking condition. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | | Parking condition is not cancelled. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | | Vehicle runs with A/T in "P" position. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | | Vehicle moves forward with the "R" position. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | | Vehicle runs with A/T in "N" position. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | |
| | | Vehicle moves backward with the "D" position. | 1 | | | | | | | 2 | | | | | | | | | | | | | | | | |

SYMPTOM TABLE 2

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | Diagnostic item | | | | | | | | | | | | | | |
|------------------|---------------------|---|------------------------|------------------------|------------------------|------------------------|-----------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---|
| | | | Oil pump | Torque converter | Low brake* | Front brake | High and low reverse clutch | Input clutch | Direct clutch | 2346 brake | Reverse brake | 1st one-way clutch | 2nd one-way clutch | gear | control valve | Parking component | |
| | | | TM-274 | TM-215 | TM-215 | TM-215 | TM-296 | TM-286 | TM-298 | TM-274 | TM-215 | TM-215 | TM-291 | TM-215 | TM-185 | TM-215 | |
| Poor performance | Driving performance | Shift point is high in "D" position. | | | | | | | | | | | | | | | |
| | | Shift point is low in "D" position. | | | | | | | | | | | | | | | |
| | | Large shock | When shifting gears | → "D" position | 1 | 2 | | | | | | | | | | | 2 |
| | | | | → "R" position | 1 | | | | | | | 1 | | | | | 2 |
| | | | | 1GR ⇔ 2GR | | | | | | | | | 1 | | | | 2 |
| | | | | 2GR ⇔ 3GR | | | | | | | | 1 | | | | | 2 |
| | | | | 3GR ⇔ 4GR | | | 2 | 1 | | | | | | | | | 2 |
| | | | | 4GR ⇔ 5GR | | | | | 1 | | | 1 | | | | | 2 |
| | | | | 5GR ⇔ 6GR | | | | | | 1 | 1 | | | | | | 2 |
| | | | | 6GR ⇔ 7GR | | | | 1 | | | | 1 | | | | | 2 |
| | | Downshift when accelerator pedal is depressed | | | | 2 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 2 | |
| | | Upshift when accelerator pedal is released | | | | 2 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | 2 | |
| | | Lock-up | | | | 1 | | | | | | | | | | 2 | |
| | | Judder | | Lock-up | | | | 1 | | | | | | | | 2 | |
| | Strange noise | In "R" position | | 1 | 1 | | | | | | | 1 | | | 1 | 2 | |
| | | In "N" position | | 1 | 1 | | | | | | | | | | 1 | 2 | |
| In "D" position | | 1 | 1 | 1 | | | | | | | | | 1 | 2 | | | |
| Engine at idle | | 1 | 1 | | | | | | | | | | 1 | 2 | | | |

*: Parts behind drum support is impossible to perform inspection by disassembly. Refer to [TM-30, "Cross-Sectional View"](#).

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | Diagnostic item | | | | | | | | | | | | | | | |
|------------------|---------------------|------------------|------------------------------------|--|--------------------------------------|---------------------------------------|---|--|---|--------------------------------------|---|--|--|--------------------------------|---|---|---|--|
| | | | Oil pump TM-274 | Torque converter TM-215 | Low brake* TM-215 | Front brake TM-215 | High and low reverse clutch TM-296 | Input clutch TM-286 | Direct clutch TM-298 | 2346 brake TM-274 | Reverse brake TM-215 | 1st one-way clutch TM-215 | 2nd one-way clutch TM-291 | gear TM-215 | control valve TM-185 | Parking component TM-215 | | |
| Function trouble | Gear does no change | "D" position | Locks in 1GR | | | | 1 | | 1 | | 1 | | | | | 2 | | |
| | | | Locks in 2GR | | | | | | | | | | | | | 1 | | |
| | | | Locks in 3GR | | | | | | | | | | | | | 1 | | |
| | | | Locks in 4GR | | | | | | | | | | | | | 1 | | |
| | | | Locks in 5GR | | | | | | | | | | | | | 1 | | |
| | | | Locks in 6GR | | | | | | | | | | | | | 1 | | |
| | | | Locks in 7GR | | | | | | | | | | | | | 1 | | |
| | | | 1GR → 2GR | | | | 1 | | 1 | | 1 | | | | | | 2 | |
| | | | 2GR → 3GR | | | | | | | 1 | | | | | | | 2 | |
| | | | 3GR → 4GR | | | 2 | 1 | 1 | 1 | | | | | | | | 2 | |
| | | | 4GR → 5GR | | | | | | | 1 | 1 | | | | | | 2 | |
| | | | 5GR → 6GR | | | | | | | 1 | | | | | | | 2 | |
| | | | 6GR → 7GR | | | 2 | 1 | 1 | 1 | | | | | | | | 2 | |
| | | | 5GR → 4GR | | | | | | 1 | | | | | | | | 2 | |
| | | | 4GR → 3GR | | | 2 | | 1 | | | | | | | | | 2 | |
| | | | 3GR → 2GR | | | | | | | 1 | | | | 1 | | | 2 | |
| | | | 2GR → 1GR | | | | | | | 1 | 1 | | 1 | | | | 2 | |
| | | Does not lock-up | | | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | "M" position | 1GR ⇔ 2GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | | 2GR ⇔ 3GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | | 3GR ⇔ 4GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | | 4GR ⇔ 5GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | | 5GR ⇔ 6GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |
| | | | 6GR ⇔ 7GR | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | | |

*: Parts behind drum support is impossible to perform inspection by disassembly. Refer to [TM-30. "Cross-Sectional View"](#).

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | | Diagnostic item | | | | | | | | | | | | | | |
|------------------|---------------|----------------------------|---------------------|-----------------------------|------------------|------------|-------------|-----------------------------|--------------|---------------|------------|---------------|--------------------|--------------------|------|---------------|-------------------|---|
| | | | | Oil pump | Torque converter | Low brake* | Front brake | High and low reverse clutch | Input clutch | Direct clutch | 2346 brake | Reverse brake | 1st one-way clutch | 2nd one-way clutch | gear | control valve | Parking component | |
| Function trouble | Poor shifting | Slip | When shifting gears | 1GR ⇔ 2GR | 1 | | | | | | | 1 | | 1 | | | 2 | |
| | | | | 2GR ⇔ 3GR | 1 | | | | | 1 | | | | | | | 2 | |
| | | | | 3GR ⇔ 4GR | 1 | | 2 | | 1 | | | | | | | | 2 | |
| | | | | 4GR ⇔ 5GR | 1 | | | | | 1 | | 1 | | | | | 2 | |
| | | | | 5GR ⇔ 6GR | 1 | | | | | | 1 | 1 | | | | | 2 | |
| | | | | 6GR ⇔ 7GR | 1 | | | 1 | | | | 1 | | | | | 2 | |
| | | Engine brake does not work | "M" position | "D" position → "M" position | | | 1 | | | 1 | 1 | | | | 1 | 1 | | 2 |
| | | | | 7GR → 6GR | | | 1 | | | 1 | | | 1 | | | | 2 | |
| | | | | 6GR → 5GR | | | 1 | | | | | 1 | 1 | | | | 2 | |
| | | | | 5GR → 4GR | | | 1 | | | | 1 | | 1 | | | | 2 | |
| | | | | 4GR → 3GR | | | 1 | | 2 | | 1 | | | | | | 2 | |
| | | | | 3GR → 2GR | | | 1 | | | | 1 | | 1 | | 1 | 1 | 2 | |
| | 2GR → 1GR | | | 1 | | | 1 | | | | 1 | | 1 | 2 | | | | |

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | Diagnostic item | | | | | | | | | | | | | |
|------------------|-------------------------|--|--|--|--------------------------------------|---------------------------------------|---|--|---|--------------------------------------|---|--|--|--------------------------------|---|---|
| | | | Oil pump TM-274 | Torque converter TM-215 | Low brake* TM-215 | Front brake TM-215 | High and low reverse clutch TM-296 | Input clutch TM-286 | Direct clutch TM-298 | 2346 brake TM-274 | Reverse brake TM-215 | 1st one-way clutch TM-215 | 2nd one-way clutch TM-291 | gear TM-215 | control valve TM-185 | Parking component TM-215 |
| Function trouble | Poor power transmission | Slip | With selector lever in "D" position, acceleration is extremely poor. | 1 | 1 | 2 | | | | | | 1 | 1 | 2 | | |
| | | With selector lever in "R" position, acceleration is extremely poor. | 1 | 1 | | | | | | 1 | 1 | 1 | 1 | 2 | | |
| | | While starting off by accelerating in 1GR, engine races. | 1 | 1 | 2 | | | | | | | 1 | 1 | 1 | 2 | |
| | | While accelerating in 2GR, engine races. | 1 | | 2 | | | | 1 | | | | 1 | 1 | 2 | |
| | | While accelerating in 3GR, engine races. | 1 | | 2 | | | 1 | 1 | 1 | | | | 1 | 2 | |
| | | While accelerating in 4GR, engine races. | 1 | | | | 1 | 1 | 1 | | | | | 1 | 2 | |
| | | While accelerating in 5GR, engine races. | 1 | | | | 1 | 1 | 1 | | | | | 1 | 2 | |
| | | While accelerating in 6GR, engine races. | 1 | | | | 1 | 1 | 1 | | | | | 1 | 2 | |
| | | While accelerating in 7GR, engine races. | 1 | | | 1 | 1 | 1 | | | | | | | 2 | |
| | | Lock-up | 1 | 1 | | | | | | | | | | 1 | 2 | |
| | | No creep at all. | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 1 |
| | | Extremely large creep. | | 1 | | | | | | | | | | | | |

*: Parts behind drum support is impossible to perform inspection by disassembly. Refer to [TM-30, "Cross-Sectional View"](#).

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[7AT: RE7R01A]

| Symptom | | | Diagnostic item | | | | | | | | | | | | | | |
|------------------|--|---|------------------------|------------------------|------------------------|------------------------|-----------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---|
| | | | Oil pump | Torque converter | Low brake* | Front brake | High and low reverse clutch | Input clutch | Direct clutch | 2346 brake | Reverse brake | gear | 1st one-way clutch | 2nd one-way clutch | control valve | Parking component | |
| | | | TM-274 | TM-215 | TM-215 | TM-215 | TM-296 | TM-286 | TM-298 | TM-274 | TM-215 | TM-215 | TM-291 | TM-215 | TM-185 | TM-215 | |
| Function trouble | Power transmission cannot be performed | Vehicle cannot run in all position. | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | | | 1 | 2 | 1 | |
| | | Driving is not possible in "D" position. | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | 1 | 2 | 1 | |
| | | Driving is not possible in "R" position. | 1 | | | | | | | | | 1 | 1 | 1 | 1 | 2 | 1 |
| | | Engine stall | | 1 | | | | | | | | | | | | | |
| | | Engine stalls when selector lever shifted "N" → "D" or "R". | | 1 | | | | | | | | | | | | | |
| | | Engine does not start in "N" or "P" position. | | 1 | | | | | | | | | | | | | |
| | Poor operation | Vehicle does not enter parking condition. | | | | | | | | | | | | | | | 1 |
| | | Parking condition is not cancelled. | | | | | | | | | | | | | | | 1 |
| | | Vehicle runs with A/T in "P" position. | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | 2 | 1 |
| | | Vehicle moves forward with the "R" position. | | | 2 | 1 | 1 | 1 | 1 | 1 | | | | | | 2 | |
| | | Vehicle runs with A/T in "N" position. | | | 2 | 1 | 1 | 1 | 1 | 1 | 1 | | | | | 2 | |
| | | Vehicle moves backward with the "D" position. | | | | | | | | | | 1 | | | | 2 | |

*: Parts behind drum support is impossible to perform inspection by disassembly. Refer to [TM-30, "Cross-Sectional View"](#).

PRECAUTION

PRECAUTIONS

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

INFOID:000000010989520

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

WARNING:

Always observe the following items for preventing accidental activation.

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision that would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see "SRS AIR BAG".
- Never use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

WARNING:

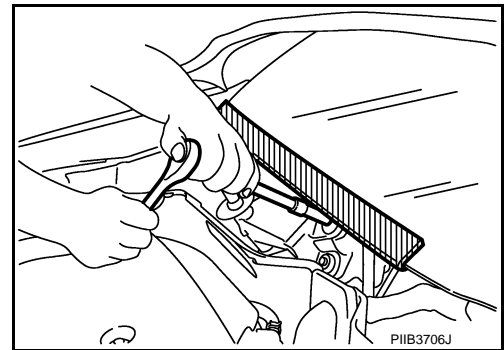
Always observe the following items for preventing accidental activation.

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, never use air or electric power tools or strike near the sensor(s) with a hammer. Heavy vibration could activate the sensor(s) and deploy the air bag(s), possibly causing serious injury.
- When using air or electric power tools or hammers, always switch the ignition OFF, disconnect the battery, and wait at least 3 minutes before performing any service.

Precaution for Procedure without Cowl Top Cover

INFOID:000000010989521

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc to prevent damage to windshield.



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PRECAUTIONS

< PRECAUTION >

[7AT: RE7R01A]

Precautions for Removing Battery Terminal

INFOID:000000010989522

- When removing the 12V battery terminal, turn OFF the ignition switch and wait at least 30 seconds.

NOTE:

ECU may be active for several tens of seconds after the ignition switch is turned OFF. If the battery terminal is removed before ECU stops, then a DTC detection error or ECU data corruption may occur.

- For vehicles with the 2-batteries, be sure to connect the main battery and the sub battery before turning ON the ignition switch.

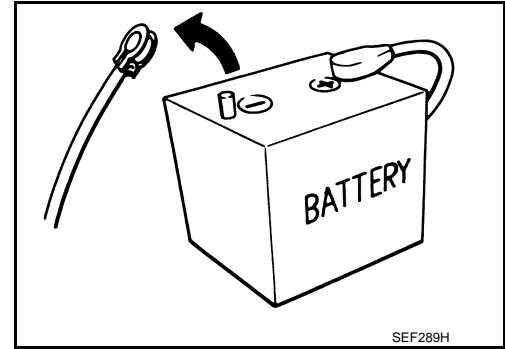
NOTE:

If the ignition switch is turned ON with any one of the terminals of main battery and sub battery disconnected, then DTC may be detected.

- After installing the 12V battery, always check "Self Diagnosis Result" of all ECUs and erase DTC.

NOTE:

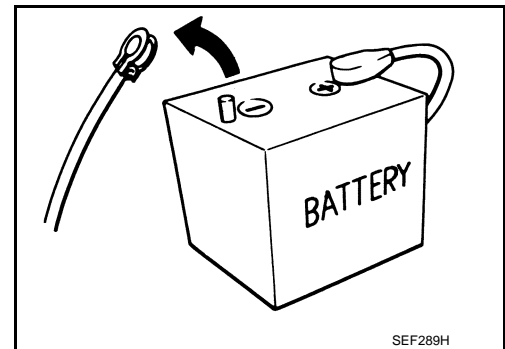
The removal of 12V battery may cause a DTC detection error.



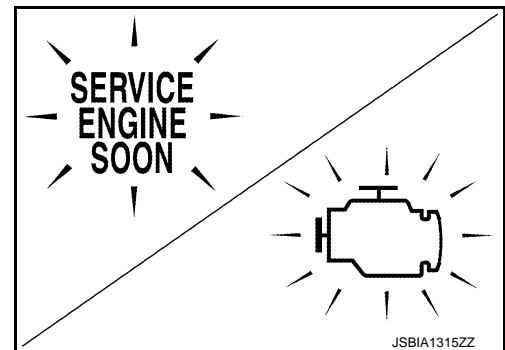
General Precautions

INFOID:000000010989523

- Turn ignition switch OFF and disconnect the battery cable from the negative terminal before connecting or disconnecting the A/T assembly connector. Because battery voltage is applied to TCM even if ignition switch is turned OFF.



- Perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE" after performing each TROUBLE DIAGNOSIS. If the repair is completed DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE".
- Always use the specified brand of ATF. Refer to [MA-10, "Fluids and Lubricants"](#).
- Use lint-free paper not cloth rags during work.
- Dispose of the waste oil using the methods prescribed by law, ordinance, etc. after replacing the ATF.
- Before proceeding with disassembly, thoroughly clean the outside of the transmission. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free paper or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the A/T 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. Never use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.



PRECAUTIONS

< PRECAUTION >

[7AT: RE7R01A]

- Clean or replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to [TM-167, "Service Notice or Precaution"](#).
- When the A/T drain plug is removed, only some of the ATF is drained. Old ATF will remain in torque converter and ATF cooling system.
Always follow the procedures under "Changing" when changing ATF. Refer to [TM-170, "Changing"](#).
- Occasionally, the parking gear may be locked with the torque insufficiently released, when stopping the vehicle by shifting the selector lever from "D" or "R" to "P" position with the brake pedal depressed.
In this case, the shock with a thud caused by the abrupt release of torque may occur when shifting the selector lever from "P" position to other positions.
However, this symptom is not a malfunction which results in the damage of parts.

Service Notice or Precaution

INFOID:000000010989524

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ATF COOLER SERVICE

If ATF contains frictional material (clutches, bands, etc.), or if an A/T is repaired, overhauled, or replaced, inspect and clean the A/T fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using cleaning solvent and compressed air after repair. For A/T fluid cooler cleaning procedure, refer to [TM-173, "Cleaning"](#). For radiator replacement, refer to [CO-15, "Exploded View"](#).

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PREPARATION

< PREPARATION >

[7AT: RE7R01A]

PREPARATION

PREPARATION

Special Service Tool

INFOID:000000010989525

The actual shapes of TechMate tools may differ from those of special service tools illustrated here.

| Tool number (TechMate No.) Tool name | Description |
|---|---|
| ST33400001 (J-26082) Drift a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia. <div data-bbox="621 527 834 674" style="text-align: center;"> </div> <div data-bbox="784 684 829 703" style="text-align: center;"> <small>NT086</small> </div> | <ul style="list-style-type: none"> • Installing rear oil seal (2WD) • Installing oil pump housing oil seal |
| KV31102400 (J-34285 and J-34285-87) Clutch spring compressor a: 320 mm (12.60 in) b: 174 mm (6.85 in) <div data-bbox="581 751 878 953" style="text-align: center;"> </div> <div data-bbox="784 936 829 955" style="text-align: center;"> <small>NT423</small> </div> | <ul style="list-style-type: none"> • Installing reverse brake return spring retainer • Removing and installing 2346 brake spring retainer |
| KV31103800 Clutch spring compressor 1. M12×1.75P <div data-bbox="609 1010 857 1184" style="text-align: center;"> </div> <div data-bbox="784 1188 870 1207" style="text-align: center;"> <small>JSDIA1749ZZ</small> </div> | Removing and installing front brake spring retainer |
| ST25850000 (J-25721-A) Sliding hammer a: 179 mm (7.05 in) b: 70 mm (2.76 in) c: 40 mm (1.57 in) d: M12X1.75P <div data-bbox="565 1262 889 1444" style="text-align: center;"> </div> <div data-bbox="784 1440 829 1459" style="text-align: center;"> <small>NT422</small> </div> | Remove oil pump assembly |

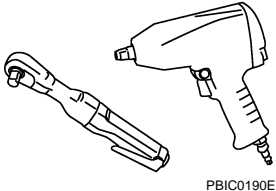
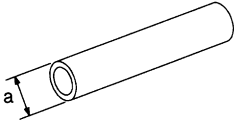
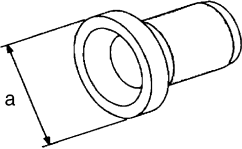
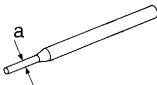
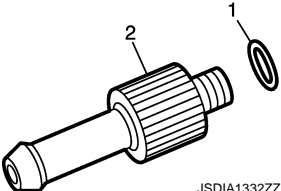
PREPARATION

< PREPARATION >

[7AT: RE7R01A]

Commercial Service Tool

INFOID:000000010989526

| Tool name | Description |
|--|--|
| <p>Power tool</p>  <p>PBI0190E</p> | <p>Loosening bolts and nuts</p> |
| <p>Drift a: 22 mm (0.87 in) dia.</p>  <p>NT083</p> | <p>Installing manual shaft oil seals</p> |
| <p>Drift a: 64 mm (2.52 in) dia.</p>  <p>SCIA5338E</p> | <p>Installing rear oil seal (AWD)</p> |
| <p>Pin punch a: 4 mm (0.16 in) dia.</p>  <p>NT410</p> | <p>Remove retaining pin</p> |
| <p>1. 315268E000* O-ring 2. 310811EA5A* Charging pipe</p>  <p>JSDIA1332ZZ</p> | <p>A/T fluid changing and adjustment</p> |

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

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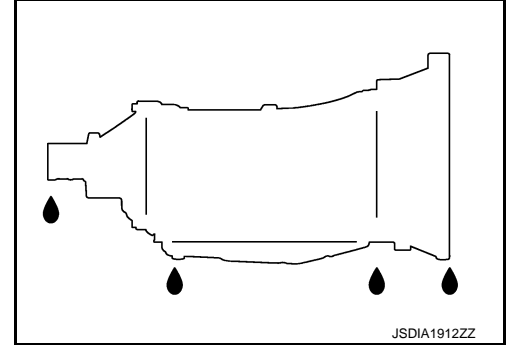
A/T FLUID

Inspection

INFOID:0000000010989527

FLUID LEAKAGE

- Check transmission surrounding area (oil seal and plug etc.) for fluid leakage.
- If anything is found, repair or replace damaged parts and adjust A/T fluid level. Refer to [TM-172. "Adjustment"](#).



Changing

INFOID:0000000010989528

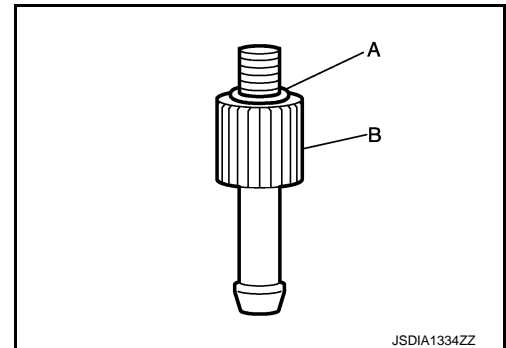
Recommended fluid : Refer to [TM-300. "General Specification"](#).
 Fluid capacity

CAUTION:

- Use only Genuine NISSAN Matic S ATF. Never mix with other ATF.
- Using ATF other than Genuine NISSAN Matic S ATF will cause deterioration in driveability and A/T durability, and may damage the A/T, which is not covered by the INFINITI new vehicle limited warranty.
- When filling ATF, be careful not to scatter heat generating parts such as exhaust.

1. Step 1

- Install the O-ring (315268E000) (A) to the charging pipe (310811EA5A) (B).



2. Step 2

- Use CONSULT to check that the ATF temperature is 40°C (104°F) or less.
- Lift up the vehicle.
- Remove the drain plug from the oil pan, and then drain the ATF.
- When the ATF starts to drip, temporarily tighten the drain plug to the oil pan.

NOTE:

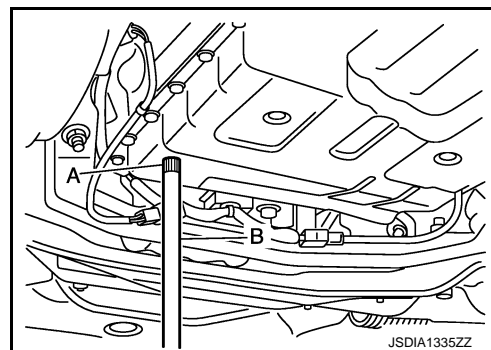
- Never replace drain plug and drain plug gasket with new ones yet.
- Remove overflow plug from oil pan.

A/T FLUID

< PERIODIC MAINTENANCE >

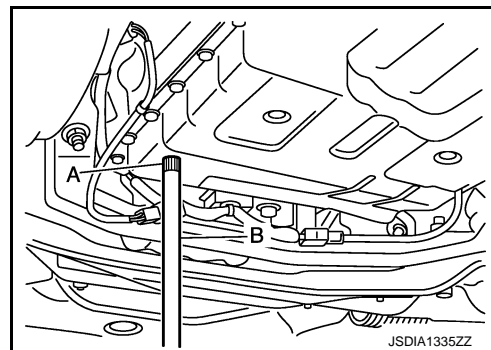
[7AT: RE7R01A]

- f. Install the charging pipe (A) to the overflow plug hole.
CAUTION:
Tighten the charging pipe by hand.
- g. Install the bucket pump hose (B) to the charging pipe.
CAUTION:
Insert the bucket pump hose all the way to the end of the charging pipe.
- h. Fill approximately 3 liters (3-1/8 US qt, 2-5/8 Imp qt) of the ATF.
- i. Remove the bucket pump hose to remove the charging pipe, and then temporarily tighten the overflow plug to the oil pan.
CAUTION:
Quickly perform the procedure to avoid ATF leakage from the oil pan.



- j. Lift down the vehicle.
- k. Start the engine and wait for approximately 3 minutes.
- l. Stop the engine.
- 3. Step 3
- a. Repeat "Step 2".
- 4. Final Step
- a. Use CONSULT to check that the ATF temperature is 40°C (104°F) or less.
- b. Lift up the vehicle.
- c. Remove the drain plug from the oil pan, and then drain the ATF.
- d. When the ATF starts to drip, tighten the drain plug to the oil pan to the specified torque. Refer to [TM-185, "Exploded View"](#).

- CAUTION:**
Never reuse drain plug and drain plug gasket.
- e. Remove overflow plug from oil pan.
- f. Install the charging pipe (A) to the overflow plug hole.
CAUTION:
Tighten the charging pipe by hand.
- g. Install the bucket pump hose (B) to the charging pipe.
CAUTION:
Insert the bucket pump hose all the way to the end of the charging pipe.
- h. Fill approximately 3 liters (3-1/8 US qt, 2-5/8 Imp qt) of the ATF.
- i. Remove the bucket pump hose to remove the charging pipe, and then temporarily tighten the overflow plug to the oil pan.
CAUTION:
Quickly perform the procedure to avoid ATF leakage from the oil pan.



- j. Lift down the vehicle.
- k. Start the engine.
- l. Make the ATF temperature approximately 40°C (104°F).
NOTE:
The ATF level is greatly affected by the temperature. Always check the ATF temperature on "ATF TEMP 1" of "Data Monitor" using CONSULT.
- m. Park vehicle on level surface and set parking brake.
- n. Shift the selector lever through each gear position. Leave selector lever in "P" position.
- o. Lift up the vehicle when the ATF temperature reaches 40°C (104°F), and then remove the overflow plug from the oil pan.
- p. When the ATF starts to drip, tighten the overflow plug to the oil pan to the specified torque. Refer to [TM-185, "Exploded View"](#).
CAUTION:
Never reuse overflow plug.

Adjustment

Recommended fluid : Refer to [TM-300, "General Specification"](#).
 Fluid capacity

CAUTION:

- Use only Genuine NISSAN Matic S ATF. Never mix with other ATF.
- Using ATF other than Genuine NISSAN Matic S ATF will cause deterioration in driveability and A/T durability, and may damage the A/T, which is not covered by the INFINITI new vehicle limited warranty.
- When filling ATF, be careful not to scatter heat generating parts such as exhaust.

1. Install the O-ring (315268E000) (A) to the charging pipe (310811EA5A) (B).
2. Start the engine.
3. Make the ATF temperature approximately 40°C (104°F).

NOTE:

The ATF level is greatly affected by the temperature. Always check the ATF temperature on "ATF TEMP 1" of "Data Monitor" using CONSULT.

4. Park vehicle on level surface and set parking brake.
5. Shift the selector lever through each gear position. Leave selector lever in "P" position.
6. Lift up the vehicle.
7. Check the ATF leakage from transmission.
8. Remove overflow plug from oil pan.
9. Install the charging pipe (A) to the overflow plug hole.

CAUTION:

Tighten the charging pipe by hand.

10. Install the bucket pump hose (B) to the charging pipe.

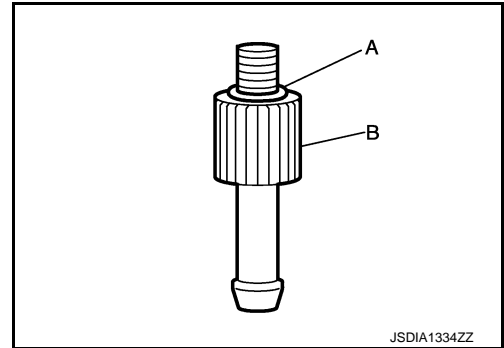
CAUTION:

Insert the bucket pump hose all the way to the end of the charging pipe.

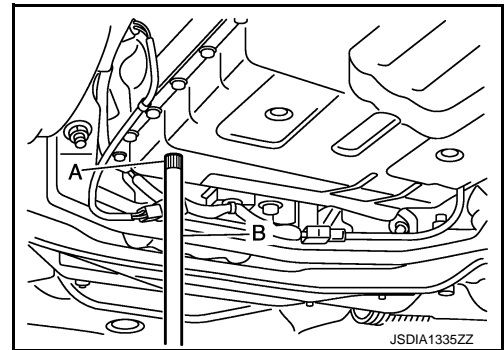
11. Fill approximately 0.5 liters (1/2 US qt, 1/2 Imp qt) of the ATF.
12. Check that the ATF leaks when removing the charging pipe and the bucket pump hose. If the ATF does not leak, refill the ATF.
13. When the ATF starts to drip, tighten the overflow plug to the oil pan to the specified torque. Refer to [TM-185, "Exploded View"](#).

CAUTION:

Never reuse overflow plug.



JSDIA1334ZZ



JSDIA1335ZZ

A/T FLUID COOLER

Cleaning

INFOID:000000010989530

Whenever an A/T is replaced, the A/T fluid cooler mounted in the radiator must be inspected and cleaned. Metal debris and friction material, if present, can become trapped in the A/T fluid cooler. This debris can contaminate the newly serviced A/T or, in severe cases, can block or restrict the flow of ATF. In either case, malfunction of the newly serviced A/T may result.

Debris, if present, may build up as ATF enters the cooler inlet. It will be necessary to back flush the cooler through the cooler outlet in order to flush out any built up debris.

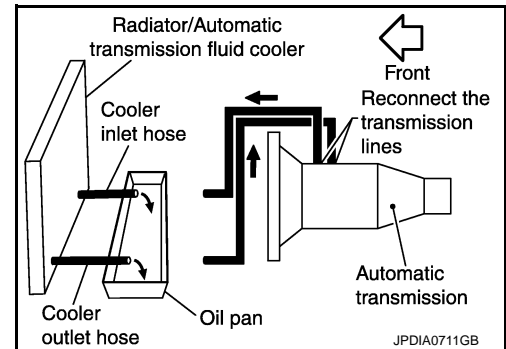
CLEANING PROCEDURE

1. Position an oil pan under the A/T inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the A/T fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or by-pass valve.

NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any ATF that remains in the cooler hoses to drain into the oil pan.

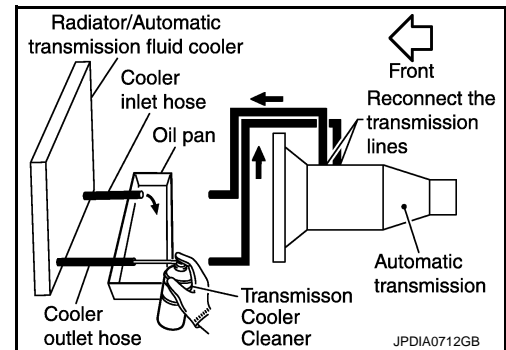


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Never breathe vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until ATF flows out of the cooler inlet hose for 5 seconds.



7. Insert the tip of an air gun into the end of the cooler outlet hose.
8. Wrap a shop rag around the air gun tip and of the cooler outlet hose.

9. Blow compressed air regulated to 5 to 9 kg/cm² (71 to 128 psi) through the cooler outlet hose for 10 seconds to force out any remaining ATF.

10. Repeat steps 5 through 9 three additional times.

11. Position an oil pan under the banjo bolts that connect the A/T fluid cooler steel lines to the A/T.

12. Remove the banjo bolts.

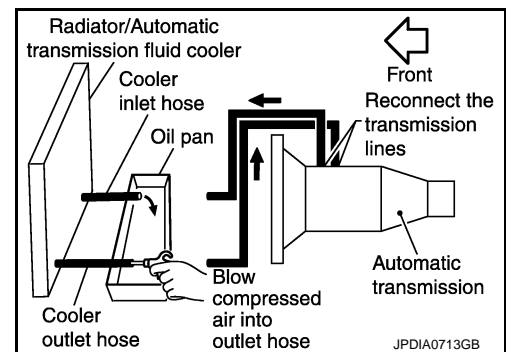
13. Flush each steel line from the cooler side back toward the A/T by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.

14. Blow compressed air regulated to 5 to 9 kg/cm² (71 to 128 psi) through each steel line from the cooler side back toward the A/T for 10 seconds to force out any remaining ATF.

15. Ensure all debris is removed from the steel cooler lines.

16. Ensure all debris is removed from the banjo bolts and fittings.

17. Perform "DIAGNOSIS PROCEDURE".



A/T FLUID COOLER

< PERIODIC MAINTENANCE >

[7AT: RE7R01A]

DIAGNOSIS PROCEDURE

NOTE:

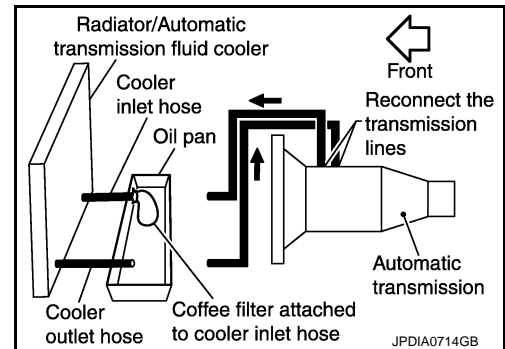
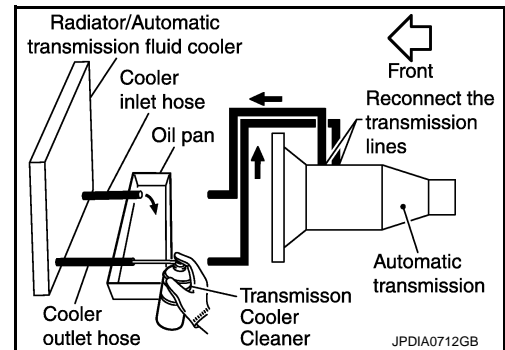
Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

1. Position an oil pan under the A/T inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

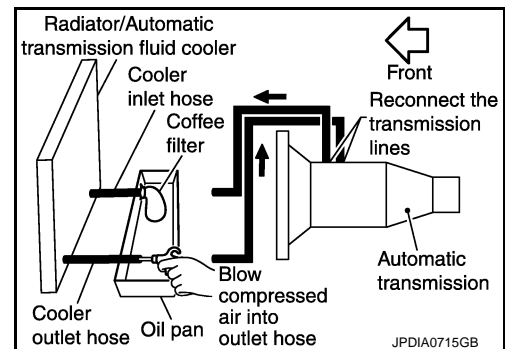
CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Never breathe vapors or spray mist.

4. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until ATF flows out of the cooler inlet hose for 5 seconds.
5. Tie a common white, basket-type coffee filter to the end of the cooler inlet hose.

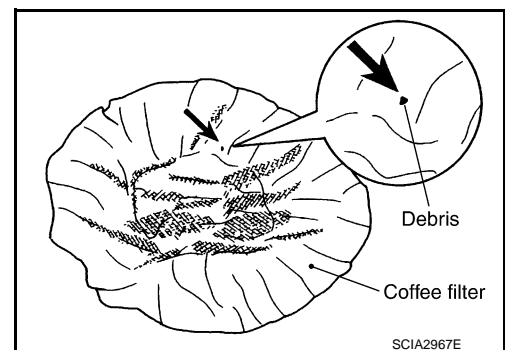


6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 to 9 kg/cm² (71 to 128 psi) through the cooler outlet hose to force any remaining ATF into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform "INSPECTION PROCEDURE".



INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
 - a. If small metal debris less than 1 mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the A/T fluid cooler/radiator can be re-used and the procedure is ended.

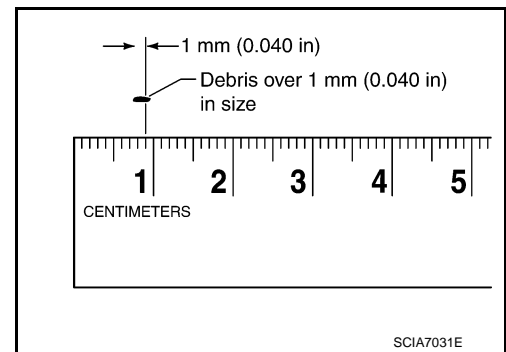


A/T FLUID COOLER

< PERIODIC MAINTENANCE >

[7AT: RE7R01A]

- b. If one or more pieces of debris are found that are over 1 mm (0.040 in) in size and/or peeled clutch facing material is found in the coffee filter, the A/T fluid cooler is not serviceable. The A/T fluid cooler/radiator must be replaced and the inspection procedure is ended. Refer to [CO-15, "Exploded View"](#).



Inspection

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After performing all procedures, ensure that all remaining oil is cleaned from all components.

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STALL TEST

< PERIODIC MAINTENANCE >

[7AT: RE7R01A]

STALL TEST

Inspection and Judgment

INFOID:000000010989532

INSPECTION

1. Inspect the amount of engine oil. Replenish the engine oil if necessary.
2. Drive for about 10 minutes to warm up the vehicle so that the A/T fluid temperature is 50 to 80°C (122 to 176°F). Inspect the amount of ATF. Replenish if necessary.
3. Securely engage the parking brake so that the tires do not turn.
4. Start the engine, apply foot brake, and place selector lever in "D" position.
5. Gradually press down the accelerator pedal while holding down the foot brake.
6. Quickly read off the stall speed, and then quickly release the accelerator pedal.

CAUTION:

Never hold down the accelerator pedal for more than 5 seconds during this test.

Stall speed : Refer to [TM-301, "Stall Speed"](#).

7. Shift the selector lever to "N" position.
 8. Cool down the ATF.
- CAUTION:**
Run the engine at idle for at least 1 minute.
9. Repeat steps 5 through 8 with selector lever in "R" position.

JUDGMENT OF STALL TEST

| | Selector lever position | | Possible location of malfunction |
|-------------|-------------------------|-----|---|
| | "D" and "M" | "R" | |
| Stall speed | H | O | <ul style="list-style-type: none"> • Low brake • 1st one-way clutch • 2nd one-way clutch |
| | O | H | <ul style="list-style-type: none"> • Reverse brake • 1st one-way clutch • 2nd one-way clutch |
| | L | L | <ul style="list-style-type: none"> • Engine and torque converter one-way clutch |
| | H | H | <ul style="list-style-type: none"> • Line pressure low |

O: Stall speed within standard value position

H: Stall speed higher than standard value

L: Stall speed lower than standard value

Stall test standard value position

| | | |
|---|----------------------------------|--------------------------------------|
| Does not shift-up "D" or "M" position 1 → 2 | Slipping in 2GR, 3GR 4GR or 6GR | 2346 brake slippage |
| Does not shift-up "D" or "M" position 2 → 3 | Slipping in 3GR, 4GR or 5GR | Direct clutch slippage |
| Does not shift-up "D" or "M" position 3 → 4 | Slipping in 4GR, 5GR, 6GR or 7GR | High and low reverse clutch slippage |
| Does not shift-up "D" or "M" position 4 → 5 | Slipping in 5GR, 6GR or 7GR | Input clutch slippage |
| Does not shift-up "D" or "M" position 5 → 6 | Slipping in 2GR, 3GR, 4GR or 6GR | 2346 brake slippage |
| Does not shift-up "D" or "M" position 6 → 7 | Slipping in 7GR | Front brake slippage |

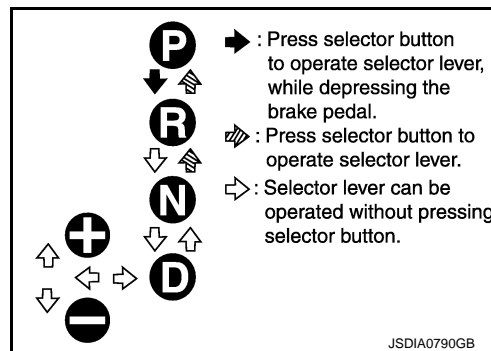
A/T POSITION

Inspection and Adjustment

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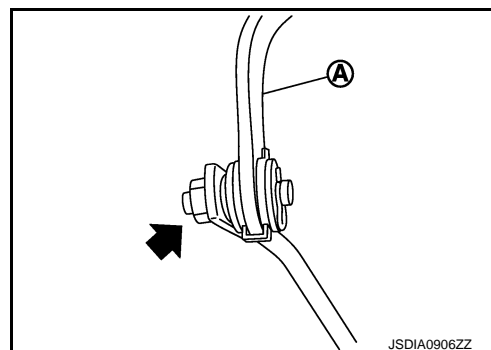
INSPECTION

- Place selector lever in "P" position, and turn ignition switch ON (engine stop).
- Check that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also check that selector lever can be shifted from "P" position only when brake pedal is depressed.
- Shift the selector lever and check for excessive effort, sticking, noise or rattle.
- Confirm that the selector lever stops at each position by feeling the engagement when it is moved through all the positions. Check whether or not the actual position the selector lever matches the position shown by the shift position indicator and the A/T body.
- The method of operating the lever to individual positions correctly is shown in the figure.
- When selector button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
- Confirm that the back-up lamps illuminate only when lever is placed in the "R" position. Confirm that the back-up lamps do not illuminate when selector lever is pushed against "R" position in the "P" or "N" position.
- Confirm that the engine can only be started with the selector lever in the "P" and "N" positions. (With selector lever in the "P" position, engine can be started even when selector lever is moved forward and backward.)
- Make sure that A/T is locked completely in "P" position.
- DS mode must be indicated on the combination meter when the selector lever is shifted to the manual shift gate. When the selector lever is shifted to the "+" or "-" side in the DS mode, manual mode should be indicated on the combination meter.
In addition, a set shift position must be changed when the selector lever is shifted to the "+" or "-" side in the manual mode. (Only while driving.)

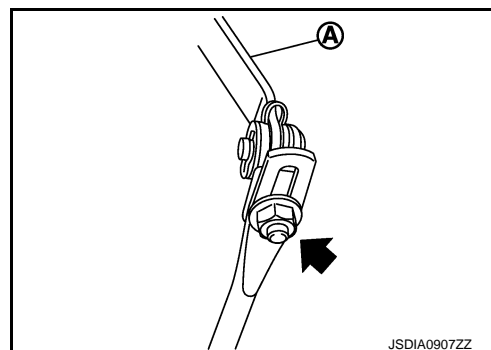


ADJUSTMENT

- Loosen nut (←).
 - 2WD models



- AWD models



A/T POSITION

< PERIODIC MAINTENANCE >

[7AT: RE7R01A]

2. Place manual lever and selector lever in "P" position.
3. While pressing lower lever (A) toward rear of vehicle (in "P" position direction), tighten nut to specified torque. Refer to [TM-179, "2WD : Exploded View"](#) (2WD) or [TM-181, "AWD : Exploded View"](#) (AWD).

CAUTION:

Be careful not to touch the control rod while pressing lower lever of A/T shift selector assembly.

NOTE:

Press lower lever of A/T shift selector assembly with a force of 9.8 N (approximately 1 kg, 2.2 lb).

A/T SHIFT SELECTOR

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

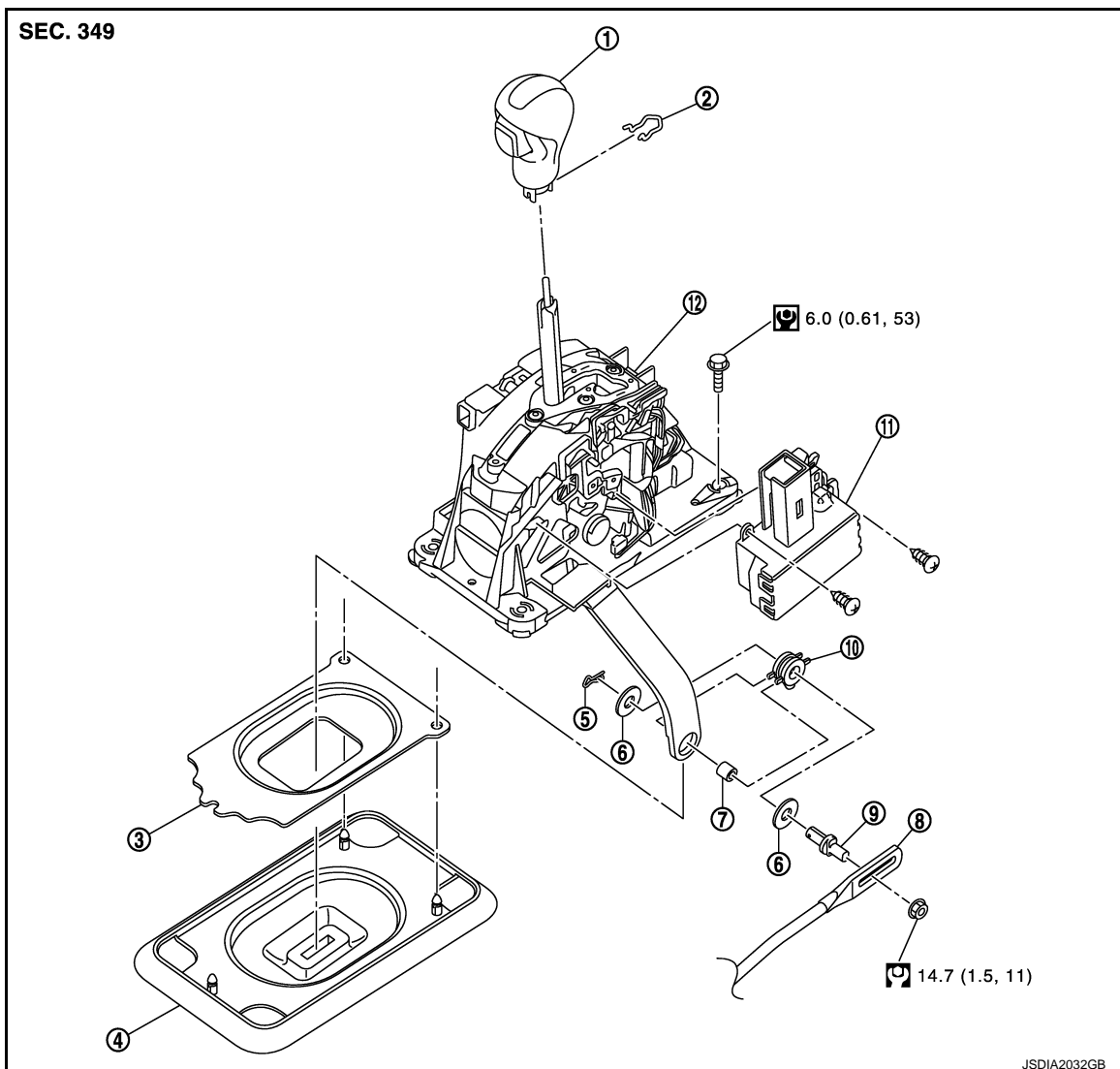
REMOVAL AND INSTALLATION

A/T SHIFT SELECTOR


2WD

2WD : Exploded View

INFOID:000000010989534



- | | | |
|------------------------|---------------------|---------------------------------|
| 1. Selector lever knob | 2. Lock pin | 3. Dust cover plate |
| 4. Dust cover | 5. Snap pin | 6. Washer |
| 7. Collar | 8. Control rod | 9. Pivot pin |
| 10. Insulator | 11. Shift lock unit | 12. A/T shift selector assembly |

 : Apply multi-purpose grease.

Refer to [GI-4, "Components"](#) for symbols not described on the above.

2WD : Removal and Installation

INFOID:000000010989535

REMOVAL

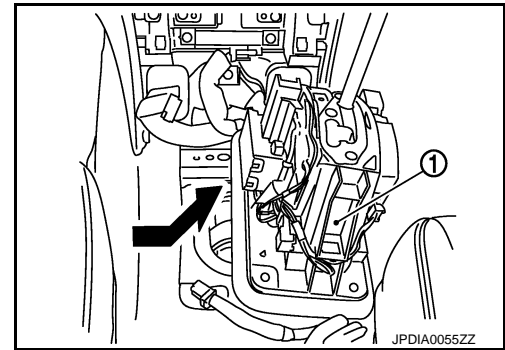
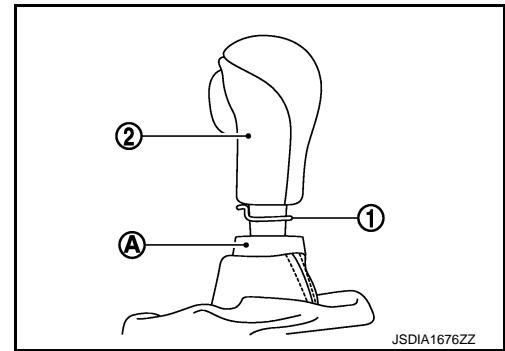
1. Shift the selector lever to "P" position.
2. Remove control rod from A/T shift selector assembly.
3. Shift the selector lever to "N" position.

A/T SHIFT SELECTOR

[7AT: RE7R01A]

< REMOVAL AND INSTALLATION >

4. Remove knob cover (A) below selector lever downward.
5. Pull lock pin (1) out of selector lever knob (2).
6. Remove selector lever knob.
7. Remove center console assembly. Refer to [IP-22. "Exploded View"](#).
CAUTION:
When disconnecting selector lever position indicator connector from shift position switch, never twist or apply an excessive load to the connector.
8. Remove rear ventilator duct 2. Refer to [VTL-8. "Exploded View"](#).
9. Disconnect A/T shift selector connector and main harness.
10. Move passenger's seat to the end.
11. Shift the selector lever to "P" position.
12. Remove A/T shift selector assembly mounting bolts.
13. Slightly lift the A/T shift selector assembly (1) and slide it rightward. Then pull it out in the diagonally right direction.
14. Remove snap pin, washers, insulator, collar and pivot pin from A/T shift selector assembly.
15. Remove dust cover and dust cover plate from A/T shift selector assembly.
16. Remove dust cover from dust cover plate.
17. Remove shift lock unit from A/T shift selector assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Apply multi-purpose grease on the pin surface (that slides after installing a collar) of the pivot pin.
 - Apply multi-purpose grease on the surface that the shift lock unit plate slides vertically.
- Refer to the followings when installing the selector lever knob to the A/T shift selector assembly.

1. Install the lock pin to the selector lever knob.
2. Insert the shift lever knob into the shift lever until it clicks.

CAUTION:

- Install it straight, and never tap or apply any shock to install it.
- Never press selector button.

2WD : Inspection and Adjustment

INFOID:000000010989536

INSPECTION AFTER INSTALLATION

Check A/T positions after adjusting A/T positions. Refer to [TM-177. "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T positions. Refer to [TM-177. "Inspection and Adjustment"](#).

AWD

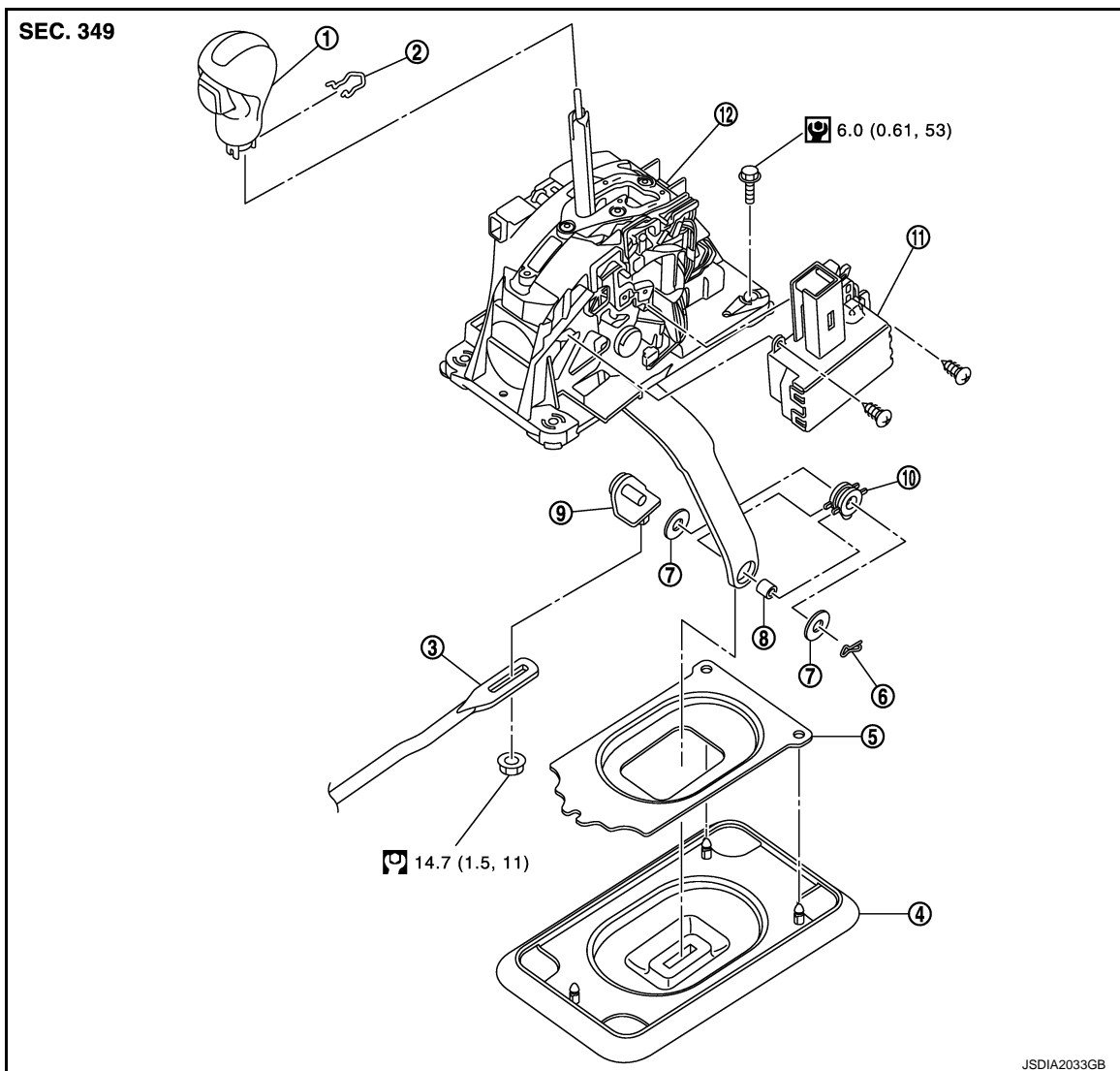
A/T SHIFT SELECTOR

< REMOVAL AND INSTALLATION >


[7AT: RE7R01A]

AWD : Exploded View

INFOID:000000010989537



- | | | |
|------------------------|---------------------|---------------------------------|
| 1. Selector lever knob | 2. Lock pin | 3. Control rod |
| 4. Dust cover | 5. Dust cover plate | 6. Snap pin |
| 7. Washer | 8. Collar | 9. Pivot pin |
| 10. Insulator | 11. Shift lock unit | 12. A/T shift selector assembly |

 : Apply multi-purpose grease.

Refer to [GI-4. "Components"](#) for symbols not described on the above.

AWD : Removal and Installation

INFOID:000000010989538

REMOVAL

1. Shift the selector lever to "P" position.
2. Remove control rod from A/T shift selector.
3. Shift the selector lever to "N" position.

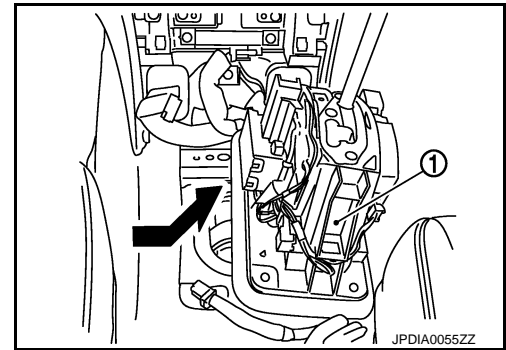
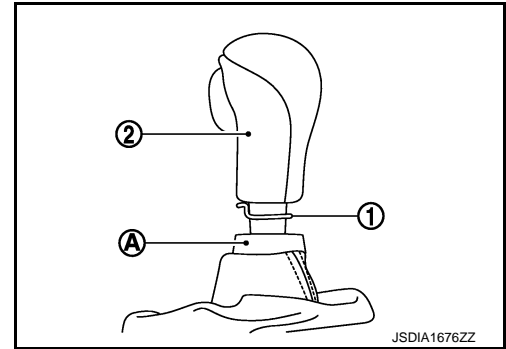
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A/T SHIFT SELECTOR

[7AT: RE7R01A]

< REMOVAL AND INSTALLATION >

4. Remove knob cover (A) below selector lever downward.
5. Pull lock pin (1) out of selector lever knob (2).
6. Remove selector lever knob.
7. Remove center console assembly. Refer to [IP-22. "Exploded View"](#).
CAUTION:
When disconnecting selector lever position indicator connector from shift position switch, never twist or apply an excessive load to the connector.
8. Remove rear ventilator duct 2. Refer to [VTL-8. "Exploded View"](#).
9. Disconnect A/T shift selector connector and main harness.
10. Move passenger's seat to the end.
11. Shift the selector lever to "P" position.
12. Remove A/T shift selector assembly mounting bolts.
13. Slightly lift the A/T shift selector assembly (1) and slide it rightward. Then pull it out in the diagonally right direction.
14. Remove snap pin, washers, insulator, collar and pivot pin from A/T shift selector assembly.
15. Remove dust cover and dust cover plate from A/T shift selector assembly.
16. Remove dust cover from dust cover plate.
17. Remove shift lock unit from A/T shift selector assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Apply multi-purpose grease on the pin surface (that slides after installing a collar) of the pivot pin.
 - Apply multi-purpose grease on the surface that the shift lock unit plate slides vertically.
- Refer to the followings when installing the selector lever knob to the A/T shift selector assembly.

1. Install the lock pin to the selector lever knob.
2. Insert the shift lever knob into the shift lever until it clicks.

CAUTION:

- Install it straight, and never tap or apply any shock to install it.
- Never press selector button.

AWD : Inspection and Adjustment

INFOID:0000000010989539

INSPECTION AFTER INSTALLATION

Check A/T positions after adjusting A/T positions. Refer to [TM-177. "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T positions. Refer to [TM-177. "Inspection and Adjustment"](#).

CONTROL ROD

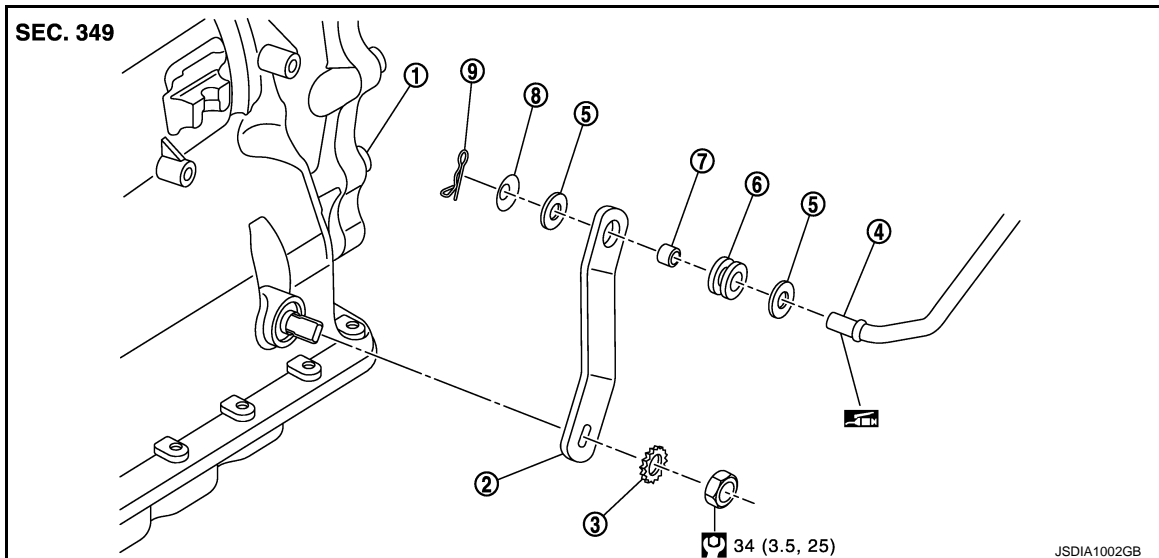
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]


CONTROL ROD

Exploded View

INFOID:000000010989540



- | | | |
|-----------------|-------------------|----------------|
| 1. A/T assembly | 2. Manual lever | 3. Lock washer |
| 4. Control rod | 5. Washer | 6. Insulator |
| 7. Collar | 8. Conical washer | 9. Snap pin |

 : Apply multi-purpose grease.

Refer to [GI-4, "Components"](#) for symbols not described on the above.

Removal and Installation

INFOID:000000010989541

REMOVAL

1. Shift the selector lever to "P" position.
2. Remove control rod from A/T shift selector assembly. Refer to [TM-179, "2WD : Exploded View"](#) (2WD) or [TM-181, "AWD : Exploded View"](#) (AWD).
3. Remove manual lever from A/T assembly.
4. Remove control rod from manual lever.
5. Remove insulator and collar from manual lever.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

Apply multi-purpose grease on the pin surface (that slides after installing collar) of the tip of the control rod.

Inspection and Adjustment

INFOID:000000010989542

INSPECTION AFTER INSTALLATION

Check A/T positions after adjusting A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

SELECTOR LEVER POSITION INDICATOR

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

SELECTOR LEVER POSITION INDICATOR

Removal and Installation

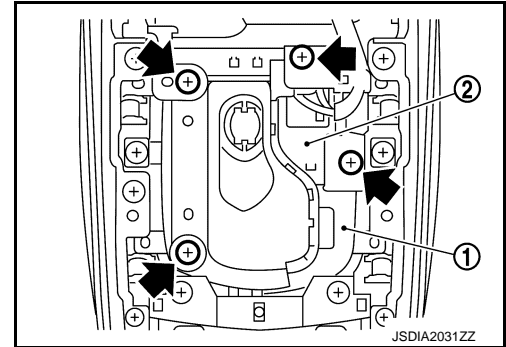
INFOID:000000010989543

REMOVAL

1. Remove console finisher assembly. Refer to [IP-23. "Removal and Installation"](#).
2. Remove selector lever position indicator harness from hook of console pocket assembly.
3. Remove insert finisher (1).

← : Screw

4. Remove selector lever position indicator (2).



INSTALLATION

Install in the reverse order of removal.

CONTROL VALVE & TCM

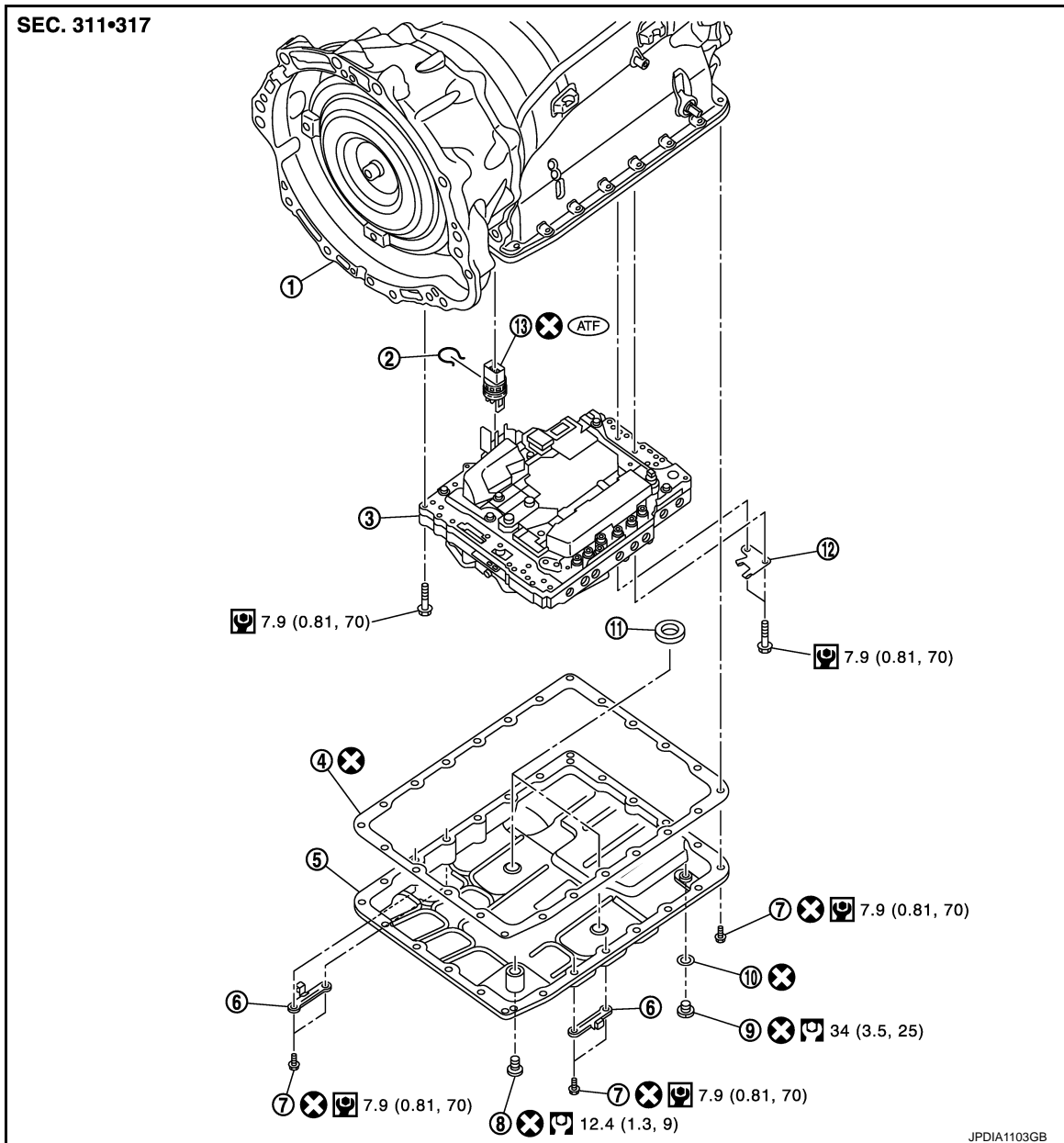
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

CONTROL VALVE & TCM

Exploded View

INFOID:000000010989546



- | | | |
|--------------------------|------------------|------------------------|
| 1. A/T | 2. Snap ring | 3. Control valve & TCM |
| 4. Oil pan gasket | 5. Oil pan | 6. Clip |
| 7. Oil pan mounting bolt | 8. Overflow plug | 9. Drain plug |
| 10. Drain plug gasket | 11. Magnet | 12. Clip |
| 13. Joint connector | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Removal and Installation

INFOID:000000010989547

REMOVAL

1. Drain ATF through drain plug.
2. Remove exhaust mounting bracket with power tool. Refer to [EX-5, "Exploded View"](#).

CONTROL VALVE & TCM

< REMOVAL AND INSTALLATION >

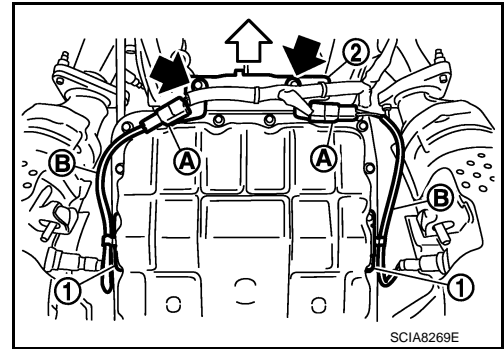
[7AT: RE7R01A]

3. Disconnect heated oxygen sensor 2 connectors (A).

⇐ : Vehicle front

← : Bolt

4. Remove heated oxygen sensor 2 harness (B) from clips (1).
5. Remove bracket (2) from A/T assembly. Refer to [TM-209. "2WD : Exploded View"](#) (2WD) or [TM-212. "AWD : Exploded View"](#) (4WD).

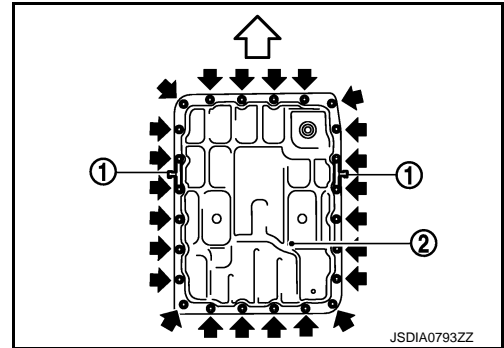


6. Remove clips (1).

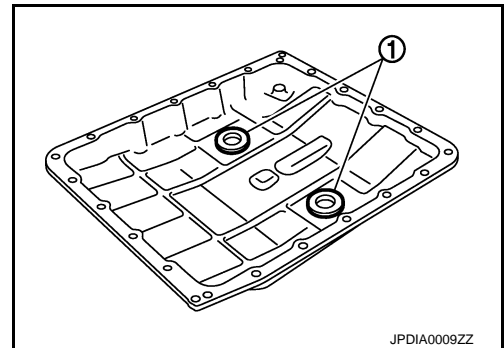
⇐ : Vehicle front

← : Oil pan mounting bolt

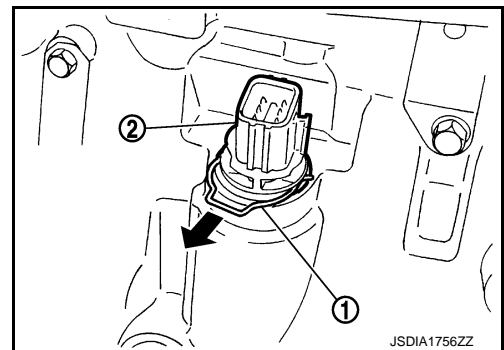
7. Remove oil pan (2) and oil pan gasket.



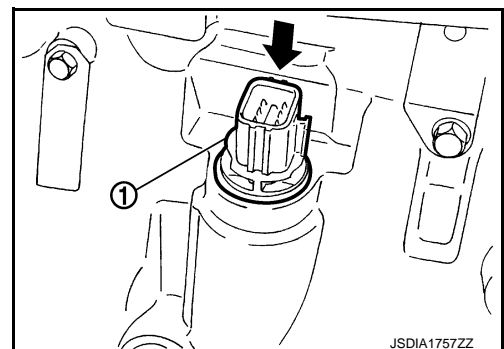
8. Remove magnets (1) from oil pan.



9. Remove snap ring (1) from A/T assembly connector (2).



10. Push A/T assembly connector (1).



CONTROL VALVE & TCM

[7AT: RE7R01A]

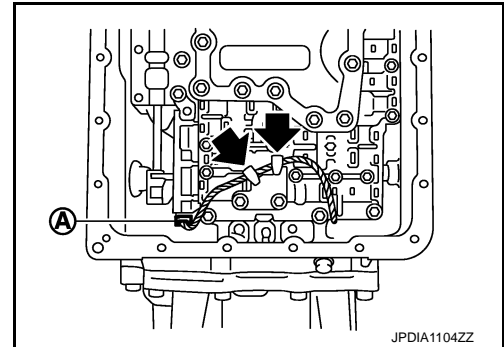
< REMOVAL AND INSTALLATION >

11. Disconnect output speed sensor connector (A).

CAUTION:

Be careful not to damage connector.

12. Disengage terminal clip (◀).

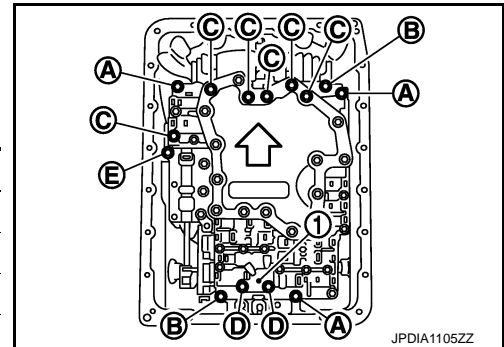


13. Remove bolts and clip (1) from the control valve & TCM.

↔ : Vehicle front

| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A | 43 (1.69) | 3 |
| B | 40 (1.57) | 2 |
| C | 54 (2.13) | 6 |
| D | 50 (1.97) | 2 |
| E* | 50 (1.97) | 1 |

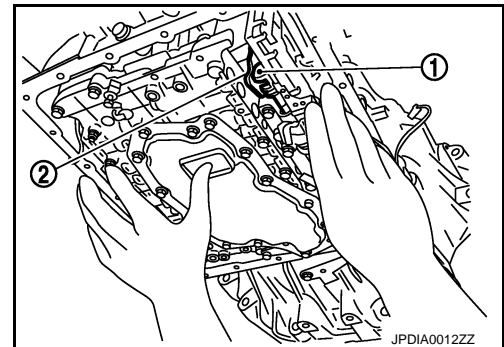
*: Reamer bolt



14. Remove the control valve & TCM from transmission case.

CAUTION:

When removing, be careful with the manual valve (1) notch and manual plate (2) height. Remove it vertically.

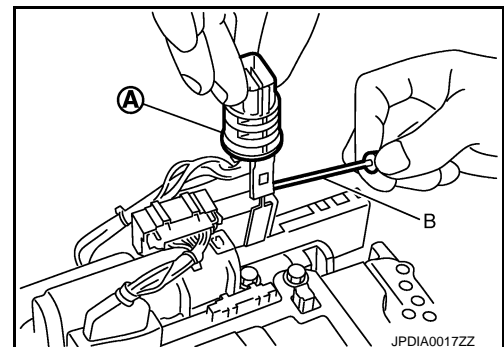


15. Remove A/T assembly connector (A) from the control valve & TCM using a flat-bladed screwdriver (B).

16. Disconnect TCM harness connector.

CAUTION:

Be careful not to damage connector.



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Be careful not to damage connector when installing any connector.
- Never reuse A/T assembly connector.
- Apply ATF to O-ring of A/T assembly connector.
- Never reuse drain plug and drain plug gasket. In addition, install new drain plug and drain plug gasket after adjustment of A/T fluid filling.
- Refer to the following when installing the control valve & TCM to transmission case.

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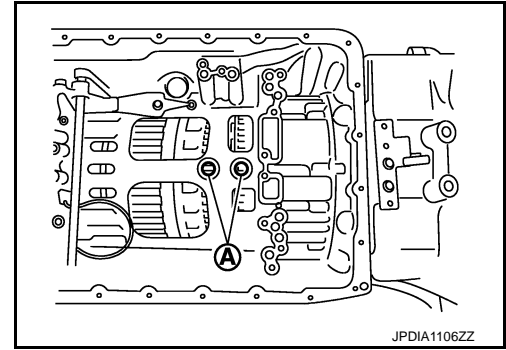
CONTROL VALVE & TCM

< REMOVAL AND INSTALLATION >

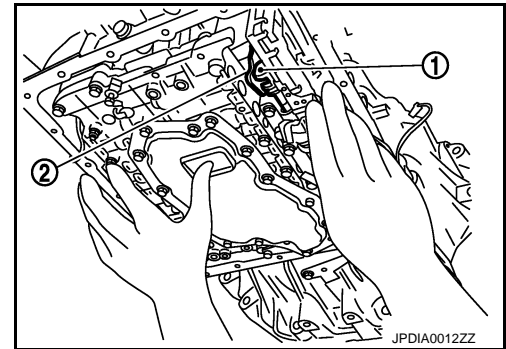
[7AT: RE7R01A]

CAUTION:

- Make sure that turbine revolution sensor securely installs input speed sensor holes (A).
- Hang down output speed sensor harness toward outside so as not to disturb installation of the control valve & TCM.
- Adjust A/T assembly harness connector of the control valve & TCM to terminal hole of transmission case.



- Assemble it so that manual valve (1) cutout is engaged with manual plate (2) projection.



- Install bolts and clip (1) to the control valve & TCM. Tighten bolt (E) to the specified torque before tightening the other than bolts.

← : Vehicle front

| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A | 43 (1.69) | 3 |
| B | 40 (1.57) | 2 |
| C | 54 (2.13) | 6 |
| D | 50 (1.97) | 2 |
| E* | 50 (1.97) | 1 |

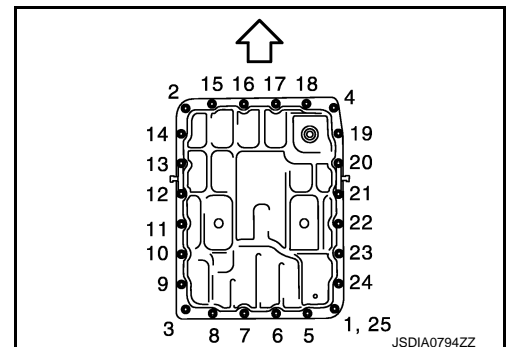
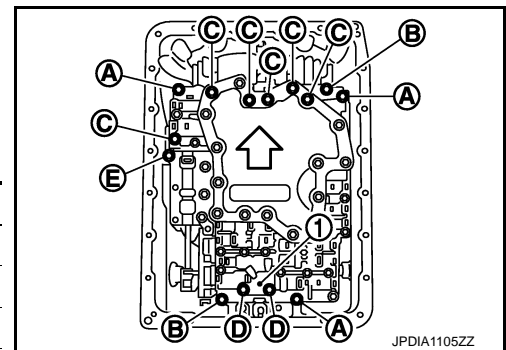
*: Reamer bolt

- Refer to the following when installing oil pan to transmission case.

CAUTION:

- Clean foreign materials (gear wear particles) that adhere on the inside of the oil pan and on the magnet, and then assembly.
 - Completely remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface of transmission case and oil pan.
 - Never reuse oil pan gasket and oil pan mounting bolts.
 - Install oil pan gasket in the direction to align hole position.
- Tighten the oil pan mounting bolts to the specified torque in the numerical order as shown in the figure after temporarily tightening them.

← : Vehicle front



CONTROL VALVE & TCM

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

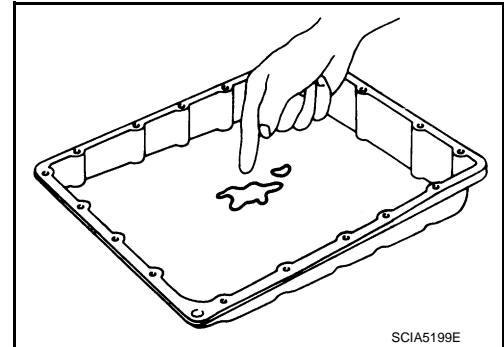
INFOID:000000010989548

Inspection and Adjustment

INSPECTION AFTER REMOVAL

Check foreign materials in oil pan to help determine causes of malfunction. If the ATF is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [TM-173. "Cleaning"](#).



INSPECTION AFTER INSTALLATION

Check A/T fluid leakage. Refer to [TM-170. "Inspection"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T fluid level. Refer to [TM-172. "Adjustment"](#).

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PARKING COMPONENTS

< REMOVAL AND INSTALLATION >

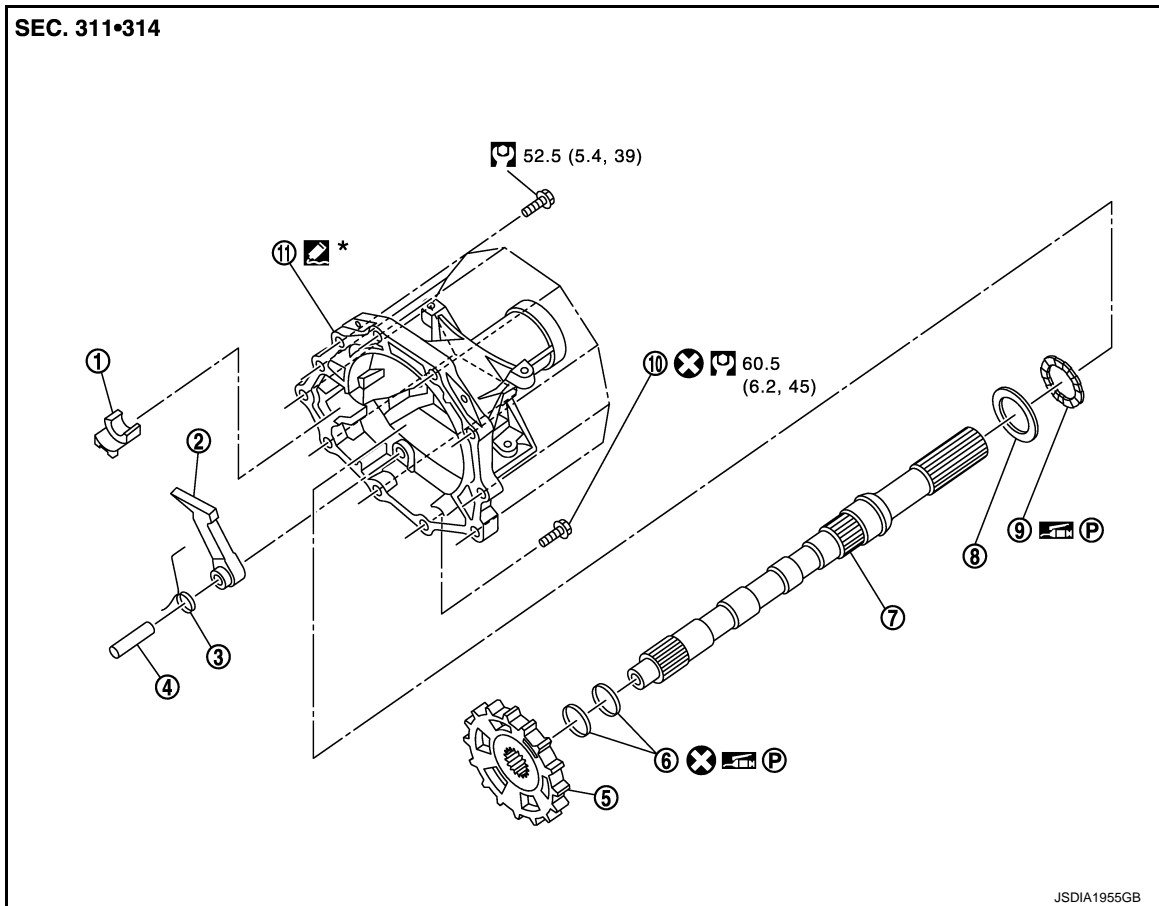
[7AT: RE7R01A]

PARKING COMPONENTS

2WD

2WD : Exploded View

INFOID:000000010989549



- | | | |
|-----------------------------|--------------------|-------------------|
| 1. Parking actuator support | 2. Parking pawl | 3. Return spring |
| 4. Pawl shaft | 5. Parking gear | 6. Seal ring |
| 7. Output shaft | 8. Bearing race | 9. Needle bearing |
| 10. Self-sealing bolt | 11. Rear extension | |

*: Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).
Refer to [GI-4, "Components"](#) for symbols not described on the above.

2WD : Removal and Installation

INFOID:000000010989550

REMOVAL

1. Drain ATF through drain plug.
2. Remove exhaust front tube and center muffler with power tool. Refer to [EX-5, "Exploded View"](#).
3. Remove propeller shaft assembly. Refer to [DLN-93, "Exploded View"](#).
4. Remove control rod. Refer to [TM-179, "2WD : Exploded View"](#).
5. Support A/T assembly with a transmission jack.
CAUTION:
When setting transmission jack, be careful not to allow it to collide against the drain plug.
6. Remove rear engine mounting member with power tool. Refer to [EM-70, "2WD : Exploded View"](#).
7. Remove engine mounting insulator (rear). Refer to [EM-70, "2WD : Exploded View"](#).

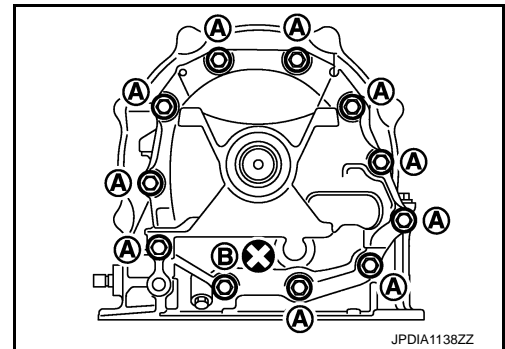
PARKING COMPONENTS

< REMOVAL AND INSTALLATION >

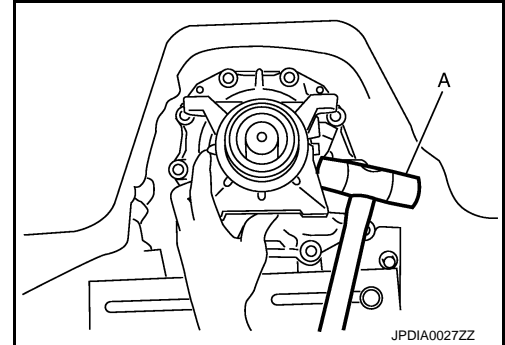
[7AT: RE7R01A]

8. Remove tightening bolts for rear extension assembly and transmission case.

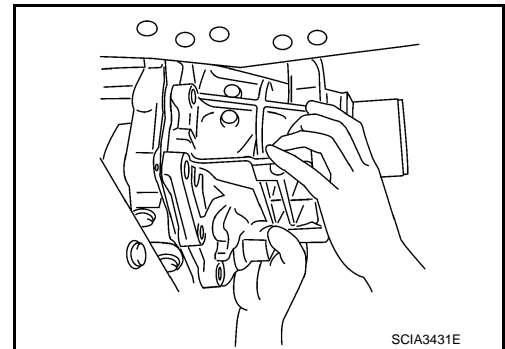
A : Bolt
B : Self-sealing bolt



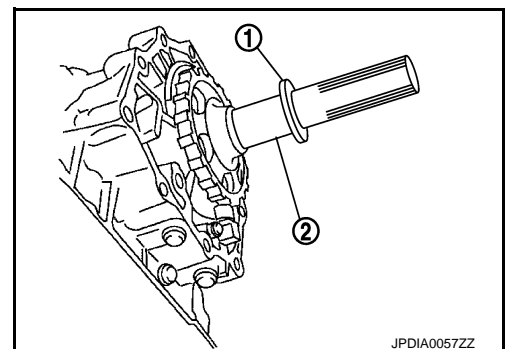
9. Tap rear extension assembly with a soft hammer (A).



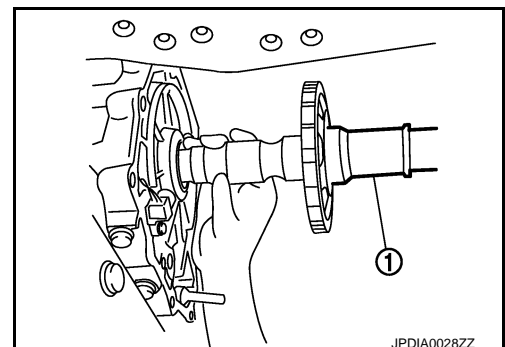
10. Remove rear extension assembly (with needle bearing) from transmission case.



11. Remove bearing race (1) from output shaft (2).



12. Remove output shaft (1) from transmission case by rotating left/right.



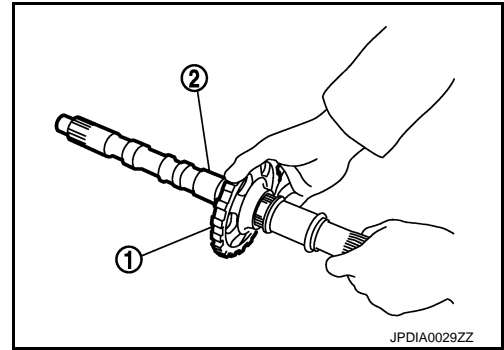
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PARKING COMPONENTS

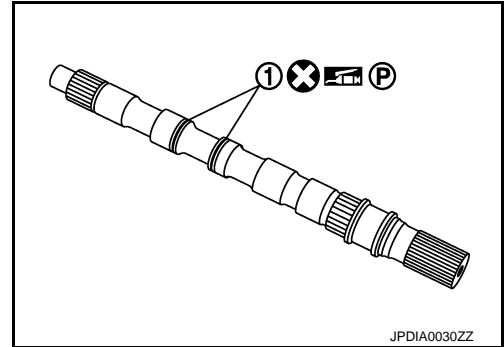
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

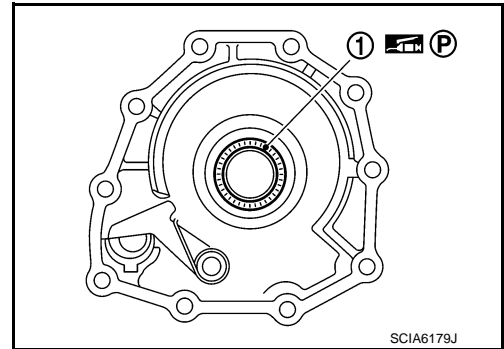
13. Remove parking gear (1) from output shaft (2).



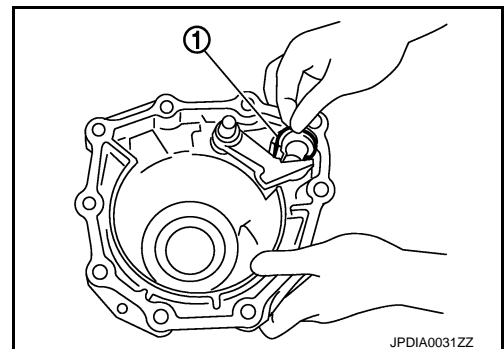
14. Remove seal rings (1) from output shaft.



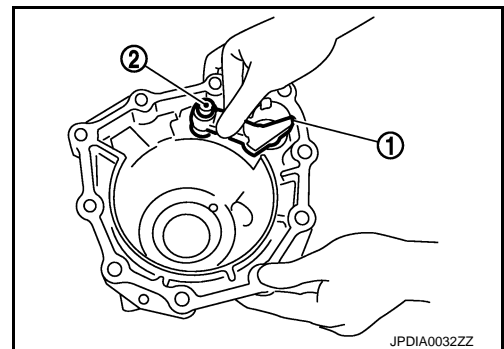
15. Remove needle bearing (1) from rear extension.



16. Remove parking actuator support (1) from rear extension.



17. Remove parking pawl (with return spring) (1) and pawl shaft (2) from rear extension.

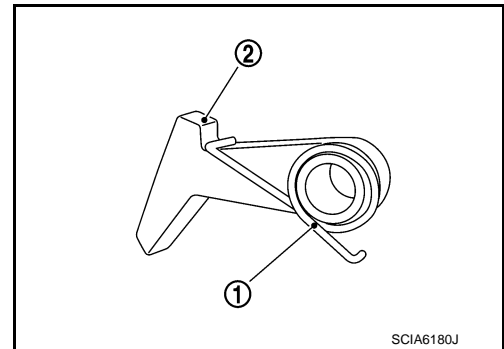


PARKING COMPONENTS

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

18. Remove return spring (1) from parking pawl (2).



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

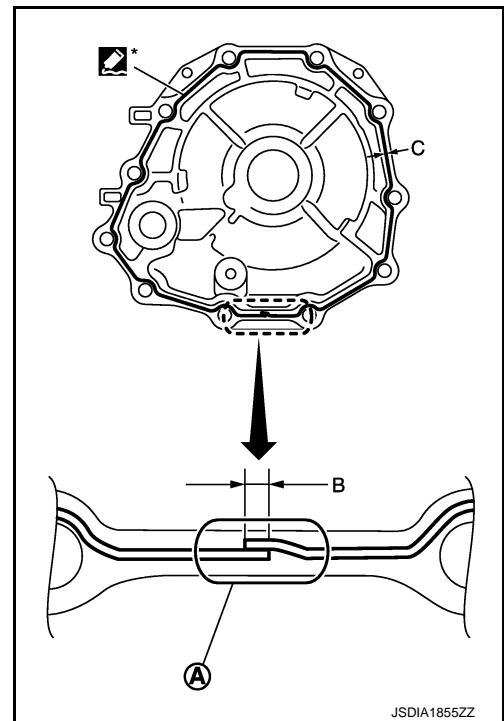
- Never reuse seal rings and drain plug gasket.
- Apply petroleum jelly to needle bearing and seal rings.
- Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.
- Refer to the followings installing rear extension assembly.
- Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).) to rear extension assembly as shown in the figure.

 : Anaerobic Liquid Gasket (Loctite 518) or equivalent.

- | | |
|---|---|
| Sealant starting point and end-point (A) | : Start and finish point shall be in the center of two bolts. |
| Overlap width of sealant starting point and end-point (B) | : 3 – 5 mm (0.12 – 0.20 in) |
| Sealant width (C) | : 1.0 – 2.0 mm (0.04 – 0.08 in) |
| Sealant height (C) | : 0.4 – 1.0 mm (0.016 – 0.04 in) |

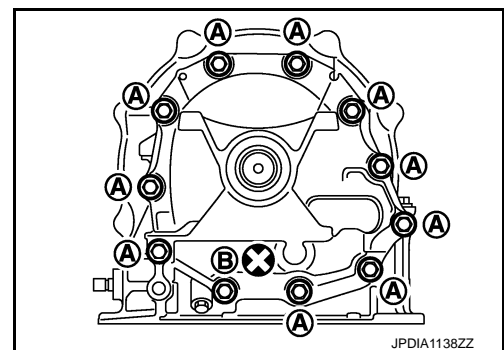
CAUTION:

Completely remove all moisture, oil and old sealant, etc. from transmission case and rear extension assembly mounting surfaces.



- Tighten rear extension assembly bolts to the specified torque.

- A : Bolt
B : Self-sealing bolt



PARKING COMPONENTS

< REMOVAL AND INSTALLATION >

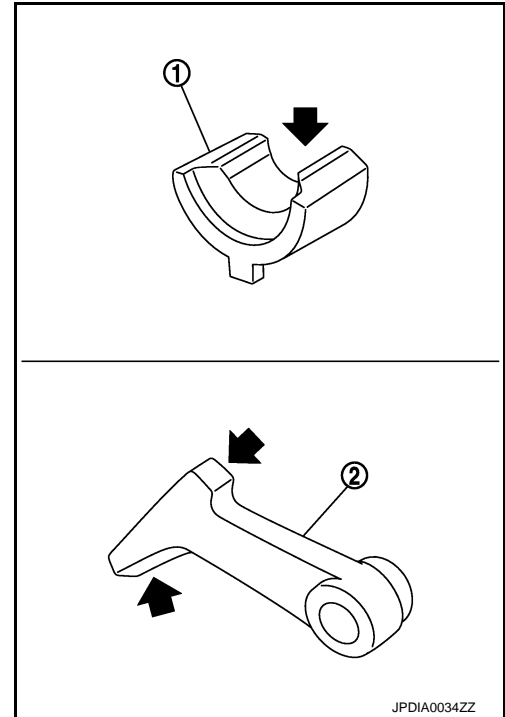
[7AT: RE7R01A]

2WD : Inspection

INFOID:000000010989551

INSPECTION AFTER REMOVAL

If the contact surface on parking actuator support (1), parking pawl (2) and etc. has excessive wear, abrasion, bend, or any other damage, replace the components.



INSPECTION AFTER INSTALLATION

- Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).
- Check A/T positions after adjusting A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

REAR OIL SEAL

< REMOVAL AND INSTALLATION >

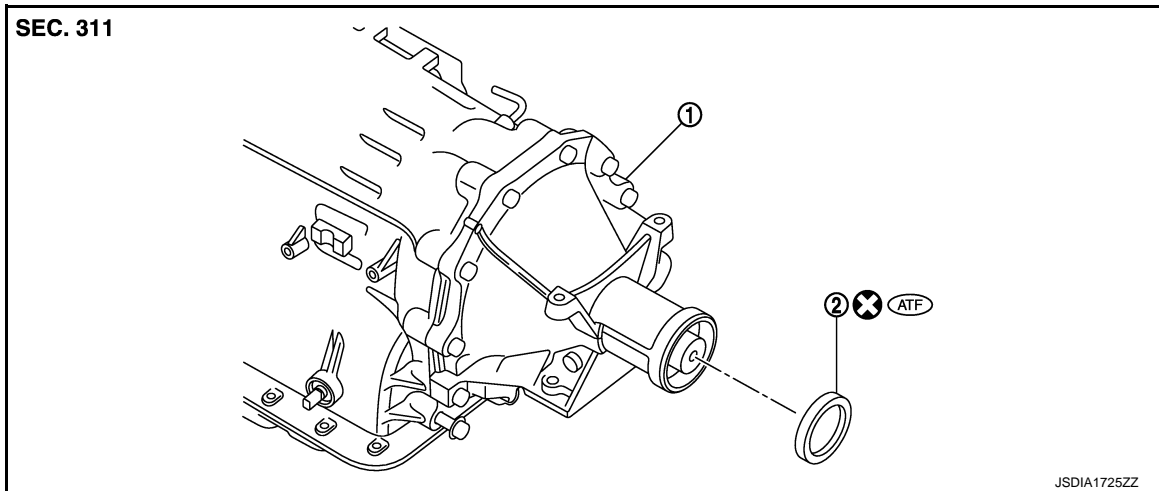
[7AT: RE7R01A]

REAR OIL SEAL

2WD

2WD : Exploded View

INFOID:000000010989552



1. A/T
2. Rear oil seal

Refer to [GI-4, "Components"](#) for symbols in the figure.

2WD : Removal and Installation

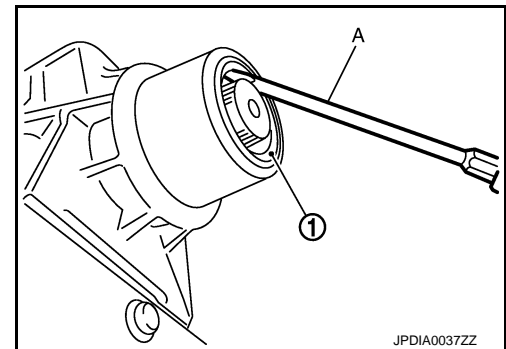
INFOID:000000010989553

REMOVAL

1. Separate propeller shaft assembly. Refer to [DLN-93, "Exploded View"](#).
2. Remove rear oil seal (1) using a flat-bladed screwdriver (A).

CAUTION:

Be careful not to scratch rear extension assembly.



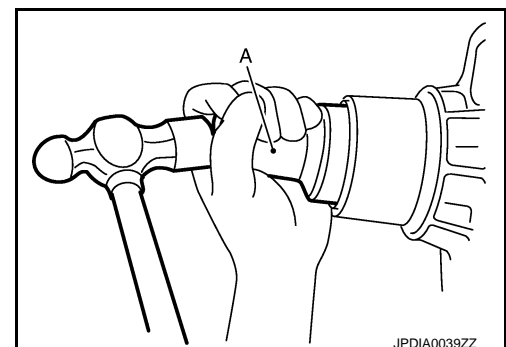
INSTALLATION

Note the following, and install in the reverse order of removal.

- As shown in the figure, use the drift [SST: ST33400001 (J-26082)] (A) to drive rear oil seal into rear extension assembly until it is flush.

CAUTION:

- Never reuse rear oil seal.
- Apply ATF to rear oil seal.



REAR OIL SEAL

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

2WD : Inspection

INFOID:000000010989554

INSPECTION AFTER INSTALLATION

Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).

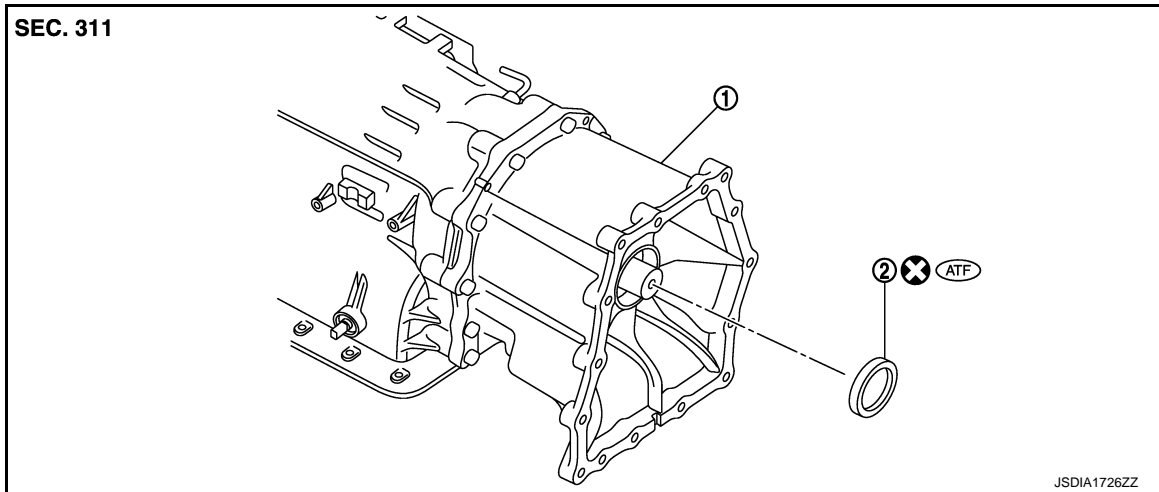
ADJUSTMENT AFTER INSTALLATION

Adjust A/T fluid level. Refer to [TM-172, "Adjustment"](#).

AWD

AWD : Exploded View

INFOID:000000010989555



1. A/T
2. Rear oil seal

Refer to [GI-4, "Components"](#) for symbols in the figure.

AWD : Removal and Installation

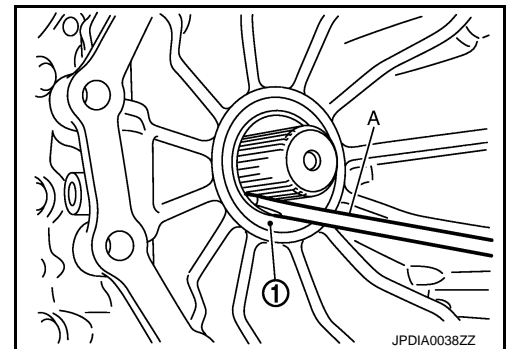
INFOID:000000010989556

REMOVAL

1. Remove transfer assembly from A/T assembly. Refer to [DLN-59, "Exploded View"](#).
2. Remove rear oil seal (1) using a flat-bladed screwdriver (A).

CAUTION:

Be careful not to scratch adapter case assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

REAR OIL SEAL

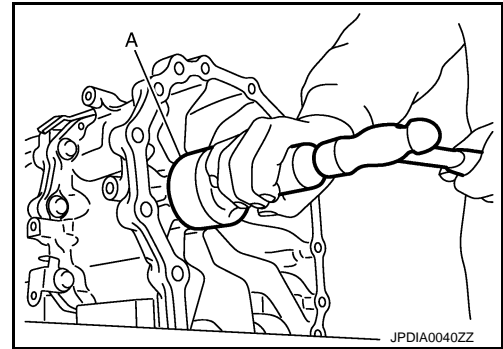
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

- As shown in the figure, use the drift [64 mm (2.52 in) dia. commercial service tool] (A) to drive rear oil seal into adapter case assembly until it is flush.

CAUTION:

- **Never reuse rear oil seal.**
- **Apply ATF to rear oil seal.**



AWD : Inspection

INSPECTION AFTER INSTALLATION

Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T fluid level. Refer to [TM-172, "Adjustment"](#).

INFOID:000000010989557

A

B

C

TM

E

F

G

H

I

J

K

L

M

N

O

P

OUTPUT SPEED SENSOR

< REMOVAL AND INSTALLATION >

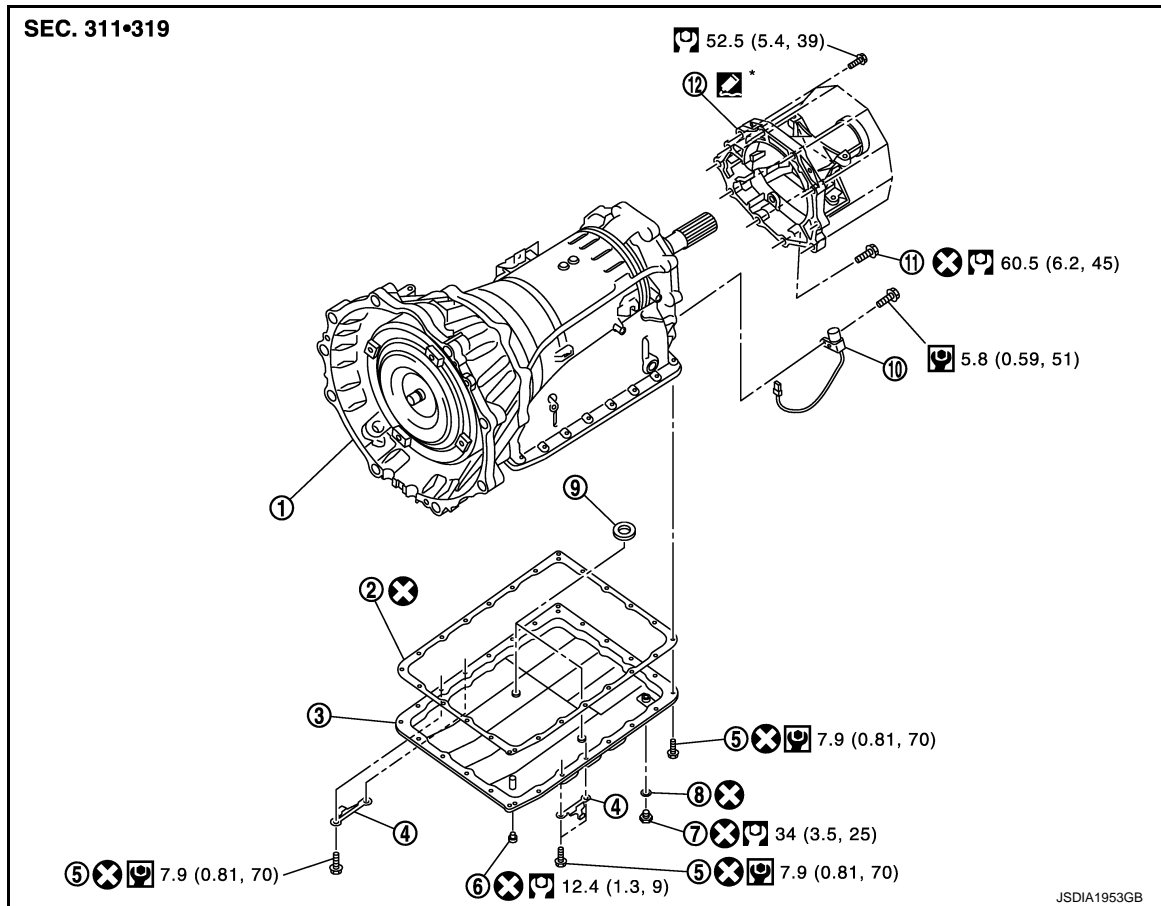
[7AT: RE7R01A]

OUTPUT SPEED SENSOR

2WD

2WD : Exploded View

INFOID:000000010989558



- | | | |
|--------------------------|-----------------------|------------------------|
| 1. A/T | 2. Oil pan gasket | 3. Oil pan |
| 4. Overflow plug | 5. Drain plug | 6. Drain plug gasket |
| 7. Oil pan mounting bolt | 8. Magnet | 9. Output speed sensor |
| 10. Rear extension | 11. Self-sealing bolt | |

*: Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

Refer to [GI-4, "Components"](#) for symbols not described on the above.

2WD : Removal and Installation

INFOID:000000010989559

REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Drain ATF through drain plug.
3. Remove exhaust front tube and center muffler with power tool. Refer to [EX-5, "Exploded View"](#).
4. Remove propeller shaft assembly. Refer to [DLN-93, "Exploded View"](#).
5. Remove control rod. Refer to [TM-179, "2WD : Exploded View"](#).
6. Remove exhaust mounting bracket. Refer to [EX-5, "Exploded View"](#).

OUTPUT SPEED SENSOR

< REMOVAL AND INSTALLATION >

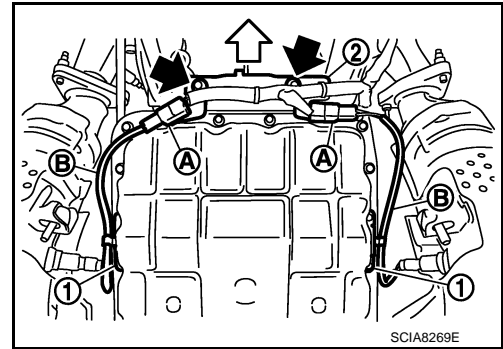
[7AT: RE7R01A]

7. Disconnect heated oxygen sensor 2 harness connectors (A).

↔ : Vehicle front

← : Bolt

8. Remove heated oxygen sensor 2 harness (B) from clips (1).
9. Remove bracket (2) from transmission assembly.



10. Remove clips (1).

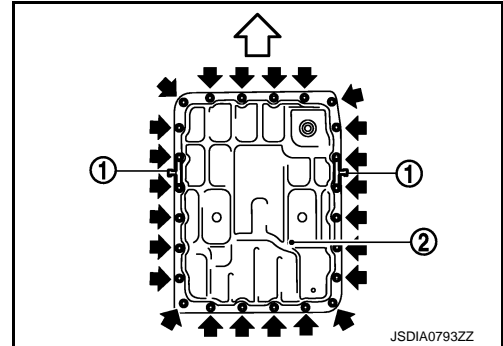
↔ : Vehicle front

← : Oil pan mounting bolt

11. Remove oil pan (2) and oil pan gasket.
12. Support A/T assembly with a transmission jack.

CAUTION:

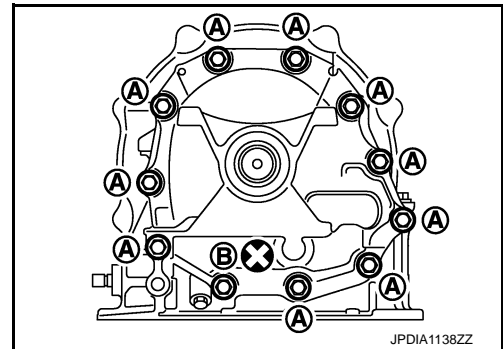
When setting transmission jack, place wooden blocks to prevent from damaging control valve & TCM and transmission case.



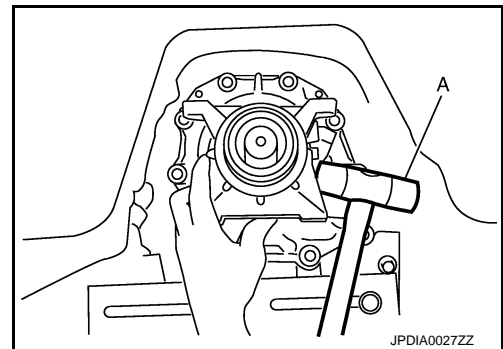
13. Remove rear engine mounting member with power tool. Refer to [EM-70. "2WD : Exploded View"](#).
14. Remove engine mounting insulator (rear). Refer to [EM-70. "2WD : Exploded View"](#).
15. Remove tightening bolts for rear extension assembly and transmission case.

A : Bolt

B : Self-sealing bolt



16. Tap rear extension assembly with a soft hammer (A).



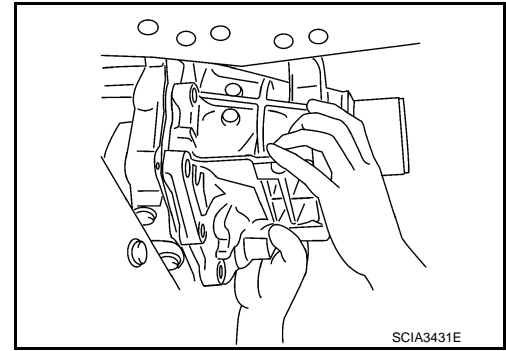
A
B
C
TM
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P

OUTPUT SPEED SENSOR

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

17. Remove rear extension assembly (with needle bearing) from transmission case.

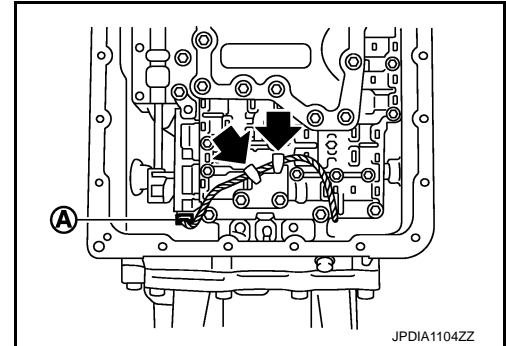


18. Disconnect output speed sensor connector (A).

CAUTION:

Be careful not to damage connector

19. Disengage terminal clips (←).

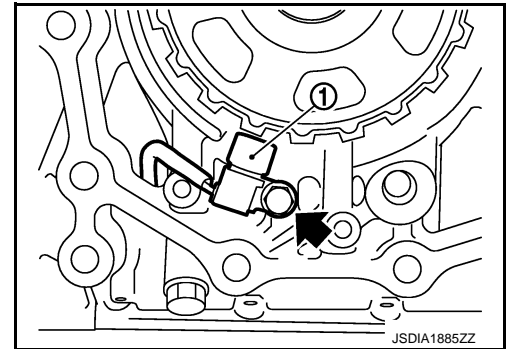


20. Remove output speed sensor (1) from transmission case.

← : Bolt

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.
- Never place in an area affected by magnetism.



INSTALLATION

Note the following, and install in the reverse order removal.

CAUTION:

- Insert the tip of parking rod between the parking pole and the parking actuator support when assembling the rear extension assembly.
- Never reuse drain plug gasket.
- Refer to the followings when installing output speed sensor.

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.
- Never place in an area affected by magnetism.
- Refer to the followings when installing rear extension assembly.

OUTPUT SPEED SENSOR

[7AT: RE7R01A]

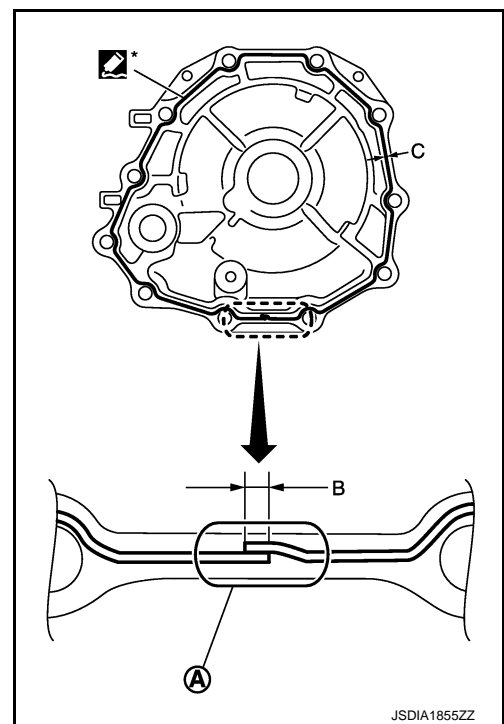
< REMOVAL AND INSTALLATION >

- Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants."](#)) to rear extension assembly as shown in the figure.

- Sealant starting point and end-point (A) :** Start and finish point shall be in the center of two bolts.
- Overlap width of sealant starting point and end-point (B) :** 3 – 5 mm (0.12 – 0.20 in)
- Sealant width (C) :** 1.0 – 2.0 mm (0.04 – 0.08 in)
- Sealant height (C) :** 0.4 – 1.0 mm (0.016 – 0.04 in)

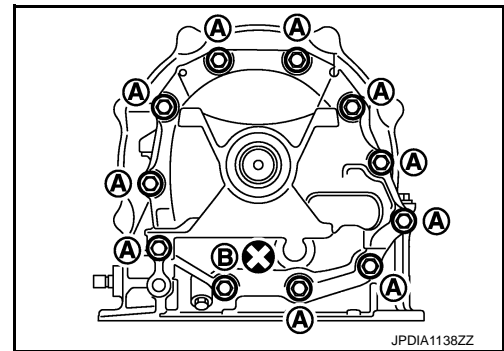
CAUTION:

Completely remove all moisture, oil and old sealant, etc. from transmission case and rear extension assembly mounting surfaces.



- Tighten rear extension assembly bolts to the specified torque.

- A : Bolt
- B : Self-sealing bolt

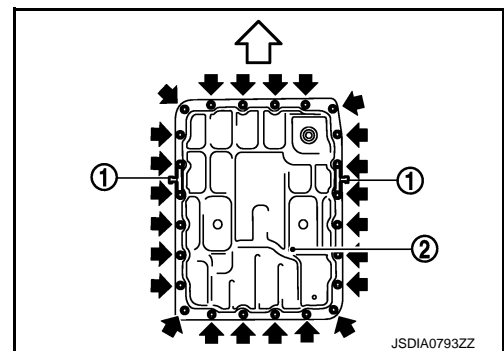


- Refer to the followings when installing oil pan (2) (with oil pan gasket) and clips (1) to transmission case.

- ⇐ : Vehicle front
- ⇨ : Oil pan mounting bolt

CAUTION:

- Never reuse oil pan gasket and oil pan mounting bolts.
- Install oil pan gasket in the direction to align hole position.
- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Completely remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



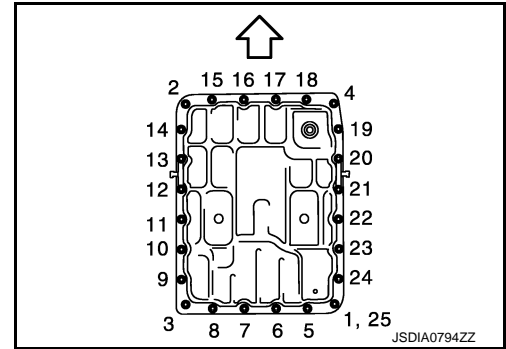
OUTPUT SPEED SENSOR

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

- Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them. Tighten necessary oil pan mounting bolts with specified torque.

← : Vehicle front



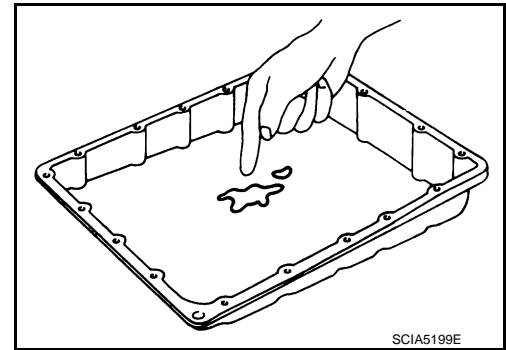
2WD : Inspection

INFOID:000000010989560

INSPECTION AFTER REMOVAL

Check foreign materials in oil pan to help determine causes of malfunction. If the ATF is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [TM-173, "Cleaning"](#).



INSPECTION AFTER INSTALLATION

- Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).
- Check A/T positions after adjusting A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

Adjust A/T positions. Refer to [TM-172, "Adjustment"](#).

AIR BREATHER HOSE

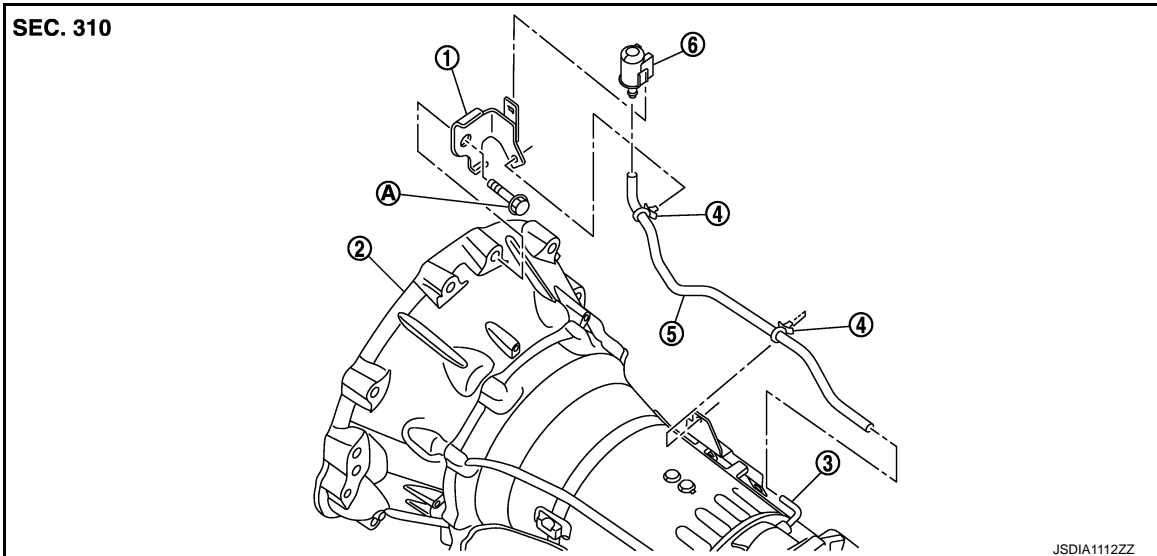
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

AIR BREATHER HOSE

Exploded View

INFOID:000000010989561



- | | | |
|--|--------------------------|--------------------------|
| 1. Bracket | 2. A/T assembly | 3. A/T air breather tube |
| 4. Clip | 5. A/T air breather hose | 6. Air breather box |
| A. Tightening must be done following the installation procedure. Refer to TM-209, "2WD : Removal and Installation" . | | |

Removal and Installation

INFOID:000000010989562

REMOVAL

1. Remove clips from brackets.
2. Remove air breather box from bracket.
3. Remove air breather box from A/T air breather hose.
4. Remove A/T air breather hose from A/T assembly.
5. Remove bolt fixing A/T assembly to engine assembly with a power tool.
6. Remove bracket.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

- Never bend the A/T air breather hose to prevent damage to the hose.
- Insert A/T air breather hose to A/T air breather tube all the way to the curve of the tube.
- Be sure to insert it fully until its end reaches the stop when inserting A/T air breather hose to air breather box.
- Install A/T air breather hose to air breather box so that the paint mark is facing backward.
- Securely install the clips to the brackets when installing A/T air breather hose to the brackets.

FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

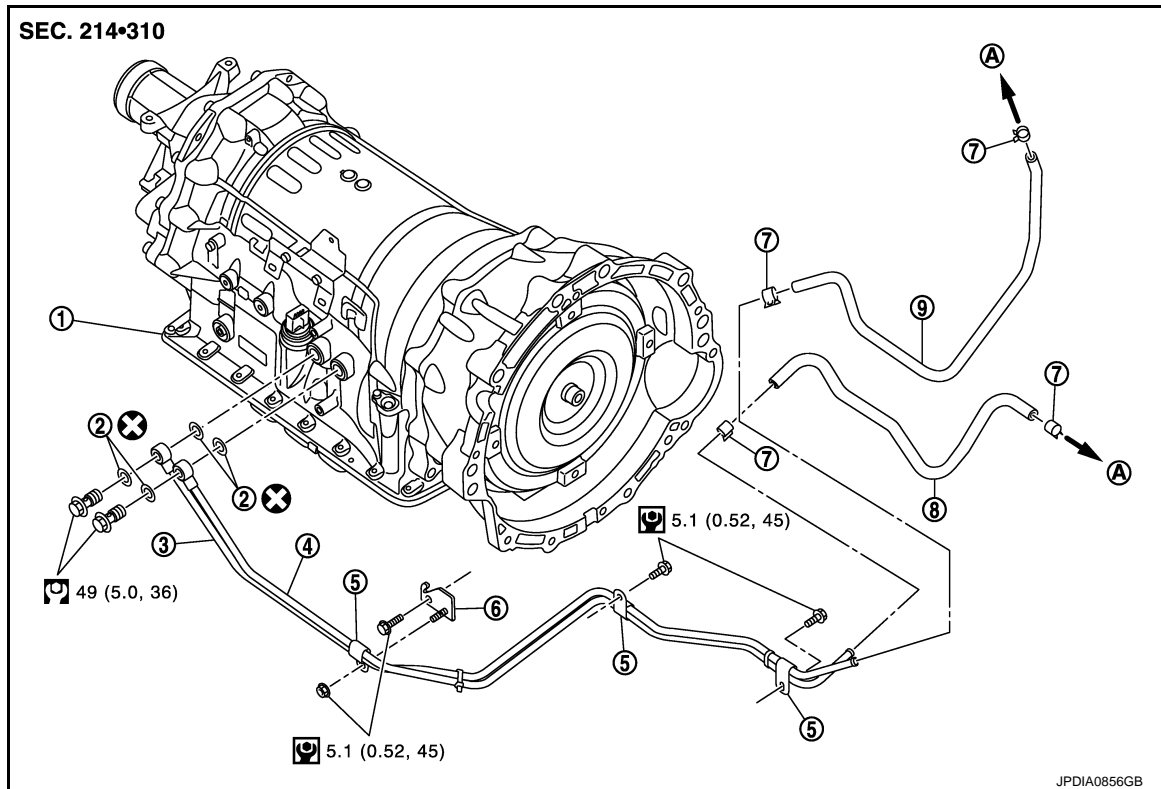
[7AT: RE7R01A]

FLUID COOLER SYSTEM

2WD

2WD : Exploded View

INFOID:000000010989565



- | | | |
|--------------------------|----------------------------|----------------------------|
| 1. A/T assembly | 2. Copper washer | 3. A/T fluid cooler tube |
| 4. A/T fluid cooler tube | 5. Clip | 6. Bracket |
| 7. Hose clamp | 8. A/T fluid cooler hose B | 9. A/T fluid cooler hose A |
| A. To radiator | | |

Refer to [GI-4. "Components"](#) for symbols in the figure.

2WD : Removal and Installation

INFOID:000000010989566

REMOVAL

1. Remove air cleaner case (LH). Refer to [EM-27. "Exploded View"](#).
2. Remove engine lower cover with a power tool. Refer to [EXT-32. "Exploded View"](#).
3. Remove A/T fluid cooler hose A and A/T fluid cooler hose B.
4. Remove the exhaust mounting bracket with power tool. Refer to [EX-5. "Exploded View"](#).
5. Remove the A/T fluid cooler tube mounting bolts and bracket.
6. Remove the band fixing two A/T fluid cooler tubes.
7. Remove the stabilizer clamp from the front suspension member. Refer to [FSU-20. "Exploded View"](#).
8. Remove the lower mounting nuts for the engine mounting insulators (RH and LH). Refer to [EM-70. "2WD : Exploded View"](#).
9. Set a jack under the engine to lift it to the position where the A/T fluid cooler tube can be removed.
CAUTION:
 - Never set a jack on the engine oil pan.
 - Never pull the harnesses, hoses, etc. excessively.
10. Remove the A/T fluid cooler tubes one at a time from the vehicle.
CAUTION:

FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

Be careful not to bend A/T fluid cooler tubes.

11. Plug up opening such as the A/T fluid cooler tube holes.

INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

Never reuse copper washers.

- Refer to the following when installing A/T fluid cooler hoses.

| Hose name | Hose end | Paint mark | Position of hose clamp* |
|-------------------------|----------------------------|-----------------|-------------------------|
| A/T fluid cooler hose A | Radiator assembly side | Facing backward | A |
| | A/T fluid cooler tube side | Facing downward | B |
| A/T fluid cooler hose B | Radiator assembly side | Facing downward | C |
| | A/T fluid cooler tube side | Facing downward | B |

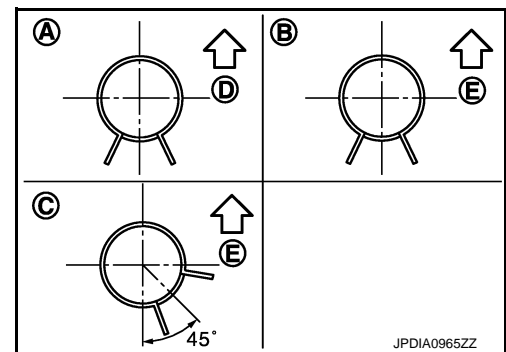
*: Refer to the illustrations for the specific position each hose clamp tab.

- The illustrations indicate the view from the hose ends.

↔ D : Vehicle front

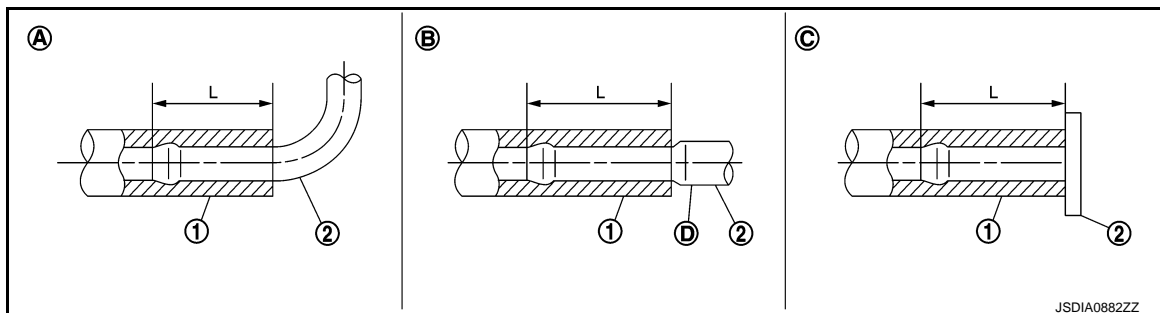
↔ E : Vehicle upper

- When installing hose clamps center line of each hose clamp tab should be positioned as shown in the figure.



- Insert A/T fluid cooler hoses according to dimension "L" described below.

| (1) | (2) | Tube type | Dimension "L" |
|-------------------------|----------------------------|-----------|--|
| A/T fluid cooler hose A | Radiator assembly side | A | End reaches the radius curve end. |
| | A/T fluid cooler tube side | B | 30 mm (1.18 in) [End reaches the 2-stage bulge (D).] |
| A/T fluid cooler hose B | Radiator assembly side | C | Insert the hose until the hose touches the radiator. |
| | A/T fluid cooler tube side | B | 30 mm (1.18 in) [End reaches the 2-stage bulge (D).] |



FLUID COOLER SYSTEM

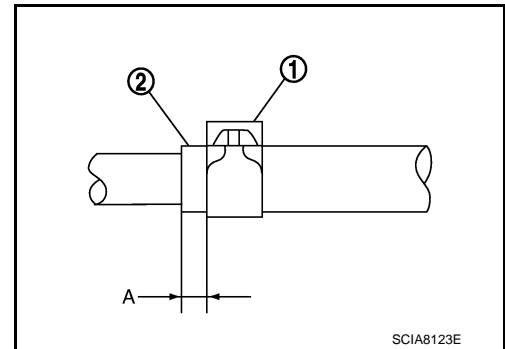
< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

- Set hose clamps (1) at the both ends of A/T fluid cooler hoses (2) with dimension "A" from the hose edge.

Dimension "A" : 5 – 9 mm (0.20 – 0.35 in)

- Hose clamp should not interfere with the bulge of fluid cooler tube.



INFOID:000000010989567

2WD : Inspection and Adjustment

ADJUSTMENT AFTER INSTALLATION

Adjust A/T fluid level. Refer to [TM-172. "Adjustment"](#).

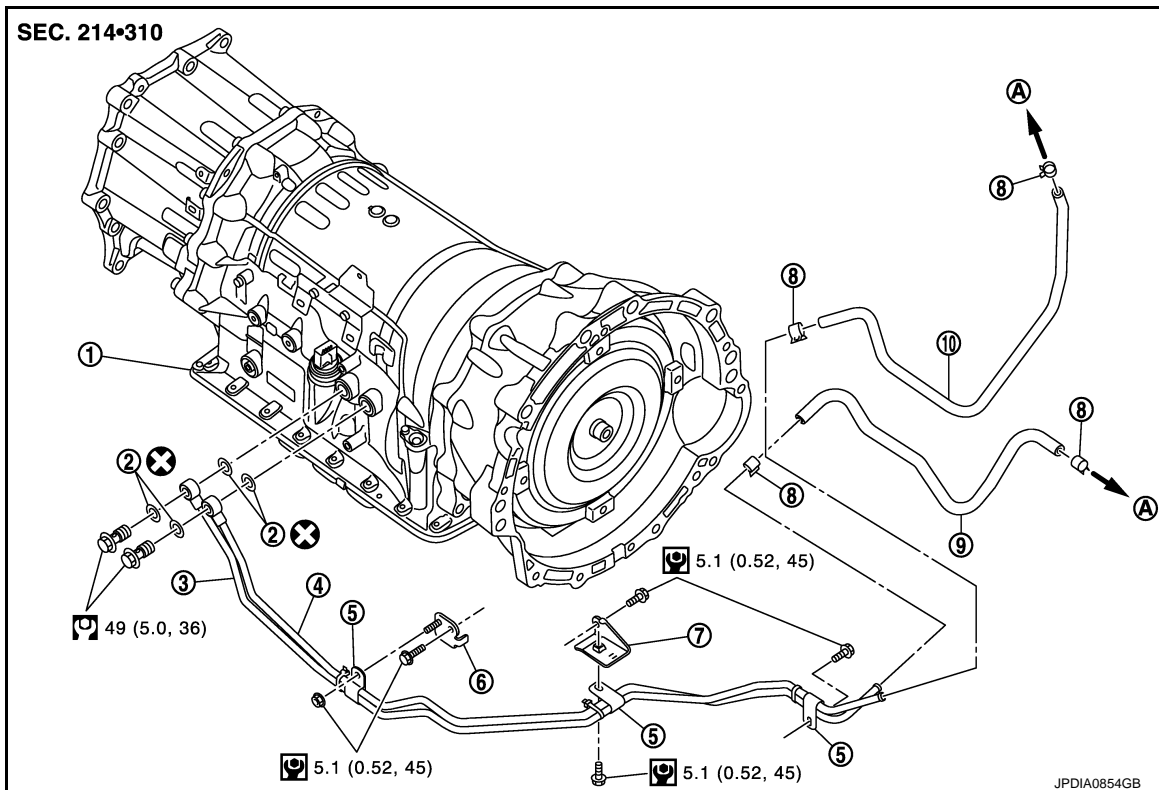
INSPECTION AFTER INSTALLATION

Check A/T fluid leakage.

AWD

AWD : Exploded View

INFOID:000000010989568



- | | | |
|-----------------------------|------------------|----------------------------|
| 1. A/T assembly | 2. Copper washer | 3. A/T fluid cooler tube |
| 4. A/T fluid cooler tube | 5. Clip | 6. Bracket |
| 7. Bracket | 8. Hose clamp | 9. A/T fluid cooler hose B |
| 10. A/T fluid cooler hose A | | A. To radiator |

Refer to [GI-4. "Components"](#) for symbols in the figure.

FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

AWD : Removal and Installation

INFOID:000000010989569

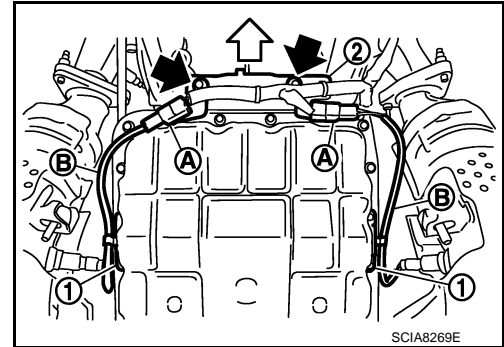
REMOVAL

1. Remove air cleaner case (LH). Refer to [EM-27. "Exploded View"](#).
2. Remove engine lower cover with a power tool. Refer to [EXT-32. "Exploded View"](#).
3. Remove A/T fluid cooler hose A and A/T fluid cooler hose B.
4. Remove front propeller shaft. Refer to [DLN-85. "Exploded View"](#).
5. Disconnect heated oxygen sensor 2 connectors (A).

↔ : Vehicle front

← : Bolt

6. Remove heated oxygen sensor 2 harness (B) from clips (1).
7. Remove bracket (2) from A/T assembly. Refer to [TM-212. "AWD : Exploded View"](#).
8. Remove front suspension member. Refer to [FSU-45. "Exploded View"](#).
9. Remove A/T fluid cooler tubes from A/T assembly and engine assembly.
CAUTION:
Be careful not to bend A/T fluid cooler tubes.
10. Plug up opening such as the A/T fluid cooler tube holes.
11. Remove clips and brackets.



INSTALLATION

Note the following, and install in the reverse order of removal.

CAUTION:

Never reuse copper washers.

- Refer to the following when installing A/T fluid cooler hoses.

| Hose name | Hose end | Paint mark | Position of hose clamp* |
|-------------------------|----------------------------|-----------------|-------------------------|
| A/T fluid cooler hose A | Radiator assembly side | Facing backward | A |
| | A/T fluid cooler tube side | Facing downward | B |
| A/T fluid cooler hose B | Radiator assembly side | Facing downward | C |
| | A/T fluid cooler tube side | Facing downward | B |

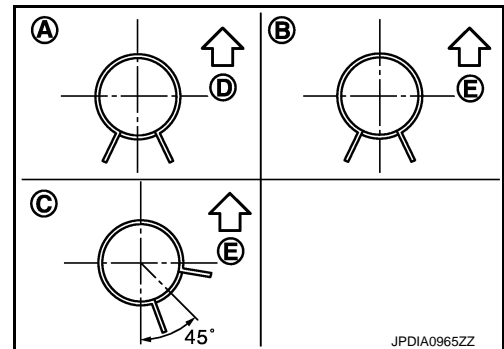
*: Refer to the illustrations for the specific position each hose clamp tab.

- The illustrations indicate the view from the hose ends.

↔ D : Vehicle front

↔ E : Vehicle upper

- When installing hose clamps center line of each hose clamp tab should be positioned as shown in the figure.



- Insert A/T fluid cooler hose according to dimension "L" described below.

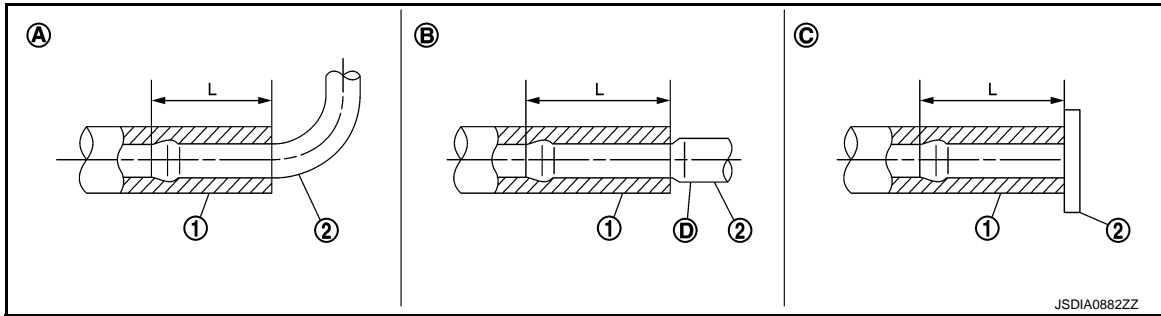
| (1) | (2) | Tube type | Dimension "L" |
|-------------------------|----------------------------|-----------|--|
| A/T fluid cooler hose A | Radiator assembly side | A | End reaches the radius curve end. |
| | A/T fluid cooler tube side | B | 30 mm (1.18 in) [End reaches the 2-stage bulge (D).] |

FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

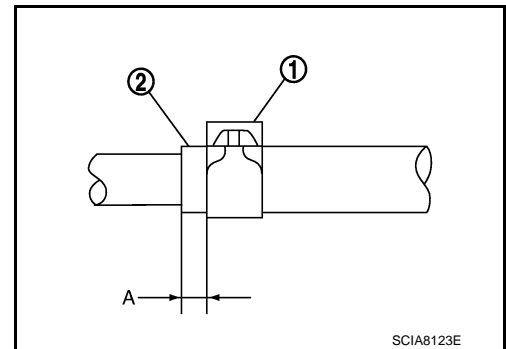
| (1) | (2) | Tube type | Dimension "L" |
|-------------------------|----------------------------|-----------|--|
| A/T fluid cooler hose B | Radiator assembly side | C | Insert the hose until the hose touches the radiator. |
| | A/T fluid cooler tube side | B | 30 mm (1.18 in) [End reaches the 2-stage bulge (D).] |



- Set hose clamps (1) at the both ends of A/T fluid cooler hoses (2) with dimension "A" from the hose edge.

Dimension "A" : 5 – 9 mm (0.20 – 0.35 in)

- Hose clamp should not interfere with the bulge of fluid cooler tube.



AWD : Inspection and Adjustment

INFOID:000000010989570

ADJUSTMENT AFTER INSTALLATION

Adjust A/T fluid level. Refer to [TM-172. "Adjustment"](#).

INSPECTION AFTER INSTALLATION

Check A/T fluid leakage.

TRANSMISSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

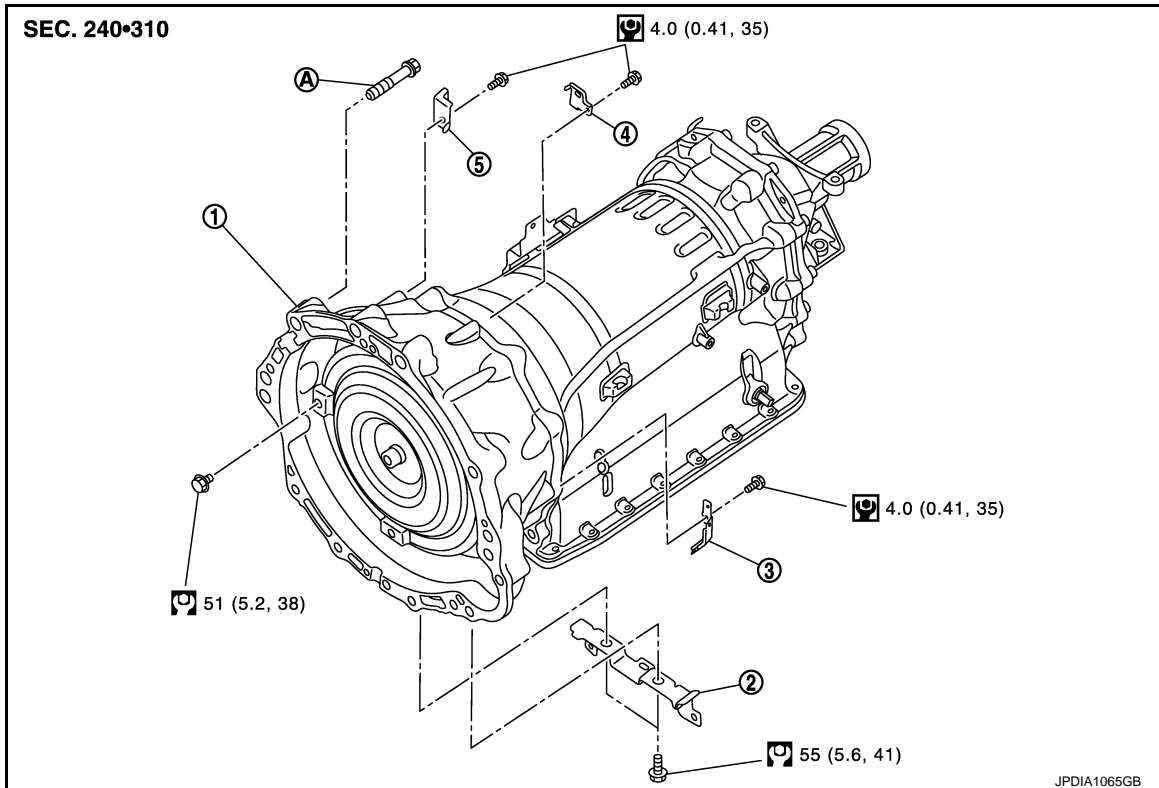
UNIT REMOVAL AND INSTALLATION

TRANSMISSION ASSEMBLY

2WD

2WD : Exploded View

INFOID:000000010989571



- | | | |
|-----------------|------------|------------|
| 1. A/T assembly | 2. Bracket | 3. Bracket |
| 4. Bracket | 5. Bracket | |

A. Tightening must be done following the installation procedure. Refer to [TM-209, "2WD : Removal and Installation"](#).
Refer to [GI-4, "Components"](#) for symbols in the figure.

2WD : Removal and Installation

INFOID:000000010989572

REMOVAL

CAUTION:

- When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.
- Be careful not to damage sensor edge.

1. Shift the selector lever to "P" position, and then release the parking brake.
2. Disconnect the battery cable from the negative terminal.
3. Remove control rod from A/T shift selector assembly. Refer to [TM-179, "2WD : Exploded View"](#).
4. Separate propeller shaft assembly. Refer to [DLN-93, "Exploded View"](#).
5. Remove engine lower cover with a power tool. Refer to [EXT-32, "Exploded View"](#).
6. Remove suspension member stay. Refer to [FSU-22, "Exploded View"](#).
7. Remove crankshaft position sensor (POS) from A/T assembly. Refer to [EM-122, "Exploded View"](#).

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.

TRANSMISSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

- Never place in an area affected by magnetism.

8. Remove starter motor. Refer to [STR-19, "Exploded View"](#).
9. Remove rear plate cover. Refer to [EM-44, "Exploded View \(2WD\)"](#).
10. Turn crankshaft, and remove the four tightening bolts for drive plate and torque converter.

CAUTION:

When turning the crankshaft, turn it clockwise as viewed from the front of the engine.

11. Remove A/T fluid cooler tubes from A/T assembly. Refer to [TM-204, "2WD : Exploded View"](#).
12. Plug up openings such as the A/T fluid cooler tube hole.
13. Support A/T assembly with a transmission jack.

CAUTION:

When setting the transmission jack, be careful not to allow it to collide against the drain plug and overflow plug.

NOTE:

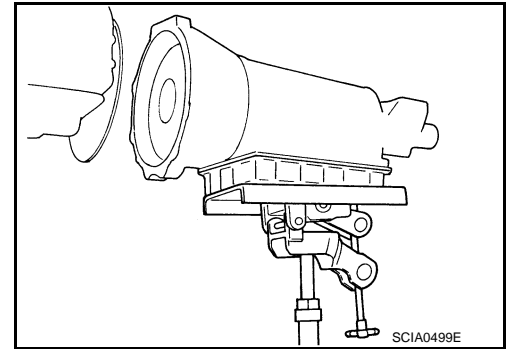
Be placing wooden block between oil pan (upper) and front suspension member, the removal of A/T assembly from engine becomes easier.

14. Remove rear engine mounting member and engine mounting insulator (rear) with a power tool. Refer to [EM-70, "2WD : Exploded View"](#).
15. Disconnect A/T assembly connector.
16. Remove harness and brackets.
17. Remove bolts fixing A/T assembly to engine with a power tool.
18. Remove air breather hose, air breather box and bracket. Refer to [TM-203, "Exploded View"](#).
19. Remove A/T assembly from the vehicle.

CAUTION:

- Secure torque converter to prevent it from dropping.
- Secure A/T assembly to a transmission jack.

20. Remove manual lever. Refer to [TM-183, "Exploded View"](#).

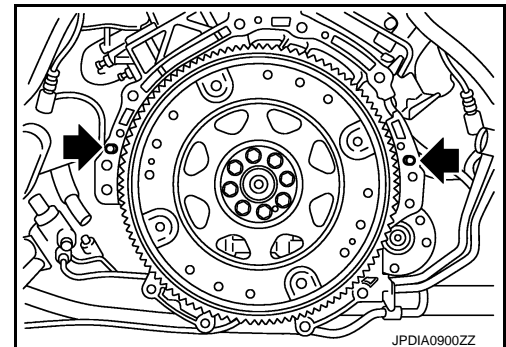


INSTALLATION

Note the following, and install in the reverse order of removal.

- Check fitting of dowel pin (←).

-



TRANSMISSION ASSEMBLY

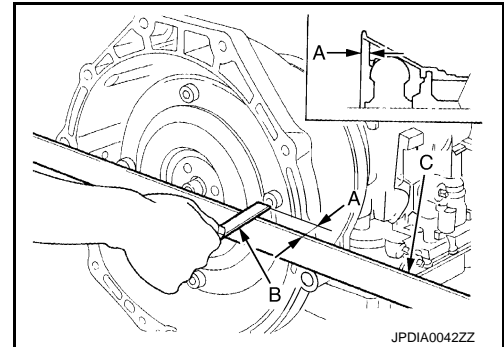
< UNIT REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

- When installing A/T assembly to the engine, be sure to check dimension "A" to ensure it is within the reference value limit.

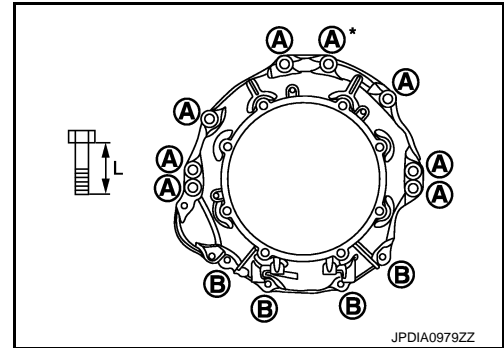
B : Scale
C : Straightedge

Dimension "A" : Refer to [TM-301, "Torque Converter"](#).



- When installing A/T assembly to the engine, attach the fixing bolts in accordance with the following standard.

| Bolt symbol | A | B |
|--|------------------------|------------------------|
| Insertion direction | A/T assembly to engine | Engine to A/T assembly |
| Number of bolts | 8 | 4 |
| Bolt length "L" mm (in) | 65 (2.56) | 35 (1.38) |
| Tightening torque N·m (kg·m, ft·lb) | 75 (7.7, 55) | 46.6 (4.8, 34) |



*: Tightening the bolt with bracket.

- Align the positions of tightening bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the tightening bolts for the torque converter after fixing the crankshaft pulley bolts, be sure to confirm the tightening torque of the crankshaft pulley mounting bolts. Refer to [EM-51, "Exploded View"](#).
- Rotate crankshaft several turns and check to be sure that A/T rotates freely without binding after converter is installed to drive plate.

2WD : Inspection and Adjustment

INFOID:000000010989573

INSPECTION AFTER INSTALLATION

- Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).
- Check A/T position after adjusting A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

- Adjust A/T fluid level. Refer to [TM-172, "Adjustment"](#).
- Adjust A/T position. Refer to [TM-177, "Inspection and Adjustment"](#).

AWD

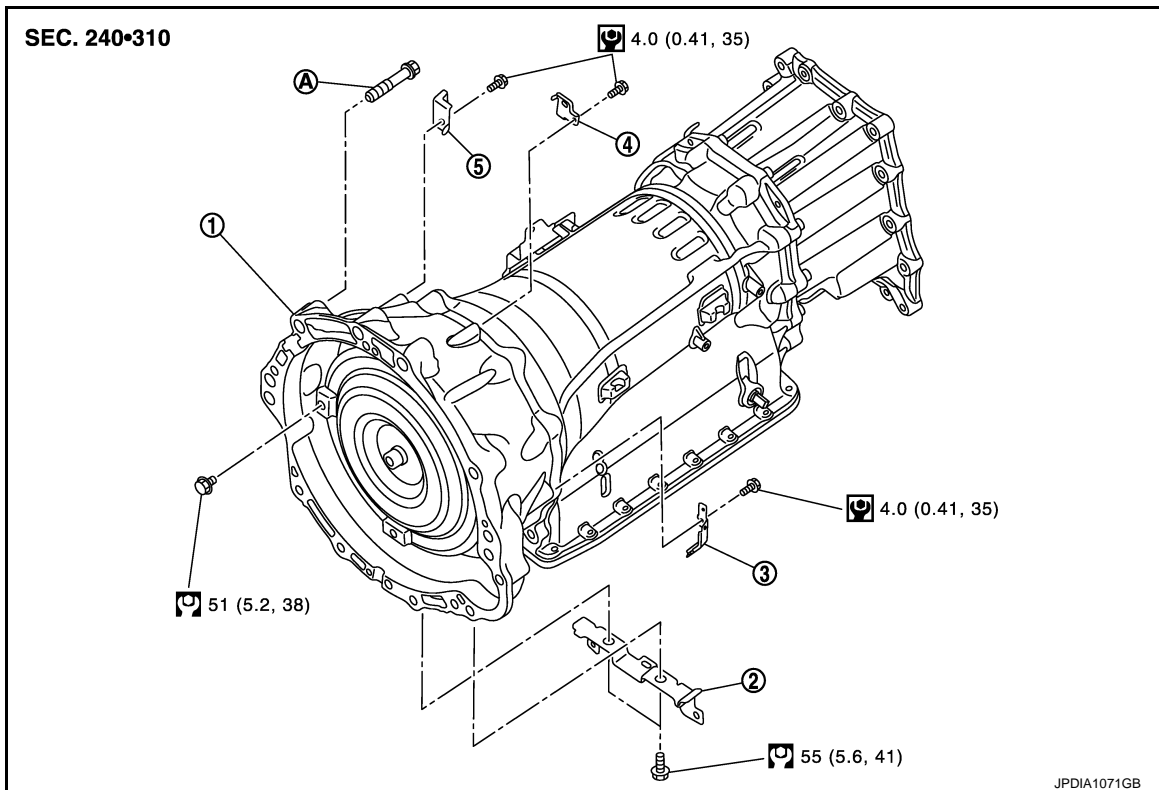
TRANSMISSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

AWD : Exploded View

INFOID:000000010989574



- | | | |
|-----------------|------------|------------|
| 1. A/T assembly | 2. Bracket | 3. Bracket |
| 4. Bracket | 5. Bracket | |

A. Tightening must be done following the installation procedure. Refer to [TM-212, "AWD : Removal and Installation"](#).
Refer to [GI-4, "Components"](#) for symbols in the figure.

AWD : Removal and Installation

INFOID:000000010989575

REMOVAL

CAUTION:

- When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.

- Be careful not to damage sensor edge.

1. Shift the selector lever to "P" position, and then release the parking brake.
2. Disconnect the battery cable from the negative terminal.
3. Remove control rod from A/T shift selector assembly. Refer to [TM-181, "AWD : Exploded View"](#).
4. Separate propeller shaft assembly (rear). Refer to [DLN-103, "Exploded View"](#).
5. Separate propeller shaft assembly (front). Refer to [DLN-85, "Exploded View"](#).
6. Remove crankshaft position sensor (POS) from A/T assembly. Refer to [EM-122, "Exploded View"](#).

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.
- Never place in an area affected by magnetism.

7. Remove starter motor. Refer to [STR-19, "Exploded View"](#).
8. Remove rear plate cover. Refer to [EM-45, "Exploded View \(AWD\)"](#).
9. Turn crankshaft, and remove the four tightening bolts for drive plate and torque converter.

CAUTION:

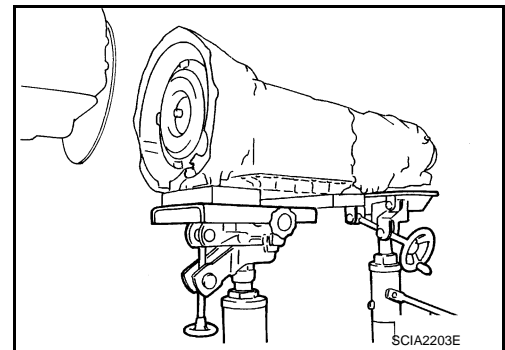
When turning the crankshaft, turn it clockwise as viewed from the front of the engine.

TRANSMISSION ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[7AT: RE7R01A]

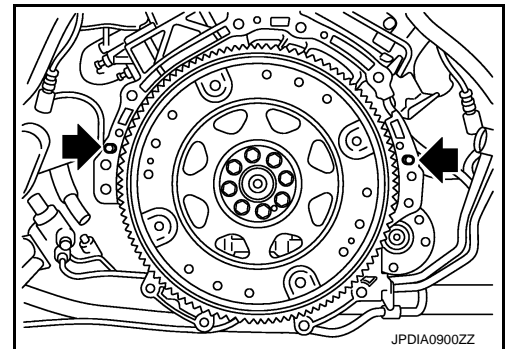
10. Remove A/T fluid cooler tubes from A/T assembly. Refer to [TM-206, "AWD : Exploded View"](#).
11. Plug up openings such as the A/T fluid cooler tube hole.
12. Support A/T assembly with a transmission jack.
CAUTION:
When setting the transmission jack, be careful not to allow it to collide against the drain plug and overflow plug.
NOTE:
Be placing wooden block between oil pan (upper) and front suspension member, the removal of A/T assembly from engine becomes easier.
13. Remove rear engine mounting member and engine mounting insulator (rear) with a power tool. Refer to [EM-74, "AWD : Exploded View"](#).
14. Disconnect A/T assembly connector and AWD solenoid connector.
15. Remove harness and brackets.
16. Remove bolts fixing A/T assembly to engine with a power tool.
17. Remove air breather hose and air breather vent. Refer to [TM-203, "Exploded View"](#).
18. Remove A/T assembly with transfer assembly from the vehicle.
CAUTION:
 - **Secure torque converter to prevent it from dropping.**
 - **Secure A/T assembly to a transmission jack.**
19. Remove manual lever. Refer to [TM-183, "Exploded View"](#).
20. Remove transfer assembly from A/T assembly with a power tool. Refer to [DLN-59, "Exploded View"](#).



INSTALLATION

Note the following, and install in the reverse order of removal.

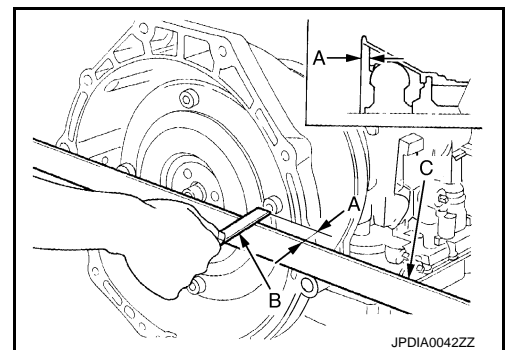
- Check fitting of dowel pin (←).



- When installing A/T assembly to the engine, be sure to check dimension "A" to ensure it is within the reference value limit.

B : Scale
C : Straightedge

Dimension "A" : Refer to [TM-301, "Torque Converter"](#).



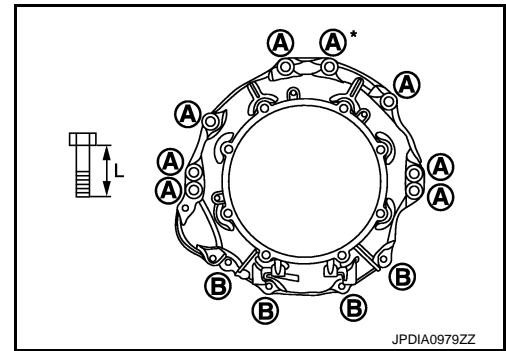
TRANSMISSION ASSEMBLY

[7AT: RE7R01A]

< UNIT REMOVAL AND INSTALLATION >

- When installing A/T assembly to the engine, attach the fixing bolts in accordance with the following standard.

| Bolt symbol | A | B |
|--|------------------------|------------------------|
| Insertion direction | A/T assembly to engine | Engine to A/T assembly |
| Number of bolts | 8 | 4 |
| Bolt length "L" mm (in) | 65 (2.56) | 35 (1.38) |
| Tightening torque N·m (kg·m, ft·lb) | 75 (7.7, 55) | 46.6 (4.8, 34) |



*: Tightening the bolt with bracket.

- Align the positions of tightening bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the tightening bolts for the torque converter after fixing the crankshaft pulley bolts, be sure to confirm the tightening torque of the crankshaft pulley mounting bolts. Refer to [EM-51, "Exploded View"](#).
- Rotate crankshaft several turns and check to be sure that A/T rotates freely without binding after converter is installed to drive plate.

AWD : Inspection and Adjustment

INFOID:000000010989576

INSPECTION AFTER INSTALLATION

- Check A/T fluid leakage. Refer to [TM-170, "Inspection"](#).
- Check A/T position after adjusting A/T positions. Refer to [TM-177, "Inspection and Adjustment"](#).

ADJUSTMENT AFTER INSTALLATION

- Adjust A/T fluid level. Refer to [TM-172, "Adjustment"](#).
- Adjust A/T position. Refer to [TM-177, "Inspection and Adjustment"](#).

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

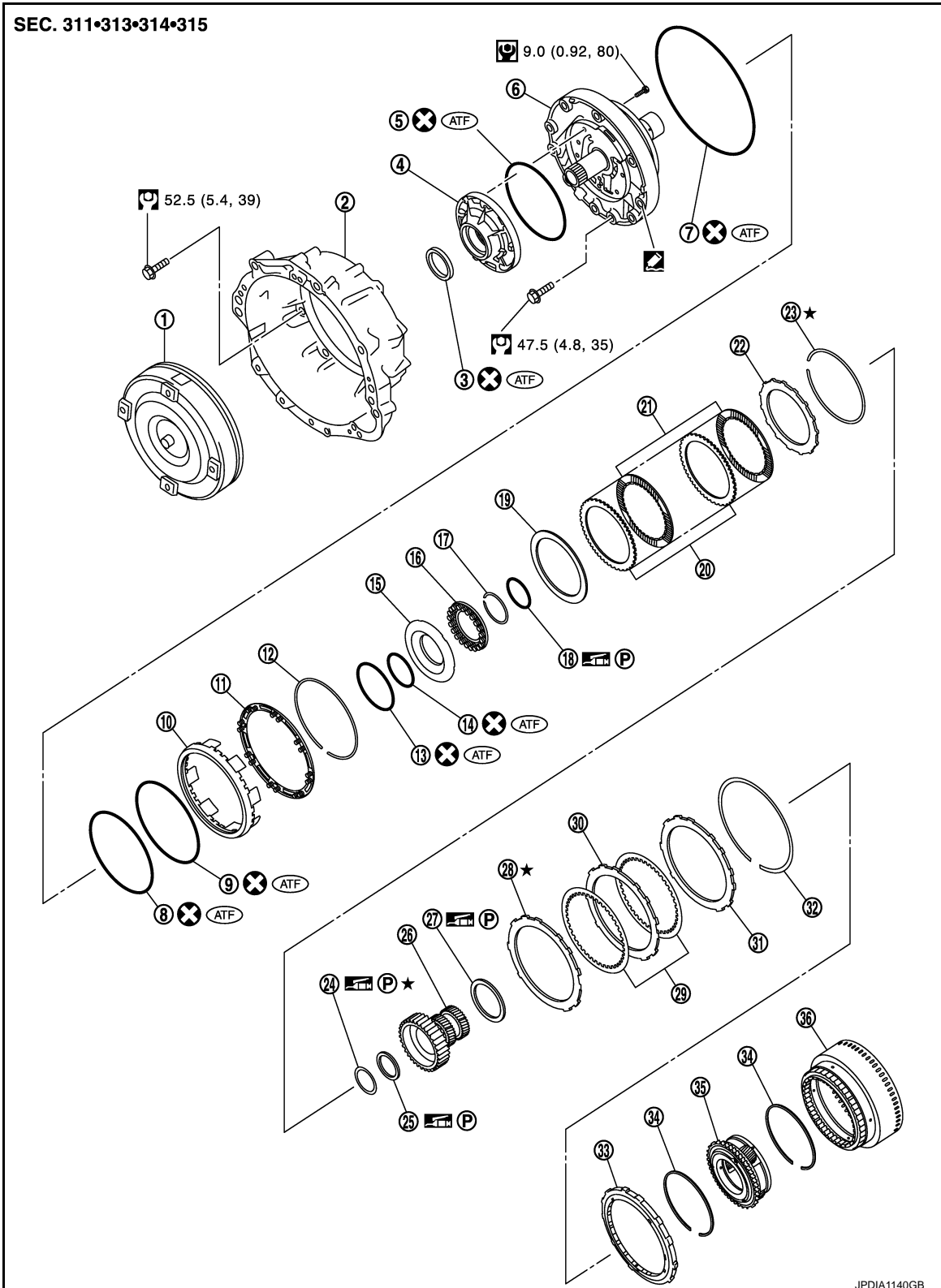
UNIT DISASSEMBLY AND ASSEMBLY

TRANSMISSION ASSEMBLY

Exploded View

INFOID:0000000010989577

2WD MODELS




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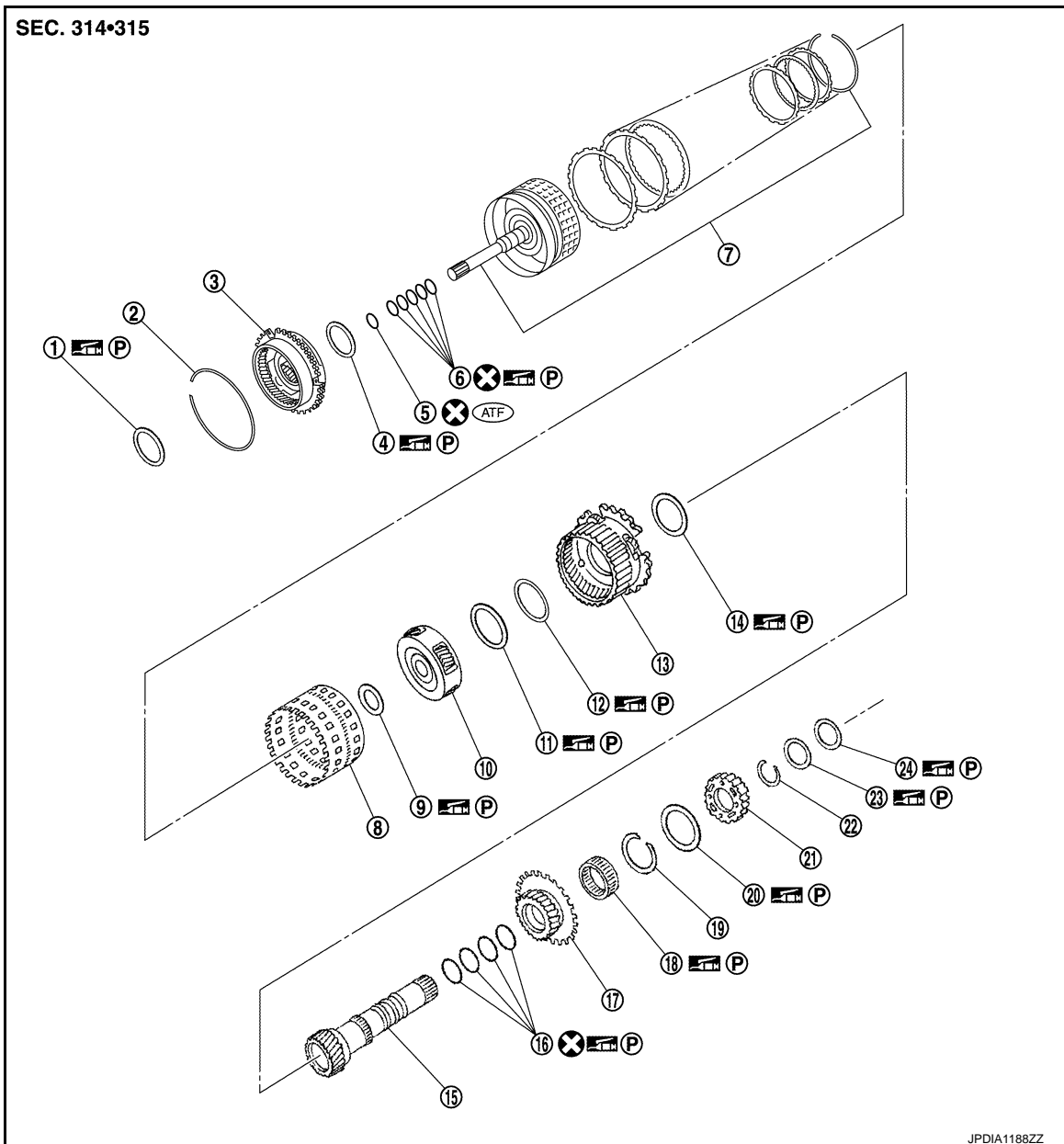
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | |
|---------------------------------|----------------------------------|------------------------------|
| 1. Torque converter | 2. Converter housing | 3. Oil pump housing oil seal |
| 4. Oil pump housing | 5. O-ring | 6. Oil pump cover |
| 7. O-ring | 8. D-ring | 9. D-ring |
| 10. Front brake piston | 11. Front brake spring retainer | 12. Snap ring |
| 13. D-ring | 14. D-ring | 15. 2346 brake piston |
| 16. 2346 brake spring retainer | 17. Snap ring | 18. Seal ring |
| 19. 2346 brake dish plate | 20. 2346 brake driven plate | 21. 2346 brake drive plate |
| 22. 2346 brake retaining plate | 23. Snap ring | 24. Bearing race |
| 25. Needle bearing | 26. Under drive sun gear | 27. Needle bearing |
| 28. Front brake retaining plate | 29. Front brake drive plate | 30. Front brake driven plate |
| 31. Front brake retaining plate | 32. Snap ring | 33. 1st one-way clutch |
| 34. Snap ring | 35. Under drive carrier assembly | 36. Front brake hub assembly |

: Apply Genuine RTV silicone sealant or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).
Refer to [GI-4. "Components"](#) for symbols not described on the above.



TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | | |
|---------------------------|-----------------------|-------------------------------------|---|
| 1. Needle bearing | 2. Snap ring | 3. Front carrier assembly | A |
| 4. Needle bearing | 5. O-ring | 6. Seal ring | |
| 7. Input clutch assembly | 8. Rear internal gear | 9. Needle bearing | |
| 10. Mid carrier assembly | 11. Needle bearing | 12. Bearing race | B |
| 13. Rear carrier assembly | 14. Needle bearing | 15. Mid sun gear | |
| 16. Seal ring | 17. Rear sun gear | 18. 2nd one-way clutch | |
| 19. Snap ring | 20. Needle bearing | 21. High and low reverse clutch hub | C |
| 22. Snap ring | 23. Bearing race | 24. Needle bearing | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

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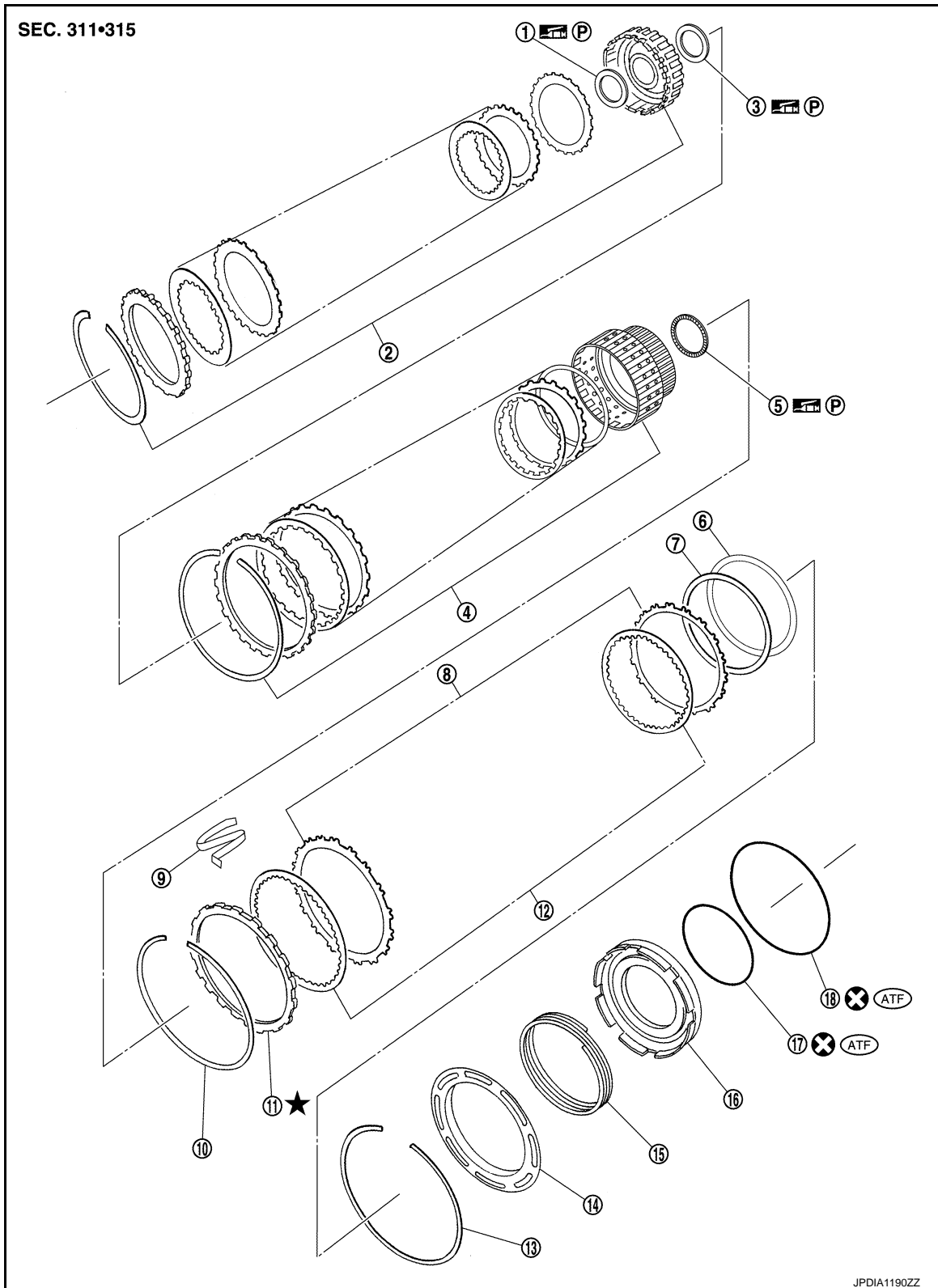
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TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]



- | | | |
|-----------------------------|---|---------------------------------|
| 1. Bearing race | 2. High and low reverse clutch assembly | 3. Needle bearing |
| 4. Direct clutch assembly | 5. Needle bearing | 6. Reverse brake dish plate |
| 7. Reverse brake dish plate | 8. Reverse brake driven plate | 9. N-spring |
| 10. Snap ring | 11. Reverse brake retaining plate | 12. Reverse brake drive plate |
| 13. Snap ring | 14. Reverse brake spring retainer | 15. Reverse brake return spring |

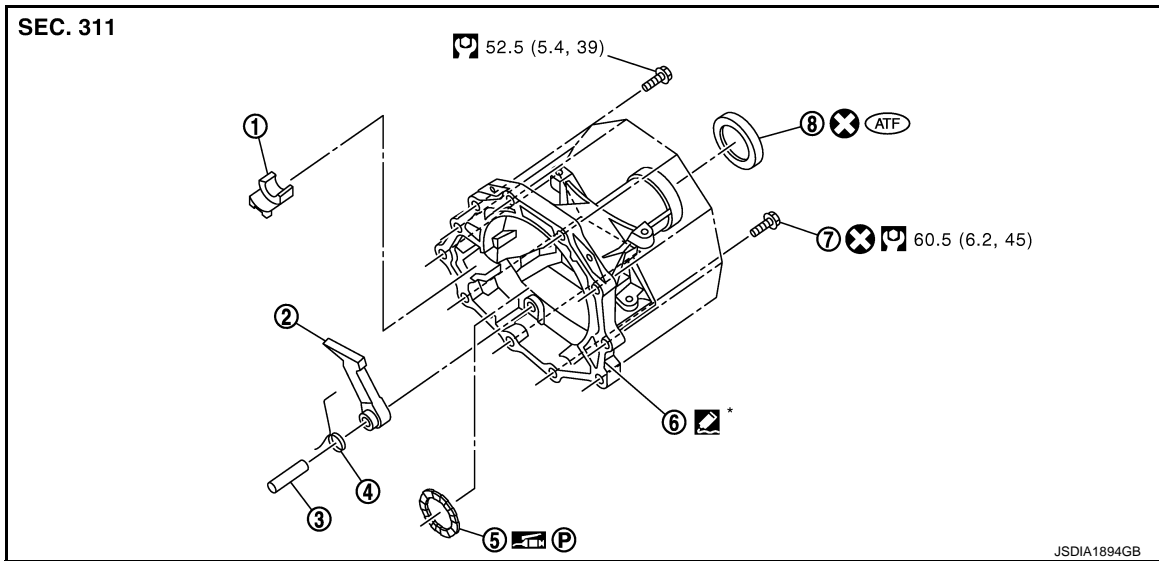
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | |
|-----------------------|---------------------------|-------------------------|
| 13. Snap ring | 14. Oil pan gasket | 15. Oil pan |
| 16. Clip | 17. Oil pan mounting bolt | 18. Overflow plug |
| 19. Drain plug | 20. Drain plug gasket | 21. Magnet |
| 22. Clip | 23. Control valve & TCM | 24. Joint connector |
| 25. Transmission case | 26. Retaining pin | 27. Output speed sensor |
| 28. Needle bearing | 29. Parking gear | 30. Seal ring |
| 31. Output shaft | 32. Bearing race | |

Refer to [GI-4. "Components"](#) for symbols in the figure.



- | | | |
|-----------------------------|-------------------|-------------------|
| 1. Parking actuator support | 2. Parking pawl | 3. Pawl shaft |
| 4. Return spring | 5. Needle bearing | 6. Rear extension |
| 7. Self-sealing bolt | 8. Rear oil seal | |

*: Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).

Refer to [GI-4. "Components"](#) for symbols in the figure.


AWD MODELS

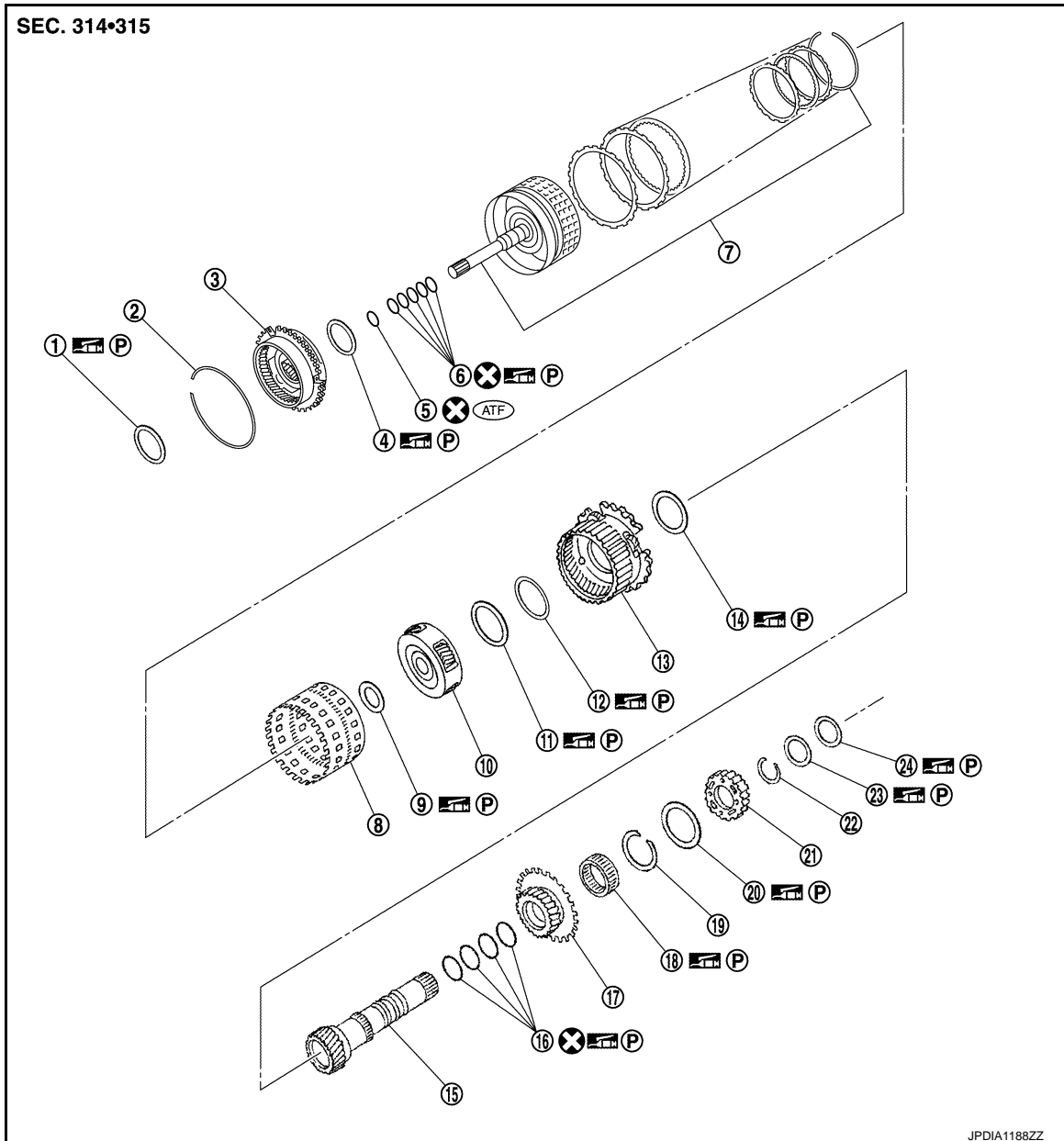
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | |
|---------------------------------|----------------------------------|------------------------------|
| 19. 2346 brake dish plate | 20. 2346 brake driven plate | 21. 2346 brake drive plate |
| 22. 2346 brake retaining plate | 23. Snap ring | 24. Bearing race |
| 25. Needle bearing | 26. Under drive sun gear | 27. Needle bearing |
| 28. Front brake retaining plate | 29. Front brake drive plate | 30. Front brake driven plate |
| 31. Front brake retaining plate | 32. Snap ring | 33. 1st one-way clutch |
| 34. Snap ring | 35. Under drive carrier assembly | 36. Front brake hub assembly |

 Apply Genuine RTV silicone sealant or equivalent. Refer to [GI-22. "Recommended Chemical Products and Sealants"](#).
Refer to [GI-4. "Components"](#) for symbols not described on the above.



- | | | |
|---------------------------|-----------------------|-------------------------------------|
| 1. Needle bearing | 2. Snap ring | 3. Front carrier assembly |
| 4. Needle bearing | 5. O-ring | 6. Seal ring |
| 7. Input clutch assembly | 8. Rear internal gear | 9. Needle bearing |
| 10. Mid carrier assembly | 11. Needle bearing | 12. Bearing race |
| 13. Rear carrier assembly | 14. Needle bearing | 15. Mid sun gear |
| 16. Seal ring | 17. Rear sun gear | 18. 2nd one-way clutch |
| 19. Snap ring | 20. Needle bearing | 21. High and low reverse clutch hub |

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

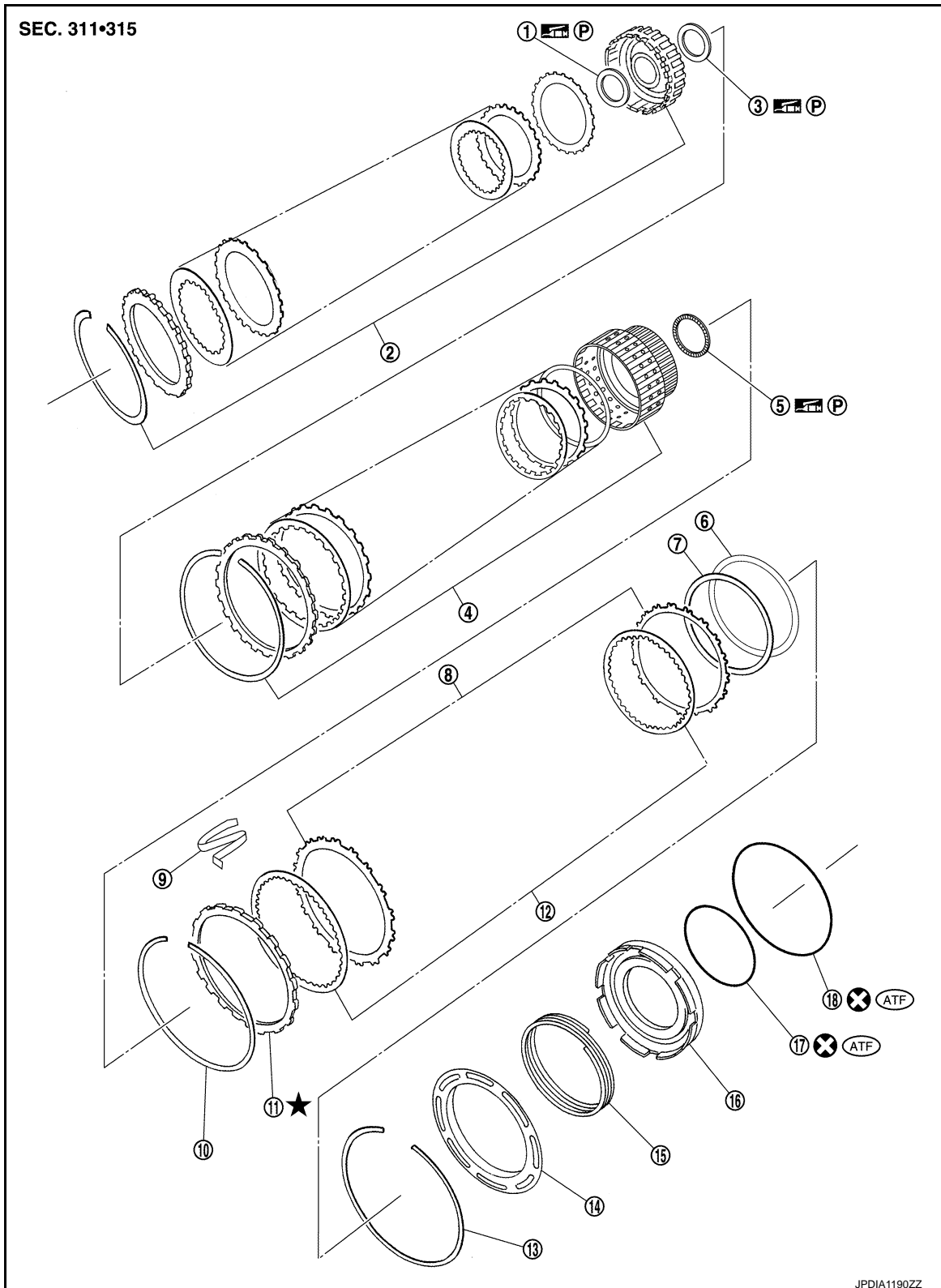
[7AT: RE7R01A]

22. Snap ring

23. Bearing race

24. Needle bearing

Refer to [GI-4, "Components"](#) for symbols not described on the above.



1. Bearing race

2. High and low reverse clutch assembly

3. Needle bearing

4. Direct clutch assembly

5. Needle bearing

6. Reverse brake dish plate

7. Reverse brake dish plate

8. Reverse brake driven plate

9. N-spring

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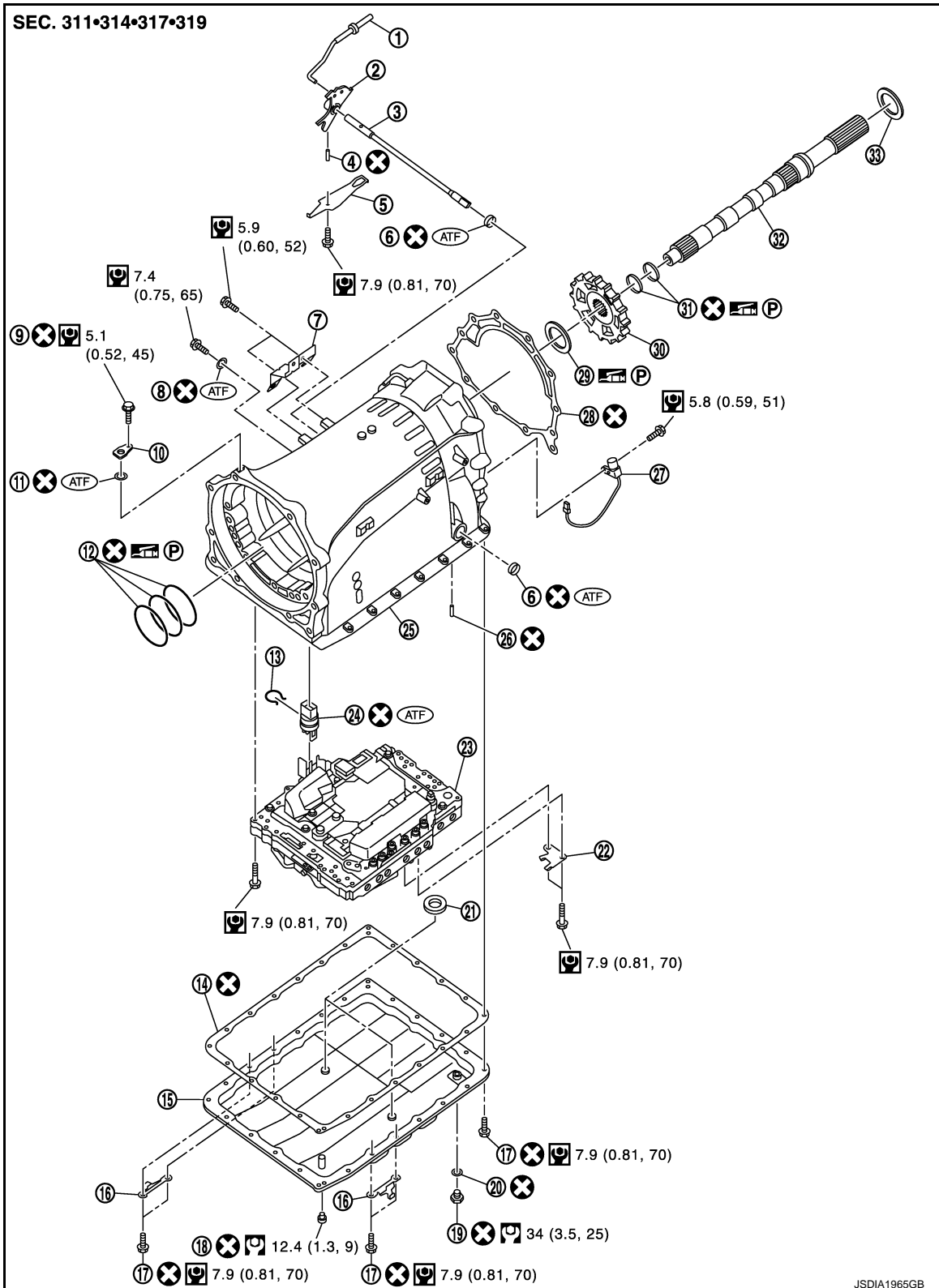
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | |
|--------------------------|-----------------------------------|---------------------------------|
| 10. Snap ring | 11. Reverse brake retaining plate | 12. Reverse brake drive plate |
| 13. Snap ring | 14. Reverse brake spring retainer | 15. Reverse brake return spring |
| 16. Reverse brake piston | 17. D-ring | 18. D-ring |

Refer to [GI-4. "Components"](#) for symbols in the figure.



- | | | |
|------------------|------------------|-----------------|
| 1. Parking rod | 2. Manual plate | 3. Manual shaft |
| 4. Retaining pin | 5. Detent spring | 6. Oil seal |

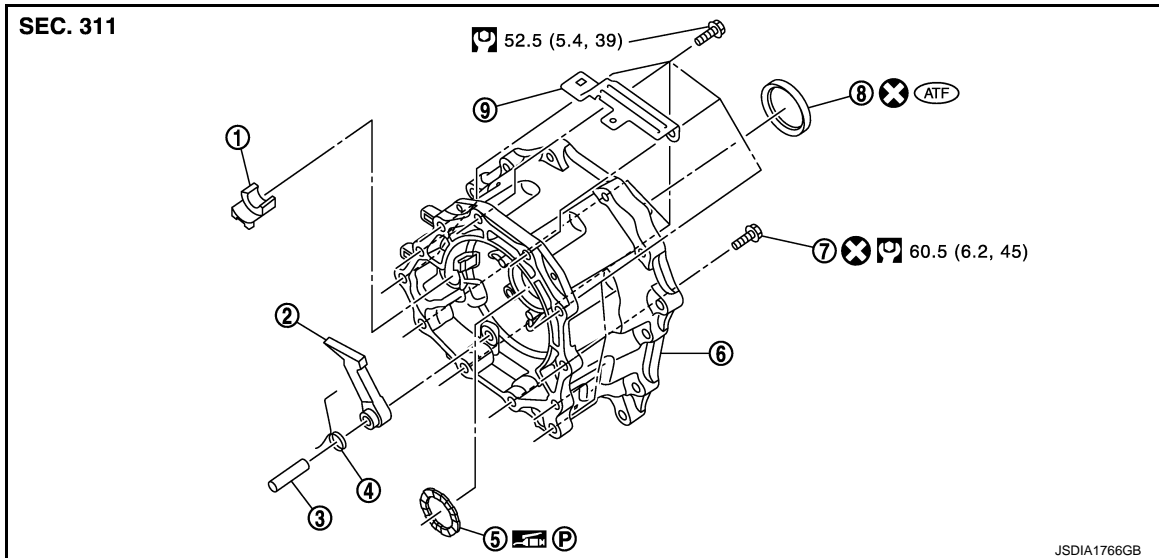
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- | | | |
|-----------------------|---------------------------|-------------------------|
| 7. Bracket | 8. O-ring | 9. Self-sealing bolt |
| 10. Baffle plate | 11. O-ring | 12. Seal ring |
| 13. Snap ring | 14. Oil pan gasket | 15. Oil pan |
| 16. Clip | 17. Oil pan mounting bolt | 18. Overflow plug |
| 19. Drain plug | 20. Drain plug gasket | 21. Magnet |
| 22. Clip | 23. Control valve & TCM | 24. Joint connector |
| 25. Transmission case | 26. Retaining pin | 27. Output speed sensor |
| 28. Gasket | 29. Needle bearing | 30. Parking gear |
| 31. Seal ring | 32. Output shaft | 33. Bearing race |

Refer to [GI-4, "Components"](#) for symbols in the figure.



- | | | |
|-----------------------------|-------------------|----------------------|
| 1. Parking actuator support | 2. Parking pawl | 3. Pawl shaft |
| 4. Return spring | 5. Needle bearing | 6. Self-sealing bolt |
| 7. Rear oil seal | 8. Adapter case | 9. Bracket |

Refer to [GI-4, "Components"](#) for symbols in the figure.

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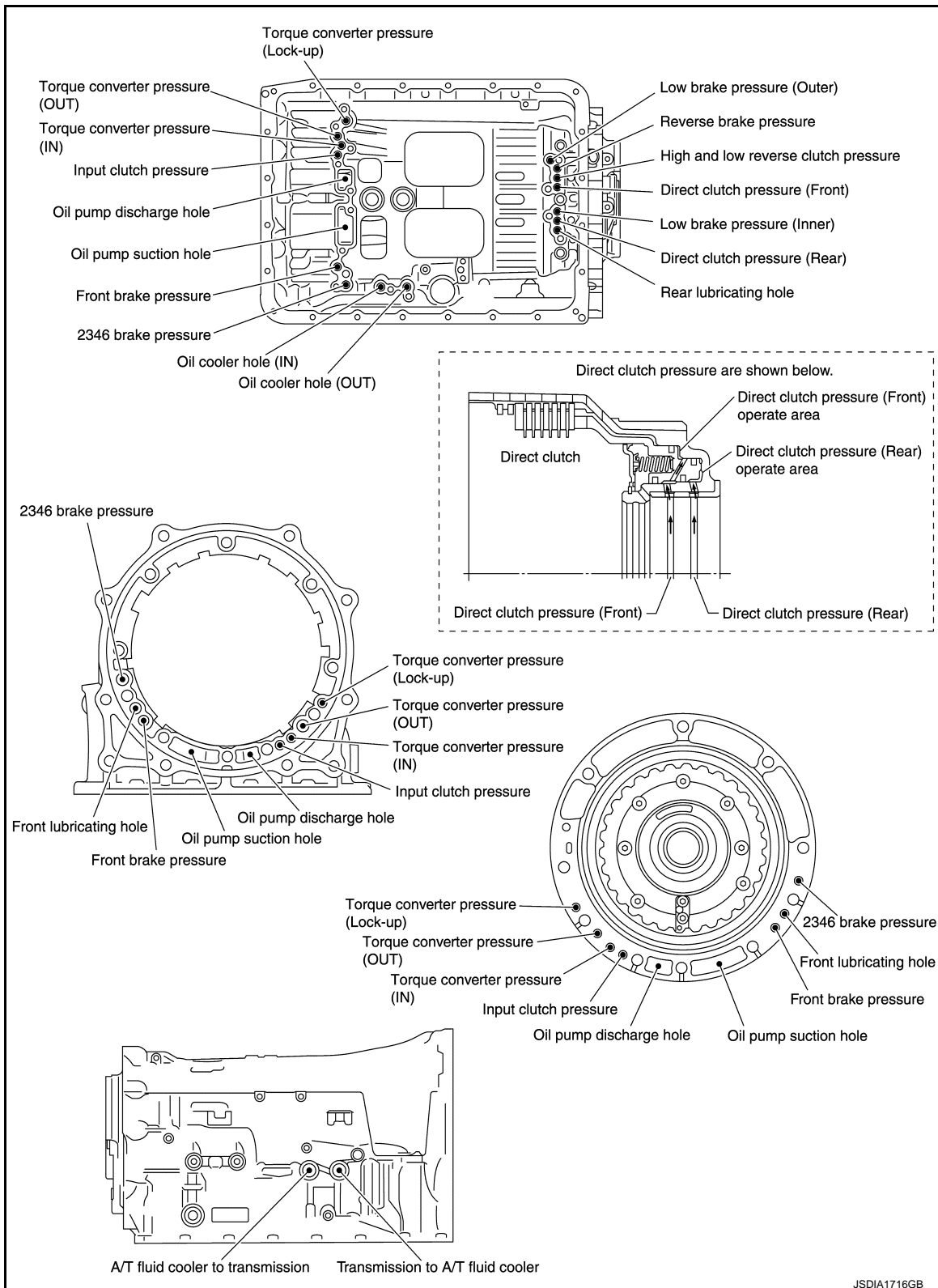
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Oil Channel

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Location of Needle Bearings and Bearing Races

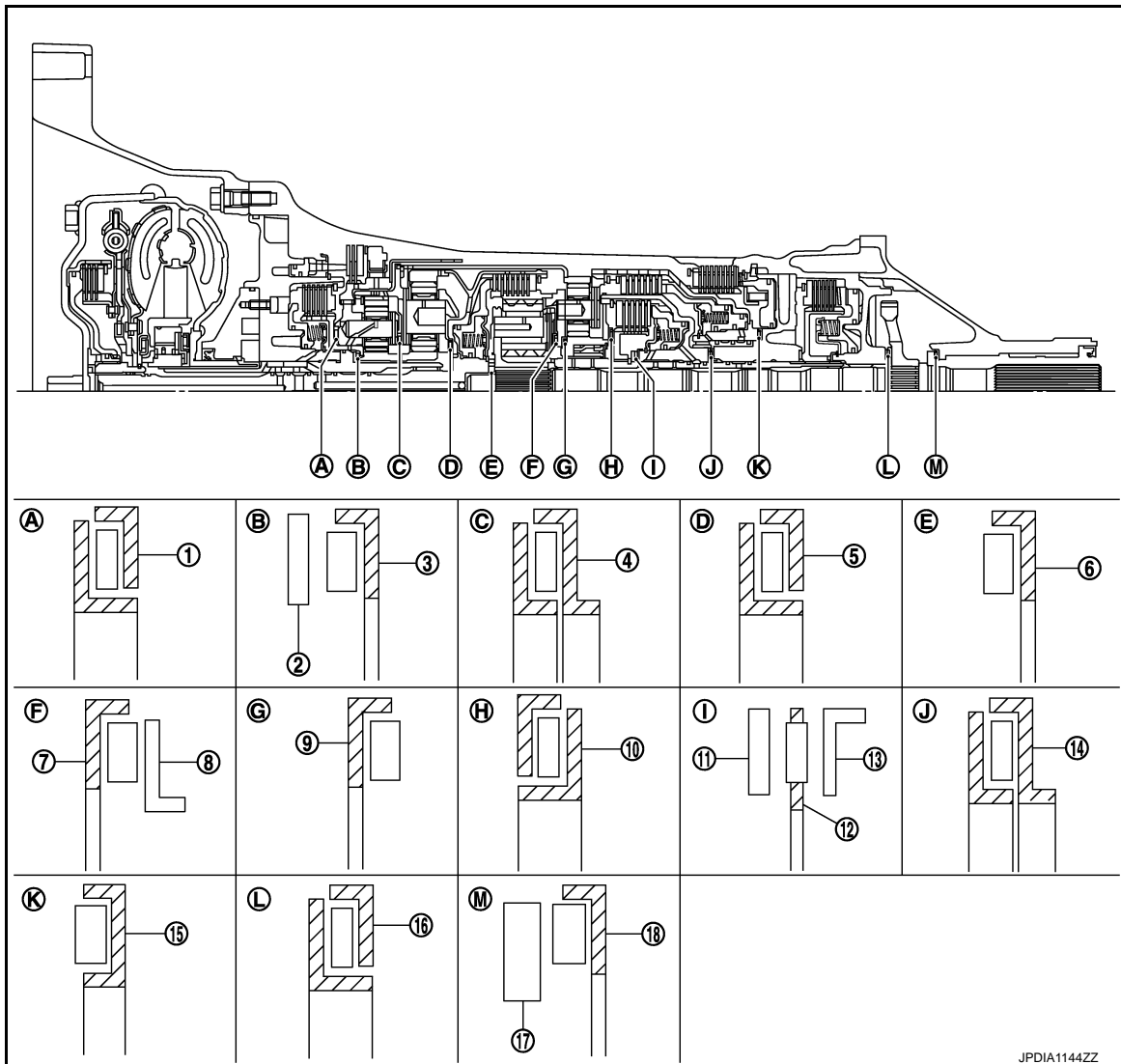
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2WD MODELS

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]



| Location | Item | Outer diameter mm (in) |
|----------|---------------------|------------------------|
| A | (1) Needle bearing | 94 (3.701) |
| B | (2) Bearing race | 58.6 (2.307) |
| | (3) Needle bearing | 60 (2.362) |
| C | (4) Needle bearing | 84.6 (3.331) |
| D | (5) Needle bearing | 77 (3.031) |
| E | (6) Needle bearing | 47 (1.850) |
| F | (7) Needle bearing | 84 (3.307) |
| | (8) Bearing race | 82 (3.228) |
| G | (9) Needle bearing | 80 (3.150) |
| H | (10) Needle bearing | 92 (3.622) |
| I | (11) Bearing race | 61.1 (2.406) |
| | (12) Needle bearing | 60 (2.362) |
| | (13) Bearing race | 61.9 (2.437) |
| J | (14) Needle bearing | 62.8 (2.472) |
| K | (15) Needle bearing | 92 (3.622) |
| L | (16) Needle bearing | 65 (2.559) |

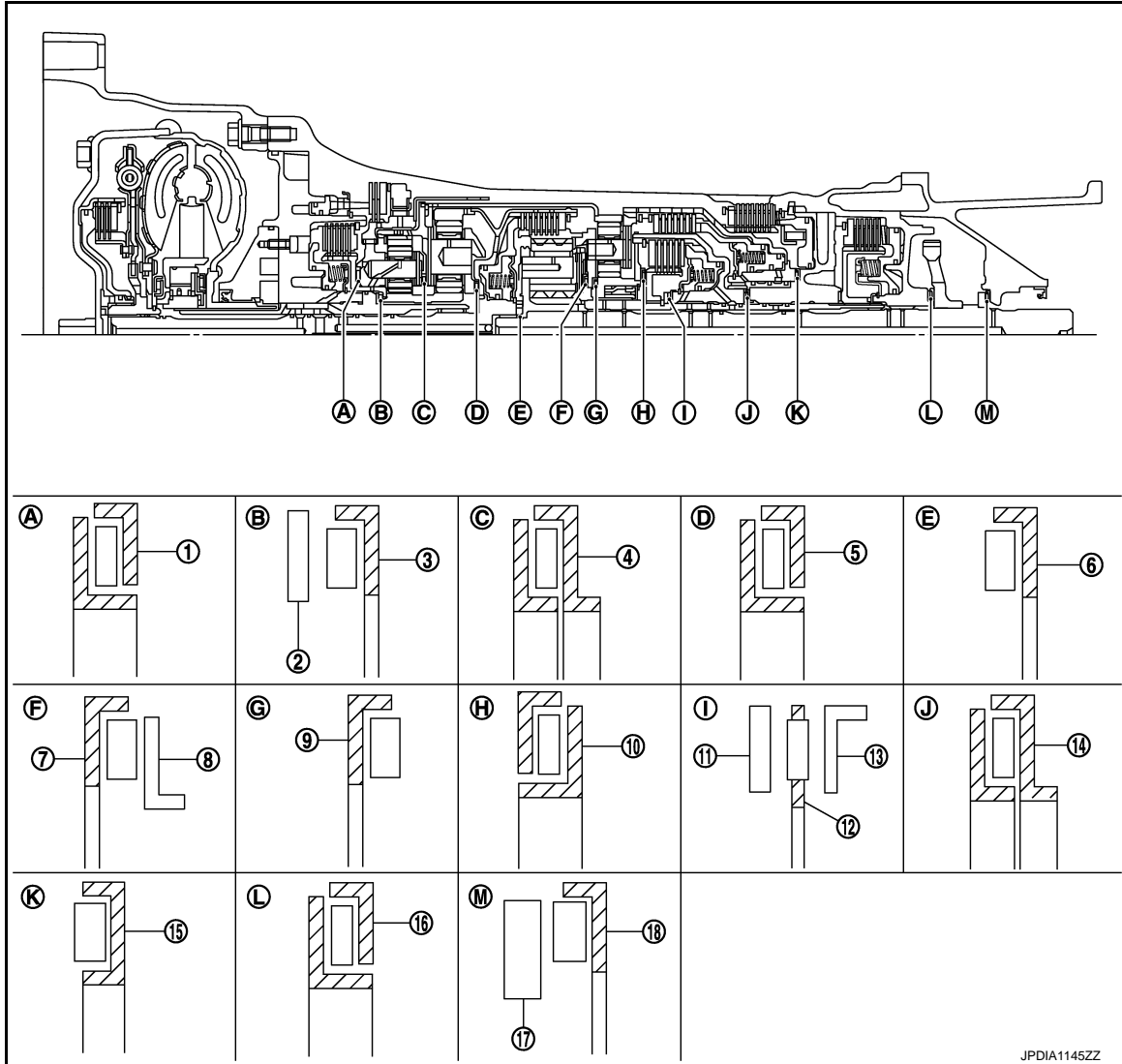
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

| Location | Item | Outer diameter mm (in) |
|----------|---------------------|------------------------|
| M | (17) Bearing race | 58 (2.283) |
| | (18) Needle bearing | 60 (2.362) |

AWD MODELS



JPDIA1145ZZ

| Location | Item | Outer diameter mm (in) |
|----------|---------------------|------------------------|
| A | (1) Needle bearing | 94 (3.701) |
| B | (2) Bearing race | 58.6 (2.307) |
| | (3) Needle bearing | 60 (2.362) |
| C | (4) Needle bearing | 84.6 (3.331) |
| D | (5) Needle bearing | 77 (3.031) |
| E | (6) Needle bearing | 47 (1.850) |
| F | (7) Needle bearing | 84 (3.307) |
| | (8) Bearing race | 82 (3.228) |
| G | (9) Needle bearing | 80 (3.150) |
| H | (10) Needle bearing | 92 (3.622) |

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

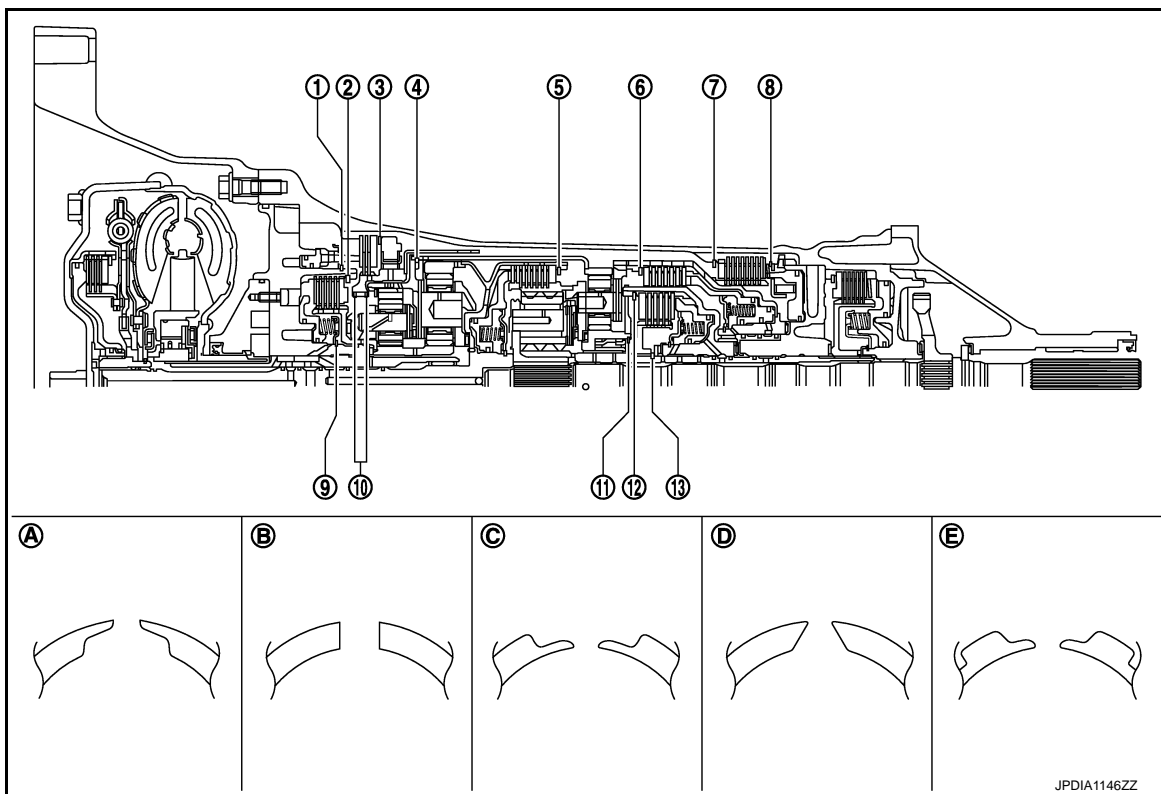
[7AT: RE7R01A]

| Location | Item | Outer diameter mm (in) |
|----------|---------------------|------------------------|
| I | (11) Bearing race | 61.1 (2.406) |
| | (12) Needle bearing | 60 (2.362) |
| | (13) Bearing race | 61.9 (2.437) |
| J | (14) Needle bearing | 62.8 (2.472) |
| K | (15) Needle bearing | 92 (3.622) |
| L | (16) Needle bearing | 65 (2.559) |
| M | (17) Bearing race | 58 (2.283) |
| | (18) Needle bearing | 60 (2.362) |

Location of Snap Rings

INFOID:000000010989580

2WD MODELS



| Location | Shape of snap ring | Outer diameter mm (in) |
|----------|--------------------|------------------------|
| 1 | A | 159.9 (6.295) |
| 2 | B | 159 (6.260) |
| 3 | B | 216 (8.504) |
| 4 | B | 180.4 (7.102) |
| 5 | C | 171.5 (6.752) |
| 6 | B | 169 (6.654) |
| 7 | B | 180.5 (7.106) |
| 8 | B | 181.0 (7.126) |
| 9 | D | 64.6 (2.543) |
| 10 | B | 136 (5.354) |
| 11 | E | 70.5 (2.776) |

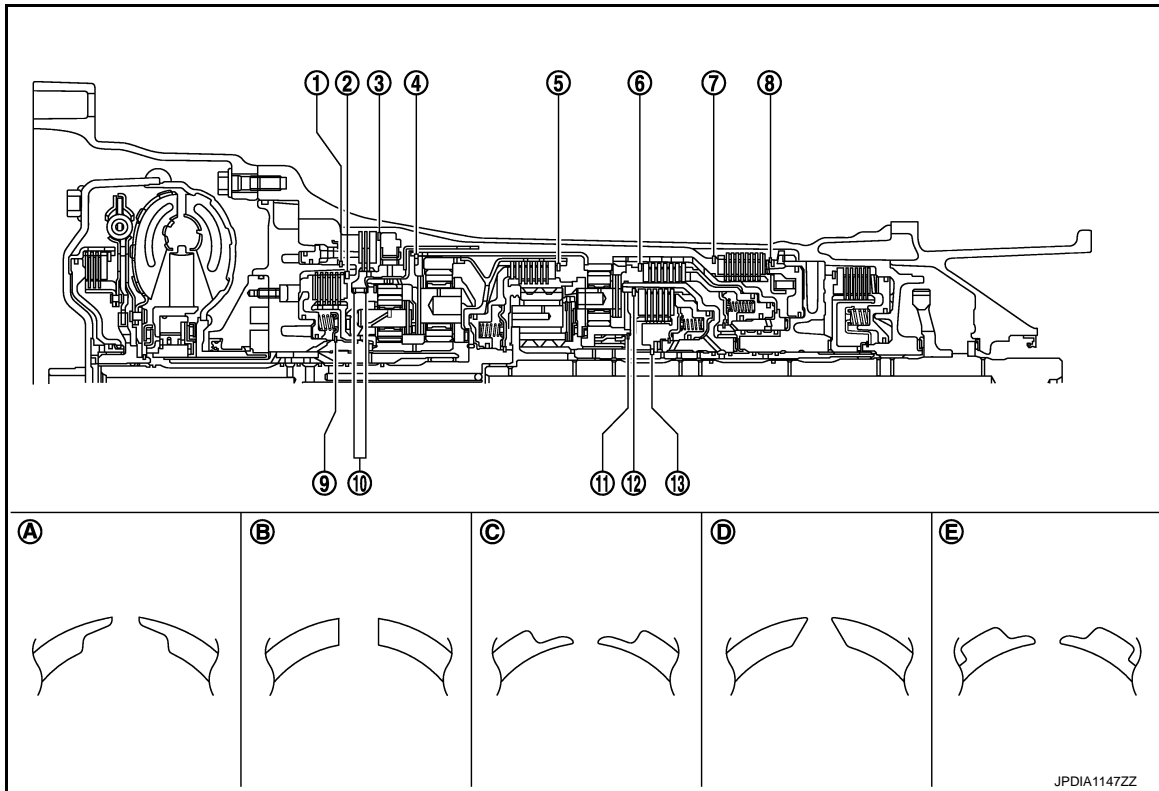
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

| Location | Shape of snap ring | Outer diameter mm (in) |
|----------|--------------------|------------------------|
| 12 | B | 135 (5.315) |
| 13 | A | 48.4 (1.906) |

AWD MODELS



| Location | Shape of snap ring | Outer diameter mm (in) |
|----------|--------------------|------------------------|
| 1 | A | 159.9 (6.295) |
| 2 | B | 159 (6.260) |
| 3 | B | 216 (8.504) |
| 4 | B | 180.4 (7.102) |
| 5 | C | 171.5 (6.752) |
| 6 | B | 169 (6.654) |
| 7 | B | 180.5 (7.106) |
| 8 | B | 181.0 (7.126) |
| 9 | D | 64.6 (2.543) |
| 10 | B | 136 (5.354) |
| 11 | E | 70.5 (2.776) |
| 12 | B | 135 (5.315) |
| 13 | A | 48.4 (1.906) |

Disassembly

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CAUTION:

Never disassemble parts behind drum support. Refer to [TM-30, "Cross-Sectional View"](#).

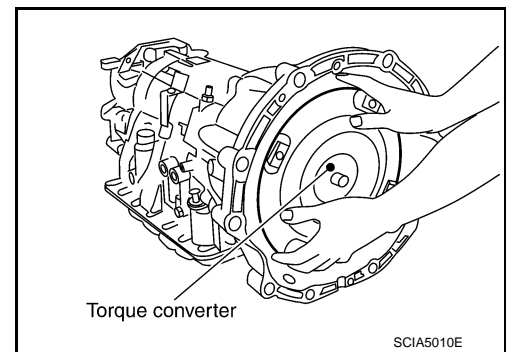
1. Drain ATF through drain plug.

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

2. Remove torque converter by holding it firmly and turning while pulling straight out.

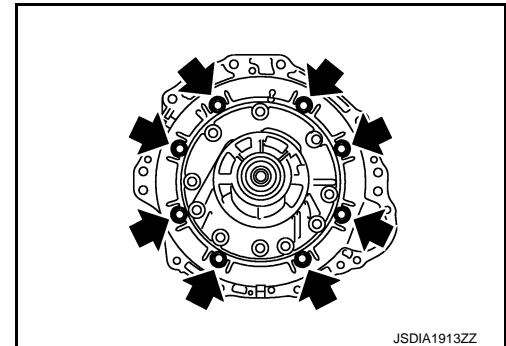


3. Remove tightening bolts (⬅) for converter housing and transmission case.

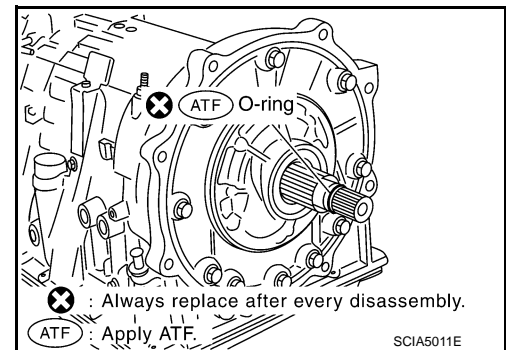
4. Remove converter housing from transmission case.

CAUTION:

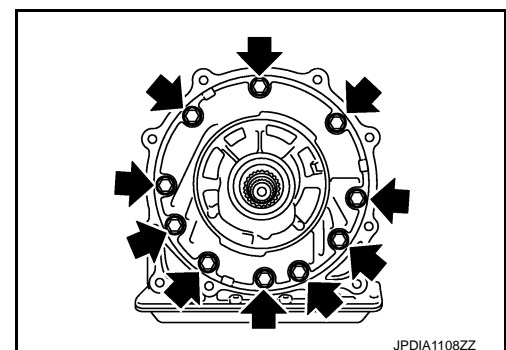
Be careful not to scratch converter housing.



5. Remove O-ring from input clutch assembly.



6. Remove tightening bolts (⬅) for oil pump assembly and transmission case.



TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

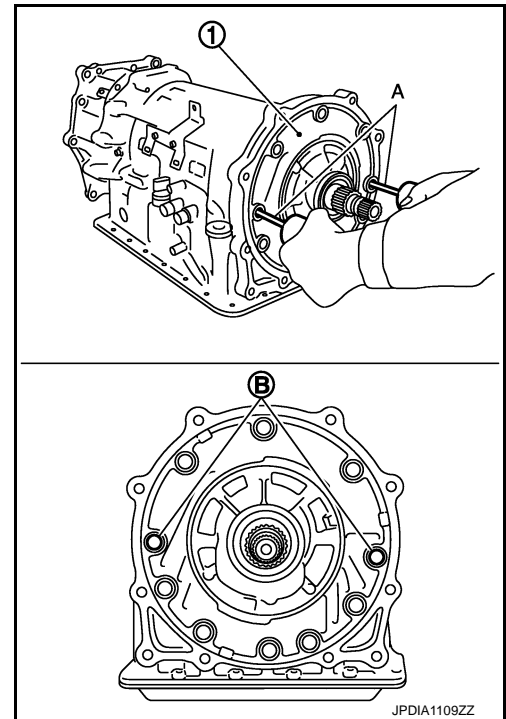
[7AT: RE7R01A]

7. Attach the sliding hammers [SST: ST25850000 (J-25721-A)] (A) to oil pump assembly (1) and extract it evenly from transmission case.

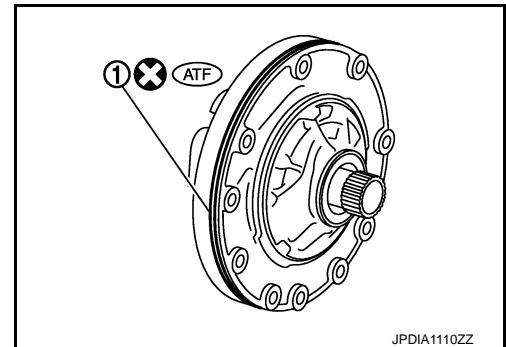
B : Sliding hammer attachment position

CAUTION:

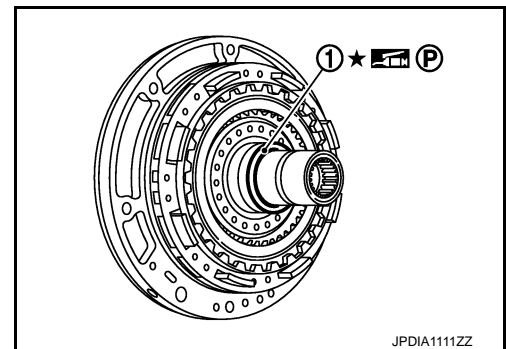
- Fully tighten the sliding hammer screws.
- Make sure that bearing race is installed to the oil pump assembly edge surface.



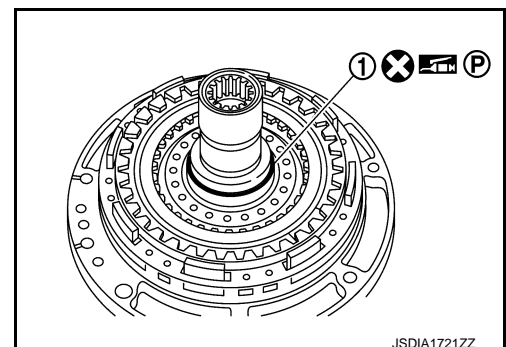
8. Remove O-ring (1) from oil pump assembly.



9. Remove bearing race (1) from oil pump assembly.



10. Remove seal ring (1) from oil pump assembly.

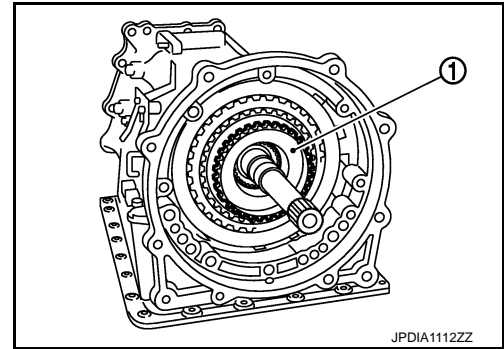


TRANSMISSION ASSEMBLY

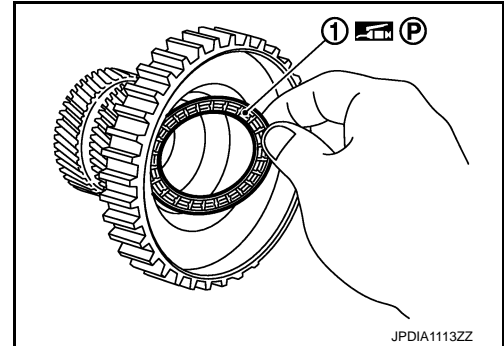
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

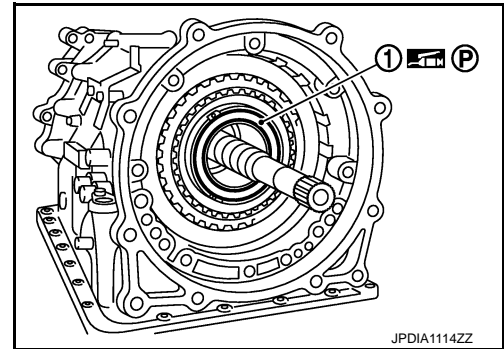
11. Remove under drive sun gear (1) from under drive carrier assembly.



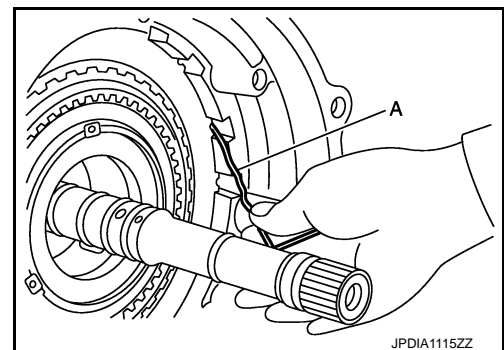
12. Remove needle bearing (1) from under drive sun gear.



13. Remove needle bearing (1) from under drive carrier assembly.



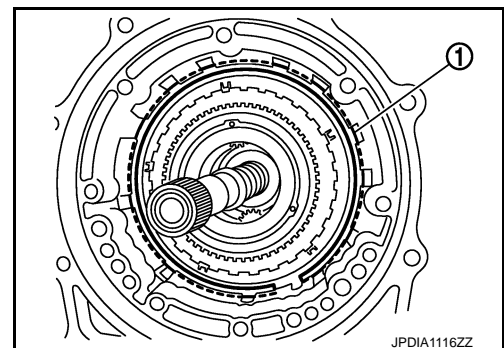
14. Remove front brake component part (retaining plates, drive plates, and driven plate) from transmission case by using a wire (A) with its tip bent like a hook.



15. Remove snap ring (1) from transmission case using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch transmission case and 1st one-way clutch.
- Be careful not to damage snap ring.



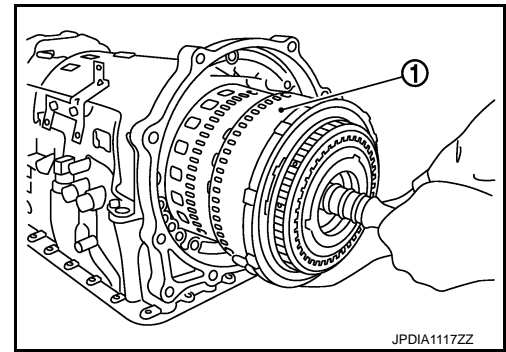
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TRANSMISSION ASSEMBLY

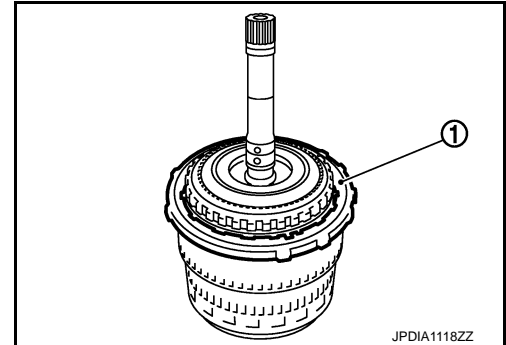
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

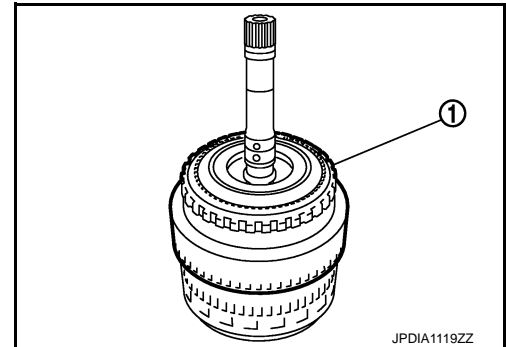
16. Remove input clutch assembly (with 1st one-way clutch, under drive carrier assembly, front brake hub, front carrier assembly, and rear internal gear) (1) from transmission case.



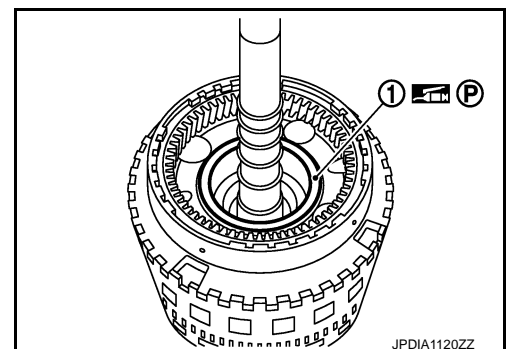
17. Remove 1st one-way clutch (1) from front brake hub.



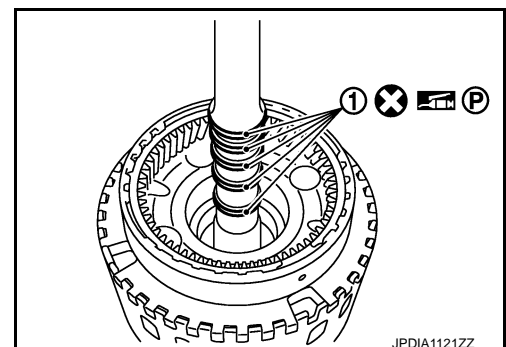
18. Remove under drive carrier assembly (with front brake hub) (1) from front carrier assembly.



19. Remove needle bearing (1) from front carrier assembly.



20. Remove seal rings (1) from input clutch assembly.

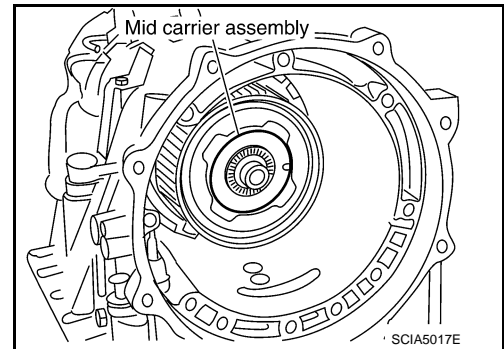


TRANSMISSION ASSEMBLY

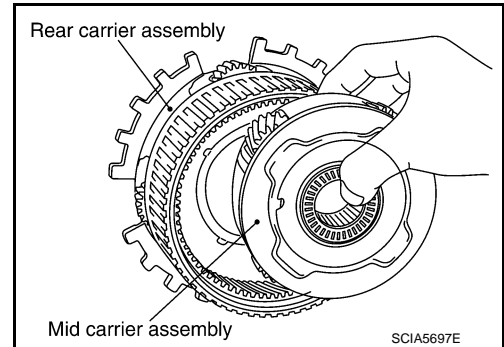
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

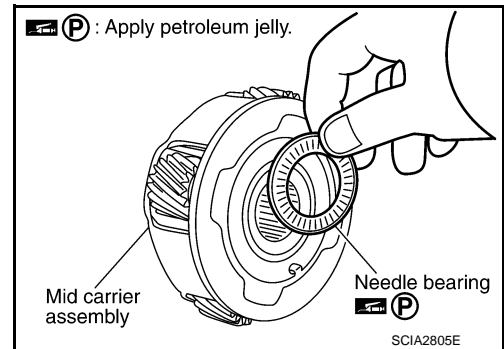
21. Remove mid carrier assembly and rear carrier assembly as a unit.



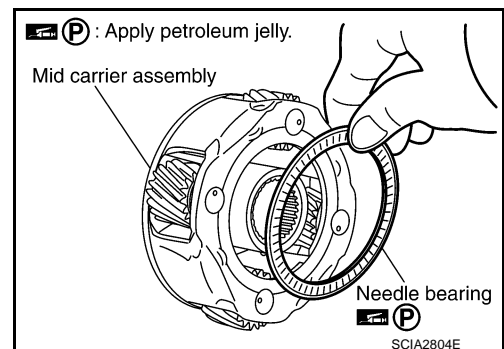
22. Remove mid carrier assembly from rear carrier assembly.



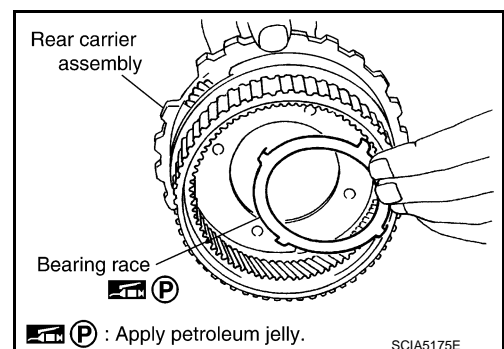
23. Remove needle bearing (front side) from mid carrier assembly.



24. Remove needle bearing (rear side) from mid carrier assembly.



25. Remove bearing race from rear carrier assembly.



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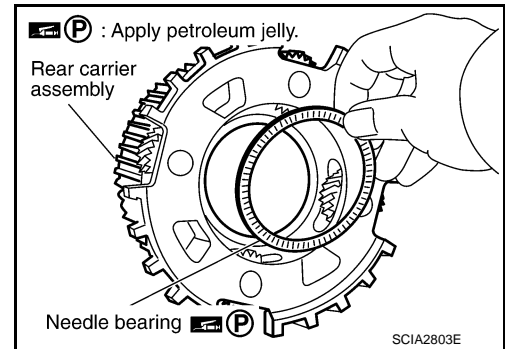
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TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

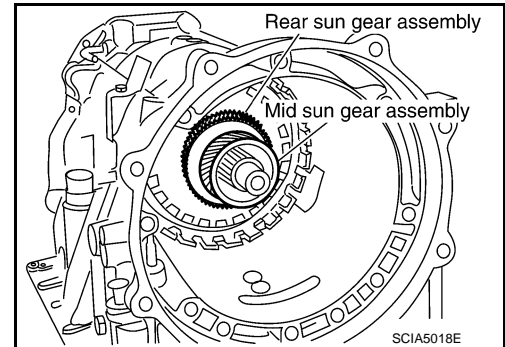
26. Remove needle bearing from rear carrier assembly.



27. Remove mid sun gear assembly, rear sun gear assembly, and high and low reverse clutch hub as a unit.

CAUTION:

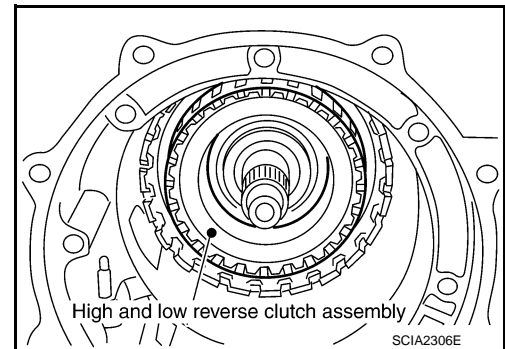
Be careful to remove them with bearing race and needle bearing.



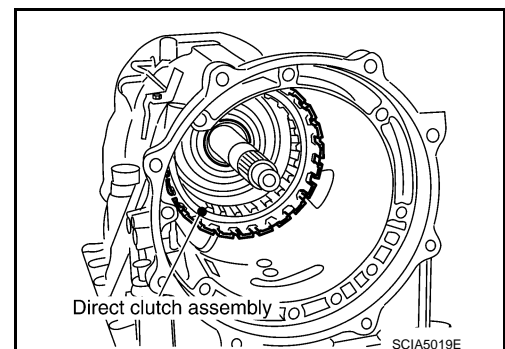
28. Remove high and low reverse clutch assembly from direct clutch assembly.

CAUTION:

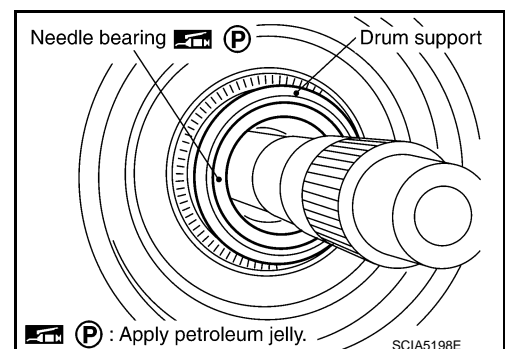
Make sure that needle bearing is installed to the high and low reverse clutch assembly edge surface.



29. Remove direct clutch assembly from reverse brake.



30. Remove needle bearing from drum support.

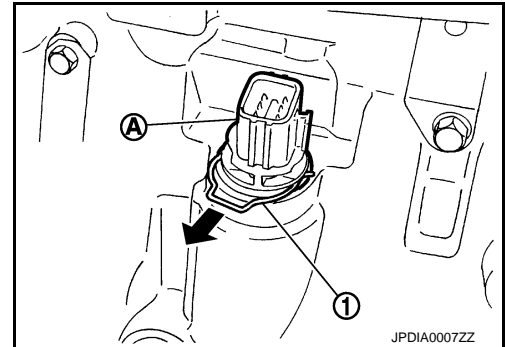


TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

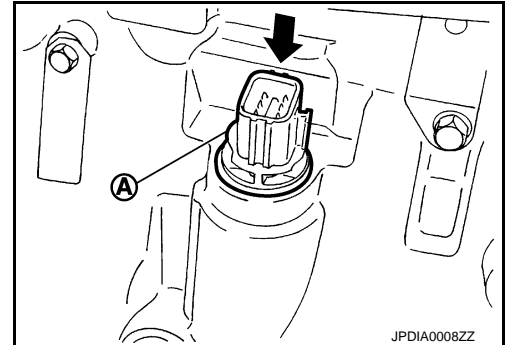
[7AT: RE7R01A]

31. Remove snap ring (1) from joint connector (A).



32. Push joint connector (A).

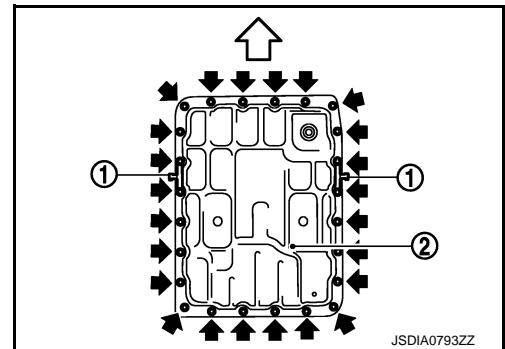
CAUTION:
Be careful not to damage connector.



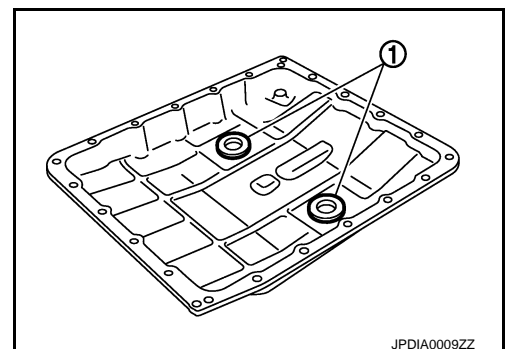
33. Remove oil pan mounting bolts (←).

1 : Clip
← : Front

34. Remove oil pan (2) and oil pan gasket.



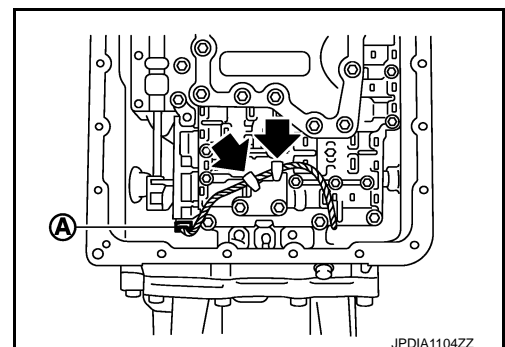
35. Remove magnets (1) from oil pan.



36. Disconnect output speed sensor connector (A).

CAUTION:
Be careful not to damage connector.

37. Disengage terminal clips (←).



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TRANSMISSION ASSEMBLY

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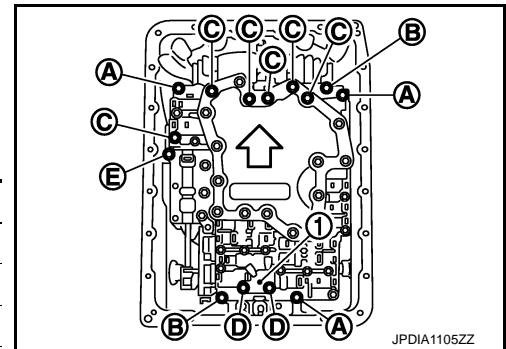
[7AT: RE7R01A]

38. Remove control valve & TCM mounting bolts and clip (1) from the control valve & TCM.

↔ : Front

| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A | 43 (1.69) | 3 |
| B | 40 (1.57) | 2 |
| C | 54 (2.13) | 6 |
| D | 50 (1.97) | 2 |
| E* | 50 (1.97) | 1 |

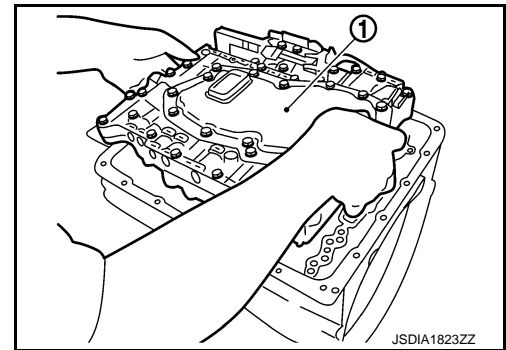
*: Reamer bolt



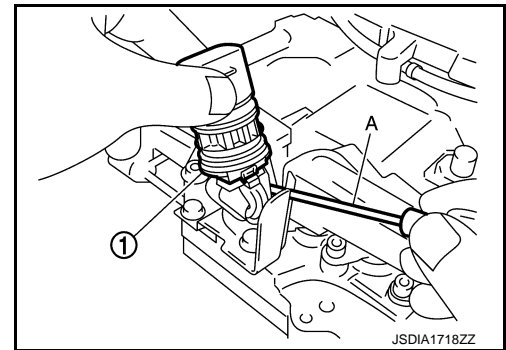
39. Remove the control valve & TCM (1) from transmission case.

CAUTION:

When removing, never with the manual valve notch and manual plate height. Remove it vertically.



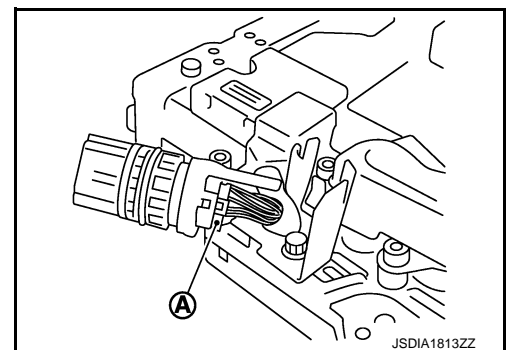
40. Remove joint connector (1) from the control valve & TCM using a flat-bladed screwdriver (A).



41. Disconnect TCM connector (A).

CAUTION:

Be careful not to damage connector.



42. Remove rear extension assembly (2WD) or adapter case assembly (AWD) according to the following procedures.

a. **2WD**

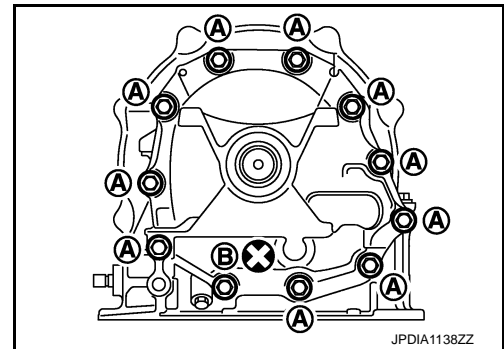
TRANSMISSION ASSEMBLY

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[7AT: RE7R01A]

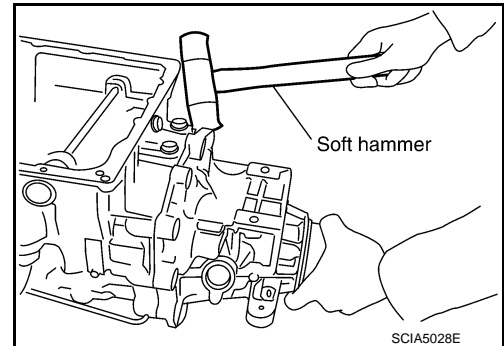
- i. Remove tightening bolts for rear extension assembly and transmission case.

A : Bolt
B : Self-sealing bolt

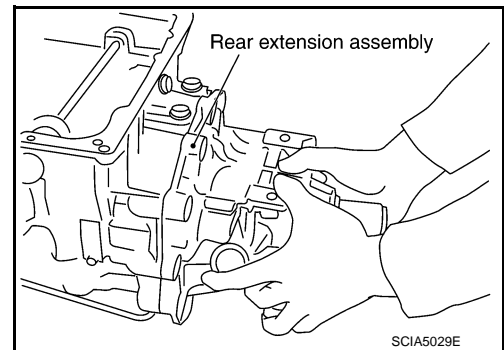


- ii. Tap rear extension assembly using a soft hammer.

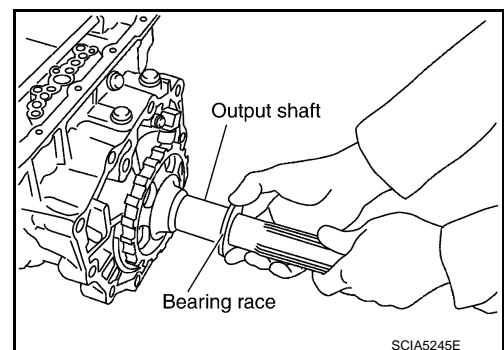
CAUTION:
Be careful not to damage rear extension.



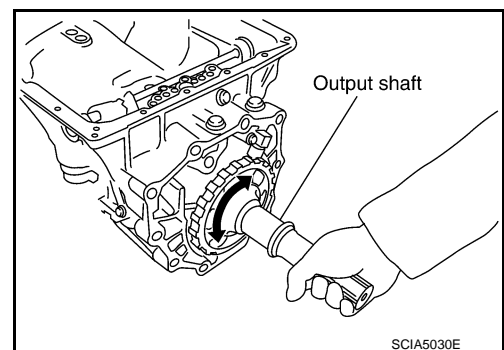
- iii. Remove rear extension assembly from transmission case. (With needle bearing.)



- iv. Remove bearing race from output shaft.



- v. Remove output shaft from transmission case by rotating left/right.



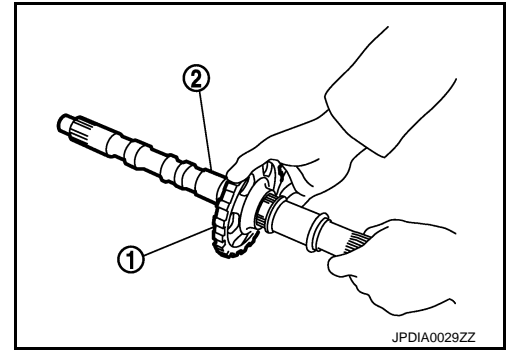
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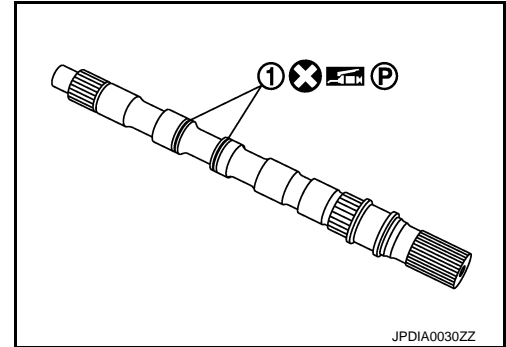
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

vi. Remove parking gear (1) from output shaft (2).



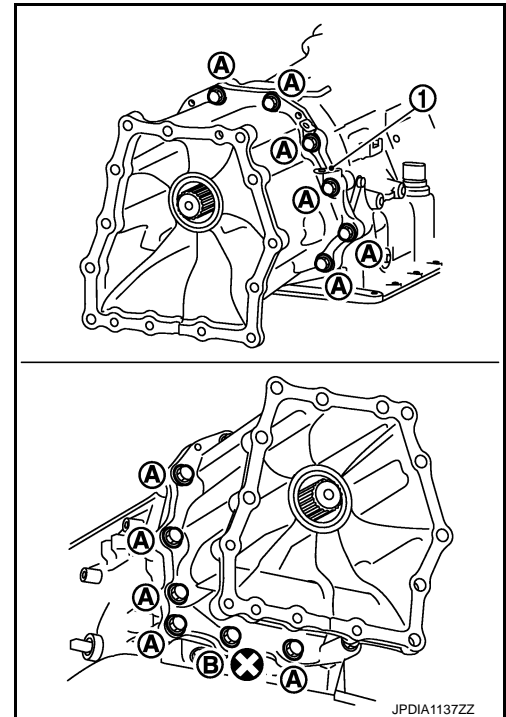
vii. Remove seal rings (1) from output shaft.



b. **AWD**

i. Remove tightening bolts for adapter case assembly and transmission case.

- 1 : Bracket
- A : Bolt
- B : Self-sealing bolt



TRANSMISSION ASSEMBLY

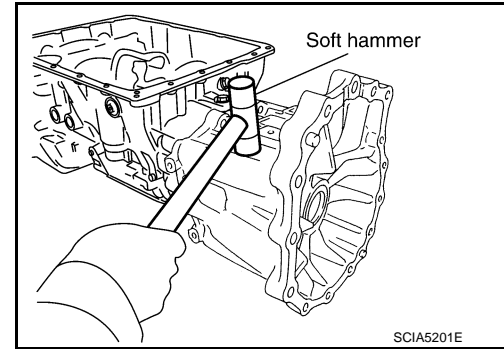
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

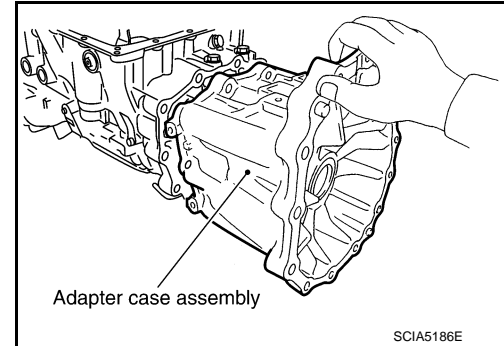
- ii. Tap adapter case assembly using a soft hammer.

CAUTION:

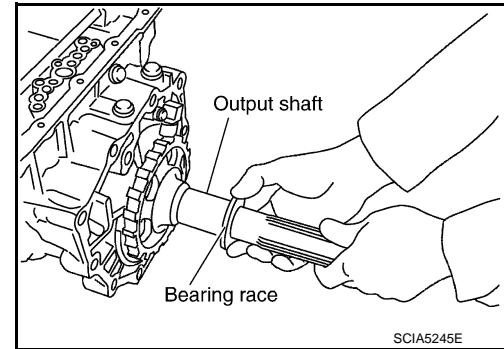
Be careful not to damage adapter case.



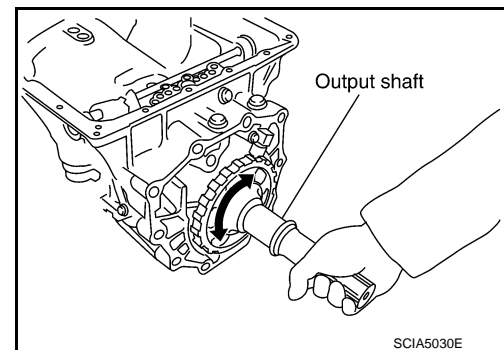
- iii. Remove adapter case assembly from transmission case. (With needle bearing)



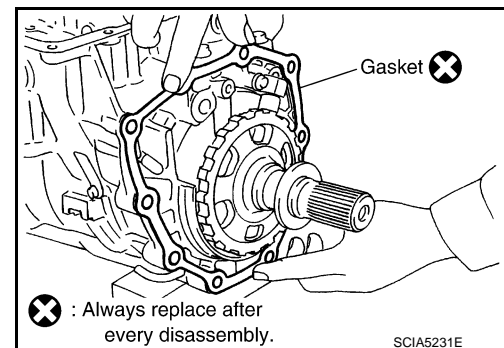
- iv. Remove bearing race from output shaft.



- v. Remove output shaft from transmission case by rotating left/right.



- vi. Remove gasket from transmission case.



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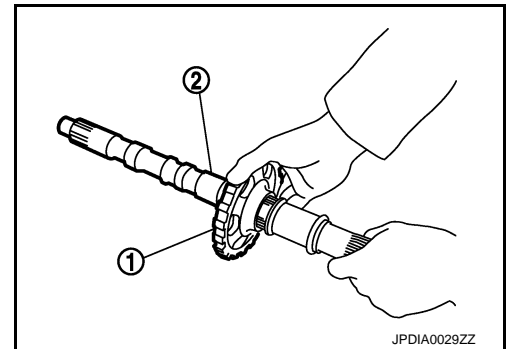
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TRANSMISSION ASSEMBLY

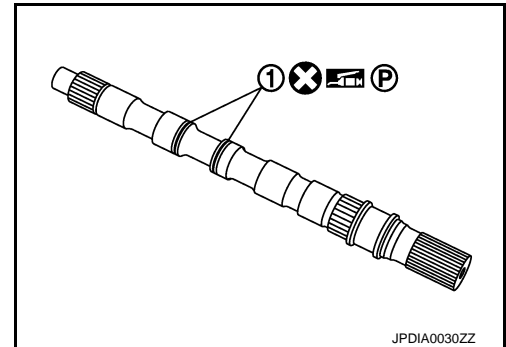
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

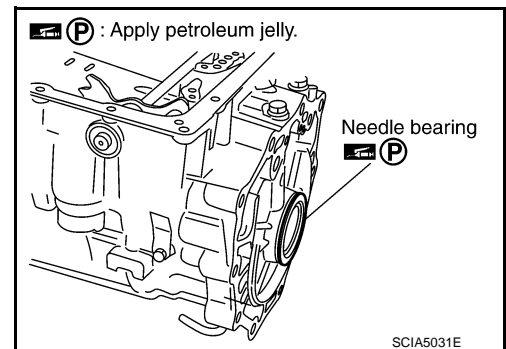
vii. Remove parking gear (1) from output shaft (2).



viii. Remove seal rings (1) from output shaft.



43. Remove needle bearing from transmission case.

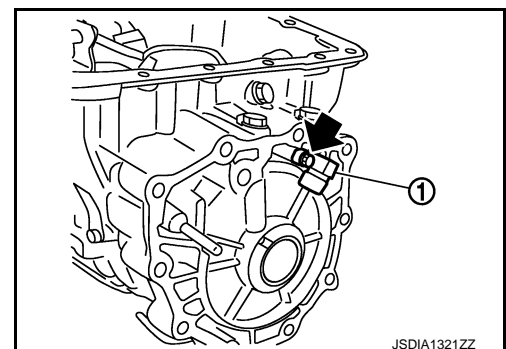


44. Remove output speed sensor (1) from transmission case.

← : Bolt

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.
- Never place in an area affected by magnetism.



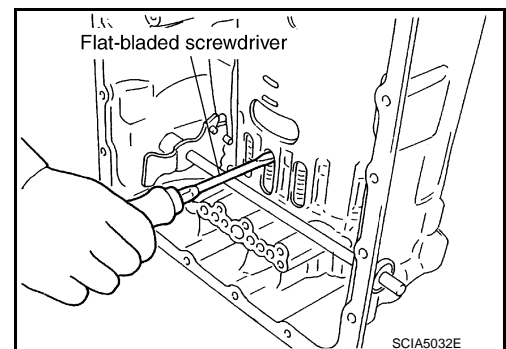
45. Remove reverse brake snap ring (fixing plate) with 2 flat-bladed screwdrivers.

CAUTION:

- Be careful not to scratch transmission case and reverse brake retaining plate.
- Be careful not to damage snap ring.

NOTE:

Press out snap ring from the transmission case oil pan side gap with a flat-bladed screwdriver, and remove it using a another screwdriver.



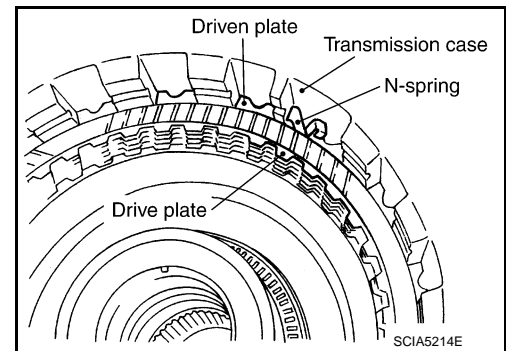
46. Remove reverse brake retaining plate from transmission case.

TRANSMISSION ASSEMBLY

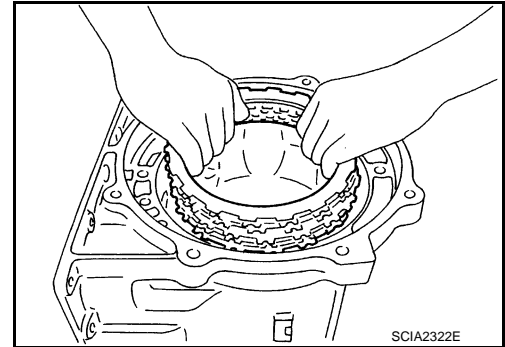
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[7AT: RE7R01A]

47. Remove N-spring from transmission case.



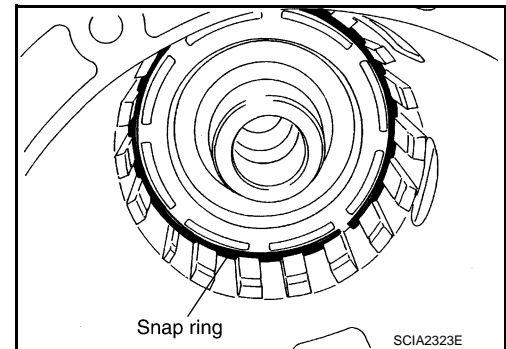
48. Remove reverse brake component part (drive plates, driven plates, and dish plates) from transmission case.



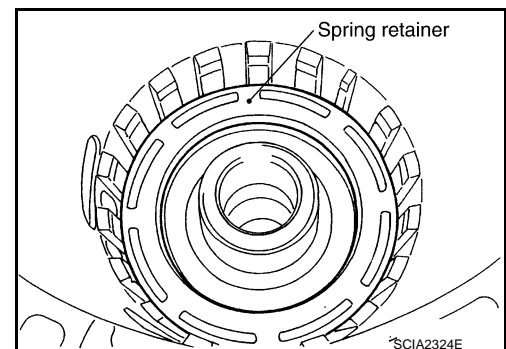
49. Remove snap ring (fixing spring retainer) using a flat-bladed screwdriver.

CAUTION:

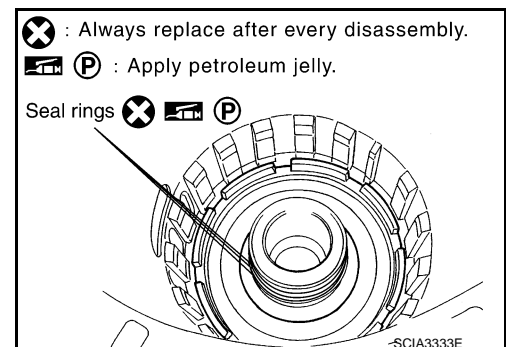
- Be careful not to scratch transmission case and spring retainer.
- Be careful not to damage snap ring.



50. Remove reverse brake spring retainer and reverse brake return spring from transmission case.



51. Remove seal rings from drum support.



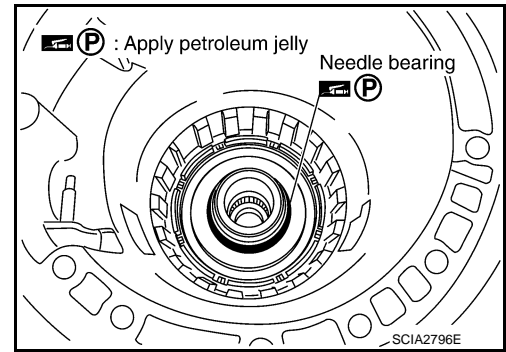
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TRANSMISSION ASSEMBLY

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[7AT: RE7R01A]

52. Remove needle bearing from drum support edge surface.

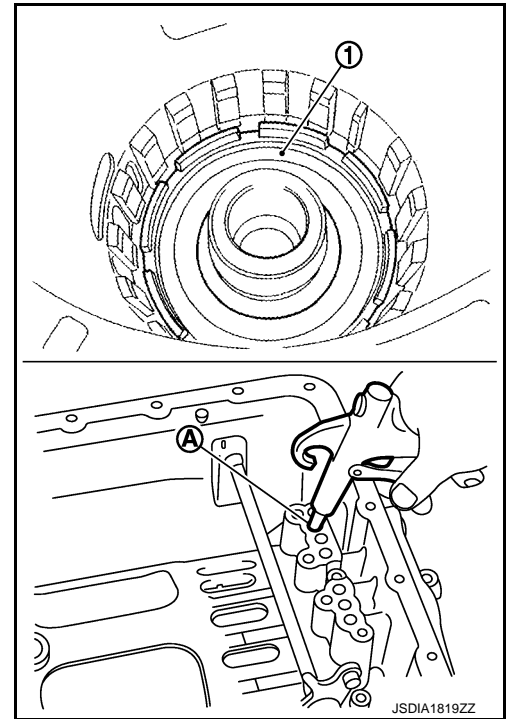


53. Remove reverse brake piston (1) from transmission case with compressed air. Refer to [TM-226, "Oil Channel"](#).

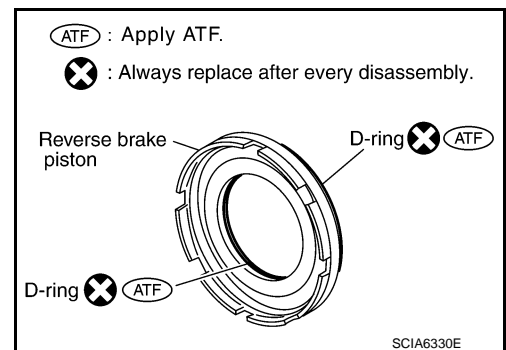
A : Reverse brake pressure hole

CAUTION:

Care should be taken not to abruptly blow air. It makes pistons incline, as the result, it becomes hard to disassemble the pistons.



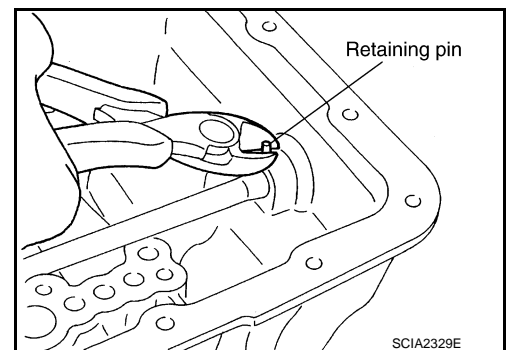
54. Remove D-rings from reverse brake piston.



55. Remove manual shaft retaining pin with pair of nippers.

CAUTION:

Be careful not to cut retaining pin.

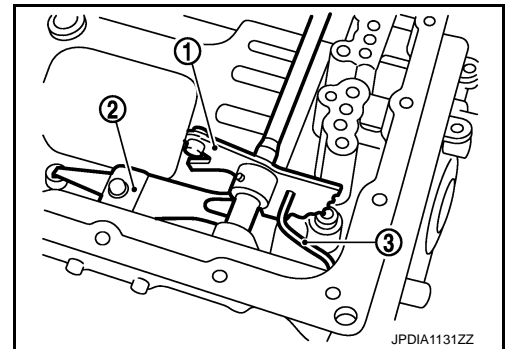


TRANSMISSION ASSEMBLY

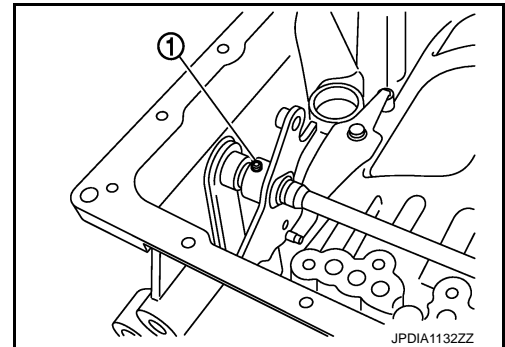
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

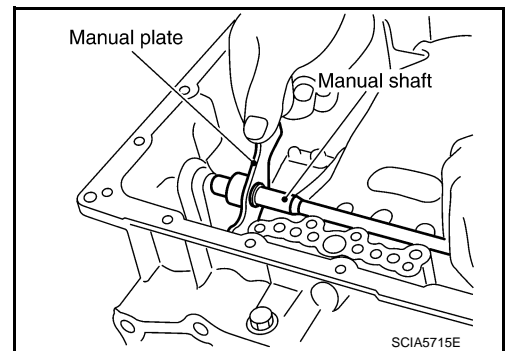
- 56. Remove manual plate (1) from detent spring (2).
- 57. Remove parking rod (3) from manual plate.
- 58. Install manual plate to detent spring.



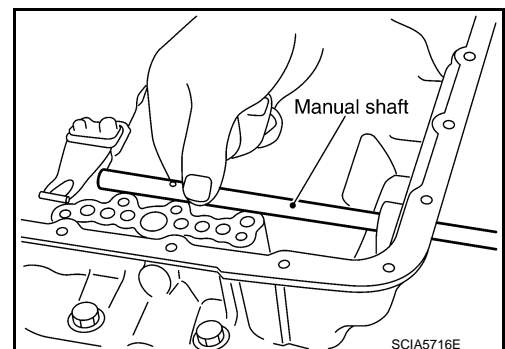
- 59. Use a pin punch [4 mm (0.16 in) dia. commercial service tool] to knock out retaining pin (1).



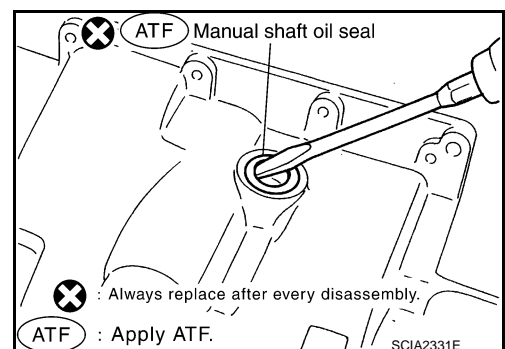
- 60. Remove manual plate from manual shaft.



- 61. Remove manual shaft from transmission case.



- 62. Remove manual shaft oil seals using a flat-bladed screwdriver.
CAUTION:
Be careful not to scratch transmission case.



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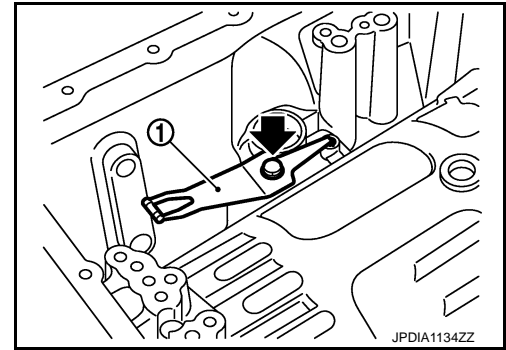
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

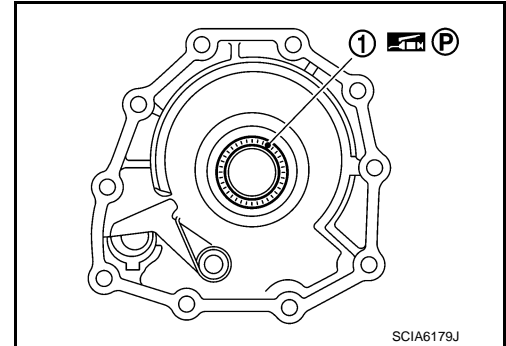
[7AT: RE7R01A]

63. Remove detent spring (1) from transmission case.

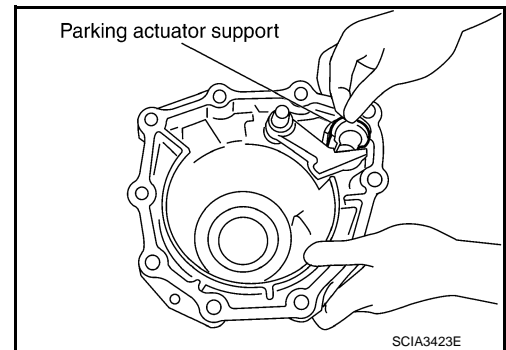
← : Bolt



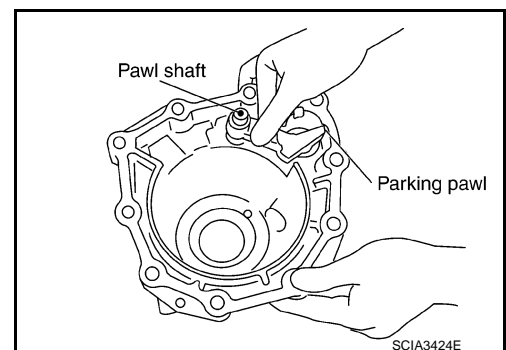
64. Remove needle bearing (1) from rear extension (2WD) or adapter case (AWD).



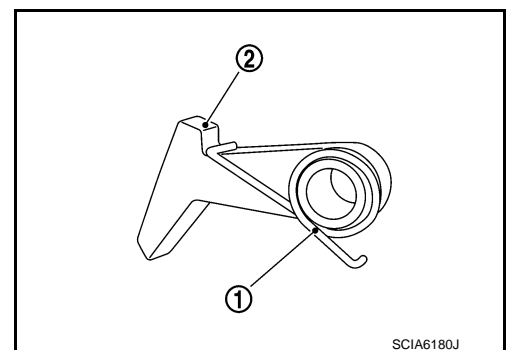
65. Remove parking actuator support from rear extension (2WD) or adapter case (AWD).



66. Remove parking pawl (with return spring) and pawl shaft from rear extension (2WD) or adapter case (AWD).



67. Remove return spring (1) from parking pawl (2).



TRANSMISSION ASSEMBLY

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[7AT: RE7R01A]

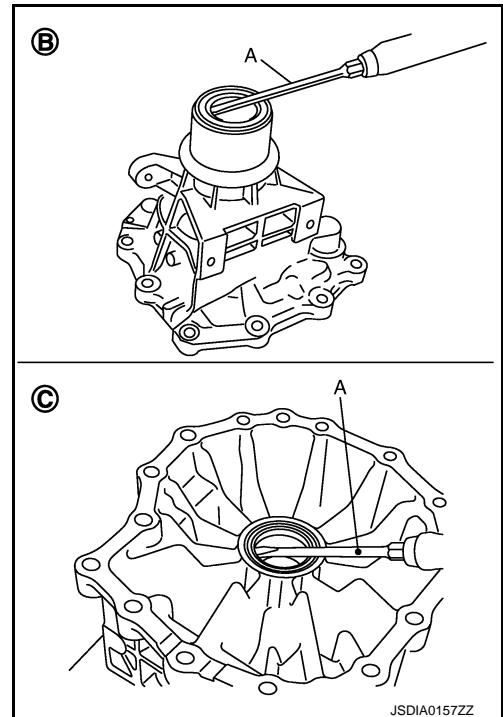
68. Remove rear oil seal from rear extension (B) or adapter case (C) using a flat-bladed screwdriver (A).

B : 2WD

C : AWD

CAUTION:

Be careful not to scratch rear extension (2WD) or adapter case (AWD).



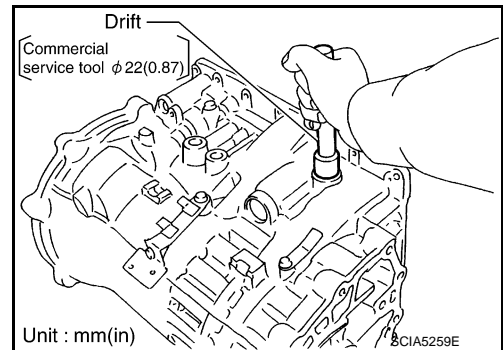
Assembly

INFOID:000000010989582

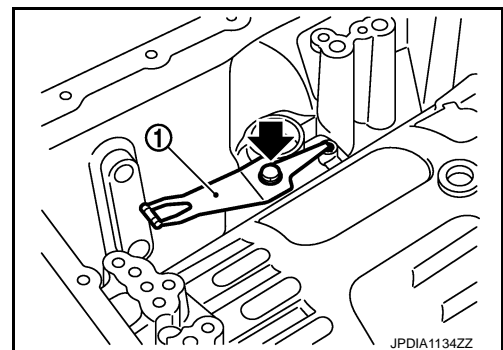
1. As shown in the figure, use a drift [22 mm (0.87 in) dia. commercial service tool] to drive manual shaft oil seals into the transmission case until it is flush.

CAUTION:

- Never reuse manual shaft oil seals.
- Apply ATF to manual shaft oil seals.



2. Install detent spring to transmission case and tighten detent spring mounting bolt (←) to the specified torque.

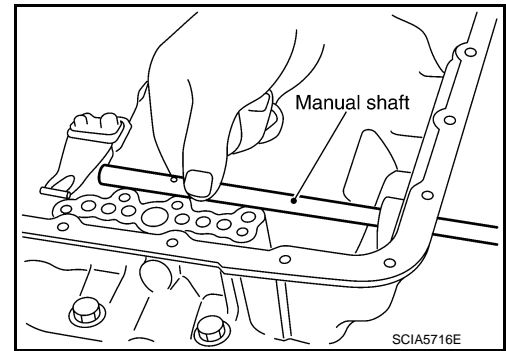


TRANSMISSION ASSEMBLY

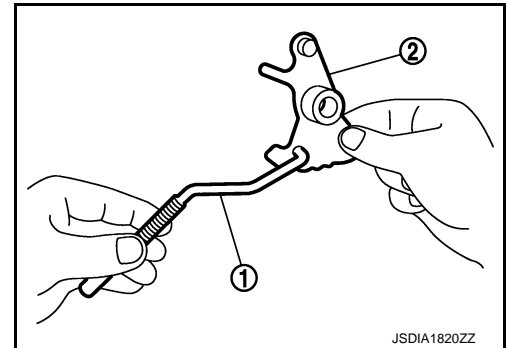
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[7AT: RE7R01A]

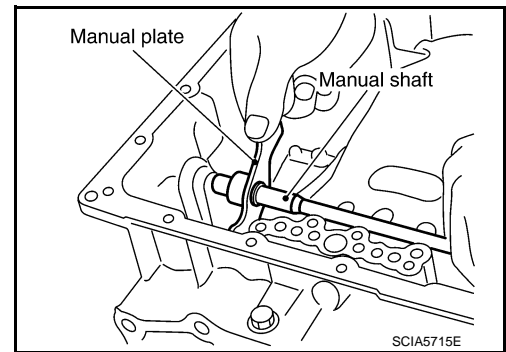
3. Install manual shaft to transmission case.



4. Install parking rod (1) to manual plate (2).



5. Install manual plate (with parking rod) to manual shaft.

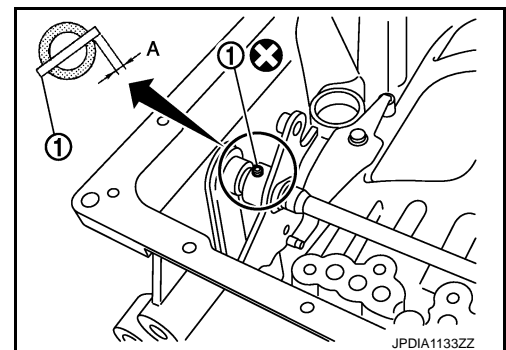


6. Install retaining pin (1) into the manual plate and manual shaft.
 - a. Fit pinhole of the manual plate to pinhole of the manual shaft with a pin punch.
 - b. Use a hammer to tap the retaining pin into the manual plate.

A : Approx. 2 mm (0.08in)

CAUTION:

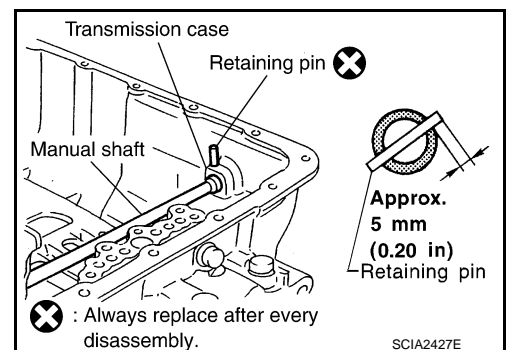
Drive retaining pin to 2 ± 0.5 mm (0.08 ± 0.020 in) over the manual plate.



7. Install retaining pin into the transmission case and manual shaft.
 - a. Fit pinhole of the transmission case to pinhole of the manual shaft with a pin punch.
 - b. Use a hammer to tap the retaining pin into the transmission case.

CAUTION:

Drive retaining pin to 5 ± 1 mm (0.20 ± 0.04 in) over the transmission case.

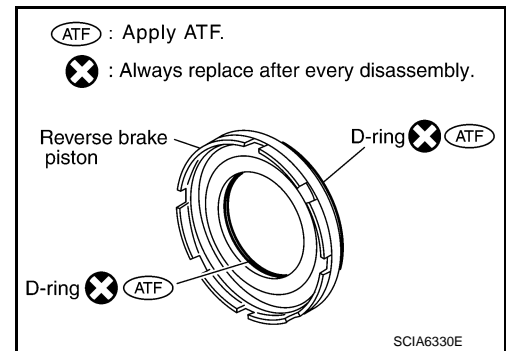


TRANSMISSION ASSEMBLY

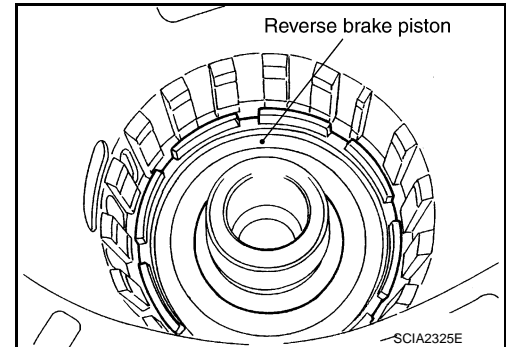
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[7AT: RE7R01A]

8. Install D-rings in reverse brake piston.

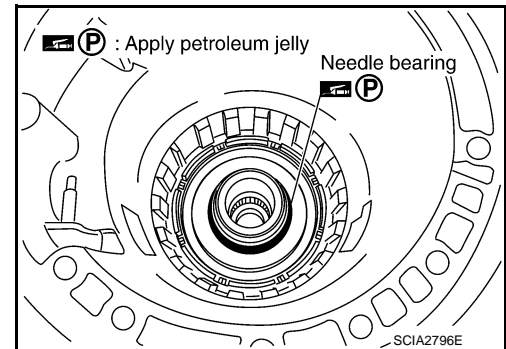


9. Install reverse brake piston in transmission case.

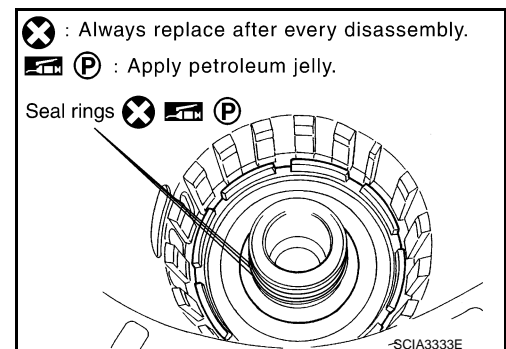


10. Install needle bearing to drum support edge surface.

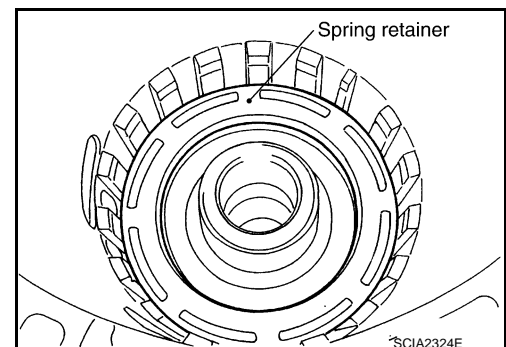
CAUTION:
Check the direction of needle bearing. Refer to [TM-226](#),
["Location of Needle Bearings and Bearing Races"](#).



11. Install seal rings to drum support.



12. Install reverse brake spring retainer and reverse brake return spring in transmission case.



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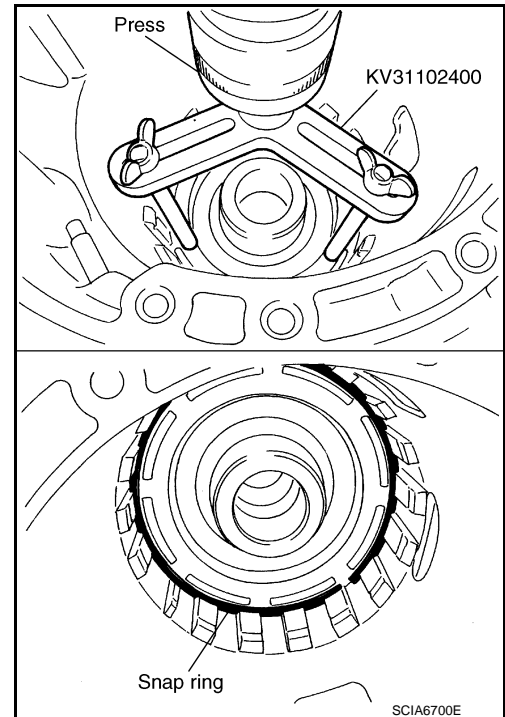
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[7AT: RE7R01A]

13. Set the clutch spring compressor on reverse brake spring retainer and install snap ring (fixing spring retainer) in transmission case while compressing return spring.

CAUTION:

- Securely assemble them using a flat-bladed screwdriver so that snap ring tension is slightly weak.
- Be careful not to damage snap ring.

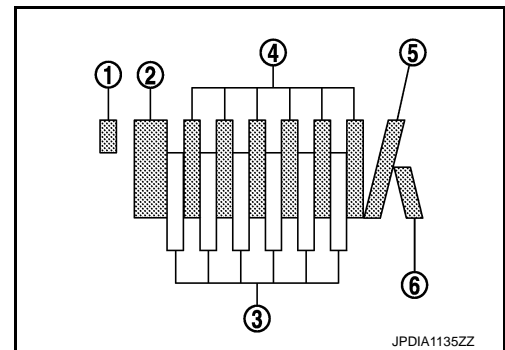


14. Install reverse brake component part (drive plates, driven plates, and dish plates) in transmission case.

- 1 : Snap ring
- 2 : Retaining plate
- 3 : Drive plate (six pieces)
- 4 : Driven plate (six pieces)
- 5 : Dish plate
- 6 : Dish plate

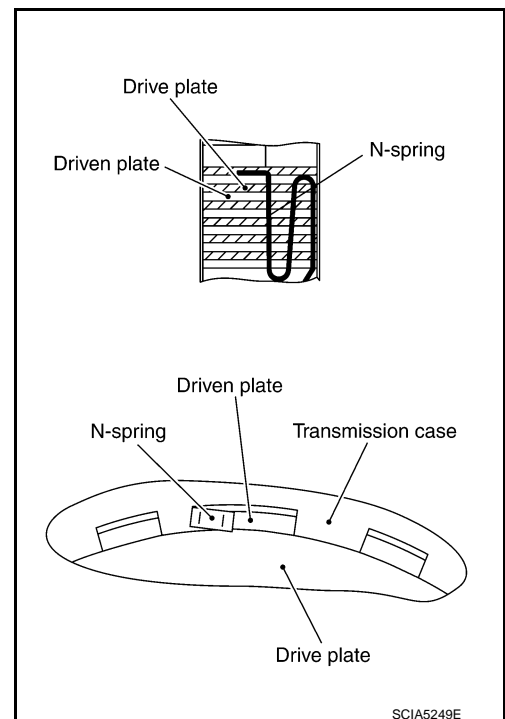
CAUTION:

Check order of plates.



15. Assemble N-spring.

16. Install reverse brake retaining plate in transmission case.



TRANSMISSION ASSEMBLY

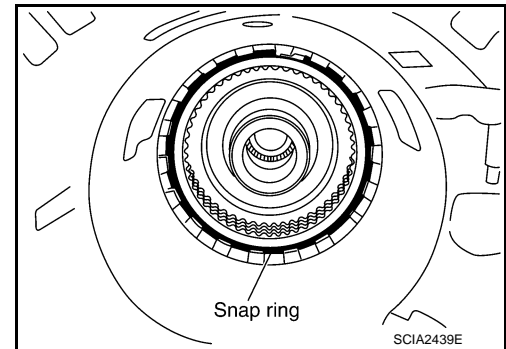
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[7AT: RE7R01A]

17. Install snap ring in transmission case.

CAUTION:

Be careful not to damage snap ring.

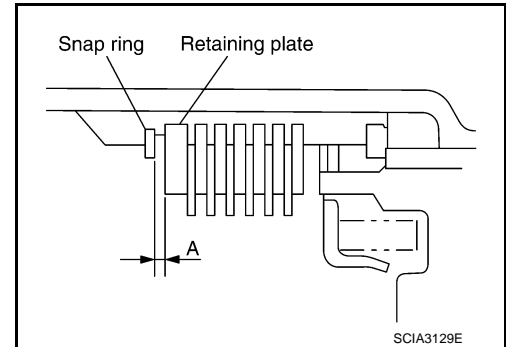


18. Measure clearance between retaining plate and snap ring. If not within specified clearance, select proper retaining plate.

Specified clearance "A"

Standard: Refer to [TM-301, "Reverse Brake Clearance"](#).

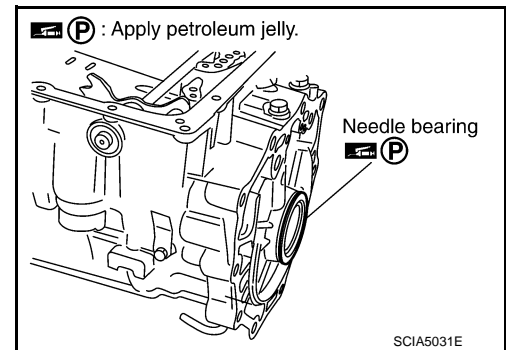
Retaining plate: Refer to [TM-301, "Reverse Brake Clearance"](#).



19. Install needle bearing to transmission case.

CAUTION:

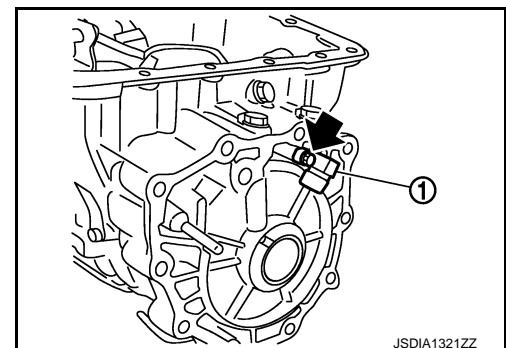
Check the direction of needle bearing. Refer to [TM-226, "Location of Needle Bearings and Bearing Races"](#).



20. Install output speed sensor (1) to transmission case and tighten output speed sensor mounting bolt (←) to the specified torque.

CAUTION:

- Never subject it to impact by dropping or hitting it.
- Never disassemble.
- Never allow metal filings, etc. to get on the sensor's front edge magnetic area.
- Never place in an area affected by magnetism.



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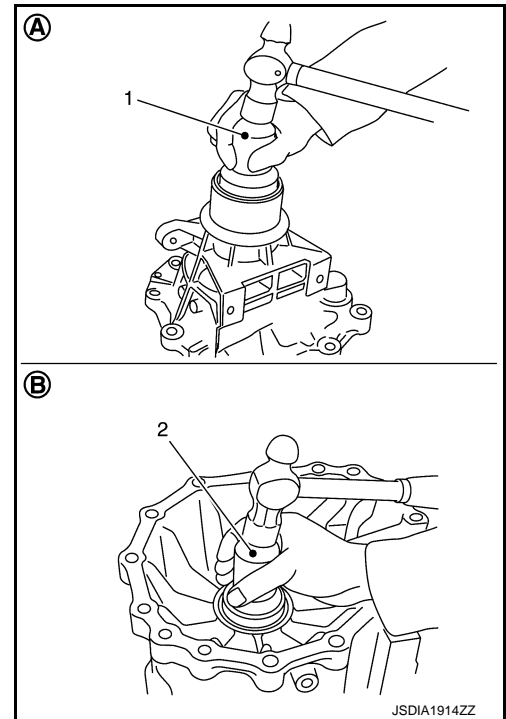
[7AT: RE7R01A]

21. As shown in the figure, use the drift to drive rear oil seal into the rear extension (2WD) (A) or adapter case (AWD) (B) until it is flush.

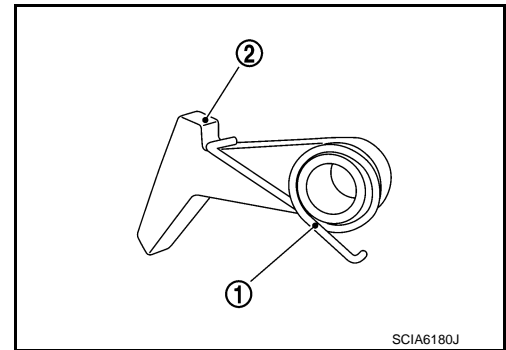
- 1 : Drift [SST: 33400001 (J-26082)]
- 2 : Drift [Commercial service tool Ø64 mm (2.52 in)]

CAUTION:

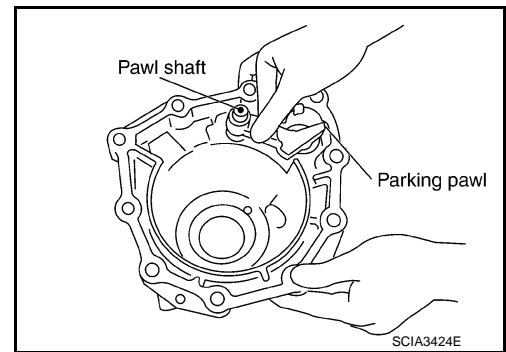
- Never reuse rear oil seal.
- Apply ATF to rear oil seal.



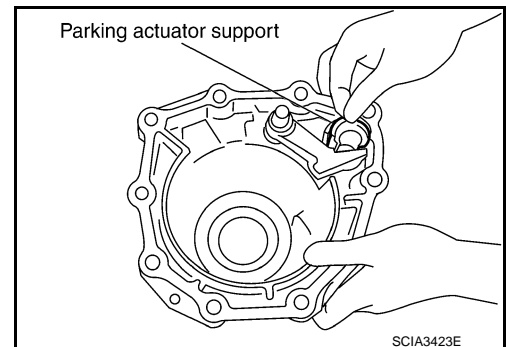
22. Install return spring (1) to parking pawl (2).



23. Install parking pawl (with return spring) and pawl shaft to rear extension (2WD) or adapter case (AWD).



24. Install parking actuator support to rear extension (2WD) or adapter case (AWD).



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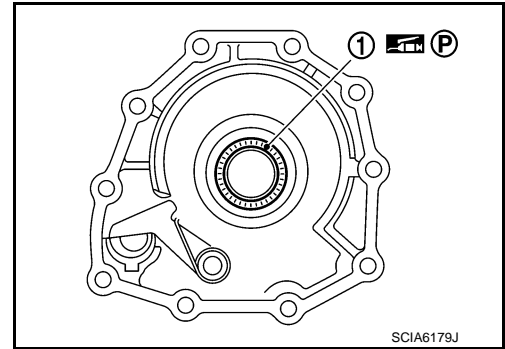
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[7AT: RE7R01A]

25. Install needle bearing (1) to rear extension (2WD) or adapter case (AWD).

CAUTION:

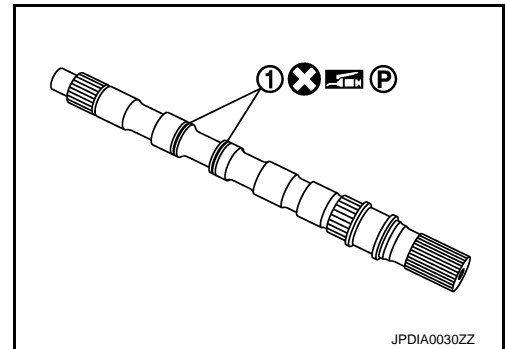
Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



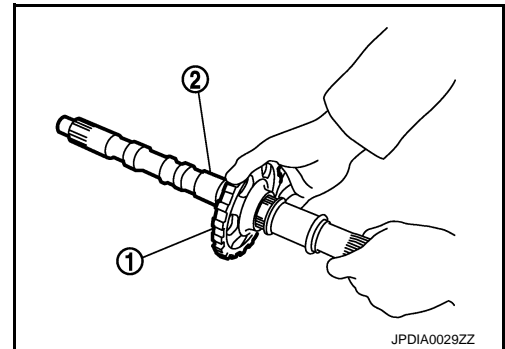
26. Install rear extension assembly (2WD) or adapter case assembly (AWD) according to the following procedures.

a. **2WD**

i. Install seal rings (1) to output shaft.



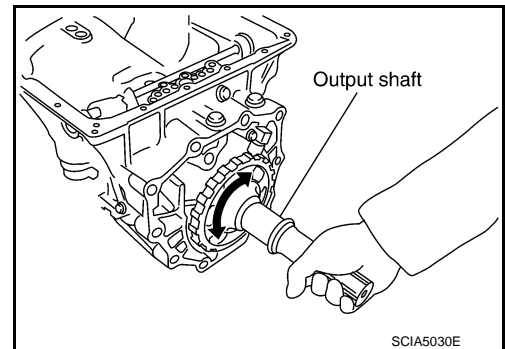
ii. Install parking gear (1) to output shaft (2).



iii. Install output shaft in transmission case.

CAUTION:

Be careful not to mistake front for rear because both sides looks similar. (Thinner end is front side.)



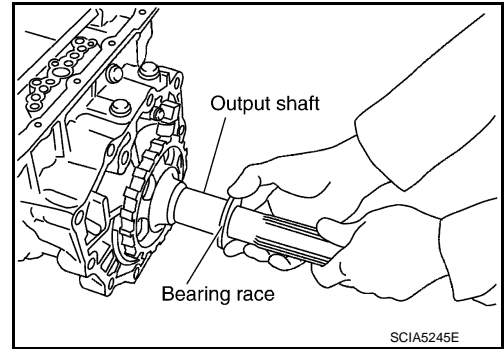
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[7AT: RE7R01A]

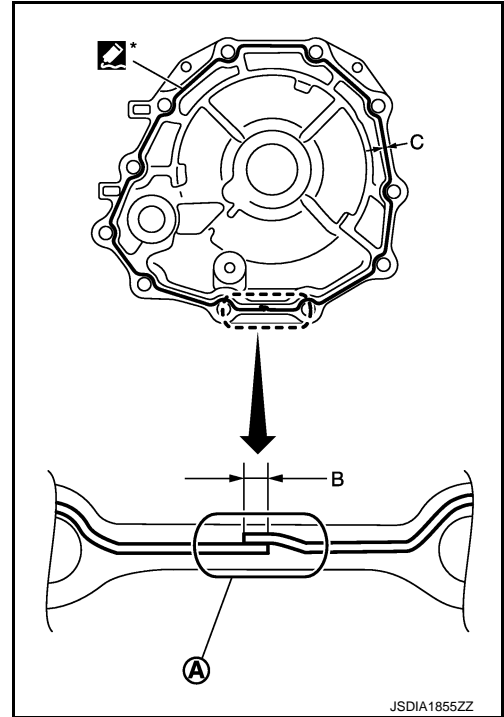
iv. Install bearing race to output shaft.



v. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).) to rear extension assembly as shown in the figure.

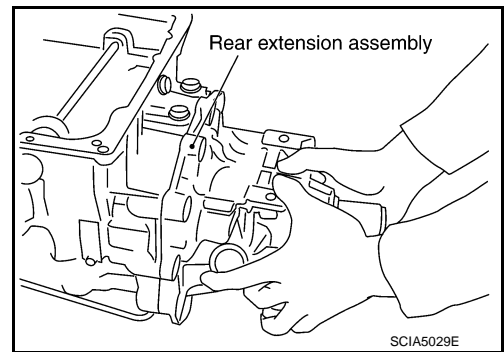
- Sealant starting point and end-point (A)** : Start and finish point shall be in the center of two bolts.
- Overlap width of sealant starting point and end-point (B)** : 3 – 5 mm (0.12 – 0.20 in)
- Sealant width (C)** : 1.0 – 2.0 mm (0.04 – 0.08 in)
- Sealant height (C)** : 0.4 – 1.0 mm (0.016 – 0.04 in)

CAUTION:
Completely remove all moisture, oil and old sealant, etc. from the transmission case and rear extension assembly mounting surfaces.



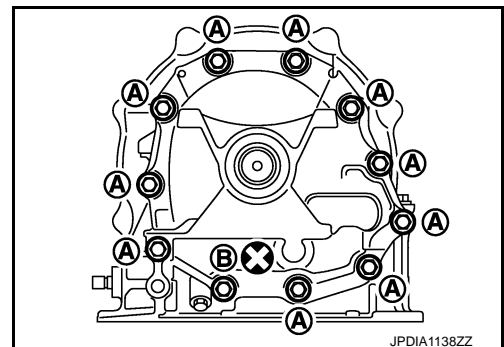
vi. Install rear extension assembly to transmission case.

CAUTION:
Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



vii. Tighten rear extension assembly bolts to the specified torque.

- A : Bolt
- B : Self-sealing bolt



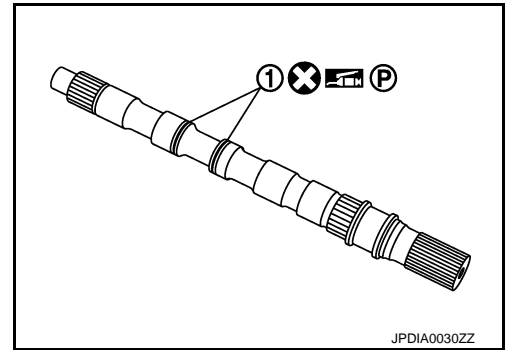
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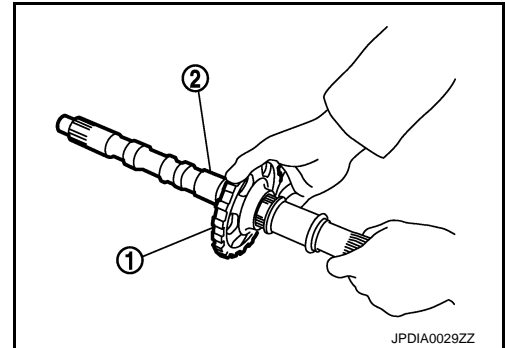
[7AT: RE7R01A]

b. **AWD**

i. Install seal rings (1) to output shaft.



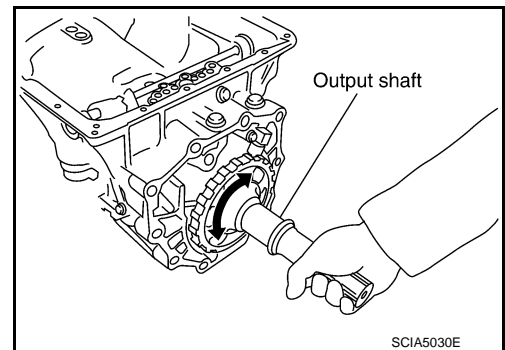
ii. Install parking gear (1) to output shaft (2).



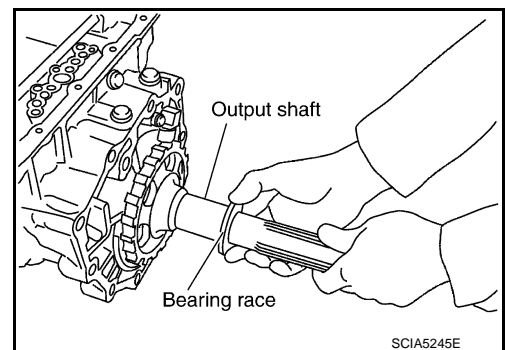
iii. Install output shaft in transmission case.

CAUTION:

Be careful not to mistake front for rear because both sides looks similar. (Thinner end is front side.)



iv. Install bearing race to output shaft.



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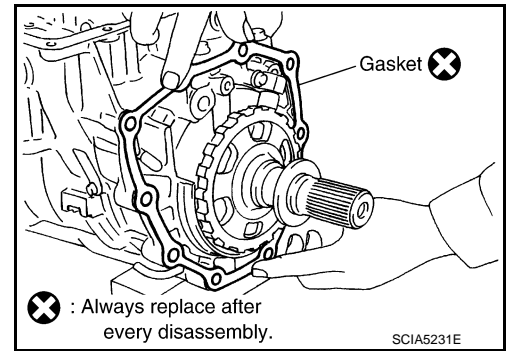
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

v. Install gasket onto transmission case.

CAUTION:

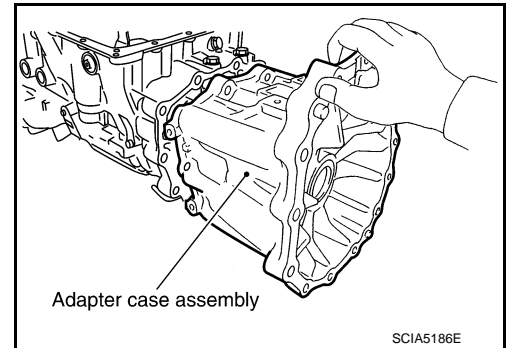
- Completely remove all moisture, oil and old gasket, etc. from the transmission case and adapter case assembly mounting surfaces.
- Never reuse gasket.



vi. Install adapter case assembly to transmission case.

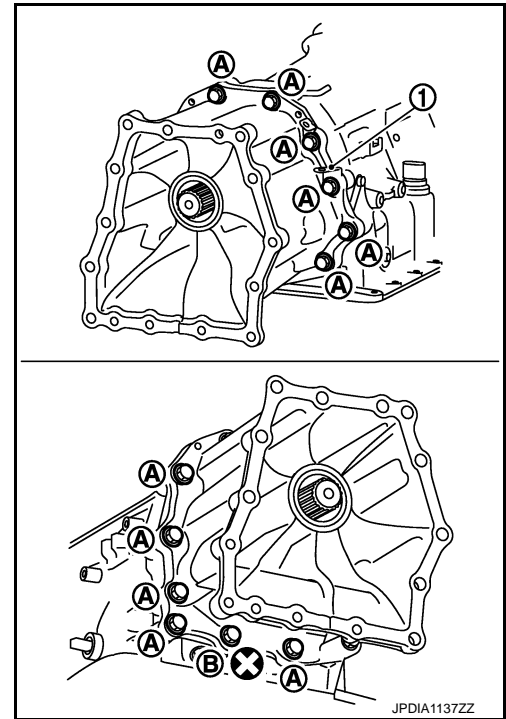
CAUTION:

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the adapter case assembly.



vii. Tighten adapter case assembly bolts to the specified torque.

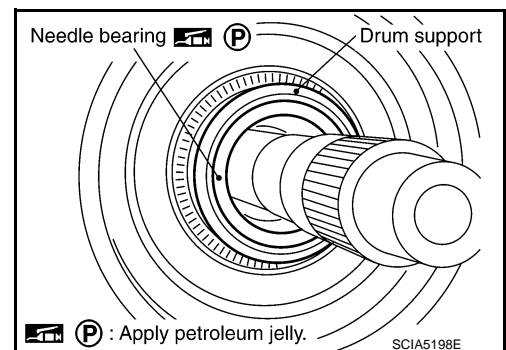
- 1 : Bracket
- A : Bolt
- B : Self-sealing bolt



27. Install needle bearing in drum support.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



TRANSMISSION ASSEMBLY

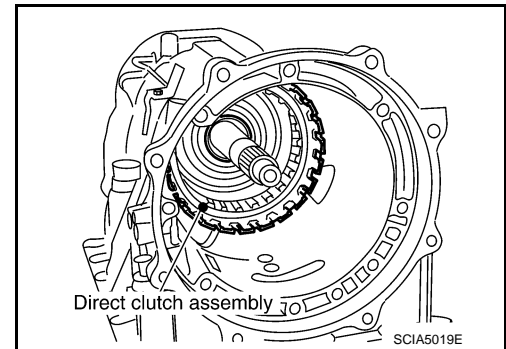
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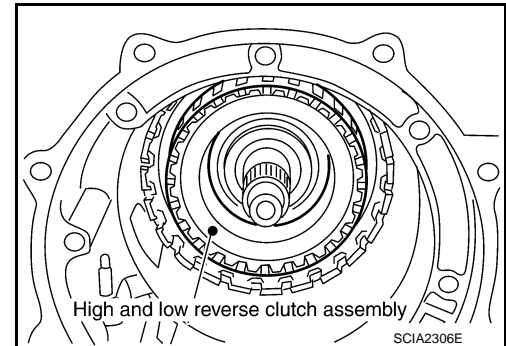
28. Install direct clutch assembly in reverse brake.

CAUTION:

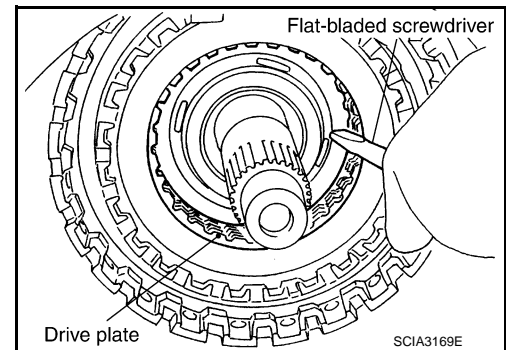
Make sure that drum support edge surface and direct clutch inner boss edge surface come to almost same place.



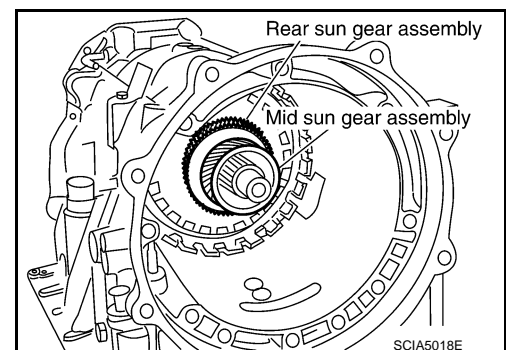
29. Install high and low reverse clutch assembly in direct clutch.



30. Align the drive plate using a flat-bladed screwdriver.



31. Install high and low reverse clutch hub, mid sun gear assembly, and rear sun gear assembly as a unit.



CAUTION:

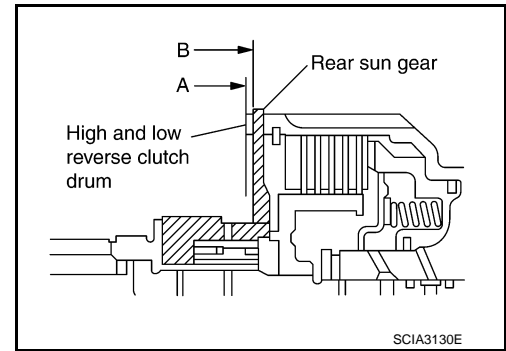
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TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

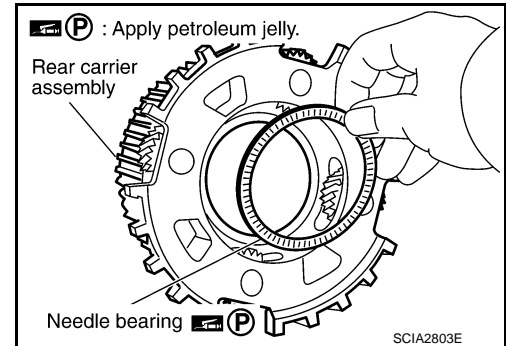
Make sure that portion "A" of high and low reverse clutch drum protrudes approximately 2 mm (0.08 in) beyond portion "B" of rear sun gear.



32. Install needle bearing in rear carrier assembly.

CAUTION:

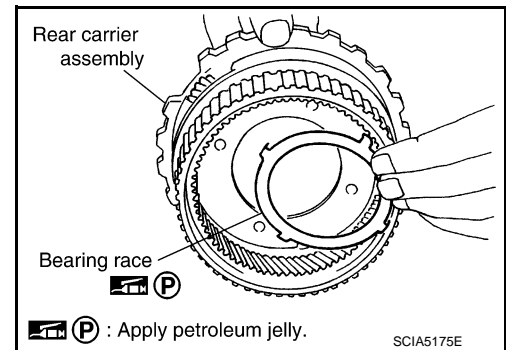
Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



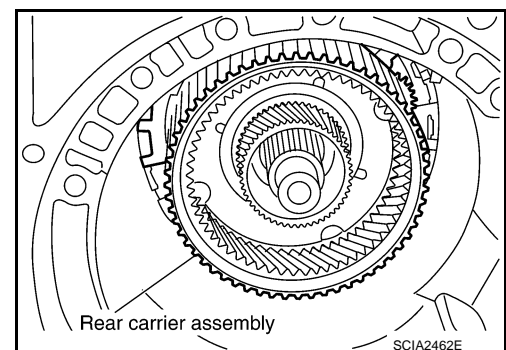
33. Install bearing race in rear carrier assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



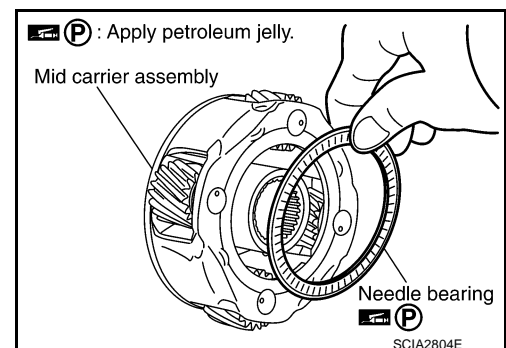
34. Install rear carrier assembly in direct clutch drum.



35. Install needle bearing (rear side) to mid carrier assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



TRANSMISSION ASSEMBLY

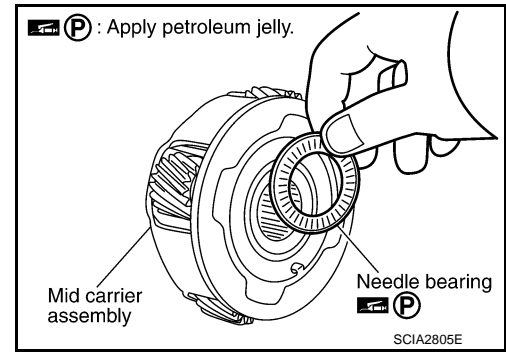
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

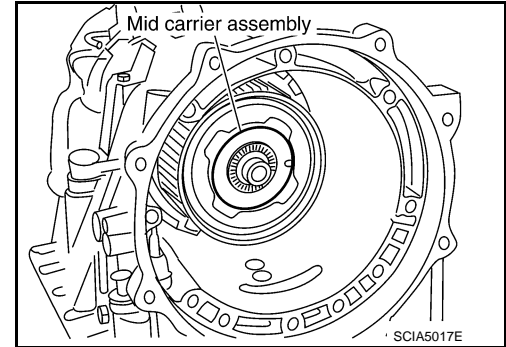
36. Install needle bearing (front side) to mid carrier assembly.

CAUTION:

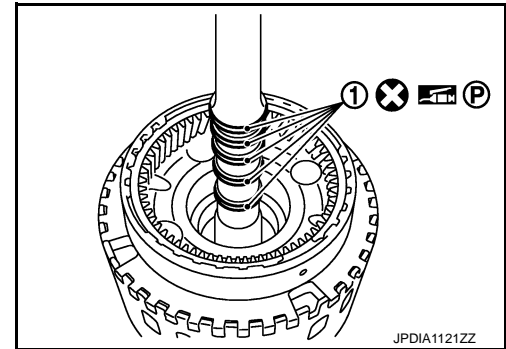
Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



37. Install mid carrier assembly in rear carrier assembly.



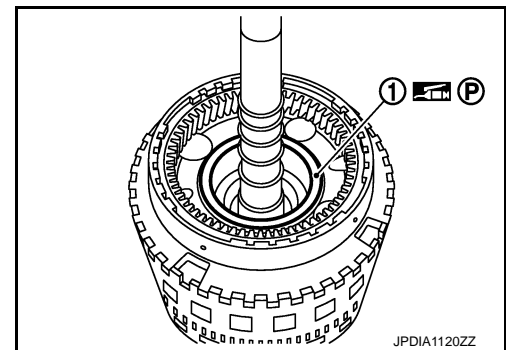
38. Install seal rings (1) to input clutch assembly.



39. Install needle bearing (1) to front carrier assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



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TRANSMISSION ASSEMBLY

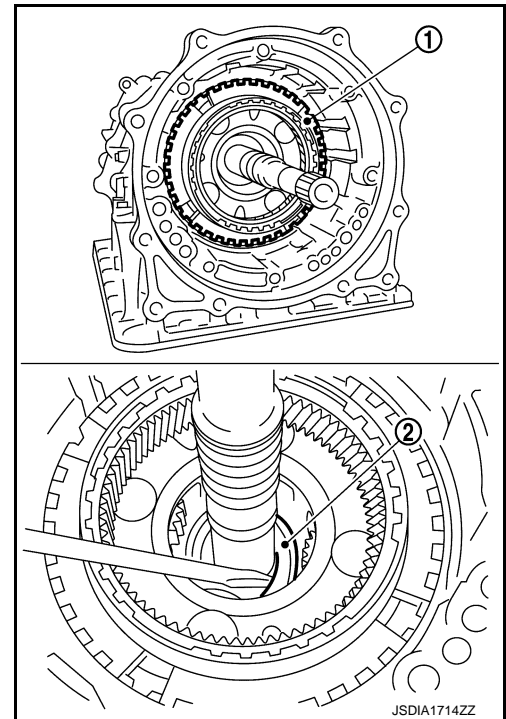
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

40. Install input clutch assembly (with front carrier assembly and rear internal gear) (1) to transmission case.

CAUTION:

Check that the needle bearing (2) is securely positioned. If the needle bearing position is misaligned, adjust it to the specified position.



41. Install 1st one-way clutch (1) to front brake hub (with under drive carrier) (2).

42. Check operation of 1st one-way clutch.

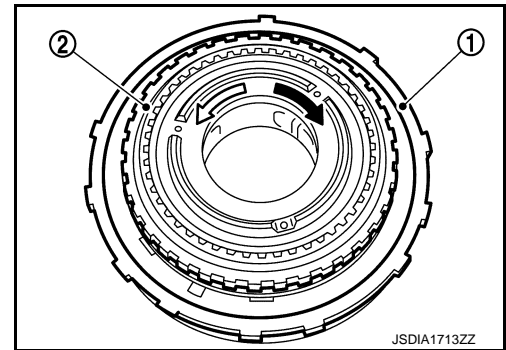
- a. Hold 1st one-way clutch.
b. Check front brake hub for correct locking and unlocking directions.

← : Unlocked

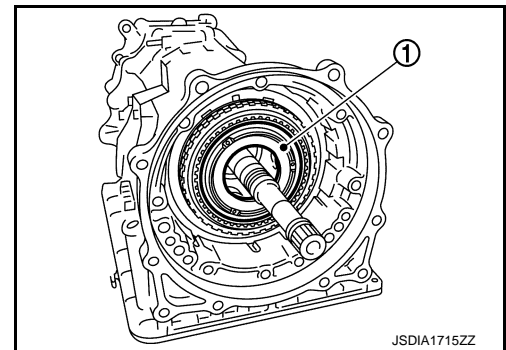
⇐ : Locked

CAUTION:

If not shown in figure, check installation direction of 1st one-way clutch.



43. Install under drive carrier (with 1st one-way clutch) (1) to transmission case.



TRANSMISSION ASSEMBLY

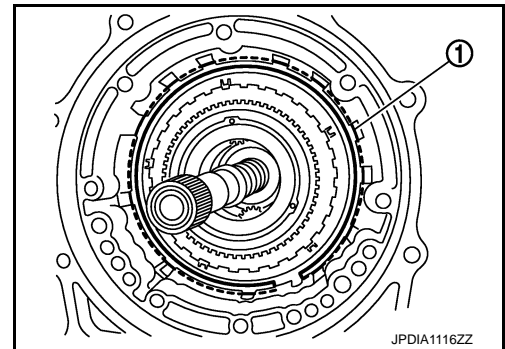
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

44. Install snap ring (1) to transmission case.

CAUTION:

Be careful not to damage snap ring.



45. Install front brake component part (retaining plates, drive plates and driven plate) to transmission case.

1 : Retaining plate (thin)

2 : Drive plate

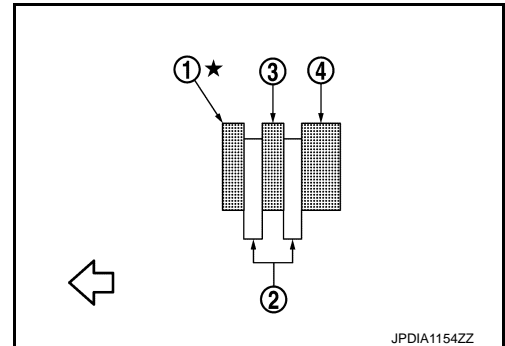
3 : Driven plate

4 : Retaining plate (thick)

← : Front

CAUTION:

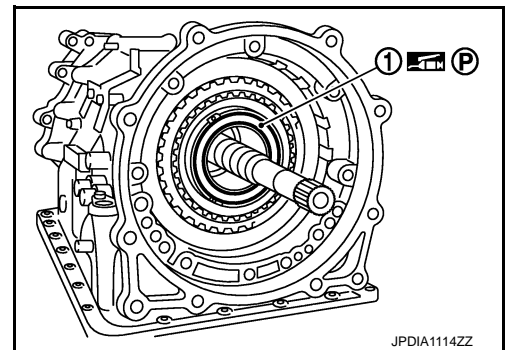
Check order of plates.



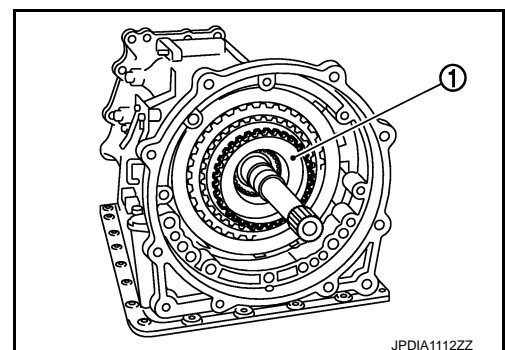
46. Install needle bearing (1) to under drive carrier assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".

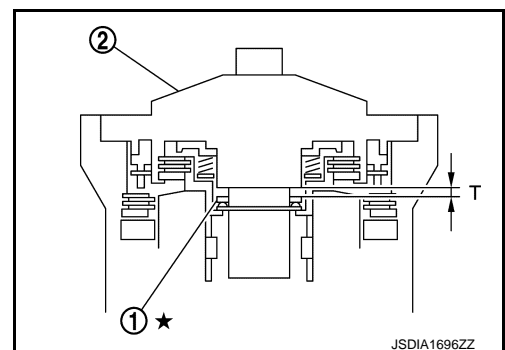


47. Install under drive sun gear (1) to under drive carrier assembly.



48. Adjustment of total end play "T".

- Measure clearance between bearing race (1) and oil pump cover (2).
- Select proper thickness of bearing race so that end play is within specifications.



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TRANSMISSION ASSEMBLY

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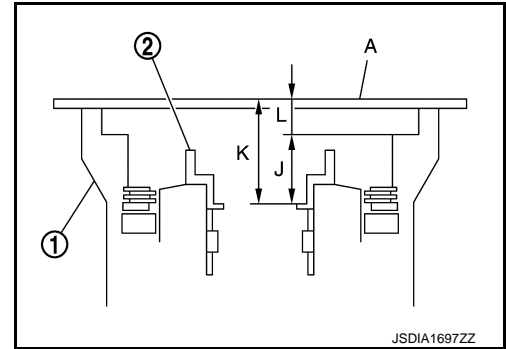
[7AT: RE7R01A]

a. Measure dimensions “K” and “L”, and calculate dimension “J”.

- 1 : Transmission case
- 2 : Under drive sun gear
- A : Straightedge

“J” : Distance between the oil pump fitting surface of transmission case and the needle bearing mating surface of under drive sun gear.

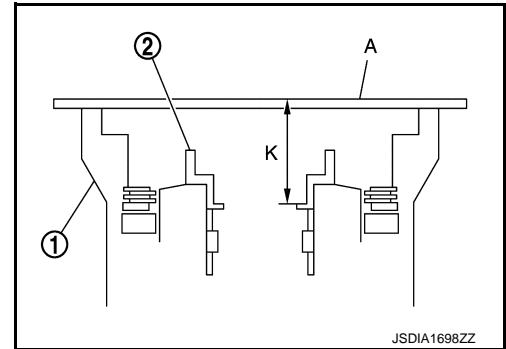
$$J = K - L$$



i. Measure dimension “K” between the converter housing fitting surface of transmission case (1) and the needle bearing mating surface of under drive sun gear (2).

CAUTION:

- Never change the straightedge (A) installation position before the completion of “L” measurement.
- Measure dimension “K” in at least three places, and take the average.



ii. Measure dimension “L” between the converter housing fitting surface of transmission case and the oil pump fitting surface of transmission case.

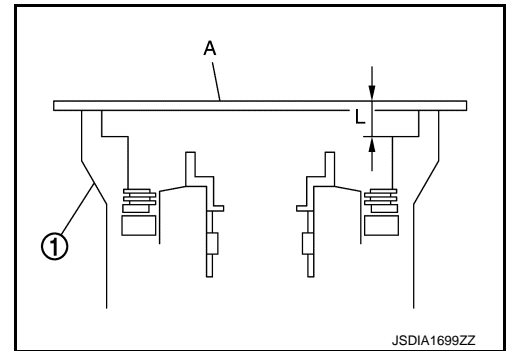
- 1 : Transmission case
- A : Straightedge

CAUTION:

Measure dimension “L” in at least three places, and take the average.

iii. Calculate dimension “J”.

$$J = K - L$$

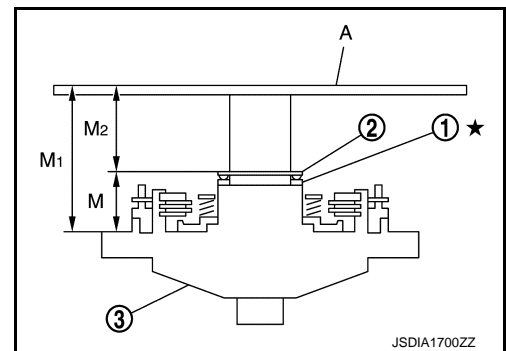


b. Measure dimensions “M1” and “M2”, and calculate dimension “M”.

- 1 : Bearing race
- 2 : Needle bearing
- 3 : Oil pump assembly
- A : Straightedge

“M” : Distance between the transmission case fitting surface of oil pump and the needle bearing on oil pump.

$$M = M1 - M2$$

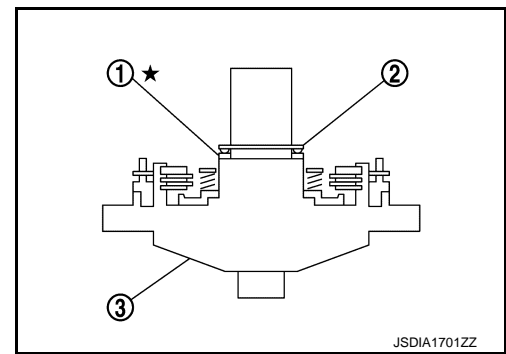


TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

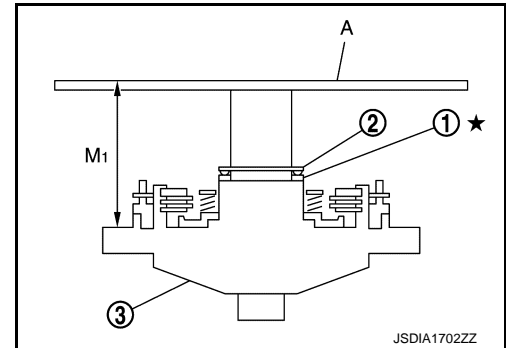
- i. Place bearing race (1) and needle bearing (2) on oil pump assembly (3).



- ii. Measure dimension "M1" between the transmission case fitting surface of oil pump and the end of oil pump.

- 1 : Bearing race
- 2 : Needle bearing
- 3 : Oil pump assembly
- A : Straightedge

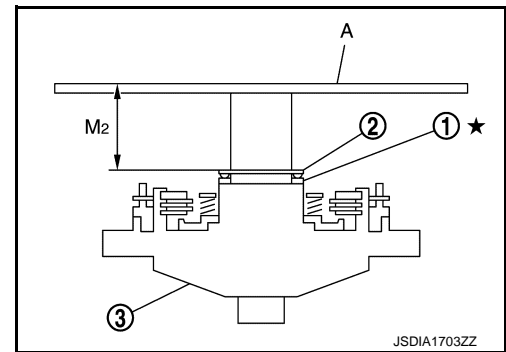
CAUTION:
Measure dimension "M1" in at least three places, and take the average.



- iii. Measure dimension "M2" between the needle bearing on oil pump and the end of oil pump.

- 1 : Bearing race
- 2 : Needle bearing
- 3 : Oil pump assembly
- A : Straightedge

CAUTION:
Measure dimension "M2" in at least three places, and take the average.



- iv. Calculate dimension "M".

$$M = M1 - M2$$

- c. Adjust total end play "T".

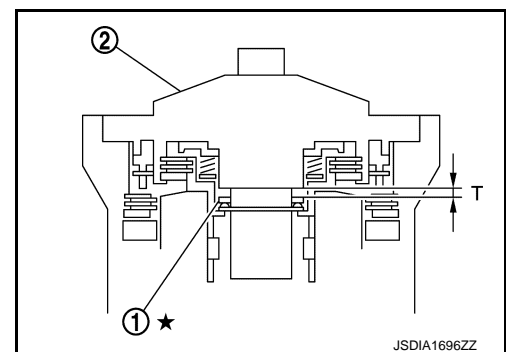
- 1 : Bearing race
- 2 : Oil pump assembly

$$T = J - M$$

Total end play "T" : Refer to [TM-301, "Total End Play"](#).

- Select proper thickness of bearing race so that total end play is within specifications.

Bearing races : Refer to [TM-301, "Total End Play"](#).



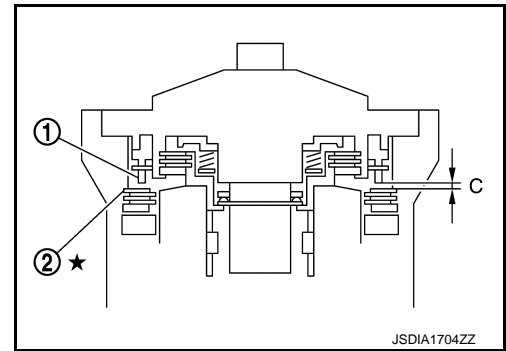
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

49. Adjustment of front brake clearance "C".

- Measure clearance between front brake piston (1) and front brake retaining plate (2).
- Select proper thickness of front brake retaining plate so that clearance is within specifications.

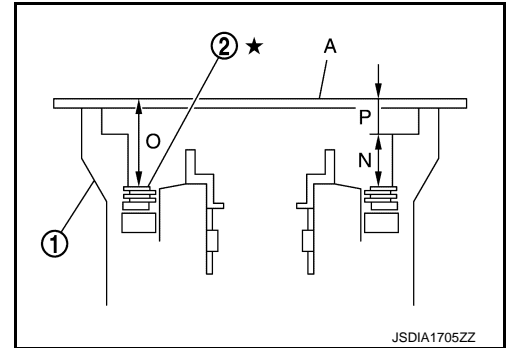


a. Measure dimensions "O" and "P", and calculate dimension "N".

- 1 : Transmission case
- 2 : Front brake retaining plate
- A : Straightedge

"N" : Distance between the oil pump fitting surface of transmission case and the front brake retaining plate.

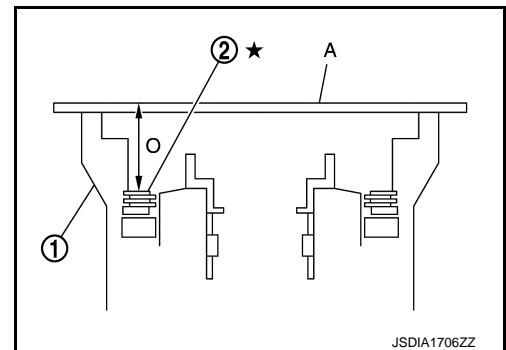
$$N = O - P$$



i. Measure dimension "O" between the converter housing fitting surface of transmission case (1) and the front brake retaining plate (2).

CAUTION:

- Never change the straightedge (A) installation position before the completion of "P" measurement.
- Measure dimension "O" in at least three places, and take the average.



ii. Measure dimension "P" between the converter housing fitting surface of transmission case and the oil pump fitting surface of transmission case.

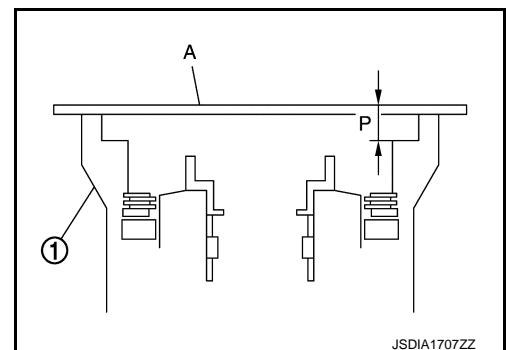
- 1 : Transmission case
- A : Straightedge

CAUTION:

Measure dimension "P" in at least three places, and take the average.

iii. Calculate dimension "N".

$$N = O - P$$



TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

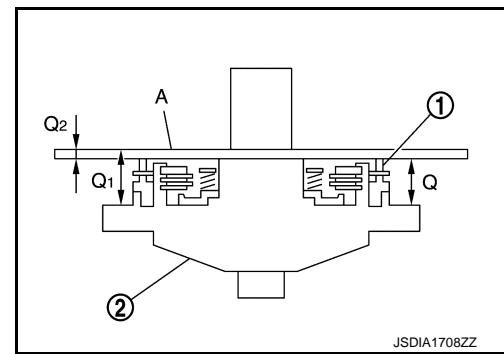
[7AT: RE7R01A]

b. Measure dimensions "Q1" and "Q2", and calculate dimension "Q".

- 1 : Front brake piston
- 2 : Oil pump assembly
- A : Straightedge

"Q" : Distance between the transmission case fitting surface of oil pump and the front brake piston.

$$Q = Q1 - Q2$$

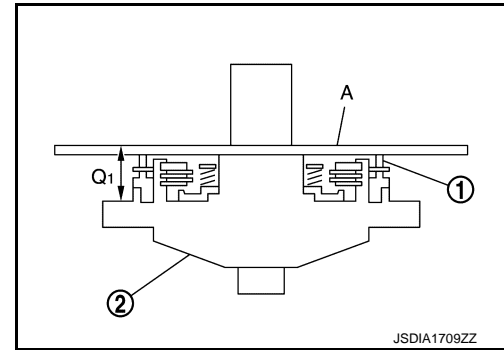


i. Measure dimension "Q1" between the transmission case fitting surface of oil pump and the straightedge on front brake piston.

- 1 : Front brake piston
- 2 : Oil pump assembly
- A : Straightedge

CAUTION:

Measure dimension "Q1" in at least three places, and take the average.

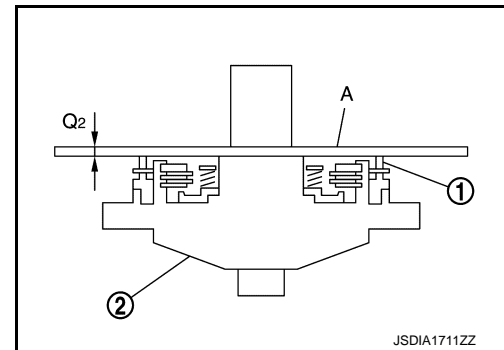


ii. Measure dimension "Q2" of the straightedge.

- 1 : Front brake piston
- 2 : Oil pump assembly
- A : Straightedge

iii. Calculate dimension "Q".

$$Q = Q1 - Q2$$



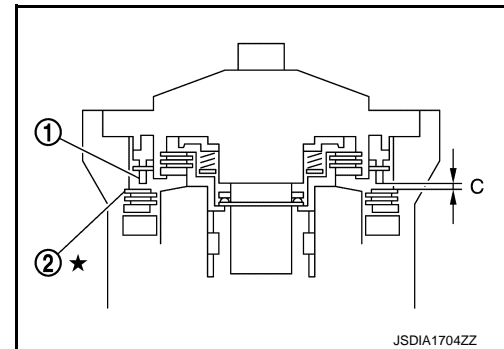
c. Adjust front brake clearance "C".

- 1 : Front brake piston
- 2 : Front brake retaining plate

$$C = N - Q$$

Front brake clearance "C" : Refer to [TM-301, "Front Brake Clearance"](#).

- Select proper thickness of retaining plate so that front brake clearance is within specifications.



Retaining plate : Refer to [TM-301, "Front Brake Clearance"](#).

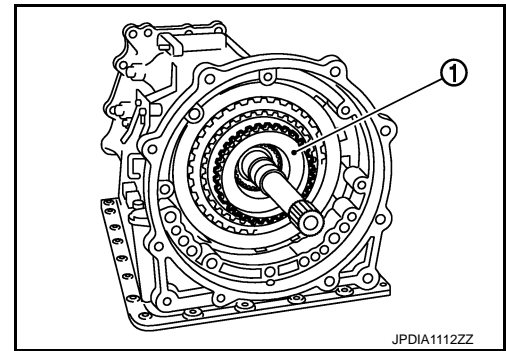
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TRANSMISSION ASSEMBLY

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[7AT: RE7R01A]

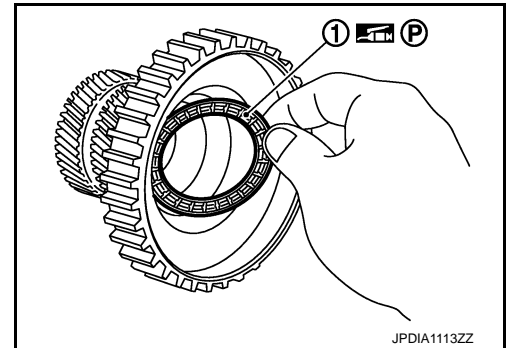
50. Remove under drive sun gear (1) from under drive carrier assembly.



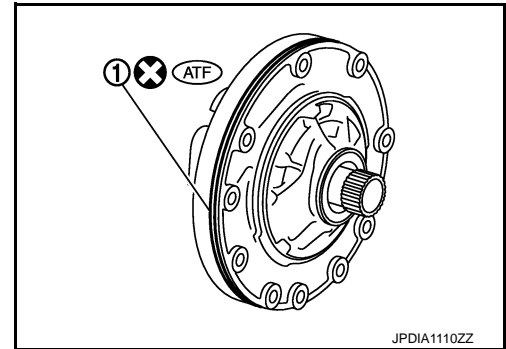
51. Install needle bearing (1) to under drive sun gear.

CAUTION:

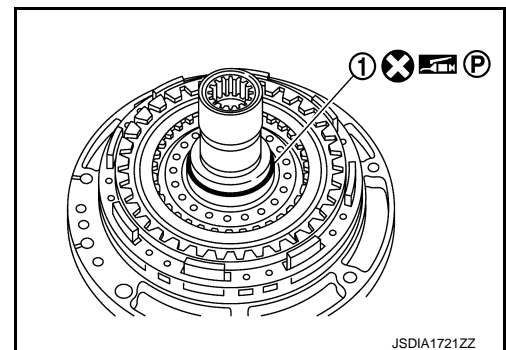
Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



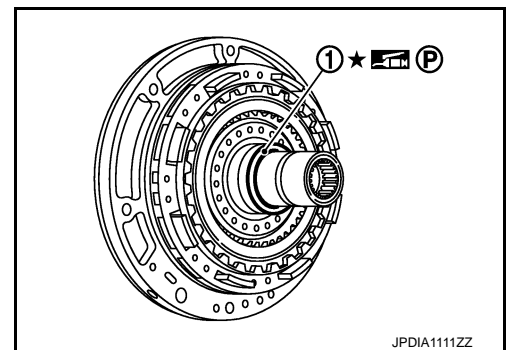
52. Install O-ring (1) to oil pump assembly.



53. Install seal ring (1) to oil pump assembly.



54. Install bearing race (1) to oil pump assembly.

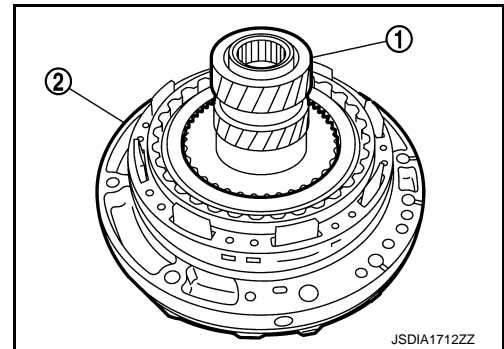


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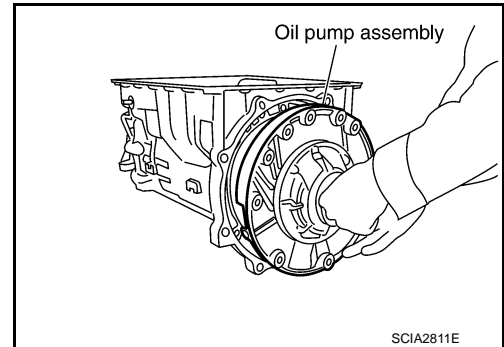
[7AT: RE7R01A]

55. Install under drive sun gear (with needle bearing) (1) to oil pump assembly (2).




56. Install oil pump assembly (with under drive sun gear) to transmission case.

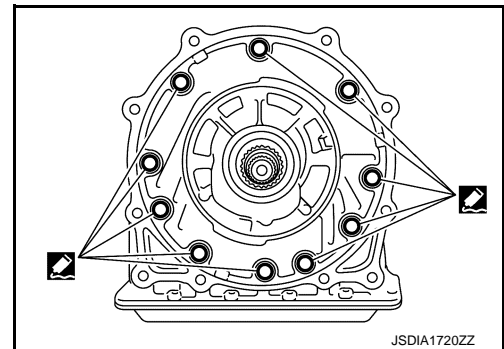
CAUTION:
Apply ATF to oil pump bearing.



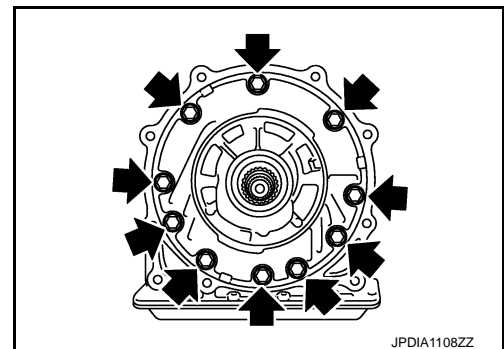
57. Apply recommended sealant to oil pump assembly as shown in the figure.

 : Genuine RTV silicone sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

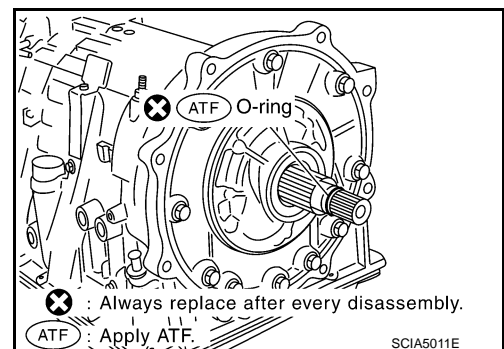
CAUTION:
Completely remove all moisture, oil and old sealant, etc. from the oil pump mounting bolts and oil pump mounting bolt mounting surfaces.



58. Tighten oil pump bolts (↩) to the specified torque.



59. Install O-ring to input clutch assembly.



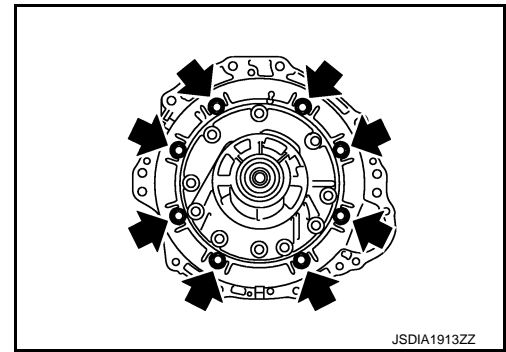
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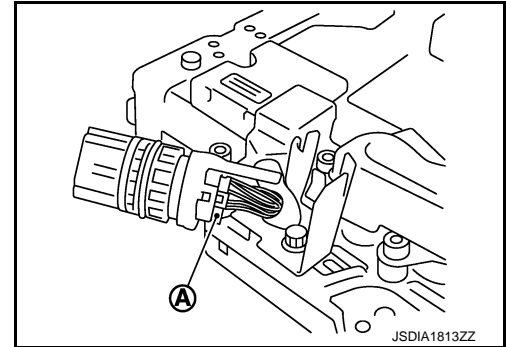
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[7AT: RE7R01A]

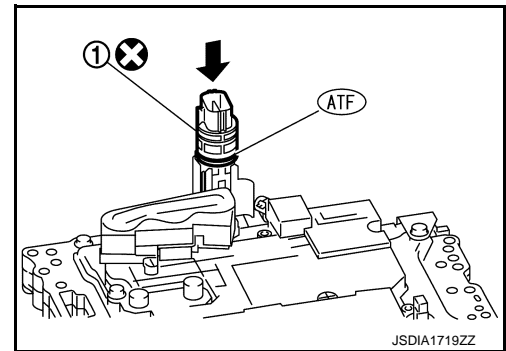
60. Install converter housing to transmission case, and tighten converter housing bolts (➡) to the specified torque.



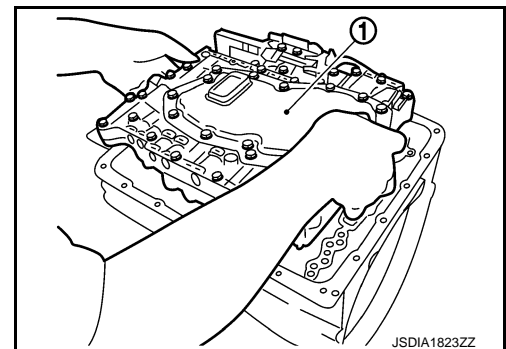
61. Connect TCM connector (A) to joint connector.



62. Install joint connector (1) to the control valve & TCM.
CAUTION:
Apply ATF to O-ring of joint connector.



63. Install the control valve & TCM (1) to transmission case.



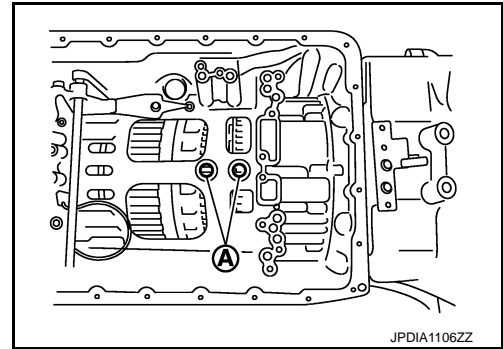
CAUTION:

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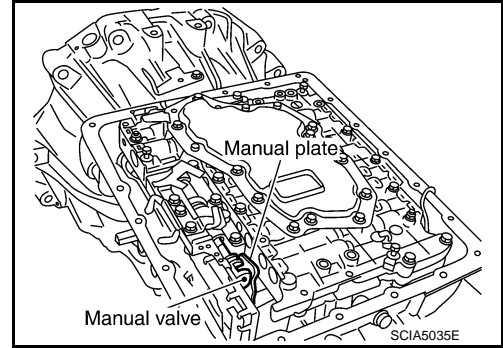
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[7AT: RE7R01A]

- Make sure that input speed sensor securely installs input speed sensor holes (A).
- Hang down output speed sensor harness toward outside so as not to disturb installation of the control valve & TCM.
- Adjust joint connector of the control valve & TCM to terminal hole of transmission case.



- Assemble it so that manual valve cutout is engaged with manual plate projection.

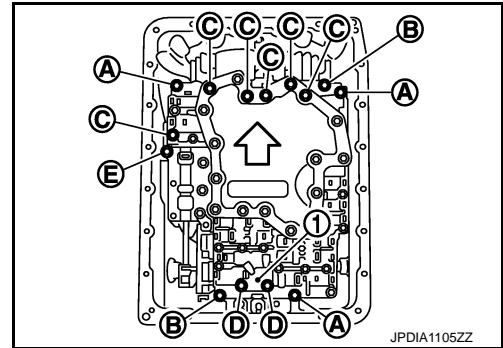


64. Install bolts and clip (1) to the control valve & TCM. Tighten bolt (E) to the specified torque before tightening the other than bolts.

← : Front

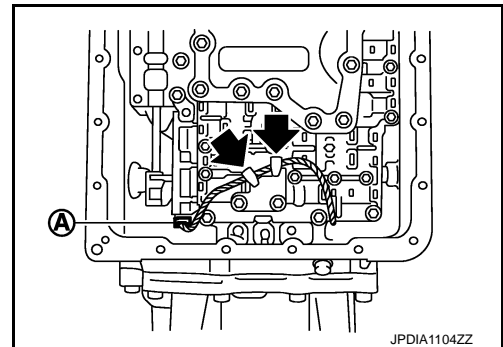
| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A | 43 (1.69) | 3 |
| B | 40 (1.57) | 2 |
| C | 54 (2.13) | 6 |
| D | 50 (1.97) | 2 |
| E* | 50 (1.97) | 1 |

*: Reamer bolt



65. Connect output speed sensor connector (A).

66. Engage output speed sensor harness with terminal clips (◀▶).



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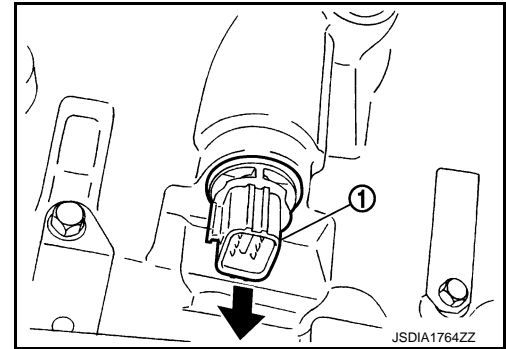
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

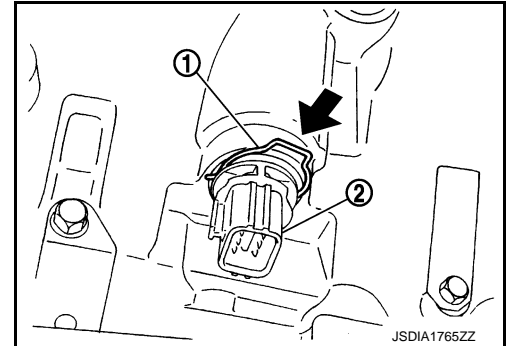
67. Pull down joint connector (1).

CAUTION:

Be careful not to damage connector.



68. Install snap ring (1) to joint connector (2).

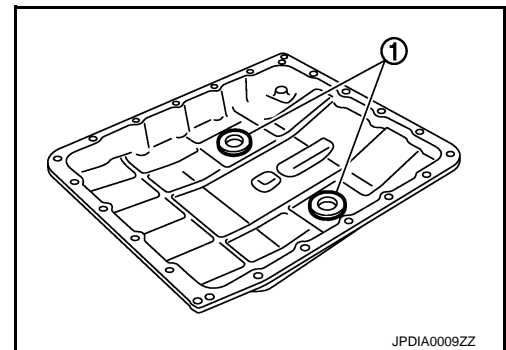


69. Install magnets (1) in oil pan.

70. Install oil pan gasket to transmission case.

CAUTION:

- Never reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Completely remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.



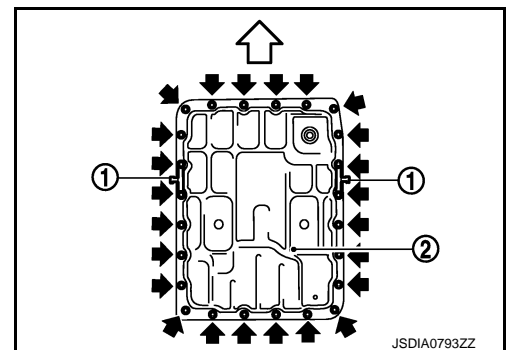
71. Install oil pan (2) and clips (1) to transmission case.

⇐ : Front

◀ : Oil pan mounting bolt

CAUTION:

- Be careful not to pinch harnesses.
- Completely remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



72. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them. Tighten oil pan mounting bolts to the specified torque.

⇐ : Front

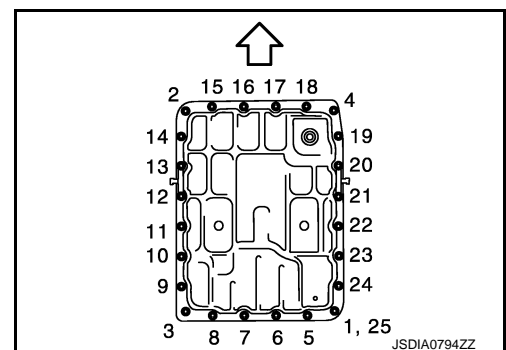
CAUTION:

Never reuse oil pan mounting bolts.

73. Install drain plug to oil pan. Tighten drain plug to the specified torque.

CAUTION:

Never reuse drain plug gasket.



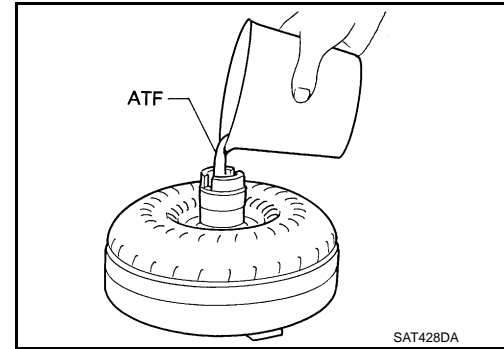
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

74. Pour ATF into torque converter.

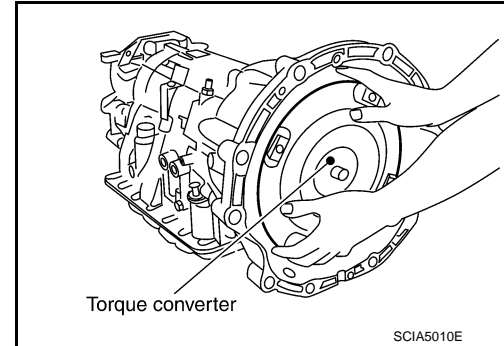
- Approximately 2 liter (2-1/8 US qt, 1-3/4 Imp qt) of ATF is required for a new torque converter.
- When reusing old torque converter, add the same amount of ATF as was drained.



75. Install torque converter while aligning notches of torque converter with notches of oil pump.

CAUTION:

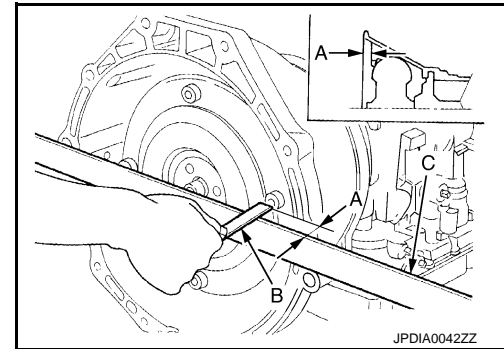
Install torque converter while rotating it.



76. Measure dimension "A" to make sure that torque converter is in proper position.

- B : Scale
- C : Straightedge

Dimension "A" : Refer to [TM-301, "Torque Converter"](#).



Inspection

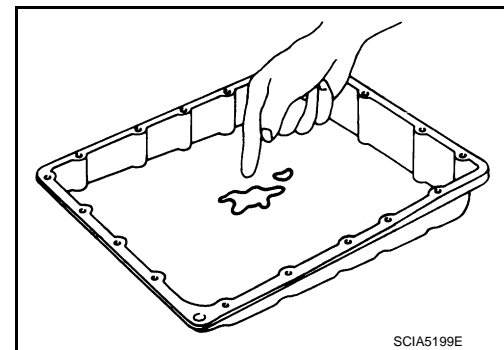
INFOID:000000010989583

INSPECTION AFTER DISASSEMBLY

Oil Pan

Check foreign materials in oil pan to help determine causes of malfunction. If the ATF is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [TM-173, "Cleaning"](#).



Torque Converter

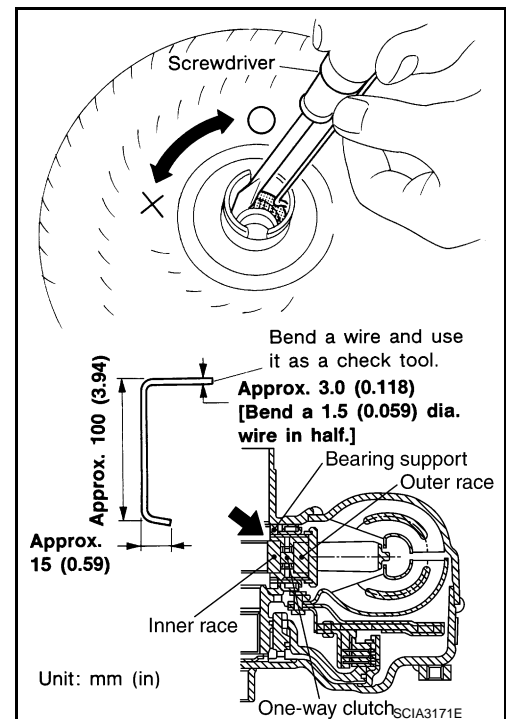
TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Check torque converter one-way clutch using a check tool as shown at figure.

1. Insert a check tool into the groove of bearing support built into one-way clutch outer race.
2. When fixing bearing support with a check tool, rotate one-way clutch spline using a screwdriver.
3. Make sure that inner race rotates clockwise only. If not, replace torque converter assembly.



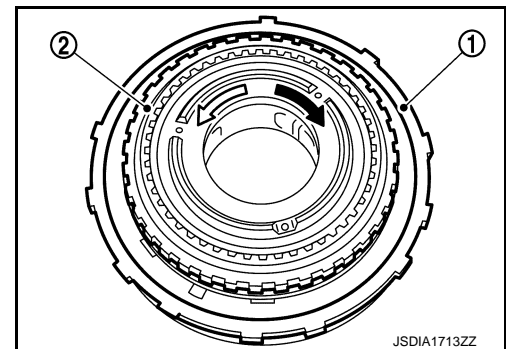
1st One-way Clutch

Check operation of 1st one-way clutch.

1. Install 1st one-way clutch (1) to front brake hub (with under drive carrier).
2. Hold 1st one-way clutch.
3. Check front brake hub for correct locking and unlocking directions. If necessary, replace 1st one-way clutch.

← : Unlocked

⇐ : Locked



Under Drive Sun Gear

Check for deformation, fatigue or damage. If necessary, replace the under drive sun gear.

Mid Carrier Assembly

Check for deformation, fatigue or damage. If necessary, replace the mid carrier assembly.

Rear Carrier Assembly

Check for deformation, fatigue or damage. If necessary, replace the rear carrier assembly.

Reverse Brake Drive Plates

Check facing for burns, cracks or damage. If necessary, replace the plate.

Reverse Brake Retaining Plate, Driven Plates and Dish Plates

Check facing for burns, cracks or damage. If necessary, replace the plate.

Each Snap Ring

Check for deformation, fatigue or damage. If necessary, replace the snap ring.

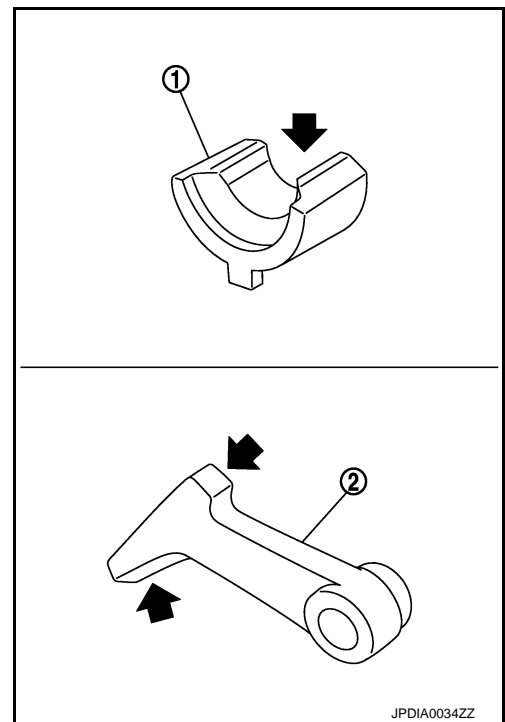
Parking Actuator Support and Parking Pawl

TRANSMISSION ASSEMBLY

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

If the contact surface on parking actuator support (1) and parking pawl (2) has excessive wear, abrasion, bend or any other damage, replace the components.



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OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

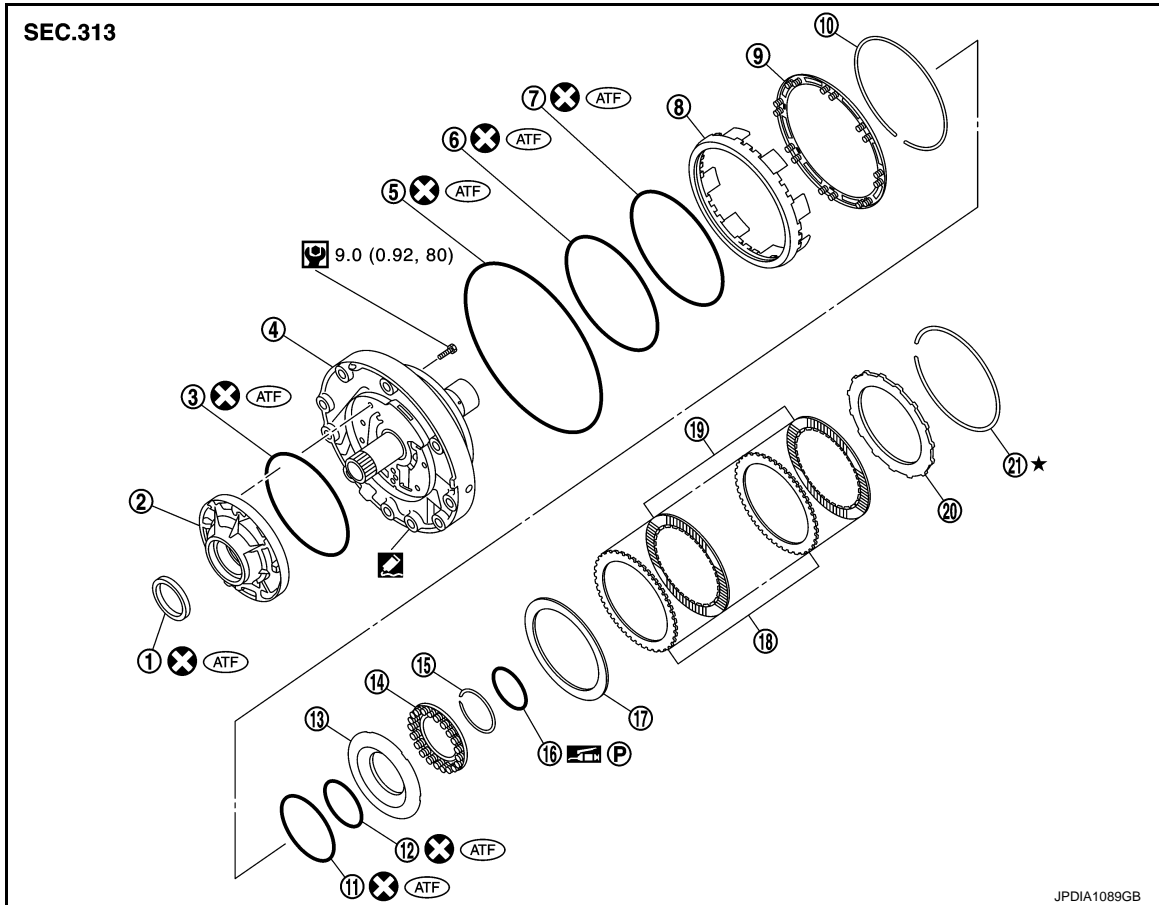
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]


OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

Exploded View

INFOID:000000010989584



- | | | |
|------------------------------|--------------------------------|--------------------------------|
| 1. Oil pump housing oil seal | 2. Oil pump housing | 3. O-ring |
| 4. Oil pump cover | 5. O-ring | 6. D-ring |
| 7. D-ring | 8. Front brake piston | 9. Front brake spring retainer |
| 10. Snap ring | 11. D-ring | 12. D-ring |
| 13. 2346 brake piston | 14. 2346 brake spring retainer | 15. Snap ring |
| 16. Seal ring | 17. 2346 brake dish plate | 18. 2346 brake driven plate |
| 19. 2346 brake drive plate | 20. 2346 brake retaining plate | 21. Snap ring |

: Apply Genuine RTV silicone sealant or equivalent. Refer to [GI-22, "Recommended Chemical Products and Sealants"](#).

Refer to [GI-4, "Components"](#) for symbols not described on the above.

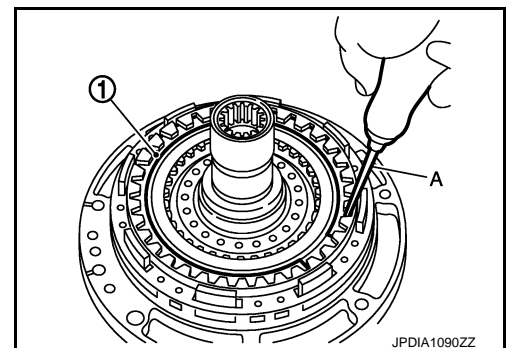
Disassembly

INFOID:000000010989585

1. Remove snap ring (1) from oil pump assembly using a flat-bladed screwdriver (A).

CAUTION:

- Be careful not to scratch oil pump cover and 2346 brake retaining plate.
- Be careful not to damage snap ring.



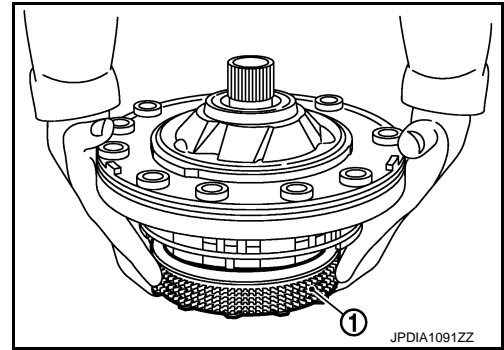
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OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

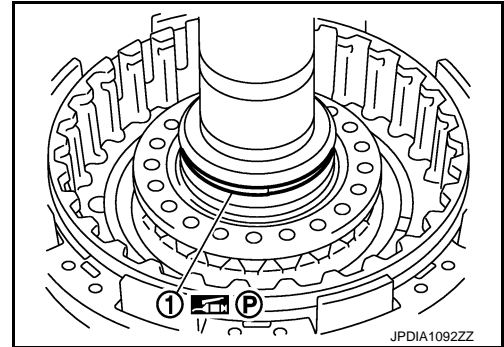
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

2. Remove 2346 brake component part (retaining plate, drive plate, driven plate, and dish plate) (1) from oil pump assembly.



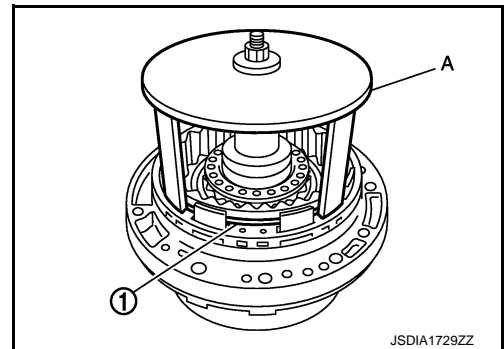
3. Remove seal ring (1) from oil pump assembly.



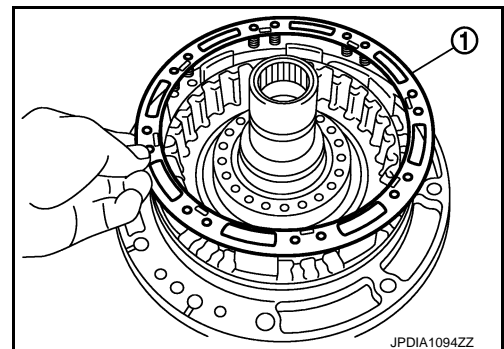
4. Set the clutch spring compressor (SST: KV31103800) (A) on front brake spring retainer and remove snap ring (fixing front brake spring retainer) (1) from oil pump assembly while compressing return spring.

CAUTION:

Be careful not to expand snap ring excessively.



5. Remove front brake spring retainer (1) from oil pump assembly.

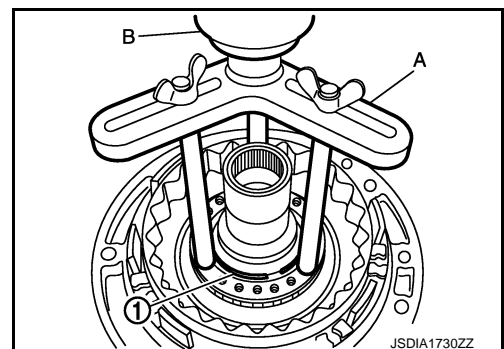


6. Set the clutch spring compressor [SST: KV31102400 (J-34285 and J-34285-87)] (A) on 2346 brake spring retainer and remove snap ring (fixing 2346 brake spring retainer) (1) from oil pump assembly while compressing return spring.

B : Press

CAUTION:

Be careful not to expand snap ring excessively.



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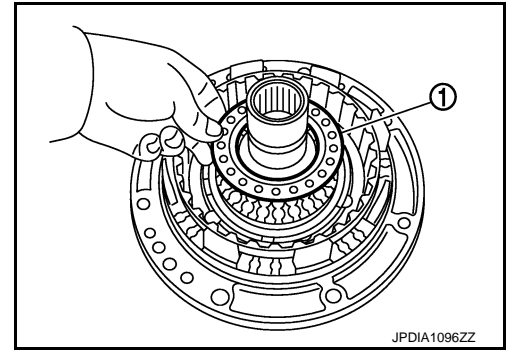
P

OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

7. Remove 2346 brake spring retainer (1) from oil pump assembly.

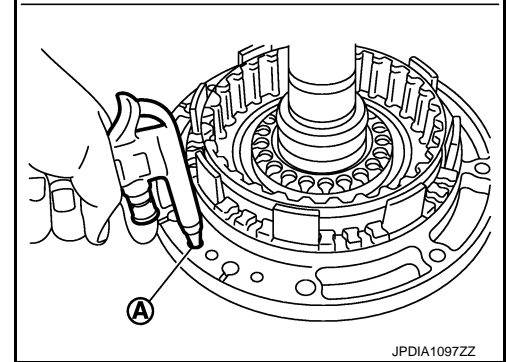
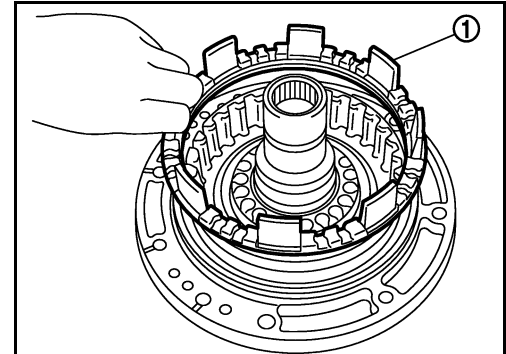


8. Remove front brake piston (1) from oil pump assembly with compressed air. Refer to [TM-226, "Oil Channel"](#).

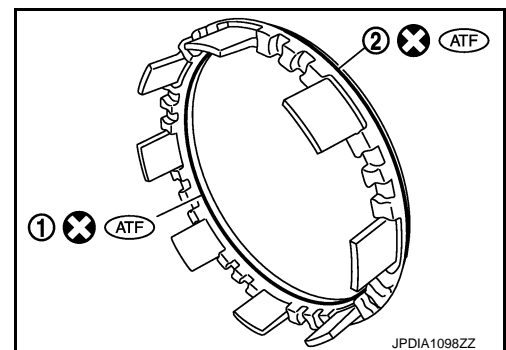
A : Front brake pressure hole

CAUTION:

Care should be taken not to abruptly blow air. It makes piston incline, as the result, it becomes hard to disassemble the piston.



9. Remove D-ring (inner) (1) and D-ring (outer) (2) from front brake piston.



OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

< UNIT DISASSEMBLY AND ASSEMBLY >

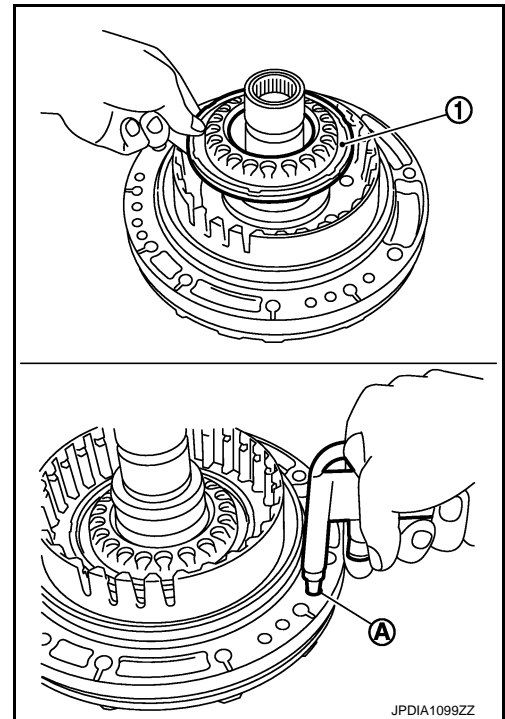
[7AT: RE7R01A]

10. Remove 2346 brake piston (1) from oil pump assembly with compressed air. Refer to [TM-226, "Oil Channel"](#).

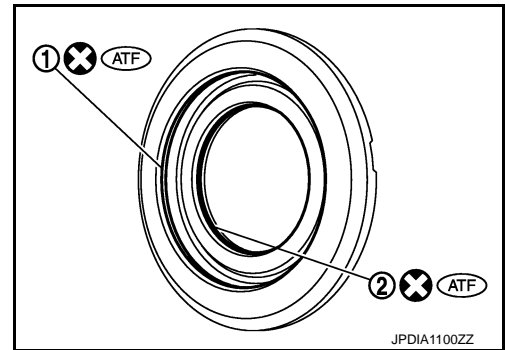
A : 2346 brake pressure hole

CAUTION:

Care should be taken not to abruptly blow air. It makes piston incline, as the result, it becomes hard to disassemble the piston.

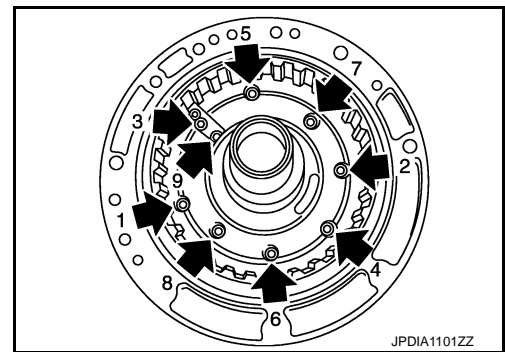


11. Remove D-ring (large) (1) and D-ring (small) (2) from 2346 brake piston.



12. Loosen bolts in numerical order shown in the figure and remove oil pump housing from oil pump cover.

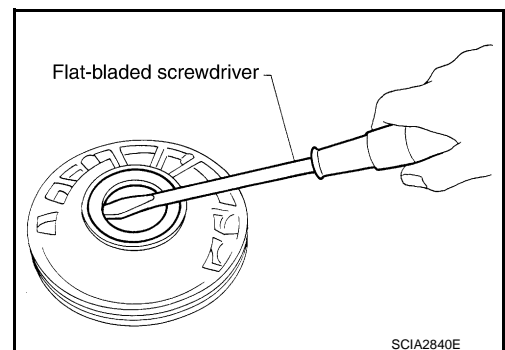
← : Bolt



13. Remove oil pump housing oil seal using a flat-bladed screwdriver.

CAUTION:

Be careful not to scratch oil pump housing.



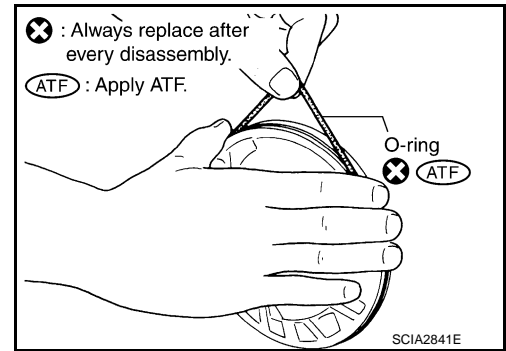
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OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

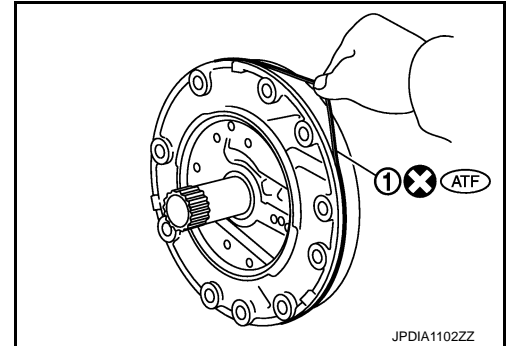
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

14. Remove O-ring from oil pump housing.



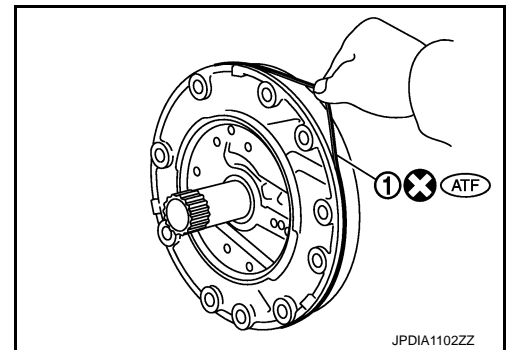
15. Remove O-ring (1) from oil pump cover.



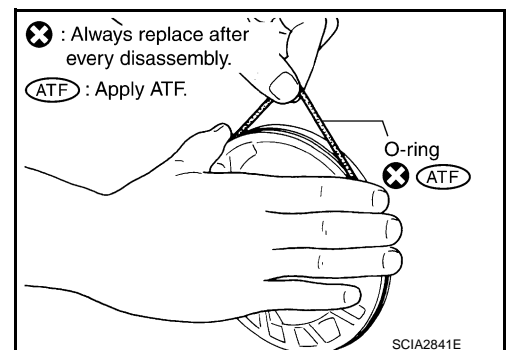
Assembly

INFOID:0000000110989586

1. Install O-ring (1) to oil pump cover.



2. Install O-ring to oil pump housing.



OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

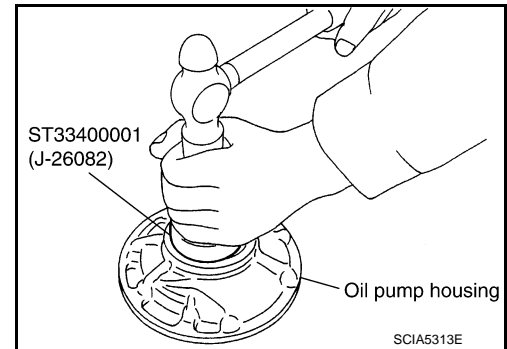
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

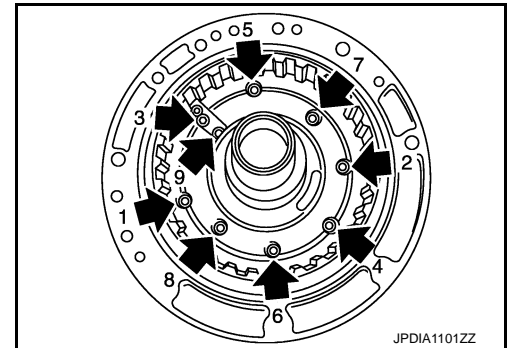
3. Using the drift, install oil pump housing oil seal to the oil pump housing until it is flush.

CAUTION:

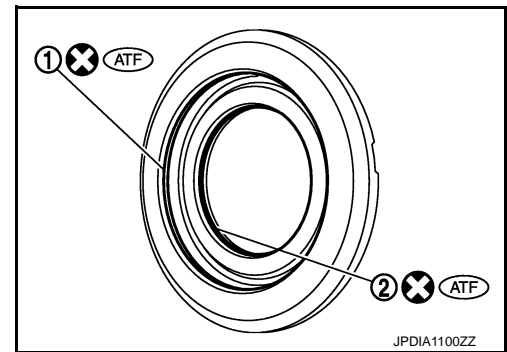
- Never reuse oil seal.
- Apply ATF to oil seal.



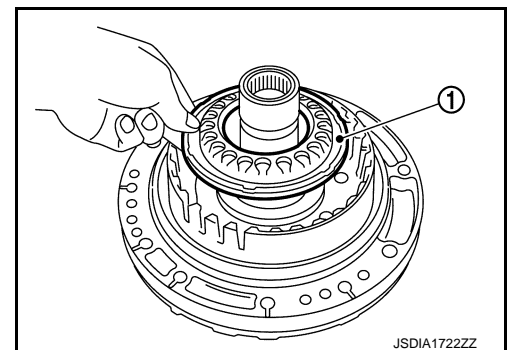
4. Install oil pump housing to oil pump cover and tighten bolts (←) to the specified torque in numerical order shown in the figure after temporarily tightening them.



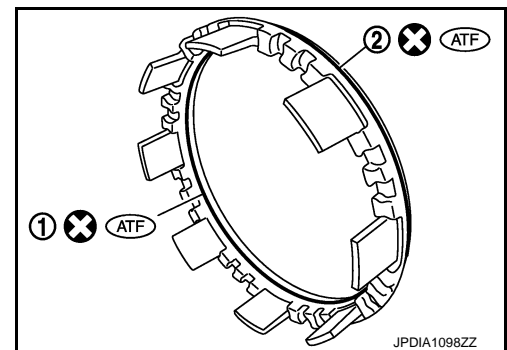
5. Install D-ring (large) (1) and D-ring (small) (2) to 2346 brake piston.



6. Install 2346 brake piston (1) to oil pump assembly.



7. Install D-ring (inner) (1) and D-ring (outer) (2) to front brake piston.



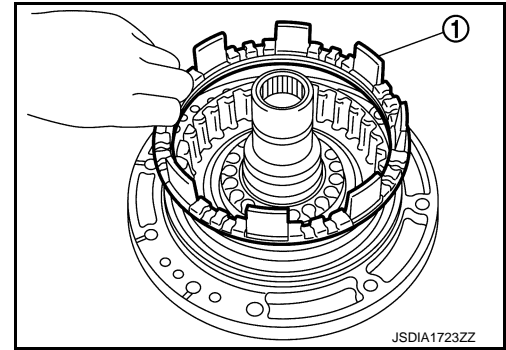
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OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

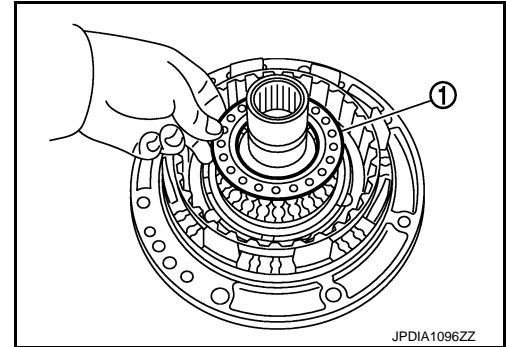
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

8. Install front brake piston (1) to oil pump assembly.



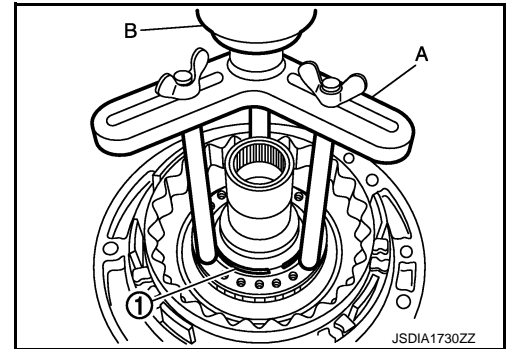
9. Install 2346 brake spring retainer (1) to oil pump assembly.



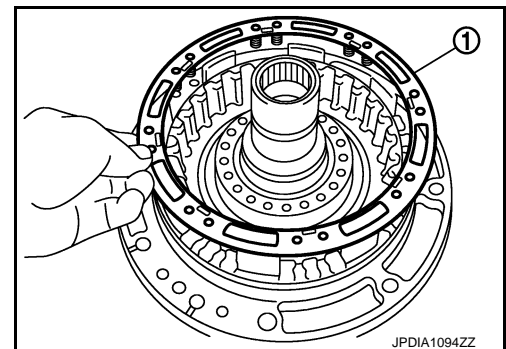
10. Set the clutch spring compressor [SST: KV31102400 (J-34285 and J-34285-87)] (A) on 2346 brake spring retainer and install snap ring (fixing 2346 brake spring retainer) (1) to oil pump assembly while compressing return spring.

B : Press

CAUTION:
Be careful not to expand snap ring excessively.

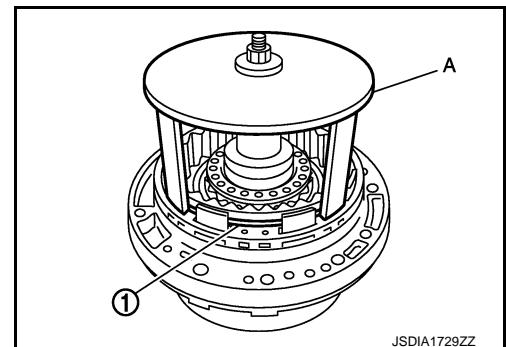


11. Install front brake spring retainer (1) to oil pump assembly.



12. Set the clutch spring compressor (SST: KV31103800) (A) on front brake spring retainer and install snap ring (fixing front brake spring retainer) (1) to oil pump assembly while compressing return spring.

CAUTION:
Be careful not to expand snap ring excessively.

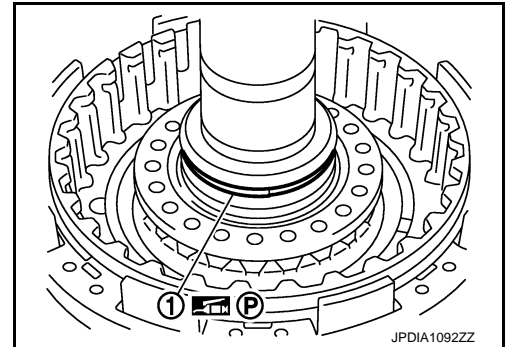


OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

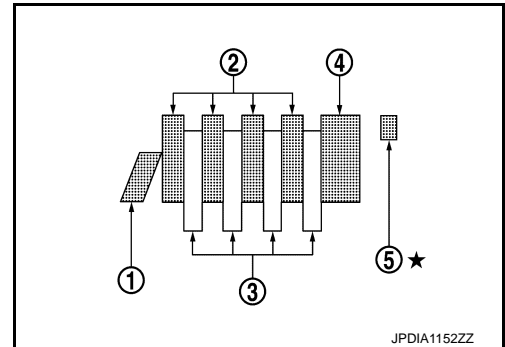
13. Install seal ring (1) to oil pump assembly.



14. Install 2346 brake component part (retaining plate, drive plates, driven plates, and dish plate) to oil pump assembly.

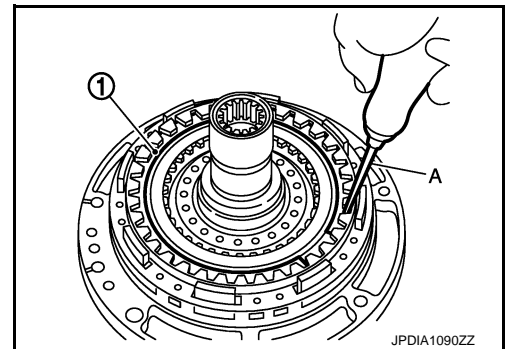
- 1 : Dish plate
- 2 : Driven plate (four pieces)
- 3 : Drive plate (four pieces)
- 4 : Retaining plate
- 5 : Snap ring

CAUTION:
Check the order of plates.

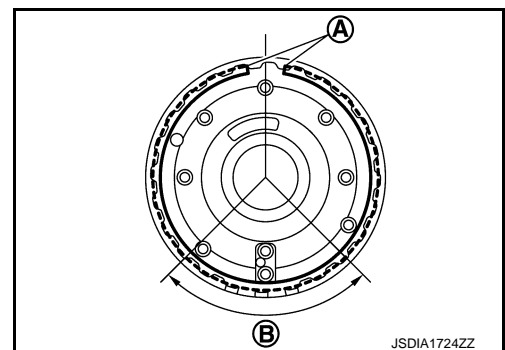


15. Install snap ring (1) from oil pump assembly using a flat-bladed screwdriver (A).

- CAUTION:**
- Be careful not to scratch oil pump cover and 2346 brake retaining plate.
 - Be careful not to damage snap ring.



- Never install snap ring mating part (A) to the clearance groove [(B) shown in the figure] of oil pump cover.



Inspection and Adjustment

INFOID:0000000010989587

INSPECTION AFTER DISASSEMBLY

Each Snap Ring

Check for deformation, fatigue or damage. If necessary, replace snap ring.

Each Spring Retainer

Check for deformation, fatigue or damage. If necessary, replace spring retainer.

2346 Brake Retaining Plate, Drive Plates, Driven Plates, and Dish Plate

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OIL PUMP, 2346 BRAKE, FRONT BRAKE PISTON

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Check facing for burns, cracks or damage. If necessary, replace retaining plate and dish plate.

INSPECTION AFTER ASSEMBLY

2346 Brake Clearance

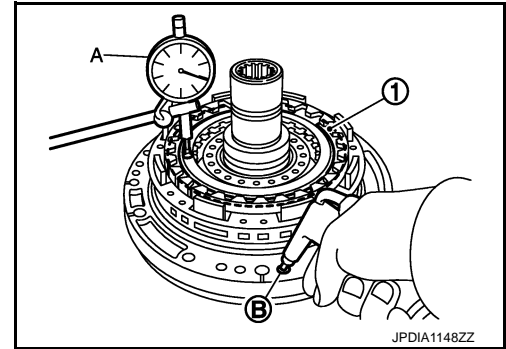
Set a dial indicator (A) as shown in the figure. Blow air into 2346 brake oil pressure hole (B), and measure 2346 brake clearance. If clearance is outside the specified value, adjust clearance by selecting an appropriate snap ring (1). Refer to [TM-226, "Oil Channel"](#).

Air pressure : 300kPa (3.06 kg/cm², 43.5 psi)

2346 brake clearance : Refer to [TM-301, "2346 Brake Clearance"](#).

CAUTION:

Never exceed the specified air pressure value.



UNDER DRIVE CARRIER, FRONT BRAKE HUB

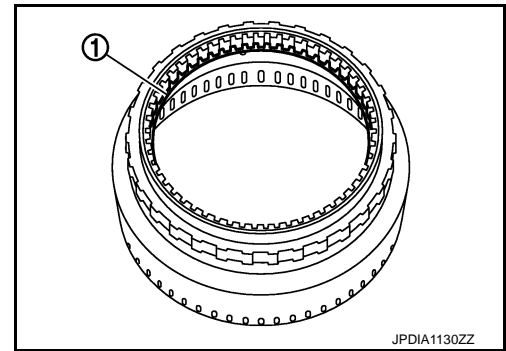
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

3. Remove snap ring (1) from front brake hub using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch front brake hub.
- Be careful not to damage snap ring.



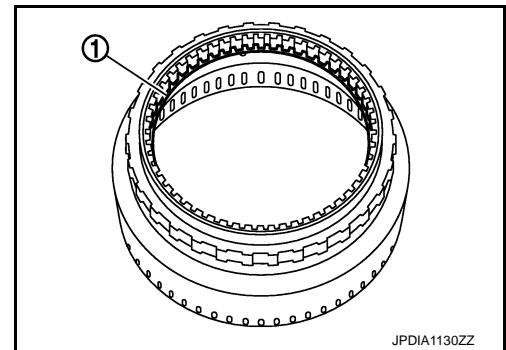
Assembly

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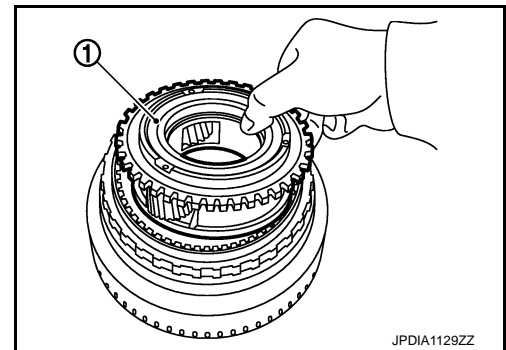
1. Install snap ring (1) to front brake hub.

CAUTION:

- Be careful not to damage snap ring.



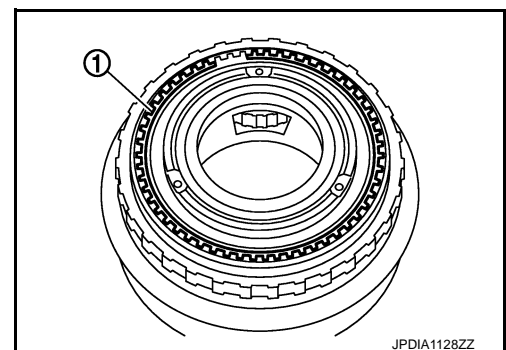
2. Install under drive carrier assembly (1) to front brake hub.



3. Install snap ring (1) to front brake hub using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch front brake hub.
- Be careful not to damage snap ring.



Inspection

INFOID:000000010989591

INSPECTION AFTER DISASSEMBLY

- Each Snap Ring
Check for deformation, fatigue or damage. If necessary, replace snap ring.
- Under Drive Carrier Assembly
Check for deformation, fatigue or damage. If necessary, replace under drive carrier assembly.
- Front Brake Hub

UNDER DRIVE CARRIER, FRONT BRAKE HUB

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Check for deformation, fatigue or damage. If necessary, replace front brake hub.

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FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

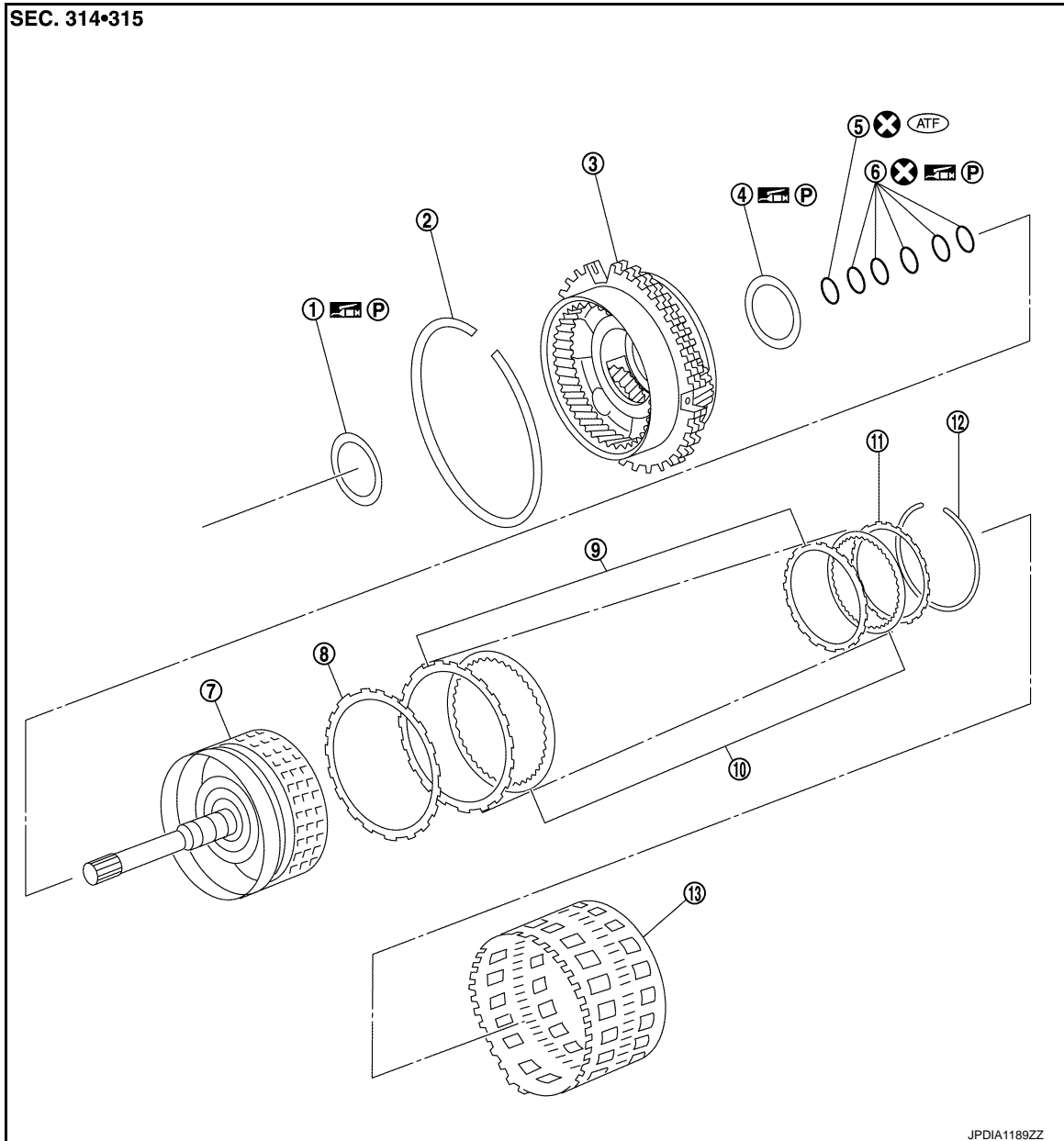
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

Exploded View

INFOID:000000010989592



- | | | |
|------------------------------|----------------------------------|------------------------------|
| 1. Needle bearing | 2. Snap ring | 3. Front carrier assembly |
| 4. Needle bearing | 5. O-ring | 6. Seal ring |
| 7. Input clutch drum | 8. Input clutch dish plate | 9. Input clutch driven plate |
| 10. Input clutch drive plate | 11. Input clutch retaining plate | 12. Snap ring |
| 13. Rear internal gear | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

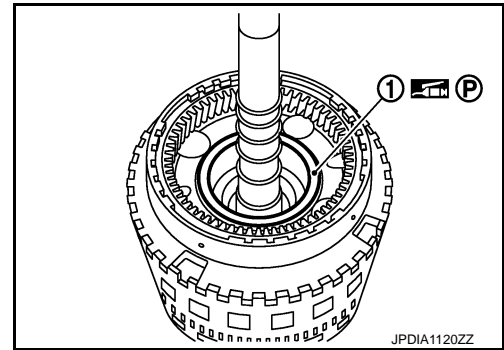
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Disassembly

INFOID:000000010989593

1. Remove needle bearing (1) from front carrier assembly.

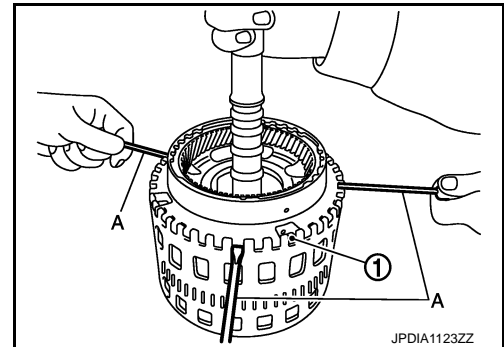


2. Compress snap ring (1) using flat-bladed screwdrivers (A).

CAUTION:

- Be careful not to scratch rear internal gear.
- Be careful not to damage snap ring.

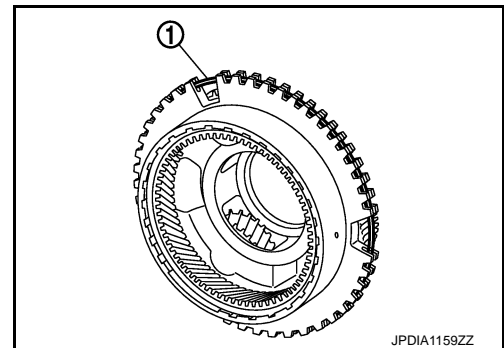
3. Remove front carrier assembly and input clutch assembly from rear internal gear.
4. Remove front carrier assembly from input clutch assembly.



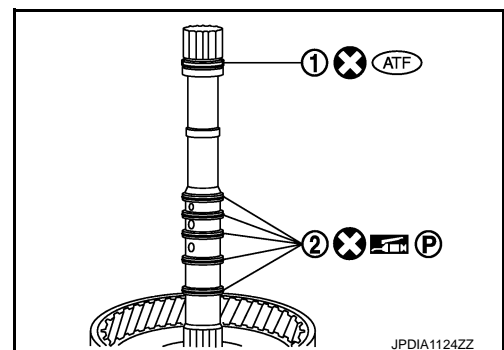
6. Remove snap ring (1) from front carrier assembly.

CAUTION:

- Be careful not to expand snap ring excessively.



7. Remove O-ring (1) and seal rings (2) from input clutch assembly.



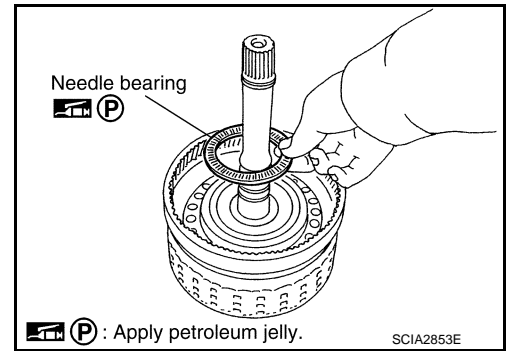
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FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

8. Remove needle bearing from input clutch assembly.

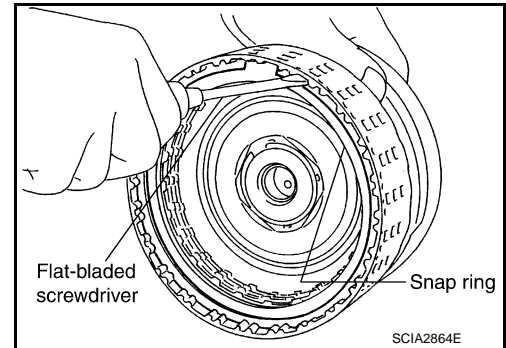


9. Remove snap ring from input clutch drum using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch rear input clutch drum and input clutch retaining plate.
- Be careful not to damage snap ring.

10. Remove input clutch component part (drive plates, driven plates, retaining plate, and dish plate) from input clutch drum..



Assembly

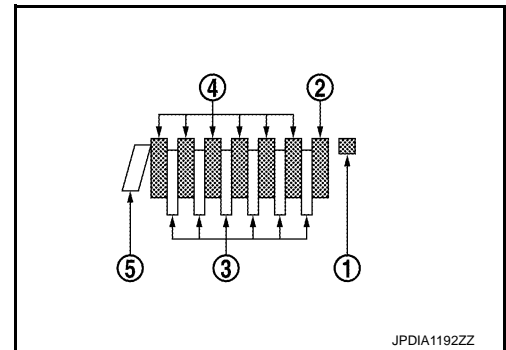
INFOID:000000010989594

1. Install input clutch component part (dish plate, drive plates, driven plates and retaining plate) to input clutch drum.

- 1 : Snap ring
- 2 : Retaining plate
- 3 : Drive plate (six pieces)
- 4 : Driven plate (six pieces)
- 5 : Dish plate

CAUTION:

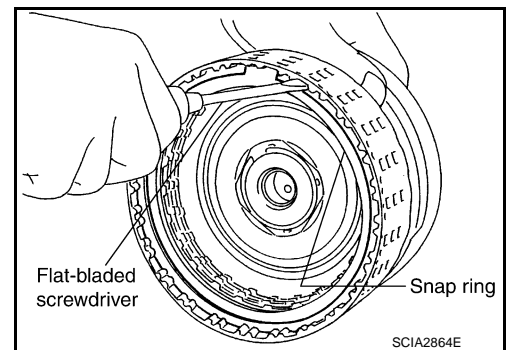
Check order of plates.



2. Install snap ring in input clutch drum using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch input clutch drum and input clutch retaining plate.
- Be careful not to damage snap ring.



FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

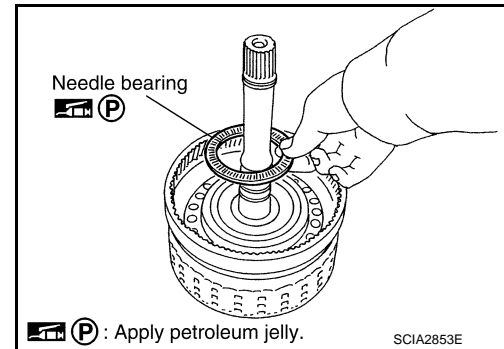
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

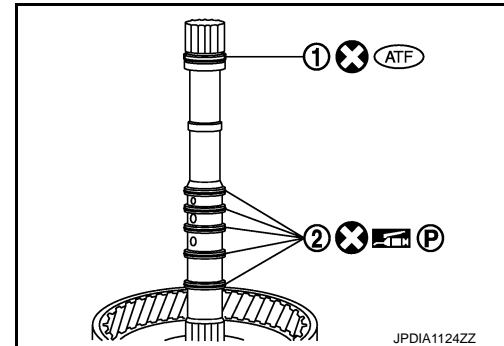
3. Install needle bearing in input clutch assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



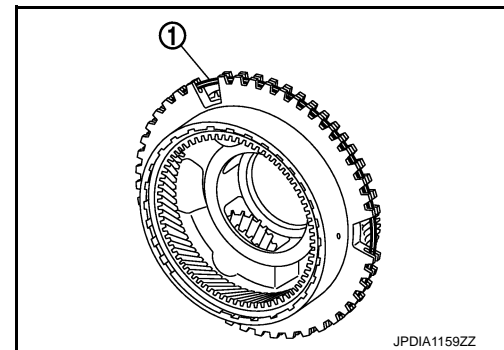
4. Install O-ring (1) and seal rings (2) in input clutch assembly.



5. Install snap ring (1) to front carrier assembly.

CAUTION:

Be careful not to expand snap ring excessively.

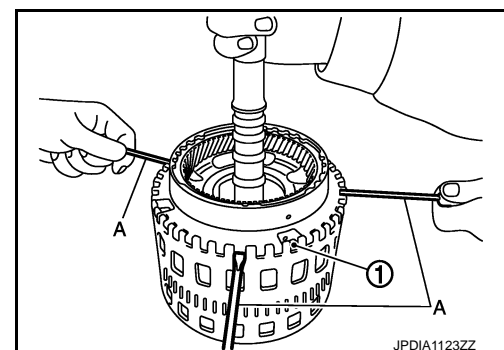


6. Compress snap ring (1) using flat-bladed screwdrivers (A).

CAUTION:

- Be careful not to scratch rear internal gear.
- Be careful not to damage snap ring.

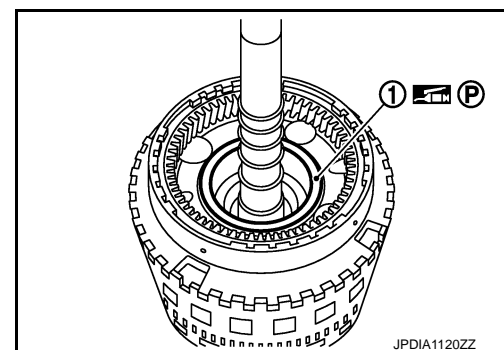
7. Install front carrier assembly and input clutch assembly to rear internal gear.



8. Install needle bearing (1) to front carrier assembly.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



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FRONT CARRIER, INPUT CLUTCH, REAR INTERNAL GEAR

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

Inspection

INFOID:000000010989595

INSPECTION AFTER DISASSEMBLY

Front Carrier Snap Ring

Check for deformation, fatigue or damage. If necessary, replace the snap ring.

Input Clutch Snap Ring

Check for deformation, fatigue or damage. If necessary, replace input clutch assembly.

Input Clutch Drum

Check for deformation, fatigue or damage or burns. If necessary, replace input clutch assembly.

Input Clutch Retaining Plate, Drive Plates, Driven Plates, and Dish Plate

Check facing for burns, cracks or damage. If necessary, replace input clutch assembly.

Front Carrier

Check for deformation, fatigue or damage. If necessary, replace front carrier assembly.

Rear Internal Gear

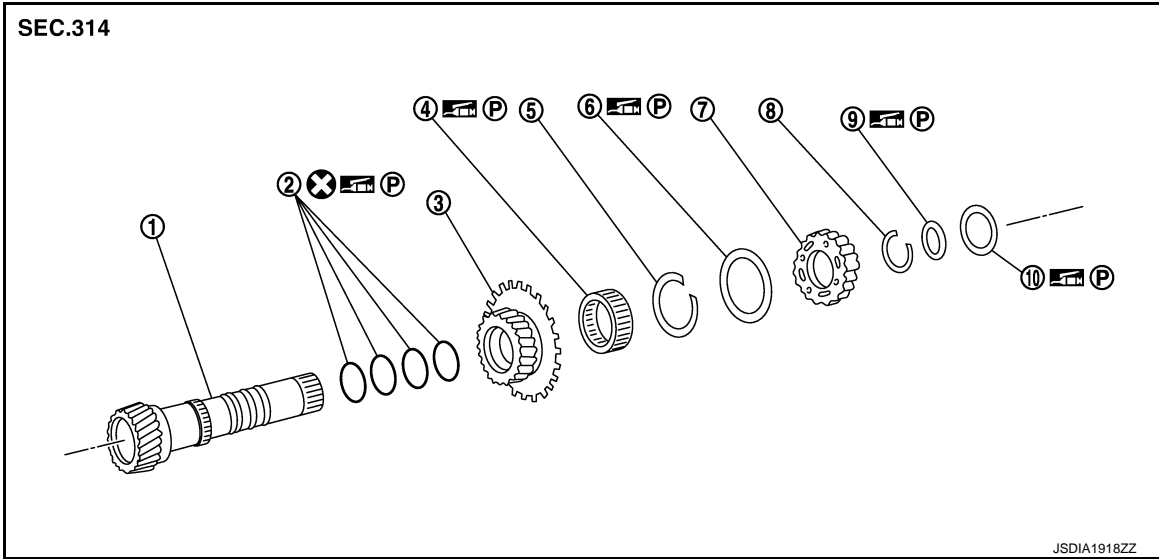
Check for deformation, fatigue or damage. If necessary, replace rear internal gear.

MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB
 < UNIT DISASSEMBLY AND ASSEMBLY > [7AT: RE7R01A]

MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

Exploded View

INFOID:000000010989596



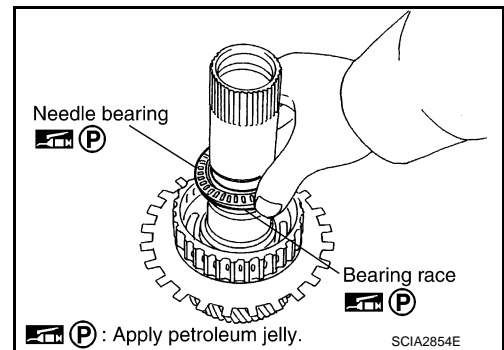
- | | | |
|------------------------------------|--------------|-------------------|
| 1. Mid sun gear | 2. Seal ring | 3. Rear sun gear |
| 4. 2nd one-way clutch | 5. Snap ring | 6. Needle bearing |
| 7. High and low reverse clutch hub | 8. Snap ring | 9. Bearing race |
| 10. Needle bearing | | |

Refer to [GI-4, "Components"](#) for symbols in the figure.

Disassembly

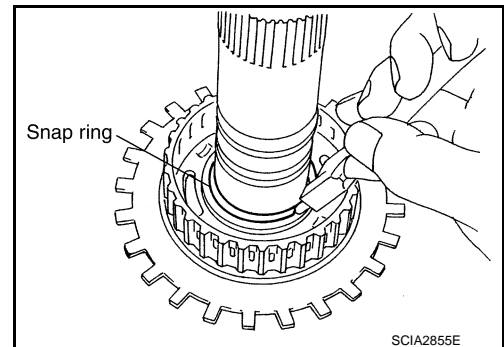
INFOID:000000010989597

1. Remove needle bearing and bearing race from high and low reverse clutch hub.



2. Remove snap ring from mid sun gear assembly using pair of snap ring pliers.

CAUTION:
 Be careful not to expand snap ring excessively.



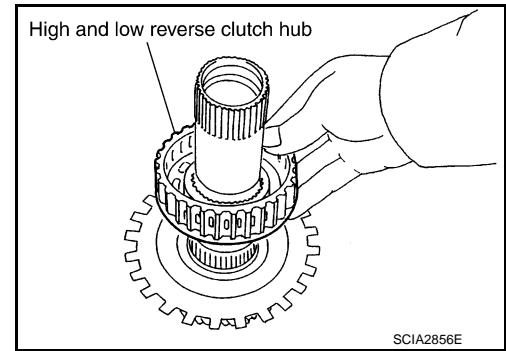
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MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

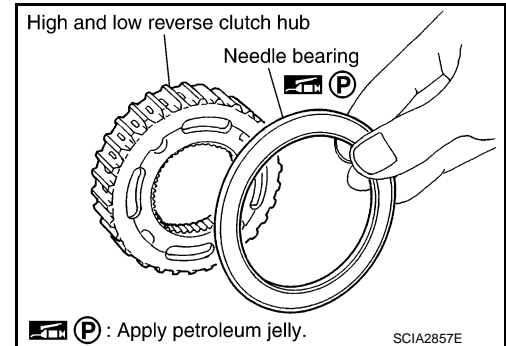
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

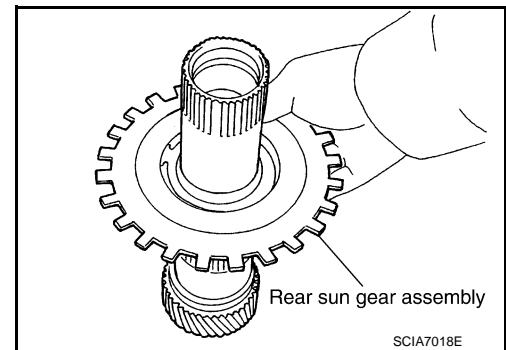
3. Remove high and low reverse clutch hub from mid sun gear assembly.



4. Remove needle bearing from high and low reverse clutch hub.



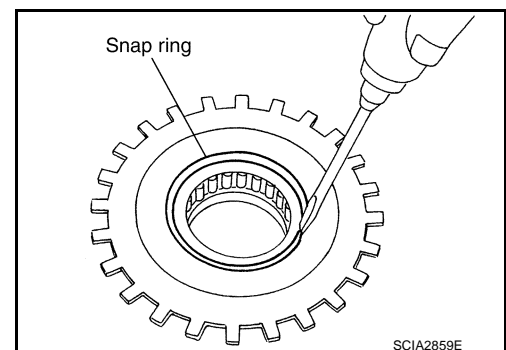
5. Remove rear sun gear assembly from mid sun gear assembly.



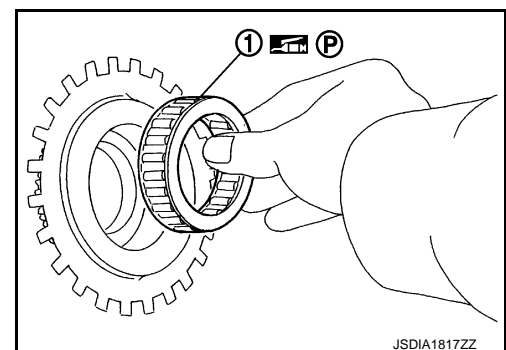
6. Remove snap ring from rear sun gear using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch rear sun gear and 2nd one-way clutch.
- Be careful not to damage snap ring.



7. Remove 2nd one-way clutch from rear sun gear.

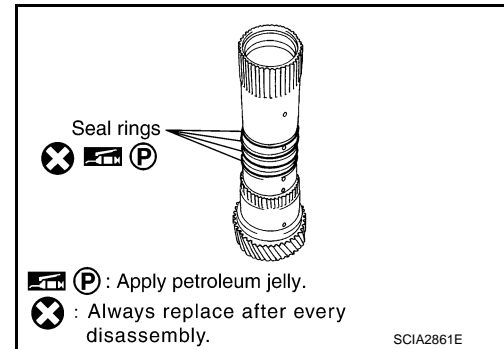


MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

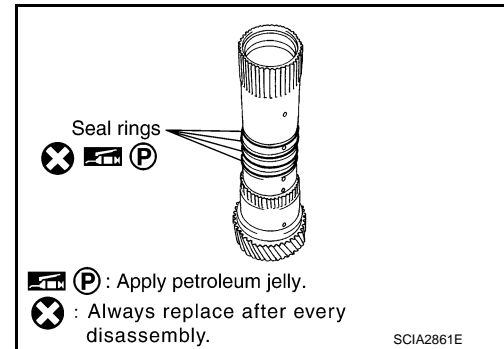
8. Remove seal rings from mid sun gear.



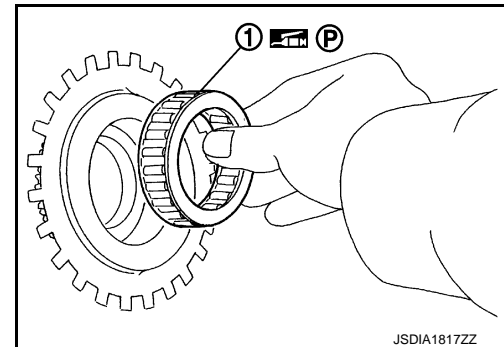
Assembly

INFOID:000000010989598

1. Install seal rings to mid sun gear.



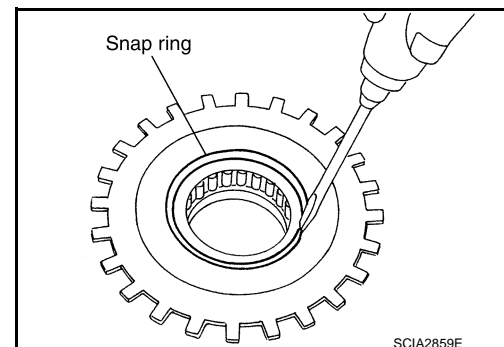
2. Install 2nd one-way clutch to rear sun gear.



3. Install snap ring to rear sun gear using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch rear sun gear and 2nd one-way clutch.
- Be careful not to damage snap ring.



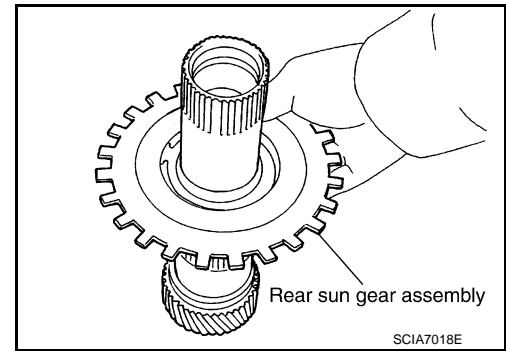
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MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

< UNIT DISASSEMBLY AND ASSEMBLY >

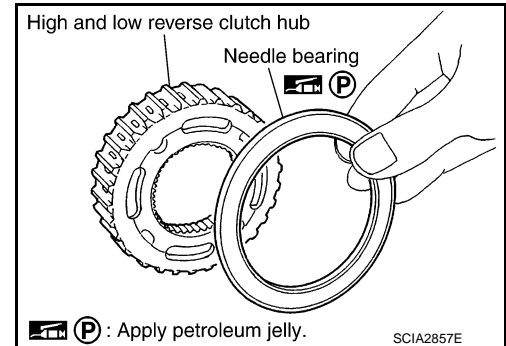
[7AT: RE7R01A]

4. Install rear sun gear assembly to mid sun gear assembly.

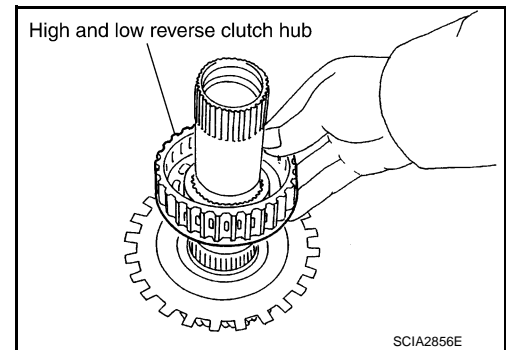


5. Install needle bearing to high and low reverse clutch hub.

CAUTION:
Check the direction of needle bearing. Refer to [TM-226](#),
["Location of Needle Bearings and Bearing Races"](#).

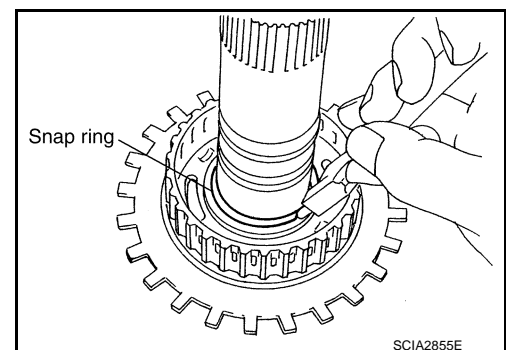


6. Install high and low reverse clutch hub to mid sun gear assembly.



7. Install snap ring to mid sun gear assembly using pair of snap ring pliers.

CAUTION:
Be careful not to expand snap ring excessively.



8. Check operation of 2nd one-way clutch.

MID SUN GEAR, REAR SUN GEAR, HIGH AND LOW REVERSE CLUTCH HUB

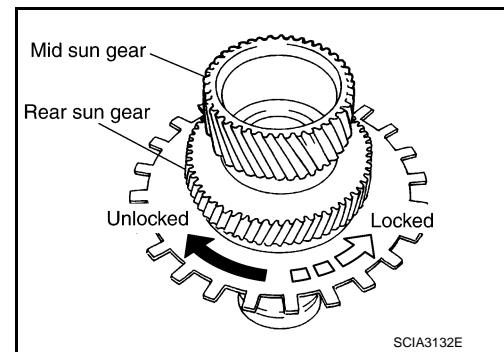
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

- Hold mid sun gear and turn rear sun gear.
- Check 2nd one-way clutch for correct locking and unlocking directions.

CAUTION:

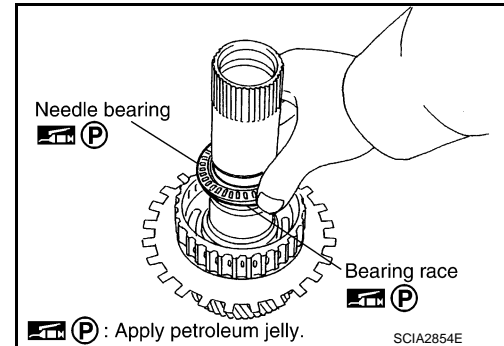
If not as shown in the figure, check installation direction of 2nd one-way clutch.



- Install needle bearing and bearing race to high and low reverse clutch hub.

CAUTION:

Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



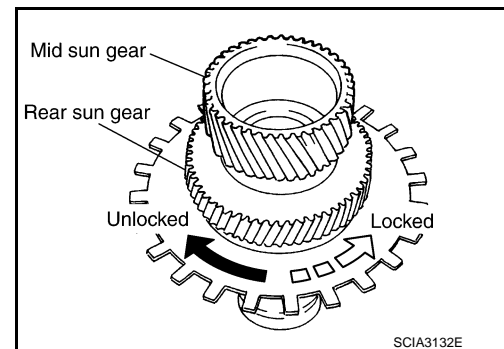
Inspection

INFOID:000000010989599

INSPECTION AFTER DISASSEMBLY

2nd One-way Clutch

- Hold mid sun gear and turn rear sun gear.
- Check 2nd one-way clutch for correct locking and unlocking directions. If necessary, replace 2nd one-way clutch.



High and Low Reverse Clutch Hub Snap Ring, Rear Sun Gear Snap Ring
Check for deformation, fatigue or damage. If necessary, replace the snap ring.

2nd One-way Clutch

Check frictional surface for wear or damage. If necessary, replace the 2nd one-way clutch.

Mid Sun Gear

Check for deformation, fatigue or damage. If necessary, replace the mid sun gear.

Rear Sun Gear

Check for deformation, fatigue or damage. If necessary, replace the rear sun gear.

High and Low Reverse Clutch Hub

Check for deformation, fatigue or damage. If necessary, replace the high and low reverse clutch hub.

HIGH AND LOW REVERSE CLUTCH

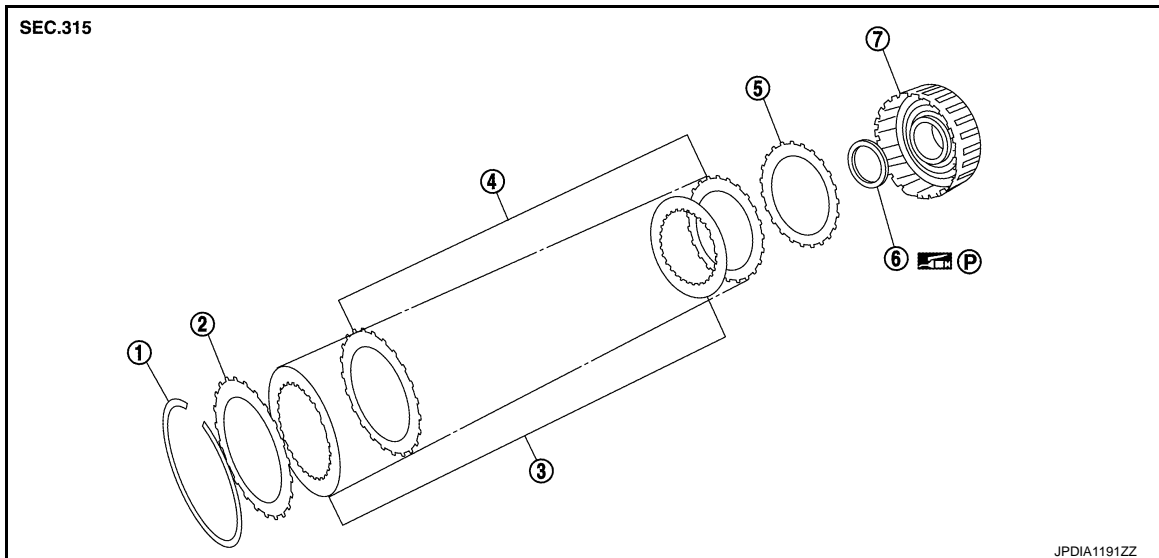
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

HIGH AND LOW REVERSE CLUTCH

Exploded View

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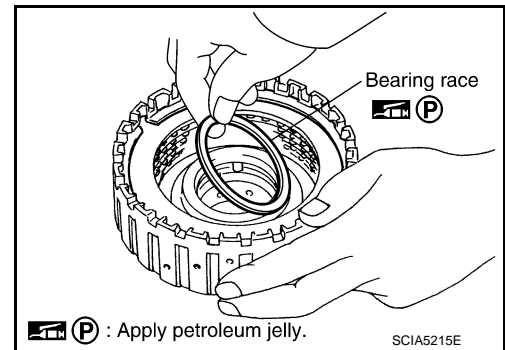


- | | | |
|---|--|--|
| 1. High and low reverse clutch drum | 2. High and low reverse clutch retaining plate | 3. High and low reverse clutch drive plate |
| 4. High and low reverse clutch driven plate | 5. High and low reverse clutch dish | 6. Bearing race |
| 7. High and low reverse clutch drum | | |

Disassembly

INFOID:000000010989601

1. Remove bearing race from high and low reverse clutch drum.

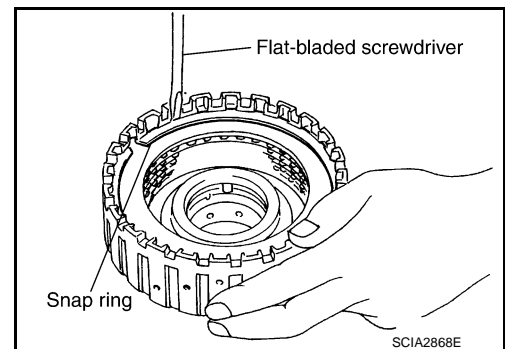


2. Remove snap ring from high and low reverse clutch drum using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch high and low reverse clutch drum.
- Be careful not to damage snap ring.

3. Remove high and low reverse clutch component (drive plates, driven plates, retaining plate and dish plate) from high and low reverse clutch drum.



HIGH AND LOW REVERSE CLUTCH

< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

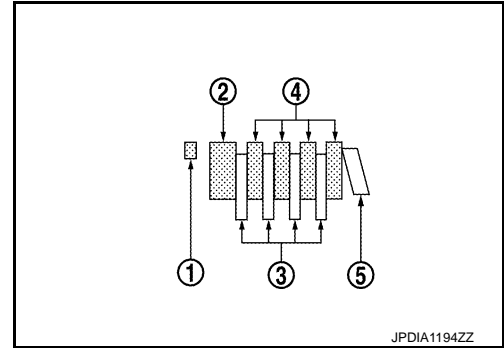
Assembly

INFOID:000000010989602

1. Install high and low reverse clutch component part (dish plate, drive plates, driven plates and retaining plate) to high and low reverse clutch drum.

- 1 : Snap ring
- 2 : Retaining plate
- 3 : Drive plate (four pieces)
- 4 : Driven plate (four pieces)
- 5 : Dish plate

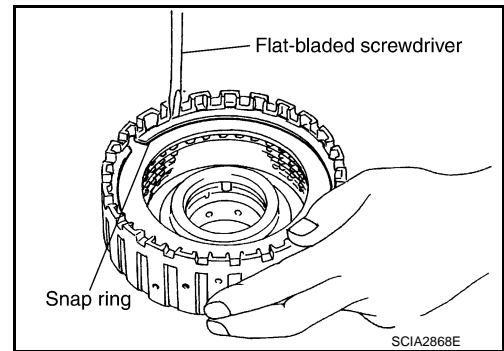
CAUTION:
Check the order of plates.



2. Install snap ring in high and low reverse clutch drum using a flat-bladed screwdriver.

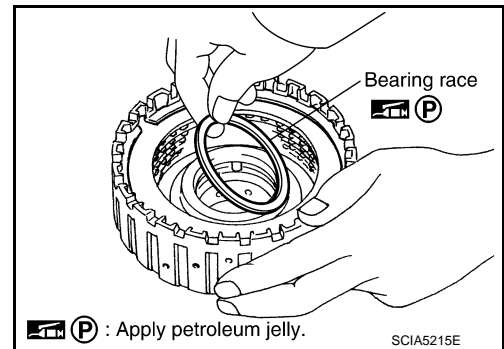
CAUTION:

- Be careful not to scratch high and low reverse clutch drum.
- Be careful not to damage snap ring.



3. Install bearing race to high and low reverse clutch drum.

CAUTION:
Check the direction of needle bearing. Refer to [TM-226](#), "[Location of Needle Bearings and Bearing Races](#)".



Inspection

INFOID:000000010989603

INSPECTION AFTER DISASSEMBLY

Check the following items. If necessary, replace high and low reverse clutch assembly.

High and Low Reverse Clutch Snap Ring

Check for deformation, fatigue or damage.

High and Low Reverse Clutch Retaining Plate, Drive Plates, Driven Plates, and Dish Plate

Check facing for burns, cracks or damage.

High and Low Reverse Clutch Drum

Check for deformation, fatigue or damage or burns.

DIRECT CLUTCH

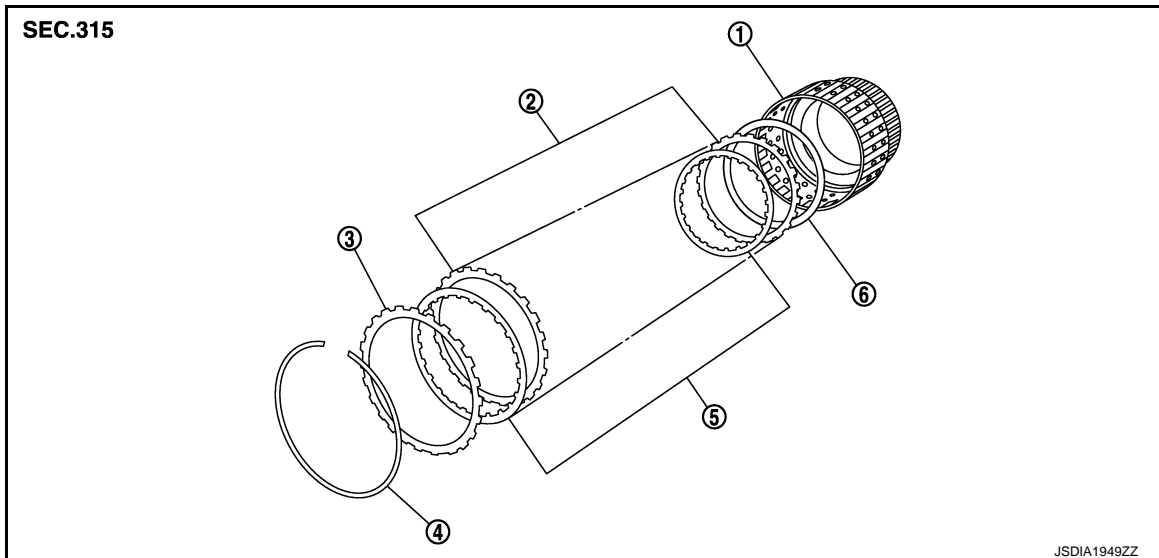
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

DIRECT CLUTCH

Exploded View

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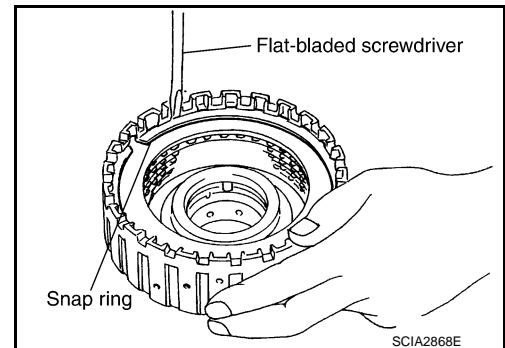


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|-----------------------|-------------------------------|----------------------------------|
| 1. Direct clutch drum | 2. Direct clutch driven plate | 3. Direct clutch retaining plate |
| 4. Snap ring | 5. Direct clutch drive plate | 6. Direct clutch dish plate |

Disassembly

INFOID:000000010989605

1. Remove snap rings from direct clutch drum using a flat-bladed screwdriver.
CAUTION:
 - Be careful not to scratch direct clutch drum and direct clutch retaining plate.
 - Be careful not to damage snap ring.
2. Remove direct clutch component part (drive plates, driven plates, retaining plate, and dish plate) from direct clutch drum.



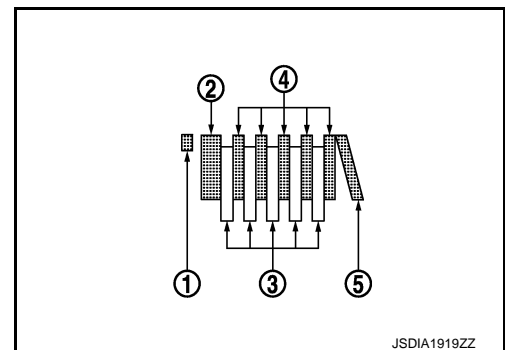
Assembly

INFOID:000000010989606

1. Install direct clutch component part (drive plates, driven plates, retaining plate, and dish plate) in direct clutch drum.

- | | |
|---|------------------------------|
| 1 | : Snap ring |
| 2 | : Retaining plate |
| 3 | : Drive plate (five pieces) |
| 4 | : Driven plate (five pieces) |
| 5 | : Dish plate |

CAUTION:
Check the order of plates.



DIRECT CLUTCH

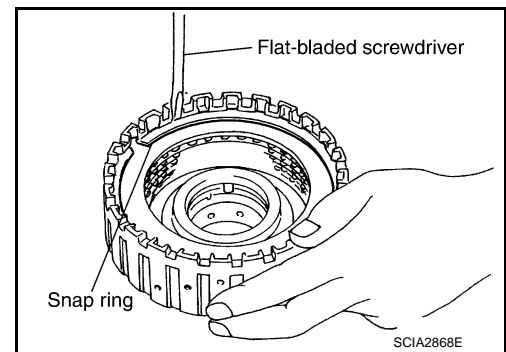
< UNIT DISASSEMBLY AND ASSEMBLY >

[7AT: RE7R01A]

2. Install snap rings in direct clutch drum using a flat-bladed screwdriver.

CAUTION:

- Be careful not to scratch direct clutch drum and direct clutch retaining plate.
- Be careful not to damage snap ring.



Inspection

INSPECTION AFTER DISASSEMBLY

Check the following items. If necessary, replace direct clutch assembly.

Direct Clutch Snap Ring

Check for deformation, fatigue or damage.

Direct Clutch Retaining Plate, Drive Plates, Driven Plates, and Dish Plate

Check facing for burns, cracks or damage.

Direct Clutch Drum

Check for deformation, fatigue or damage or burns.

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SERVICE DATA AND SPECIFICATIONS (SDS)

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[7AT: RE7R01A]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:0000000010989608

| Applied model | | 2WD | AWD |
|-------------------------|---------|--------------------------------|-----|
| Stall torque ratio | | 1.92 : 1 | |
| Transmission gear ratio | 1st | 4.924 | |
| | 2nd | 3.194 | |
| | 3rd | 2.043 | |
| | 4th | 1.412 | |
| | 5th | 1.000 | |
| | 6th | 0.862 | |
| | 7th | 0.772 | |
| | Reverse | 3.972 | |
| Recommended fluid | | MA-10, "Fluids and Lubricants" | |
| Fluid capacity | | | |

Vehicle Speed at Which Gear Shifting Occurs

INFOID:0000000010989609

Unit: km/h (MPH)

| Gear position | Throttle position | |
|---------------|-----------------------|-----------------------|
| | Full throttle | Half throttle |
| D1 → D2 | 51 – 55 (32 – 34) | 42 – 46 (26 – 29) |
| D2 → D3 | 80 – 88 (50 – 55) | 62 – 70 (39 – 43) |
| D3 → D4 | 126 – 136 (78 – 85) | 97 – 107 (60 – 66) |
| D4 → D5 | 184 – 194 (114 – 121) | 141 – 151 (88 – 94) |
| D5 → D6 | 250 – 260 (155 – 162) | 179 – 189 (111 – 117) |
| D6 → D7 | 250 – 260 (155 – 162) | 215 – 225 (134 – 140) |
| D7 → D6 | 240 – 250 (149 – 155) | 114 – 124 (71 – 77) |
| D6 → D5 | 240 – 250 (149 – 155) | 114 – 124 (71 – 77) |
| D5 → D4 | 158 – 168 (98 – 104) | 69 – 79 (43 – 49) |
| D4 → D3 | 111 – 121 (69 – 75) | 39 – 49 (24 – 30) |
| D3 → D2 | 53 – 61 (33 – 38) | 12 – 20 (7 – 12) |
| D2 → D1 | 7 – 11 (4 – 7) | 7 – 11 (4 – 7) |

- At half throttle, the accelerator opening is 4/8 of the full opening.

Vehicle Speed at Which Lock-up Occurs/Releases

INFOID:0000000010989610

| Throttle position | Vehicle speed km/h (MPH) | |
|-------------------|--------------------------|-------------------|
| | Lock-up ON | Lock-up OFF |
| Closed throttle | 48 – 56 (30 – 35) | 45 – 53 (28 – 33) |
| Half throttle | 54 – 62 (34 – 39) | 51 – 59 (32 – 37) |

- Vehicle speed with D5 position.
- At closed throttle, the accelerator opening is less than 1/8 condition. (Closed throttle position signal OFF)
- At half throttle, the accelerator opening is 4/8 of the full opening.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[7AT: RE7R01A]

Stall Speed

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|-------------|-------------------|
| Stall speed | 2,475 – 2,775 rpm |
|-------------|-------------------|

Torque Converter

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| | |
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| Dimension between end of converter housing and torque converter | 25.0 mm (0.98 in) |
|---|-------------------|

Total End Play

INFOID:0000000010989613

Unit: mm (in)

| | | |
|--|----------|-------------------------------|
| Total end play | Standard | 0.25 – 0.55 (0.0098 – 0.0217) |
| Thickness of bearing race for adjusting total end play | | 1.0 (0.039) |
| | | 1.2 (0.047) |
| | | 1.4 (0.055) |
| | | 1.6 (0.063) |
| | | 1.8 (0.071) |
| | | 2.0 (0.079) |
| | | 2.2 (0.087) |

Reverse Brake Clearance

INFOID:0000000010989614

Unit: mm (in)

| | | |
|--|----------|---------------------------|
| Reverse brake clearance | Standard | 0.8 – 1.2 (0.031 – 0.047) |
| Thickness of retaining plate for adjusting reverse brake clearance | | 4.8 (0.189) |
| | | 5.0 (0.197) |
| | | 5.2 (0.205) |
| | | 5.4 (0.213) |
| | | 5.6 (0.220) |
| | | 5.8 (0.228) |
| | | 6.0 (0.236) |

Front Brake Clearance

INFOID:0000000010989615

Unit: mm (in)

| | | |
|--|----------|---------------------------|
| Front brake clearance | Standard | 0.7 – 1.1 (0.028 – 0.043) |
| Thickness of retaining plate for adjusting front brake clearance | | 2.0 (0.079) |
| | | 2.2 (0.087) |
| | | 2.4 (0.094) |
| | | 2.6 (0.102) |
| | | 2.8 (0.110) |

2346 Brake Clearance

INFOID:0000000010989616

Unit: mm (in)

| | | |
|---|----------|---------------------------|
| 2346 brake clearance | Standard | 1.5 – 1.9 (0.059 – 0.075) |
| Thickness of snap ring for adjusting 2346 brake clearance | | 2.0 (0.079) |
| | | 2.2 (0.087) |
| | | 2.4 (0.094) |
| | | 2.6 (0.102) |
| | | 2.8 (0.110) |
| | | 3.0 (0.118) |