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**BASIC INSPECTION**

DIAGNOSIS AND REPAIR WORK FLOW

Work Flow

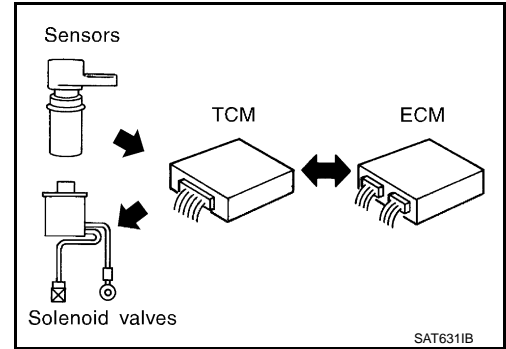
INFOID:000000005252368

INTRODUCTION

The TCM receives a signal from the vehicle speed sensor and transmission range switch. Then it provides shift control or lock-up control via CVT solenoid valves.

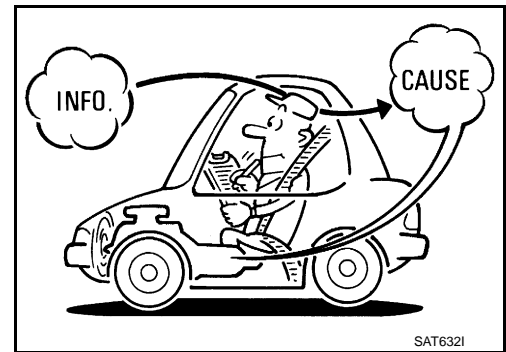
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the CVT system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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



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

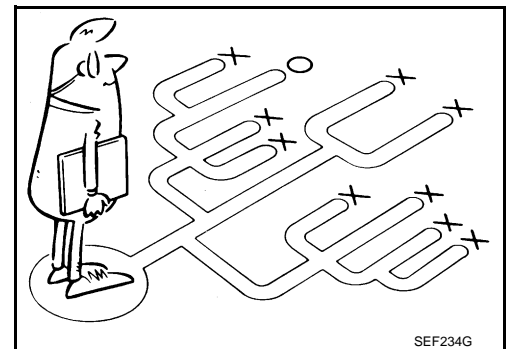
A visual check only may not find the cause of the malfunctions. A road test with CONSULT-III (or GST) or a circuit tester connected should be performed. Follow the "DETAILED FLOW".



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such malfunctions, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Work Sheet" as shown on the example (Refer to [TM-7](#)) should be used.

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

Also check related Service Bulletins.



DETAILED FLOW

**1. COLLECT THE INFORMATION FROM THE CUSTOMER**

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using the diagnosis work sheet. Refer to [TM-7, "Diagnostic Work Sheet"](#).

>> GO TO 2.

**2. CHECK SYMPTOM 1**

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

- Fail-safe. Refer to [TM-129, "Fail-safe"](#).
- CVT fluid inspection. Refer to [TM-155, "Inspection"](#).
- Line pressure test. Refer to [TM-162, "Inspection and Judgment"](#).

# DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[CVT: RE0F10A]

- Stall test. Refer to [TM-160, "Inspection and Judgment"](#).

>> GO TO 3.

## 3.CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is detected.
  - Record DTC.
  - Erase DTC. Refer to [TM-42, "Diagnosis Description"](#).

Is any DTC detected?

- YES >> GO TO 4.  
NO >> GO TO 5.

## 4.PERFORM DIAGNOSTIC PROCEDURE

Perform "Diagnostic Procedure" for the displayed DTC.

>> GO TO 5.

## 5.PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE" for the displayed DTC.

Is DTC detected?

- YES >> GO TO 4.  
NO >> GO TO 6.

## 6.CHECK SYMPTOM 2

Confirm the symptom described by the customer.

Is any malfunction present?

- YES >> GO TO 7.  
NO >> INSPECTION END

## 7.ROAD TEST

Perform "ROAD TEST". Refer to [TM-164, "Description"](#).

>> GO TO 8.

## 8.CHECK SYMPTOM 3

Confirm the symptom described by the customer.

Is any malfunction present?

- YES >> GO TO 2.  
NO >> INSPECTION END

## Diagnostic Work Sheet

INFOID:000000005252369

### INFORMATION FROM CUSTOMER

#### KEY POINTS

- **WHAT**..... Vehicle & CVT model
- **WHEN**..... Date, Frequencies
- **WHERE**..... Road conditions
- **HOW**..... Operating conditions, Symptoms

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

# DIAGNOSIS AND REPAIR WORK FLOW

< BASIC INSPECTION >

[CVT: RE0F10A]

Symptoms	<input type="checkbox"/> Vehicle does not move. ( <input type="checkbox"/> Any position <input type="checkbox"/> Particular position)	
	<input type="checkbox"/> No shift	
	<input type="checkbox"/> Lock-up malfunction	
	<input type="checkbox"/> Shift shock or slip ( <input type="checkbox"/> N → D <input type="checkbox"/> N → R <input type="checkbox"/> Lock-up <input type="checkbox"/> Any drive position)	
	<input type="checkbox"/> Noise or vibration	
	<input type="checkbox"/> No pattern select	
	<input type="checkbox"/> Others ( )	
Malfunction Indicator Lamp (MIL)	<input type="checkbox"/> Continuously lit	<input type="checkbox"/> Not lit

## DIAGNOSTIC WORK SHEET

1	<input type="checkbox"/> Read the item on cautions concerning fail-safe and understand the customer's complaint.		<a href="#">TM-129</a>	
2	<input type="checkbox"/> CVT fluid inspection, stall test and line pressure test			
	<input type="checkbox"/> CVT fluid inspection			
	<input type="checkbox"/> Leak (Repair leak location.) <input type="checkbox"/> State <input type="checkbox"/> Amount			<a href="#">TM-155</a>
	<input type="checkbox"/> Stall test			
	<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse brake <input type="checkbox"/> Forward clutch <input type="checkbox"/> Steel belt			<a href="#">TM-160</a> <a href="#">TM-162</a>
<input type="checkbox"/> Line pressure inspection - Suspected part:				
3	<input type="checkbox"/> Perform self-diagnosis.		<a href="#">TM-44</a>	
	<input type="checkbox"/> Enter checks for detected items.			
4	<input type="checkbox"/> Perform road test.		<a href="#">TM-164</a>	
	4-1.	Check before engine is started	<a href="#">TM-164</a>	
	4-2.	Check at idle	<a href="#">TM-164</a>	
	4-3.	Cruise test	<a href="#">TM-165</a>	
	<input type="checkbox"/> Check malfunction phenomena to repair or replace malfunctioning part after completing all road tests.		<a href="#">TM-132</a>	
5	<input type="checkbox"/> Drive vehicle to check that the malfunction phenomenon has been resolved.			
6	<input type="checkbox"/> Erase the results of the self-diagnosis from the TCM and the ECM.			



## INSPECTION AND ADJUSTMENT

### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

### ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve

INFOID:00000000529559

#### SERVICE AFTER REPLACING TCM, TRANSAXLE ASSEMBLY, OR CONTROL VALVE

Perform the applicable service according to the following table when replacing TCM, transaxle assembly, or control valve.

**CAUTION:**

- **Never start the engine until the service is completed.**
- **“DTC P1701” may be indicated soon after replacing TCM, or transaxle assembly or control valve (after erasing the memory in the pattern B). Restart the self-diagnosis after erasing the self-diagnosis result using CONSULT-III. Check that no error is detected.**

TCM	Transaxle assembly or control valve	Service pattern
Replaced with new unit	Not replaced the unit	“PATTERN A”
Not replaced the unit	Replaced with new or old unit	“PATTERN B”
Replaced with old unit	Not replaced the unit	
	Replaced with new or old unit	
Replaced with new unit	Replaced with new or old unit	“PATTERN C”

**NOTE:**

Old unit means that the unit has been already used for another vehicle.

#### PATTERN A

1. Shift the selector lever to “P” position after replacing TCM.
2. Turn ignition switch ON.
3. Check that the shift position indicator in the combination meter turns ON (It indicates approximately 1 or 2 seconds after turning ignition switch ON.)
  - Check the following items if shift position indicator does not turn ON. Repair or replace accordingly as necessary.
    - The harness between TCM and ROM ASSY in transaxle assembly is open or shorted.
    - Terminals disconnected, loose, or bent from connector housing.

#### PATTERN B

1. Turn ignition switch ON after replacing each part.
2. Connect the vehicle with CONSULT-III.
3. Start engine.
 

**CAUTION:**  
**Never start driving.**
4. Select “Data monitor” in “TRANSMISSION”.
5. Warm up transaxle assembly until “ATFTEMP COUNT” indicates 47 [approximately 20°C (68°F)] or more, and then turn ignition switch OFF.
6. Turn ignition switch ON.
 

**CAUTION:**  
**Never start engine.**
7. Select “Self Diagnostic Results” in “TRANSMISSION”.
8. Shift the selector lever to “R” position.
9. Depress slightly the accelerator pedal (Pedal angle: 2/8) while depressing the brake pedal.
10. Attempt to select “Erase” with step 9.
11. Release brake pedal and accelerator pedal.
12. Turn ignition switch OFF while keeping the selector lever in “R” position.
13. Wait approximately 10 seconds.

# INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[CVT: RE0F10A]

14. Turn ignition switch ON while keeping the selector lever in "R" position.
15. Select "Special function" in "TRANSMISSION".
16. Check that the value on "CALIB DATA" in CONSULT-III is the same as the data listed in the table below.
  - Restart the procedure from step 3 if the values are not the same.

CALIB DATA

Item name	Display value
UNIT CLB ID 1	00
UNIT CLB ID 2	00
UNIT CLB ID 3	00
UNIT CLB ID 4	00
UNIT CLB ID 5	00
UNIT CLB ID 6	00

17. Shift the selector lever to "P" position.
18. Check that the shift position indicator in combination meter turns ON. (It indicates approximately 1 or 2 seconds after shifting the selector lever to "P" position.)
  - Check the following items if shift position indicator does not turn ON. Repair or replace accordingly as necessary.
    - The harness between TCM and ROM ASSY in transaxle assembly is open or shorted.
    - Terminals disconnected, loose, or bent from connector housing.
    - Power supply and ground of TCM. Refer to [TM-93, "Description"](#).

## PATTERN C

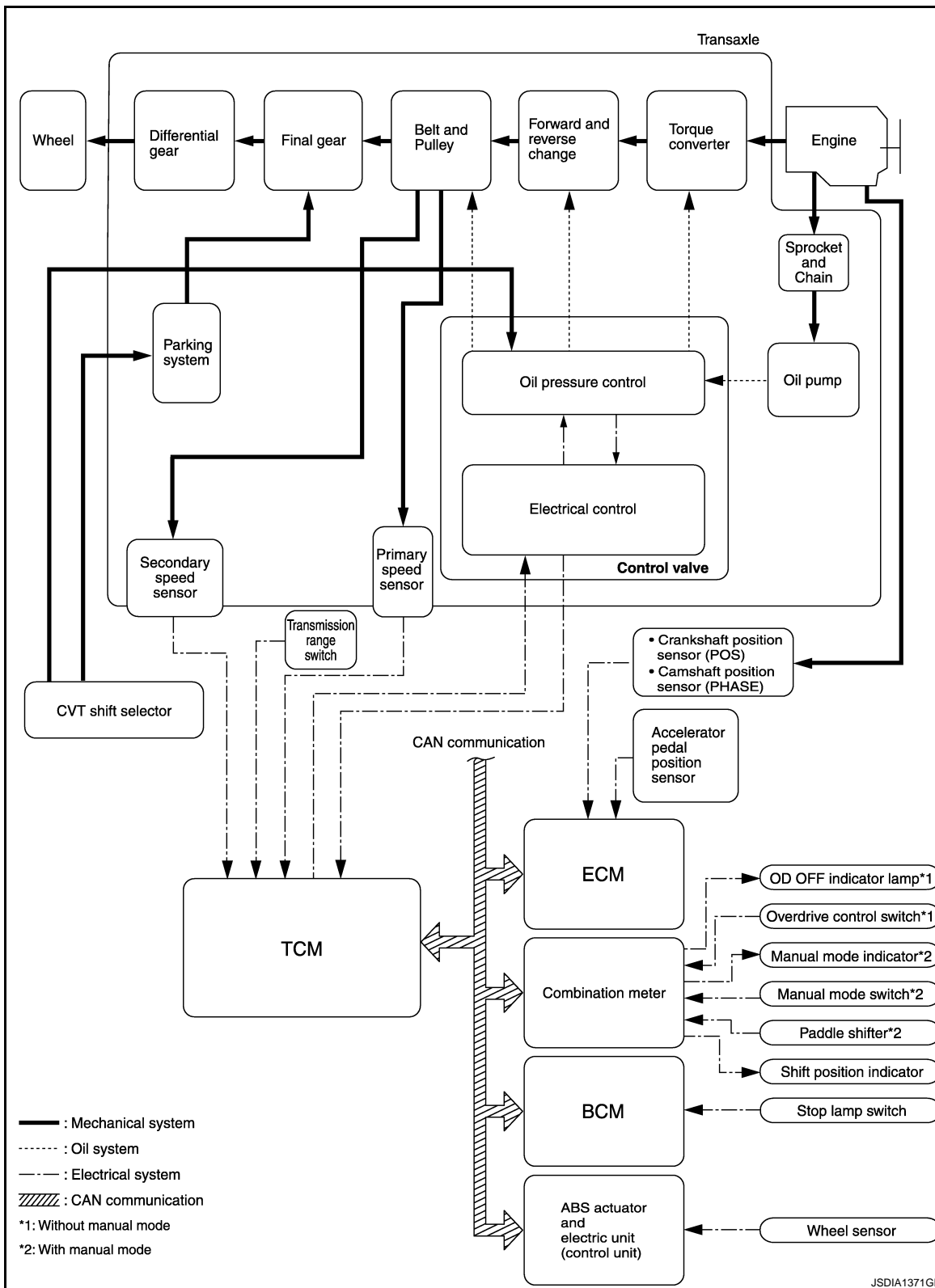
1. Replace transaxle assembly first, and then replace TCM.
2. Perform the service of "PATTERN A".  
(Perform the service of "PATTERN B" if TCM is replaced first.)

SYSTEM DESCRIPTION

CVT SYSTEM

System Diagram

INFOID:000000005252371



JSDIA1371GB

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

# CVT SYSTEM

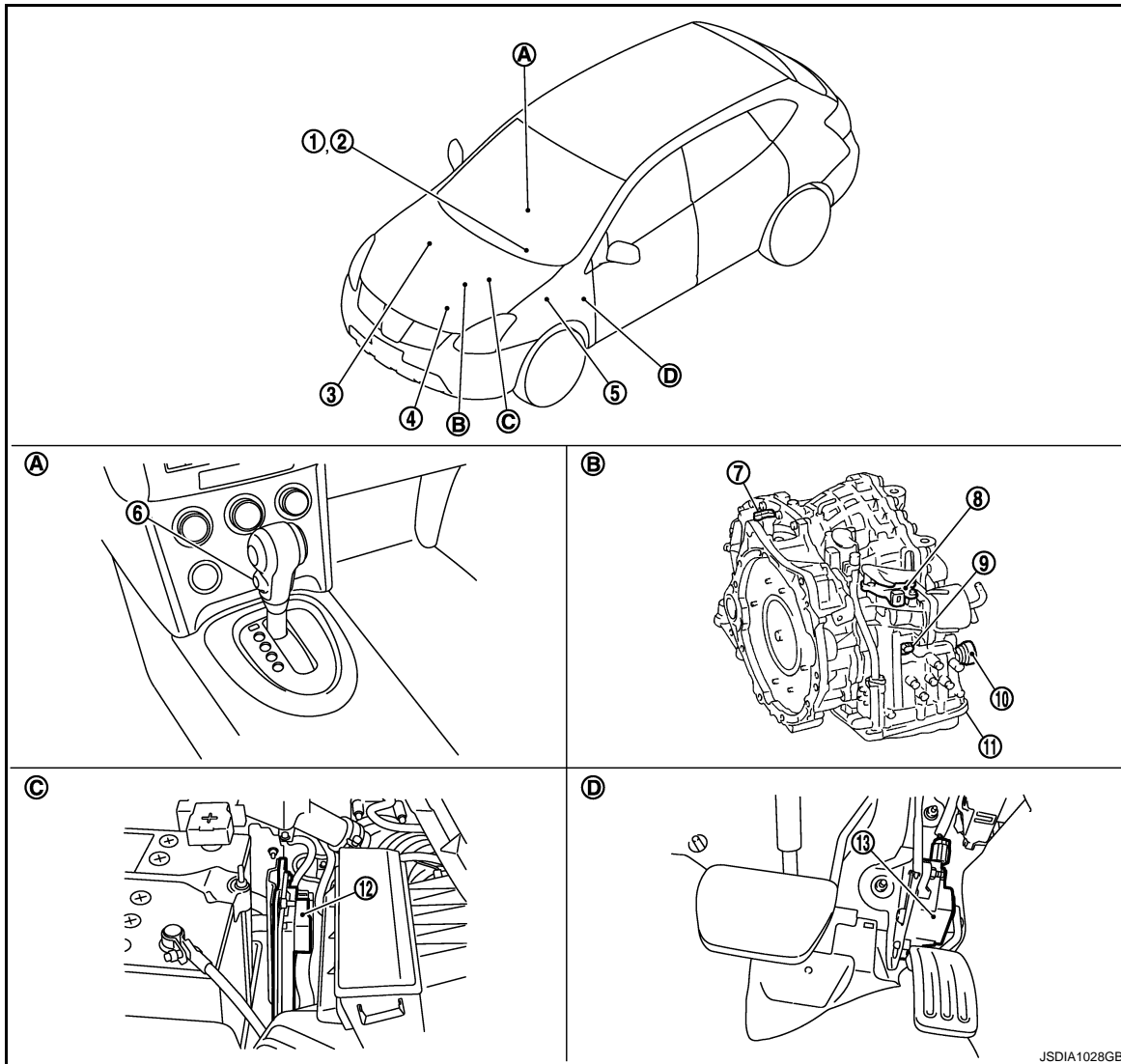
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## Component Parts Location

INFOID:000000005252372

Without manual mode



JSDIA1028GB

- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33, "Component Parts Location"</a> (for California), <a href="#">EC-520, "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |
| 13. Accelerator pedal position sensor  |   |  |
| A. Center console  | B. Transaxle assembly   | C. Engine room LH  |
| D. Accelerator pedal, upper  |   |  |

### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve

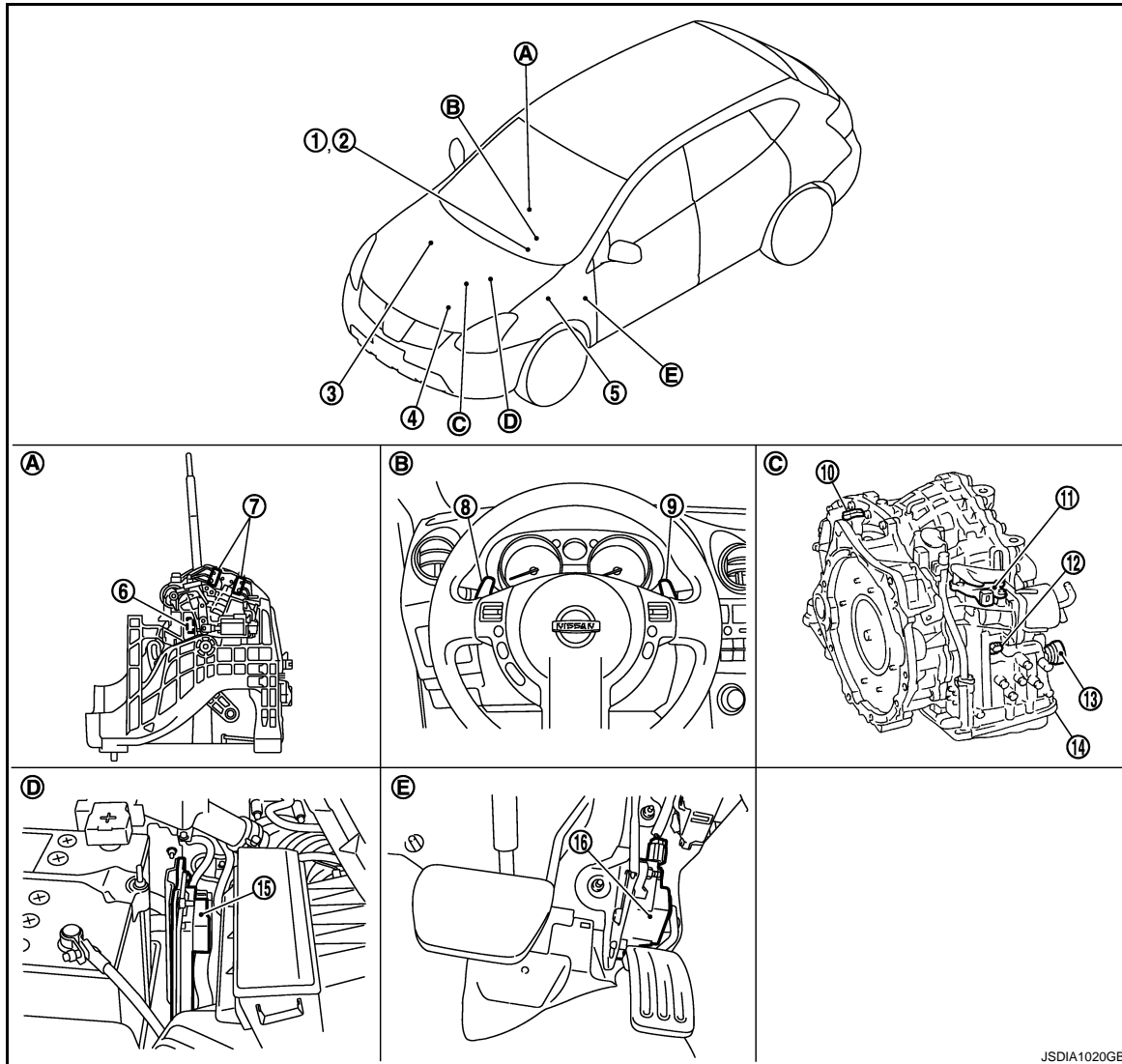
# CVT SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

- Step motor
  - ROM assembly
  - Secondary pressure sensor
  - Secondary pressure solenoid valve
  - Lock-up select solenoid valve
- \*: Control valve is included in transaxle assembly.

With manual mode



- |   |   |  |
|---|---|--|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   |
| 13. CVT unit connector  | 14. Control valve*  | 15. TCM  |
| 16. Accelerator pedal position sensor   |   |  |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |

## < SYSTEM DESCRIPTION >

---

### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

# MECHANICAL SYSTEM

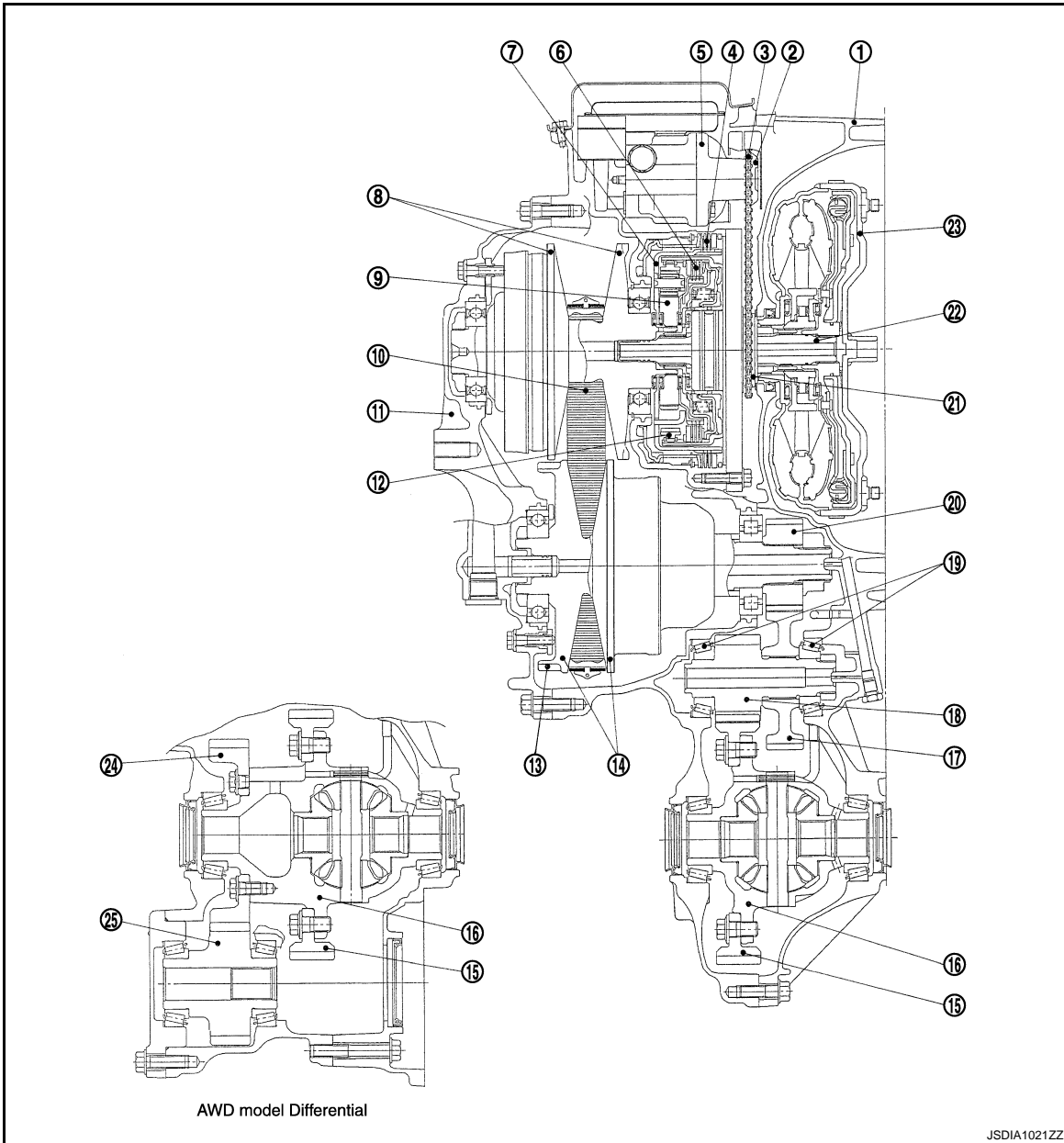
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## MECHANICAL SYSTEM

### Cross-Sectional View

INFOID:000000005252373



- |                          |                      |                      |
|--------------------------|----------------------|----------------------|
| 1. Converter housing     | 2. Driven sprocket   | 3. Chain             |
| 4. Reverse brake         | 5. Oil pump          | 6. Forward clutch    |
| 7. Planetary carrier     | 8. Primary pulley    | 9. Sun gear          |
| 10. Steel belt           | 11. Side cover       | 12. Internal gear    |
| 13. Parking gear         | 14. Secondary pulley | 15. Final gear       |
| 16. Differential case    | 17. Idler gear       | 18. Reduction gear   |
| 19. Taper roller bearing | 20. Output gear      | 21. Drive sprocket   |
| 22. Input shaft          | 23. Torque converter | 24. Drive trans gear |
| 25. Ring trans gear      |                      |                      |

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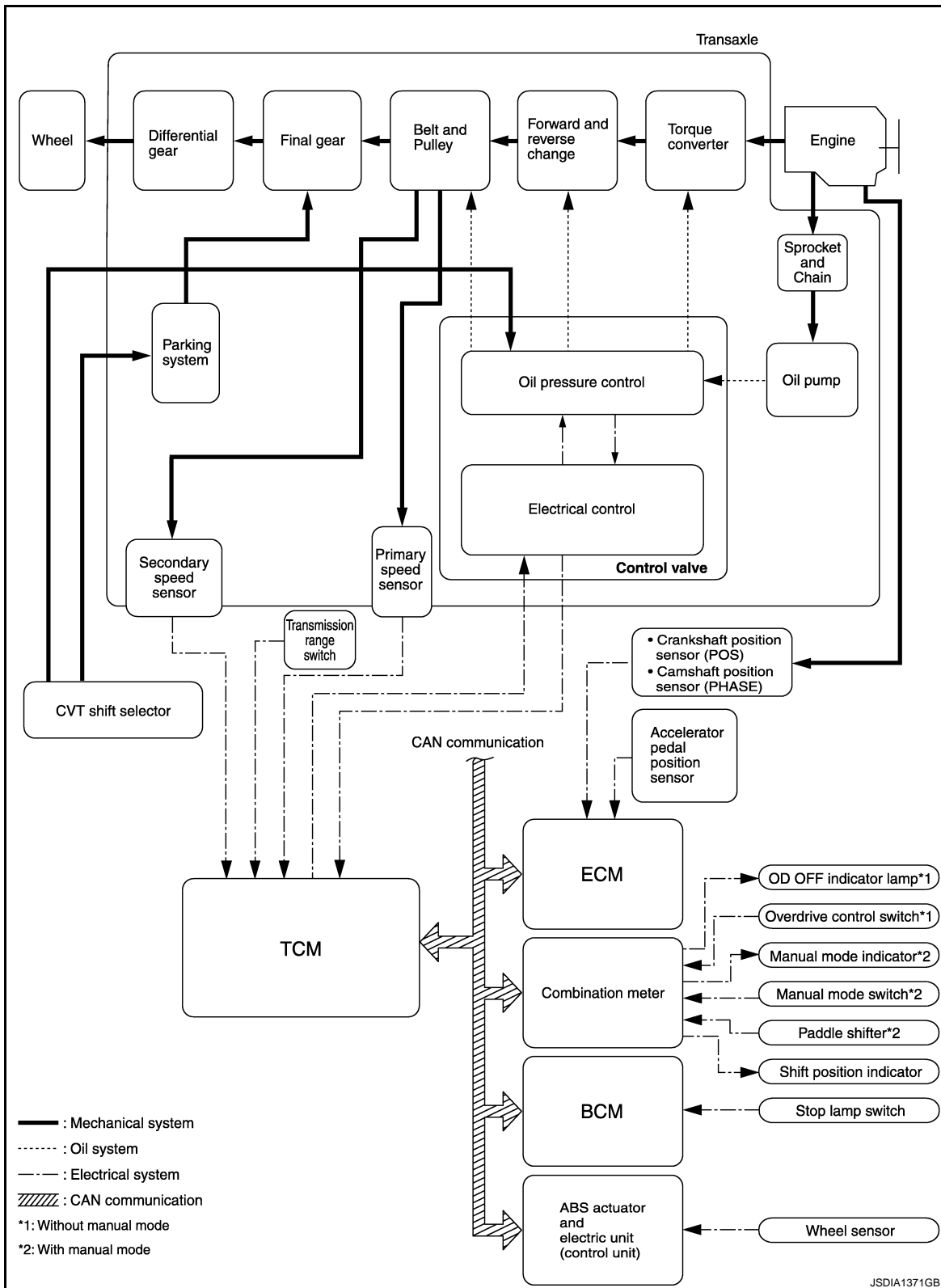
# MECHANICAL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## System Diagram

INFOID:000000005252374



## System Description

INFOID:000000005252375

Transmits the power from the engine to the drive wheel.



# MECHANICAL SYSTEM

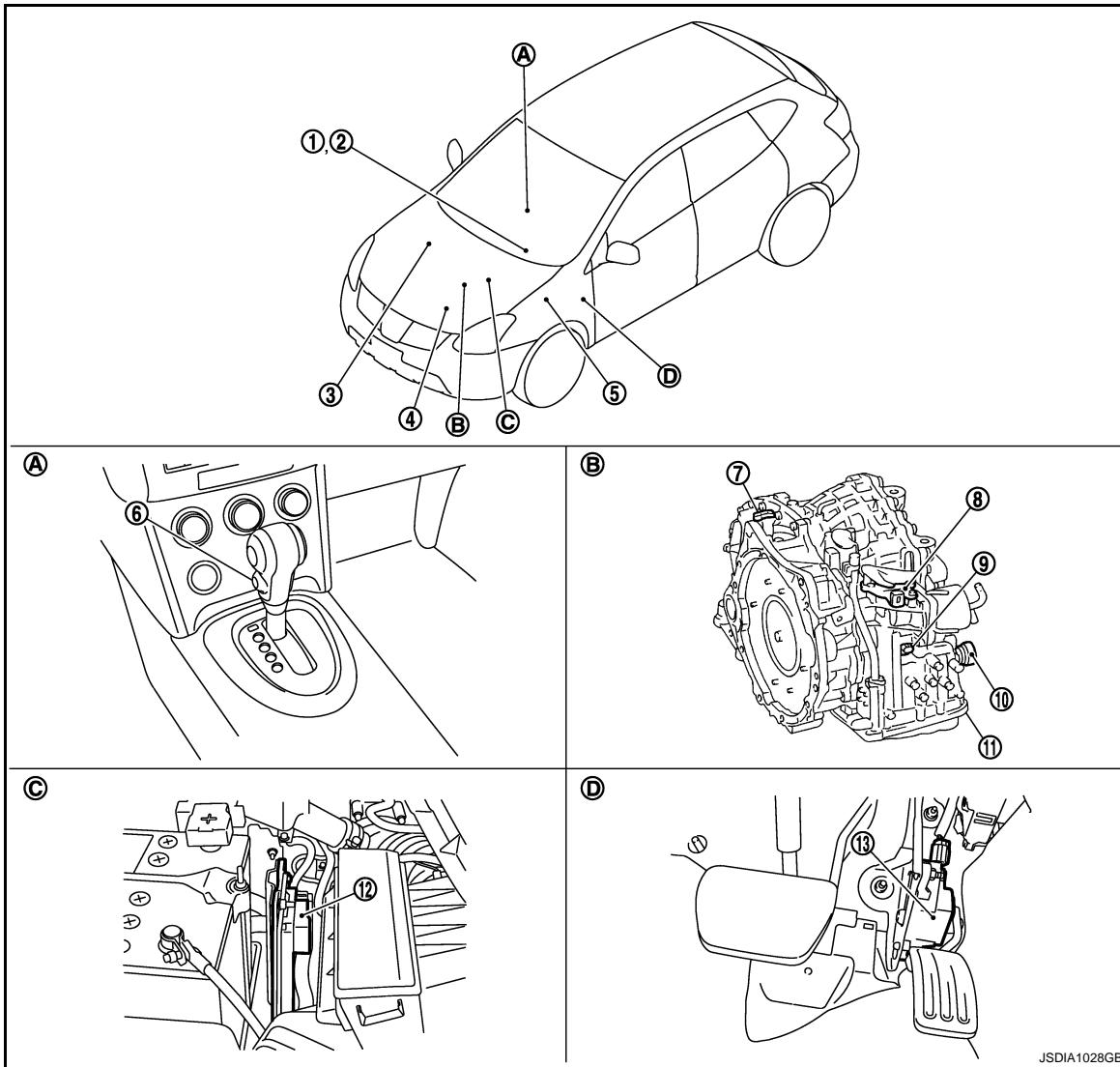
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## Component Parts Location

INFOID:000000005580508

Without manual mode



- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33, "Component Parts Location"</a> (for California), <a href="#">EC-520, "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |
| 13. Accelerator pedal position sensor  |   |  |
| A. Center console  | B. Transaxle assembly   | C. Engine room LH  |
| D. Accelerator pedal, upper  |   |  |

**NOTE:**

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve

A  
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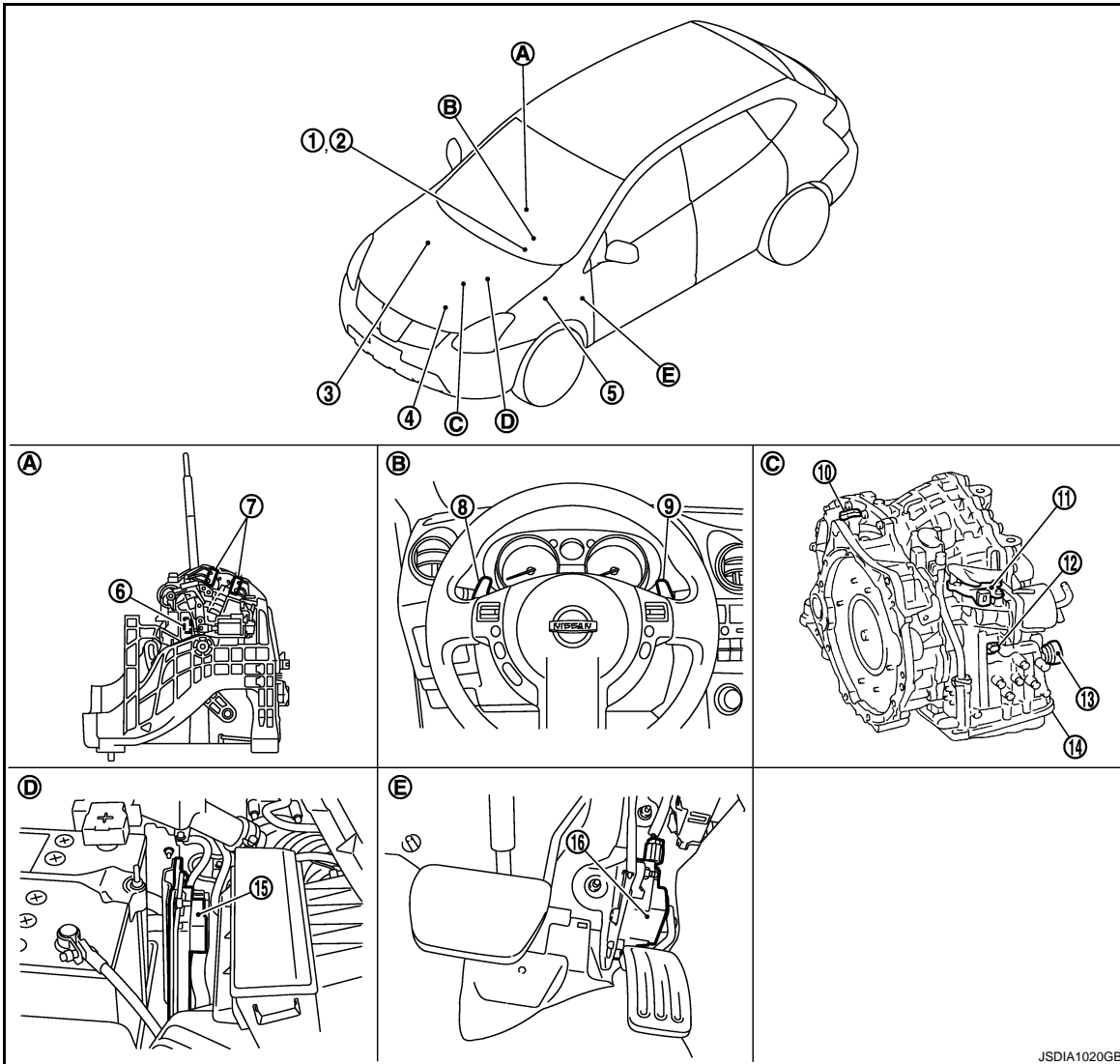
# MECHANICAL SYSTEM

## < SYSTEM DESCRIPTION >

[CVT: RE0F10A]

- Step motor
  - ROM assembly
  - Secondary pressure sensor
  - Secondary pressure solenoid valve
  - Lock-up select solenoid valve
- \*: Control valve is included in transaxle assembly.

With manual mode



JSDIA1020GB

- |   |   |  |
|---|---|--|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   |
| 13. CVT unit connector  | 14. Control valve*  | 15. TCM  |
| 16. Accelerator pedal position sensor   |   |  |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |

# MECHANICAL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

**NOTE:**

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

## Component Description

INFOID:000000005252377

Item	Function	
Torque converter	The torque converter is the device that increases the engine torque as well as the conventional AT and transmits it to the transaxle.	
Oil pump	The efficiency of pump discharge rate has been increased at low-rpm and optimized at high-rpm by adopting a vane-type oil pump controlled by the engine. Discharged oil from oil pump is transmitted to the control valve. It is used as the oil of primary and secondary pulley operation and the oil of clutch operation and the lubricant for each part.	
Planetary gear	Perform the transmission of drive power and the switching of forward/backward movement.	
Forward clutch		
Reverse brake		
Primary pulley	It is composed of a pair of pulleys (the groove width is changed freely in the axial direction) and the steel belt (the steel star wheels are placed continuously and the belt is guided with the multilayer steel rings on both sides). The groove width changes according to wrapping radius of steel belt and pulley from low status to overdrive status continuously with non-step. It is controlled with the oil pressures of primary pulley and secondary pulley.	
Secondary pulley		
Steel belt		
2WD	Output gear	Reduction gear consists of primary deceleration (output gear and idler gear in pair) and secondary deceleration (reduction gear and final gear in pair). Each of them uses a helical gear.
	Idler gear	
	Reduction gear	
	Final gear	
	Differential	
AWD	Output gear	Variable speed gear consists of primary deceleration (output gear and idler gear in pair), secondary deceleration (reduction gear and final gear in pair), and acceleration (drive trans gear and ring trans gear in pair). Each of them uses a helical gear.
	Idler gear	
	Reduction gear	
	Final gear	
	Differential	
	Drive trans gear	
Ring trans gear		
Manual shaft	The parking rod rotates the parking pole and the parking pole engages with the parking gear when the manual shaft is in "P" position. As a result the parking gear and the output axis are fixed.	
Parking rod		
Parking pawl		
Parking gear		

# HYDRAULIC CONTROL SYSTEM

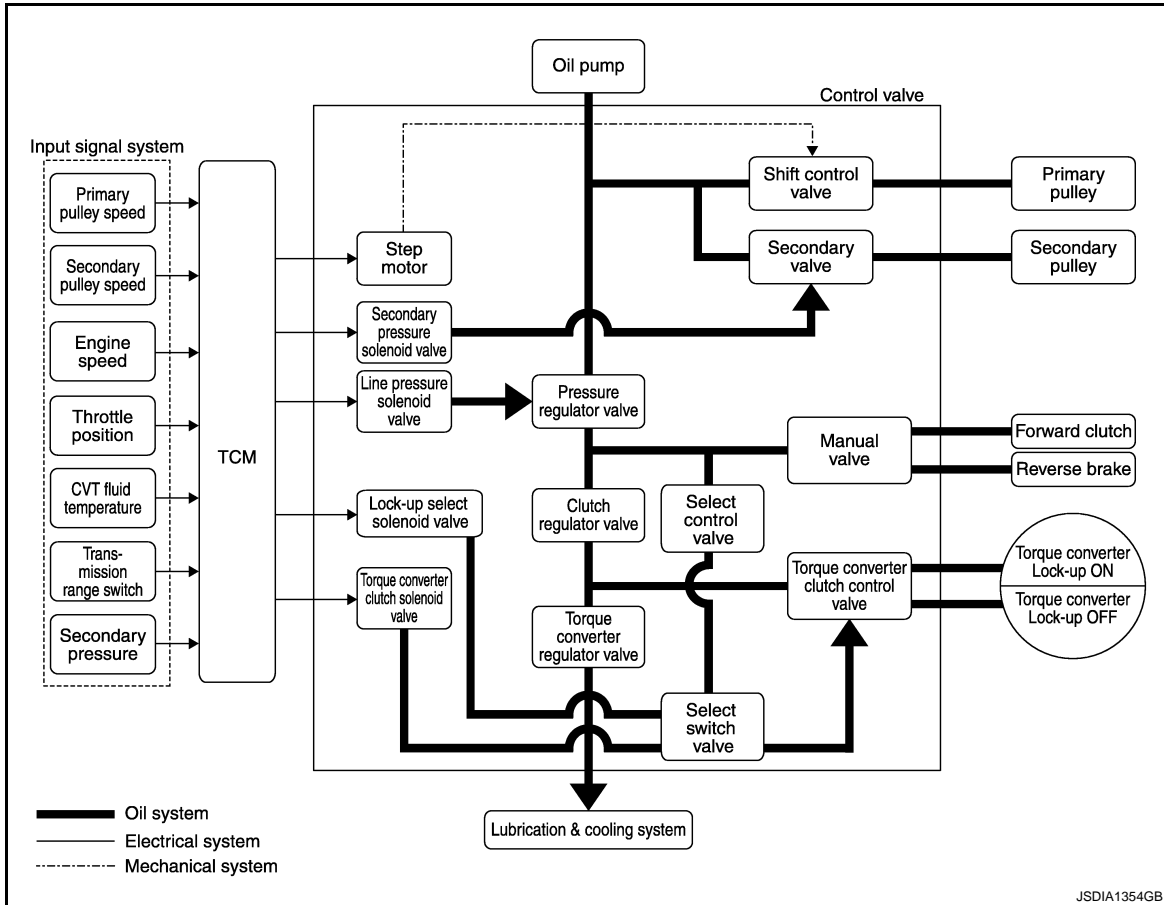
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## HYDRAULIC CONTROL SYSTEM

### System Diagram

INFOID:000000005252378



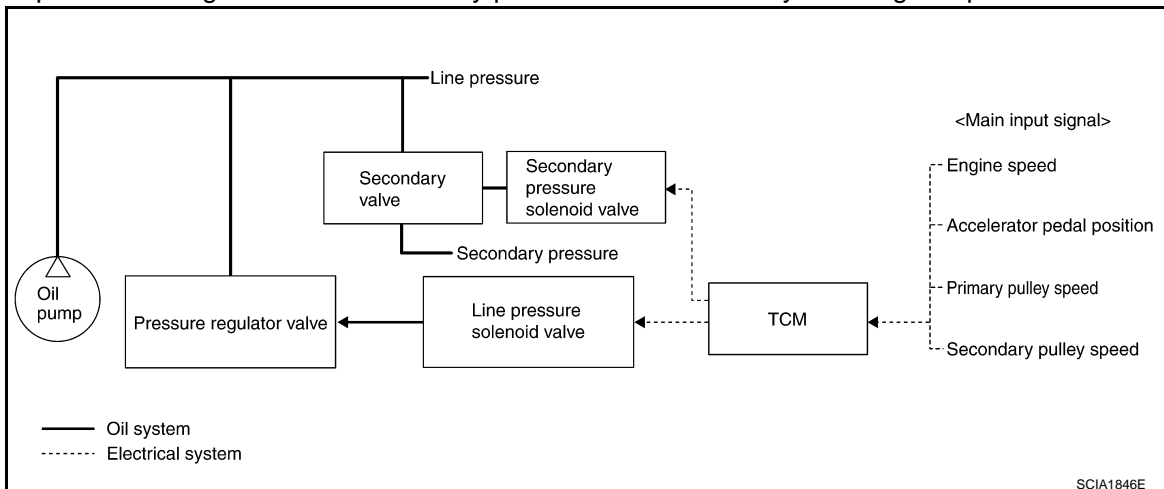
### System Description

INFOID:000000005252379

The hydraulic control mechanism consists of the oil pump directly driven by the engine, the hydraulic control valve that controls line pressure and transmission, and the input signal line.

#### LINE PRESSURE AND SECONDARY PRESSURE CONTROL

- When an input torque signal equivalent to the engine driving force is transmitted from the ECM to the TCM, the TCM controls the line pressure solenoid valve and secondary pressure solenoid valve.
- Line pressure solenoid valve activates pressure regulator valve, and line pressure from oil pump is adjusted for the optimum driving condition. Secondary pressure is controlled by lowering line pressure.



# HYDRAULIC CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

### Normal Control

Optimize the line pressure and secondary pressure, depending on driving conditions, on the basis of the throttle position, the engine speed, the primary pulley (input) revolution speed, the secondary pulley (output) revolution speed, the brake signal, the transmission range switch signal, the lock-up signal, the voltage, the target gear ratio, the fluid temperature, and the fluid pressure.

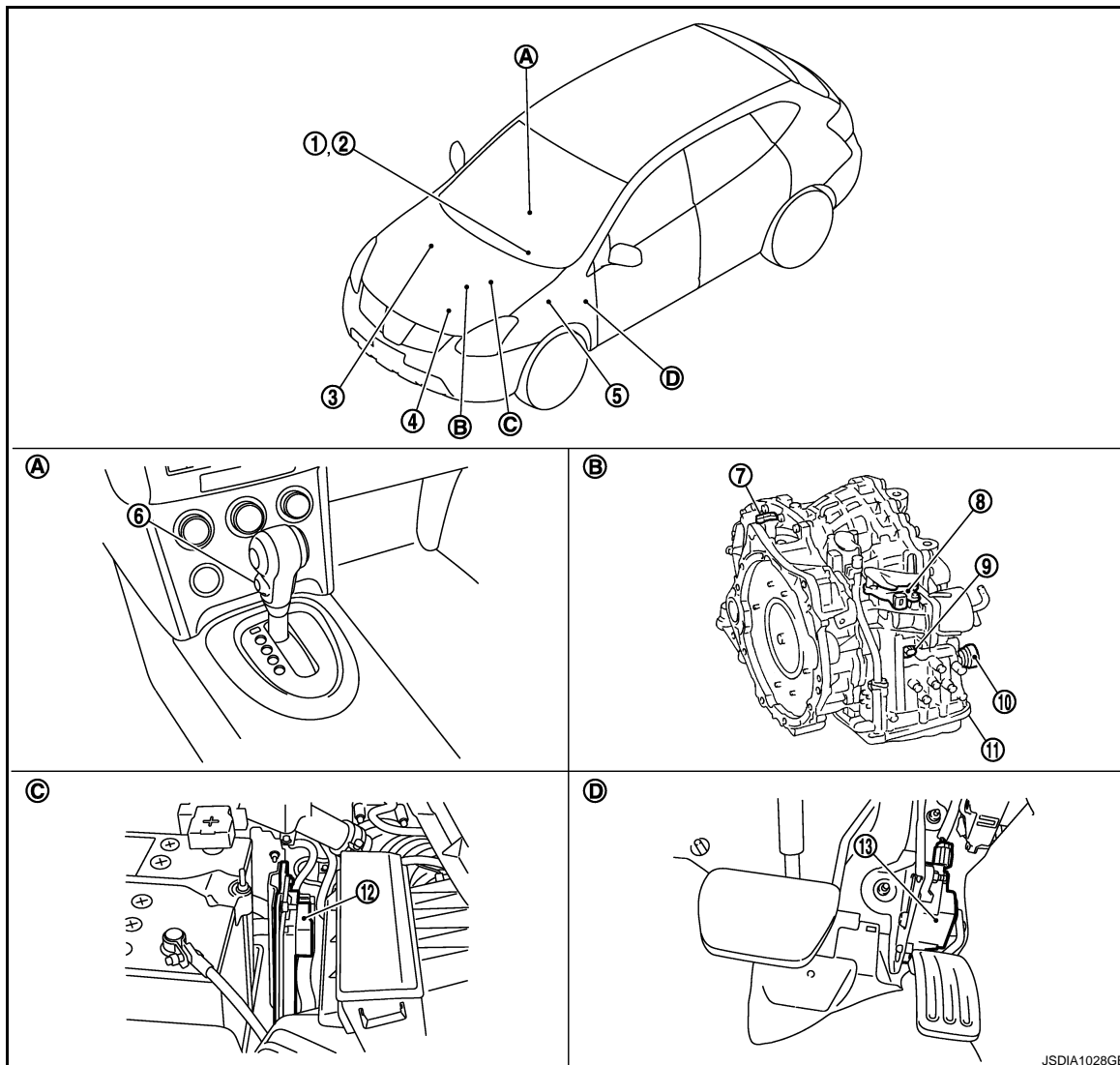
### Feedback Control

For the normal fluid control and the select fluid control, secondary pressure is detected for feedback control by using a secondary pressure sensor to set a high-precision secondary pressure.

## Component Parts Location

INFOID:000000005580509

Without manual mode



- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8. "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33. "Component Parts Location"</a> (for California), <a href="#">EC-520. "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4. "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |

# HYDRAULIC CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

13. Accelerator pedal position sensor

A. Center console

B. Transaxle assembly

C. Engine room LH

D. Accelerator pedal, upper

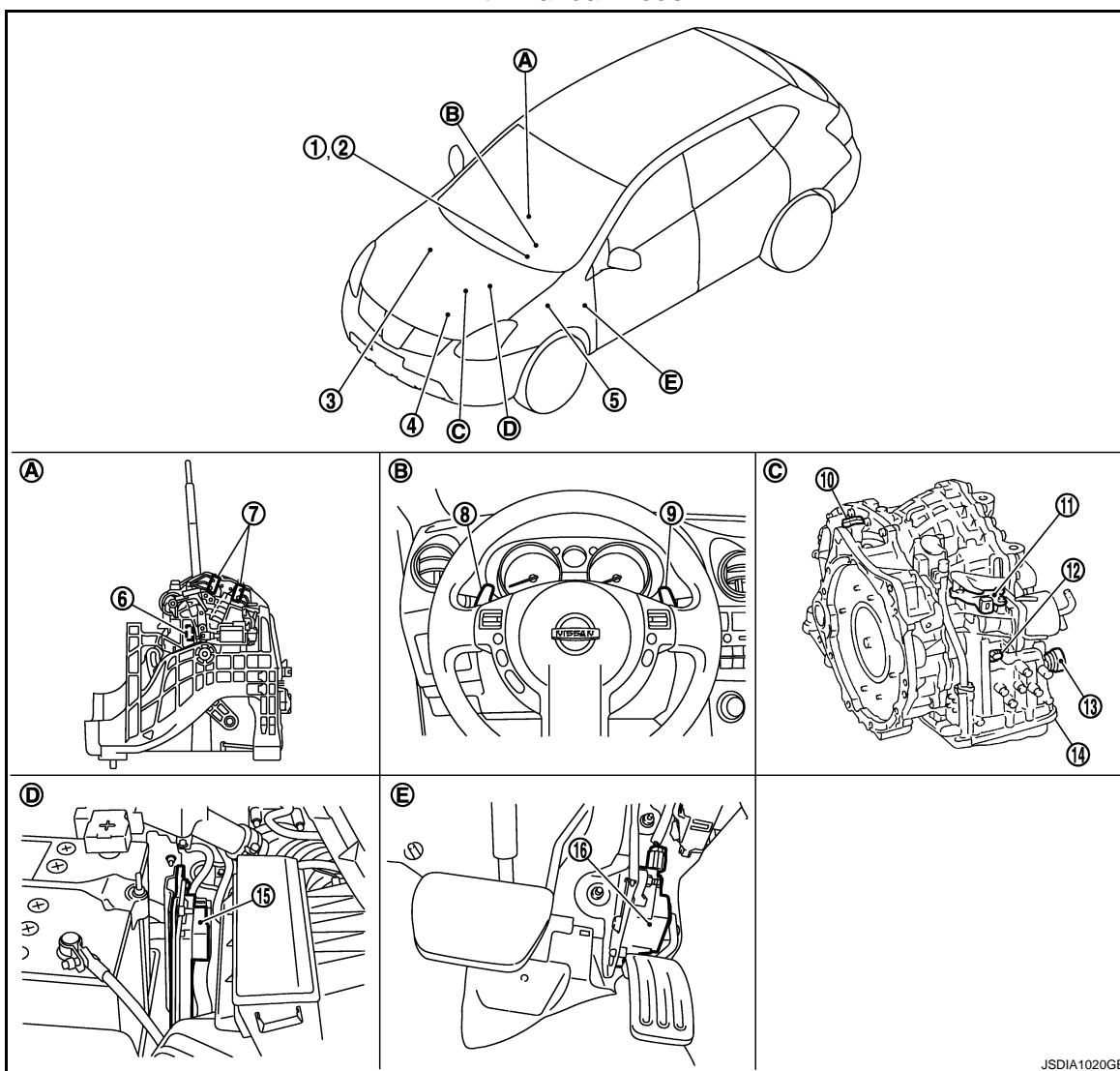
### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

With manual mode



# HYDRAULIC CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

- |   |   |  |    |
|---|---|--|----|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> | A  |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   | B  |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  | C  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   | TM |
| 13. CVT unit connector  | 14. Control valve *   | 15. TCM  |    |
| 16. Accelerator pedal position sensor   |   |  |    |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  | E  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |    |

**NOTE:**

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

## Component Description

INFOID:000000005252381

Name	Function
Torque converter regulator valve	Optimizes the supply pressure for the torque converter depending on driving conditions.
Pressure regulator valve	Optimizes the discharge pressure from the oil pump depending on driving conditions.
TCC control valve	<ul style="list-style-type: none"> <li>• Activates or deactivates the lock-up.</li> <li>• Locks up smoothly by opening lock-up operation excessively.</li> </ul>
Shift control valve	Controls inflow/outflow of line pressure from the primary pulley depending on the stroke difference between the stepping motor and the primary pulley.
Secondary valve	Controls the line pressure from the secondary pulley depending on operating conditions.
Clutch regulator valve	Adjusts the clutch operating pressure depending on operating conditions.
Manual valve	Transmits the clutch operating pressure to each circuit in accordance with the selected position.
Select control valve	Engages forward clutch, reverse brake smoothly depending on select operation.
Select switch valve	The select switch valve enables to select engagement/disengagement of lock-up clutch and that of forward clutch and reverse clutch.
TCC solenoid valve	<a href="#">TM-69, "Description"</a>
Secondary pressure solenoid valve	<a href="#">TM-79, "Description"</a>
Line pressure solenoid valve	<a href="#">TM-73, "Description"</a>
Step motor	<a href="#">TM-105, "Description"</a>
Lock-up select solenoid valve	<a href="#">TM-102, "Description"</a>
Primary speed sensor	<a href="#">TM-59, "Description"</a>
Secondary speed sensor	<a href="#">TM-63, "Description"</a>
Transmission range switch	<a href="#">TM-53, "Description"</a>

# HYDRAULIC CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

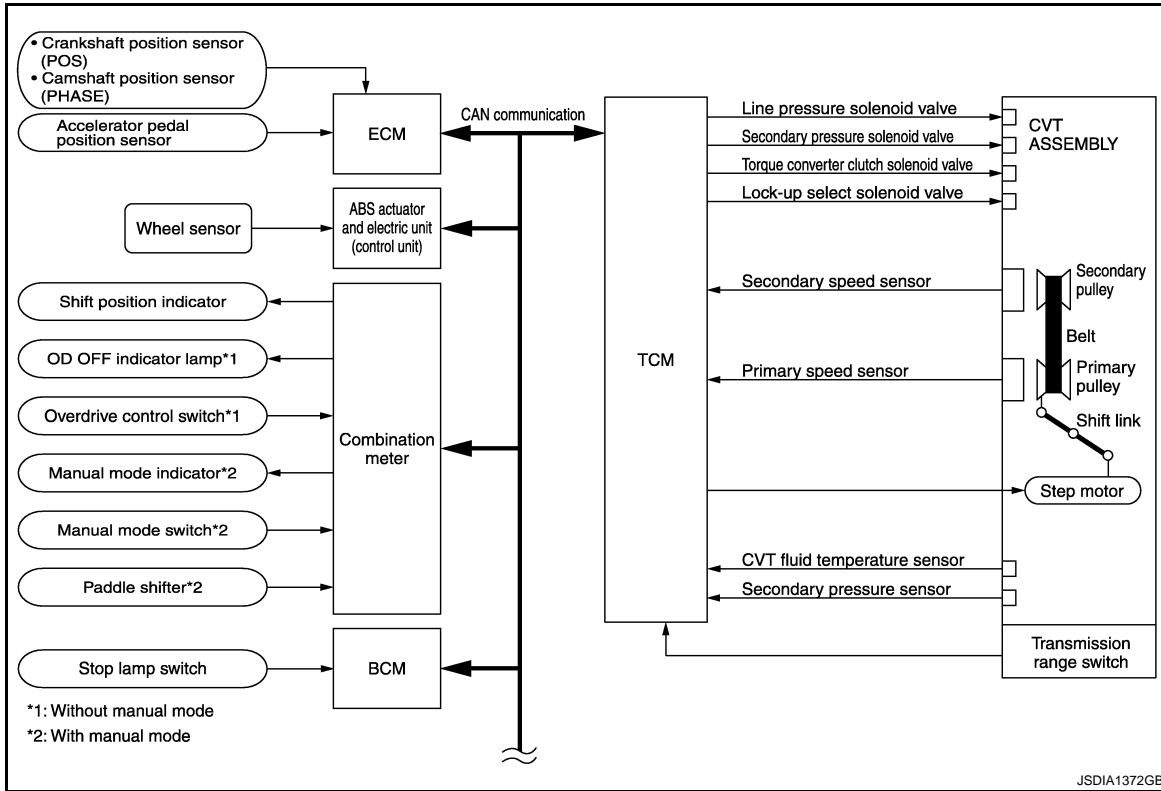
Name	Function
Primary pulley	<a href="#">TM-19, "Component Description"</a>
Secondary pulley	
Forward clutch	
Torque converter	
TCM	Judges driving condition according to signals from each sensor, and optimally controls variable speed mechanism.
Accelerator pedal position sensor	<a href="#">TM-96, "Description"</a>



CONTROL SYSTEM

System Diagram

INFOID:000000005252382



JSDIA1372GB

System Description

INFOID:000000005252383

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

TCM FUNCTION

The function of the TCM is to:

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

SENSORS (or SIGNAL)		TCM		ACTUATORS
Transmission range switch Accelerator pedal position signal Closed throttle position signal Engine speed signal CVT fluid temperature sensor Vehicle speed signal Overdrive control switch signal*1 Manual mode signal*2 Paddle shifter signal*2 Stop lamp switch signal Secondary speed sensor Secondary pressure sensor	⇒	Shift control Line pressure control Primary pressure control Secondary pressure control Lock-up control Engine brake control Vehicle speed control Fail-safe control Self-diagnosis CONSULT-III communication line Duet-EA control CAN system On board diagnosis	⇒	Step motor Torque converter clutch solenoid valve Lock-up select solenoid valve Line pressure solenoid valve Secondary pressure solenoid valve OD OFF indicator lamp*1 Manual mode indicator*2 Shift position indicator

- \*1: Without manual mode
- \*2: With manual mode

INPUT/OUTPUT SIGNAL OF TCM

# CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

	Control item	Fluid pressure control	Select control	Shift control	Lock-up control	CAN communication control	Fail-safe function*2
Input	Transmission range switch	X	X	X	X	X	X
	Accelerator pedal position signal*1	X	X	X	X	X	X
	Closed throttle position signal*1	X		X	X	X	
	Engine speed signal*1	X	X		X	X	X
	CVT fluid temperature sensor	X	X	X	X		X
	Overdrive control switch signal*1, *3			X		X	
	Manual mode signal*1, *4	X		X	X	X	X
	Stop lamp switch signal*1	X		X	X	X	
	Primary speed sensor	X		X	X	X	X
	Secondary speed sensor	X	X	X	X	X	X
	Secondary pressure sensor	X		X			X
Output	Step motor			X			X
	TCC solenoid valve		X		X		X
	Lock-up select solenoid valve		X		X		X
	Line pressure solenoid valve	X	X	X			X
	Secondary pressure solenoid valve	X		X			X

- \*1: Input by CAN communications.
- \*2: If these input and output signals are different, the TCM triggers the fail-safe function.
- \*3: Without manual mode
- \*4: With manual mode

# CONTROL SYSTEM

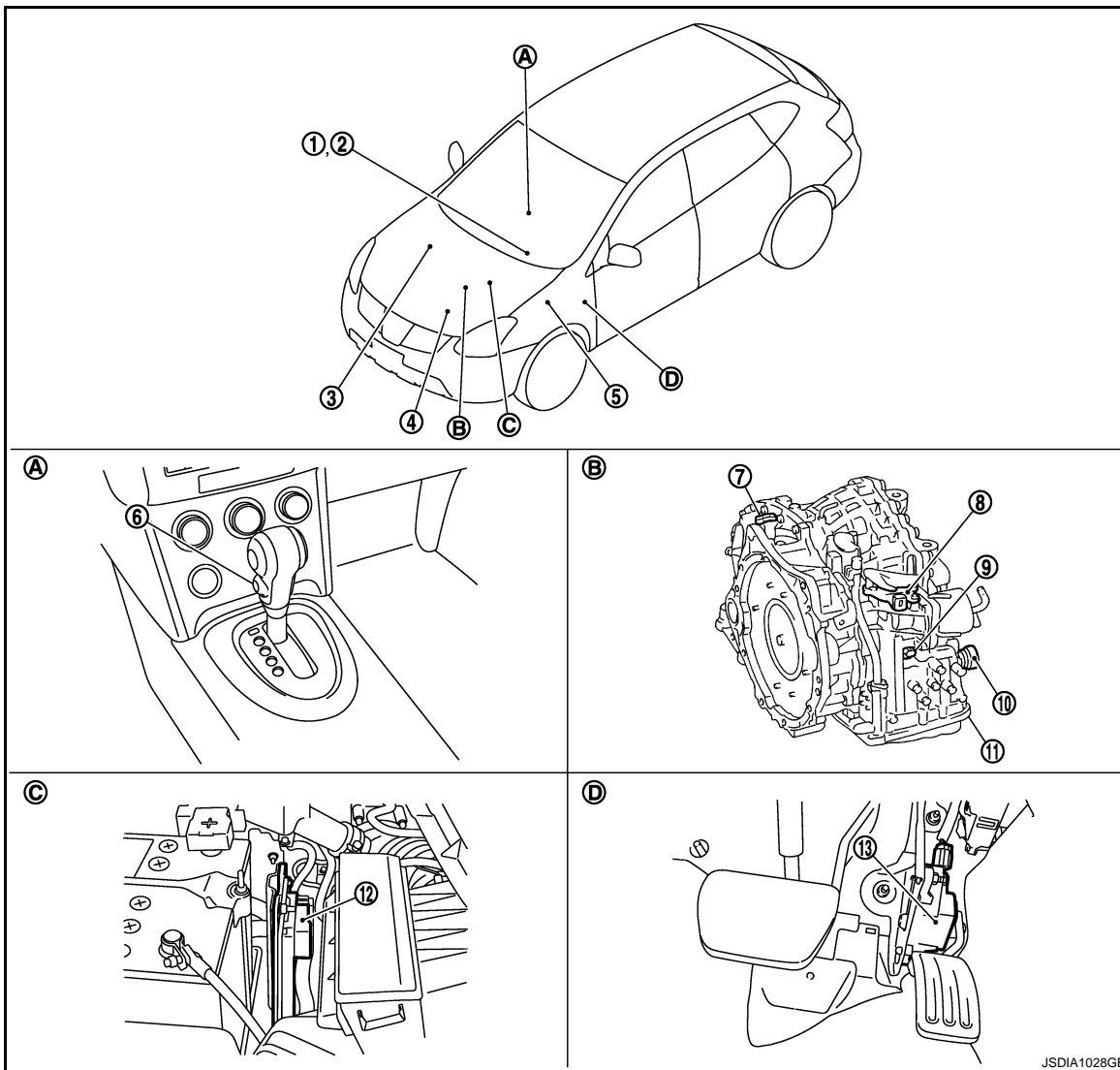
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## Component Parts Location

INFOID:000000005580510

Without manual mode



- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33, "Component Parts Location"</a> (for California), <a href="#">EC-520, "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |
| 13. Accelerator pedal position sensor  |   |  |
| A. Center console  | B. Transaxle assembly   | C. Engine room LH  |
| D. Accelerator pedal, upper  |   |  |

### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve

A  
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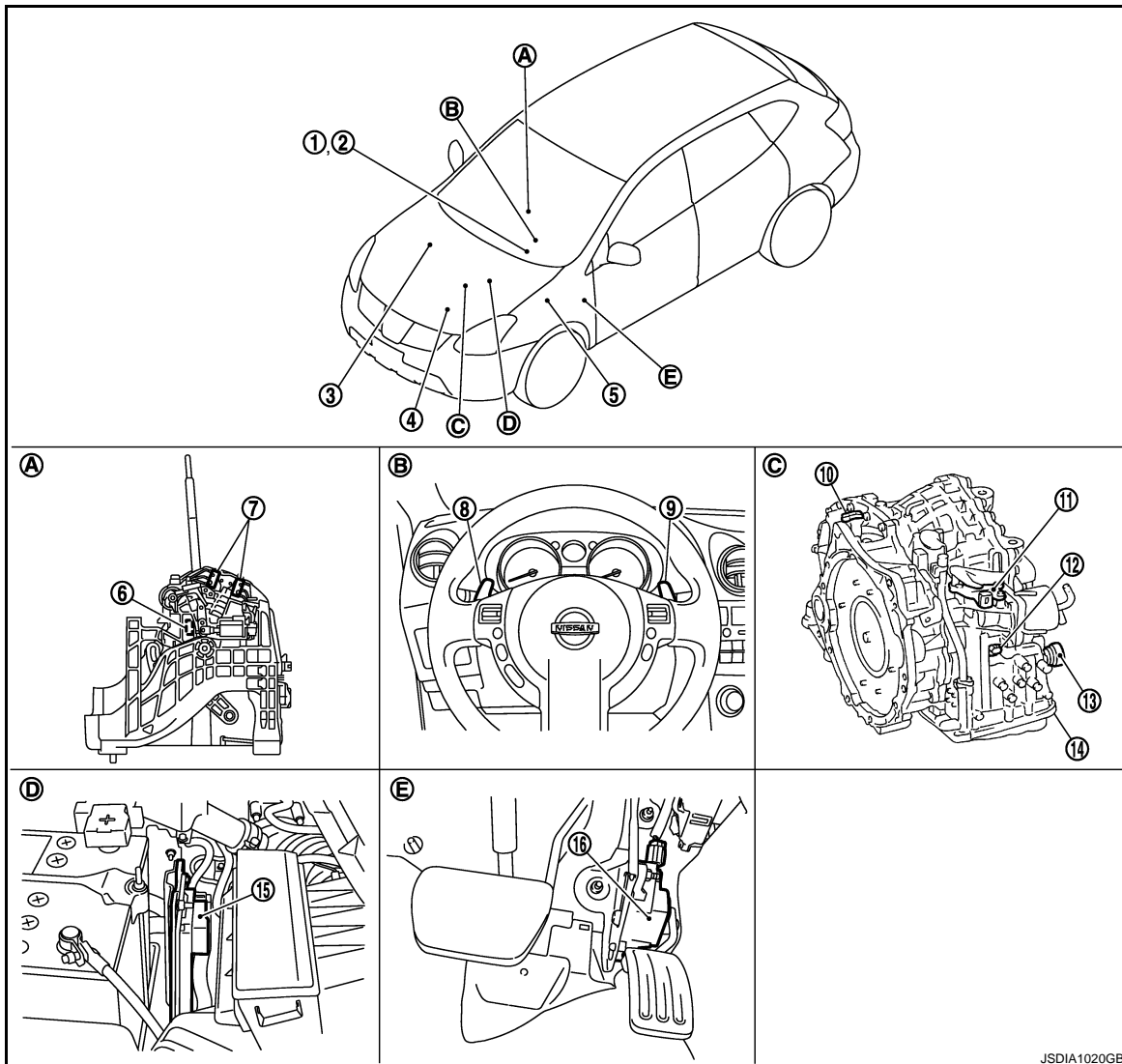
# CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

- Step motor
  - ROM assembly
  - Secondary pressure sensor
  - Secondary pressure solenoid valve
  - Lock-up select solenoid valve
- \*: Control valve is included in transaxle assembly.

With manual mode



JSDIA1020GB

- |   |   |  |
|---|---|--|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   |
| 13. CVT unit connector  | 14. Control valve*  | 15. TCM  |
| 16. Accelerator pedal position sensor   |   |  |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |

# CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

## Component Description

INFOID:000000005252385

Name	Function
Transmission range switch	<a href="#">TM-53, "Description"</a>
CVT fluid temperature sensor	<a href="#">TM-56, "Description"</a>
Primary speed sensor	<a href="#">TM-59, "Description"</a>
Secondary speed sensor	<a href="#">TM-63, "Description"</a>
Secondary pressure sensor	<a href="#">TM-86, "Description"</a>
Step motor	<a href="#">TM-105, "Description"</a>
TCC solenoid valve	<a href="#">TM-69, "Description"</a>
Lock-up select solenoid valve	<a href="#">TM-102, "Description"</a>
Line pressure solenoid valve	<a href="#">TM-73, "Description"</a>
Secondary pressure solenoid valve	<a href="#">TM-79, "Description"</a>
TCM	<a href="#">TM-23, "Component Description"</a>
Stop lamp switch	<a href="#">TM-50, "Description"</a>

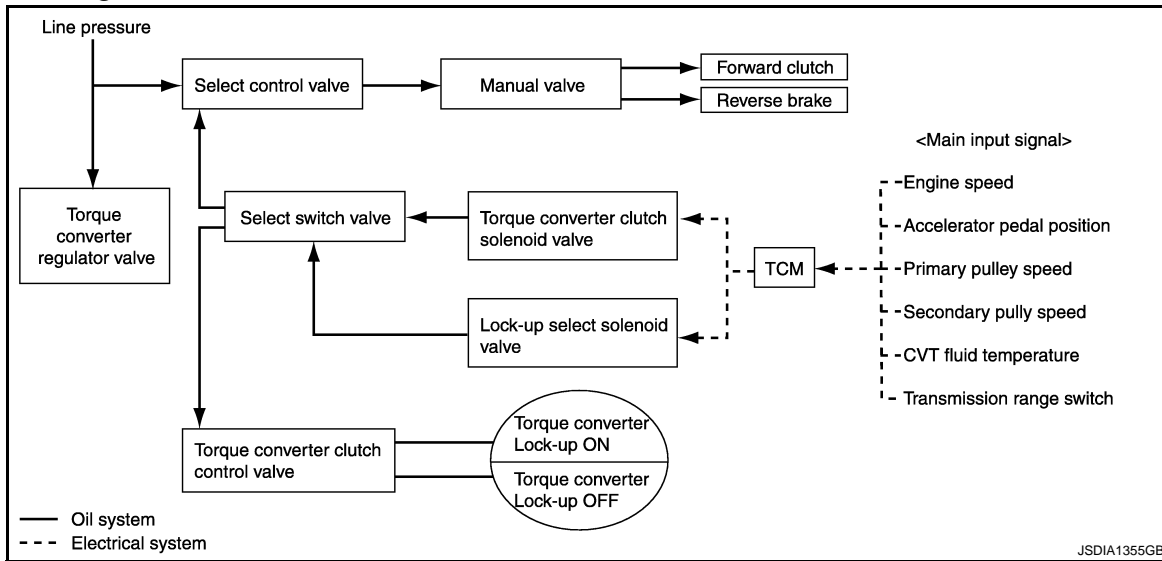
# LOCK-UP AND SELECT CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## LOCK-UP AND SELECT CONTROL SYSTEM

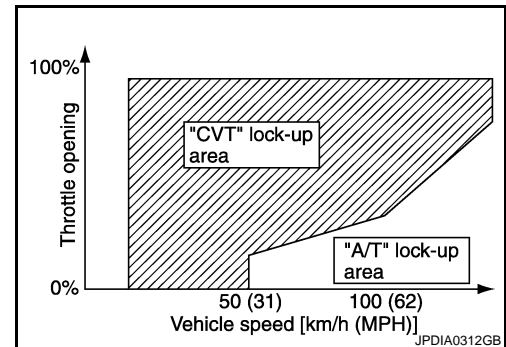
### System Diagram



### System Description

INFOID:000000005252387

- 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. The torque converter clutch engages or releases the torque converter clutch piston.
- When shifting between "N" ("P") ↔ "D" ("R"), torque converter clutch solenoid valve controls engagement power of forward clutch and reverse brake.
- The lock-up applied gear range was expanded by locking up the torque converter at a lower vehicle speed than conventional CVT models.



### TORQUE CONVERTER CLUTCH AND SELECT CONTROL VALVE CONTROL

#### 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 valve 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 valve and lock-up apply pressure is generated. In this way, the torque converter clutch piston is pressed and coupled.

#### Select Control

When shifting between "N" ("P") ↔ "D" ("R"), optimize the operating pressure on the basis of the throttle position, the engine speed, and the secondary pulley (output) revolution speed to lessen the shift shock.

# LOCK-UP AND SELECT CONTROL SYSTEM

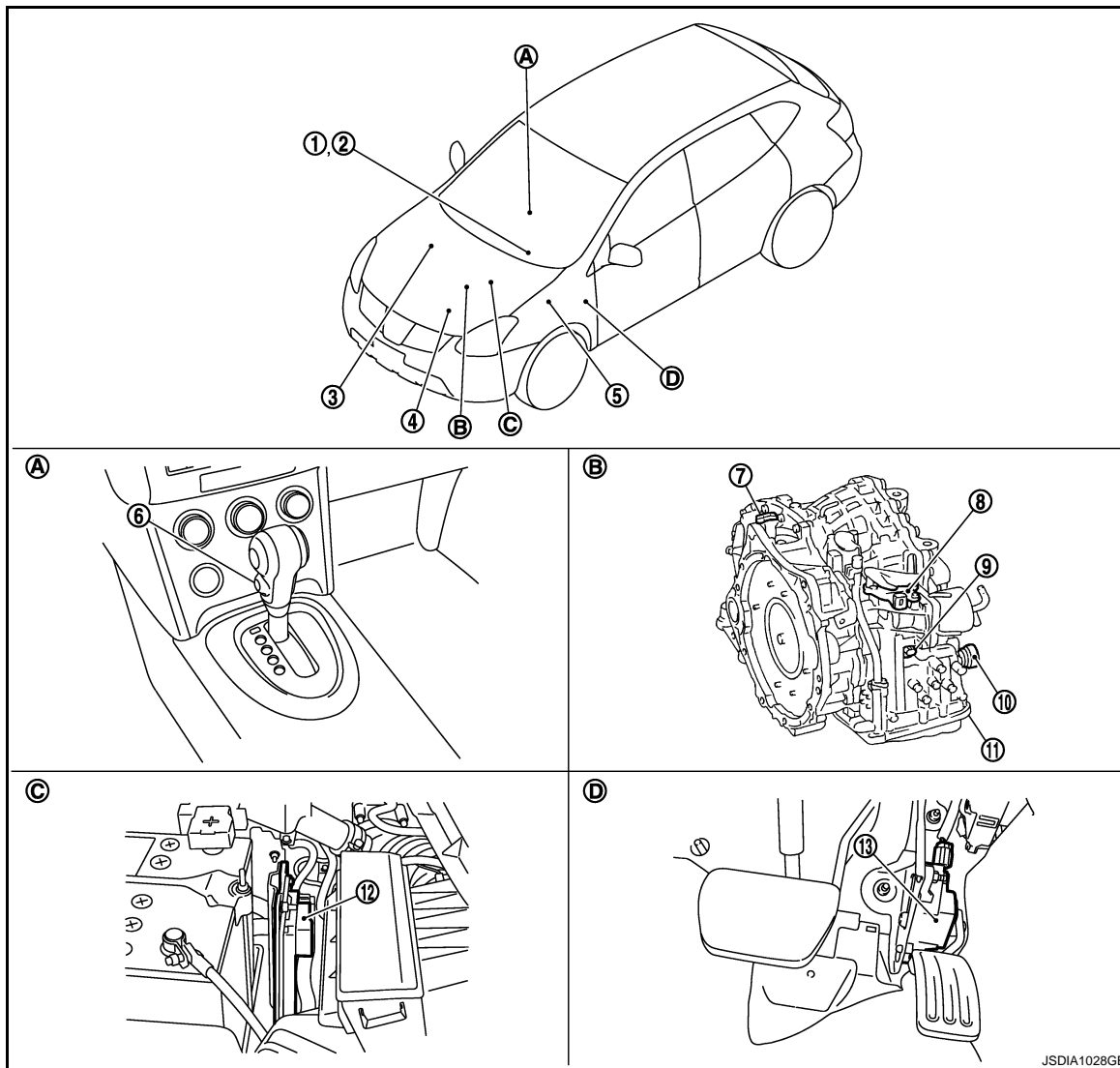
< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## Component Parts Location

INFOID:000000005580511

Without manual mode



- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33, "Component Parts Location"</a> (for California), <a href="#">EC-520, "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |
| 13. Accelerator pedal position sensor  |   |  |
| A. Center console  | B. Transaxle assembly   | C. Engine room LH  |
| D. Accelerator pedal, upper  |   |  |

**NOTE:**

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve

A  
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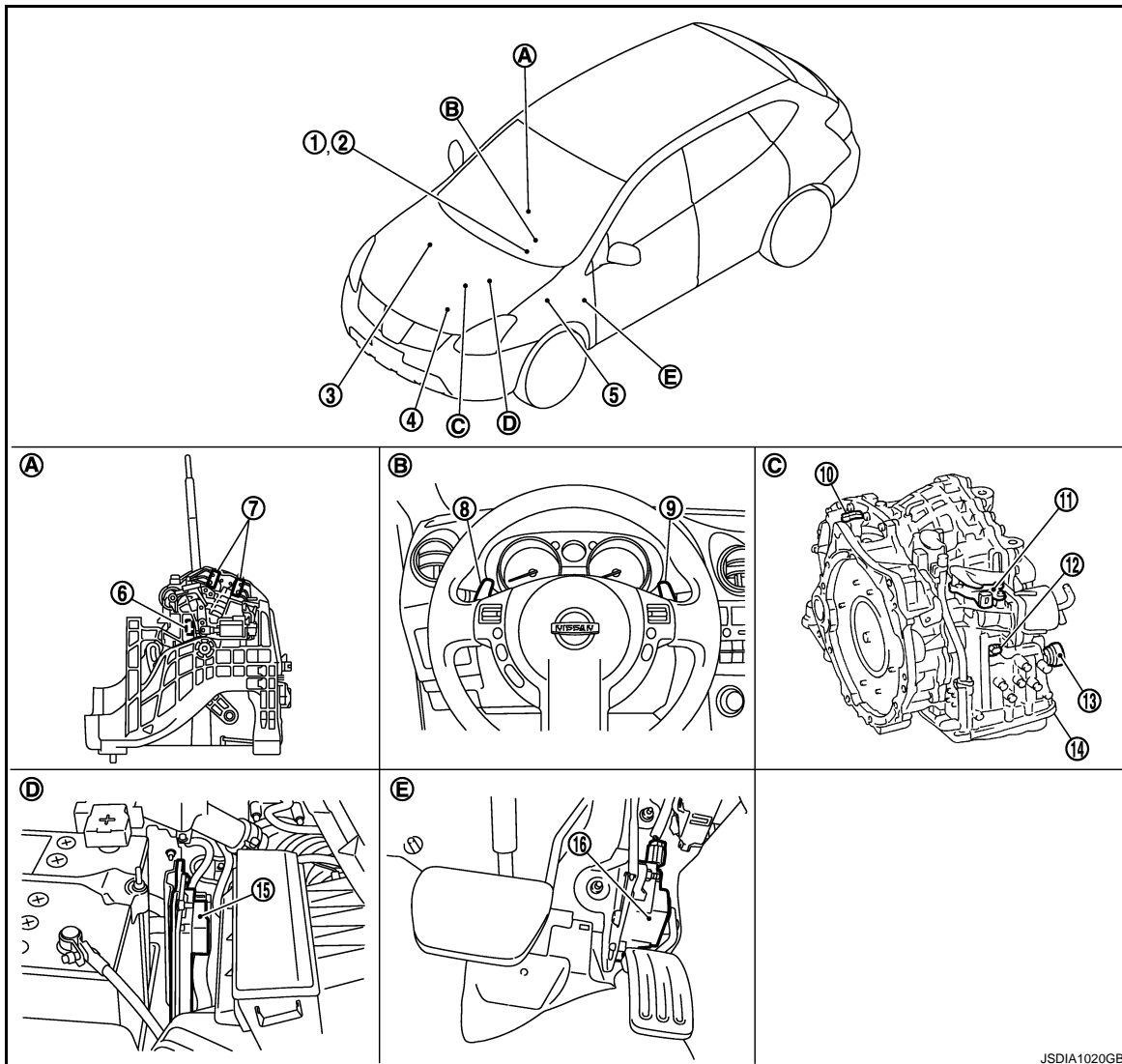
# LOCK-UP AND SELECT CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

- Step motor
  - ROM assembly
  - Secondary pressure sensor
  - Secondary pressure solenoid valve
  - Lock-up select solenoid valve
- \*: Control valve is included in transaxle assembly.

With manual mode



JSDIA1020GB

- |   |   |  |
|---|---|--|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   |
| 13. CVT unit connector  | 14. Control valve*  | 15. TCM  |
| 16. Accelerator pedal position sensor   |   |  |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |



# LOCK-UP AND SELECT CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

### NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

\*: Control valve is included in transaxle assembly.

## Component Description

INFOID:000000005252389

Name	Function
Torque converter regulator valve	<a href="#">TM-23, "Component Description"</a>
TCC control valve	
Select control valve	
Select switch valve	
Manual valve	
TCC solenoid valve	<a href="#">TM-69, "Description"</a>
Lock-up select solenoid valve	<a href="#">TM-102, "Description"</a>
Primary speed sensor	<a href="#">TM-59, "Description"</a>
Secondary speed sensor	<a href="#">TM-63, "Description"</a>
CVT fluid temperature sensor	<a href="#">TM-56, "Description"</a>
Transmission range switch	<a href="#">TM-53, "Description"</a>
Forward clutch	<a href="#">TM-19, "Component Description"</a>
Reverse brake	
Torque converter	
TCM	Judges driving condition according to signals from each sensor, and optimally controls variable speed mechanism.
Accelerator pedal position sensor	<a href="#">TM-96, "Description"</a>

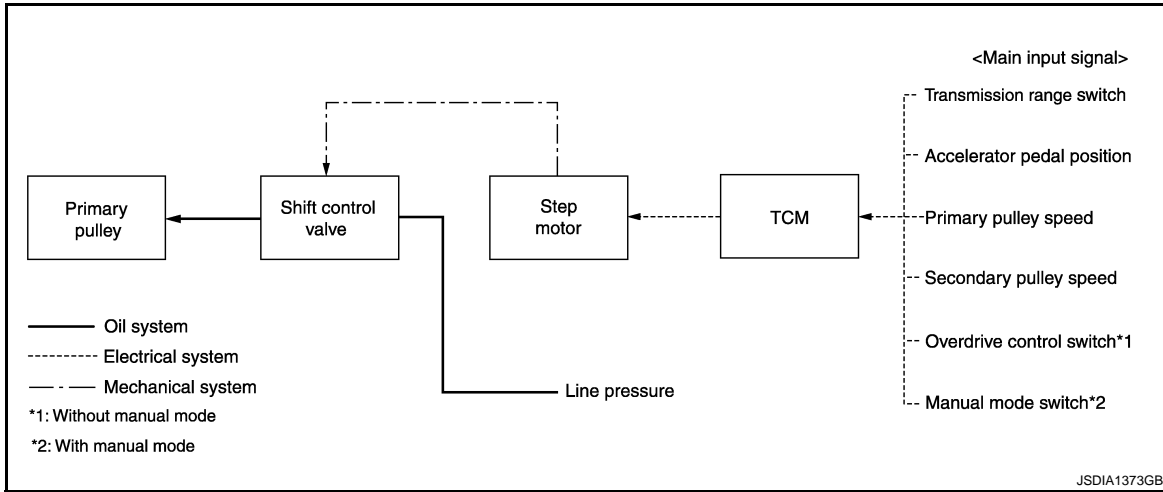
# SHIFT CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## SHIFT CONTROL SYSTEM

### System Diagram



**NOTE:**

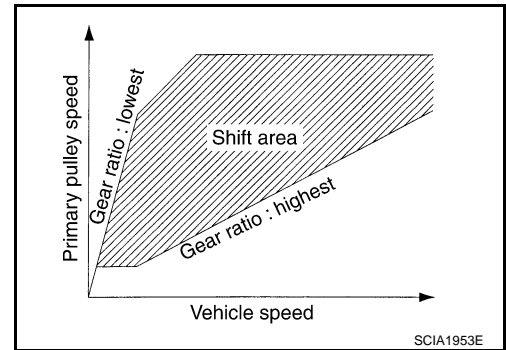
The gear ratio is set for each position separately.

### System Description

In order to select the gear ratio that can obtain the driving force in accordance with driver's intention and the vehicle condition, TCM monitors the driving conditions, such as the vehicle speed and the throttle position, selects the optimum gear ratio, and determines the gear change steps to the gear ratio. Then TCM sends the command to the step motor, controls the inflow/outflow of line pressure from the primary pulley to determine the position of the moving-pulley and controls the gear ratio.

#### “D” POSITION

Shifting over all the ranges of gear ratios from the lowest to the highest.

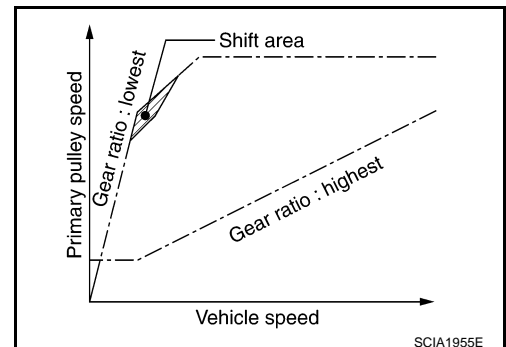


#### OVERDRIVE OFF CONDITION (WITHOUT MANUAL MODE)

Use this position for improved engine braking.

#### “L” POSITION (WITHOUT MANUAL MODE)

By limiting the gear range to the lowest position, the strong driving force and the engine brake can be secured.



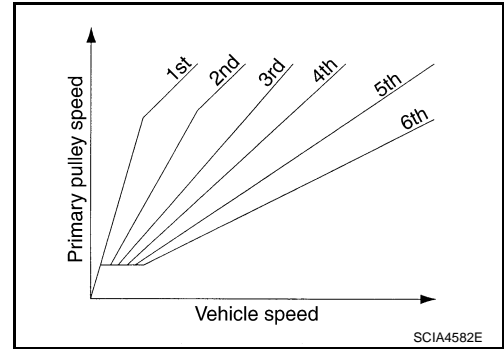
#### “M” POSITION (WITH MANUAL MODE)

# SHIFT CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

When the selector lever is put in the manual shift gate side, the fixed changing gear line is set. By moving the selector lever to + side or - side, the manual mode switch is changed over, and shift change like M/T becomes possible following the changing gear set line step by step.



## DOWNHILL ENGINE BRAKE CONTROL (AUTO ENGINE BRAKE CONTROL)

When a downhill slope is detected with the accelerator pedal released, the engine brake will be strengthened up by downshifting so as not to accelerate the vehicle more than necessary.

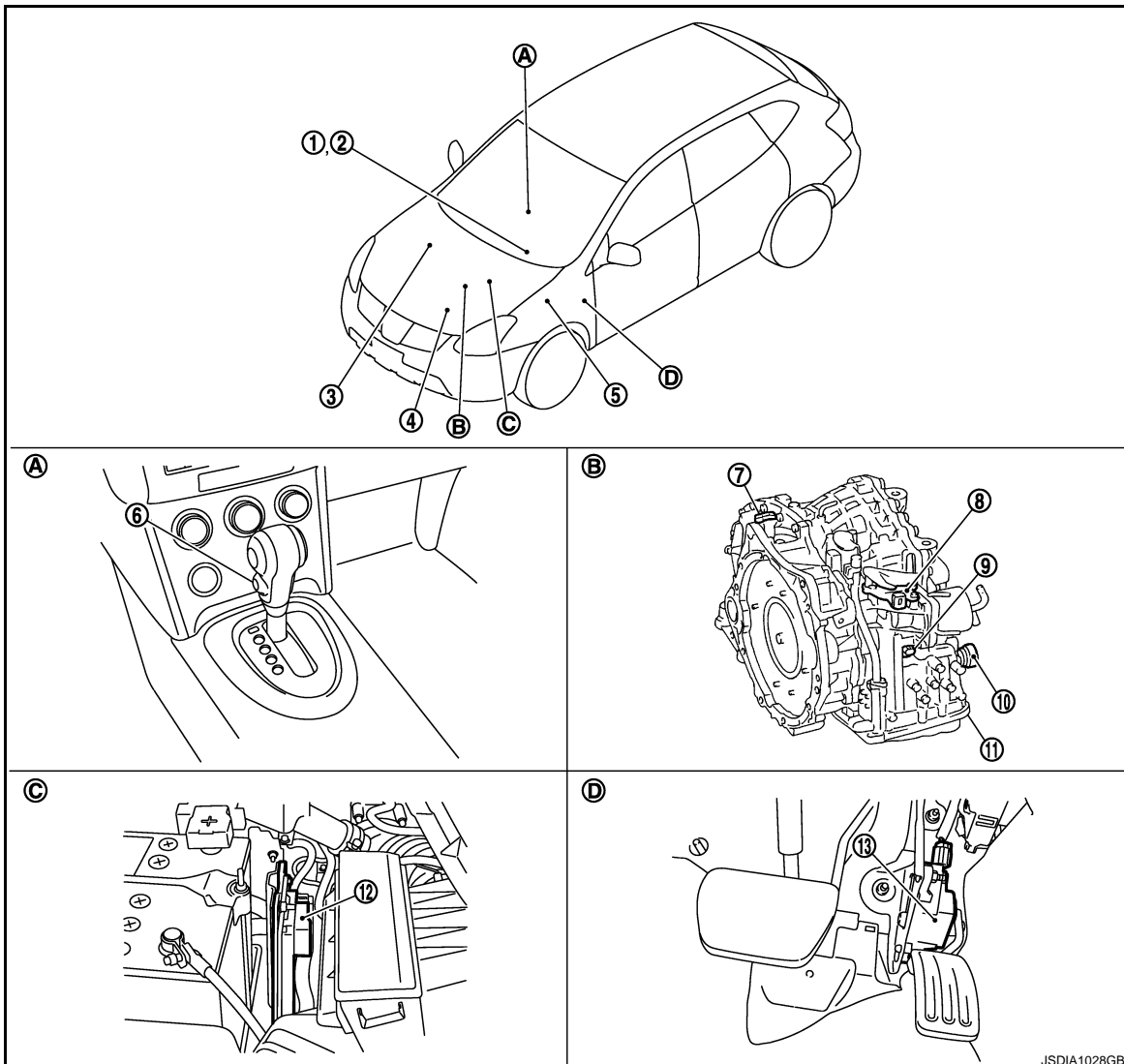
## ACCELERATION CONTROL

According to vehicle speed and a change of accelerator pedal angle, driver's request for acceleration and driving scene are judged. This function assists improvement in the acceleration feeling by making the engine speed proportionate to the vehicle speed. And a shift map that can gain a larger driving force is available for compatibility of mileage with driveability.

## Component Parts Location

INFOID:000000005580512

Without manual mode



# SHIFT CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

- |  |   |  |
|--|---|--|
| 1. OD OFF indicator lamp<br>(On the combination meter)   | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-33, "Component Parts Location"</a> (for California), <a href="#">EC-520, "Component Parts Location"</a> [for USA (federal) and Canada] | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Overdrive control switch  |
| 7. Secondary speed sensor  | 8. Transmission range switch  | 9. Primary speed sensor  |
| 10. CVT unit connector   | 11. Control valve*  | 12. TCM  |
| 13. Accelerator pedal position sensor  |   |  |
| A. Center console  | B. Transaxle assembly   | C. Engine room LH  |
| D. Accelerator pedal, upper  |   |  |

## NOTE:

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor
- ROM assembly
- Secondary pressure sensor
- Secondary pressure solenoid valve
- Lock-up select solenoid valve

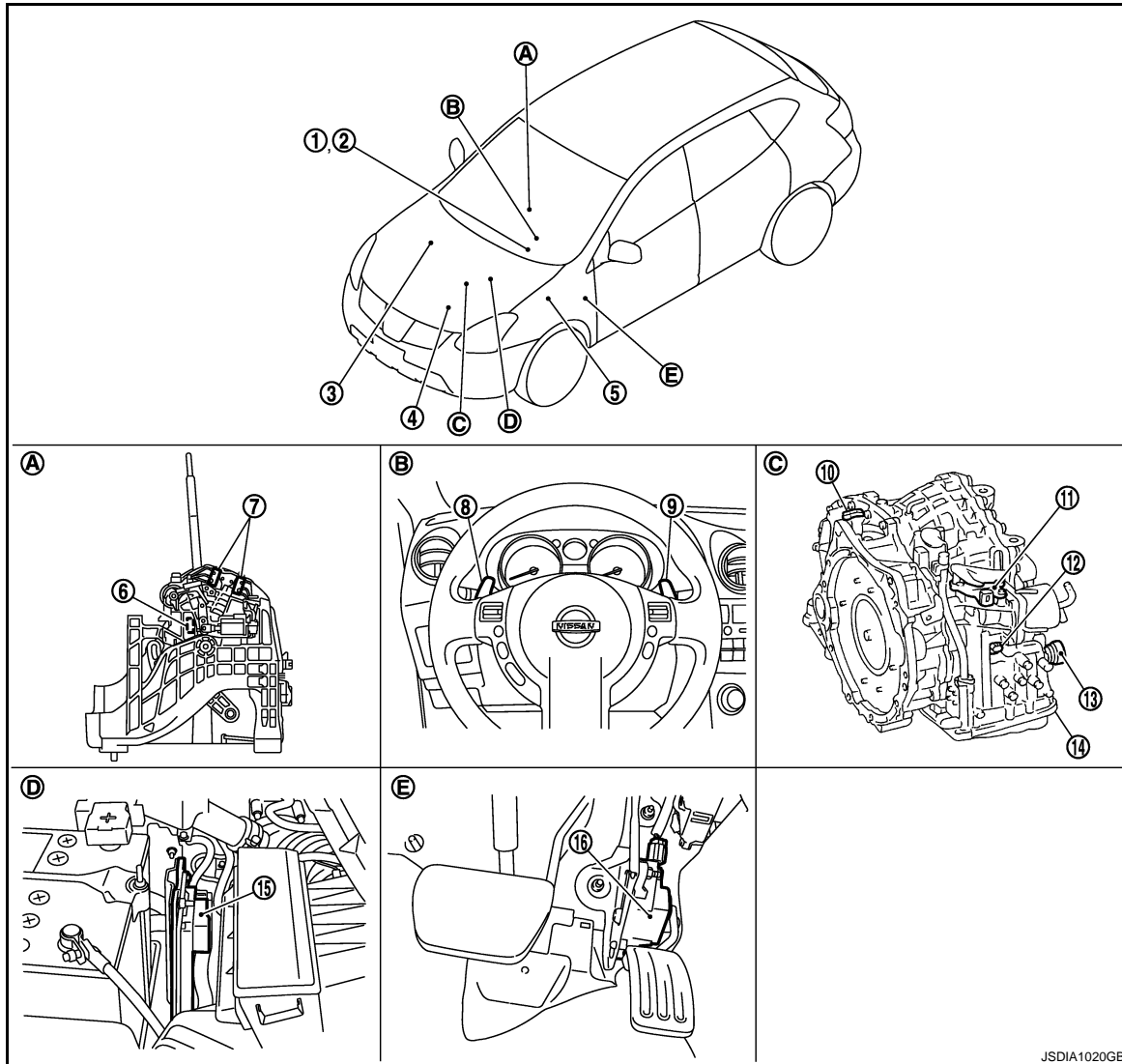
\*: Control valve is included in transaxle assembly.

# SHIFT CONTROL SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

With manual mode



- |   |   |  |
|---|---|--|
| 1. Manual mode indicator<br>(On the combination meter)  | 2. Shift position indicator<br>(On the combination meter)                 | 3. BCM<br>Refer to <a href="#">BCS-8, "Component Parts Location"</a> |
| 4. ECM<br>Refer to <a href="#">EC-520, "Component Parts Location"</a> [for Canada], <a href="#">EC-961, "Component Parts Location"</a> (for Mexico) | 5. IPDM E/R<br>Refer to <a href="#">PCS-4, "Component Parts Location"</a> | 6. Manual mode select switch   |
| 7. Manual mode position select switch   | 8. Paddle shift down switch   | 9. Paddle shift up switch  |
| 10. Secondary speed sensor  | 11. Transmission range switch   | 12. Primary speed sensor   |
| 13. CVT unit connector  | 14. Control valve*  | 15. TCM  |
| 16. Accelerator pedal position sensor   |   |  |
| A. CVT shift selector   | B. Steering wheel   | C. Transaxle assembly  |
| D. Engine room LH   | E. Accelerator pedal, upper   |  |

**NOTE:**

The following components are included in control valve.

- CVT fluid temperature sensor
- Torque converter clutch solenoid valve
- Line pressure solenoid valve
- Step motor

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# SHIFT CONTROL SYSTEM

[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

- ROM assembly
  - Secondary pressure sensor
  - Secondary pressure solenoid valve
  - Lock-up select solenoid valve
- \*: Control valve is included in transaxle assembly.

## Component Description

INFOID:000000005252393

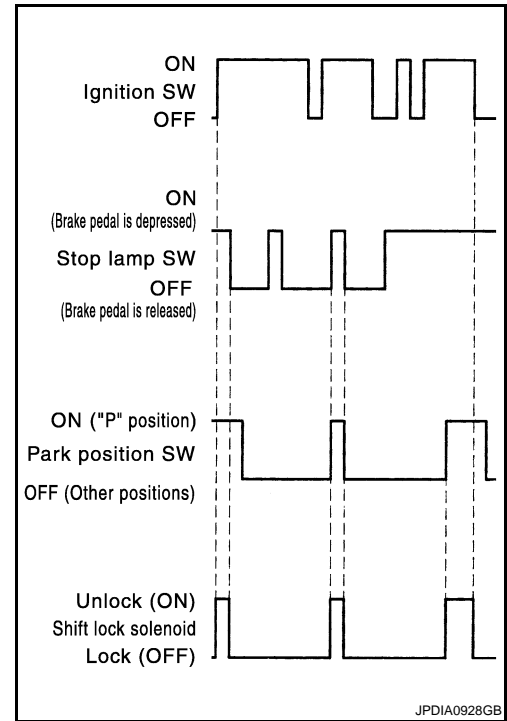
Item	Function
Transmission range switch	<a href="#">TM-53, "Description"</a>
Primary speed sensor	<a href="#">TM-59, "Description"</a>
Secondary speed sensor	<a href="#">TM-63, "Description"</a>
Step motor	<a href="#">TM-105, "Description"</a>
Shift control valve	<a href="#">TM-23, "Component Description"</a>
Primary pulley	<a href="#">TM-19, "Component Description"</a>
Secondary pulley	<a href="#">TM-19, "Component Description"</a>
TCM	Judges driving condition according to signals from each sensor, and optimally controls variable speed mechanism.

## SHIFT LOCK SYSTEM

### System Description

INFOID:000000005252394

The shift lever cannot be shifted from the “P” position unless the brake pedal is depressed while the ignition switch is set to ON. The shift lock is unlocked by turning the shift lock solenoid ON when the ignition switch is set to ON, the park position switch is turned ON (selector lever is in “P” position), and the stop lamp switch is turned ON (brake pedal is depressed) as shown in the operation chart in the figure. Therefore, the shift lock solenoid receives no ON signal and the shift lock remains locked if all of the above conditions are not fulfilled. (However, selector operation is allowed if the shift lock release button is pressed.)

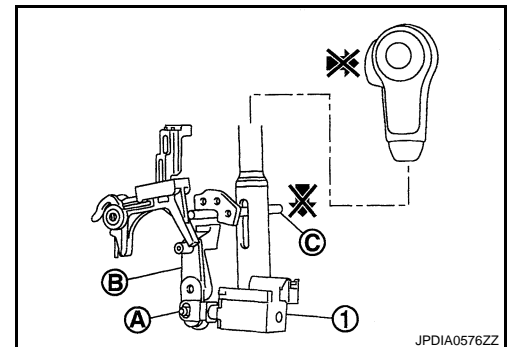


### SHIFT LOCK OPERATION AT “P” POSITION

#### When Brake Pedal Is Not Depressed (No Selector Operation Allowed)

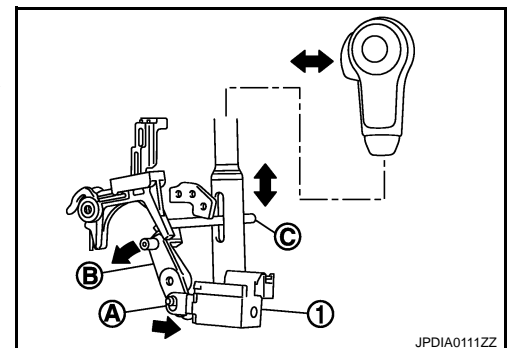
The shift lock solenoid (1) is turned OFF (not energized) and the solenoid rod (A) is extended with the spring when the brake pedal is not depressed (no selector operation allowed) with the ignition switch ON.

The connecting lock lever (B) is located at the position shown in the figure when the solenoid rod is extended. It prevents the movement of the detent rod (C). For these reasons, the selector lever cannot be shifted from the “P” position.



#### When Brake Pedal Is Depressed (Shift Operation Allowed)

The shift lock solenoid (1) is turned ON (energized) when the brake pedal is depressed with the ignition switch ON. The solenoid rod (A) is compressed by the electromagnetic force. The connecting lock lever (B) rotates when the solenoid is activated. Therefore, the detent rod (C) can be moved. For these reasons, the selector lever can be shifted to other positions.



### “P” POSITION HOLD MECHANISM (IGNITION SWITCH LOCK)

# SHIFT LOCK SYSTEM

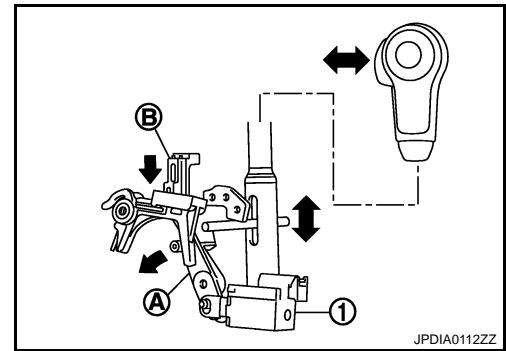
[CVT: RE0F10A]

## < SYSTEM DESCRIPTION >

The shift lock solenoid (1) is not energized when the ignition switch is in any position other than ON. In this condition, the shift mechanism is locked and "P" position is held. The operation cannot be performed from "P" position if the brake pedal is depressed with the ignition switch ON when the operation system of shift lock solenoid is malfunctioning. However, the lock lever (A) is forcibly rotated and the shift lock is released when the shift lock release button (B) is pressed from above. Then the selector operation from "P" position can be performed.

### CAUTION:

**Use the shift lock release button only when the selector lever cannot be operated even if the brake pedal is depressed with the ignition switch ON.**

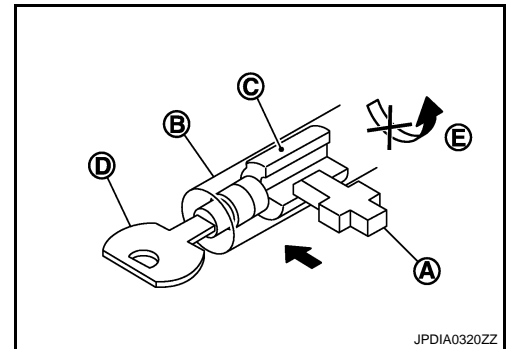


## KEY LOCK MECHANISM

The key cannot be set to LOCK when the selector lever is not selected to "P" position. This prevents the key from being removed from the key cylinder.

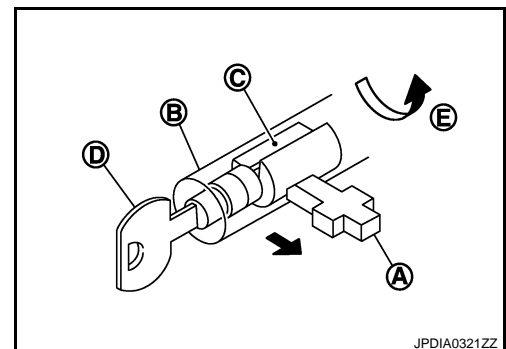
### Key Lock Status

The slider (A) in the key cylinder (B) is moved to the left side of the figure when the selector lever is in any position other than "P" position. The rotator (C) that rotates together with the key (D) cannot be rotated for this reason. The key cannot be removed from the key cylinder because it cannot be turned to LOCK (E).



### Key Unlock Status

The slider (A) in the key cylinder (B) is moved to the right side of the figure when the selector lever is in "P" position and the finger is removed from the selector button. The rotator (C) can be rotated for this reason. The key (D) can be removed from the key cylinder because it can be turned to LOCK (E).





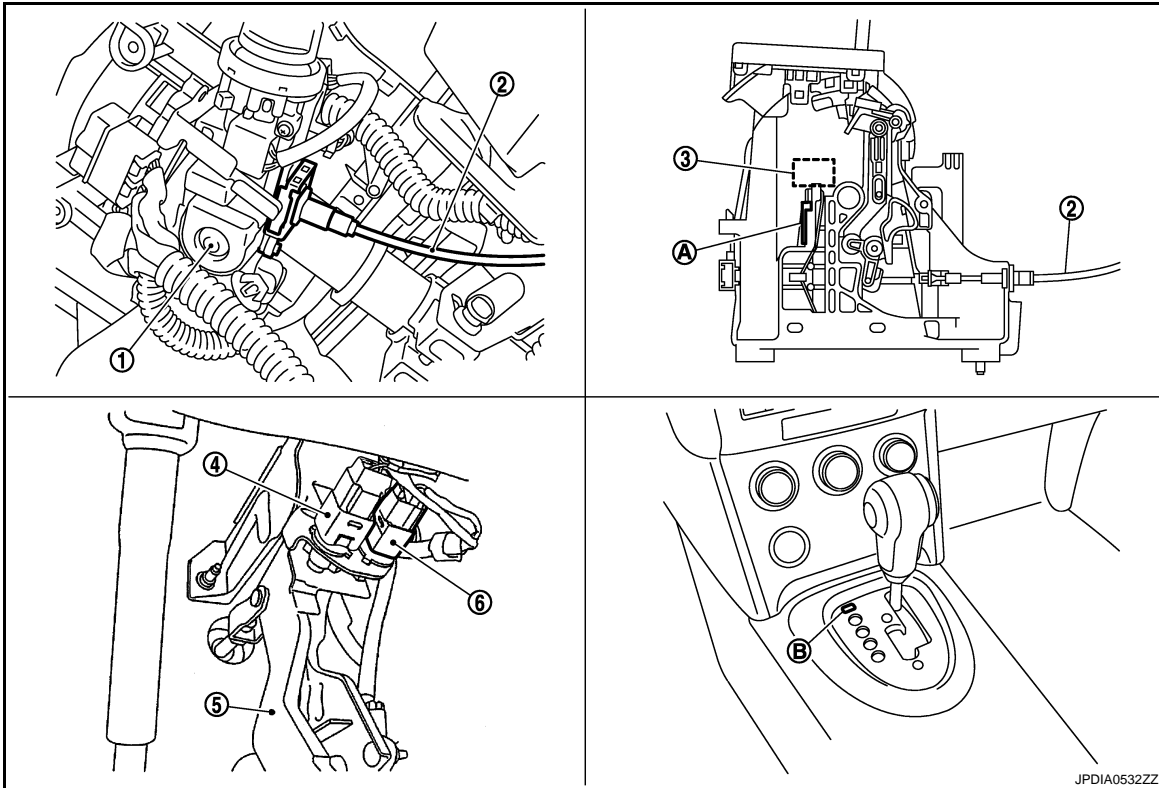
# SHIFT LOCK SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

## Component Parts Location

INFOID:000000005252395



- |                         |                               |                        |
|-------------------------|-------------------------------|------------------------|
| 1. Key cylinder         | 2. Key interlock cable        | 3. Shift lock solenoid |
| 4. ASCD brake switch    | 5. Brake pedal                | 6. Stop lamp switch    |
| A. Park position switch | B. Shift lock release button* |                        |

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

## Component Description

INFOID:000000005252396

### SHIFT LOCK

Component	Function
Shift lock solenoid	TM-112
Lock lever	
Detent rod	
Park position switch	
Key interlock cable and Key interlock rod	
Shift lock release button	

### KEY LOCK

Component	Function
Key cylinder	Rotator It rotates together with the key and restricts the slider movement when the ignition switch is in LOCK position.
	Slider It moves according to the rotation of the lock lever.
Key interlock cable and key interlock rod	Actuation of lock lever is conveyed to slider in the key cylinder.

## ON BOARD DIAGNOSTIC (OBD) SYSTEM

## Diagnosis Description

INFOID:000000005252397

## DESCRIPTION

The CVT 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 performed 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-131, "DTC Index"](#).

## OBD-II FUNCTION

The ECM provides emission-related on board diagnostic (OBD-II) functions for the CVT system. One function is to receive a signal from the TCM used with OBD-related parts of the CVT 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 CVT system parts.

## ONE OR TWO TRIP DETECTION LOGIC OF OBD-II

## One Trip Detection Logic

If a malfunction is sensed during the first test drive, the MIL illuminates and the ECM memory stores the malfunction as a DTC. The TCM is not provided with such a memory function.

## Two Trip Detection Logic

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL does not illuminate. — 1st trip  
If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — 2nd trip

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

## OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

## How to Read DTC and 1st Trip DTC

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

( **With CONSULT-III** or ( **GST**) CONSULT-III or GST (Generic Scan Tool) Examples: P0705, P0720, etc. These DTC are prescribed by SAE J2012.

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

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

- DTC or 1st trip DTC of a malfunction is displayed in "Self Diagnostic Results" in "ENGINE" with CONSULT-III. Time data indicates how many times the vehicle was driven after the last detection of a DTC.
- If the DTC is being detected currently, the time data will be "0".
- If a 1st trip DTC is stored in the ECM, the time data will be "1t".

## Freeze Frame Data and 1st Trip Freeze Frame Data

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

Data that are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST. For details, refer to [EC-107, "CONSULT-III Function"](#) (for California), [EC-588, "CONSULT-III Function"](#) [for USA (Federal) and Canada], [EC-1022, "CONSULT-III Function"](#) (for Mexico).

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

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

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0304 Fuel Injection System Function — DTC: P0171, P0172
2		Except the above items (Includes CVT related items)
3	1st trip freeze frame data	

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

## How to Erase DTC

- The diagnostic trouble code can be erased by CONSULT-III, GST or ECM DIAGNOSTIC TEST MODE as described below.
- **If the battery cable is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erasing the DTC, using CONSULT-III or GST is easier and quicker than switching the mode selector on the ECM.**
- The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-472. "DTC Index"](#) (for California), [EC-915. "DTC Index"](#) [for USA (Federal) and Canada], [EC-1266. "DTC Index"](#) (for Mexico).
- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

### How to Erase DTC (With CONSULT-III)

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

### How to Erase DTC (With GST)

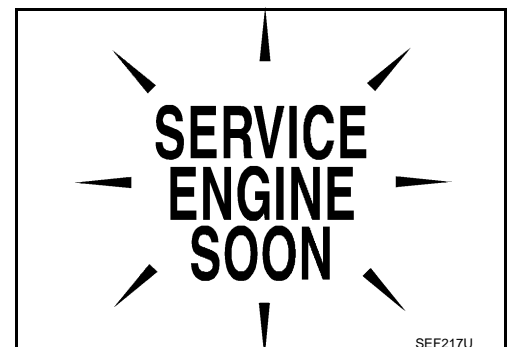
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
2. Select Mode 4 with GST (Generic Scan Tool). For details, refer to [EC-107. "CONSULT-III Function"](#) (for California), [EC-588. "CONSULT-III Function"](#) [for USA (Federal) and Canada], [EC-1022. "CONSULT-III Function"](#) (for Mexico).

## MALFUNCTION INDICATOR LAMP (MIL)

### Description

The MIL is located on the instrument panel.

1. The MIL is turned ON when the ignition switch is turned ON without the engine running. This is a bulb check.
  - If the MIL is not turned ON, refer to [EC-435. "Component Function Check"](#) (for California), [EC-881. "Component Function Check"](#) [for USA (Federal) and Canada], [EC-1237. "Component Function Check"](#) (for Mexico).
2. Turn OFF the MIL when the engine is started.  
If the MIL remains ON, the on board diagnostic system has detected an engine system malfunction.



< SYSTEM DESCRIPTION >

## DIAGNOSIS SYSTEM (TCM)

### CONSULT-III Function (TRANSMISSION)

INFOID:000000005252398

#### FUNCTION

CONSULT-III can display each diagnostic item using the diagnostic test modes shown following.

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately.
Self diagnostic results	Retrieve DTC from ECU and display diagnostic items.
Data monitor	Monitor the input/output signal of the control unit in real time.
CAN diagnosis	This mode displays a network diagnosis result about CAN by a diagram.
CAN diagnostic support monitor	It monitors the status of CAN communication.
ECU Identification	Display the ECU identification number (part number etc.) of the selected system.
Special Function	Other results or histories, etc. that are recorded in ECU are displayed.

#### WORK SUPPORT MODE

Display Item List

Item name	Description
ENGINE BRAKE ADJ.	The engine brake level setting can be canceled.
CONFORM CVTF DETERIORTN	The CVT fluid deterioration level can be checked.

Engine Brake Adjustment

#### “ENGINE BRAKE LEVEL”

- 0** : Initial set value (Engine brake level control is activated)
- OFF** : Engine brake level control is deactivated.

#### CAUTION:

**Mode of “+1”, “0”, “-1”, “-2”, “OFF” can be selected by touching “UP” or “DOWN” on CONSULT-III screen. However, do not select mode other than “0” and “OFF”. Selecting “+1” or “-1” or “-2” is selected, that may cause irregular driveability.**

Check CVT Fluid Deterioration Date

#### “CVTF DETERIORATION DATE”

- More than 210000** : It is necessary to change CVT fluid.
- Less than 210000** : It is not necessary to change CVT fluid.

#### CAUTION:

**Touch “CLEAR” after changing CVT fluid, and then erase “CVTF DETERIORATION DATE”.**

#### SELF-DIAGNOSTIC RESULT MODE

Display Items List

Refer to [TM-131, "DTC Index"](#).

#### DATA MONITOR MODE

Display Items List

# DIAGNOSIS SYSTEM (TCM)

[CVT: RE0F10A]

< SYSTEM DESCRIPTION >

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

Monitored item	(Unit)	Monitor item selection			Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
VSP SENSOR	(km/h or mph)	X	—	▼	Secondary speed sensor
ESTM VSP SIG	(km/h or mph)	X	—	▼	—
PRI SPEED SEN	(rpm)	X	—	▼	—
ENG SPEED SIG	(rpm)	X	—	▼	—
SEC HYDR SEN	(V)	X	—	▼	—
PRI HYDR SEN	(V)	X	—	▼	Not mounted but displayed.
ATF TEMP SEN	(V)	X	—	▼	CVT fluid temperature sensor
VIGN SEN	(V)	X	—	▼	—
VEHICLE SPEED	(km/h or mph)	—	X	▼	Vehicle speed recognized by the TCM.
PRI SPEED	(rpm)	—	X	▼	Primary pulley speed
SEC SPEED	(rpm)	—	—	▼	Secondary pulley speed
ENG SPEED	(rpm)	—	X	▼	—
SLIP REV	(rpm)	—	X	▼	Difference between engine speed and primary pulley speed.
GEAR RATIO		—	X	▼	—
G SPEED	(G)	—	—	▼	—
ACC PEDAL OPEN	(0.0/8)	X	X	▼	Degree of opening for accelerator recognized by the TCM. For fail-safe operation, the specific value used for control is displayed.
TRQ RTO		—	—	▼	—
SEC PRESS	(MPa)	—	X	▼	—
PRI PRESS	(MPa)	—	X	▼	Not mounted but displayed.
ATFTEMP COUNT		—	X	▼	Means CVT fluid temperature. Actual oil temperature °C (°F) numeric value is converted. Refer to <a href="#">TM-148</a> .
DSR REV	(rpm)	—	—	▼	—
DGEAR RATIO		—	—	▼	—
DSTM STEP	(step)	—	—	▼	—
STM STEP	(step)	—	X	▼	—
LU PRS	(MPa)	—	—	▼	—
LINE PRS	(MPa)	—	—	▼	—
TGT SEC PRESS	(MPa)	—	—	▼	—
ISOLT1	(A)	—	X	▼	Torque converter clutch solenoid valve output current
ISOLT2	(A)	—	X	▼	Line pressure solenoid valve output current
ISOLT3	(A)	—	X	▼	Secondary pressure solenoid valve output current
SOLMON1	(A)	X	X	▼	Torque converter clutch solenoid valve monitor current

# DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

Monitored item	(Unit)	Monitor item selection			Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
SOLMON2	(A)	X	X	▼	Lline pressure solenoid valve monitor current
SOLMON3	(A)	X	X	▼	Secondary pressure solenoid valve monitor current
BRAKESW	(On/Off)	X	X	▼	Stop lamp switch (Signal input via CAN communications)
FULL SW	(On/Off)	X	X	▼	Signal input via CAN communications
IDLE SW	(On/Off)	X	X	▼	
SPORT MODE SW	(On/Off)	X	X	▼	
STRDWNSW	(On/Off)	X	—	▼	Responds only to vehicles with manual mode
STRUPSW	(On/Off)	X	—	▼	
DOWNLVR	(On/Off)	X	—	▼	
UPLVR	(On/Off)	X	—	▼	
NONMMODE	(On/Off)	X	—	▼	
MMODE	(On/Off)	X	—	▼	
INDLRNG	(On/Off)	—	—	▼	"L" position indicator output (Responds only to vehicles without manual mode)
INDDRNG	(On/Off)	—	—	▼	"D" position indicator output
INDNRNG	(On/Off)	—	—	▼	"N" position indicator output
INDRRNG	(On/Off)	—	—	▼	"R" position indicator output
INDPRNG	(On/Off)	—	—	▼	"P" position indicator output
CVT LAMP	(On/Off)	—	—	▼	—
SPORT MODE IND	(On/Off)	—	—	▼	—
MMODE IND	(On/Off)	—	—	▼	—
SMCOIL D	(On/Off)	—	—	▼	Step motor coil "D" energizing status
SMCOIL C	(On/Off)	—	—	▼	Step motor coil "C" energizing status
SMCOIL B	(On/Off)	—	—	▼	Step motor coil "B" energizing status
SMCOIL A	(On/Off)	—	—	▼	Step motor coil "A" energizing status
LUSEL SOL OUT	(On/Off)	—	—	▼	—
LUSEL SOL MON	(On/Off)	—	—	▼	—
VDC ON	(On/Off)	X	—	▼	—
TCS ON	(On/Off)	X	—	▼	—
ABS ON	(On/Off)	X	—	▼	—
ACC ON	(On/Off)	X	—	▼	Not mounted but displayed.
RANGE		—	X	▼	Indicates position is recognized by TCM. Indicates a specific value required for control when fail-safe function is activated.
M GEAR POS		—	X	▼	—
D POSITION SW	(On/Off)	X	—	▼	—

# DIAGNOSIS SYSTEM (TCM)

< SYSTEM DESCRIPTION >

[CVT: RE0F10A]

Monitored item	(Unit)	Monitor item selection			Remarks
		ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
N POSITION SW	(On/Off)	X	—	▼	—
L POSITION SW	(On/Off)	X	—	▼	Responds only to vehicles without manual mode
P POSITION SW	(On/Off)	X	—	▼	—
R POSITION SW	(On/Off)	X	—	▼	—

## Diagnostic Tool Function

INFOID:000000005252399

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

Refer to [EC-114. "Diagnosis Tool Function"](#) (for California), [EC-595. "Diagnosis Tool Function"](#) [for USA (Federal) and Canada], [EC-1028. "Diagnosis Tool Function"](#) (for Mexico).

A  
B  
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TM  
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H  
I  
J  
K  
L  
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O  
P

## DTC/CIRCUIT DIAGNOSIS

### U1000 CAN COMM CIRCUIT

#### Description

INFOID:000000005252400

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent malfunction detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H and CAN-L) 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:000000005252401

#### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
U1000	CAN Communication Line	When TCM is not transmitting or receiving CAN communication signal for 2 seconds or more.	Harness or connectors (CAN communication line is open or shorted.)

#### DTC CONFIRMATION PROCEDURE

**NOTE:**

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

1. Turn ignition switch ON.
2. Start engine and wait for at least 6 seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "U1000" detected?

- YES >> Go to [TM-48, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

#### Diagnosis Procedure

INFOID:000000005252402

Go to [LAN-26, "CAN System Specification Chart"](#).



# U1010 CONTROL UNIT (CAN)

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## U1010 CONTROL UNIT (CAN)

### Description

INFOID:000000005252403

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent malfunction detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN-H and CAN-L) 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:000000005252404

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
U1010	TCM Communication Malfunction	When detecting error during the initial diagnosis of CAN controller to TCM.	Harness or connectors (CAN communication line is open or shorted.)

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

 With CONSULT-III

1. Turn ignition switch ON.
2. Start engine and wait for at least 6 seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

 With GST

Follow the procedure "With CONSULT-III".

Is "U1010" detected?

- YES >> Go to [TM-49, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252405

#### 1. CHECK CAN COMMUNICATION CIRCUIT

 With CONSULT-III

1. Turn ignition switch ON and start engine.
2. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "U1010" detected?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

# P0703 BRAKE SWITCH B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0703 BRAKE SWITCH B

### Description

INFOID:000000005252406

BCM detects ON/OFF state of the stop lamp switch and transmits the data to the TCM via CAN communication by converting the data to a signal.

### DTC Logic

INFOID:000000005252407

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0703	Brake Switch B Circuit	When the brake switch does not switch to ON or OFF.	<ul style="list-style-type: none"><li>• Harness or connectors</li><li>- (Stop lamp switch and BCM circuit are open or shorted.)</li><li>- (CAN communication line is open or shorted.)</li><li>• Stop lamp switch</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

1. Start engine.
2. Drive vehicle for at least 3 consecutive seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P0703" detected?

- YES >> Go to [TM-50, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252408

#### 1. CHECK STOP LAMP SWITCH CIRCUIT

1. Check and adjust the installation position of stop lamp switch. Refer to [BR-9, "Inspection and Adjustment"](#).
2. Turn ignition switch OFF.
3. Disconnect BCM connector.
4. Turn ignition switch ON.
5. Check voltage between BCM vehicle side harness connector terminal and ground.

BCM vehicle side harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
M65	9	Depressed brake pedal	Battery voltage	
		Released brake pedal	0 V	

Is the inspection result normal?

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

#### 2. CHECK HARNESS BETWEEN STOP LAMP SWITCH AND BCM (PART 1)

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch connector.
3. Check continuity between stop lamp switch vehicle side harness connector terminal and BCM vehicle side harness connector terminal.

# P0703 BRAKE SWITCH B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Stop lamp switch vehicle side harness connector		BCM vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E115	2	M65	9	Existed

Is the inspection result normal?

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

### 3.CHECK HARNESS BETWEEN STOP LAMP SWITCH AND BCM (PART 2)

Check continuity between BCM vehicle side harness connector terminal and ground.

BCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M65	9		Not existed

Is the inspection result normal?

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

### 4.CHECK STOP LAMP SWITCH

Check stop lamp switch. Refer to [TM-51, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

- YES >> Check the following.
  - Harness for short or open between battery and stop lamp switch
  - 10A fuse (No. 11, located in fuse block)
- NO >> Repair or replace stop lamp switch.

### 5.CHECK BCM

Ⓜ With CONSULT-III

1. Turn ignition switch OFF.
2. Connect BCM connector.
3. Turn ignition switch ON.
4. Select "BRAKE SW" in "Data Monitor" in "BCM" and verify the proper operation of ON/OFF. Refer to [BCS-42, "Reference Value"](#).

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace BCM. Refer to [BCS-67, "Exploded View"](#).

### 6.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

## Component Inspection (Stop Lamp Switch)

INFOID:000000005252409

### 1.CHECK STOP LAMP SWITCH

Check continuity between stop lamp switch connector terminals.

Stop lamp switch connector			Condition	Continuity
Connector	Terminal			
E115	1	2	Depressed brake pedal	Existed
			Released brake pedal	Not existed

Is the inspection result normal?

- YES >> INSPECTION END

## P0703 BRAKE SWITCH B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

---

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

# P0705 TRANSMISSION RANGE SWITCH A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0705 TRANSMISSION RANGE SWITCH A

### Description

INFOID:000000005252410

- Transmission range switch is installed to upper part of transaxle case.
- The transmission range switch detects the selector lever position and sends a signal to the TCM.

### DTC Logic

INFOID:000000005252411

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0705	Transmission Range Sensor A Circuit (PRNDL Input)	TCM does not receive the correct voltage signal (based on the gear position) from the switch.	<ul style="list-style-type: none"> <li>• Harness or connectors (transmission range switches circuit is open or shorted.)</li> <li>• Transmission range switch</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1.CHECK DTC DETECTION

 With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.

VEHICLE SPEED	: More than 10 km/h (6 MPH)
ENG SPEED	: More than 450 rpm
ACC PEDAL OPEN	: More than 1.0/8

 With GST

Follow the procedure "With CONSULT-III".

Is "P0705" detected?

- YES >> Go to [TM-53, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252412

### 1.CHECK POWER SOURCE

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

Transmission range switch vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		Battery voltage
F21	3		

Is the inspection result normal?

- YES >> GO TO 2.  
 NO >> Check the following. If NG, repair or replace damaged parts.
  - Harness for short or open between ignition switch and transmission range switch
  - 10A fuse (No. 60, located in IPDM E/R)
  - Ignition switch

# P0705 TRANSMISSION RANGE SWITCH A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## 2. CHECK HARNESS BETWEEN TCM AND TRANSMISSION RANGE SWITCH (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM vehicle side harness connector terminals and transmission range switch vehicle side harness connector terminals.

TCM vehicle side harness connector		Transmission range switch vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	1	F21	5	Existed
	2		6	
	3		7	
	4*		8*	
	11		4	

\*: Without manual mode

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

## 3. CHECK HARNESS BETWEEN TCM AND TRANSMISSION RANGE SWITCH (PART 2)

Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	1	Ground	Not existed
	2		
	3		
	4*		
	11		

\*: Without manual mode

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4. CHECK CVT POSITION

1. Remove control cable from manual lever. Refer to [TM-178, "Exploded View"](#).
2. Check continuity transmission range switch connector terminals. Refer to [TM-54, "Component Inspection \(Transmission Range Switch\)"](#)

Is the inspection result normal?

YES >> Adjust CVT position. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

NO >> GO TO 5.

## 5. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Transmission Range Switch)

INFOID:000000005252413

## 1. CHECK TRANSMISSION RANGE SWITCH

# P0705 TRANSMISSION RANGE SWITCH A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

1. Adjust transmission range switch position. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).
2. Check continuity of transmission range switch connector terminals.

Transmission range switch connector		Condition	Continuity
Connector	Terminal		
F21	1	2	Existed
	3	4	
	3	5	
	1	2	
	3	6	
	3	7	
	3	8	
		Manual lever in "P" position	
		Manual lever in "R" position	
		Manual lever in "N" position	
		Manual lever in "D" position	
		Manual lever in "L" position*	

\*: Without manual mode

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transmission range switch. Refer to [TM-189, "Exploded View"](#).

A  
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C  
TM  
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J  
K  
L  
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N  
O  
P

# P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

### Description

INFOID:000000005252414

The CVT fluid temperature sensor detects the CVT fluid temperature and sends a signal to the TCM.

### DTC Logic

INFOID:000000005252415

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0710	Transmission Fluid Temperature Sensor A Circuit	During running, the CVT fluid temperature sensor signal voltage is excessively high or low.	<ul style="list-style-type: none"><li>• Harness or connectors (Sensor circuit is open or shorted.)</li><li>• CVT fluid temperature sensor</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION (PART 1)

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Check that output voltage of CVT fluid temperature sensor is within the range specified below.

ATF TEMP SEN : 0.16 – 2.03 V

#### Is the inspection result normal?

YES >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

NO-1 ("ATF TEMP SEN" indicates 0.15 or less.)>>Refer to [TM-56, "Diagnosis Procedure"](#).

NO-2 ("ATF TEMP SEN" indicates 2.04 or more.)>>GO TO 2.

#### 2. CHECK DTC DETECTION (PART 2)

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following conditions for at least 14 minutes.

RANGE : "D" position  
VEHICLE SPEED : 10 km/h (6 MPH) or more

④ With GST

Follow the procedure "With CONSULT-III".

#### Is "P0710" detected?

YES >> Go to [TM-56, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252416

#### 1. CHECK CVT FLUID TEMPERATURE SENSOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check resistance between TCM vehicle side harness connector terminals.



# P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

TCM vehicle side harness connector			Condition	Resistance (Approx.)
Connector	Terminal			
F25	13	25	When CVT fluid temperature is 20°C (68°F)	6.5 kΩ
			When CVT fluid temperature is 80°C (176°F)	0.9 kΩ

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

## 2.CHECK HARNESS BETWEEN TCM AND CVT UNIT (CVT TEMPERATURE SENSOR) (PART 1)

1. Disconnect CVT unit connector.
2. Check continuity between TCM vehicle side harness connector terminals and CVT unit vehicle side harness connector terminals.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	13	F24	17	Existed
	25		19	

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

## 3.CHECK HARNESS BETWEEN TCM AND CVT UNIT (CVT TEMPERATURE SENSOR) (PART 2)

Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	13		Not existed
	25		

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4.CHECK CVT FLUID TEMPERATURE SENSOR

Check CVT fluid temperature sensor. Refer to [TM-58, "Component Inspection \(CVT Fluid Temperature Sensor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

## 5.CHECK DTC

Ⓜ With CONSULT-III

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

Is only "P0710" detected?

YES >> Replace control valve. Refer to [TM-182, "Exploded View"](#).

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 6.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

# P0710 TRANSMISSION FLUID TEMPERATURE SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## Component Inspection (CVT Fluid Temperature Sensor)

INFOID:000000005252417

### 1. CHECK CVT FLUID TEMPERATURE SENSOR

Check resistance between CVT unit harness connector terminals.

CVT unit connector			Condition	Resistance (Approx.)
Connector	Terminal			
F24	17	19	When CVT fluid temperature is 20°C (68°F)	6.5 kΩ
			When CVT fluid temperature is 80°C (176°F)	0.9 kΩ

Is the inspection result normal?

YES >> INSPECTION END

NO >> Perform "Self Diagnostic Results" in "TRANSMISSION".

# P0715 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0715 INPUT SPEED SENSOR A

### Description

INFOID:000000005252418

The primary speed sensor detects the primary pulley revolution speed and sends a signal to the TCM.

### DTC Logic

INFOID:000000005252419

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0715	Input/Turbine Speed Sensor A Circuit	<ul style="list-style-type: none"> <li>Primary speed sensor signal is not input due to an open circuit.</li> <li>An unexpected signal is input when vehicle is being driven.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (Sensor circuit is open or shorted.)</li> <li>primary speed sensor</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

VEHICLE SPEED	: 10 km/h (6 MPH) or more
ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
ENG SPEED	: 450 rpm or more
Driving location	: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0715" detected?

- YES >> Go to [TM-59, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252420

### 1. CHECK PRIMARY SPEED SENSOR

Ⓜ With CONSULT-III

- Start engine.
- Check voltage between TCM connector terminals.

TCM connector		Terminal	Voltage (Approx.)
Connector	Terminal		
F25	25	46	Battery voltage
		48	

- If OK, check pulse when vehicle cruises.

TCM connector		Condition	Data (Approx.)
Connector	Terminal		

# P0715 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

F25	33	Without manual mode	When driving at 20 km/h (12 MPH) in "L" position, use the CONSULT-III pulse frequency measuring function.	900 Hz
		With manual mode	When driving at 20 km/h (12 MPH) in "M1" position, use the CONSULT-III pulse frequency measuring function.	760 Hz

Is the inspection result normal?

- YES >> GO TO 12.
- NO >> GO TO 2.

## 2. CHECK POWER AND SENSOR GROUND

1. Turn ignition switch OFF.
2. Disconnect primary speed sensor connector.
3. Turn ignition switch ON.
4. Check voltage between primary speed sensor vehicle side harness connector terminals.

Primary speed sensor vehicle side harness connector			Voltage (Approx.)
Connector	Terminal		
F55	1	3	Battery voltage

5. Check voltage between primary speed sensor vehicle side harness connector terminal and ground.

primary speed sensor vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
F55	3		Battery voltage

Is the inspection result normal?

- YES >> GO TO 3.
- NO-1 (Battery voltage is not supplied between terminals 1 and 3, terminal 3 and ground)>>GO TO 6.
- NO-2 (Battery voltage is not supplied between terminals 1 and 3 only)>>GO TO 8.

## 3. CHECK HARNESS BETWEEN TCM AND PRIMARY SPEED SENSOR (SENSOR GROUND)

1. Turn ignition switch OFF.
2. Disconnect TCM connector and CVT unit connector.
3. Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	25		Not existed

Is the inspection result normal?

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

## 4. CHECK HARNESS BETWEEN TCM AND PRIMARY SPEED SENSOR (PART 1)

Check continuity between TCM vehicle side harness connector terminal and primary speed sensor vehicle side harness connector terminal.

TCM vehicle side harness connector		primary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	33	F55	2	Existed

Is the inspection result normal?

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

# P0715 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## 5. CHECK HARNESS BETWEEN TCM AND PRIMARY SPEED SENSOR (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	33		Not existed

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace damaged parts.

## 6. CHECK HARNESS BETWEEN IPDM E/R AND PRIMARY SPEED SENSOR (POWER) (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 primary speed sensor vehicle side harness connector terminal.

IPDM E/R vehicle side harness connector		primary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E15	58	F55	3	Existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace damaged parts.

## 7. CHECK HARNESS BETWEEN IPDM E/R AND PRIMARY SPEED SENSOR (POWER) (PART 2)

Check continuity between IPDM E/R vehicle side harness connector terminal and ground.

IPDM E/R vehicle side harness connector		Ground	Continuity
Connector	Terminal		
E15	58		Not existed

Is the inspection result normal?

YES >> Check the following.

- Harness for short or open between ignition switch and IPDM E/R
- 10A fuse (No. 58, located in IPDM E/R)
- Ignition switch

NO >> Repair or replace damaged parts.

## 8. CHECK HARNESS BETWEEN TCM AND PRIMARY SPEED SENSOR (SENSOR GROUND) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector and CVT unit connector.
3. Check continuity between TCM vehicle side harness connector terminal and primary speed sensor vehicle side harness connector terminal.

TCM vehicle side harness connector		primary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	25	F55	1	Existed

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace damaged parts.

## 9. CHECK HARNESS BETWEEN TCM AND PRIMARY SPEED SENSOR (SENSOR GROUND) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

# P0715 INPUT SPEED SENSOR A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	25		Not existed

Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace damaged parts.

## 10.CHECK CVT UNIT CIRCUIT

Check continuity between CVT unit connector terminal and ground.

CVT unit connector		Ground	Continuity
Connector	Terminal		
F24	19		Not existed

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace damaged parts.

## 11.CHECK TCM

1. Replace with the same type of TCM. Refer to [TM-171, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-59, "DTC Logic"](#).

Is "P0715" detected?

YES >> Replace primary speed sensor. Refer to [TM-191, "Exploded View"](#).

NO >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

## 12.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

# P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0720 OUTPUT SPEED SENSOR

### Description

INFOID:000000005252421

The secondary speed sensor detects the revolution of the CVT output shaft and emits a pulse signal. The pulse signal is transmitted to the TCM, which converts it into vehicle speed.

### DTC Logic

INFOID:000000005252422

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0720	Output Speed Sensor Circuit	<ul style="list-style-type: none"> <li>Signal from secondary speed sensor is not input due to open or short circuit.</li> <li>Unexpected signal is input during running.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (Sensor circuit is open or shorted.)</li> <li>secondary speed sensor</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

#### Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Start engine and maintain the following conditions for at least 12 consecutive seconds.

ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
Driving location	: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

#### Ⓜ With GST

Follow the procedure "With CONSULT-III".

#### Is "P0720" detected?

- YES >> Go to [TM-63, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252423

### 1. CHECK SECONDARY SPEED SENSOR

#### Ⓜ With CONSULT-III

- Start engine.
- Check voltage between TCM connector terminals.

TCM connector		Voltage (Approx.)
Connector	Terminal	
F25	7	46
		48
		Battery voltage

- If OK, check pulse when vehicle drive.

TCM connector		Condition	Data (Approx.)
Connector	Terminal		
F25	34	When driving at 20 km/h (12 MPH) in "D" position, use the CONSULT-III pulse frequency measuring function.	470 Hz

# P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Is the inspection result normal?

- YES >> GO TO 11.
- NO >> GO TO 2.

## 2.CHECK POWER AND SENSOR GROUND

1. Turn ignition switch OFF.
2. Disconnect secondary speed sensor connector.
3. Turn ignition switch ON.
4. Check voltage between secondary speed sensor vehicle side harness connector terminals.

Secondary speed sensor vehicle side harness connector			Voltage (Approx.)
Connector	Terminal		
F19	1	3	Battery voltage

5. Check voltage between secondary speed sensor vehicle side harness connector terminal and ground.

Secondary speed sensor vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
F19	3		Battery voltage

Is the inspection result normal?

- YES >> GO TO 3.
- NO-1 (Battery voltage is not supplied between terminals 1 and 3, terminal 3 and ground)>>GO TO 6.
- NO-2 (Battery voltage is not supplied between terminals 1 and 3 only)>>GO TO 8.

## 3.CHECK HARNESS BETWEEN TCM AND SECONDARY SPEED SENSOR (SENSOR GROUND)

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	7		Not existed

Is the inspection result normal?

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

## 4.CHECK HARNESS BETWEEN TCM AND SECONDARY SPEED SENSOR (PART 1)

Check continuity between TCM vehicle side harness connector terminal and secondary speed sensor vehicle side harness connector terminal.

TCM vehicle side harness connector		Secondary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	34	F19	2	Existed

Is the inspection result normal?

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

## 5.CHECK HARNESS BETWEEN TCM AND SECONDARY SPEED SENSOR (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	34		Not existed



# P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Is the inspection result normal?

- YES >> GO TO 10.  
NO >> Repair or replace damaged parts.

## 6. CHECK HARNESS BETWEEN IPDM E/R AND SECONDARY SPEED SENSOR (POWER) (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 secondary speed sensor vehicle side harness connector terminal.

IPDM E/R vehicle side harness connector		Secondary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E15	58	F19	3	Existed

Is the inspection result normal?

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

## 7. CHECK HARNESS BETWEEN IPDM E/R AND SECONDARY SPEED SENSOR (POWER) (PART 2)

Check continuity between IPDM E/R vehicle side harness connector terminal and ground.

IPDM E/R vehicle side harness connector		Ground	Continuity
Connector	Terminal		
E15	58		Not existed

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between ignition switch and IPDM E/R
  - 10A fuse (No. 58, located in IPDM E/R)
  - Ignition switch
- NO >> Repair or replace damaged parts.

## 8. CHECK HARNESS BETWEEN TCM AND SECONDARY SPEED SENSOR (SENSOR GROUND) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM vehicle side harness connector terminal and secondary speed sensor vehicle side harness connector terminal.

TCM vehicle side harness connector		Secondary speed sensor vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	7	F19	1	Existed

Is the inspection result normal?

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

## 9. CHECK HARNESS BETWEEN TCM AND SECONDARY SPEED SENSOR (SENSOR GROUND) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	7		Not existed

Is the inspection result normal?

- YES >> GO TO 10.  
NO >> Repair or replace damaged parts.

## P0720 OUTPUT SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

---

### 10. CHECK TCM

---

1. Replace with the same type of TCM. Refer to [TM-171, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-63, "DTC Logic"](#).

Is "P0720" detected?

- YES >> Replace secondary speed sensor. Refer to [TM-192, "Exploded View"](#).  
NO >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

---

### 11. DETECT MALFUNCTIONING ITEMS

---

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
NO >> Repair or replace damaged parts.

# P0725 ENGINE SPEED

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0725 ENGINE SPEED

### Description

INFOID:000000005252424

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

### DTC Logic

INFOID:000000005252425

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0725	Engine Speed Input Circuit	<ul style="list-style-type: none"> <li>TCM does not receive the CAN communication signal from the ECM.</li> <li>Engine speed is too low while driving.</li> </ul>	Harness or connectors (The ECM to the TCM circuit is open or shorted.)

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

④ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Start engine and maintain the following conditions for at least 10 consecutive seconds.

PRI SPEED SEN : More than 1,000 rpm

#### Is "P0725" detected?

- YES >> Go to [TM-67, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252426

### 1. CHECK DTC WITH ECM

④ With CONSULT-III

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

#### Is the inspection result normal?

- YES >> GO TO 2.  
 NO >> Check DTC detected item. Refer to [EC-472, "DTC Index"](#) (for California), [EC-915, "DTC Index"](#) [for USA (Federal) and Canada], [EC-1266, "DTC Index"](#) (for Mexico).

### 2. CHECK DTC WITH TCM

④ With CONSULT-III

Perform "Self Diagnostic Results" in "TRANSMISSION".

#### Is "P0725" detected?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
 NO >> GO TO 3.

### 3. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

#### Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
 NO >> Repair or replace damaged parts.

# P0730 INCORRECT GEAR RATIO

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0730 INCORRECT GEAR RATIO

### Description

INFOID:000000005252427

TCM selects the gear ratio using the engine load (throttle position), the primary pulley revolution speed, and the secondary pulley revolution speed as input signals. Then it changes the operating pressure of the primary pulley and the secondary pulley and changes the groove width of the pulley.

### DTC Logic

INFOID:000000005252428

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0730	Incorrect Gear Ratio	Unexpected gear ratio is detected.	Transaxle assembly

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

##### Ⓟ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Make sure that output voltage of CVT fluid temperature sensor is within the range specified below.

ATF TEMP SEN : 1.0 – 2.0 V

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

4. Start engine and maintain the following conditions for at least 30 consecutive seconds.

Start test from 0 km/h (0 MPH)

Constant acceleration : Keep 30 seconds or more  
VEHICLE SPEED : 10 km/h (6 MPH) or more  
ACC PEDAL OPEN : More than 1.0/8  
RANGE : "D" position  
ENG SPEED : 450 rpm or more

#### Is "P0730" detected?

- YES >> Go to [TM-68, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252429

#### 1. CHECK DTC

##### Ⓟ With CONSULT-III

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

#### Are any DTC displayed?

- YES-1 (DTC for "P0730" is displayed)>> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).  
YES-2 (DTC except for "P0730" is displayed)>> Check DTC detected item. Refer to [TM-131, "DTC Index"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

# P0740 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0740 TORQUE CONVERTER

### Description

INFOID:000000005252430

- The torque converter clutch solenoid valve is activated by the TCM in response to signals sent from the vehicle speed and accelerator pedal position sensors. Lock-up piston operation will then be controlled.
- Lock-up operation, however, is prohibited when CVT fluid temperature is too low.
- When the accelerator pedal is depressed (less than 2.0/8) 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:000000005252431

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0740	Torque Converter Clutch Circuit/Open	Normal voltage is not applied to solenoid due to open or short circuit.	<ul style="list-style-type: none"> <li>• Torque converter clutch solenoid valve</li> <li>• Harness or connectors (Solenoid circuit is open or shorted.)</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1.CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Wait at least 10 consecutive seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

④ With GST

Follow the procedure "With CONSULT-III".

Is "P0740" detected?

- YES >> Go to [TM-69, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252432

#### 1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check resistance between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F25	38		3.0 – 9.0 Ω

Is the inspection result normal?

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

#### 2.CHECK HARNESS BETWEEN TCM AND CVT UNIT (TORQUE CONVERTER CLUTCH SOLENOID VALVE) (PART 1)

1. Disconnect CVT unit connector.
2. Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

# P0740 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	38	F24	12	Existed

Is the inspection result normal?

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

## 3.CHECK HARNESS BETWEEN TCM AND CVT UNIT (TORQUE CONVERTER CLUTCH SOLENOID VALVE) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	38		Not existed

Is the inspection result normal?

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

## 4.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check torque converter clutch solenoid valve. Refer to [TM-70. "Component Inspection \(Torque Converter Clutch Solenoid Valve\)".](#)

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> GO TO 5.

## 5.CHECK DTC

Ⓟ With CONSULT-III

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

Is only "P0740" detected?

- YES >> Replace control valve. Refer to [TM-182. "Exploded View".](#)
- NO >> Replace transaxle assembly. Refer to [TM-207. "2WD : Exploded View"](#) (2WD), [TM-211. "AWD : Exploded View"](#) (AWD).

## 6.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171. "Exploded View".](#)
- NO >> Repair or replace damaged parts.

## Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000005252433

## 1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	12		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Perform "Self Diagnostic Results" in "TRANSMISSION".

# P0744 TORQUE CONVERTER

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0744 TORQUE CONVERTER

### Description

INFOID:000000005252434

This malfunction is detected when the torque converter clutch does not lock-up as instructed by the TCM. This is not only caused by electrical malfunctions (circuits open or shorted), but also by mechanical malfunctions such as control valve sticking, improper solenoid valve operation, etc.

### DTC Logic

INFOID:000000005252435

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0744	Torque Converter Clutch Circuit Intermittent	<ul style="list-style-type: none"><li>• CVT cannot perform lock-up even if electrical circuit is good.</li><li>• TCM detects as irregular by comparing difference value with slip rotation.</li><li>• There is a big difference between engine speed and primary speed sensor when TCM lock-up signal is on.</li></ul>	<ul style="list-style-type: none"><li>• Torque converter clutch solenoid valve</li><li>• Hydraulic control circuit</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

##### With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following condition for at least 30 seconds.

ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
VEHICLE SPEED	: Constant speed of more than 40 km/h (25 MPH)

##### With GST

Follow the procedure "With CONSULT-III".

Is "P0744" detected?

- YES >> Go to [TM-71, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252436

#### 1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-162, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair or replace damaged parts. Refer to [TM-162, "Inspection and Judgment"](#).

#### 2. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check torque converter clutch solenoid valve. Refer to [TM-72, "Component Inspection \(Torque Converter Clutch Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.

# P0744 TORQUE CONVERTER

[CVT: RE0F10A]

< DTC/CIRCUIT DIAGNOSIS >

NO >> Repair or replace damaged parts.

## 3.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-72, "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 4.CHECK SECONDARY SPEED SENSOR SYSTEM

Check secondary speed sensor system. Refer to [TM-63, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5.CHECK PRIMARY SPEED SENSOR SYSTEM

Check primary speed sensor system. Refer to [TM-59, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace damaged parts.

## 6.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000005252437

### 1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	12		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Perform "Self Diagnostic Results" in "TRANSMISSION".

## Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000005252438

### 1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	13		17.0 – 38.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).



# P0745 PRESSURE CONTROL SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0745 PRESSURE CONTROL SOLENOID A

### Description

INFOID:000000005252439

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

### DTC Logic

INFOID:000000005252440

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0745	Pressure Control Solenoid A	<ul style="list-style-type: none"> <li>Normal voltage is not applied to solenoid due to open or short circuit.</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (Solenoid circuit is open or shorted.)</li> <li>Line pressure solenoid valve</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

④ With CONSULT-III

- Turn ignition switch ON.
- Start engine and wait at least 5 seconds.
- Perform "Self Diagnostic Results" in "TRANSMISSION".

④ With GST

Follow the procedure "With CONSULT-III".

Is "P0745" detected?

- YES >> Go to [TM-73, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252441

#### 1. CHECK LINE PRESSURE SOLENOID VALVE CIRCUIT

- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check resistance between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F25	40		3.0 – 9.0 Ω

Is the inspection result normal?

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

#### 2. CHECK HARNESS BETWEEN TCM AND CVT UNIT (LINE PRESSURE SOLENOID VALVE) (PART 1)

- Disconnect CVT unit connector.
- Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	40	F24	2	Existed

Is the inspection result normal?

# P0745 PRESSURE CONTROL SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

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

## 3.CHECK HARNESS BETWEEN TCM AND CVT UNIT (LINE PRESSURE SOLENOID VALVE) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	40		Not existed

Is the inspection result normal?

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

## 4.CHECK LINE PRESSURE SOLENOID VALVE

Check line pressure solenoid valve. Refer to [TM-74, "Component Inspection \(Line Pressure Solenoid Valve\)"](#)

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

## Component Inspection (Line Pressure Solenoid Valve)

INFOID:000000005252442

## 1.CHECK LINE PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	2		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P0746 PRESSURE CONTROL SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0746 PRESSURE CONTROL SOLENOID A

### Description

INFOID:000000005252443

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

### DTC Logic

INFOID:000000005252444

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0746	Pressure Control Solenoid A Performance/Stuck Off	Unexpected gear ratio was detected in the low side due to excessively low line pressure.	<ul style="list-style-type: none"><li>Line pressure control system</li><li>Secondary speed sensor</li><li>Primary speed sensor</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

 With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Start engine and maintain the following conditions for at least 10 consecutive seconds. Test start from 0 km/h (0 MPH).

ATF TEMP SEN	: 1.0 – 2.0 V
ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
VEHICLE SPEED	: 10 km/h (6 MPH) or more
Driving location	: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

 With GST

Follow the procedure "With CONSULT-III".

Is "P0746" detected?

- YES >> Go to [TM-75, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252445

### 1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-162, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair or replace damaged parts. Refer to [TM-162, "Inspection and Judgment"](#).

### 2. CHECK LINE PRESSURE SOLENOID VALVE

- Turn ignition switch OFF.
- Disconnect CVT unit connector.
- Check line pressure solenoid valve. Refer to [TM-76, "Component Inspection \(Line Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.

# P0746 PRESSURE CONTROL SOLENOID A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 3.CHECK SECONDARY SPEED SENSOR SYSTEM

Check secondary speed sensor system. Refer to [TM-63, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4.CHECK PRIMARY SPEED SENSOR SYSTEM

Check primary speed sensor system. Refer to [TM-59, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Line Pressure Solenoid Valve)

INFOID:000000005252446

## 1.CHECK LINE PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P0776 PRESSURE CONTROL SOLENOID B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0776 PRESSURE CONTROL SOLENOID B

### Description

INFOID:000000005252447

The secondary pressure solenoid valve regulates the secondary pressure to suit the driving condition in response to a signal sent from the TCM.

### DTC Logic

INFOID:000000005252448

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0776	Pressure Control Solenoid B Performance/Stuck Off	Secondary pressure is too high or too low compared with the commanded value while driving.	<ul style="list-style-type: none"><li>• Harness or connectors (Solenoid circuit is open or shorted.)</li><li>• secondary pressure solenoid valve system</li><li>• Secondary pressure sensor</li><li>• Line pressure control system</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

##### With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following conditions for at least 30 consecutive seconds.

ATF TEMP SEN	: 1.0 – 2.0 V
ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
VEHICLE SPEED	: 10 km/h (6 MPH) or more
Driving location	: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

##### With GST

Follow the procedure "With CONSULT-III".

#### Is "P0776" detected?

- YES >> Go to [TM-77. "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40. "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252449

#### 1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-162. "Inspection and Judgment"](#).

#### Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair or replace damaged parts. Refer to [TM-162. "Inspection and Judgment"](#).

#### 2. CHECK SECONDARY PRESSURE SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check secondary pressure solenoid valve. Refer to [TM-78. "Component Inspection \(Secondary Pressure Solenoid Valve\)"](#).

#### Is the inspection result normal?

# P0776 PRESSURE CONTROL SOLENOID B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 3.CHECK LINE PRESSURE SOLENOID VALVE

Check line pressure solenoid valve. Refer to [TM-78, "Component Inspection \(Line Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 4.CHECK SECONDARY PRESSURE SENSOR SYSTEM

Check secondary pressure sensor system. Refer to [TM-86, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Line Pressure Solenoid Valve)

INFOID:000000005252450

### 1.CHECK LINE PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## Component Inspection (Secondary Pressure Solenoid Valve)

INFOID:000000005252451

### 1.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P0778 PRESSURE CONTROL SOLENOID B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0778 PRESSURE CONTROL SOLENOID B

### Description

INFOID:000000005252452

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

### DTC Logic

INFOID:000000005252453

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0778	Pressure Control Solenoid B Electrical	<ul style="list-style-type: none"> <li>Normal voltage is not applied to solenoid due to cut line, short, etc.</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (Solenoid circuit is open or shorted.)</li> <li>Secondary pressure solenoid valve</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Start engine.
- Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
- Perform "Self Diagnostic Results" in "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0778" detected?

- YES >> Go to [TM-79, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252454

#### 1. CHECK SECONDARY PRESSURE SOLENOID VALVE CIRCUIT

- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check resistance between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F25	39		3.0 – 9.0 Ω

Is the inspection result normal?

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

#### 2. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SECONDARY PRESSURE SOLENOID VALVE) (PART 1)

- Disconnect CVT unit connector.
- Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

# P0778 PRESSURE CONTROL SOLENOID B

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	39	F24	3	Existed

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

## 3.CHECK HARNESS BETWEEN TCM AND CVT UNIT (SECONDARY PRESSURE SOLENOID VALVE) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	39		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check secondary pressure solenoid valve. Refer to [TM-80. "Component Inspection \(Secondary Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace transaxle assembly. Refer to [TM-207. "2WD : Exploded View"](#) (2WD), [TM-211. "AWD : Exploded View"](#) (AWD).

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171. "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Secondary Pressure Solenoid Valve)

INFOID:000000005252455

## 1.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207. "2WD : Exploded View"](#) (2WD), [TM-211. "AWD : Exploded View"](#) (AWD).



# P0826 UP AND DOWN SHIFT SW

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0826 UP AND DOWN SHIFT SW

### Description

INFOID:000000005252456

Manual mode switch is installed in CVT shift selector.

Manual mode switch transmits signals (manual mode, not manual mode, shift up and shift down) to combination meter.

Paddle shifter is included in steering wheel.

Paddle shifter transmits signals (shift up and shift down) to combination meter.

Combination meter transmits signals (manual mode, not manual mode, shift up and shift down) to TCM with CAN communication signal.

### DTC Logic

INFOID:000000005252457

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0826	Up and Down Shift Switch Circuit	<ul style="list-style-type: none"> <li>When an impossible pattern of switch signals is detected, a malfunction is detected.</li> <li>When shift up/down signal of paddle shifter continuously remains ON for 60 seconds.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors               <ul style="list-style-type: none"> <li>(The circuit of these switches are open or shorted.)</li> </ul> </li> <li>(TCM, and combination meter circuit are open or shorted.)</li> <li>(CAN communication line is open or shorted.)</li> <li>Manual mode select switch (Built into CVT shift selector)</li> <li>Manual mode position select switch (Built into CVT shift selector)</li> <li>Paddle shifter</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

④ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Drive vehicle and maintain the following conditions for at least 60 consecutive seconds.

M MODE : On

Is "P0826" detected?

- YES >> Go to [TM-81, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252458

### 1. CHECK MANUAL MODE SWITCH SIGNALS

④ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Check the ON/OFF operations of each monitor item.

# P0826 UP AND DOWN SHIFT SW

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Item name	Monitor item	Condition	Status
Manual mode switch	MMODE	Selector lever is shifted to manual shift gate side	On
		Other than the above	Off
	NONMMODE	Selector lever is shifted to manual shift gate side	Off
		Other than the above	On
	UPLVR	Selector lever is shifted to + side	On
		Other than the above	Off
DOWNLVR	Selector lever is shifted to – side	On	
	Other than the above	Off	
Paddle shifter	STRDWNSW	Paddle shift down switch is pulled	On
		Other than the above	Off
	STRUPSW	Paddle shift up switch is pulled	On
		Other than the above	Off

⊗ Without CONSULT-III

Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever and paddle shifter are shifted to the “+ (up)” or “– (down)” side (1st ⇔ 6th gear).

Is the inspection result normal?

YES >> GO TO 13.

NO-1 (Manual mode switch is abnormal)>>GO TO 2.

NO-2 (Paddle shifter is abnormal)>>GO TO 7.

## 2.CHECK MANUAL MODE SWITCH

1. Turn ignition switch OFF.
2. Disconnect CVT shift selector connector.
3. Check manual mode switch. Refer to [TM-84, "Component Inspection \(Manual Mode Switch\)"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

## 3.CHECK GROUND CIRCUIT (PART 1)

Check continuity between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M57	10		Existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4.CHECK GROUND CIRCUIT (PART 2)

Check voltage between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M57	10		0 V

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5.CHECK HARNESS BETWEEN CVT SHIFT SELECTOR AND COMBINATION METER (PART 1)

## P0826 UP AND DOWN SHIFT SW

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

1. Disconnect combination meter connector.
2. Check continuity between CVT shift selector vehicle side harness connector terminals and combination meter vehicle side harness connector terminals.

CVT shift selector vehicle side harness connector		Combination meter vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M57	7	M34	40	Existed
	8		38	
	9		39	
	11		37	

Is the inspection result normal?

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

### 6. CHECK HARNESS BETWEEN CVT SHIFT SELECTOR AND COMBINATION METER (PART 2)

Check continuity between CVT shift selector vehicle side harness connector terminals and ground.

CVT shift selector vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M57	7	Ground	Not existed
	8		
	9		
	11		

Is the inspection result normal?

- YES >> GO TO 13.  
 NO >> Repair or replace damaged parts.

### 7. CHECK PADDLE SHIFTER

1. Turn ignition switch OFF.
2. Disconnect combination switch (spiral cable) connector.
3. Check paddle shifter. Refer to [TM-85. "Component Inspection \(Paddle Shifter\)"](#).

Is the inspection result normal?

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

### 8. CHECK SPIRAL CABLE

1. Disconnect combination switch (spiral cable) connector.
2. Check spiral cable. Refer to [TM-85. "Component Inspection \(Spiral Cable\)"](#).

Is the inspection result normal?

- YES >> GO TO 9.  
 NO >> Replace spiral cable. Refer to [SR-14. "Exploded View"](#) (for USA and Canada), [SR-39. "Exploded View"](#) (for Mexico).

### 9. CHECK GROUND CIRCUIT (PART 1)

Check continuity between combination switch (spiral cable) vehicle side harness connector terminal and ground.

Combination switch (spiral cable) vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M32	41	Ground	Existed

Is the inspection result normal?

- YES >> GO TO 10.  
 NO >> Repair or replace damaged parts.

# P0826 UP AND DOWN SHIFT SW

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## 10. CHECK GROUND CIRCUIT (PART 2)

Check voltage between combination switch (spiral cable) vehicle side harness connector terminal and ground.

Combination switch (spiral cable) vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M32	41		0 V

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace damaged parts.

## 11. CHECK HARNESS BETWEEN SPIRAL CABLE AND COMBINATION METER (PART 1)

1. Disconnect combination meter connector.
2. Check continuity between combination switch (spiral cable) vehicle side harness connector terminals and combination meter vehicle side harness connector terminals.

Combination switch (spiral cable) vehicle side harness connector		Combination meter vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M32	40	M34	12	Existed
	42		14	

Is the inspection result normal?

YES >> GO TO 12.

NO >> Repair or replace damaged parts.

## 12. CHECK HARNESS BETWEEN SPIRAL CABLE AND COMBINATION METER (PART 2)

Check continuity between combination switch (spiral cable) vehicle side harness connector terminals and ground.

Combination switch (spiral cable) vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M32	40		Not existed
	42		

Is the inspection result normal?

YES >> GO TO 13.

NO >> Repair or replace damaged parts.

## 13. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Manual Mode Switch)

INFOID:000000005252459

### 1. CHECK MANUAL MODE SWITCH

Check continuity between CVT shift selector connector terminals.

# P0826 UP AND DOWN SHIFT SW

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

CVT shift selector connector		Condition	Continuity
Connector	Terminal		
M57	10	11	Selector lever is shifted to manual shift gate side Not existed
			Other than the above Existed
	7	10	Selector lever is shifted to manual shift gate side Existed
			Other than the above Not existed
	9	10	Selector lever is shifted to + side Existed
			Other than the above Not existed
8	10	Selector lever is shifted to – side Existed	
		Other than the above Not existed	

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Repair or replace damaged parts.

## Component Inspection (Paddle Shifter)

INFOID:000000005252460

### 1.CHECK PADDLE SHIFTER

Check continuity between combination switch (spiral cable) connector terminals.

Combination switch (spiral cable) connector		Condition	Continuity
Connector	Terminal		
M353	9	8	Paddle shift up switch is pulled Existed
			Other than the above Not existed
	7	8	Paddle shift down switch is pulled Existed
			Other than the above Not existed

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Repair or replace damaged parts.

## Component Inspection (Spiral Cable)

INFOID:000000005252461

### 1.CHECK SPIRAL CABLE

Check continuity between combination switch (spiral cable) connector terminals.

Combination switch (spiral cable) connector				Continuity
Connector	Terminal	Connector	Terminal	
M32	40	M353	7	Existed
	41		8	
	42		9	

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace spiral cable. Refer to [SR-14, "Exploded View"](#) (for USA and Canada), [SR-39, "Exploded View"](#) (for Mexico).

# P0840 TRANSMISSION FLUID PRESSURE SEN/SW A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0840 TRANSMISSION FLUID PRESSURE SEN/SW A

### Description

INFOID:000000005252462

The secondary pressure sensor detects secondary pressure of CVT and sends a signal to the TCM.

### DTC Logic

INFOID:000000005252463

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0840	Transmission Fluid Pressure Sensor/Switch A Circuit	Signal voltage of the secondary pressure sensor is too high or too low while driving.	<ul style="list-style-type: none"> <li>• Harness or connectors (Sensor circuit is open or shorted.)</li> <li>• Secondary pressure sensor</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

##### Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Make sure that output voltage of CVT fluid temperature sensor is within the range specified below.

ATF TEMP SEN : 1.0 – 2.0 V

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

4. Start engine and wait for at least 5 consecutive seconds.

##### Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0840" detected?

- YES >> Go to [TM-86. "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40. "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252464

#### 1. CHECK INPUT SIGNAL

1. Start engine.
2. Check voltage between TCM connector terminal and ground.

TCM connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F25	15		"N" position idle	1.0 V

Is the inspection result normal?

- YES >> GO TO 8.  
 NO >> GO TO 2.

#### 2. CHECK POWER AND SENSOR GROUND

Check voltage between TCM vehicle side harness connector terminals.

TCM vehicle side harness connector			Voltage (Approx.)
Connector	Terminal		
F25	25	26	5.0 V

Is the inspection result normal?

# P0840 TRANSMISSION FLUID PRESSURE SEN/SW A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

- YES >> GO TO 3.
- NO >> GO TO 5.

## 3. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SECONDARY PRESSURE SENSOR) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector and CVT unit connector.
3. Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	15	F24	23	Existed

Is the inspection result normal?

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

## 4. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SECONDARY PRESSURE SENSOR) (PART 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	15		Not existed

Is the inspection result normal?

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

## 5. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (STEP 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector and CVT unit connector.
3. Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	25	F24	19	Existed
	26		20	

Is the inspection result normal?

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

## 6. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (STEP 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	25		Not existed
	26		

Is the inspection result normal?

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

## 7. CHECK TCM

## P0840 TRANSMISSION FLUID PRESSURE SEN/SW A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

1. Replace with the same type of TCM. Refer to [TM-171, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-86, "DTC Logic"](#).

Is "P0840" detected?

YES (Only DTC P0840 detected)>> Replace control valve. Refer to [TM-182, "Exploded View"](#).

YES (DTC P0840 and except DTC P0840 are detected)>> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

NO >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

### 8. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.



# P0841 TRANSMISSION FLUID PRESSURE SEN/SW A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0841 TRANSMISSION FLUID PRESSURE SEN/SW A

### Description

INFOID:000000005252465

Using the engine load (throttle position), the primary pulley revolution speed, and the secondary pulley revolution speed as input signals, TCM changes the operating pressure of the primary pulley and the secondary pulley and changes the groove width of the pulley to control the gear ratio.

### DTC Logic

INFOID:000000005252466

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0841	Transmission Fluid Pressure Sensor/Switch A Circuit Range/Performance	Secondary pressure became higher than line pressure.	<ul style="list-style-type: none"><li>• Harness or connectors (Sensor circuit is open or shorted.)</li><li>• Secondary pressure sensor</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following conditions for at least 12 consecutive seconds.

VEHICLE SPEED : 40 km/h (25 MPH) or more  
RANGE : "D" position

Is "P0841" detected?

- YES >> Go to [TM-89, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252467

#### 1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-162, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair or replace damaged parts. Refer to [TM-162, "Inspection and Judgment"](#).

#### 2. CHECK SECONDARY PRESSURE SENSOR SYSTEM

Check secondary pressure sensor system. Refer to [TM-86, "Description"](#).

Is the inspection result normal?

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

#### 3. CHECK LINE PRESSURE SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check line pressure solenoid valve. Refer to [TM-90, "Component Inspection \(Line Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.

# P0841 TRANSMISSION FLUID PRESSURE SEN/SW A

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 4.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check secondary pressure solenoid valve. Refer to [TM-90, "Component Inspection \(Secondary Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 5.CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-105, "Description"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace damaged parts.

## 6.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Line Pressure Solenoid Valve)

INFOID:000000005252468

### 1.CHECK LINE PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## Component Inspection (Secondary Pressure Solenoid Valve)

INFOID:000000005252469

### 1.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P0868 TRANSMISSION FLUID PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P0868 TRANSMISSION FLUID PRESSURE

### Description

INFOID:000000005252470

The secondary pressure solenoid valve regulates the secondary pressure to suit the driving condition in response to a signal sent from the TCM.

### DTC Logic

INFOID:000000005252471

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P0868	Transmission Fluid Pressure Low	Secondary fluid pressure is too low compared with the commanded value while driving.	<ul style="list-style-type: none"><li>• Harness or connectors (Solenoid circuit is open or shorted.)</li><li>• Secondary pressure solenoid valve system</li><li>• Secondary pressure sensor</li><li>• Line pressure control system</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Make sure that output voltage of CVT fluid temperature sensor is within the range specified below.

ATF TEMP SEN : 1.0 – 2.0 V

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

4. Start engine and maintain the following conditions for at least 10 consecutive seconds.

VEHICLE SPEED (accelerate slowly) : 0 → 50 km/h (31 MPH)

ACC PEDAL OPEN RANGE : 0.5/8 – 1.0/8

RANGE : "D" position

Is "P0868" detected?

- YES >> Go to [TM-91, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252472

### 1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-162, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Repair or replace damaged parts. Refer to [TM-162, "Inspection and Judgment"](#).

### 2. CHECK SECONDARY PRESSURE SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check secondary pressure solenoid valve. Refer to [TM-92, "Component Inspection \(Secondary Pressure Solenoid Valve\)"](#).

# P0868 TRANSMISSION FLUID PRESSURE

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 3.CHECK LINE PRESSURE SOLENOID VALVE

Check line pressure solenoid valve. Refer to [TM-92, "Component Inspection \(Line Pressure Solenoid Valve\)"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 4.CHECK SECONDARY PRESSURE SENSOR SYSTEM

Check secondary pressure sensor system. Refer to [TM-86, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Line Pressure Solenoid Valve)

INFOID:000000005252473

### 1.CHECK LINE PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## Component Inspection (Secondary Pressure Solenoid Valve)

INFOID:000000005252474

### 1.CHECK SECONDARY PRESSURE SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P1701 TCM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1701 TCM

### Description

INFOID:000000005252475

When the power supply to the TCM is cut off, for example because the battery is removed, and the self-diagnosis memory function stops, a malfunction is detected.

#### NOTE:

Since "P1701" will be indicated when replacing TCM, perform diagnosis after erasing "Self Diagnostic Results".

### DTC Logic

INFOID:000000005252476

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1701	Power Supply Circuit	<ul style="list-style-type: none"> <li>When the power supply to the TCM is cut off, for example because the battery is removed, and the self-diagnosis memory function stops.</li> <li>This is not a malfunction message (When ever shutting off a power supply to the TCM, this message appears on the screen).</li> </ul>	Harness or connectors (Battery or ignition switch and TCM circuit is open or shorted.)

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1.CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Wait for at least 2 consecutive seconds.
- Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1701" detected?

- YES >> Go to [TM-93, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252477

### 1.CHECK TCM POWER SOURCE

- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check voltage between TCM vehicle side harness connector terminals.

TCM vehicle side harness connector			Condition	Voltage (Approx.)
Connector	Terminal			
F25	46	5, 42	Ignition switch ON	Battery voltage
			Ignition switch OFF	0 V
	48		Ignition switch ON	Battery voltage
			Ignition switch OFF	0 V
47		Always	Battery voltage	

Is the inspection result normal?

- YES >> GO TO 8.  
 NO >> GO TO 2.

### 2.CHECK TCM GROUND CIRCUIT

# P1701 TCM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

1. Turn ignition switch OFF.
2. Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	5		Existed
	42		

Is the inspection result normal?

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

### 3.CHECK TCM POWER CIRCUIT

Check voltage between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F25	46		Ignition switch ON	Battery voltage
			Ignition switch OFF	0 V
	48		Ignition switch ON	Battery voltage
			Ignition switch OFF	0 V
47	Always	Battery voltage		

Is the inspection result normal?

- YES >> GO TO 8.  
 NO-1 (Battery voltage is not supplied between terminals 46, 48 and ground)>>GO TO 4.  
 NO-2 (Battery voltage is not supplied between terminal 47 and ground)>>GO TO 6.

### 4.CHECK HARNESS BETWEEN TCM AND IPDM E/R (STEP 1)

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

TCM vehicle side harness connector		IPDM E/R vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	46	E15	58	Existed
	48			

Is the inspection result normal?

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

### 5.CHECK HARNESS BETWEEN TCM AND IPDM E/R (STEP 2)

Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	46		Not existed
	48		

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between ignition switch and IPDM E/R.
  - 10A fuse (No. 58, located in IPDM E/R)
  - Ignition switch. Refer to [PG-41, "Wiring Diagram - IGNITION POWER SUPPLY -"](#).

# P1701 TCM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

NO >> Repair or replace damaged parts.

## 6. CHECK HARNESS BETWEEN TCM AND BATTERY (STEP 1)

1. Turn ignition switch OFF.
2. Disconnect battery positive terminal.
3. Check continuity between TCM vehicle side harness connector terminals and battery positive terminal.

TCM vehicle side harness connector		Battery (+)	Continuity
Connector	Terminal		
F25	47		Existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Check the following.

- Harness
- 10A fuse (No. 38, located in fuse block)

## 7. CHECK HARNESS BETWEEN TCM AND BATTERY (STEP 2)

Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	47		Not existed

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace damaged parts.

## 8. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

A  
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P

# P1705 TP SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1705 TP SENSOR

### Description

INFOID:000000005252478

The electric throttle control actuator consists of throttle control motor, accelerator pedal position sensor, throttle position sensor, etc. The actuator sends a signal to the ECM, and ECM sends the signal to TCM via CAN communication.

### DTC Logic

INFOID:000000005252479

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1705	Accelerator Pedal Position Sensor Signal Circuit	TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.	<ul style="list-style-type: none"><li>• ECM</li><li>• Harness or connectors (CAN communication line is open or shorted.)</li></ul>

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Depress accelerator pedal fully and release it, then wait for 5 seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1705" detected?

YES >> Go to [TM-96, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252480

#### 1. CHECK DTC WITH ECM

④ With CONSULT-III

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

Is the inspection result normal?

YES >> GO TO 2.

NO >> Check DTC detected item. Refer to [EC-472, "DTC Index"](#) (for California), [EC-915, "DTC Index"](#) [for USA (Federal) and Canada], [EC-1266, "DTC Index"](#) (for Mexico).

#### 2. CHECK DTC WITH TCM

④ With CONSULT-III

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1705" detected?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> GO TO 3.

#### 3. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.



# P1722 VEHICLE SPEED

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1722 VEHICLE SPEED

### Description

INFOID:000000005252481

The vehicle speed signal is transmitted from ABS actuator and electric unit (control unit) to TCM via CAN communication line.

### DTC Logic

INFOID:000000005252482

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1722	Vehicle Speed Signal Circuit	<ul style="list-style-type: none"> <li>CAN communication with the ABS actuator and the electric unit (control unit) is malfunctioning.</li> <li>There is a big difference between the vehicle speed signal from the ABS actuator and the electric unit (control unit), and the vehicle speed sensor signal.</li> </ul>	<ul style="list-style-type: none"> <li>Harness or connectors (Sensor circuit is open or shorted.)</li> <li>ABS actuator and electric unit (control unit)</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

④ With CONSULT-III

- Turn ignition switch ON.
- Select "Data Monitor" in "TRANSMISSION".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

ACC PEDAL OPEN	: 1.0/8 or less
VEHICLE SPEED	: 30 km/h (19 MPH) or more

Is "P1722" detected?

- YES >> Go to [TM-97, "Diagnosis Procedure"](#).  
 NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252483

### 1. CHECK DTC WITH ABS ACTUATOR AND ELECTRIC UNIT (CONTROL UNIT)

④ With CONSULT-III

Perform "Self Diagnostic Results" in "ABS".

Is the inspection result normal?

- YES >> GO TO 2.  
 NO >> Check DTC detected item. Refer to [BRC-56, "DTC Index"](#).

### 2. CHECK DTC WITH TCM

④ With CONSULT-III

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1722" detected?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
 NO >> GO TO 3.

### 3. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

## P1722 VEHICLE SPEED

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

---

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

# P1723 SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1723 SPEED SENSOR

### Description

INFOID:000000005252484

The secondary speed sensor detects the revolution of parking gear and generates a pulse signal. The pulse signal is sent to the TCM, which converts it into vehicle speed.  
The primary speed sensor detects the primary pulley revolution speed and sends a signal to the TCM.

### DTC Logic

INFOID:000000005252485

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1723	Speed Sensor Circuit	A rotation sensor error is detected because the gear does not change in accordance with the position of the stepping motor. <b>CAUTION:</b> <b>One of the "P0720", the "P0715" or the "P0725" is displayed with the DTC at the same time.</b>	<ul style="list-style-type: none"> <li>• Harness or connectors (Sensor circuit is open or shorted.)</li> <li>• Secondary speed sensor</li> <li>• Primary speed sensor</li> <li>• Engine speed signal system</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.

VEHICLE SPEED	: 10 km/h (6 MPH) or more
ACC PEDAL OPEN	: More than 1.0/8
RANGE	: "D" position
ENG SPEED	: 450 rpm or more
Driving location	: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

#### Is "P1723" detected?

- YES >> Go to [TM-99, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252486

### 1. CHECK STEP MOTOR FUNCTION

Perform "Self Diagnostic Results" in "TRANSMISSION".

#### Is "P1778" detected?

- YES >> Repair or replace damaged parts. Refer to [TM-108, "DTC Logic"](#).  
NO >> GO TO 2.

### 2. CHECK SECONDARY SPEED SENSOR SYSTEM

Check secondary speed sensor system. Refer to [TM-63, "DTC Logic"](#).

#### Is the inspection result normal?

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

# P1723 SPEED SENSOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

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## 3.CHECK PRIMARY SPEED SENSOR SYSTEM

---

Check primary speed sensor system. Refer to [TM-59, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

---

## 4.CHECK ENGINE SPEED SIGNAL SYSTEM

---

Check engine speed signal system. Refer to [TM-67, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

---

## 5.DETECT MALFUNCTIONING ITEMS

---

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

# P1726 THROTTLE CONTROL SIGNAL

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1726 THROTTLE CONTROL SIGNAL

### Description

INFOID:000000005252487

The electric throttle control actuator consists of throttle control motor, accelerator pedal position sensor, throttle position sensor, etc. The actuator sends a signal to the ECM, and ECM sends the signal to TCM via CAN communication.

### DTC Logic

INFOID:000000005252488

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1726	Throttle Control Signal Circuit	The electronically controlled throttle for ECM is malfunctioning.	Harness or connectors (Sensor circuit is open or shorted.)

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Start engine and let it idle for 5 seconds.
2. Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1726" detected?

- YES >> Go to [TM-101, "Diagnosis Procedure"](#).  
NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252489

#### 1. CHECK DTC WITH ECM

Ⓜ With CONSULT-III

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

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Check DTC detected item. Refer to [EC-472, "DTC Index"](#) (for California), [EC-915, "DTC Index"](#) [for USA (Federal) and Canada], [EC-1266, "DTC Index"](#) (for Mexico).

#### 2. CHECK DTC WITH TCM

Ⓜ With CONSULT-III

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "P1726" detected?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
NO >> GO TO 3.

#### 3. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
NO >> Repair or replace damaged parts.

# P1740 SELECT SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1740 SELECT SOLENOID

### Description

INFOID:000000005252490

- The lock-up select solenoid valve controls lock-up clutch pressure or forward clutch pressure (reverse brake pressure).
- When controlling lock-up clutch, the valve is turned OFF. When controlling forward clutch, it is turned ON.

### DTC Logic

INFOID:000000005252491

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1740	Lock-up Select Solenoid Valve Circuit	<ul style="list-style-type: none"><li>• Normal voltage is not applied to solenoid due to cut line, short, etc.</li><li>• TCM detects as irregular by comparing target value with monitor value.</li></ul>	<ul style="list-style-type: none"><li>• Harness or connectors (Solenoid circuit is open or shorted.)</li><li>• Lock-up select solenoid valve</li></ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

#### Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.

RANGE : "D", "N" and "L"\* positions

(At each time, wait for 5 seconds.)

\*: Without manual mode

#### Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P1740" detected?

YES >> Go to [TM-102, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252492

### 1. CHECK LOCK-UP SELECT SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check resistance between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F25	37		17.0 – 38.0 Ω

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

### 2. CHECK HARNESS BETWEEN TCM AND CVT UNIT (LOCK-UP SELECT SOLENOID VALVE) (STEP 1)

1. Disconnect CVT unit connector.

# P1740 SELECT SOLENOID

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

2. Check continuity between TCM vehicle side harness connector terminal and CVT unit vehicle side harness connector terminal.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	37	F24	13	Existed

Is the inspection result normal?

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

## 3.CHECK HARNESS BETWEEN TCM AND CVT UNIT (LOCK-UP SELECT SOLENOID VALVE) (STEP 2)

Check continuity between TCM vehicle side harness connector terminal and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	37		Not existed

Is the inspection result normal?

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

## 4.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-103, "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.  
NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 5.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).  
NO >> Repair or replace damaged parts.

## Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000005252493

## 1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit connector		Ground	Resistance (Approx.)
Connector	Terminal		
F24	13		17.0 – 38.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END  
NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

# P1745 LINE PRESSURE CONTROL

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1745 LINE PRESSURE CONTROL

### Description

INFOID:000000005252494

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

### DTC Logic

INFOID:000000005252495

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1745	Line Pressure Control Circuit	TCM detects the unexpected line pressure.	TCM

### DTC CONFIRMATION PROCEDURE

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1.CHECK DTC DETECTION

##### Ⓜ With CONSULT-III

1. Turn ignition switch ON
2. Select "Data Monitor" in "TRANSMISSION".
3. Make sure that output voltage of CVT fluid temperature sensor is within the range below.

ATF TEMP SEN : 1.0 – 2.0 V

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

##### Is "P1745" detected?

YES >> Go to [TM-104, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252496

#### 1.CHECK DTC

##### Ⓜ With CONSULT-III

1. Start engine.
2. Perform "Self Diagnostic Results" in "TRANSMISSION".

##### Is "P1745" detected?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).



# P1777 STEP MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1777 STEP MOTOR

### Description

INFOID:000000005252497

The step motor changes the step by turning 4 coils ON/OFF according to the signal from TCM. As a result, the flow of line pressure to primary pulley is changed and pulley ratio is controlled

### DTC Logic

INFOID:000000005252498

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1777	Step Motor Circuit	Each coil of the step motor is not energized properly due to an open or a short.	<ul style="list-style-type: none"> <li>• Harness or connectors (Step motor circuit is open or shorted.)</li> <li>• Step motor</li> </ul>

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

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

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

#### 1. CHECK DTC DETECTION

☐ With CONSULT-III

1. Start engine.
2. Drive vehicle for at least 5 consecutive seconds.
3. Perform "Self Diagnostic Results" in "TRANSMISSION".

☑ With GST

Follow the procedure "With CONSULT-III".

Is "P1777" detected?

- YES >> Go to [TM-105, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252499

#### 1. CHECK STEP MOTOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check resistance between TCM vehicle side harness connector terminals.

TCM vehicle side harness connector			Resistance (Approx.)
Connector	Terminal		
F25	27	28	30.0 Ω
	29	30	

4. Check resistance between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F25	27	Ground	15.0 Ω
	28		
	29		
	30		

Is the inspection result normal?

- YES >> GO TO 5.

# P1777 STEP MOTOR

[CVT: RE0F10A]

< DTC/CIRCUIT DIAGNOSIS >

NO >> GO TO 2.

## 2. CHECK HARNESS BETWEEN TCM AND CVT UNIT (STEP MOTOR) (STEP 1)

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM vehicle side harness connector terminals and CVT unit vehicle side harness connector terminals.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F25	27	F24	9	Existed
	28		8	
	29		7	
	30		6	

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

## 3. CHECK HARNESS BETWEEN TCM AND CVT UNIT (STEP MOTOR) (STEP 2)

Check continuity between TCM vehicle side harness connector terminals and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F25	27	Ground	Not existed
	28		
	29		
	30		

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

## 4. CHECK STEP MOTOR

Check step motor. Refer to [TM-107, "Component Inspection \(Step Motor\)"](#).

Is the inspection result normal?

YES >> GO TO 6.

NO >> GO TO 5.

## 5. CHECK DTC

④ With CONSULT-III

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

Is "P1777" detected?

YES (Only DTC P1777 detected)>>Replace control valve. Refer to [TM-182, "Exploded View"](#).

YES (DTC P0725 and DTC U1000 in addition to DTC P1777 are detected)>>When DTC is detected as listed below, replace control valve. Refer to Refer to [TM-182, "Exploded View"](#).

- DTC for P1777 and P0725 are detected.
- DTC for P1777 and U1000 are detected.
- DTC for P1777, P0725 and U1000 are detected.

NO >> Replace transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).

## 6. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

# P1777 STEP MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

NO >> Repair or replace damaged parts.

## Component Inspection (Step Motor)

INFOID:000000005252500

### 1. CHECK STEP MOTOR

1. Check resistance between CVT unit connector terminals.

CVT unit connector		Resistance (Approx.)
Connector	Terminal	
F24	6	30.0 Ω
	7	
F24	8	30.0 Ω
	9	

2. Check resistance between CVT unit connector terminals and ground.

CVT unit connector		Resistance (Approx.)
Connector	Terminal	
F24	6	15.0 Ω
	7	
	8	
	9	

Is the inspection result normal?

YES >> INSPECTION END

NO >> Perform "Self Diagnostic Results" in "TRANSMISSION".

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P

# P1778 STEP MOTOR

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## P1778 STEP MOTOR

### Description

INFOID:000000005252501

- The step motor changes the step by turning 4 coils ON/OFF according to the signal from TCM. As a result, the flow of line pressure to primary pulley is changed and pulley ratio is controlled.
- This diagnosis item is detected when the electrical system is OK, but the mechanical system is NG.
- This diagnosis item is detected when the state of the changing of the speed mechanism in the unit does not operate normally.

### DTC Logic

INFOID:000000005252502

### DTC DETECTION LOGIC

DTC	Trouble diagnosis name	DTC is detected if...	Possible cause
P1778	Step Motor Circuit Intermittent	There is a big difference between the number of steps for the stepping motor and for the actual gear ratio.	Step motor

### DTC CONFIRMATION PROCEDURE

#### CAUTION:

- Always drive vehicle at a safe speed.
- Before starting "DTC CONFIRMATION PROCEDURE", confirm "Hi" or "Mid" or "Low" fixation by "PRI SPEED" and "VEHICLE SPEED" on "Data Monitor".
- If hi-gear fixation occurred, go to [TM-108, "Diagnosis Procedure"](#).

#### NOTE:

Immediately after performing any "DTC CONFIRMATION PROCEDURE", always turn ignition switch OFF. Then wait at least 10 seconds before performing the next test.

### 1. CHECK DTC DETECTION

#### Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Make sure that output voltage of CVT fluid temperature sensor is within the range specified below.

ATF TEMP SEN : 1.0 – 2.0 V

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

4. Start engine and maintain the following conditions for at least 30 consecutive seconds.

Start test from 0 km/h (0 MPH)

Constant acceleration : Keep 30 seconds or more

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

ACC PEDAL OPEN : More than 1.0/8

RANGE : "D" position

ENG SPEED : 450 rpm or more

#### Ⓜ With GST

Follow the procedure "With CONSULT-III".

#### Is "P1778" detected?

YES >> Go to [TM-108, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-40, "Intermittent Incident"](#).

### Diagnosis Procedure

INFOID:000000005252503

### 1. CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-105, "DTC Logic"](#).

Is the inspection result normal?

# P1778 STEP MOTOR

[CVT: RE0F10A]

< DTC/CIRCUIT DIAGNOSIS >

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

A

## 2.CHECK PRIMARY SPEED SENSOR SYSTEM

Check primary speed sensor system. Refer to [TM-59. "DTC Logic"](#).

B

Is the inspection result normal?

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

C

## 3.CHECK SECONDARY SPEED SENSOR SYSTEM

Check secondary speed sensor system. Refer to [TM-63. "DTC Logic"](#).

TM

Is the inspection result normal?

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

E

## 4.DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

F

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-171. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

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# SHIFT POSITION INDICATOR CIRCUIT

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## SHIFT POSITION INDICATOR CIRCUIT WITHOUT MANUAL MODE

### WITHOUT MANUAL MODE : Description

INFOID:000000005252504

- TCM sends position indicator signals to combination meter via CAN communication line.
- The selector lever position is indicated on the shift position indicator.

### WITHOUT MANUAL MODE : Component Function Check

INFOID:000000005252505

#### 1. CHECK SHIFT POSITION INDICATOR

##### **CAUTION:**

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

1. Start engine.
2. Check that correct selector lever position ("P", "R", "N", "D", "L") is displayed as selector lever is shifted into each position.

##### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [TM-110, "WITHOUT MANUAL MODE : Diagnosis Procedure"](#).

### WITHOUT MANUAL MODE : Diagnosis Procedure

INFOID:000000005252506

#### 1. CHECK INPUT SIGNALS

##### Ⓟ With CONSULT-III

1. Start engine.
2. Select "RANGE" in "Data Monitor" and read out the value.
3. Check that correct selector lever position ("P", "R", "N", "D", "L") is displayed as selector lever is shifted into each position.

##### Is the inspection result normal?

YES >> INSPECTION END

NO-1 (CVT position indicator does not indicate "L" when selector lever is shifted into "L".)>>Check the following.

- Check overdrive control switch. Refer to [TM-119, "Component Inspection \(Overdrive Control Switch\)"](#).
- Check CVT main system (Fail-safe function actuated).
  - Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-2 (The actual gear position changes, but the shift position indicator is not indicated.)>>Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-3 (The actual gear position and the indication on the shift position indicator do not coincide.)>>Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-4 (Only a specific position or positions is/are not indicated on the shift position indicator.)>>Check the combination meter. Refer to [MWI-33, "CONSULT-III Function \(METER/M&A\)"](#).

## WITH MANUAL MODE

### WITH MANUAL MODE : Description

INFOID:000000005252507

- TCM sends position indicator signals to combination meter via CAN communication line.
- Manual mode switch position is indicated on shift position indicator.

### WITH MANUAL MODE : Component Function Check

INFOID:000000005252508

#### 1. CHECK SHIFT POSITION INDICATOR

##### **CAUTION:**

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

1. Start engine.
2. Check that correct selector lever position ("P", "N", "R" or "D") is displayed as selector lever is shifted into each position.

# SHIFT POSITION INDICATOR CIRCUIT

[CVT: RE0F10A]

## < DTC/CIRCUIT DIAGNOSIS >

3. Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever is shifted to the "UP (+ side)" or "DOWN (- side)" side (1st ⇔ 6th gear).

### Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [TM-111, "WITH MANUAL MODE : Diagnosis Procedure"](#).

## WITH MANUAL MODE : Diagnosis Procedure

INFOID:000000005252509

### 1. CHECK INPUT SIGNALS

#### Ⓜ With CONSULT-III

1. Start engine.
2. Check that correct selector lever position ("P", "N", "R" or "D") is displayed as selector lever is shifted into each position.
3. Select "RANGE" in "Data Monitor" and read out the value.
4. Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever is shifted to the "UP (+ side)" or "DOWN (- side)" side (1st ⇔ 6th gear).

### 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 the following.

- Check manual mode switch. Refer to [TM-84, "Component Inspection \(Manual Mode Switch\)"](#).
- Check CVT main system (Fail-safe function actuated).
  - Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-2 (The actual gear position changes, but the shift position indicator is not indicated.)>>Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-3 (The actual gear position and the indication on the shift position indicator do not coincide.)>>Perform "Self Diagnostic Results" in "TRANSMISSION".

NO-4 (Only a specific position or positions is/are not indicated on the shift position indicator.)>>Check the combination meter. Refer to [MWI-33, "CONSULT-III Function \(METER/M&A\)"](#).

# SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## SHIFT LOCK SYSTEM

### Description

INFOID:000000005252510

Component	Function
Shift lock solenoid	It operates according to the signal from the stop lamp switch and moves the lock lever.
Lock lever	It moves according to the operation of the shift lock solenoid and performs the release of the shift lock.
Detent rod	It links with the selector button and restricts the selector lever movement.
Park position switch	It detects that the selector lever is in "P" position.
Key interlock cable and key interlock rod	It transmits the lock lever operation to the slider in the key cylinder.
Shift lock release button	It moves the lock lever forcibly.

### Wiring Diagram - CVT SHIFT LOCK SYSTEM -

INFOID:000000005252511

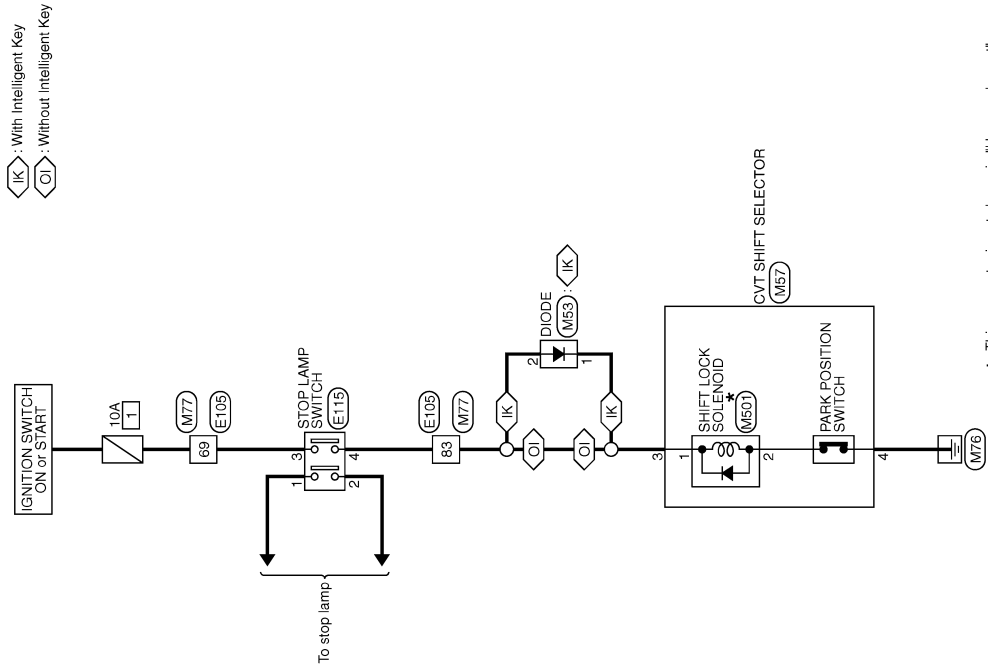


# SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## CVT SHIFT LOCK SYSTEM



2008/07/15

JCDWM0433GI

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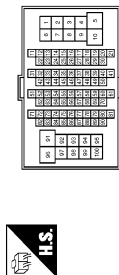
# SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

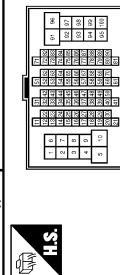
## CVT SHIFT LOCK SYSTEM

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TH80FW-CS18-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
89	G	-
83	L	-

Connector No.	M77
Connector Name	WIRE TO WIRE
Connector Type	TH80MW-CS18-TM4



Terminal No.	Color of Wire	Signal Name [Specification]
89	W	-
83	LG	-

Connector No.	E115
Connector Name	STOP LAMP SWITCH
Connector Type	M04FW-LC



Terminal No.	Color of Wire	Signal Name [Specification]
1	V	-
2	Y	-
3	G	-
4	L	-

Connector No.	M501
Connector Name	SHIFT LOCK SOLENOID
Connector Type	Yazaki 7283-5845



Terminal No.	Color of Wire	Signal Name [Specification]
1	R	-
2	L	-

Connector No.	M53
Connector Name	DIODE
Connector Type	24335 C9300



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	-
2	LG	-

Connector No.	M57
Connector Name	CVT SHIFT SELECTOR
Connector Type	TH18FW-RH



Terminal No.	Color of Wire	Signal Name [Specification]
3	LG	- [Without Intelligent Key]
4	G	- [With Intelligent Key]
1	B	-

JCDWM0434GI

INFOID:00000000525212

## Component Function Check

### 1. CHECK CVT SHIFT LOCK OPERATION

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

Can selector lever be shifted to any other position?

# SHIFT LOCK SYSTEM

[CVT: RE0F10A]

< DTC/CIRCUIT DIAGNOSIS >

- YES >> INSPECTION END  
NO >> GO TO 2.

## 2. CHECK CVT SHIFT LOCK OPERATION

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

Can the selector lever be shifted to any other position?

- YES >> INSPECTION END  
NO >> Go to [TM-115. "Diagnosis Procedure"](#).

## Diagnosis Procedure

INFOID:000000005252513

### 1. CHECK POWER SOURCE

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 and ground.

Stop lamp switch vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		Battery voltage
E115	3		

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Check the following.
- Harness for short or open between ignition switch and stop lamp switch
  - 10A fuse (No. 1, located in fuse block)
  - Ignition switch

### 2. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Check stop lamp switch. Refer to [TM-117. "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Replace stop lamp switch. Refer to [BR-20. "Exploded View"](#).

### 3. CHECK HARNESS BETWEEN STOP LAMP SWITCH AND CVT SHIFT SELECTOR (PART 1)

1. Disconnect CVT shift selector connector.
2. Check continuity between stop lamp switch vehicle side harness connector terminal and CVT shift selector vehicle side connector terminal.

Stop lamp switch vehicle side harness connector		CVT shift selector vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E115	4	M57	3	Existed

Is the inspection result normal?

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

### 4. CHECK HARNESS BETWEEN STOP LAMP SWITCH AND CVT 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
E115	4		

Is the inspection result normal?

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

# SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## 5. CHECK GROUND CIRCUIT (PART 1)

Check continuity between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M57	4		Existed

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace damaged parts.

## 6. CHECK GROUND CIRCUIT (PART 2)

Check voltage between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M57	4		0 V

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace damaged parts.

## 7. CHECK CVT SHIFT SELECTOR

1. Shift selector lever to "P" position.
2. Check continuity between CVT shift selector connector terminals.

CVT shift selector connector			Continuity
Connector	Terminal		
M57	3	4	Existed

Is the inspection result normal?

YES >> GO TO 9.

NO >> GO TO 8.

## 8. CHECK HARNESS BETWEEN CVT SHIFT SELECTOR AND SHIFT LOCK SOLENOID

1. Disconnect shift lock solenoid connector.
2. Check continuity between CVT shift selector connector terminal and shift lock solenoid harness connector terminal.

CVT shift selector connector		Shift lock solenoid harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M57	3	M501	1	Existed
	4		2	

Is the inspection result normal?

YES >> GO TO 9.

NO >> Repair or replace damaged parts.

## 9. CHECK SHIFT LOCK SOLENOID

1. Remove shift lock solenoid. Refer to [TM-173. "WITHOUT MANUAL MODE : Exploded View"](#) (without manual mode), [TM-175. "WITH MANUAL MODE : Exploded View"](#) (with manual mode).
2. Check shift lock solenoid. Refer to [TM-117. "Component Inspection \(Shift Lock Solenoid\)"](#).

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace shift lock solenoid. Refer to [TM-173. "WITHOUT MANUAL MODE : Exploded View"](#) (without manual mode), [TM-175. "WITH MANUAL MODE : Exploded View"](#) (with manual mode).

# SHIFT LOCK SYSTEM

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## Component Inspection (Stop Lamp Switch)

INFOID:000000005252514

### 1.CHECK STOP LAMP SWITCH

Check continuity between stop lamp switch connector terminals.

Stop lamp switch connector			Condition	Continuity
Connector	Terminal			
E115	3	4	Depressed brake pedal	Existed
			Released brake pedal	Not existed

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:000000005252515

### 1.CHECK SHIFT LOCK SOLENOID

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

**CAUTION:**

**Connect the fuse between the terminals when applying the voltage.**

Shift lock solenoid connector		Condition	Status
(+) (fuse)	(-)		
Connector	Terminal		
M501	1	2	Apply 12 V direct current between terminals 1 and 2. Shift lock solenoid operates

Can the lock plate be moved up and down?

YES >> INSPECTION END

NO >> Replace shift lock solenoid. Refer to [TM-173. "WITHOUT MANUAL MODE : Exploded View"](#) (without manual mode), [TM-175. "WITH MANUAL MODE : Exploded View"](#) (with manual mode).

# OVERDRIVE CONTROL SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

## OVERDRIVE CONTROL SWITCH

### Description

INFOID:00000000525216

- The Overdrive control switch is installed to the selector lever knob.
- When turning ON the Overdrive control switch (OD OFF indicator lamp turns ON), the driving condition becomes Overdrive OFF. When turning OFF the Overdrive control switch (OD OFF indicator lamp turns OFF), the driving condition changes to D range.

### Component Function Check

INFOID:00000000525217

#### 1. CHECK OVERDRIVE CONTROL SWITCH SIGNAL

1. Turn ignition switch ON.
2. Select "Data Monitor" in "TRANSMISSION".
3. Check the ON/OFF operations of monitor item.

Monitor item	Condition	Status
SPORT MODE SW	While pushing overdrive control switch	On
	Other conditions	Off

Is the inspection result normal?

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

### Diagnosis Procedure

INFOID:00000000525218

#### 1. CHECK CAN COMMUNICATION CIRCUIT

Perform "Self Diagnostic Results" in "TRANSMISSION".

Is "U1000" indicated?

- YES >> Check CAN communication line. Refer to [TM-48. "Description"](#).  
NO >> GO TO 2.

#### 2. CHECK COMBINATION METER

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

Is the inspection result normal?

- YES >> GO TO 3.  
NO >> Check DTC detected item. Refer to [MWI-67. "DTC Index"](#).

#### 3. CHECK OVERDRIVE CONTROL SWITCH

1. Turn ignition switch OFF.
2. Remove overdrive control switch. Refer to [TM-173. "WITHOUT MANUAL MODE : Exploded View"](#).
3. Check overdrive control switch. Refer to [TM-119. "Component Inspection \(Overdrive Control Switch\)"](#).

Is the inspection result normal?

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

#### 4. CHECK GROUND CIRCUIT (PART 1)

Check continuity between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M57	2		Existed

Is the inspection result normal?

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

#### 5. CHECK GROUND CIRCUIT (PART 2)

# OVERDRIVE CONTROL SWITCH

< DTC/CIRCUIT DIAGNOSIS >

[CVT: RE0F10A]

Check voltage between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M57	2		0 V

Is the inspection result normal?

YES >> GO TO 6.

NO >> Repair or replace damaged parts.

## 6. CHECK HARNESS BETWEEN CVT SHIFT SELECTOR AND COMBINATION METER (PART 1)

1. Disconnect combination meter connector.
2. Check continuity between CVT shift selector vehicle side harness connector terminal and combination meter vehicle side harness connector terminal.

CVT shift selector vehicle side harness connector		Combination meter vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M57	1	M34	9	Existed

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace damaged parts.

## 7. CHECK HARNESS BETWEEN CVT SHIFT SELECTOR AND COMBINATION METER (STEP 2)

Check continuity between CVT shift selector vehicle side harness connector terminal and ground.

CVT shift selector vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M57	1		Not existed

Is the inspection result normal?

YES >> GO TO 8.

NO >> Repair or replace damaged parts.

## 8. DETECT MALFUNCTIONING ITEMS

Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-171, "Exploded View"](#).

NO >> Repair or replace damaged parts.

## Component Inspection (Overdrive Control Switch)

INFOID:000000005252519

### 1. CHECK OVERDRIVE CONTROL SWITCH

Check continuity between overdrive control switch connector terminals.

Overdrive control switch connector			Condition	Continuity
Connector	Terminal			
M503	1	3	While pushing overdrive control switch	Existed
			Other conditions	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Repair or replace damaged parts.

**ECU DIAGNOSIS INFORMATION****TCM**

## Reference Value

INFOID:000000005252520

## VALUES ON THE DIAGNOSIS TOOL

Monitor item	Condition	Value / Status (Approx.)
VSP SENSOR	During driving	Approximately matches the speedometer reading.
ESTM VSP SIG	During driving	Approximately matches the speedometer reading.
PRI SPEED SEN	During driving (lock-up ON)	Approximately matches the engine speed.
ENG SPEED SIG	Engine running	Closely matches the tachometer reading.
SEC HYDR SEN	"N" position idle	1.0 V
ATF TEMP SEN*1	When CVT fluid temperature is 20°C (68°F)	2.0 V
	When CVT fluid temperature is 80°C (176°F)	1.0 V
VIGN SEN	Ignition switch: ON	Battery voltage
VEHICLE SPEED	During driving	Approximately matches the speedometer reading.
PRI SPEED	During driving (lock-up ON)	Approximately matches the engine speed.
SEC SPEED	During driving	45 X Approximately matches the speedometer reading.
ENG SPEED	Engine running	Closely matches the tachometer reading.
GEAR RATIO	During driving	2.34 – 0.39
ACC PEDAL OPEN	Released accelerator pedal – Fully depressed accelerator pedal	0.0/8 – 8.0/8
SEC PRESS	"N" position idle	1.3 MPa
STM STEP	During driving	–20 step – 190 step
ISOLT1	Lock-up "OFF"	0.0 A
	Lock-up "ON"	0.7 A
ISOLT2	Release foot from the accelerator pedal	0.8 A
	Press the accelerator pedal all the way down	0.0 A
ISOLT3	Secondary pressure low - Secondary pressure high	0.8 – 0.0 A
SOLMON1	Lock-up "OFF"	0.0 A
	Lock-up "ON"	0.7 A
SOLMON2	"N" position idle	0.8 A
	When stalled	0.3 – 0.6 A
SOLMON3	"N" position idle	0.6 – 0.7 A
	When stalled	0.4 – 0.6 A
P POSITION SW	Selector lever in "P" position	On
	Other than the above positions	Off
R POSITION SW	Selector lever in "R" position	On
	Other than the above positions	Off
N POSITION SW	Selector lever in "N" position	On
	Other than the above positions	Off
D POSITION SW	Selector lever in "D" position	On
	Other than the above positions	Off



# TCM

< ECU DIAGNOSIS INFORMATION >

[CVT: RE0F10A]

Monitor item	Condition	Value / Status (Approx.)	
L POSITION SW*2	Selector lever in "L" position	On	A
	Other than the above positions	Off	
BRAKESW	Depressed brake pedal	On	B
	Released brake pedal	Off	
FULL SW	Fully depressed accelerator pedal	On	C
	Released accelerator pedal	Off	
IDLE SW	Released accelerator pedal	On	
	Fully depressed accelerator pedal	Off	TM
SPORT MODE SW*2	While pushing overdrive control switch	On	
	Other conditions	Off	
INDLRNG*2	Selector lever in "L" position	On	E
	When setting selector lever to other positions	Off	
INDDRNG	Selector lever in "D" position	On	F
	When setting selector lever to other positions	Off	
INDNRNG	Selector lever in "N" position	On	G
	When setting selector lever to other positions	Off	
INDRRNG	Selector lever in "R" position	On	H
	When setting selector lever to other positions	Off	
INDPRNG	Selector lever in "P" position	On	I
	When setting selector lever to other positions	Off	
SPORT MODE IND*2	When overdrive OFF condition	On	J
	Other conditions	Off	
SMCOIL A	During driving	Changes On ⇔ Off	K
SMCOIL B	During driving	Changes On ⇔ Off	
SMCOIL C	During driving	Changes On ⇔ Off	L
SMCOIL D	During driving	Changes On ⇔ Off	
LUSEL SOL OUT	Selector lever in "P" and "N" positions	On	M
	Wait at least for 5 seconds with the selector lever in "R", "D" and "L"*2 positions	Off	
LUSEL SOL MON	Selector lever in "P" and "N" positions	On	N
	Wait at least for 5 seconds with the selector lever in "R", "D" and "L"*2 positions	Off	
ABS ON	ABS operate	On	O
	Other conditions	Off	
RANGE	Selector lever in "N" or "P" positions	N-P	P
	Selector lever in "R" position	R	
	Selector lever in "D" position	D	
	Selector lever in "L" position*2	L	
DOWNLVR*3	Selector lever is shifted to - side	On	
	Other than the above	Off	
UPLVR*3	Selector lever is shifted to + side	On	
	Other than the above	Off	
NONMMODE*3	Selector lever is shifted to manual shift gate side	Off	
	Other than the above	On	

# TCM

< ECU DIAGNOSIS INFORMATION >

[CVT: RE0F10A]

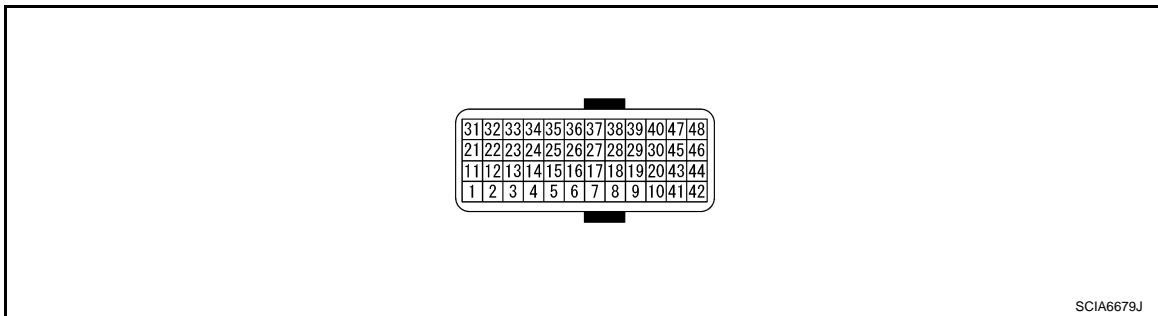
Monitor item	Condition	Value / Status (Approx.)
MMODE* <sup>3</sup>	Selector lever is shifted to manual shift gate side	On
	Other than the above	Off
STRDWNSW* <sup>3</sup>	Paddle shift down switch is pulled	On
	Other than the above	Off
STRUPSW* <sup>3</sup>	Paddle shift up switch is pulled	On
	Other than the above	Off
M GEAR POS* <sup>3</sup>	During driving	1, 2, 3, 4, 5, 6

• \*1: Means CVT fluid temperature. Convert numerical values for actual fluid temperature °C (°F). Refer to [TM-148. "FOR USA AND CANADA : ATFTEMP COUNT Conversion Table"](#).

• \*2: Without manual mode

• \*3: With manual mode

## TERMINAL LAYOUT



## PHYSICAL VALUES

Terminal (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
1 (G)	Ground	R RANGE SW	Input	Selector lever in "R" position	Battery voltage
				Other than the above positions	0 V
2 (Y)	Ground	N RANGE SW	Input	Selector lever in "N" position	Battery voltage
				Other than the above positions	0 V
3 (W)	Ground	D RANGE SW	Input	Selector lever in "D" position	Battery voltage
				Other than the above positions	0 V
4 (V)	Ground	L RANGE SW	Input	Selector lever in "L" position* <sup>1</sup>	Battery voltage
				Other than the above positions	0 V
5 (B)	Ground	Ground	Output	Always	0 V
7 (Y)	Ground	Sensor ground	Input	Always	0 V
8 (L)	—	CLOCK (SEL2)	—	—	—
9 (G)	—	CHIP SELECT (SEL1)	—	—	—
10 (W)	—	DATA I/O (SEL3)	—	—	—

# TCM

< ECU DIAGNOSIS INFORMATION >

[CVT: RE0F10A]

Terminal (Wire color)		Description		Condition		Value (Approx.)	
+	-	Signal name	Input/Output				
11 (L)	Ground	P RANGE SW	Input	Ignition switch ON	Selector lever in "P" position	Battery voltage	
					Other than the above positions	0 V	
13 (SB)	Ground	CVT fluid temperature sensor	Input	Ignition switch ON	When CVT fluid temperature is 20°C (68°F)	2.0 V	
						When CVT fluid temperature is 80°C (176°F)	1.0 V
14*3 (BR)	—	—	—	—	—	—	
15 (P)	Ground	Secondary pressure sensor	Input	"N" position idle		1.0 V	
25 (Y)	Ground	Sensor ground	Input	Always		0 V	
26 (LG)	Ground	Sensor power	Output	Ignition switch ON		5.0 V	
				Ignition switch OFF		0 V	
27 (GR)	Ground	Step motor D	Output	Within 2 seconds after ignition switch ON, the time measurement by using the pulse width measurement function (Hi level) of CONSULT-III.*2		10.0 msec	
28 (V)	Ground	Step motor C	Output			30.0 msec	
29 (O)	Ground	Step motor B	Output			10.0 msec	
30 (R)	Ground	Step motor A	Output			30.0 msec	
31 (P)	—	CAN-L	Input/Output	—		—	
32 (L)	—	CAN-H	Input/Output	—		—	
33 (O)	Ground	Primary speed sensor	Input	Without manual mode	When driving ["L" position, 20 km/h (12 MPH)]	900 Hz	
				With manual mode	When driving ["M1" position, 20 km/h (12 MPH)]	760 Hz	
34 (R)	Ground	Secondary speed sensor	Input	When driving ["D" position, 20 km/h (12 MPH)]		470 Hz	
37 (L)	Ground	Lock-up select solenoid valve	Output	Ignition switch ON	Selector lever in "P" or "N" positions	Battery voltage	
						Wait at least for 5 seconds with the selector lever in "R", "D" or "L"*1 positions	0 V
38 (G)	Ground	Torque converter clutch solenoid valve	Output	When vehicle cruises in "D" position	When CVT performs lock-up	5.0 V	
						When CVT does not perform lock-up	0 V
39 (W)	Ground	Secondary pressure solenoid valve	Output	"P" or "N" position idle	Release your foot from the accelerator pedal	5.0 – 7.0 V	
						Press the accelerator pedal all the way down	3.0 – 4.0 V
40 (Y)	Ground	Line pressure solenoid valve	Output			Release your foot from the accelerator pedal	5.0 – 7.0 V
						Press the accelerator pedal all the way down	1.0 V

A  
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TM  
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F  
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H  
I  
J  
K  
L  
M  
N  
O  
P

# TCM

< ECU DIAGNOSIS INFORMATION >

[CVT: RE0F10A]

Terminal (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
42 (B)	Ground	Ground	Output	Always	0 V
46 (LG)	Ground	Power supply	Input	Ignition switch ON	Battery voltage
				Ignition switch OFF	0 V
47 (O)	Ground	Power supply (memory back-up)	Input	Always	Battery voltage
48 (Y)	Ground	Power supply	Input	Ignition switch ON	Battery voltage
				Ignition switch OFF	0 V

\*1: Without manual mode

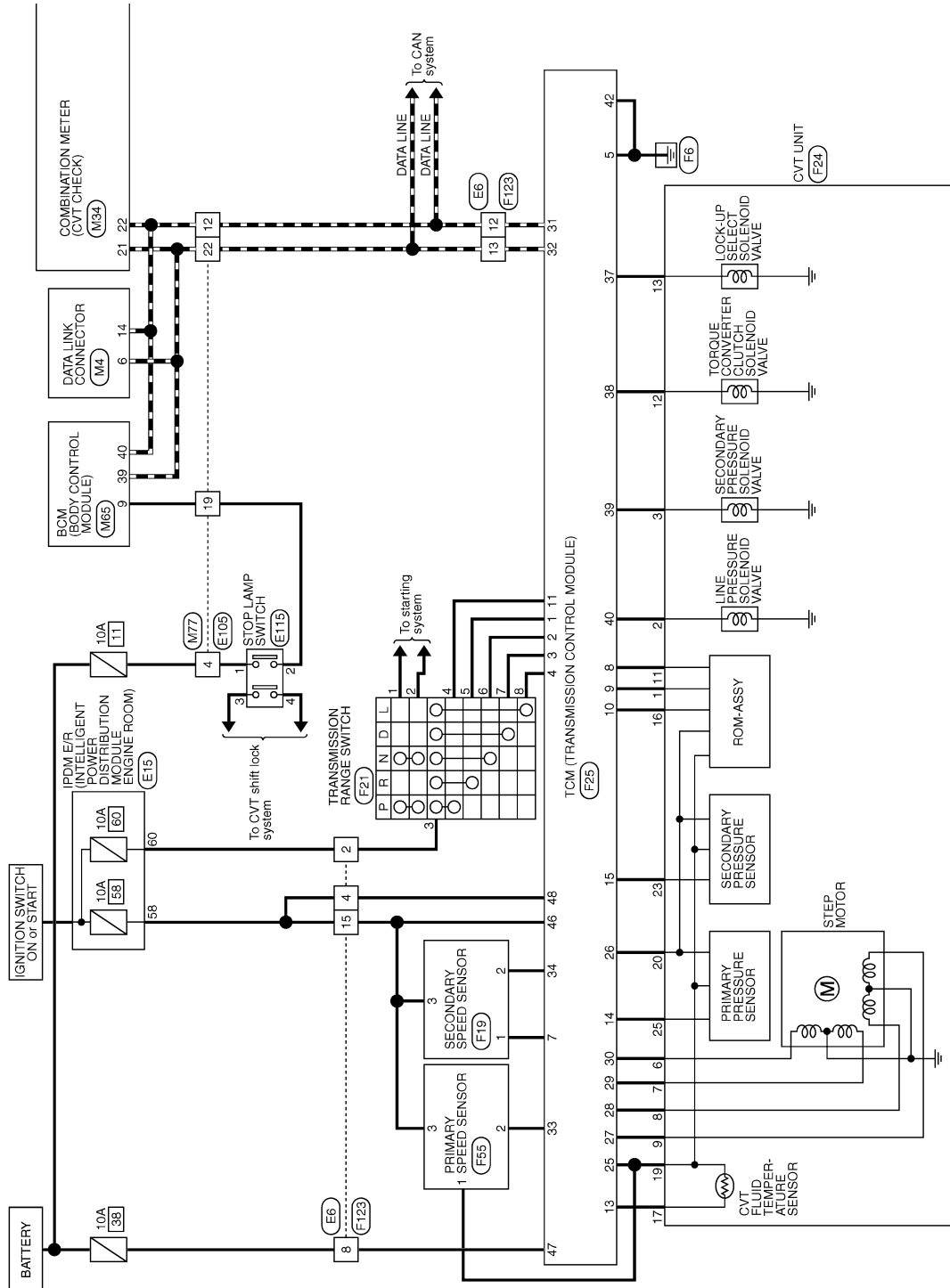
\*2: A circuit tester cannot be used to test this item.

\*3: This harness is not used.

Wiring Diagram - CVT CONTROL SYSTEM -

INFOID:000000005252521

CVT CONTROL SYSTEM

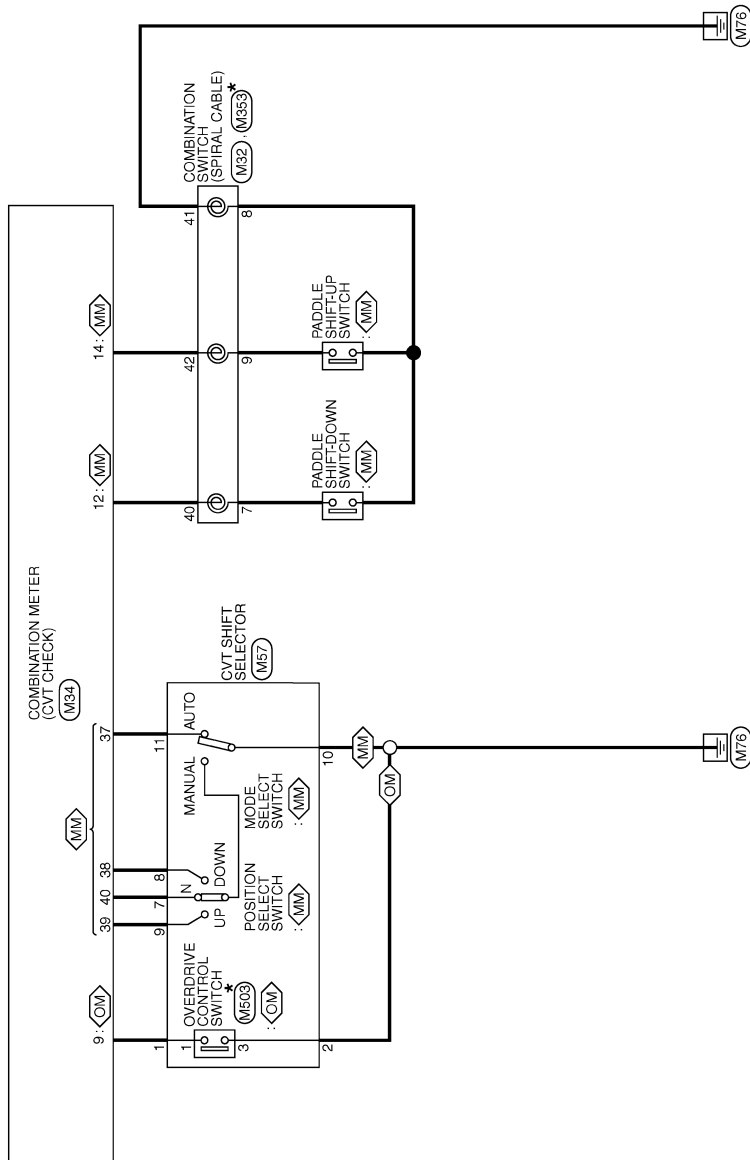


2008/07/15

JCDWM0428GI

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

MM: With manual mode  
 OM: Without manual mode



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

JCDWM0429GI

CVT CONTROL SYSTEM

Connector No.	E115
Connector Name	STOP LAMP SWITCH
Connector Type	MPAFV-LC



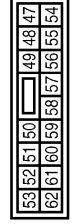
Terminal No.	Color of Wire	Signal Name [Specification]
1	V	
2	Y	
3	G	
4	L	

Connector No.	E105
Connector Name	WIRE TO WIRE
Connector Type	TRHDFW-CS16-TM4



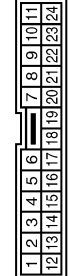
Terminal No.	Color of Wire	Signal Name [Specification]
4	V	
12	P	
18	R	
22	L	

Connector No.	E15
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Type	NS16P1V-CS



Terminal No.	Color of Wire	Signal Name [Specification]
58	LG	
60	SB	

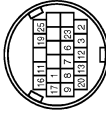
Connector No.	E6
Connector Name	WIRE TO WIRE
Connector Type	TK2AWV-1V



Terminal No.	Color of Wire	Signal Name [Specification]
2	SB	
4	LG	
8	O	
12	P	
18	L	
19	LG	

Connector No.	F17
Connector Name	CVT FLUID TEMPERATURE SENSOR
Connector Type	SENSOR GND

Connector No.	F24
Connector Name	CVT UNIT
Connector Type	Yazaki: 7Z83-8700-30



Connector No.	F21
Connector Name	TRANSMISSION RANGE SWITCH
Connector Type	RK08FG



Connector No.	F19
Connector Name	SECONDARY SPEED SENSOR
Connector Type	RK03FB



Terminal No.	Color of Wire	Signal Name [Specification]
1	G	CHIP SELECT (SEL1)
2	Y	LINE PRESSURE SOLENOID VALVE
3	W	SECONDARY PRESSURE SOLENOID VALVE
6	R	STEP MOTOR A
7	O	STEP MOTOR B
8	Y	STEP MOTOR C
9	GR	STEP MOTOR D
11	L	CLOCK (SEL2)
12	G	TORQUE CONVERTER CLUTCH SOLENOID VALVE
13	L	L/U SELECT SOLENOID VALVE
16	W	DATE I/O (SEL3)

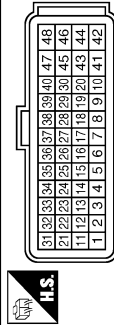
Terminal No.	Color of Wire	Signal Name [Specification]
1	LG	
2	R	
3	SB	
4	L	
5	G	
6	Y	
7	W	
8	V	

Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	
2	R	
3	LG	

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

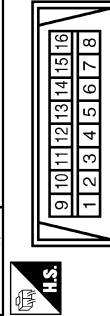
CVT CONTROL SYSTEM

Connector No.	F23
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Type	RH40FB-RZ8-L-RH



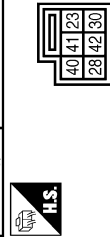
Terminal No.	Color of Wire	Signal Name [Specification]
1	G	R RANGE SW
2	Y	N RANGE SW
3	W	D RANGE SW
4	V	L RANGE SW
5	B	GND
7	Y	SENSOR GND
8	L	CLOCK (SEL2)
9	G	CHIP SELECT (SEL1)
10	W	DATA I/O (SEL3)
11	L	P RANGE SW
13	SB	CVT FLUID TEMP SENSOR

Connector No.	M4
Connector Name	DATA LINK CONNECTOR
Connector Type	BD16FW



14	BR	PRIMARY PRESSURE SENSOR
15	P	SECONDARY PRESSURE SENSOR
25	Y	SENSOR GND
26	LG	SENSOR POWER SOURCE (V)
27	GR	STEP MOTOR D
28	V	STEP MOTOR C
29	O	STEP MOTOR B
30	R	STEP MOTOR A
31	P	CAN-L
32	L	CAN-H
33	O	PRIMARY SPEED SENSOR
34	R	SECONDARY SPEED SENSOR
37	L	L/U SELECT SOLENOID VALVE
38	G	TORQUE CONVERTER CLUTCH SOLENOID VALVE
39	W	SECONDARY PRESSURE SOLENOID VALVE
40	Y	LINE PRESSURE SOLENOID VALVE
42	B	GND
46	LG	BATT
47	O	VIGN
48	Y	VIGN

Connector No.	M32
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TK08FY-EX-IV



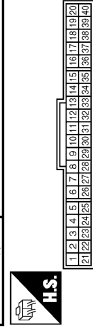
Terminal No.	Color of Wire	Signal Name [Specification]
40	G	
41	B	
42	L	

Connector No.	F55
Connector Name	PRIMARY SPEED SENSOR
Connector Type	RK08FB



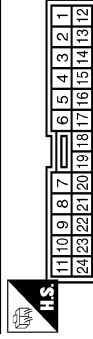
Terminal No.	Color of Wire	Signal Name [Specification]
1	Y	
2	O	
3	LG	

Connector No.	M34
Connector Name	COMBINATION METER
Connector Type	SA640FW



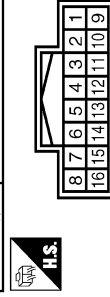
Terminal No.	Color of Wire	Signal Name [Specification]
9	GR	O/D OFF SW
12	G	STRG SW DOWN
14	L	STRG SW UP
21	L	CAN-H
22	P	CAN-L
37	P	NOT MANUAL MODE
38	O	SHIFT DOWN
39	V	SHIFT UP
40	LG	MANUAL MODE

Connector No.	F123
Connector Name	WIRE TO WIRE
Connector Type	TK24FW-IV



Terminal No.	Color of Wire	Signal Name [Specification]
2	SB	
4	Y	
8	O	
12	P	
13	L	
15	LG	

Connector No.	M57
Connector Name	CVT SHIFT SELECTOR
Connector Type	TH18FW-NH





Terminal No.	Color of Wire	Signal Name [Specification]
1	GR	
2	B	
7	LG	
8	O	
9	V	
10	B	
11	P	





CVT CONTROL SYSTEM

Connector No.	M603
Connector Name	OVERDRIVE CONTROL SWITCH
Connector Type	HFP-03-S


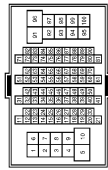
Terminal No.	Color of Wire	Signal Name [Specification]
1	W	
3	W	

Connector No.	M353
Connector Name	COMBINATION SWITCH (SPIRAL CABLE)
Connector Type	TKGFW-X



Terminal No.	Color of Wire	Signal Name [Specification]
7	-	
8	-	
9	-	

Connector No.	M77
Connector Name	WIRE TO WIRE
Connector Type	TH6GMH-CS(B-TM4

Terminal No.	Color of Wire	Signal Name [Specification]
4	Y	
12	P	
19	R	
22	L	

Connector No.	M65
Connector Name	BCM BODY CONTROL MODULE
Connector Type	TH6FW-NH

Terminal No.	Color of Wire	Signal Name [Specification]
9	R	BRAKE SW
39	L	CAN-H
40	P	CAN-L

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Fail-safe

The TCM has an electrical fail-safe mode. In this mode TCM operates even if there is an error in a main electronic control input/output signal circuit.

FAIL-SAFE FUNCTION

If any malfunction occurs in a sensor or solenoid valve, this function controls the CVT to make driving possible.

JCDWM0432GI

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**Secondary Speed Sensor**

The shift pattern is changed in accordance with throttle position when an unexpected signal is sent from the secondary speed sensor to the TCM. The manual mode and overdrive control mode are inhibited, and the transaxle is put in "D".

**Primary Speed Sensor**

The shift pattern is changed in accordance with throttle position and secondary speed (vehicle speed) when an unexpected signal is sent from the primary speed sensor to the TCM. The manual mode and overdrive control mode are inhibited, and the transaxle is put in "D".

**Transmission range Switch**

If an unexpected signal is sent from the transmission range switch to the TCM, the transaxle is put in "D".

**Manual Mode Switch**

If an unexpected signal is sent from the manual mode switch to the TCM, the transaxle is put in "D".

**CVT Fluid Temperature Sensor**

If an unexpected signal is sent from the CVT fluid temperature sensor to the TCM, the gear ratio in use before receiving the unexpected signal is maintained or the gear ratio is controlled to keep engine speed under 5,000 rpm.

**Secondary Pressure Sensor**

- If an unexpected signal is sent from the secondary pressure sensor to the TCM, the secondary pressure feedback control is stopped and the offset value obtained before the non-standard condition occurs is used to control line pressure.
- If secondary pressure sensor error signal is input to TCM, secondary pressure feedback control stops, but line pressure is controlled normally.

**Line Pressure Solenoid Valve**

If an unexpected signal is sent from the solenoid valve to the TCM, the line pressure solenoid valve is turned OFF to achieve the maximum fluid pressure.

**Secondary Pressure Solenoid Valve**

If an unexpected signal is sent from the solenoid valve to the TCM, the secondary pressure solenoid valve is turned OFF to achieve the maximum fluid pressure.

**Torque Converter Clutch Solenoid Valve**

If an unexpected signal is sent from the solenoid valve to the TCM, the torque converter clutch solenoid valve is turned OFF to cancel the lock-up.

**Step Motor**

If an unexpected signal is sent from the step motor to the TCM, the step motor coil phases "A" through "D" are all turned OFF to hold the gear ratio used just before the non-standard condition occurred.

**Lock-up Select Solenoid Valve**

If an unexpected signal is sent from the solenoid valve to the TCM, the lock-up select solenoid valve is turned OFF to cancel the lock-up.

**TCM Power Supply (Memory Back-up)**

Transaxle assembly is protected by limiting the engine torque when the memory back-up power supply (for controlling) from the battery is not supplied to TCM. Normal status is restored when turning the ignition switch OFF to ON after the normal power supply.

**DTC Inspection Priority Chart**

INFOID:000000005252523

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

**NOTE:**

If DTC "U1000"/"U1010" is indicated with other DTCs, start from a diagnosis for DTC "U1000"/"U1010". Refer to [TM-48](#), [TM-49](#).

Priority	Detected items (DTC)
1	U1000, U1010
2	Except above

# TCM

< ECU DIAGNOSIS INFORMATION >

[CVT: RE0F10A]

## DTC Index

INFOID:000000005252524

**NOTE:**

If DTC “U1000”/“U1010” is indicated with other DTCs, start from a diagnosis for DTC “U1000”/“U1010”. Refer to [TM-48](#), [TM-49](#).

DTC*1		Trouble diagnosis name	Reference
MIL*2, “ENGINE” with CONSULT-III or GST	“TRANSMISSION” with CONSULT-III		
—	P0703	BRAKE SWITCH B	<a href="#">TM-50</a>
P0705	P0705	T/M RANGE SENSOR A	<a href="#">TM-53</a>
P0710	P0710	FLUID TEMP SENSOR A	<a href="#">TM-56</a>
P0715	P0715	INPUT SPEED SENSOR A	<a href="#">TM-59</a>
P0720	P0720	OUTPUT SPEED SENSOR	<a href="#">TM-63</a>
—	P0725	ENGINE SPEED	<a href="#">TM-67</a>
—	P0730	INCORRECT GR RATIO	<a href="#">TM-68</a>
P0740	P0740	TORQUE CONVERTER	<a href="#">TM-69</a>
P0744	P0744	TORQUE CONVERTER	<a href="#">TM-71</a>
P0745	P0745	PC SOLENOID A	<a href="#">TM-73</a>
P0746	P0746	PC SOLENOID A	<a href="#">TM-75</a>
P0776	P0776	PC SOLENOID B	<a href="#">TM-77</a>
P0778	P0778	PC SOLENOID B	<a href="#">TM-79</a>
—	P0826*3	UP/DOWN SHIFT SWITCH	<a href="#">TM-81</a>
P0840	P0840	FLUID PRESS SEN/SW A	<a href="#">TM-86</a>
—	P0841	FLUID PRESS SEN/SW A	<a href="#">TM-89</a>
—	P0868	FLUID PRESS LOW	<a href="#">TM-91</a>
—	P1701	TCM	<a href="#">TM-93</a>
—	P1705	TP SENSOR	<a href="#">TM-96</a>
—	P1722	VEHICLE SPEED	<a href="#">TM-97</a>
—	P1723	SPEED SENSOR	<a href="#">TM-99</a>
—	P1726	THROTTLE CONTROL SIGNAL	<a href="#">TM-101</a>
P1740	P1740	SLCT SOLENOID	<a href="#">TM-102</a>
—	P1745	LINE PRESSURE CONTROL	<a href="#">TM-104</a>
P1777	P1777	STEP MOTOR	<a href="#">TM-105</a>
P1778	P1778	STEP MOTOR	<a href="#">TM-108</a>
U1000	U1000	CAN COMM CIRCUIT	<a href="#">TM-48</a>
—	U1010	CONTROL UNIT (CAN)	<a href="#">TM-49</a>

- \*1: These numbers are prescribed by SAE J2012.
- \*2: Refer to [TM-42](#), "Diagnosis Description".
- \*3: Models without manual mode dose not indicate.

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

## SYMPTOM DIAGNOSIS

### SYSTEM SYMPTOM

#### Symptom Table

INFOID:000000005252525

The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.

No.	Item	Symptom	Condition	Diagnostic item	Reference
1	Shift Shock	Large shock. ("N"→ "D" position)	ON vehicle	1. Engine idle speed	<a href="#">EC-26</a> (for California), <a href="#">EC-514</a> [for USA (Federal) and Canada], <a href="#">EC-955</a> (for Mexico)
				2. Engine speed signal	<a href="#">TM-67</a>
				3. Accelerator pedal position sensor	<a href="#">TM-96</a>
				4. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				5. CVT fluid temperature sensor	<a href="#">TM-56</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. CVT fluid level and state	<a href="#">TM-155</a>
				8. Line pressure test	<a href="#">TM-162</a>
				9. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				10. Lock-up select solenoid valve	<a href="#">TM-102</a>
				11. Transmission range switch	<a href="#">TM-50</a>
				12. Control valve	<a href="#">TM-182</a>
			OFF vehicle	13. Forward clutch	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
2	Shift Shock	Large shock. ("N"→ "R" position)	ON vehicle	1. Engine idle speed	<a href="#">EC-26</a> (for California), <a href="#">EC-514</a> [for USA (Federal) and Canada], <a href="#">EC-955</a> (for Mexico)
				2. Engine speed signal	<a href="#">TM-67</a>
				3. Accelerator pedal position sensor	<a href="#">TM-96</a>
				4. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				5. CVT fluid temperature sensor	<a href="#">TM-56</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. CVT fluid level and state	<a href="#">TM-155</a>
				8. Line pressure test	<a href="#">TM-162</a>
				9. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				10. Lock-up select solenoid valve	<a href="#">TM-102</a>
				11. Transmission range switch	<a href="#">TM-50</a>
				12. Control valve	<a href="#">TM-182</a>
			OFF vehicle	13. Reverse brake	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
3	Shift Shock	Shock is too large for lock-up.	ON vehicle	1. CVT position	TM-169 (without manual mode), TM-169 (with manual mode)
				2. Engine speed signal	TM-67
				3. CAN communication line	TM-48
				4. CVT fluid level and state	TM-155
				5. Control valve	TM-182
			OFF vehicle	6. Torque converter	TM-215
4	Slips/Will Not Engage	Vehicle cannot take off from "D" position.	ON vehicle	1. CVT fluid level and state	TM-155
				2. CVT position	TM-169 (without manual mode), TM-169 (with manual mode)
				3. CAN communication line	TM-48
				4. Line pressure test	TM-162
				5. Stall test	TM-160
				6. Step motor	TM-105
				7. Primary speed sensor	TM-59
				8. Secondary speed sensor	TM-63
				9. Accelerator pedal position sensor	TM-96
				10. CVT fluid temperature sensor	TM-56
				11. Secondary pressure sensor	TM-86
				12. TCM power supply and ground	TM-93
				13. Control valve	TM-182
			OFF vehicle	14. Oil pump assembly	TM-207 (2WD), TM-211 (AWD)
				15. Forward clutch	
				16. Parking components	
5	Slips/Will Not Engage	Vehicle cannot take off from "R" position.	ON vehicle	1. CVT fluid level and state	TM-155
				2. CVT position	TM-169 (without manual mode), TM-169 (with manual mode)
				3. CAN communication line	TM-48
				4. Line pressure test	TM-162
				5. Stall test	TM-160
				6. Step motor	TM-105
				7. Primary speed sensor	TM-59
				8. Secondary speed sensor	TM-63
				9. Accelerator pedal position sensor	TM-96
				10. CVT fluid temperature sensor	TM-56
				11. Secondary pressure sensor	TM-86
				12. TCM power supply and ground	TM-93
				13. Control valve	TM-182
			OFF vehicle	14. Oil pump assembly	TM-207 (2WD), TM-211 (AWD)
				15. Reverse brake	
				16. Parking components	

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
6	Slips/Will Not Engage	Does not lock-up.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Engine speed signal	<a href="#">TM-67</a>
				4. Primary speed sensor	<a href="#">TM-59</a>
				5. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. Stall test	<a href="#">TM-160</a>
				8. Step motor	<a href="#">TM-105</a>
				9. Transmission range switch	<a href="#">TM-50</a>
				10. Lock-up select solenoid valve	<a href="#">TM-102</a>
				11. CVT fluid temperature sensor	<a href="#">TM-56</a>
				12. Secondary speed sensor	<a href="#">TM-63</a>
				13. Secondary pressure sensor	<a href="#">TM-86</a>
				14. Control valve	<a href="#">TM-182</a>
			OFF vehicle	15. Torque converter	<a href="#">TM-215</a>
				16. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
7		Does not hold lock-up condition.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Engine speed signal	<a href="#">TM-67</a>
				4. Primary speed sensor	<a href="#">TM-59</a>
				5. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. Stall test	<a href="#">TM-160</a>
				8. Step motor	<a href="#">TM-105</a>
				9. Transmission range switch	<a href="#">TM-50</a>
				10. Lock-up select solenoid valve	<a href="#">TM-102</a>
				11. CVT fluid temperature sensor	<a href="#">TM-56</a>
				12. Secondary speed sensor	<a href="#">TM-63</a>
				13. Secondary pressure sensor	<a href="#">TM-86</a>
				14. Control valve	<a href="#">TM-182</a>
			OFF vehicle	15. Torque converter	<a href="#">TM-215</a>
				16. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
8		Lock-up is not released.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Engine speed signal	<a href="#">TM-67</a>
				4. Primary speed sensor	<a href="#">TM-59</a>
				5. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. Stall test	<a href="#">TM-160</a>
				8. Control valve	<a href="#">TM-182</a>
			OFF vehicle	9. Torque converter	<a href="#">TM-215</a>
				10. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
9	Slips/Will Not Engage	With selector lever in "D" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Stall test	<a href="#">TM-160</a>
				4. Accelerator pedal position sensor	<a href="#">TM-96</a>
				5. CAN communication line	<a href="#">TM-48</a>
				6. Transmission range switch	<a href="#">TM-50</a>
				7. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				8. Step motor	<a href="#">TM-105</a>
				9. Primary speed sensor	<a href="#">TM-59</a>
				10. Secondary speed sensor	<a href="#">TM-63</a>
				11. Accelerator pedal position sensor	<a href="#">TM-96</a>
				12. Secondary pressure sensor	<a href="#">TM-86</a>
				13. CVT fluid temperature sensor	<a href="#">TM-56</a>
				14. TCM power supply and ground	<a href="#">TM-93</a>
				15. Control valve	<a href="#">TM-182</a>
			OFF vehicle	16. Torque converter	<a href="#">TM-215</a>
				17. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				18. Forward clutch	

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
10	Slips/Will Not Engage	With selector lever in "R" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Stall test	<a href="#">TM-160</a>
				4. Accelerator pedal position sensor	<a href="#">TM-96</a>
				5. CAN communication line	<a href="#">TM-48</a>
				6. Transmission range switch	<a href="#">TM-50</a>
				7. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				8. Step motor	<a href="#">TM-105</a>
				9. Primary speed sensor	<a href="#">TM-59</a>
				10. Secondary speed sensor	<a href="#">TM-63</a>
				11. Accelerator pedal position sensor	<a href="#">TM-96</a>
				12. Secondary pressure sensor	<a href="#">TM-86</a>
				13. CVT fluid temperature sensor	<a href="#">TM-56</a>
				14. TCM power supply and ground	<a href="#">TM-93</a>
				15. Control valve	<a href="#">TM-182</a>
			OFF vehicle	16. Torque converter	<a href="#">TM-215</a>
				17. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				18. Reverse brake	<a href="#">TM-211</a> (AWD)
11	Slips at lock-up.		ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Engine speed signal	<a href="#">TM-67</a>
				4. Primary speed sensor	<a href="#">TM-59</a>
				5. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. Stall test	<a href="#">TM-160</a>
				8. Step motor	<a href="#">TM-105</a>
				9. Transmission range switch	<a href="#">TM-50</a>
				10. Lock-up select solenoid valve	<a href="#">TM-102</a>
				11. CVT fluid temperature sensor	<a href="#">TM-56</a>
				12. Secondary speed sensor	<a href="#">TM-63</a>
				13. Secondary pressure sensor	<a href="#">TM-86</a>
				14. Control valve	<a href="#">TM-182</a>
			OFF vehicle	15. Torque converter	<a href="#">TM-215</a>
				16. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)



# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
12	Others	No creep at all.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Accelerator pedal position sensor	<a href="#">TM-96</a>
				4. Transmission range switch	<a href="#">TM-50</a>
				5. CAN communication line	<a href="#">TM-48</a>
				6. Stall test	<a href="#">TM-160</a>
				7. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				8. Step motor	<a href="#">TM-105</a>
				9. Primary speed sensor	<a href="#">TM-59</a>
				10. Secondary speed sensor	<a href="#">TM-63</a>
				11. Accelerator pedal position sensor	<a href="#">TM-96</a>
				12. CVT fluid temperature sensor	<a href="#">TM-56</a>
				13. Secondary pressure sensor	<a href="#">TM-86</a>
				14. TCM power supply and ground	<a href="#">TM-93</a>
				15. Control valve	<a href="#">TM-182</a>
			OFF vehicle	16. Torque converter	<a href="#">TM-215</a>
				17. Oil pump assembly	
				18. Gear system	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				19. Forward clutch	
				20. Reverse brake	

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
13	Others	Vehicle cannot drive in all positions.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Transmission range switch	<a href="#">TM-50</a>
				4. Stall test	<a href="#">TM-160</a>
				5. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				6. Step motor	<a href="#">TM-105</a>
				7. Primary speed sensor	<a href="#">TM-59</a>
				8. Secondary speed sensor	<a href="#">TM-63</a>
				9. Accelerator pedal position sensor	<a href="#">TM-96</a>
				10. CVT fluid temperature sensor	<a href="#">TM-56</a>
				11. Secondary pressure sensor	<a href="#">TM-86</a>
				12. TCM power supply and ground	<a href="#">TM-93</a>
				13. Control valve	<a href="#">TM-182</a>
			OFF vehicle	14. Torque converter	<a href="#">TM-215</a>
				15. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				16. Gear system	
				17. Forward clutch	
				18. Reverse brake	
				19. Parking components	
14		With selector lever in "D" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Transmission range switch	<a href="#">TM-50</a>
				4. Stall test	<a href="#">TM-160</a>
				5. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				6. Step motor	<a href="#">TM-105</a>
				7. Primary speed sensor	<a href="#">TM-59</a>
				8. Secondary speed sensor	<a href="#">TM-63</a>
				9. Accelerator pedal position sensor	<a href="#">TM-96</a>
				10. CVT fluid temperature sensor	<a href="#">TM-56</a>
				11. Secondary pressure sensor	<a href="#">TM-86</a>
				12. TCM power supply and ground	<a href="#">TM-93</a>
				13. Control valve	<a href="#">TM-182</a>
			OFF vehicle	14. Torque converter	<a href="#">TM-215</a>
				15. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				16. Gear system	
				17. Forward clutch	
				18. Parking components	

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference	
15	Others	With selector lever in "R" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>	A
				2. Line pressure test	<a href="#">TM-162</a>	
				3. Transmission range switch	<a href="#">TM-50</a>	B
				4. Stall test	<a href="#">TM-160</a>	
				5. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)	C
				6. Step motor	<a href="#">TM-105</a>	TM
				7. Primary speed sensor	<a href="#">TM-59</a>	
				8. Secondary speed sensor	<a href="#">TM-63</a>	
				9. Accelerator pedal position sensor	<a href="#">TM-96</a>	E
				10. CVT fluid temperature sensor	<a href="#">TM-56</a>	
				11. Secondary pressure sensor	<a href="#">TM-86</a>	F
				12. TCM power supply and ground	<a href="#">TM-93</a>	
				13. Control valve	<a href="#">TM-182</a>	
			OFF vehicle	14. Torque converter	<a href="#">TM-215</a>	G
				15. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)	
				16. Gear system		H
				17. Reverse brake		
				18. Parking components		
16		Judder occurs during lock-up.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>	I
				2. Engine speed signal	<a href="#">TM-67</a>	
				3. Primary speed sensor	<a href="#">TM-59</a>	J
				4. Secondary speed sensor	<a href="#">TM-63</a>	
				5. Accelerator pedal position sensor	<a href="#">TM-96</a>	
				6. CAN communication line	<a href="#">TM-48</a>	K
				7. Torque converter clutch solenoid valve	<a href="#">TM-69</a>	
				8. Control valve	<a href="#">TM-182</a>	
			OFF vehicle	9. Torque converter	<a href="#">TM-215</a>	L
17		Strange noise in "D" position.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>	
				2. Engine speed signal	<a href="#">TM-67</a>	M
				3. CAN communication line	<a href="#">TM-48</a>	
				4. Control valve	<a href="#">TM-182</a>	
			OFF vehicle	5. Torque converter	<a href="#">TM-215</a>	N
				6. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)	
				7. Gear system		O
				8. Forward clutch		
				9. Bearing		P

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
18	Others	Strange noise in "R" position.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Engine speed signal	<a href="#">TM-67</a>
				3. CAN communication line	<a href="#">TM-48</a>
				4. Control valve	<a href="#">TM-182</a>
			OFF vehicle	5. Torque converter	<a href="#">TM-215</a>
				6. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				7. Gear system	
				8. Reverse brake	
19	Others	Strange noise in "N" position.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Engine speed signal	<a href="#">TM-67</a>
				3. CAN communication line	<a href="#">TM-48</a>
				4. Control valve	<a href="#">TM-182</a>
			OFF vehicle	5. Torque converter	<a href="#">TM-215</a>
				6. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				7. Gear system	
20	Others	Vehicle does not decelerate by engine brake.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				3. CAN communication line	<a href="#">TM-48</a>
				4. Step motor	<a href="#">TM-105</a>
				5. Primary speed sensor	<a href="#">TM-59</a>
				6. Secondary speed sensor	<a href="#">TM-63</a>
				7. Line pressure test	<a href="#">TM-162</a>
				8. Engine speed signal	<a href="#">TM-67</a>
				9. Accelerator pedal position sensor	<a href="#">TM-96</a>
				10. Control valve	<a href="#">TM-182</a>

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
21		Maximum speed low.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Line pressure test	<a href="#">TM-162</a>
				3. Accelerator pedal position sensor	<a href="#">TM-96</a>
				4. CAN communication line	<a href="#">TM-48</a>
				5. Stall test	<a href="#">TM-160</a>
				6. Step motor	<a href="#">TM-105</a>
				7. Primary speed sensor	<a href="#">TM-59</a>
				8. Secondary speed sensor	<a href="#">TM-63</a>
				9. Secondary pressure sensor	<a href="#">TM-86</a>
				10. CVT fluid temperature sensor	<a href="#">TM-56</a>
				11. Control valve	<a href="#">TM-182</a>
			OFF vehicle	12. Torque converter	<a href="#">TM-215</a>
				13. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				14. Gear system	
				15. Forward clutch	
22	Others	With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled.	ON vehicle	1. Transmission range switch	<a href="#">TM-50</a>
				2. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
			OFF vehicle	3. Parking components	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
23		Vehicle drives with CVT in "P" position.	ON vehicle	1. Transmission range switch	<a href="#">TM-50</a>
				2. CVT fluid level and state	<a href="#">TM-155</a>
				3. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				4. Control valve	<a href="#">TM-182</a>
			OFF vehicle	5. Parking components	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				6. Gear system	
24		Vehicle drives with CVT in "N" position.	ON vehicle	1. Transmission range switch	<a href="#">TM-50</a>
				2. CVT fluid level and state	<a href="#">TM-155</a>
				3. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				4. Control valve	<a href="#">TM-182</a>
			OFF vehicle	5. Gear system	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
				6. Forward clutch	
				7. Reverse brake	

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# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
25		Engine stall.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Engine speed signal	<a href="#">TM-67</a>
				3. Primary speed sensor	<a href="#">TM-59</a>
				4. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				5. CAN communication line	<a href="#">TM-48</a>
				6. Stall test	<a href="#">TM-160</a>
				7. Secondary pressure sensor	<a href="#">TM-86</a>
				8. Control valve	<a href="#">TM-182</a>
			OFF vehicle	9. Torque converter	<a href="#">TM-215</a>
26		Engine stalls when selector lever is shifted "N" → "D" or "R".	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Engine speed signal	<a href="#">TM-67</a>
				3. Primary speed sensor	<a href="#">TM-59</a>
				4. Torque converter clutch solenoid valve	<a href="#">TM-69</a>
				5. CAN communication line	<a href="#">TM-48</a>
				6. Stall test	<a href="#">TM-160</a>
				7. Control valve	<a href="#">TM-182</a>
			OFF vehicle	8. Torque converter	<a href="#">TM-215</a>
27	Others	Engine speed does not return to idle.	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. Accelerator pedal position sensor	<a href="#">TM-96</a>
				3. Secondary speed sensor	<a href="#">TM-63</a>
				4. CAN communication line	<a href="#">TM-48</a>
				5. Control valve	<a href="#">TM-182</a>
28		CVT does not shift	ON vehicle	1. CVT fluid level and state	<a href="#">TM-155</a>
				2. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				3. Line pressure test	<a href="#">TM-162</a>
				4. Engine speed signal	<a href="#">TM-67</a>
				5. Accelerator pedal position sensor	<a href="#">TM-96</a>
				6. CAN communication line	<a href="#">TM-48</a>
				7. Primary speed sensor	<a href="#">TM-59</a>
				8. Secondary speed sensor	<a href="#">TM-63</a>
				9. Step motor	<a href="#">TM-105</a>
				10. Control valve	<a href="#">TM-182</a>
			OFF vehicle	11. Oil pump assembly	<a href="#">TM-207</a> (2WD), <a href="#">TM-211</a> (AWD)
29		Engine does not start in "N" or "P" position.	ON vehicle	1. Ignition switch and starter	<a href="#">PG-41</a> , <a href="#">STR-5</a>
				2. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				3. Transmission range switch	<a href="#">TM-50</a>

# SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic item	Reference
30		Engine starts in positions other than "N" or "P".	ON vehicle	1. Ignition switch and starter	<a href="#">PG-41, STR-5</a>
				2. CVT position	<a href="#">TM-169</a> (without manual mode), <a href="#">TM-169</a> (with manual mode)
				3. Transmission range switch	<a href="#">TM-50</a>
31		When brake pedal is depressed with ignition switch ON, selector lever cannot be shifted from "P" position to other position.	ON vehicle	1. Stop lamp switch	<a href="#">TM-112</a>
				2. Shift lock solenoid	
				3. CVT shift selector	
32	Others	When brake pedal is not depressed with ignition switch ON, selector lever can be shifted from "P" position to other position.	ON vehicle	1. Stop lamp switch	<a href="#">TM-112</a>
				2. Shift lock solenoid	
				3. CVT shift selector	
33		Cannot be changed to manual mode.	ON vehicle	1. Manual mode switch	<a href="#">TM-81</a>
				2. CAN communication line	<a href="#">TM-48</a>
				3. Combination meters	<a href="#">MWI-41</a>
34		Cannot be changed to overdrive OFF condition.	ON vehicle	1. Overdrive control switch	<a href="#">TM-118</a>
				2. CAN communication line	<a href="#">TM-48</a>
				3. Combination meters	<a href="#">MWI-41</a>
35		OD OFF indicator lamp is not turned ON.	ON vehicle	1. CAN communication line	<a href="#">TM-48</a>
				2. Combination meters	<a href="#">MWI-41</a>
				3. TCM power supply and ground	<a href="#">TM-93</a>

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## PRECAUTION

### PRECAUTIONS

#### FOR USA AND CANADA

#### FOR USA AND CANADA : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000005252526

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:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIR BAG".
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

#### PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

**WARNING:**

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT 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.

#### FOR USA AND CANADA : Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000005252527

**NOTE:**

- This Procedure is applied only to models with Intelligent Key system and NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NVIS/IVIS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

#### OPERATION PROCEDURE

1. Connect both battery cables.

**NOTE:**

Supply power using jumper cables if battery is discharged.

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.



# PRECAUTIONS

[CVT: RE0F10A]

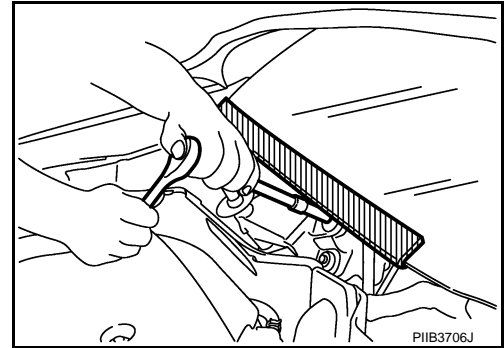
## < PRECAUTION >

3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.
5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT-III.

## FOR USA AND CANADA : Precaution for Procedure without Cowl Top Cover

INFOID:000000005252528

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



## FOR USA AND CANADA : Precaution for On Board Diagnosis (OBD) System of CVT and Engine

INFOID:000000005252529

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

### CAUTION:

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

## FOR USA AND CANADA : Precaution for TCM, Transaxle Assembly or Control Valve Replacement

INFOID:000000005252530

### CAUTION:

To replace TCM, transaxle assembly or control valve, refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

## FOR USA AND CANADA : Removal and Installation Procedure for CVT Unit Connector

INFOID:000000005252531

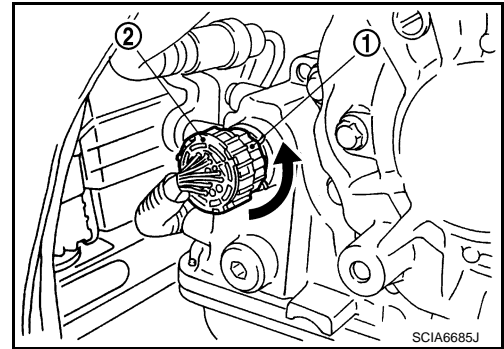
## REMOVAL

# PRECAUTIONS

[CVT: RE0F10A]

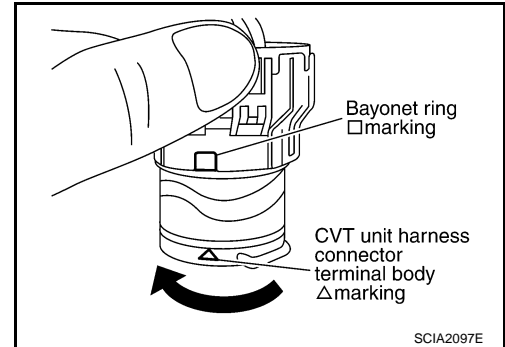
## < PRECAUTION >

Rotate bayonet ring (1) counterclockwise. Pull out CVT unit harness connector (2) upward and remove it.

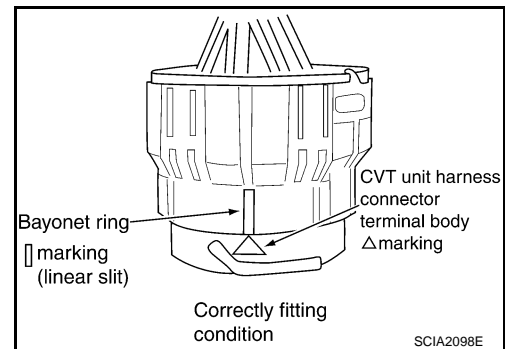


## INSTALLATION

1. Align  $\Delta$  marking on CVT unit harness connector terminal body with  $\square$  marking on bayonet ring. Insert CVT unit harness connector. Then rotate bayonet ring clockwise.

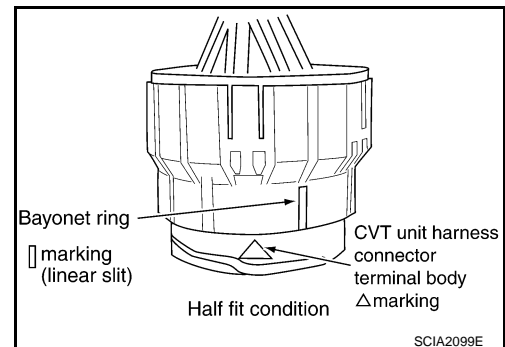


2. Rotate bayonet ring clockwise until  $\Delta$  marking on CVT unit harness connector terminal body is aligned with the slit on bayonet ring as shown in the figure (correctly fitting condition). Install CVT unit harness connector to CVT unit harness connector terminal body.



### CAUTION:

- Securely align  $\Delta$  marking on CVT unit harness connector terminal body with bayonet ring slit. Then, be careful not to make a half fit condition as shown in the figure.
- Never mistake the slit of bayonet ring for other dent portion.



FOR USA AND CANADA : Precaution

INFOID:000000005252532

### NOTE:

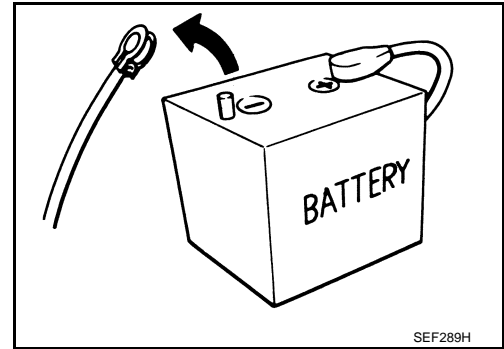
If any malfunction occurs in the RE0F10A model transaxle, replace the entire transaxle assembly.

# PRECAUTIONS

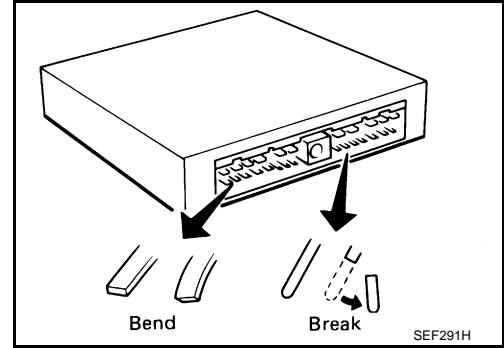
< PRECAUTION >

[CVT: RE0F10A]

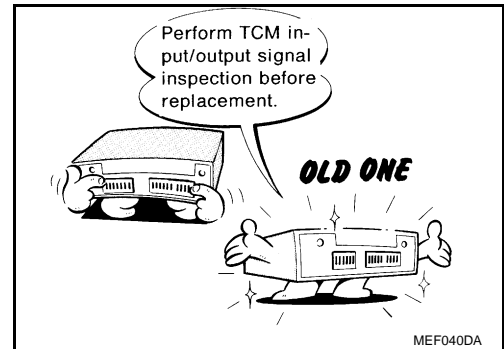
- Turn ignition switch OFF and disconnect negative battery cable before connecting or disconnecting the TCM harness connector. Because battery voltage is applied to TCM even if ignition switch is turned OFF.



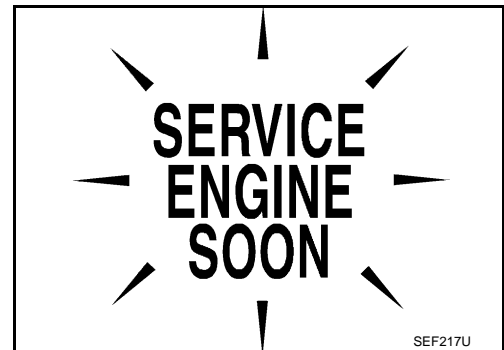
- When connecting or disconnecting pin connectors into or from TCM, do not damage pin terminals (bend or break). Check that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.



- Perform TCM input/output signal inspection and check whether TCM functions normally or not before replacing TCM. [TM-120, "Reference Value"](#).



- Perform "DTC Confirmation Procedure" after performing each TROUBLE DIAGNOSIS. If the repair is completed the DTC should not be displayed in the "DTC Confirmation Procedure".
- Always use the specified brand of CVT fluid. Refer to [MA-14, "FOR NORTH AMERICA : 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 CVT fluid.



FOR USA AND CANADA : Service Notice or Precaution

INFOID:000000005252533

## OBD-II SELF-DIAGNOSIS

- CVT self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the Malfunction Indicator Lamp (MIL). Refer to the table on [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

Always perform the procedure on [TM-42, "Diagnosis Description"](#) to complete the repair and avoid unnecessary blinking of the MIL.

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# PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

For details of OBD-II, refer to [EC-93. "Diagnosis Description"](#) (for California), [EC-574. "Diagnosis Description"](#) [for USA (Federal) and Canada].

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-83](#).**

## FOR USA AND CANADA : ATFTEMP COUNT Conversion Table

INFOID:000000005252534

ATFTEMP COUNT	Temperature °C (°F)	ATFTEMP COUNT	Temperature °C (°F)
4	-30 (-22)	177	90 (194)
8	-20 (-4)	183	95 (203)
13	-10 (14)	190	100 (212)
17	-5 (23)	196	105 (221)
21	0 (32)	201	110 (230)
27	5 (41)	206	115 (239)
32	10 (50)	210	120 (248)
39	15 (59)	214	125 (257)
47	20 (68)	218	130 (266)
55	25 (77)	221	135 (275)
64	30 (86)	224	140 (284)
73	35 (95)	227	145 (293)
83	40 (104)	229	150 (302)
93	45 (113)	231	155 (311)
104	50 (122)	233	160 (320)
114	55 (131)	235	165 (329)
124	60 (140)	236	170 (338)
134	65 (149)	238	175 (347)
143	70 (158)	239	180 (356)
152	75 (167)	241	190 (374)
161	80 (176)	243	200 (392)
169	85 (185)	—	—

## FOR MEXICO

### FOR MEXICO : Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"

INFOID:000000005252535

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. Information necessary to service the system safely is included in the "SRS AIR BAG" and "SEAT BELT" of this Service Manual.

#### **WARNING:**

- **To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.**
- **Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the "SRS AIR BAG".**
- **Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.**

### PRECAUTIONS WHEN USING POWER TOOLS (AIR OR ELECTRIC) AND HAMMERS

#### **WARNING:**

# PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

- When working near the Air Bag Diagnosis Sensor Unit or other Air Bag System sensors with the ignition ON or engine running, DO NOT 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.

FOR MEXICO : Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000005252536

## NOTE:

- This Procedure is applied only to models with Intelligent Key system and NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NVIS/IVIS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

## OPERATION PROCEDURE

1. Connect both battery cables.

### NOTE:

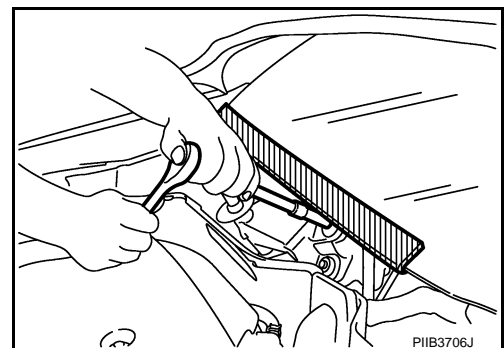
Supply power using jumper cables if battery is discharged.

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.
5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT-III.

FOR MEXICO : Precaution for Procedure without Cowl Top Cover

INFOID:000000005252537

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



FOR MEXICO : Precaution for On Board Diagnosis (OBD) System of CVT and Engine

INFOID:000000005252538

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

## CAUTION:

- Be sure to turn the ignition switch OFF and disconnect the battery cable from the negative terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.

# PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the EVAP system or fuel injection system, etc.
- Be sure to erase the unnecessary malfunction information (repairs completed) from the TCM and ECM before returning the vehicle to the customer.

FOR MEXICO : Precaution for TCM, Transaxle Assembly or Control Valve Replacement

INFOID:000000005252539

## CAUTION:

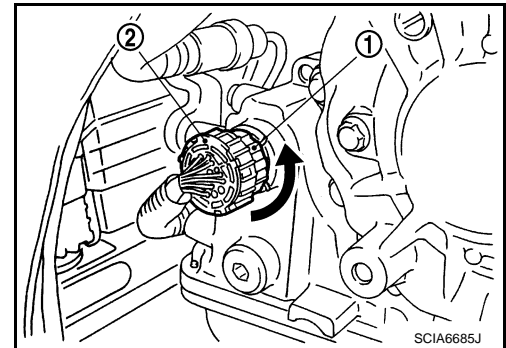
To replace TCM, transaxle assembly or control valve, refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

FOR MEXICO : Removal and Installation Procedure for CVT Unit Connector

INFOID:000000005252540

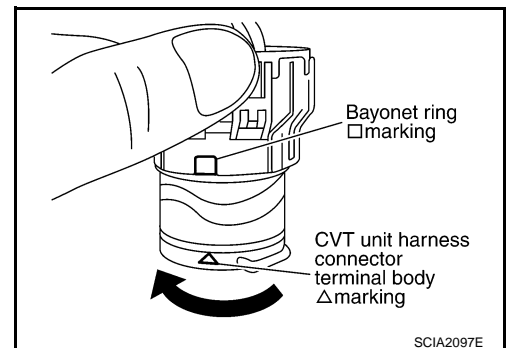
## REMOVAL

Rotate bayonet ring (1) counterclockwise. Pull out CVT unit harness connector (2) upward and remove it.

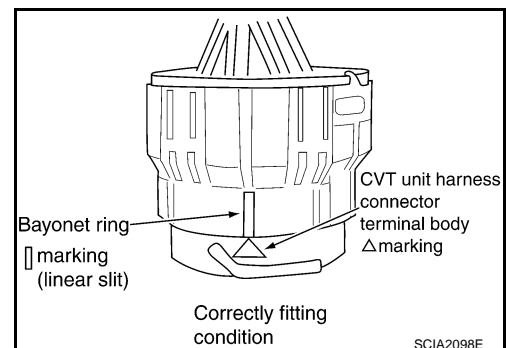


## INSTALLATION

1. Align  $\Delta$  marking on CVT unit harness connector terminal body with  $\square$  marking on bayonet ring. Insert CVT unit harness connector. Then rotate bayonet ring clockwise.



2. Rotate bayonet ring clockwise until  $\Delta$  marking on CVT unit harness connector terminal body is aligned with the slit on bayonet ring as shown in the figure (correctly fitting condition). Install CVT unit harness connector to CVT unit harness connector terminal body.



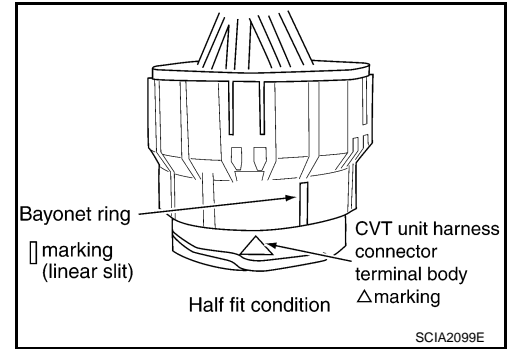
## CAUTION:

# PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

- Securely align  $\Delta$  marking on CVT unit harness connector terminal body with bayonet ring slit. Then, be careful not to make a half fit condition as shown in the figure.
- Never mistake the slit of bayonet ring for other dent portion.



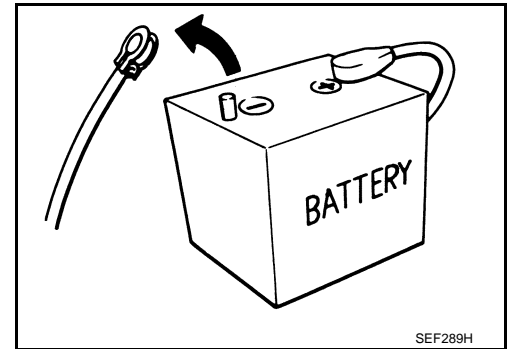
FOR MEXICO : Precaution

INFOID:000000005252541

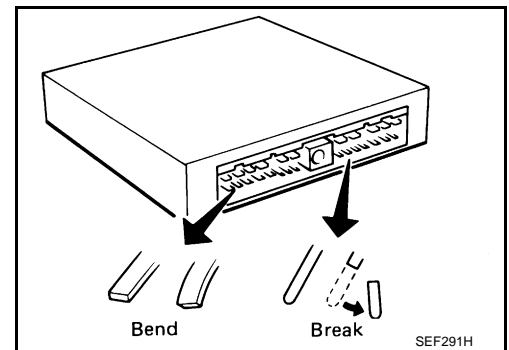
## NOTE:

If any malfunction occurs in the RE0F10A model transaxle, replace the entire transaxle assembly.

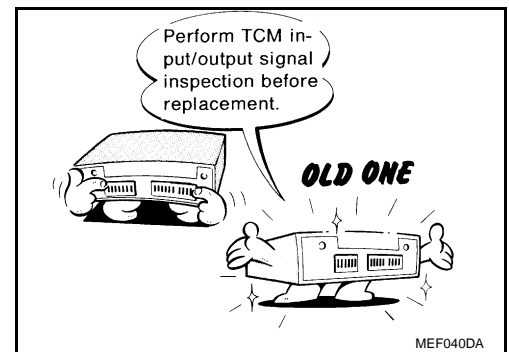
- Turn ignition switch OFF and disconnect negative battery cable before connecting or disconnecting the TCM harness connector. Because battery voltage is applied to TCM even if ignition switch is turned OFF.



- When connecting or disconnecting pin connectors into or from TCM, do not damage pin terminals (bend or break). Check that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.



- Perform TCM input/output signal inspection and check whether TCM functions normally or not before replacing TCM. [TM-120, "Reference Value"](#).

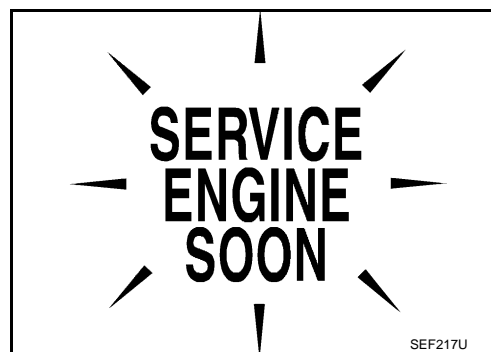


# PRECAUTIONS

[CVT: RE0F10A]

< PRECAUTION >

- Perform “DTC Confirmation Procedure” after performing each TROUBLE DIAGNOSIS.  
If the repair is completed the DTC should not be displayed in the “DTC Confirmation Procedure”.
- Always use the specified brand of CVT fluid. Refer to [MA-14. "FOR NORTH AMERICA : 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 CVT fluid.



FOR MEXICO : Service Notice or Precaution

INFOID:000000005252542

## OBD-II SELF-DIAGNOSIS

- CVT self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the Malfunction Indicator Lamp (MIL). Refer to the table on [TM-44. "CONSULT-III Function \(TRANSMISSION\)"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

**Always perform the procedure on [TM-42. "Diagnosis Description"](#) to complete the repair and avoid unnecessary blinking of the MIL.**

For details of OBD-II, refer to [EC-1009. "Diagnosis Description"](#).

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-83](#).**

FOR MEXICO : ATFTEMP COUNT Conversion Table

INFOID:000000005252543

ATFTEMP COUNT	Temperature °C (°F)	ATFTEMP COUNT	Temperature °C (°F)
4	-30 (-22)	177	90 (194)
8	-20 (-4)	183	95 (203)
13	-10 (14)	190	100 (212)
17	-5 (23)	196	105 (221)
21	0 (32)	201	110 (230)
27	5 (41)	206	115 (239)
32	10 (50)	210	120 (248)
39	15 (59)	214	125 (257)
47	20 (68)	218	130 (266)
55	25 (77)	221	135 (275)
64	30 (86)	224	140 (284)
73	35 (95)	227	145 (293)
83	40 (104)	229	150 (302)
93	45 (113)	231	155 (311)
104	50 (122)	233	160 (320)
114	55 (131)	235	165 (329)
124	60 (140)	236	170 (338)
134	65 (149)	238	175 (347)
143	70 (158)	239	180 (356)
152	75 (167)	241	190 (374)
161	80 (176)	243	200 (392)
169	85 (185)	—	—



# PREPARATION

< PREPARATION >

[CVT: RE0F10A]

## PREPARATION

### PREPARATION

#### Special Service Tools

INFOID:000000005252544

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

Tool number (Kent-Moore No.) Tool name	Description
— (OTC3492) Oil pressure gauge set	Measuring line pressure

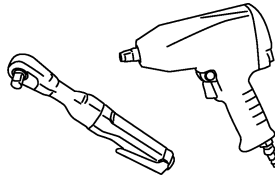


SCIA7531E

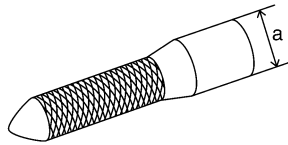
#### Commercial Service Tools

INFOID:000000005252545

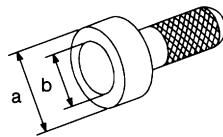
Tool number Tool name	Description
Power tool	Loosening nuts and bolts
31197CA000 Drive plate location guide a: 14 mm (0.55 in) dia.	Installing transaxle assembly
Drift a: 54 mm (2.13 in) dia. b: 47 mm (1.85 in) dia.	Installing differential side oil seal



PBIC0190E



SCIA2013E

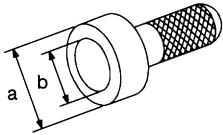
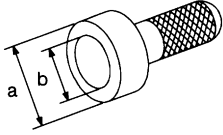


NT115

# PREPARATION

< PREPARATION >

[CVT: RE0F10A]

Tool number Tool name	Description
<p data-bbox="164 226 391 306">Drift a: 70 mm (2.76 in) dia. b: 56 mm (2.20 in) dia.</p>  <p data-bbox="850 443 894 457">NT115</p>	<p data-bbox="1011 226 1370 254">Installing side oil seal (transfer joint)</p>
<p data-bbox="164 480 391 560">Drift a: 65 mm (2.56 in) dia. b: 60 mm (2.36 in) dia.</p>  <p data-bbox="850 695 894 709">NT115</p>	<p data-bbox="1011 480 1362 508">Installing converter housing oil seal</p>

# PERIODIC MAINTENANCE

## CVT FLUID

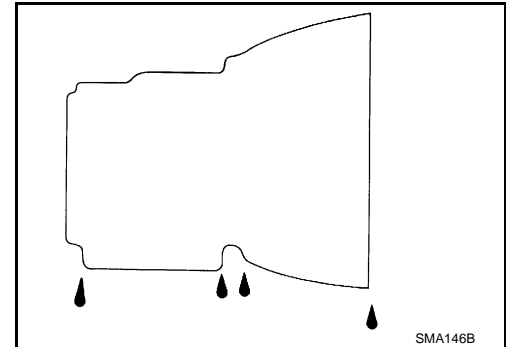
### Inspection

INFOID:000000005252546

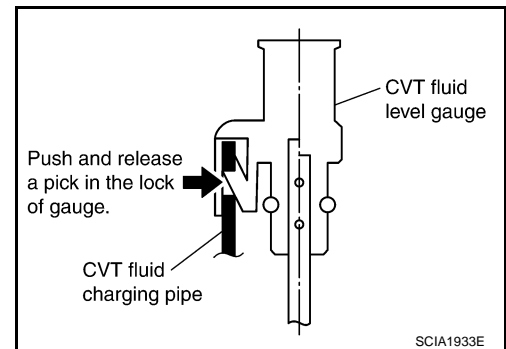
#### CHECKING CVT FLUID

The fluid level should be checked with the fluid warmed up to 50 to 80°C (122 to 176°F). The fluid level check procedure is as follows:

1. Check for fluid leakage.
2. With the engine warmed up, drive the vehicle in an urban area. When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
3. Park the vehicle on a level surface.
4. Apply parking brake firmly.
5. With engine at idle, while depressing brake pedal, shift selector lever throughout the entire shift range.



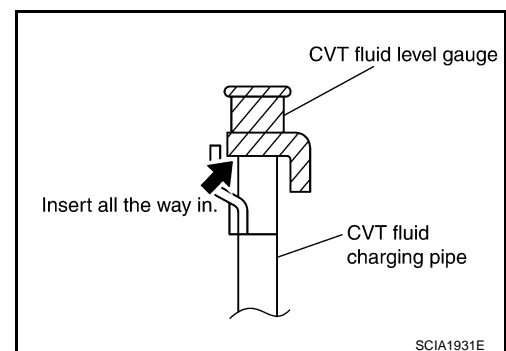
6. Pull out the CVT fluid level gauge from the CVT fluid charging pipe after pressing the tab on the CVT fluid level gauge to release the lock.



7. Wipe fluid off the CVT fluid level gauge. Insert the CVT fluid level gauge rotating 180° from the originally installed position, then securely push the CVT fluid level gauge until it meets the top end of the CVT fluid charging pipe.

**CAUTION:**

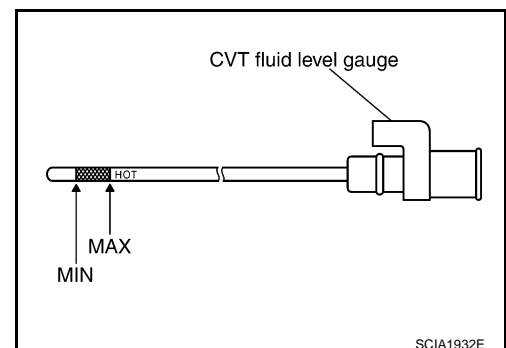
**When wiping away the CVT fluid level gauge, always use lint-free paper, not a cloth rag.**



8. Place the selector lever in "P" or "N" and check that the fluid level is within the specified range.

**CAUTION:**

**When reinstalling CVT fluid level gauge, insert it into the CVT fluid charging pipe and rotate it to the original installation position until securely locked.**



#### CVT FLUID CONDITION

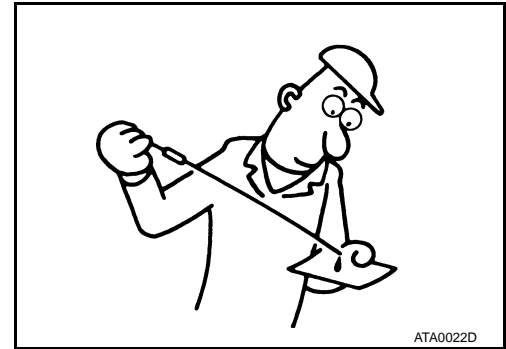
# CVT FLUID

[CVT: RE0F10A]

## < PERIODIC MAINTENANCE >

Check CVT fluid condition.

- If CVT fluid is very dark or smells burned, check operation of CVT. Flush cooling system after repair of CVT.
- If CVT fluid contains frictional material (clutches, brakes, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of CVT. Refer to [TM-204, "FLUID COOLER : Exploded view"](#) (with fluid cooler), [TM-157, "Cleaning"](#).



Fluid status	Conceivable cause	Required operation
Varnished (viscous varnish state)	CVT fluid become degraded due to high temperatures.	Replace the CVT fluid and check the CVT main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.)
Milky white or cloudy	Water in the fluid	Replace the CVT fluid and check for places where water is getting in.
Large amount of metal powder mixed in	Unusual wear of sliding parts within CVT	Replace the CVT fluid and check for improper operation of the CVT.

## Changing

INFOID:000000005252547

1. Remove drain plug from oil pan and then the CVT fluid.
2. Remove drain plug gasket from drain plug.
3. Install drain plug gasket to drain plug  
**CAUTION:**  
**Never reuse drain plug gasket.**
4. Install drain plug to oil pan. Refer to [TM-182, "Exploded View"](#).
5. Fill CVT fluid from CVT fluid charging pipe to the specified level.

**CVT fluid** : Refer to [TM-217, "General Specification"](#).

**Fluid capacity** : Refer to [TM-217, "General Specification"](#).

### **CAUTION:**

- Use only Genuine NISSAN CVT Fluid NS-2. Never mix with other fluid.
  - Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the warranty.
  - When filling CVT fluid, take care not to scatter heat generating parts such as exhaust.
  - Sufficiently shake the container of CVT fluid before using.
  - Delete CVT fluid deterioration date with CONSULT-III after changing CVT fluid. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).
6. With the engine warmed up, drive the vehicle in an urban area.  
**NOTE:**  
When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
  7. Check CVT fluid level and condition.
  8. Repeat steps 1 to 5 if CVT fluid has been contaminated.

# CVT FLUID COOLER SYSTEM

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

## CVT FLUID COOLER SYSTEM

### Cleaning

INFOID:000000005252548

Whenever an automatic transaxle is repaired, overhauled, or replaced, the CVT fluid cooler mounted in the radiator must be inspected and cleaned.

Metal debris and friction material, if present, can be trapped or be deposited in the CVT fluid cooler. This debris can contaminate the newly serviced CVT or, in severe cases, can block or restrict the flow of CVT fluid. In either case, malfunction of the newly serviced CVT may occur.

Debris, if present, may deposit as CVT fluid enters the cooler inlet. It will be necessary to back flush the cooler through the cooler outlet in order to flush out any built up debris.

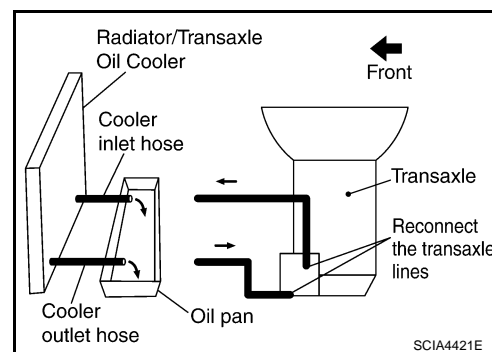
### CVT FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or bypass valve.

#### NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any CVT fluid that remains in the cooler hoses to drain into the oil pan.

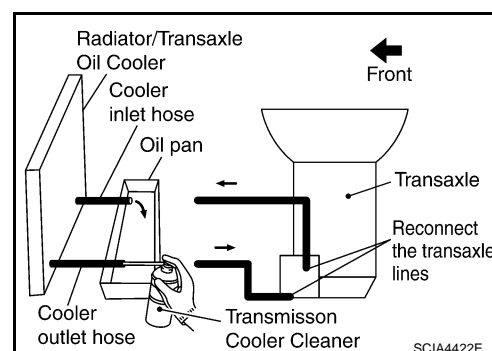


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

#### 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 breath vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until CVT fluid flows out of the cooler inlet hose for 5 seconds.



7. Insert the tip of an air gun into the end of the cooler outlet hose.
8. Wrap a shop rag around the air gun tip and end of the cooler outlet hose.

9. Blow compressed air regulated to 5 to 9 kg/cm<sup>2</sup> (70 to 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining CVT fluid.

10. Repeat steps 5 through 9 three additional times.

11. Position an oil pan under the banjo bolts that connect the CVT fluid cooler steel lines to the transaxle.

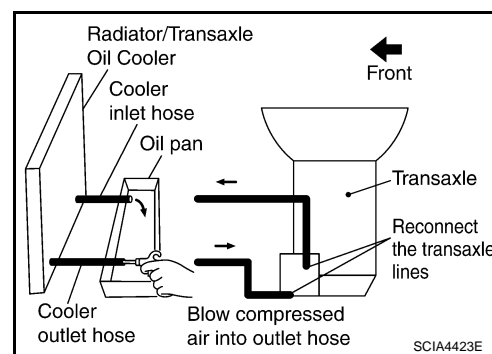
12. Remove the banjo bolts.

13. Flush each steel line from the cooler side back toward the transaxle by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.

14. Blow compressed air regulated to 5 to 9 kg/cm<sup>2</sup> (70 to 130 psi) through each steel line from the cooler side back toward the transaxle for 10 seconds to force out any remaining CVT fluid.

15. Ensure all debris is removed from the steel cooler lines.

16. Ensure all debris is removed from the banjo bolts and fittings.



# CVT FLUID COOLER SYSTEM

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

17. Perform "CVT FLUID COOLER DIAGNOSIS PROCEDURE".

## CVT FLUID COOLER DIAGNOSIS PROCEDURE

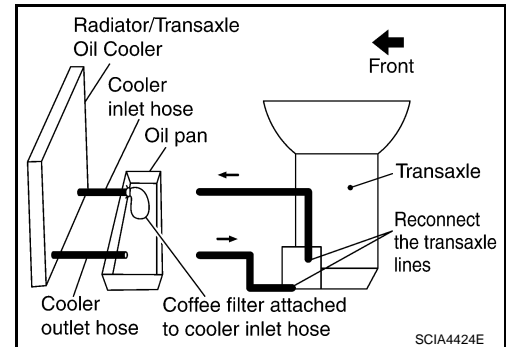
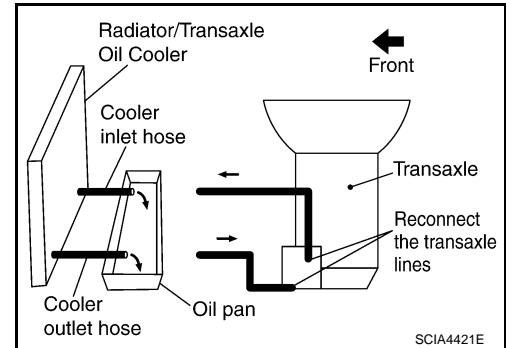
### NOTE:

Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

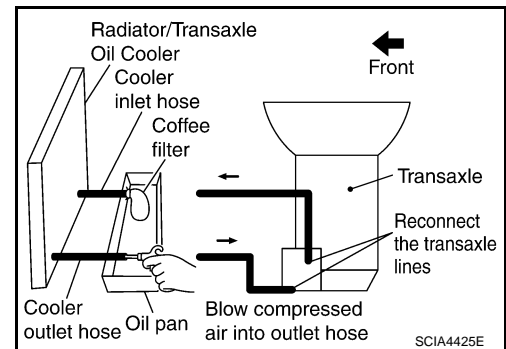
1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

### 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 breath 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 CVT fluid 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.

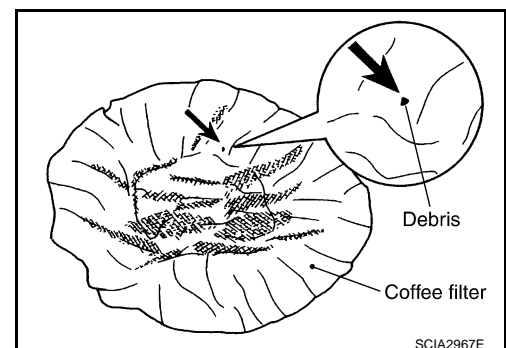


6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 to 9 kg/cm<sup>2</sup> (70 to 130 psi) through the cooler outlet hose to force any remaining CVT fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform "CVT FLUID COOLER INSPECTION PROCEDURE".



## CVT FLUID COOLER 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 CVT fluid cooler/radiator can be reused and the procedure is ended.

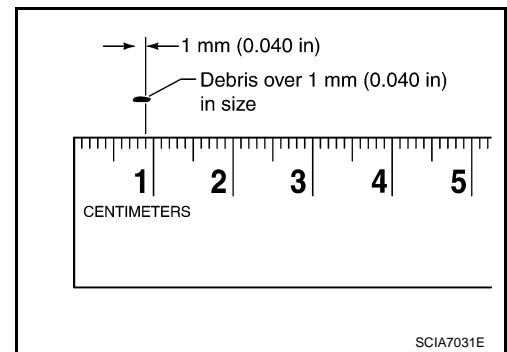


# CVT FLUID COOLER SYSTEM

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

- 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 fluid cooler is not serviceable. The radiator/ fluid cooler must be replaced and the inspection procedure is ended.



## CVT FLUID COOLER FINAL INSPECTION

After performing all procedures, ensure that all remaining oil is cleaned from all components.

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

# STALL TEST

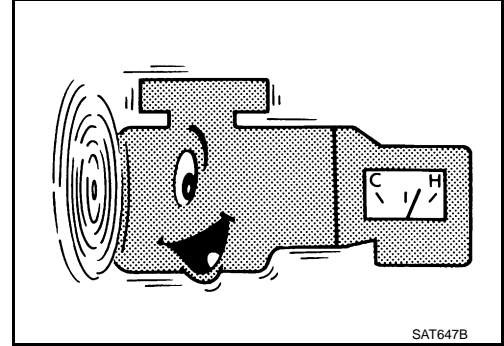
## STALL TEST

### Inspection and Judgment

INFOID:000000005252549

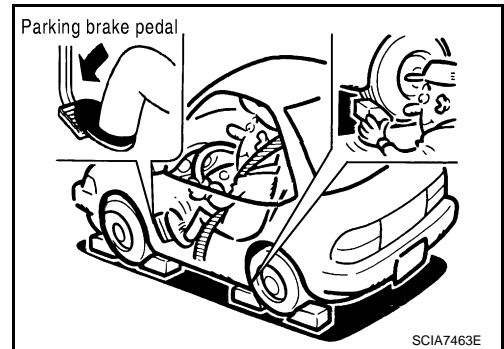
#### INSPECTION

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 CVT fluid temperature is 50 to 80°C (122 to 176°F). Inspect the amount of CVT fluid. Replenish if necessary.



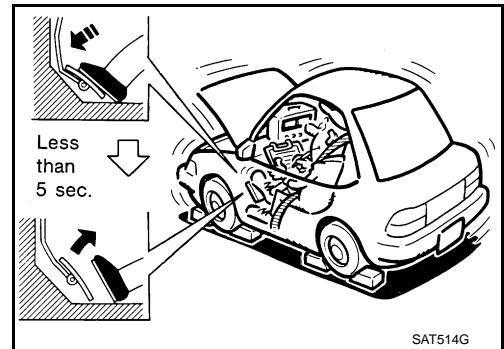
3. Securely engage parking brake so that the tires do not turn.
4. Install a tachometer where it can be seen by driver during test.
 

**NOTE:**  
It is good practice to mark the point of specified engine rpm on indicator.
5. Start engine, apply foot brake, and shift selector lever to "D" position.



6. Gradually press down accelerator pedal while holding down the foot brake.
7. Quickly read off the stall speed, and then quickly remove your foot from accelerator pedal.
 

**CAUTION:**  
Never hold down accelerator pedal for more than 5 seconds during this test.



**Stall speed** : Refer to [TM-217, "Stall Speed"](#).

8. Shift selector lever to "N" position.
9. Cool down the CVT fluid.
 

**CAUTION:**  
Run the engine at idle for at least 1 minute.
10. Repeat steps 6 through 9 with selector lever in "R" position.

#### JUDGMENT

	Selector lever position		Expected problem location
	"D"	"R"	
Stall rotation	H	O	• Forward clutch
	O	H	• Reverse brake
	L	L	• Engine and torque converter one-way clutch
	H	H	• Line pressure low • Primary pulley • Secondary pulley • Steel belt



# STALL TEST

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

O: Stall speed within standard value position.

H: Stall speed is higher than standard value.

L: Stall speed is lower than standard value.

A

B

C

TM

E

F

G

H

I

J

K

L

M

N

O

P

## LINE PRESSURE TEST

### Inspection and Judgment

INFOID:000000005252550

#### INSPECTION

##### Line Pressure Test Procedure

1. Inspect the amount of engine oil and replenish if necessary.
2. Drive the car for about 10 minutes to warm it up so that the CVT fluid reaches in the range of 50 to 80°C (122 to 176°F). Then inspect the amount of CVT fluid and replenish if necessary.

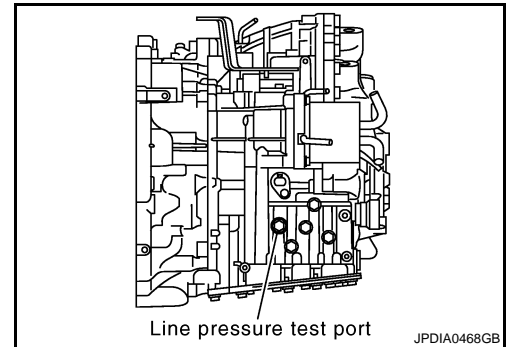
**NOTE:**

**The CVT fluid temperature rises in the range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.**

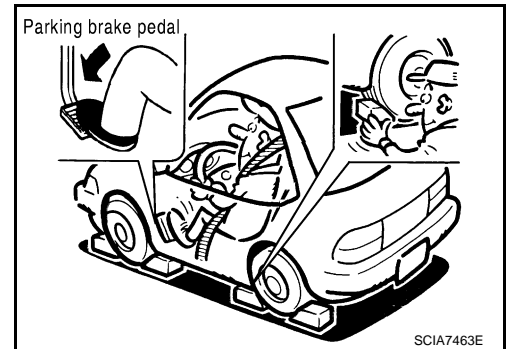
3. After warming up transaxle assembly, remove oil pressure detection plug and install oil pressure gauge [special service tool: — (OTC3492)].

**CAUTION:**

**When using oil pressure gauge, be sure to use O-ring attached to oil pressure detection plug.**



4. Securely engage parking brake so that the tires do not turn.



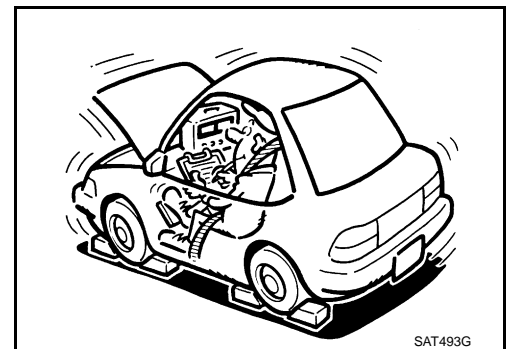
5. Start the engine, and then measure the line pressure at both idle and the stall speed.

**CAUTION:**

- Keep brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed. Refer to [TM-160, "Inspection and Judgment"](#).

**Line pressure** : Refer to [TM-217, "Line Pressure"](#).

6. Install oil pressure detection plug and tighten to the specified torque below after the measurements are complete.



: 7.5 N·m (0.77 kg-m, 66 in-lb)

**CAUTION:**

- Never reuse O-ring.
- Apply CVT fluid to O-ring.

#### JUDGMENT

# LINE PRESSURE TEST

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

Judgment		Possible cause	
Idle speed	Low for all positions ("P", "R", "N", "D", "L"*)	Possible causes include malfunctions in the pressure supply system and low oil pump output. For example <ul style="list-style-type: none"> <li>• Oil pump wear</li> <li>• Pressure regulator valve or plug sticking or spring fatigue</li> <li>• Oil strainer ⇒ oil pump ⇒ pressure regulator valve passage oil leak</li> <li>• Engine idle speed too low</li> </ul>	A
	Only low for a specific position	Possible causes include an oil pressure leak in a passage or device related to the position after the pressure is distributed by the manual valve.	B
	High	Possible causes include a sensor malfunction or malfunction in the line pressure adjustment function. For example <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• CVT fluid temperature sensor malfunction</li> <li>• Pressure control solenoid A (line pressure solenoid) malfunction (sticking in OFF state, filter clog, cut line)</li> <li>• Pressure regulator valve or plug sticking</li> </ul>	C
Stall speed	Line pressure does not rise higher than the line pressure for idle.	Possible causes include a sensor malfunction or malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• TCM malfunction</li> <li>• Pressure control solenoid A (line pressure solenoid) malfunction (shorting, sticking in ON state)</li> <li>• Pressure regulator valve or plug sticking</li> </ul>	TM
	The pressure rises, but does not enter the standard position.	Possible causes include malfunctions in the pressure supply system and malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> <li>• Accelerator pedal position signal malfunction</li> <li>• Pressure control solenoid A (line pressure solenoid) malfunction (sticking, filter clog)</li> <li>• Pressure regulator valve or plug sticking</li> </ul>	E
	Only low for a specific position	Possible causes include an oil pressure leak in a passage or device related to the position after the pressure is distributed by the manual valve.	F

\*: Without manual mode

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

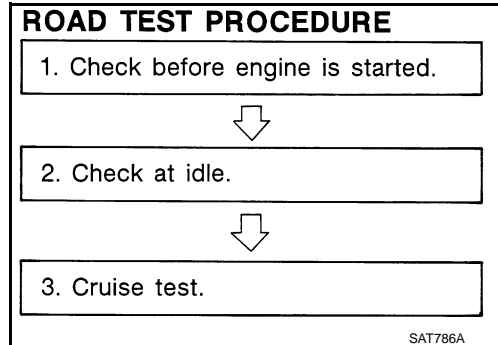
## ROAD TEST

## Description

INFOID:000000005252551

## DESCRIPTION

- The purpose of the test is to determine the overall performance of CVT and analyze causes of problems.
- The road test consists of the following three parts:
  1. "Check Before Engine Is Started" [TM-164](#).
  2. "Check at Idle" [TM-164](#).
  3. "Cruise Test" [TM-165](#).



- Before the road test, familiarize yourself with all test procedures and items to check.
- Perform tests for all the check items until a malfunction phenomenon is detected. Perform diagnosis for NG items after the completion of road tests.



## Check before Engine Is Started

INFOID:000000005252552

## 1. CHECK OD OFF INDICATOR LAMP

1. Park vehicle on flat surface.
2. Shift selector lever to "P" position.
3. Turn ignition switch OFF. Wait at least 5 seconds.
4. Turn ignition switch ON. (Never start engine.)

Has OD OFF indicator lamp been turned ON for about 2 seconds?

- YES >> 1. Turn ignition switch OFF.  
 2. Perform self-diagnosis and note NG items. Refer to [TM-131, "DTC Index"](#).  
 3. Go to [TM-164, "Check at Idle"](#).
- NO >> Stop "Road Test". Refer to [TM-132, "Symptom Table"](#).

## Check at Idle

INFOID:000000005252553

## 1. CHECK STARTING THE ENGINE (PART 1)

1. Park vehicle on flat surface.
2. Shift selector lever to "P" or "N" position.
3. Turn ignition switch OFF.
4. Turn ignition switch to "START" position.

Is engine started?

- YES >> GO TO 2.  
 NO >> Stop "Road Test". Refer to [TM-132, "Symptom Table"](#).

## 2. CHECK STARTING THE ENGINE (PART 2)

**Without manual mode**

1. Turn ignition switch ON.
2. Shift selector lever to "D", "L" or "R" position.
3. Turn ignition switch to "START" position.

# ROAD TEST

< PERIODIC MAINTENANCE >

[CVT: RE0F10A]

## With manual mode

1. Turn ignition switch ON.
2. Shift selector lever to "D", "M" or "R" position.
3. Turn ignition switch to "START" position.

### Is engine started?

- YES >> Stop "Road Test". Refer to [TM-132, "Symptom Table"](#).  
NO >> GO TO 3.

## 3.CHECK "P" POSITION FUNCTION

1. Shift selector lever to "P" position.
2. Turn ignition switch OFF.
3. Release parking brake.
4. Push vehicle forward or backward.
5. Apply parking brake.

### Does vehicle shift forward or backward?

- YES >> Refer to [TM-132, "Symptom Table"](#). GO TO 4.  
NO >> GO TO 4.

## 4.CHECK "N" POSITION FUNCTION

1. Start engine.
2. Shift selector lever to "N" position.
3. Release parking brake.

### Does vehicle shift forward or backward?

- YES >> Refer to [TM-132, "Symptom Table"](#). GO TO 5.  
NO >> GO TO 5.

## 5.CHECK SHIFT SHOCK

1. Apply foot brake.
2. Shift selector lever to "R" position.

### Is there large shock when changing from "N" to "R" position?

- YES >> Refer to [TM-132, "Symptom Table"](#). GO TO 6.  
NO >> GO TO 6.

## 6.CHECK "R" POSITION FUNCTION

Release foot brake for several seconds.

### Does vehicle creep backward when foot brake is released?

- YES >> GO TO 7.  
NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 7.

## 7.CHECK "D" POSITION FUNCTION

### Without manual mode

Shift selector lever to "D" and "L" position and check if vehicle creeps forward.

### With manual mode

Shift selector lever to "D" position and check if vehicle creeps forward.

### Does vehicle creep forward in all positions?

- YES >> Go to [TM-165, "Cruise Test"](#).  
NO >> Stop "Road Test". Refer to [TM-132, "Symptom Table"](#).

## Cruise Test

INFOID:000000005252554

## 1.CHECK VEHICLE SPEED WHEN SHIFTING GEARS (PART 1)

1. Drive vehicle for approximately 10 minutes to warm engine oil and CVT fluid up to operating temperature.

**CVT fluid operating temperature : 50 – 80°C (122 – 176°F)**

2. Park vehicle on flat surface.
3. Shift selector lever to "P" position.
4. Start engine.

# ROAD TEST

[CVT: RE0F10A]

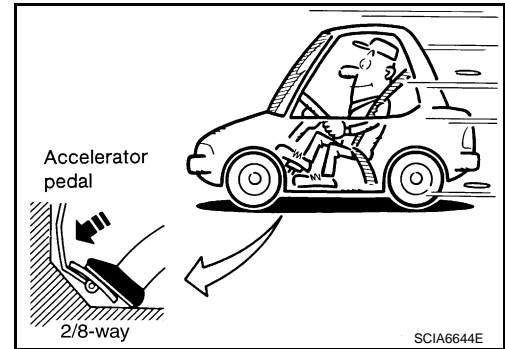
## < PERIODIC MAINTENANCE >

5. Shift selector lever to "D" position.
6. Accelerate vehicle at 2/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES >> GO TO 2.  
NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 2.



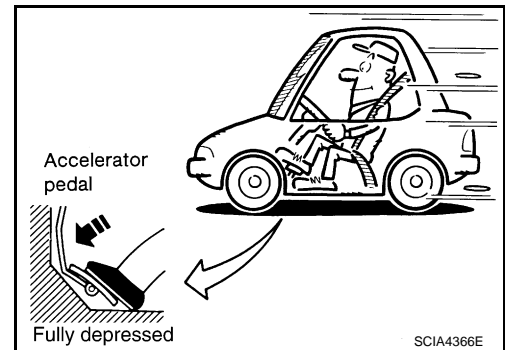
## 2.CHECK VEHICLE SPEED WHEN SHIFTING GEARS (PART 2)

1. Park vehicle on flat surface.
2. Shift selector lever to "D" position.
3. Accelerate vehicle at 8/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES-1 (Without manual mode)>>GO TO 3.  
YES-2 (With manual mode)>>GO TO 8.  
NO-1 (Without manual mode)>>Refer to [TM-132, "Symptom Table"](#). GO TO 3.  
NO-2 (With manual mode)>>Refer to [TM-132, "Symptom Table"](#). GO TO 8.



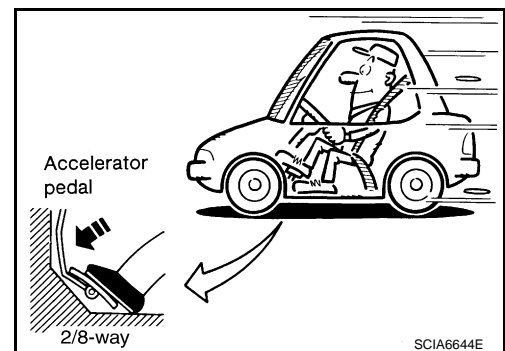
## 3.CHECK OVERDRIVE OFF CONDITION (PART 1)

1. Park vehicle on flat surface.
2. Push overdrive control switch.
3. Accelerate vehicle at 2/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES >> GO TO 4.  
NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 4.



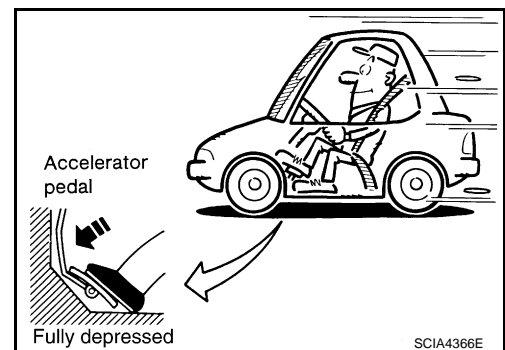
## 4.CHECK OVERDRIVE OFF CONDITION (PART 2)

1. Park vehicle on flat surface.
2. Push overdrive control switch.
3. Accelerate vehicle at 8/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES >> GO TO 5.  
NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 5.



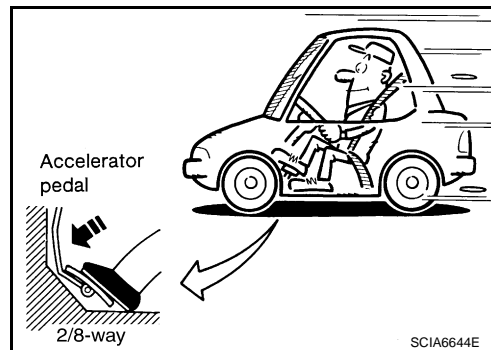
## 5. CHECK "L" POSITION FUNCTION (PART 1)

1. Park vehicle on flat surface.
2. Shift selector lever to "L" position.
3. Accelerate vehicle at 2/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES >> GO TO 6.  
 NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 6.



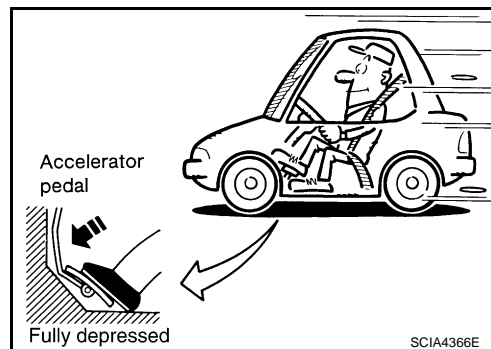
## 6. CHECK "L" POSITION FUNCTION (PART 2)

1. Park vehicle on flat surface.
2. Shift selector lever to "L" position.
3. Accelerate vehicle at 8/8 throttle opening and check "Vehicle Speed When Shifting Gears".

- ④ With CONSULT-III
- Read vehicle speed and engine speed. Refer to [TM-217, "Vehicle Speed When Shifting Gears"](#).

Is the inspection result normal?

- YES >> GO TO 7.  
 NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 7.



## 7. CHECK ENGINE BRAKE FUNCTION

Check engine brake.

Does engine braking effectively reduce vehicle speed in "L" position?

- YES >> 1. Stop the vehicle.  
           2. Perform "Self Diagnostic Results" in "TRANSMISSION".  
 NO >> Refer to [TM-132, "Symptom Table"](#). Then continue trouble diagnosis.

## 8. CHECK MANUAL MODE FUNCTION

Shift to manual mode from "D" position.

Does it switch to manual mode?

- YES >> GO TO 9.  
 NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 9.

## 9. CHECK SHIFT-UP FUNCTION

During manual mode driving, is upshift from M1 → M2 → M3 → M4 → M5 → M6 performed?

- ④ With CONSULT-III
- Read gear position. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is upshifting correctly performed?

- YES >> GO TO 10.  
 NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 10.

## 10. CHECK SHIFT-DOWN FUNCTION

During manual mode driving, is downshift from M6 → M5 → M4 → M3 → M2 → M1 performed?

- ④ With CONSULT-III
- Read gear position. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).

## ROAD TEST

[CVT: RE0F10A]

< PERIODIC MAINTENANCE >

---

Is downshifting correctly performed?

YES >> GO TO 11.

NO >> Refer to [TM-132, "Symptom Table"](#). GO TO 11.

### **11**.CHECK ENGINE BRAKE FUNCTION

---

Check engine brake.

Does engine braking effectively reduce vehicle speed in M1 position?

YES >> 1. Stop the vehicle.

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

NO >> Refer to [TM-132, "Symptom Table"](#). Then continue trouble diagnosis.



## CVT POSITION

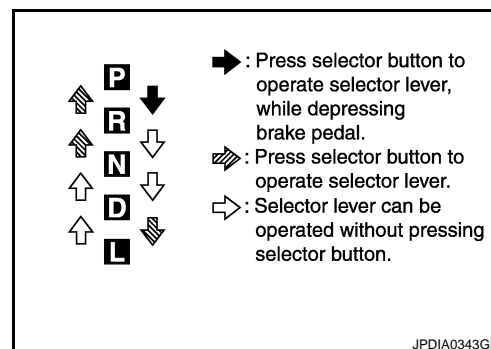
## WITHOUT MANUAL MODE

## WITHOUT MANUAL MODE : Inspection and Adjustment

INFOID:000000005252555

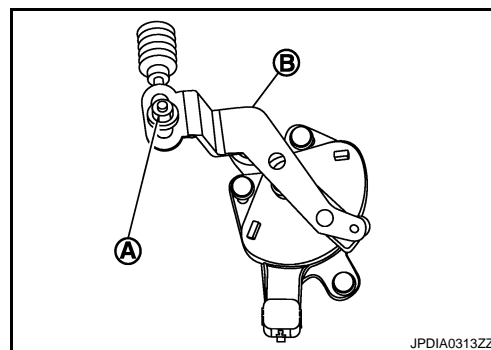
## INSPECTION

- Shift selector lever to "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 selector lever and check for excessive effort, sticking, noise or rattle.
- Check that selector lever stops at each position with the feel of engagement when it is shifted through all the positions. Check that the actual position of selector lever matches the position shown by shift position indicator and manual lever on the transaxle.
- The method of operating selector lever to individual positions correctly should be as shown.
- When selector button is pressed in "P", "R", "N", "D" or "L" position without applying forward/backward force to selector lever, check button operation for sticking.
- Check that back-up lamps illuminate only when selector lever is placed in the "R" position.
- When in "R" position, check that back-up lamps do not illuminate even when the selector lever is in the "P" position.  
**CAUTION:**  
**Check the lighting without pressing shift button.**
- Check that back-up lamps do not illuminate when selector lever is pushed toward the "R" position when in the "P" or "N" position.  
**CAUTION:**  
**Check the lighting without pressing shift button.**
- Check that the engine can only be started with selector lever in the "P" and "N" positions.
- Check that transaxle is locked completely in "P" position.



## ADJUSTMENT

- Shift selector lever to "P" position.  
**CAUTION:**  
**Turn wheels more than 1/4 rotations and apply the park lock.**
- Loosen nut (A).
- Place manual lever (B) to "P" position.  
**CAUTION:**  
**Never apply any force to manual lever.**
- Tighten nut. Refer to [TM-178, "Exploded View"](#).  
**CAUTION:**  
**Fix manual lever when tightening.**



## WITH MANUAL MODE

## WITH MANUAL MODE : Inspection and Adjustment

INFOID:000000005252556

## INSPECTION

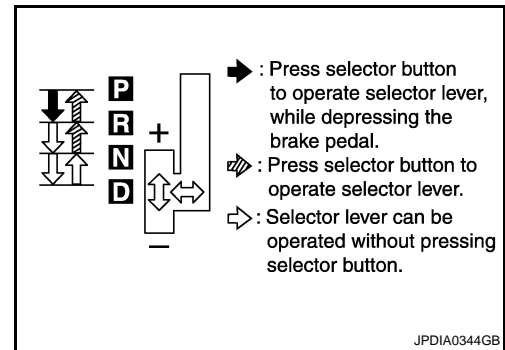
- Shift selector lever to "P" position, and turn ignition switch ON (engine stop).
- Check that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also check that selector lever can be shifted from "P" position only when brake pedal is depressed.
- Shift selector lever and check for excessive effort, sticking, noise or rattle.

# CVT POSITION

< PERIODIC MAINTENANCE >

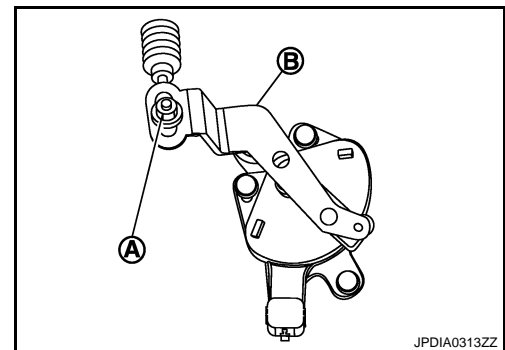
[CVT: RE0F10A]

4. Check that selector lever stops at each position with the feel of engagement when it is shifted through all the positions. Check that the actual position of selector lever matches the position shown by shift position indicator and manual lever on the transaxle.
5. The method of operating selector lever to individual positions correctly should be as shown.
6. When selector button is pressed in "P", "R" or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Check that back-up lamps illuminate only when selector lever is placed in the "R" position.
8. When in "R" position, check that back-up lamps do not illuminate even when the selector lever is in the "P" position.  
**CAUTION:**  
**Check the lighting without pressing shift button.**
9. Check that back-up lamps do not illuminate when selector lever is pushed toward the "R" position when in the "P" or "N" position.  
**CAUTION:**  
**Check the lighting without pressing shift button.**
10. Check that the engine can only be started with selector lever in the "P" and "N" positions.
11. Check that transaxle is locked completely in "P" position.
12. When selector lever is set to manual shift gate, check that manual mode is displayed on combination meter.  
Shift selector lever to "+" and "-" sides, and check that set shift position changes.



## ADJUSTMENT

1. Shift selector lever to "P" position.  
**CAUTION:**  
**Turn wheels more than 1/4 rotations and apply the park lock.**
2. Loosen nut (A).
3. Place manual lever (B) to "P" position.  
**CAUTION:**  
**Never apply any force to manual lever.**
4. Tighten nut. Refer to [TM-178, "Exploded View"](#).  
**CAUTION:**  
**Fix manual lever when tightening.**

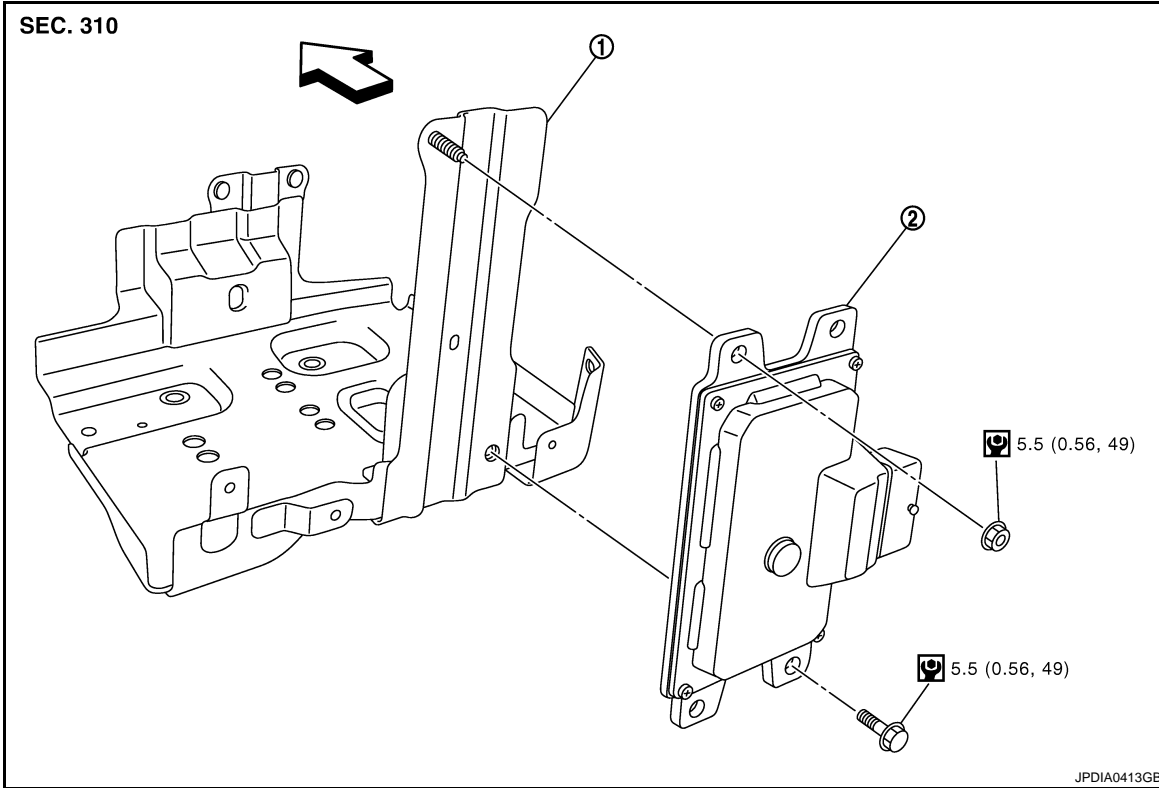


# REMOVAL AND INSTALLATION

## TCM

### Exploded View

INFOID:000000005252557



- 1. Battery bracket
- 2. TCM

← : Vehicle front

Refer to [GI-4, "Components"](#) for symbols in the figure.

### Removal and Installation

INFOID:000000005252558

#### REMOVAL

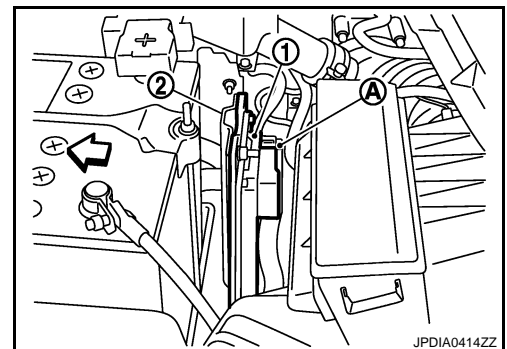
**CAUTION:**

- Never impact on TCM when removing or installing TCM.
- When replacing TCM and transaxle assembly as a set, replace transaxle assembly first and then replace TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

1. Disconnect the battery cable from the negative terminal.
2. Disconnect TCM connector (A).

← : Vehicle front

3. Remove TCM (1) from battery bracket (2).



#### INSTALLATION

## TCM

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

---

Install in the reverse order of removal.

### Adjustment

INFOID:000000005252559

#### ADJUSTMENT AFTER INSTALLATION

After TCM is replaced. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

# CVT SHIFT SELECTOR

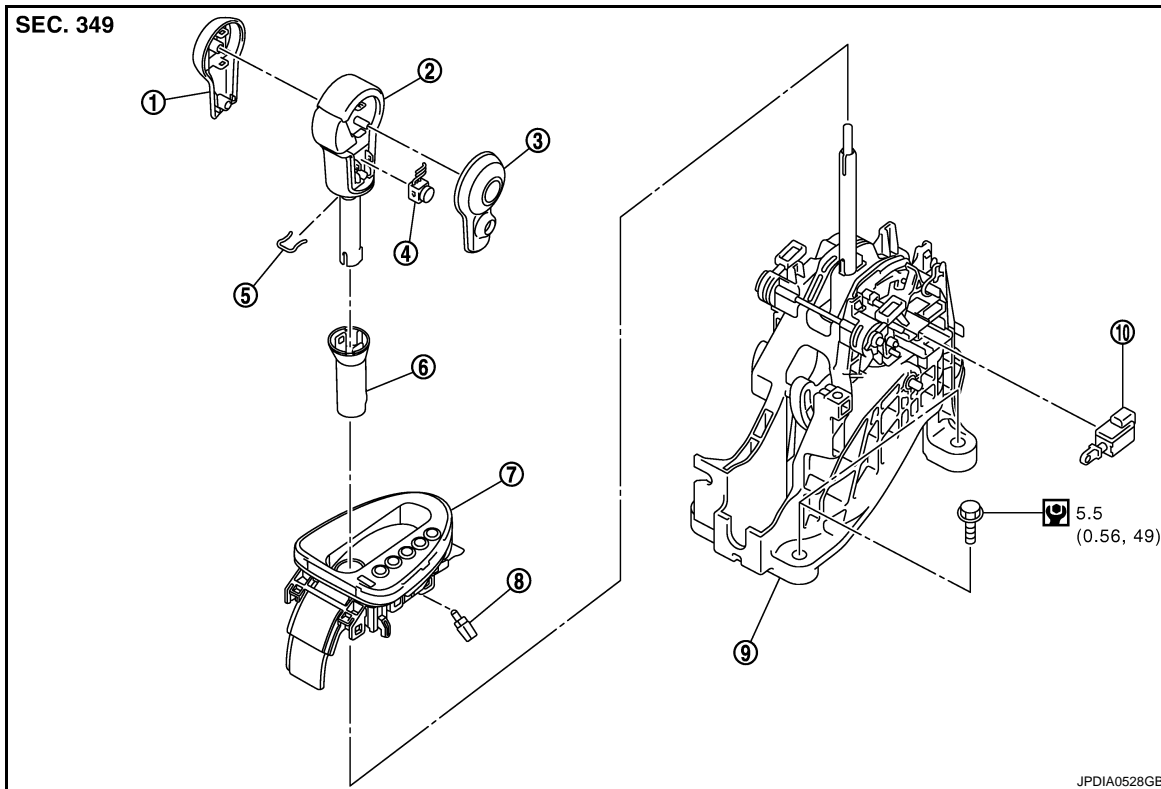
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## CVT SHIFT SELECTOR WITHOUT MANUAL MODE

WITHOUT MANUAL MODE : Exploded View

INFOID:000000005252560



- |                             |                        |                                |
|-----------------------------|------------------------|--------------------------------|
| 1. Knob fin (right side)    | 2. Selector lever knob | 3. Knob fin (left side)        |
| 4. Overdrive control switch | 5. Lock pin            | 6. Knob cover                  |
| 7. Position indicator plate | 8. Position lamp       | 9. CVT shift selector assembly |
| 10. Shift lock solenoid     |                        |                                |

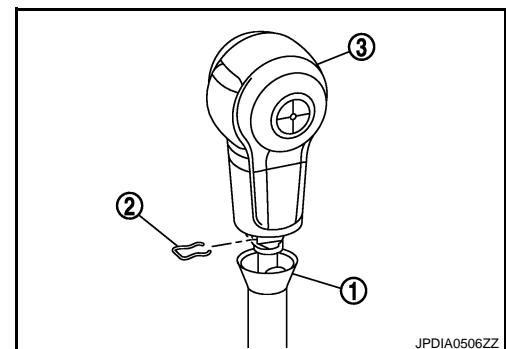
Refer to [GI-4, "Components"](#) for symbols in the figure.

## WITHOUT MANUAL MODE : Removal and Installation

INFOID:000000005252561

### REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Shift selector lever to "N" position.
3. Slide knob cover (1) below selector lever downward.  
**CAUTION:**  
**Be careful not to damage knob cover.**
4. Pull lock pin (2) out of selector lever knob (3).
5. Remove selector lever knob and knob cover.

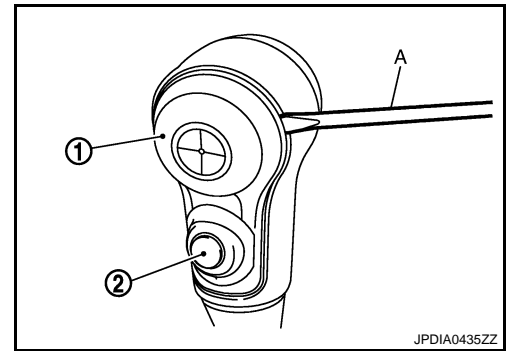


# CVT SHIFT SELECTOR

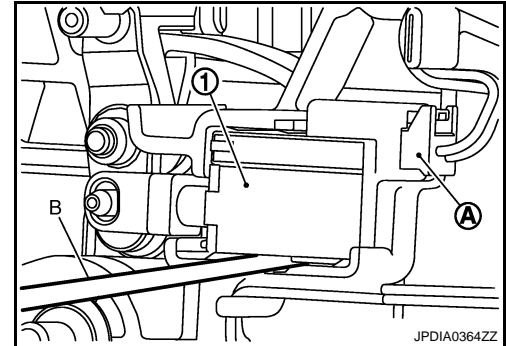
## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

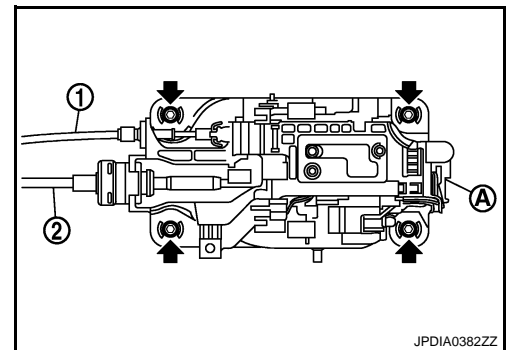
6. Remove knob fin (1) using a flat-bladed screwdriver (A).  
**CAUTION:**  
**Be careful not to damage selector lever knob.**
7. Remove overdrive control switch (2).
8. Remove center console assembly. Refer to [IP-21, "Exploded View"](#).



9. Disconnect shift lock solenoid connector (A).
10. Remove shift lock solenoid (1) using a feeler gauge (B).



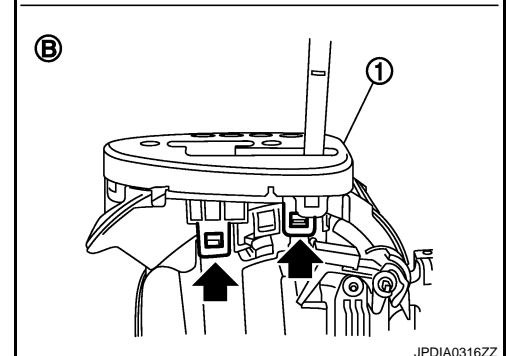
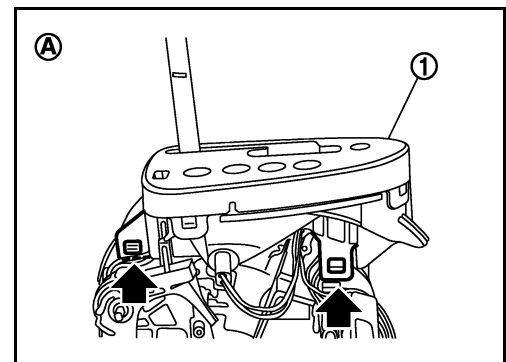
11. Disconnect CVT shift selector connector (A).
12. Shift selector lever to "P" position.
13. Remove key interlock cable (1) from CVT shift selector assembly. Refer to [TM-180, "Exploded View"](#).
14. Remove control cable (2) from CVT shift selector assembly. Refer to [TM-178, "Exploded View"](#).
15. Remove CVT shift selector assembly.



← : Bolt

16. Remove position lamp.
17. Unhook (←) position indicator plate (1) for removal.

A : Driver side  
 B : Passenger side



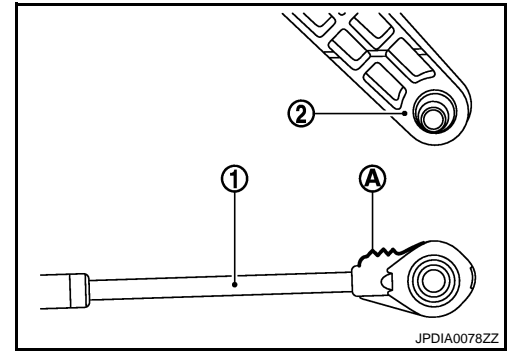
# CVT SHIFT SELECTOR

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## INSTALLATION

Note the following, and install in the reverse order of removal.  
When installing control cable (1) to CVT shift selector assembly (2), check that control cable is fully pressed in with the ribbed (A) surface facing upward.



## WITHOUT MANUAL MODE : Inspection and Adjustment

INFOID:000000005252562

## ADJUSTMENT AFTER INSTALLATION

Adjust the CVT positions after installing CVT shift selector. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#).

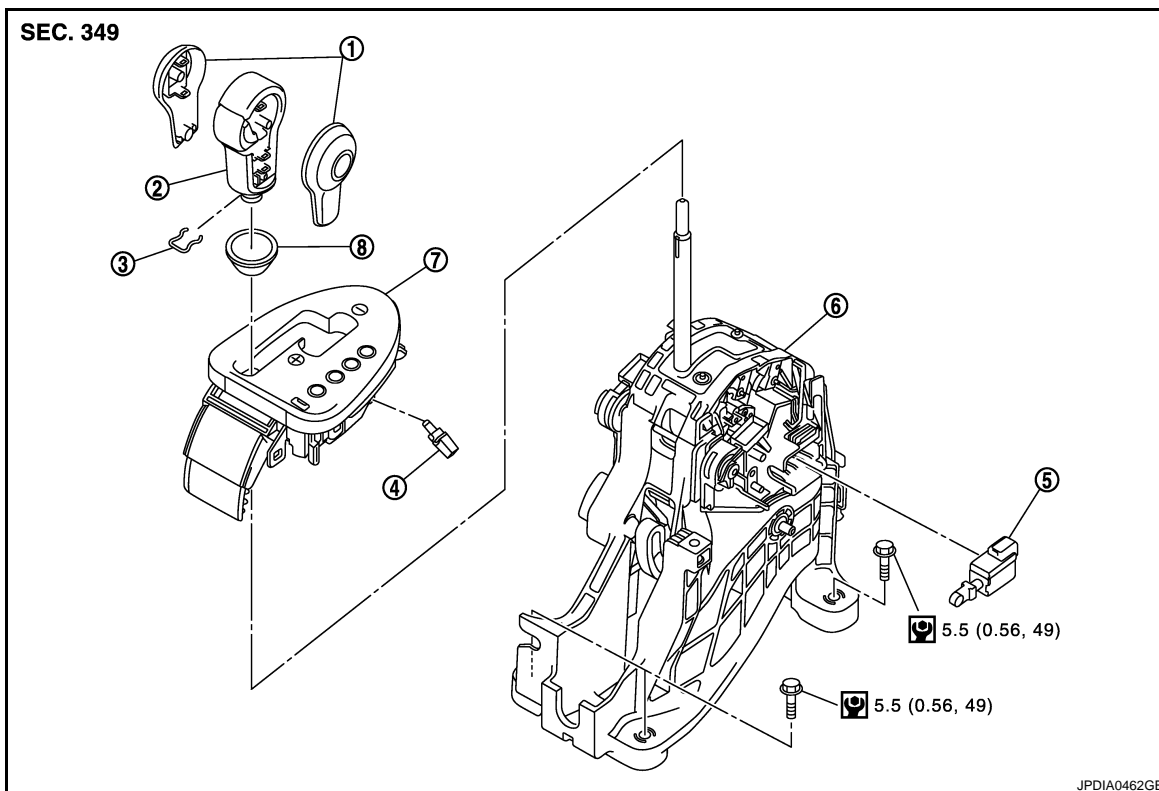
## INSPECTION AFTER INSTALLATION

Check the CVT positions after adjusting the CVT positions. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#).

## WITH MANUAL MODE

## WITH MANUAL MODE : Exploded View

INFOID:000000005252563



- |                             |                        |                                |
|-----------------------------|------------------------|--------------------------------|
| 1. Knob fin                 | 2. Selector lever knob | 3. Lock pin                    |
| 4. Position lamp            | 5. Shift lock solenoid | 6. CVT shift selector assembly |
| 7. Position indicator plate | 8. Knob cover          |                                |

Refer to [GI-4, "Components"](#) for symbols in the figure.

# CVT SHIFT SELECTOR

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## WITH MANUAL MODE : Removal and Installation

INFOID:000000005252564

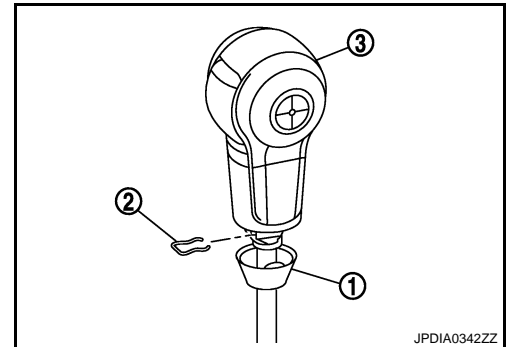
### REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Shift selector lever to "N" position.
3. Slide knob cover (1) below selector lever downward.

**CAUTION:**

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

4. Pull lock pin (2) out of selector lever knob (3).
5. Remove selector lever knob and knob cover.

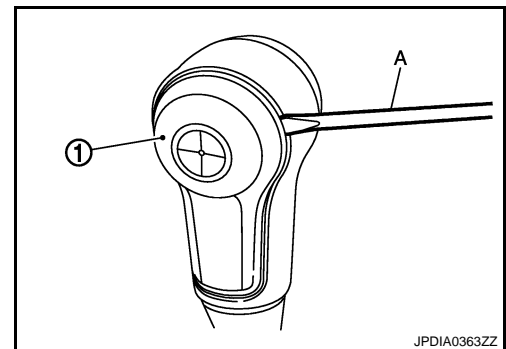


6. Remove knob fin (1) using a flat-bladed screwdriver (A).

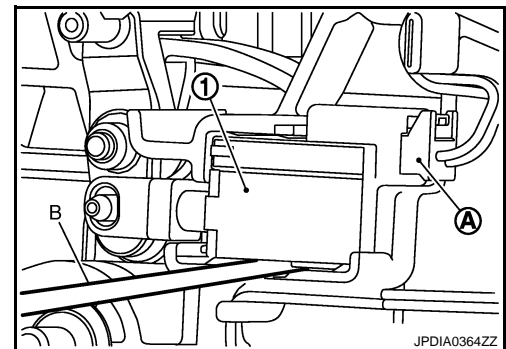
**CAUTION:**

**Be careful not to damage selector lever knob.**

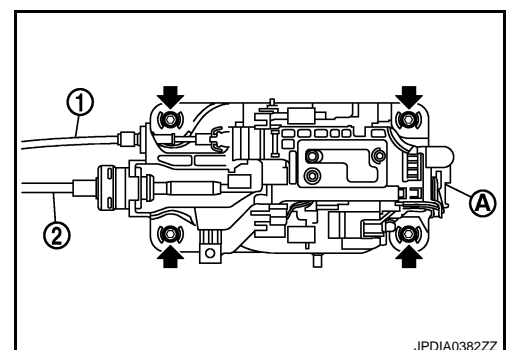
7. Remove center console assembly. Refer to [IP-21, "Exploded View"](#).



8. Disconnect shift lock solenoid connector (A).
9. Remove shift lock solenoid (1) using a feeler gauge (B).



10. Disconnect CVT shift selector connector (A).
11. Shift selector lever to "P" position.
12. Remove key interlock cable (1) from CVT shift selector assembly. Refer to [TM-180, "Exploded View"](#).
13. Remove control cable (2) from CVT shift selector assembly. Refer to [TM-178, "Exploded View"](#).
14. Remove CVT shift selector assembly.



← : Bolt

15. Remove position lamp.



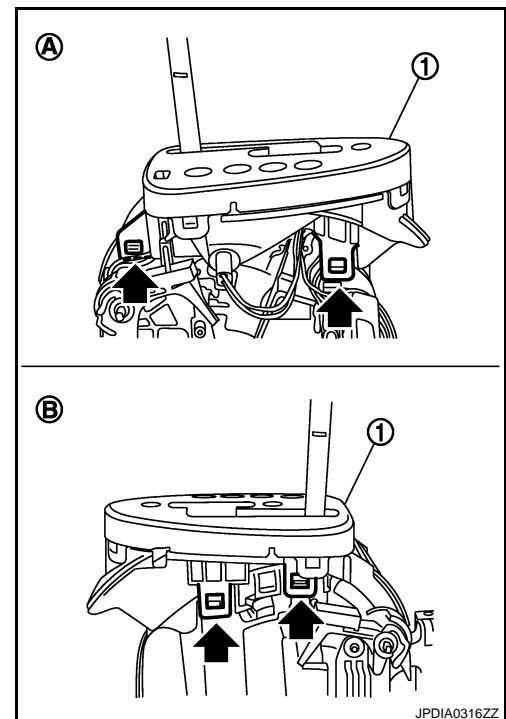
# CVT SHIFT SELECTOR

## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

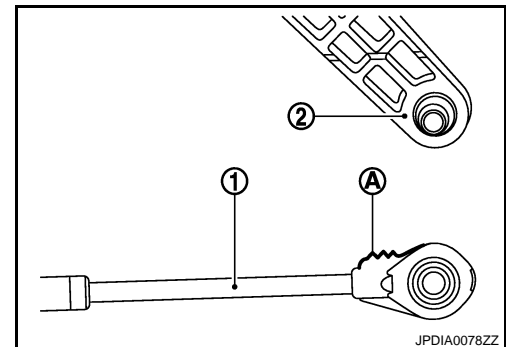
16. Unhook (←) position indicator plate (1) for removal.

- A : Driver side
- B : Passenger side



## INSTALLATION

Note the following, and install in the reverse order of removal. When installing control cable (1) to CVT shift selector assembly (2), check that control cable is fully pressed in with the ribbed (A) surface facing upward.



WITH MANUAL MODE : Inspection and Adjustment

INFOID:000000005252565

## ADJUSTMENT AFTER INSTALLATION

Adjust the CVT positions after installing CVT shift selector. Refer to [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#).

## INSPECTION AFTER INSTALLATION

Check the CVT positions after adjusting the CVT positions. Refer to [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#).

# CONTROL CABLE

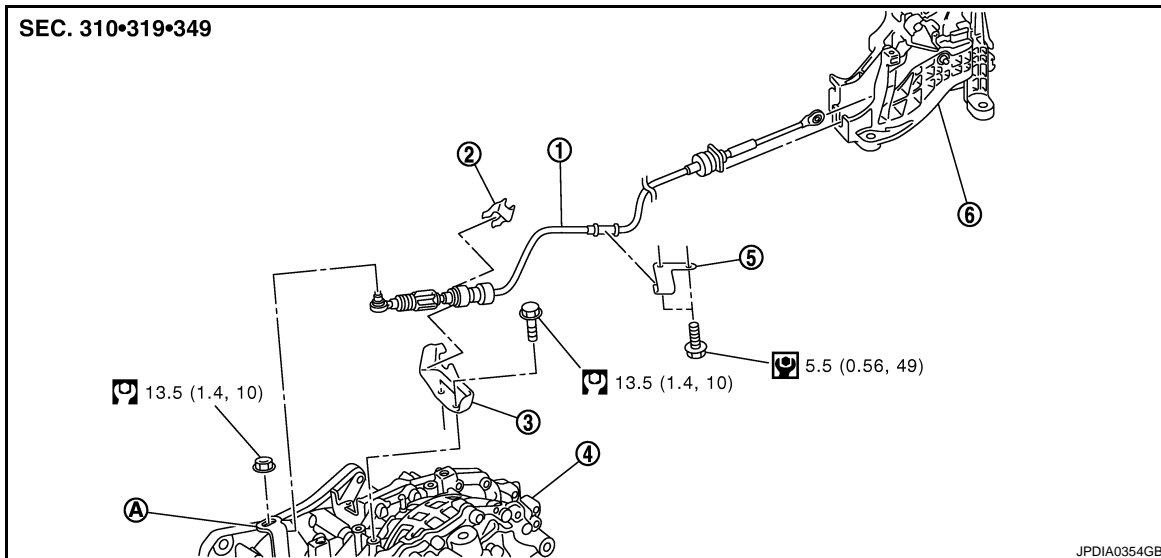
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## CONTROL CABLE

### Exploded View

INFOID:000000005252566



- |                       |               |                                |
|-----------------------|---------------|--------------------------------|
| 1. Control cable      | 2. Lock plate | 3. Bracket                     |
| 4. Transaxle assembly | 5. Bracket    | 6. CVT shift selector assembly |
| A. Manual lever       |               |                                |

Refer to [GI-4, "Components"](#) for symbols in the figure.

## Removal and Installation

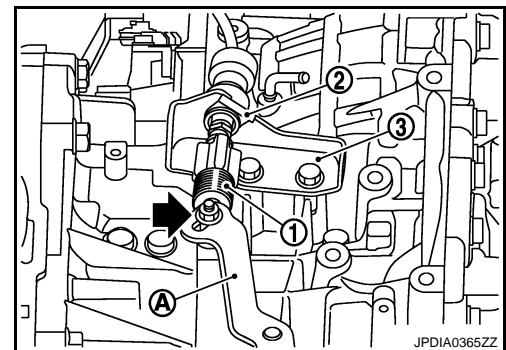
INFOID:000000005252567

### REMOVAL

#### CAUTION:

**Make sure that parking brake is applied before removal/installation.**

1. Remove control cable from CVT shift selector assembly. Refer to [TM-173, "WITHOUT MANUAL MODE : Exploded View"](#) (without manual mode), [TM-175, "WITH MANUAL MODE : Exploded View"](#) (with manual mode).
2. Remove air duct (inlet). Refer to [EM-28, "Exploded View"](#).
3. Remove battery and battery bracket. Refer to [PG-95, "Exploded View"](#).
4. Remove nut (←).
5. Remove control cable (1) from manual lever (A).
6. Remove lock plate (2) from control cable.
7. Remove control cable from bracket (3).



# CONTROL CABLE

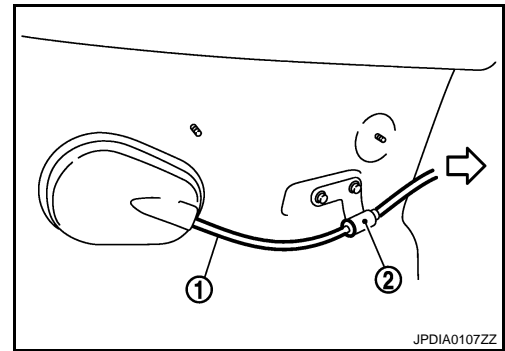
## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

8. Remove control cable (1) from bracket (2).

← : Vehicle front

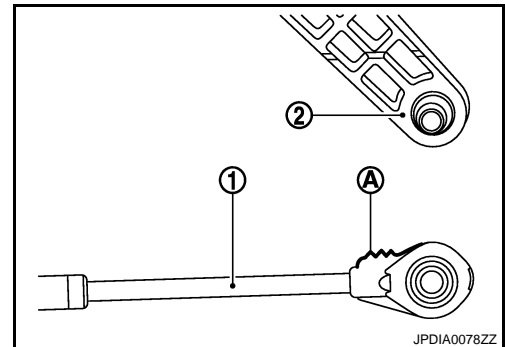
9. Remove the control cable from the vehicle.



## INSTALLATION

Note the following, and install in the reverse order of removal.

When installing control cable (1) to CVT shift selector assembly (2), make sure that control cable is fully pressed in with the ribbed (A) surface facing upward.



## Inspection and Adjustment

### ADJUSTMENT AFTER INSTALLATION

Adjust the CVT positions after installing control cable. Refer to [TM-169. "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169. "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

### INSPECTION AFTER INSTALLATION

Check the CVT positions after adjusting the CVT positions. Refer to [TM-169. "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169. "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

INFOID:000000005252568

# KEY INTERLOCK CABLE

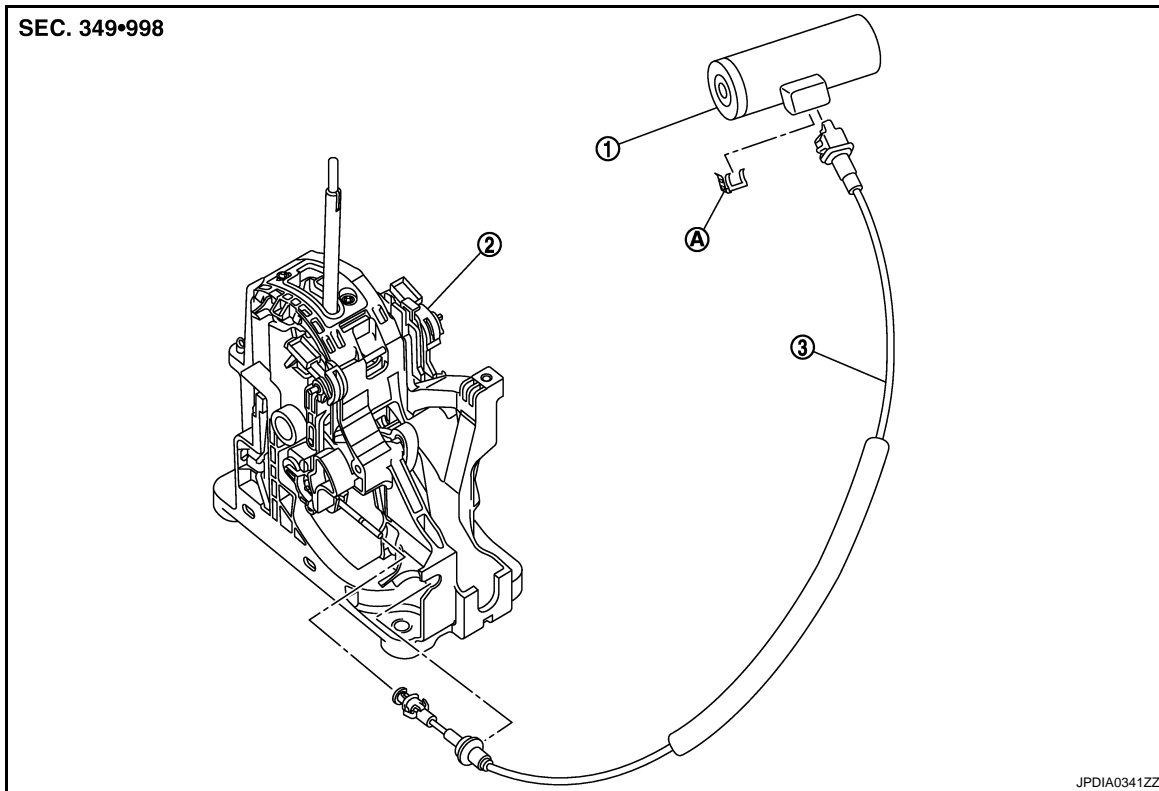
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## KEY INTERLOCK CABLE

Exploded View

INFOID:000000005252569



1. Key cylinder                      2. CVT shift selector assembly                      3. Key interlock cable  
A. Clip

## Removal and Installation

INFOID:000000005252570

### REMOVAL

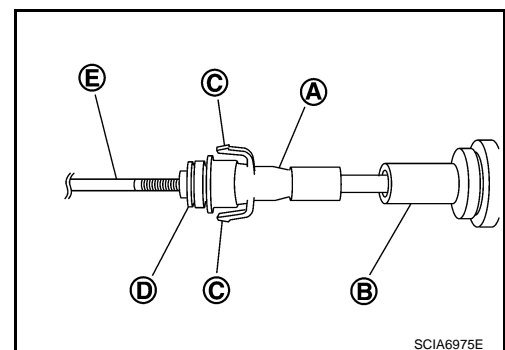
#### CAUTION:

**Check that parking brake is applied before removal/installation.**

1. Shift selector lever to "P" position.
2. Remove selector lever knob. Refer to [TM-173, "WITHOUT MANUAL MODE : Exploded View"](#) (without manual mode), [TM-175, "WITH MANUAL MODE : Exploded View"](#) (with manual mode).
3. Removal center console assembly. Refer to [IP-21, "Exploded View"](#).
4. Slide slider (A) toward casing cap (B) while pressing tabs (C) on slider to separate slider from adjust holder (D).

E : Key interlock rod

5. Remove steering column lower cover and instrument driver lower cover. Refer to [IP-12, "Exploded View"](#).

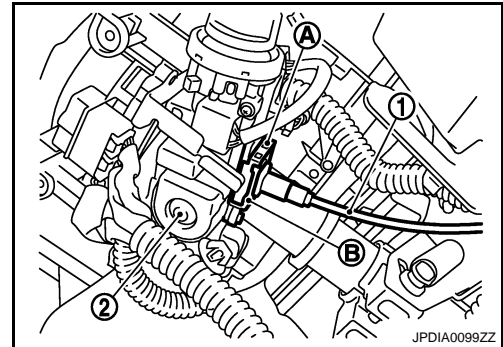


# KEY INTERLOCK CABLE

## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

6. Remove clip (A) from holder (B).
7. Remove key interlock cable (1) from key cylinder (2).
8. Remove key interlock cable.



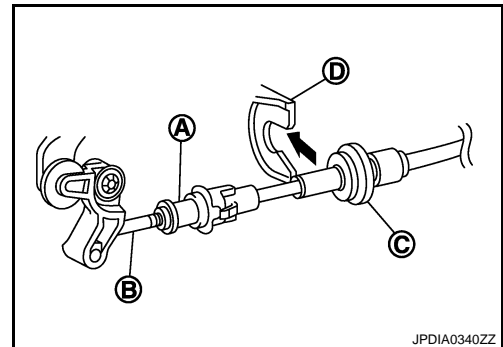
## INSTALLATION

Note the following, and install in the reverse order of removal.

- Temporarily install adjust holder (A) to key interlock rod (B). Install casing cap (C) to cable bracket (D) on CVT shift selector assembly.

### CAUTION:

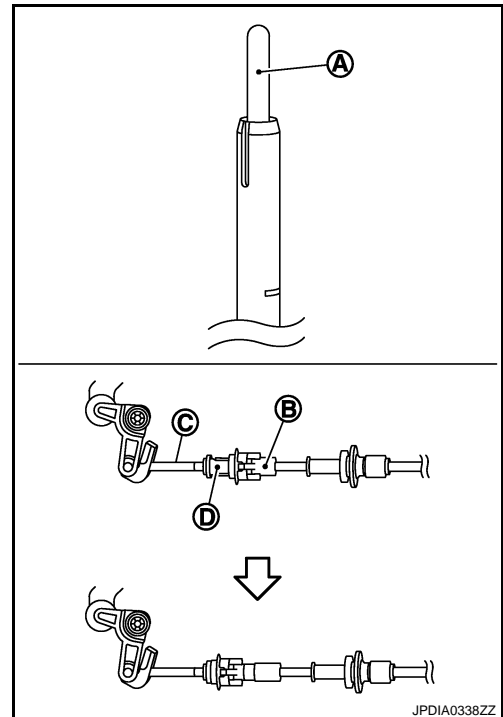
- Never bend or twist key interlock cable excessively when installing.
- Check that casing caps is firmly secured in cable bracket on CVT shift selector assembly after installing key interlock cable to cable bracket on CVT shift selector assembly.
- If casing cap is loose [less than 39.2 N (4.0 kg, 8.8 lb) removing force], replace key interlock cable.



- With the detent rod (A) pressed fully to the end, slider the slider (B) to the key interlock rod (C) side, and install adjust holder (D) and key interlock rod.

### CAUTION:

- Never press tabs when holding slider.
- Never apply any force at a right angle to key interlock rod when sliding.



## Inspection

INFOID:000000005252571

## INSPECTION AFTER INSTALLATION

Check the CVT positions after adjusting the CVT positions. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

A  
B  
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H  
I  
J  
K  
L  
M  
N  
O  
P

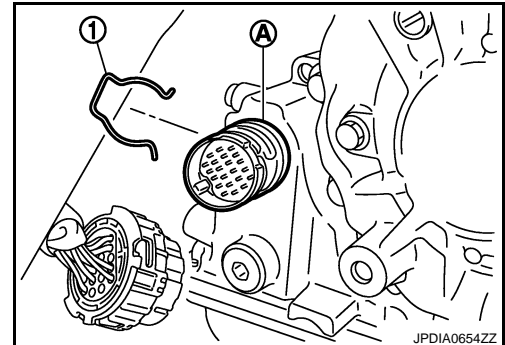


# CONTROL VALVE

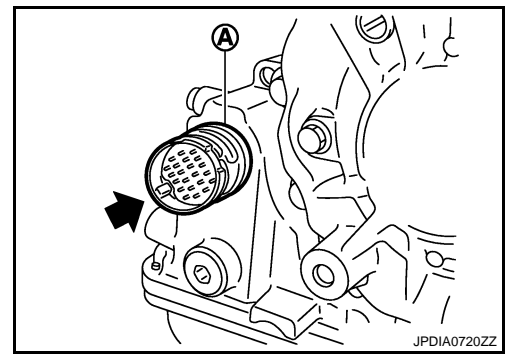
## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

- Remove drain plug from oil pan and then drain the CVT fluid.
- Remove drain plug gasket.
- Disconnect the CVT unit connector. Refer to [TM-145. "FOR USA AND CANADA : Removal and Installation Procedure for CVT Unit Connector"](#) [for California, USA (federal) and Canada], [TM-150. "FOR MEXICO : Removal and Installation Procedure for CVT Unit Connector"](#) (for Mexico).
- Remove the snap ring (1) from the CVT unit connector (A).



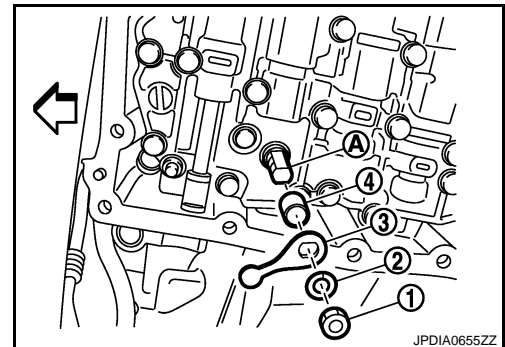
- Press the CVT unit connector (A) into the transaxle case.  
**CAUTION:**  
Never damage the CVT unit connector.  
**NOTE:**  
Clean around the connector to prevent foreign materials from entering into the transaxle case.



- Remove the oil pan mounting bolts, and then remove the oil pan and oil pan gasket.
- Remove the magnets from the oil pan.
- Remove the lock nut (1) and washer (2), and then remove the manual plate (3).

← : Vehicle front

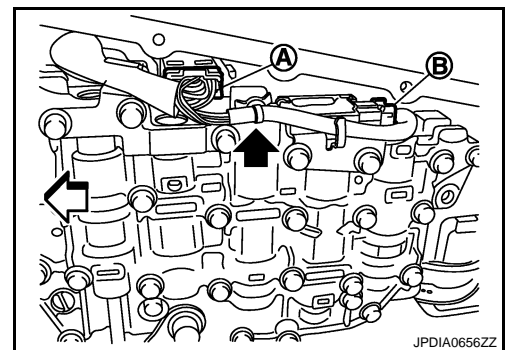
- Remove the collar (4) from the manual shaft (A).  
**CAUTION:**  
Never drop the collar.



- Disconnect the connectors (A) and (B).

← : Clip

← : Vehicle front



# CONTROL VALVE

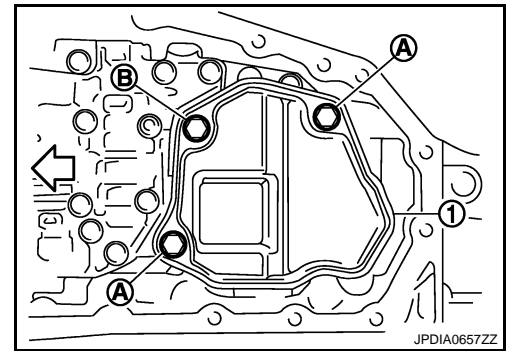
[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

12. Remove the oil strainer assembly mounting bolts (A) and (B), and then remove the oil strainer assembly (1).

⇐ : Vehicle front

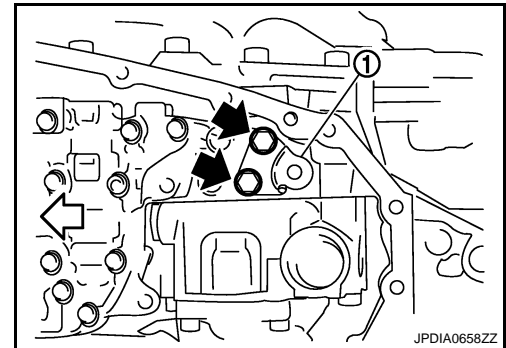
13. Remove O-ring from oil strainer assembly.



14. Remove the bracket (1).

← : Bolt

⇐ : Vehicle front

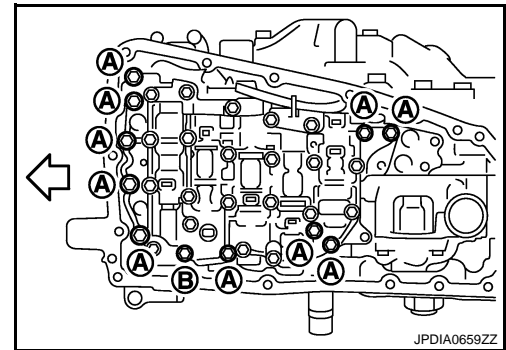


15. Remove the control valve mounting bolts (A) and (B), and then remove the control valve from the transaxle case.

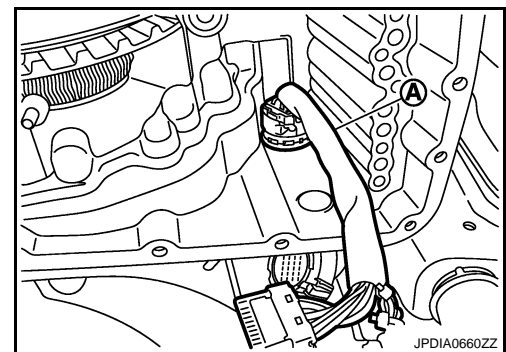
⇐ : Vehicle front

**CAUTION:**

**Never drop the control valve, ratio control valve and manual shaft.**

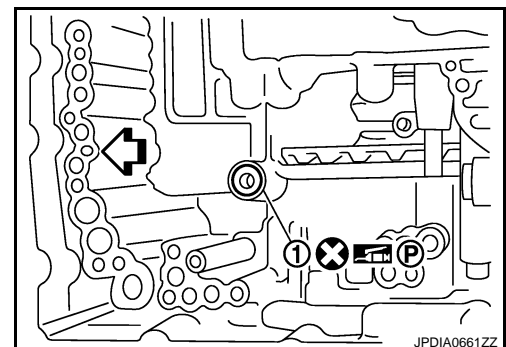


16. Remove CVT unit connector (A) from the transaxle case inside.



17. Remove the lip seal (1) from the transaxle case.

⇐ : Vehicle front





# CONTROL VALVE

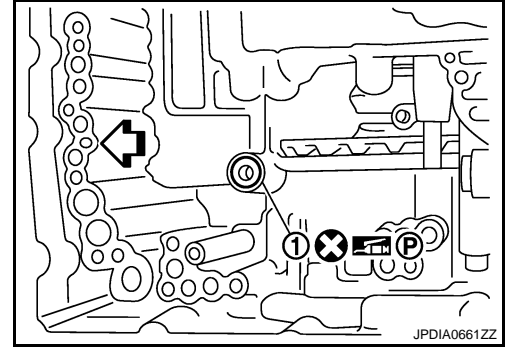
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## INSTALLATION

1. Install the lip seal (1) to the transaxle case.

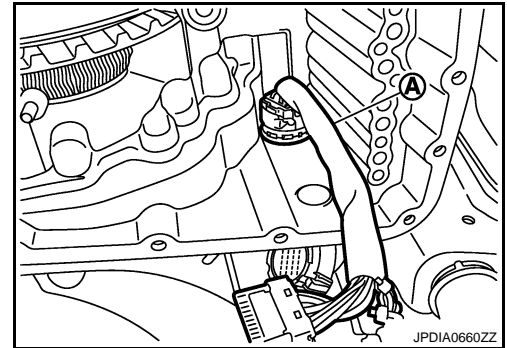
← : Vehicle front



2. Install the CVT unit connector (A) to the transaxle case.

**CAUTION:**

Connect the CVT unit connector with the stopper facing up, and then press in until it clicks.



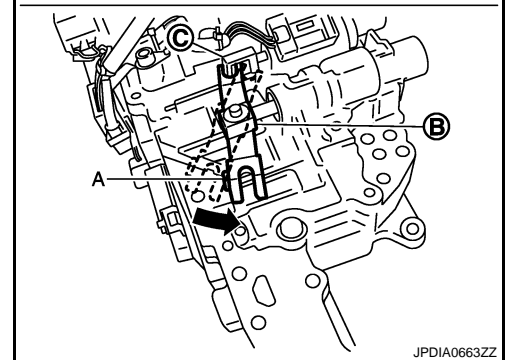
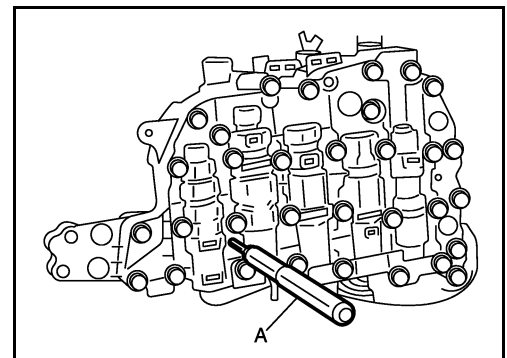
3. Press in the ratio control valve (B) in the (←) direction, and then fix the linkage in the position shown in the figure with the linkage fixing pin (A) from the back of control valve through the hole for fixing.

4. Check that one end of linkage engages with the step motor end (C) and that the linkage is in the direction shown in the figure.

5. Install the control valve to the transaxle case.

**CAUTION:**

- Never drop the linkage fixing pin. If it is dropped, repeat the installation procedure from step 3.
- Never pinch the harness into between the control valve and the transaxle case.



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

# CONTROL VALVE

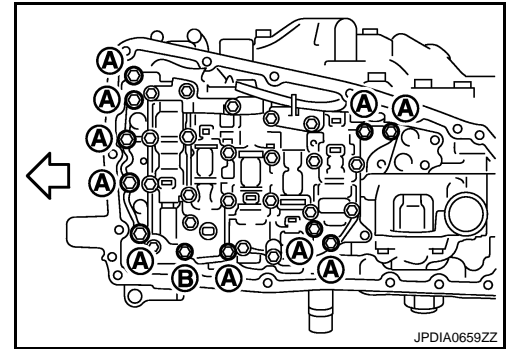
[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

6. Fix the control valve using the control valve mounting bolts (A) and (B).

↩ : Vehicle front

Bolt	Bolt length (mm)	Number of bolts
A	54	10
B	44	1



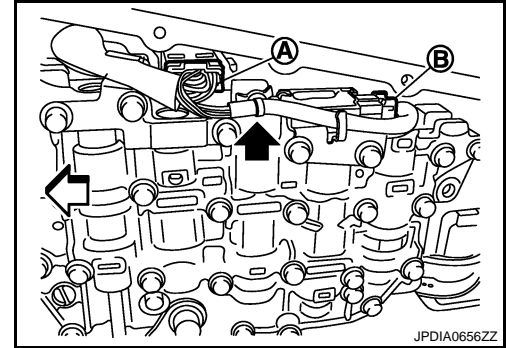
7. Pull the linkage fixing pin out.  
8. Connect the connectors (A) and (B).

← : Clip

↩ : Vehicle front

**CAUTION:**

- Never pinch the harness into between the control valve and the transaxle case.
- Securely insert the connector until it clicks and locks.



9. Install the bracket (1).

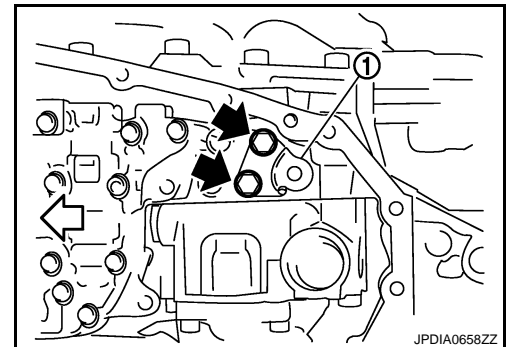
← : Bolt

↩ : Vehicle front

10. Install O-ring to oil strainer assembly.

**CAUTION:**

- Never reuse O-ring.
- Apply CVT fluid NS-2 to O-ring.



11. Install the oil strainer assembly (1) using the oil strainer assembly mounting bolts (A) and (B).

↩ : Vehicle front

Bolt	Bolt length (mm)	Number of bolts
A	12	2
B	44	1

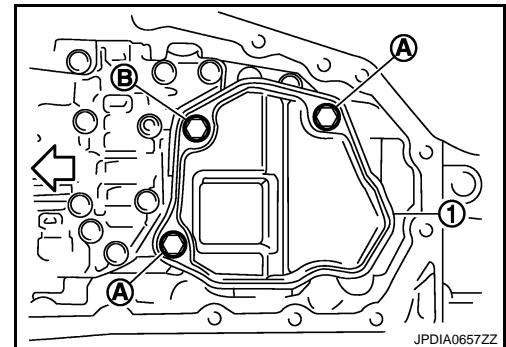
**NOTE:**

Remove the bracket and adjust the position again if the bolt hole positions are not aligned.

12. Install the collar to the manual shaft.

**CAUTION:**

Never drop the collar.



# CONTROL VALVE

## < REMOVAL AND INSTALLATION >

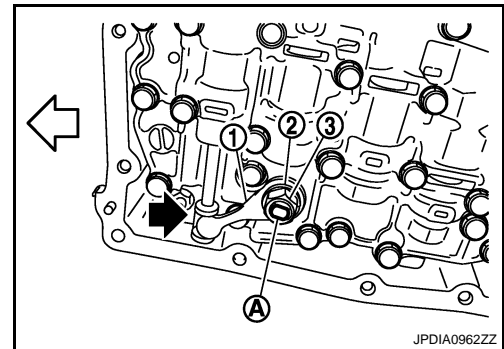
[CVT: RE0F10A]

13. Install the manual plate (1) while aligning with the groove (A) of the manual valve.

**CAUTION:**

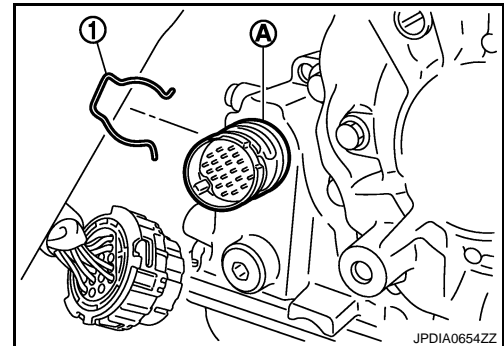
Assemble the manual plate while aligning its end with the cutout (←) of the manual valve.

← : Vehicle front



14. Install the washer (2) and the lock-nut (3), and then tighten to the specified torque.

15. Install the snap ring (1) to the CVT unit connector (A).
16. Connect the CVT unit connector. Refer to [TM-145, "FOR USA AND CANADA : Removal and Installation Procedure for CVT Unit Connector"](#) (for California, USA (federal) and Canada), [TM-150, "FOR MEXICO : Removal and Installation Procedure for CVT Unit Connector"](#) (for Mexico).



17. Install the magnet while aligning it with the convex side of oil pan.

**CAUTION:**

Completely eliminate the iron powder from the magnet mounting area of oil pan and the magnet.

18. Install the oil pan to the transaxle case with the following procedure.

1. Install the oil pan gasket to the oil pan.

**CAUTION:**

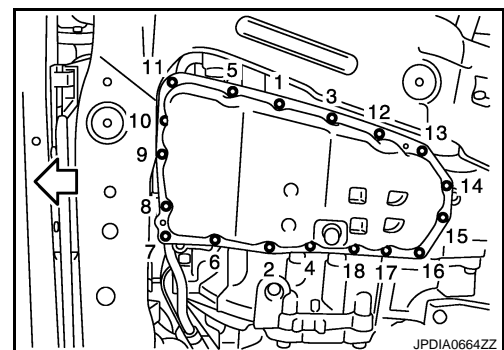
- Completely wipe out any moisture, oil, and old gasket from the oil pan gasket mounting surface and bolt mounting hole of oil pan and transaxle case.
- Never reuse oil pan gasket.

2. Install the oil pan assembly to the transaxle case, and then temporarily tighten the oil pan mounting bolt.

**CAUTION:**

Never reuse oil pan mounting bolts.

3. Tighten the oil pan mounting bolts in the order shown in the figure to the specified torque.
4. Tighten the oil pan mounting bolts again clockwise from (1) shown in the figure to the specified torque.



19. Install drain plug gasket to drain plug.

**CAUTION:**

Never reuse drain plug gasket.

20. Install drain plug to oil pan.

21. Fill CVT fluid from CVT fluid charging pipe to the specified level.

**CVT fluid** : Refer to [TM-217, "General Specification"](#).

**Fluid capacity** : Refer to [TM-217, "General Specification"](#).

**CAUTION:**

- Use only Genuine NISSAN CVT Fluid NS-2. Never mix with other fluid.
- Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the warranty.
- When filling CVT fluid, take care not to scatter heat generating parts such as exhaust.
- Sufficiently shake the container of CVT fluid before using.
- Delete CVT fluid deterioration date with [CONSULT-III](#) after changing CVT fluid. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).

22. With the engine warmed up, drive the vehicle in an urban area.

**NOTE:**

# CONTROL VALVE

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).

23. Check CVT fluid level and condition. Refer to [TM-155, "Inspection"](#).
24. Connect battery cable to negative terminal. Refer to [PG-95, "Exploded View"](#).

## Inspection and Adjustment

INFOID:000000005252574

### INSPECTION AFTER REMOVAL

Check oil pan for foreign material.

- If a large amount of worn material is found, clutch plate may be worn.
  - If iron powder is found, bearings, gears, or clutch plates may be worn.
  - If aluminum powder is found, bushing may be worn, or chips or burrs of aluminum casting parts may enter.
- Check points where wear is found in all cases.

### INSPECTION AFTER REMOVAL

Check the CVT fluid level and leakage. Refer to [TM-155, "Inspection"](#).

### INSPECTION AFTER INSTALLATION

Erase the TCM data.

- Erase the CVT fluid degradation data. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).
- When replacing the control valve, erase EEPROM in TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

# TRANSMISSION RANGE SWITCH

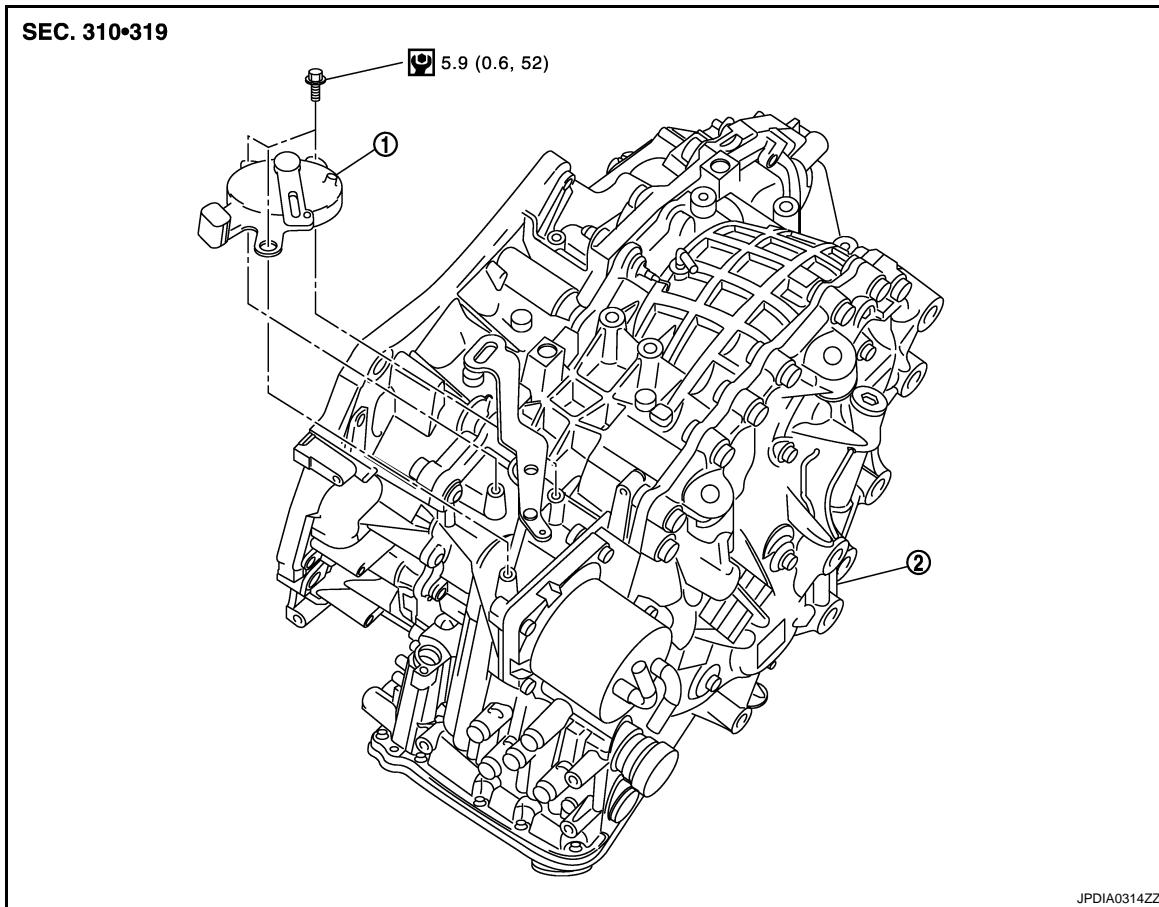
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## TRANSMISSION RANGE SWITCH

Exploded View

INFOID:000000005252575



1. Transmission range switch
2. Transaxle assembly

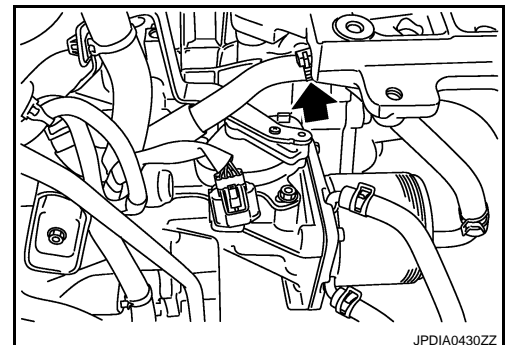
Refer to [GI-4, "Components"](#) for symbols in the figure.

## Removal and Installation

INFOID:000000005252576

### REMOVAL

1. Remove battery and battery bracket. Refer to [PG-95, "Exploded View"](#).
2. Remove transmission range switch connector.
3. Remove control cable. Refer to [TM-178, "Exploded View"](#).
4. Remove clip (←).
5. Remove transmission range switch from transaxle assembly.



### INSTALLATION

Install in the reverse order of removal.

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

# TRANSMISSION RANGE SWITCH

< REMOVAL AND INSTALLATION >

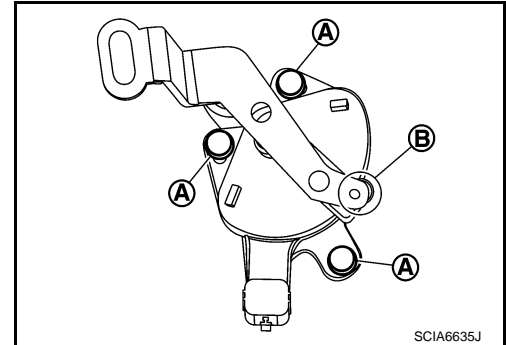
[CVT: RE0F10A]

INFOID:000000005252577

## Inspection and Adjustment

### ADJUSTMENT OF TRANSMISSION RANGE SWITCH

1. Shift selector lever to "N" position.
2. Remove control cable from manual lever.
3. Loosen mounting bolts (A) of transmission range switch. Insert a pin [ $\phi 4$  mm (0.16 in)] into the adjusting holes (B) on both transmission range switch and manual lever for adjusting the position.
4. Tighten mounting bolts of transmission range switch.
5. Install control cable to manual lever. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).



### ADJUSTMENT AFTER INSTALLATION

Adjust the CVT positions after installing CVT shift selector. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

### INSPECTION AFTER INSTALLATION

Check the CVT positions after adjusting the CVT positions. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).

# PRIMARY SPEED SENSOR

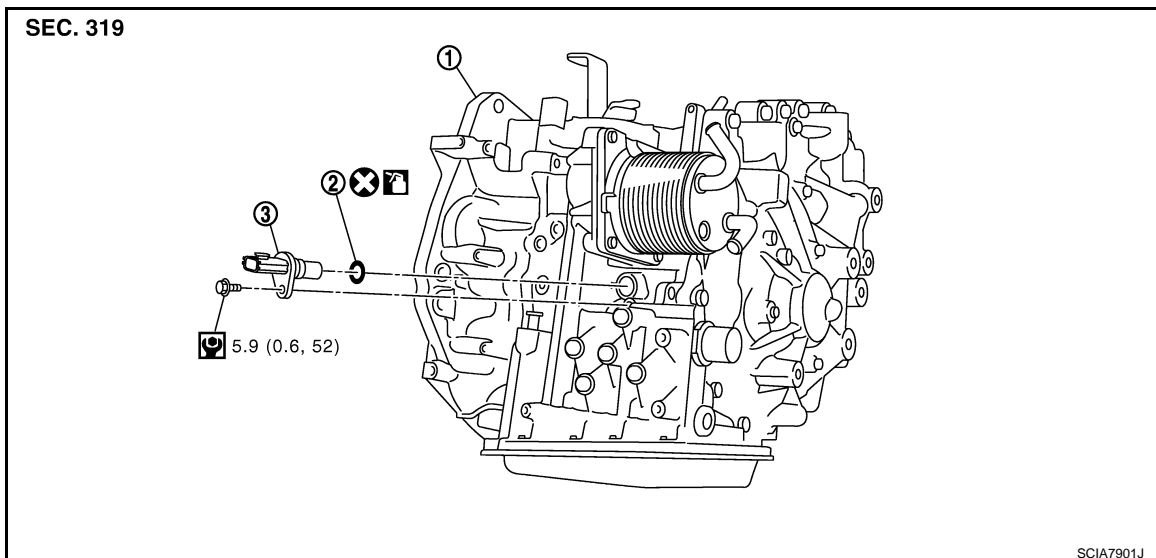
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## PRIMARY SPEED SENSOR

Exploded View

INFOID:000000005252578



1. Transaxle assembly
2. O-ring
3. Primary speed sensor

: Apply CVT Fluid NS-2.

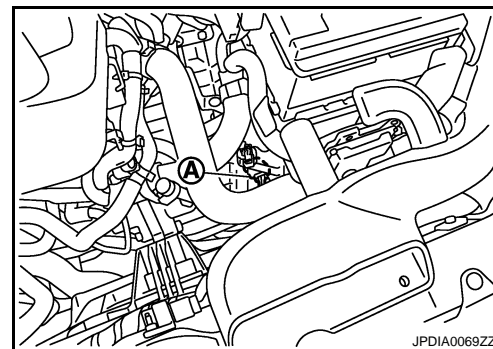
Refer to [GI-4, "Components"](#) for symbols not described above.

## Removal and Installation

INFOID:000000005252579

### REMOVAL

1. Disconnect the battery cable from negative terminal.
2. Disconnect primary speed sensor connector (A).
3. Remove primary speed sensor.
4. Remove O-ring from primary speed sensor.



### INSTALLATION

Note the following, and install in the reverse order of removal.

#### CAUTION:

- Never reuse O-ring.
- Apply CVT fluid to O-ring.

### Inspection

INFOID:000000005252580

### INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).

# SECONDARY SPEED SENSOR

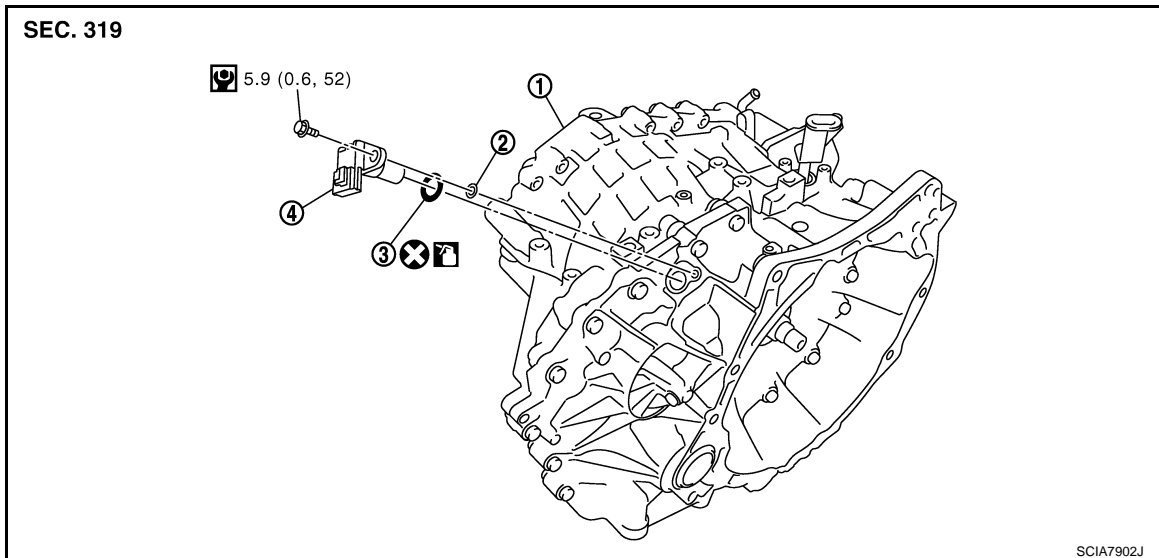
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## SECONDARY SPEED SENSOR

Exploded View

INFOID:000000005252581



1. Transaxle assembly                      2. Shim                                      3. O-ring

4. Secondary speed sensor



: Apply CVT Fluid NS-2.

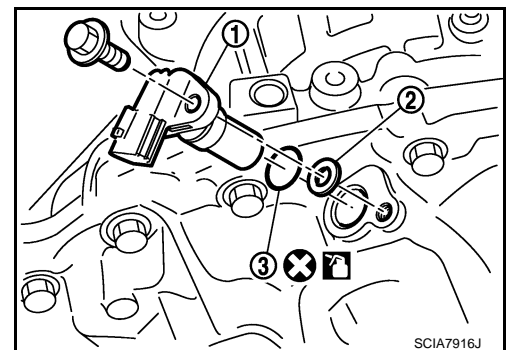
Refer to [GI-4. "Components"](#) for symbols not described above.

## Removal and Installation

INFOID:000000005252582

### REMOVAL

1. Disconnect the battery cable from negative terminal.
2. Disconnect secondary speed sensor connector.
3. Remove secondary speed sensor (1) and shim (2).  
**CAUTION:**  
**Never lose the shim.**
4. Remove O-ring (3) from secondary speed sensor.



### INSTALLATION

Note the following, and install in the reverse order of removal.

#### **CAUTION:**

- Never reuse O-ring.
- Apply CVT fluid to O-ring.

### Inspection

INFOID:000000005252583

### INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155. "Inspection"](#).



# DIFFERENTIAL SIDE OIL SEAL

< REMOVAL AND INSTALLATION >

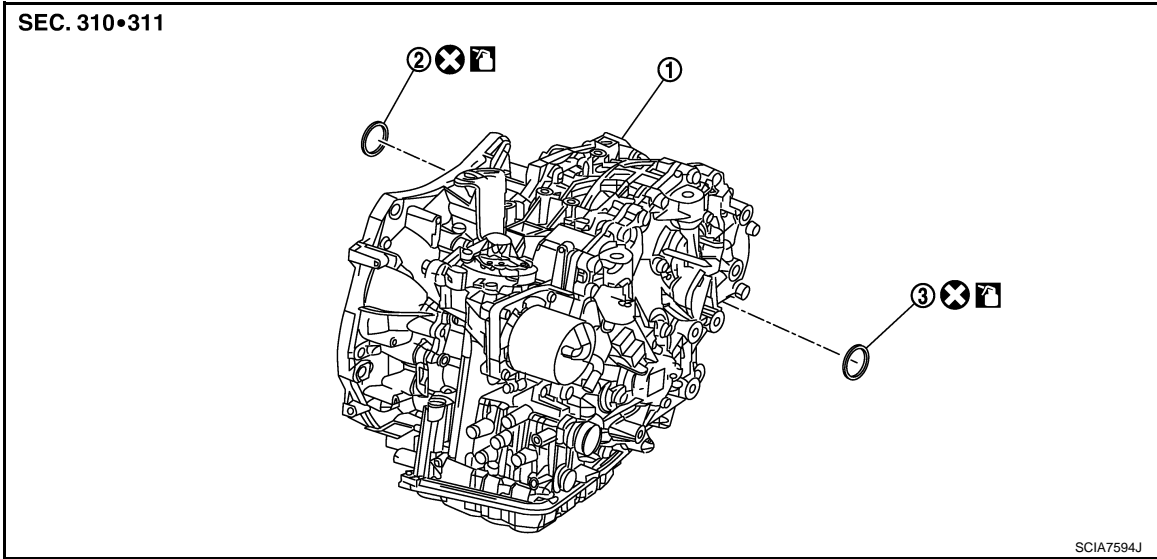
[CVT: RE0F10A]

## DIFFERENTIAL SIDE OIL SEAL

2WD

2WD : Exploded View

INFOID:000000005252584



1. Transaxle assembly
2. RH differential side oil seal
3. LH differential side oil seal

: Apply CVT Fluid NS-2.

Refer to [GI-4, "Components"](#) for symbols not described above.

## 2WD : Removal and Installation

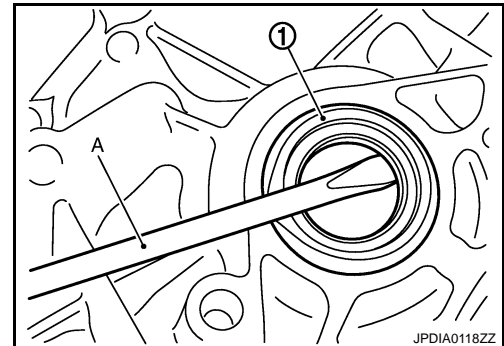
INFOID:000000005252585

### REMOVAL

1. Remove front drive shafts. Refer to [FAX-18, "Exploded View"](#).
2. Remove differential side oil seals (1) using a flat-bladed screwdriver (A).

**CAUTION:**

Be careful not to scratch transaxle case and converter housing.



### INSTALLTION

Note the following, and install in the reverse order of removal.

- Drive each differential side oil seal evenly using a commercial service tool so that differential side oil seal protrudes by the dimension (A) or (B) respectively.

Unit: mm (in)

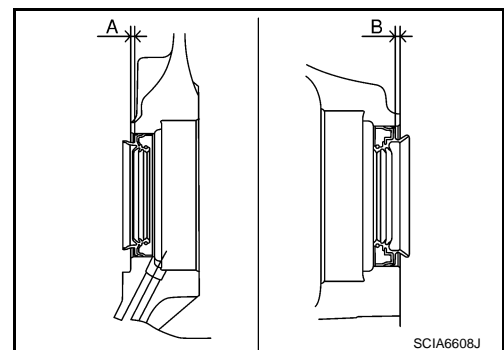
Dimension A (transaxle case side)	1.8 ± 0.5 (0.071 ± 0.020)
Dimension B (converter housing side)	2.2 ± 0.5 (0.087 ± 0.020)

**NOTE:**

Differential side oil seal pulling direction is used as the reference.

**CAUTION:**

- Never reuse differential side oil seals.



# DIFFERENTIAL SIDE OIL SEAL

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

- Apply CVT fluid to differential side oil seals.

Drift to be used:

Location	Tool number
Transaxle case side	Commercial service tool [Outer diameter: 54 mm (2.13 in), inner diameter: 47 mm (1.85 in)]
Converter housing side	

2WD : Inspection

INFOID:000000005252586

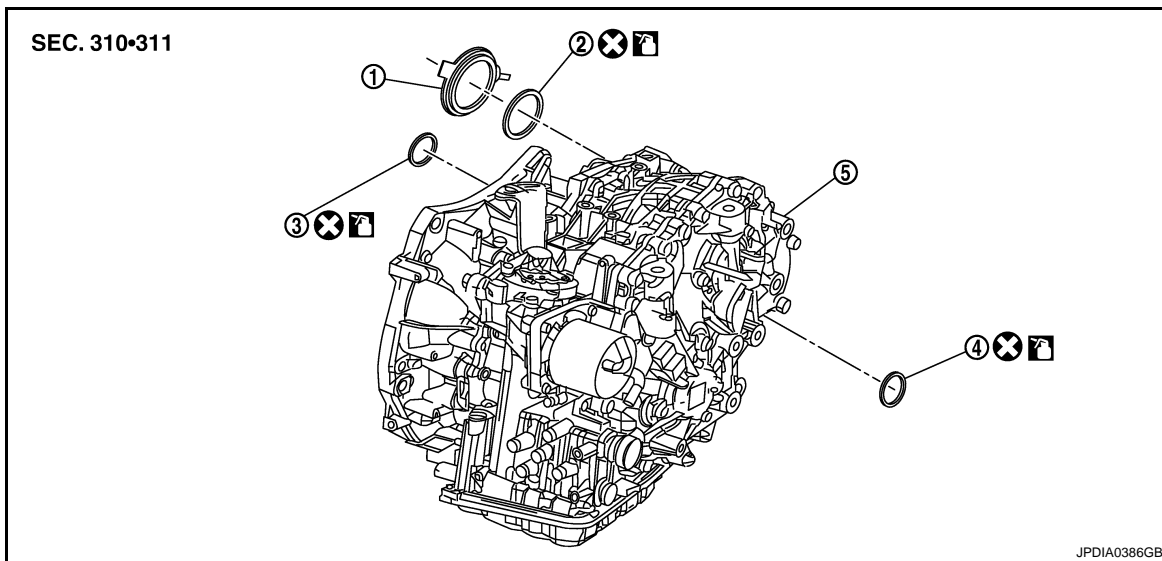
## INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).

AWD

AWD : Exploded View

INFOID:000000005252587



1. Dust cover
2. Side oil seal (transfer joint)
3. RH differential side oil seal
4. LH differential side oil seal
5. Transaxle assembly

: Apply CVT Fluid NS-2.

Refer to [GI-4, "Components"](#) for symbols not described above.

AWD : Removal and Installation

INFOID:000000005252588

## REMOVAL

1. Remove exhaust front tube. Refer to [EX-5, "Exploded View"](#).
2. Separate propeller shaft. Refer to [DLN-87, "Exploded View"](#).
3. Remove front drive shafts. Refer to [FAX-42, "Exploded View"](#).
4. Remove transfer from transaxle assembly. Refer to [DLN-58, "Exploded View"](#).
5. Remove dust cover from transaxle assembly.

# DIFFERENTIAL SIDE OIL SEAL

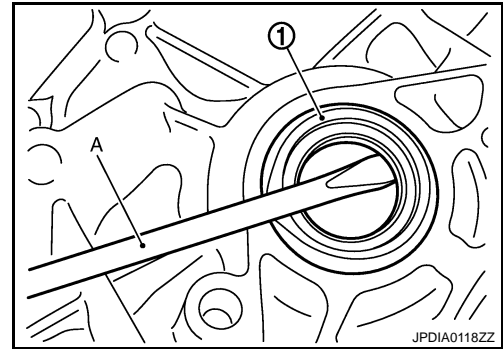
## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

6. Remove differential side oil seals (1) and side oil seal (transfer joint) using a flat-bladed screwdriver (A).

**CAUTION:**

**Be careful not to scratch transaxle case and converter housing.**



## INSTALLTION

Note the following, and install in the reverse order of removal.

- Drive each differential side oil seal and side oil seal (transfer joint) evenly using a commercial service tool so that differential side oil seal and side oil seal (transfer joint) protrudes by the dimension (A), (B), or (C) respectively.

Unit: mm (in)

Dimension A (transaxle case side)	1.8 ± 0.5 (0.071 ± 0.020)
Dimension B (converter housing side)	2.2 ± 0.5 (0.087 ± 0.020)
Dimension C (transfer joint)	0.5 ± 0.5 (0.020 ± 0.020)

**NOTE:**

Differential side oil seal and side oil seal (transfer joint) pulling direction is used as the reference.

**CAUTION:**

- **Never reuse differential side oil seals and side oil seal (transfer joint).**
- **Apply CVT fluid to differential side oil seals and side oil seal (transfer joint).**

**Drift to be used:**

Location		Tool number
Differential side oil seal	Transaxle case side	Commercial service tool [Outer diameter: 54 mm (2.13 in), inner diameter: 47 mm (1.85 in)]
	Converter housing side	
Side oil seal (transfer joint)	Transaxle engagement	Commercial service tool [Outer diameter: 70 mm (2.76 in), inner diameter: 56 mm (2.20 in)]

## AWD : Inspection

INFOID:000000005252589

## INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).

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

# OIL PUMP FITTING BOLT

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## OIL PUMP FITTING BOLT

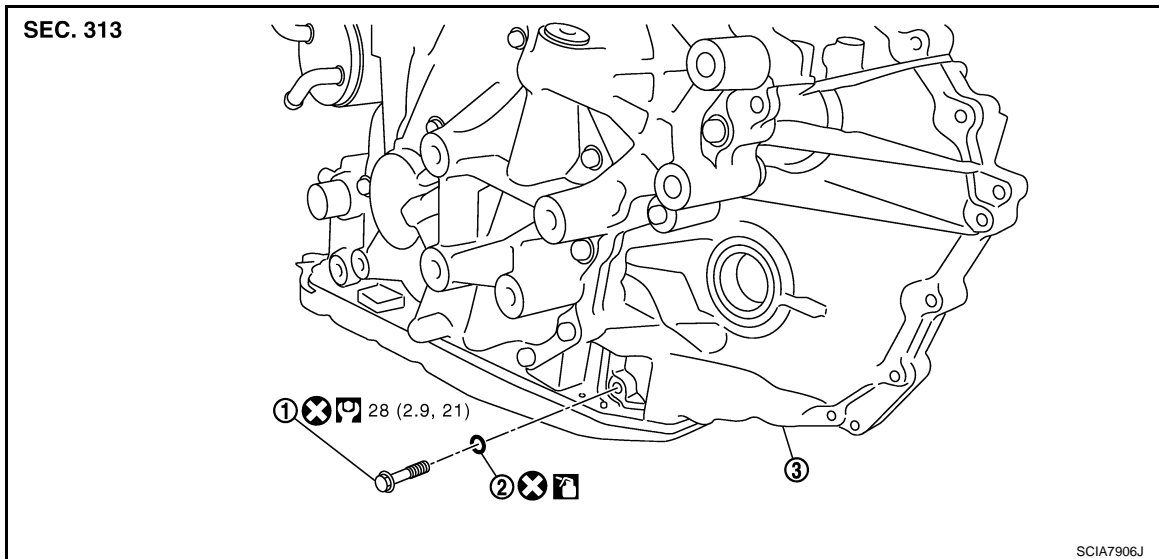
### Description

INFOID:000000005252590

Replace oil pump fitting bolt and O-ring if oil leakage or exudes from oil pump fitting bolt.

### Exploded View

INFOID:000000005252591



1. Oil pump fitting bolt

2. O-ring

3. Transaxle assembly

 : Apply CVT Fluid NS-2.

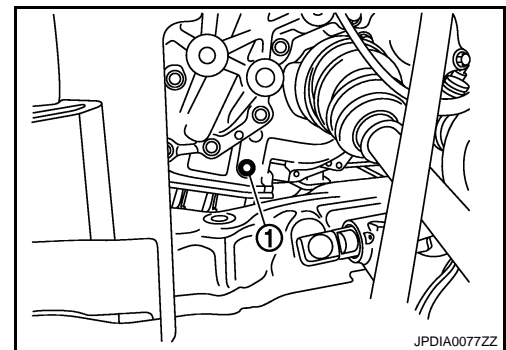
Refer to [GI-4. "Components"](#) for symbols not described above.

### Removal and Installation

INFOID:000000005252592

#### REMOVAL

1. Remove Oil pump fitting bolt (1) from transaxle assembly.
2. Remove O-ring from oil pump fitting bolt.



#### INSTALLATION

Note the following, and install in the reverse order of removal.

#### CAUTION:

- Never reuse oil pump fitting bolt and O-ring.
- Apply CVT fluid to O-ring.

#### Inspection

INFOID:000000005252593

#### INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155. "Inspection"](#).

# AIR BREATHER HOSE

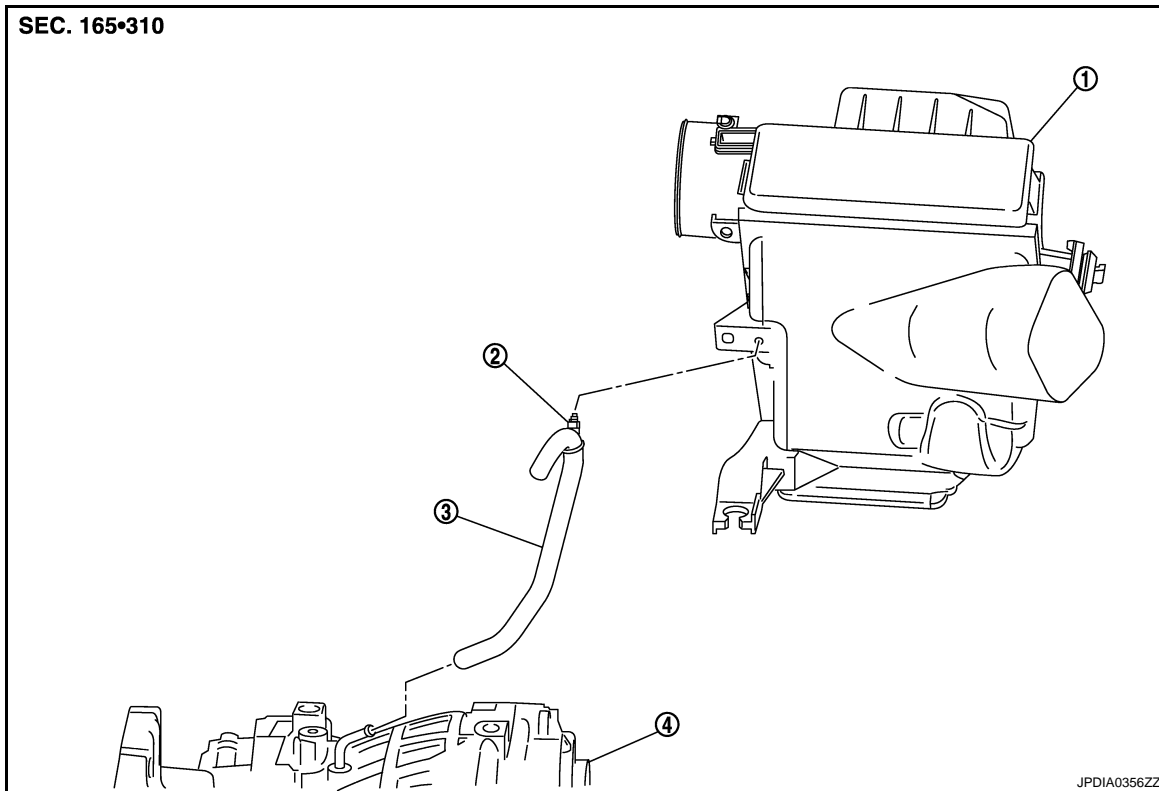
< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## AIR BREATHER HOSE

Exploded View

INFOID:000000005252594



1. Air cleaner assembly
2. Clip
3. Air breather hose
4. Transaxle assembly

## Removal and Installation

INFOID:000000005252595

### REMOVAL

1. Remove clip from air cleaner assembly.
2. Remove air breather hose from transaxle assembly.

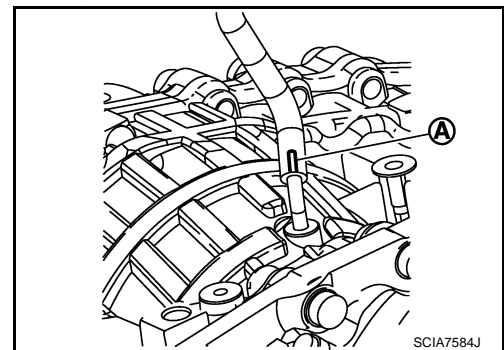
### INSTALLATION

Note the following, and install in the reverse order of removal.

#### **CAUTION:**

**Check that air breather hose is not collapsed or blocked due to folding or bending when installed.**

- Install air breather hose to air breather tube so that the paint mark (A) faces upward. Also insert hose to the bend of air breather tube.



# FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

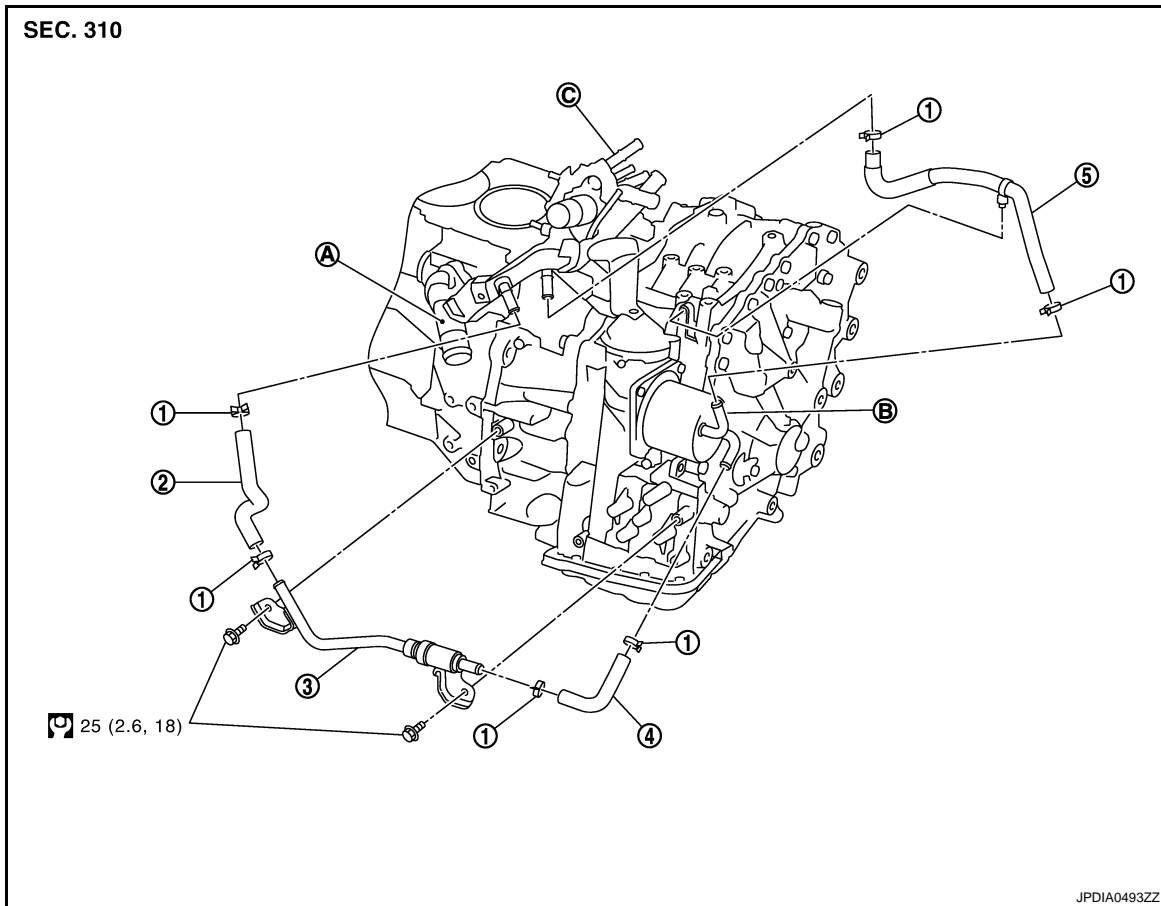
[CVT: RE0F10A]

## FLUID COOLER SYSTEM

### WATER HOSE (WITHOUT FLUID COOLER)

### WATER HOSE (WITHOUT FLUID COOLER) : Exploded View

INFOID:000000005252596



- |                     |                     |                      |
|---------------------|---------------------|----------------------|
| 1. Hose clamp       | 2. CVT water hose A | 3. Heater thermostat |
| 4. CVT water hose B | 5. CVT water hose C |                      |
| A. Water inlet      | B. CVT fluid cooler | C. Water outlet      |

Refer to [GI-4. "Components"](#) for symbols in the figure.

### WATER HOSE (WITHOUT FLUID COOLER) : Removal and Installation

INFOID:000000005252597

#### REMOVAL

#### **WARNING:**

- Never remove radiator cap when engine is hot. Serious burns may occur from high-pressure engine coolant escaping from radiator.
- Wrap a thick cloth around the radiator cap. Slowly turn it a quarter of a turn to release built-up pressure. Then turn it all the way.

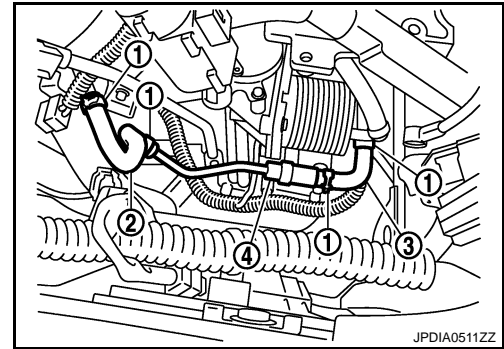
1. Remove air duct (inlet). Refer to [EM-28. "Exploded View"](#).
2. Remove battery and battery bracket. Refer to [PG-95. "Exploded View"](#).

# FLUID COOLER SYSTEM

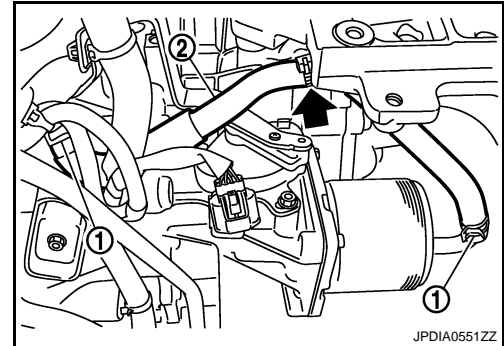
[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

3. Remove hose clamps (1), and remove CVT water hose A (2).
4. Remove hose clamps (1), and remove CVT water hose B (3).
5. Remove heater thermostat (4) from transaxle assembly.



6. Remove clip (←).
7. Remove hose clamps (1), and remove CVT water hose C (2).



## INSTALLATION

Note the following, and install in the reverse order of removal.

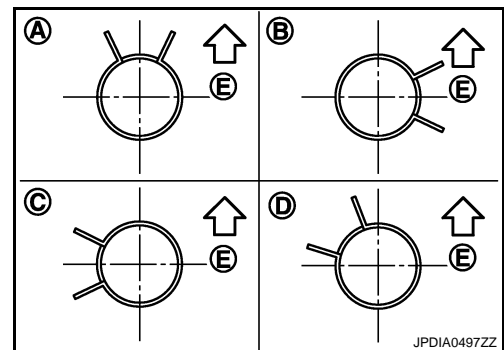
CVT water hose	Hose end	Paint mark	Position of hose clamp*
CVT water hose A	Water inlet	Facing upward	C
	Heater thermostat	Facing forward	C
CVT water hose B	Heater thermostat	Facing forward	B
	CVT fluid cooler	Facing to the left of the vehicle	C
CVT water hose C	CVT fluid cooler	Facing forward	A
	Water outlet	Facing downward left of the vehicle at 45°	D

\*: Refer to the illustrations for the specific position of each hose clamp tab.

- The illustrations indicate the view from the hose ends.

←E : Upper

- When installing hose clamps the center line of each clamp tab should be positioned as shown in the figure.



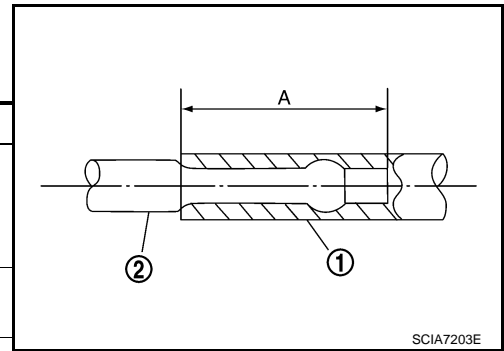
# FLUID COOLER SYSTEM

[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

- Insert CVT water hose according to dimension (A) described below.

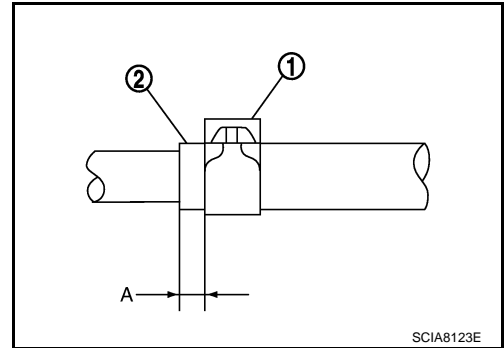
(1)	(2)	Distance A
CVT water hose A	Water inlet	27 mm (1.06 in)
	Heater thermostat	
CVT water hose B	Heater thermostat	End reaches the tube bend R position.
	CVT fluid cooler	
CVT water hose C	CVT fluid cooler	End reaches the tube bend R position.
	Water outlet	



- Set hose clamps (1) from the end of fluid cooler hose (2) according to dimension (A) described below.

**Dimension A : 5 – 7 mm (0.20 – 0.28 in)**

- Hose clamp should not interfere with the bulge.



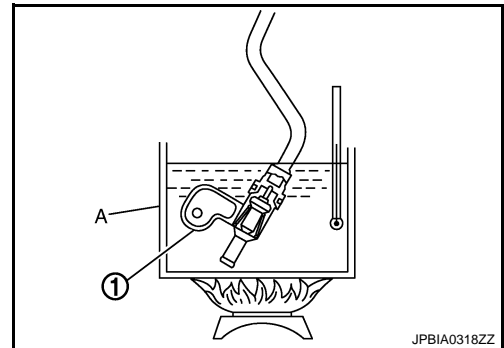
## WATER HOSE (WITHOUT FLUID COOLER) : Inspection

INFOID:000000005252598

### INSPECTION AFTER REMOVAL

#### Heater Thermostat

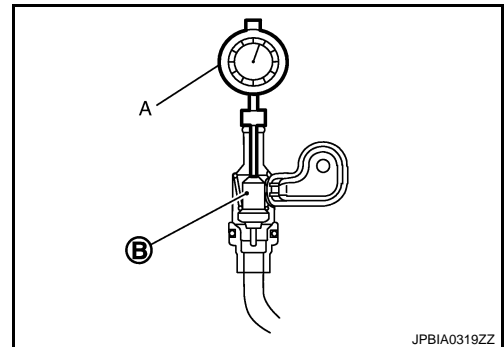
- Fully immerse the heater thermostat (1) in a container (A) filled with water. Continue heating the water while stirring.
- Continue heating the heater thermostat for 5 minutes or more after bringing the water to a boil.
- Quickly take the heater thermostat out of the hot water, measure the heater thermostat within 10 seconds.



- Place dial indicator (A) on the pellet (B) and measure the elongation from the initial state.

**Standard : [TM-218, "Heater Thermostat"](#)**

- If out of the standard, replace heater thermostat.



### INSPECTION AFTER INSTALLATION

Check for engine coolant leakage and check engine coolant level. Refer to [CO-10, "Inspection"](#).

## WATER HOSE (WITH FLUID COOLER)



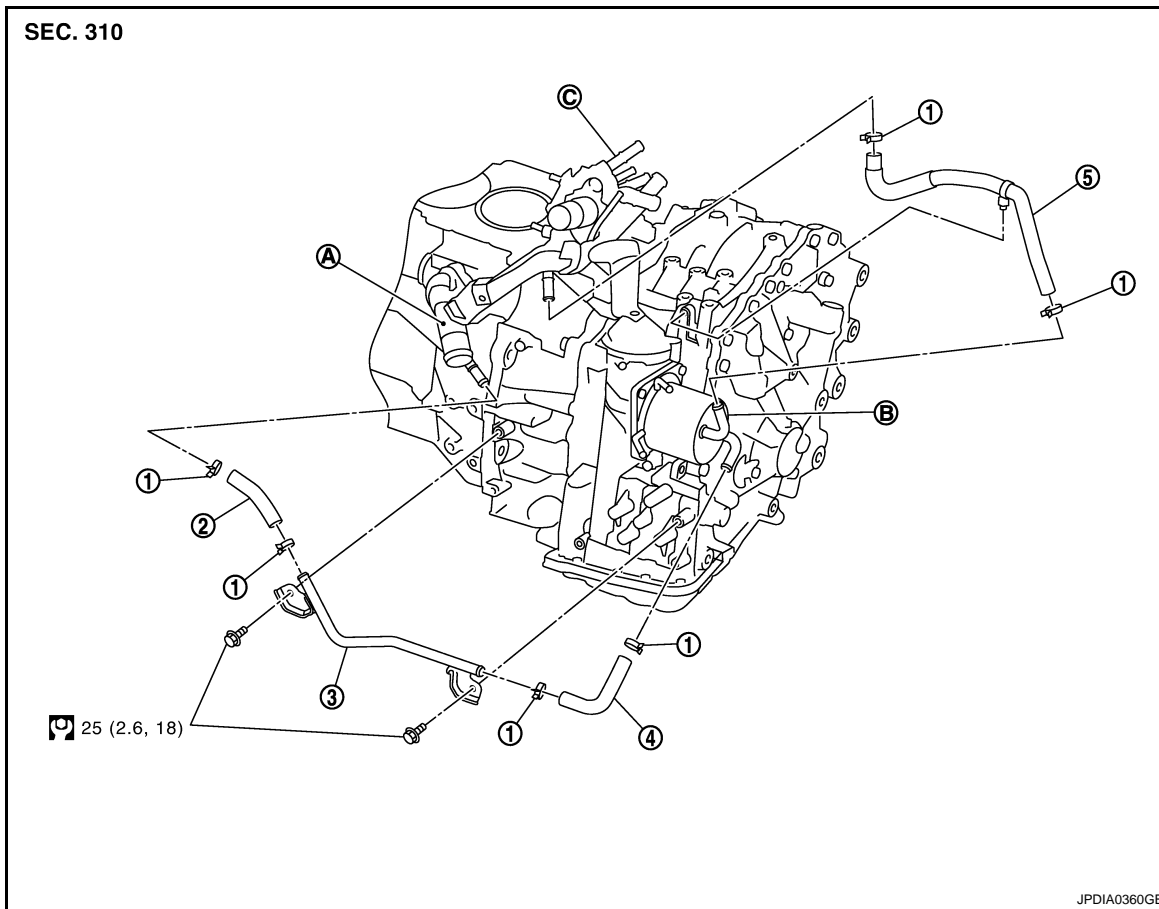
# FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## WATER HOSE (WITH FLUID COOLER) : Exploded View

INFOID:000000005252599



- |                     |                     |                   |
|---------------------|---------------------|-------------------|
| 1. Hose clamp       | 2. CVT water hose A | 3. CVT water tube |
| 4. CVT water hose B | 5. CVT water hose C |                   |
| A. Water inlet      | B. CVT fluid cooler | C. Water outlet   |

Refer to [GI-4, "Components"](#) for symbols in the figure.

## WATER HOSE (WITH FLUID COOLER) : Removal and Installation

INFOID:000000005252600

### REMOVAL

#### **WARNING:**

- Never remove radiator cap when engine is hot. Serious burns may occur from high-pressure engine coolant escaping from radiator.
- Wrap a thick cloth around the radiator cap. Slowly turn it a quarter of a turn to release built-up pressure. Then turn it all the way.

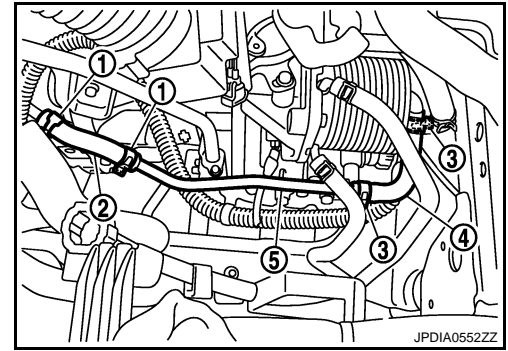
1. Remove air duct (inlet). Refer to [EM-28, "Exploded View"](#).
2. Remove battery and battery bracket. Refer to [PG-95, "Exploded View"](#).

# FLUID COOLER SYSTEM

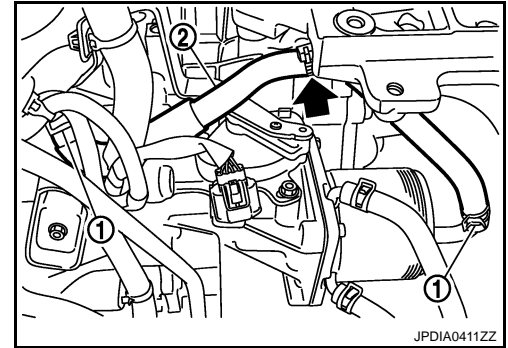
[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

3. Remove hose clamps (1), and remove CVT water hose A (2).
4. Remove hose clamps (3), and remove CVT water hose B (4).
5. Remove CVT water tube (5) from transaxle assembly.



6. Remove clip (←).
7. Remove hose clamps (1), and remove CVT water hose C (2).



## INSTALLATION

Note the following, and install in the reverse order of removal.

CVT water hose	Hose end	Paint mark	Position of hose clamp*
CVT water hose A	Water inlet	Facing upward	B
	CVT water tube	Facing forward	C
CVT water hose B	CVT water tube	Facing forward	B
	CVT fluid cooler	Facing forward	C
CVT water hose C	CVT fluid cooler	Facing forward	A
	Water outlet	Facing forward	A

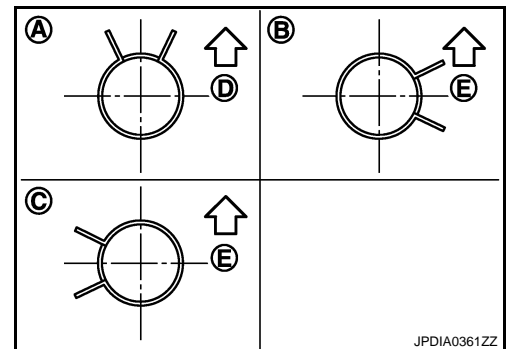
\*: Refer to the illustrations for the specific position each hose clamp tab.

- The illustrations indicate the view from the hose ends.

←D : Front

←E : Upper

- When installing hose clamps the center line of each clamp tab should be positioned as shown in the figure.



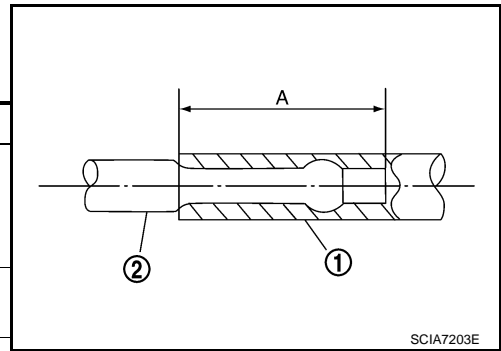
# FLUID COOLER SYSTEM

[CVT: RE0F10A]

## < REMOVAL AND INSTALLATION >

- Insert CVT water hose according to dimension (A) described below.

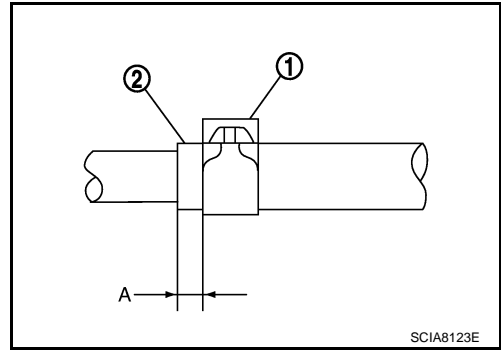
(1)	(2)	Distance A
CVT water hose A	Water inlet	27 mm (1.06 in)
	CVT water tube	
CVT water hose B	CVT water tube	End reaches the tube bend R position.
	CVT fluid cooler	
CVT water hose C	CVT fluid cooler	End reaches the tube bend R position.
	Water outlet	



- Set hose clamps (1) from the end of fluid cooler hose (2) according to dimension (A) described below.

**Dimension A : 5 – 7 mm (0.20 – 0.28 in)**

- Hose clamp should not interfere with the bulge.



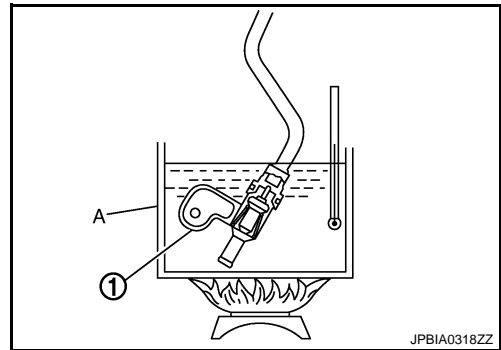
## WATER HOSE (WITH FLUID COOLER) : Inspection

INFOID:000000005252601

### INSPECTION AFTER REMOVAL

#### Heater Thermostat

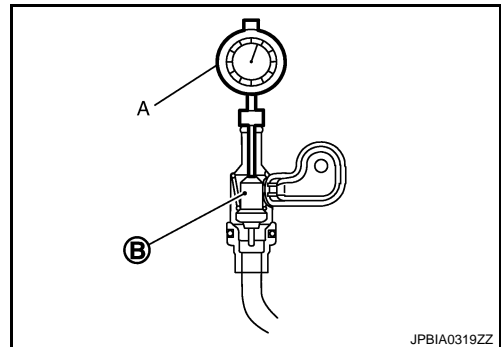
- Fully immerse the heater thermostat (1) in a container (A) filled with water. Continue heating the water while stirring.
- Continue heating the heater thermostat for 5 minutes or more after bringing the water to a boil.
- Quickly take the heater thermostat out of the hot water, measure the heater thermostat within 10 seconds.



- Place dial indicator (A) on the pellet (B) and measure the elongation from the initial state.

**Standard : [TM-218. "Heater Thermostat"](#)**

- If out of the standard, replace heater thermostat.



### INSPECTION AFTER INSTALLATION

Check for engine coolant leakage and check engine coolant level. Refer to [CO-10. "Inspection"](#).

## FLUID COOLER

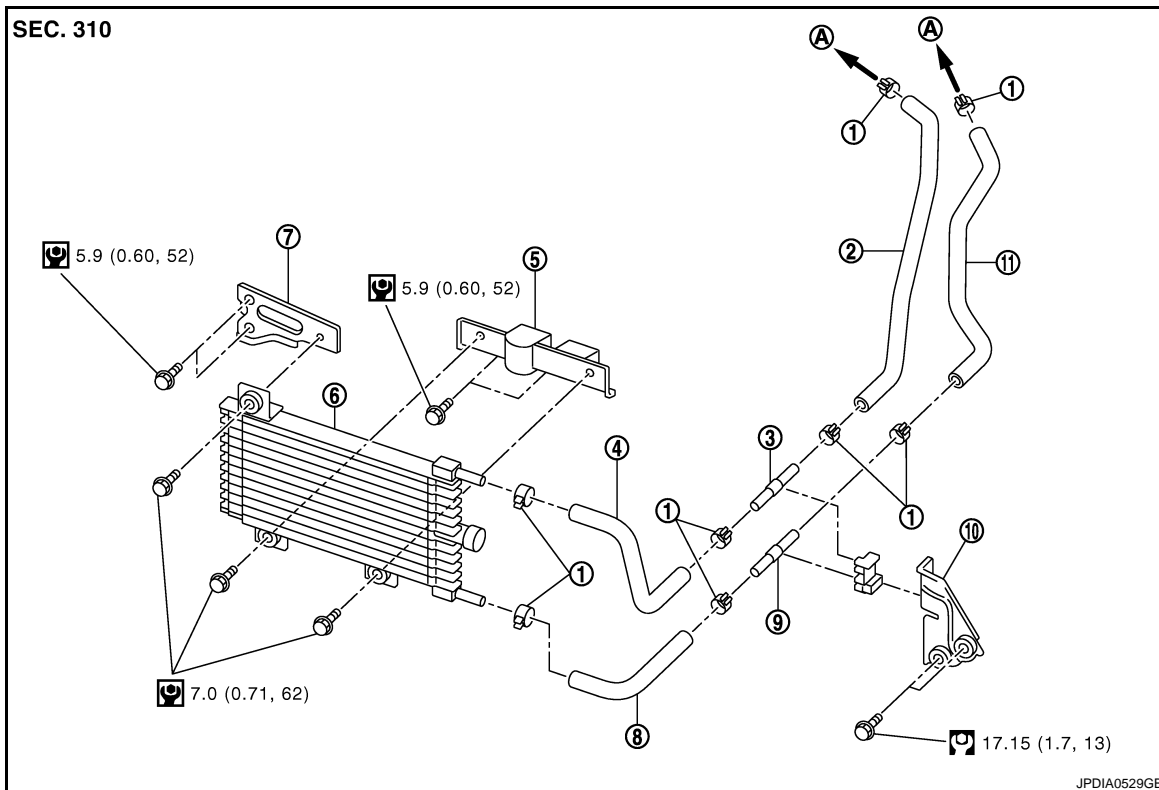
# FLUID COOLER SYSTEM

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

## FLUID COOLER : Exploded view

INFOID:000000005252602



- |                        |                         |                      |
|------------------------|-------------------------|----------------------|
| 1. Hose clamp          | 2. Fluid cooler hose A  | 3. Fluid cooler tube |
| 4. Fluid cooler hose C | 5. Bracket              | 6. Fluid cooler      |
| 7. Bracket             | 8. Fluid cooler hose D  | 9. Fluid cooler tube |
| 10. Bracket            | 11. Fluid cooler hose B |                      |
- A. To CVT fluid cooler

Refer to [GI-4, "Components"](#) for symbols in the figure.

## FLUID COOLER : Removal and Installation

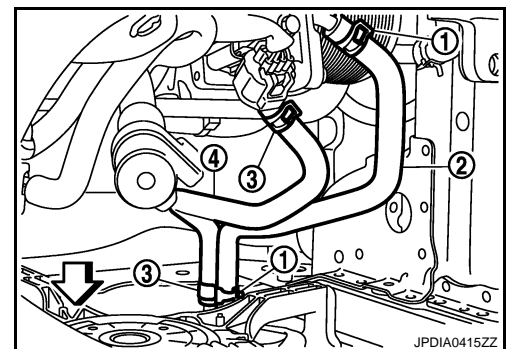
INFOID:000000005252603

### REMOVAL

1. Remove engine under cover with power tool.
2. Remove front bumper assembly. Refer to [EXT-13, "Exploded View"](#).
3. Remove air duct (inlet). Refer to [EM-28, "Exploded View"](#).
4. Remove hose clamps (1) and fluid cooler hose A (2).

← : Vehicle front

5. Remove hose clamps (3) and fluid cooler hose B (4).



# FLUID COOLER SYSTEM

## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

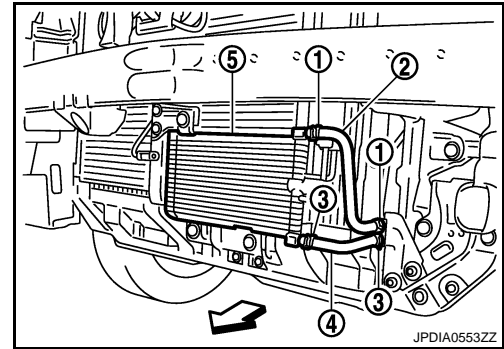
6. Remove hose clamps (1) and fluid cooler hose C (2).

← : Vehicle front

7. Remove hose clamps (3) and fluid cooler hose D (4).

8. Remove fluid cooler (5).

9. Remove fluid cooler tubes and bracket.



JPDIA0553ZZ

## INSTALLATION

Note the following, and install in the reverse order of removal.

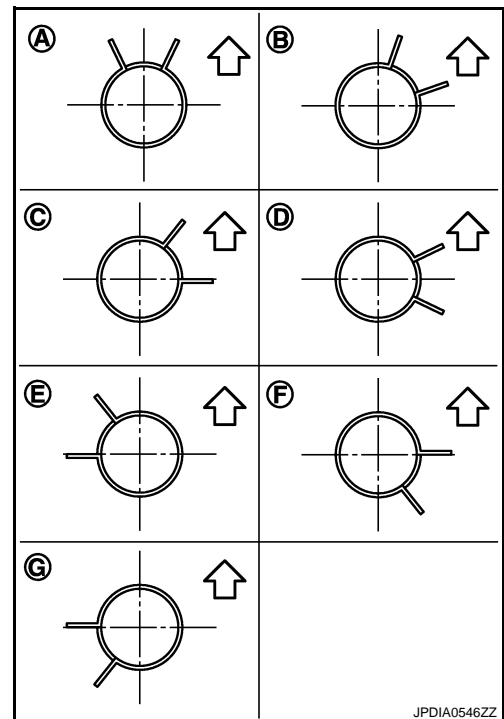
Fluid cooler hose	Hose end	Paint mark	Position of hose clamp*
Fluid cooler hose A	CVT fluid cooler side	Facing upward	B
	Fluid cooler tube side	Facing upward left of the vehicle at 25°	C
Fluid cooler hose B	CVT fluid cooler side	Facing upward	A
	Fluid cooler tube side	Facing downward left of the vehicle at 25°	F
Fluid cooler hose C	Fluid cooler side	Facing forward	D
	Fluid cooler tube side	Facing upward left of the vehicle at 25°	E
Fluid cooler hose D	Fluid cooler side	Facing forward	D
	Fluid cooler tube side	Facing downward left of the vehicle at 25°	G

\*: Refer to the illustrations for the specific position of each hose clamp tab.

- The illustrations indicate the view from the hose ends.

← : Upper

- When installing hose clamps the center line of each clamp tab should be positioned as shown in the figure.



JPDIA0546ZZ

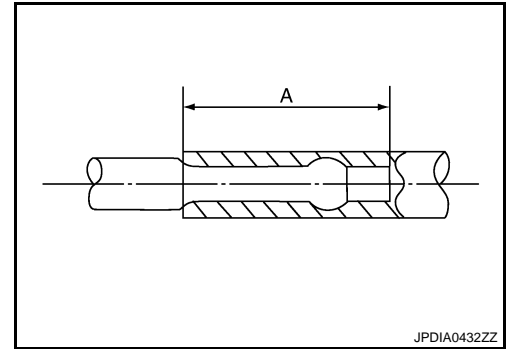
# FLUID COOLER SYSTEM

## < REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

- Insert fluid cooler hoses according to dimension (A) described below.

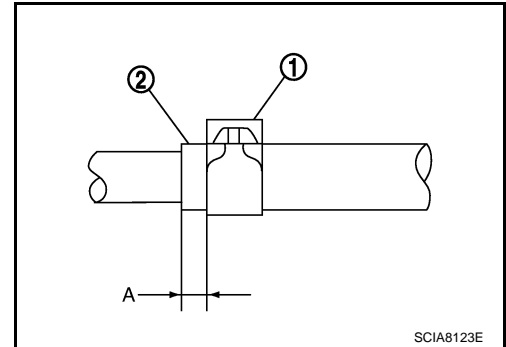
**Dimension A : 30 mm (1.18 in)**



- Set hose clamps (1) from the end of fluid cooler hose (2) according to dimension (A) described below.

**Dimension A : 5 – 7 mm (0.20 – 0.28 in)**

- Hose clamp should not interfere with the bulge.



## FLUID COOLER : Inspection

INFOID:000000005252604

### INSPECTION AFTER INSTALLATION

Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).

# TRANSAXLE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

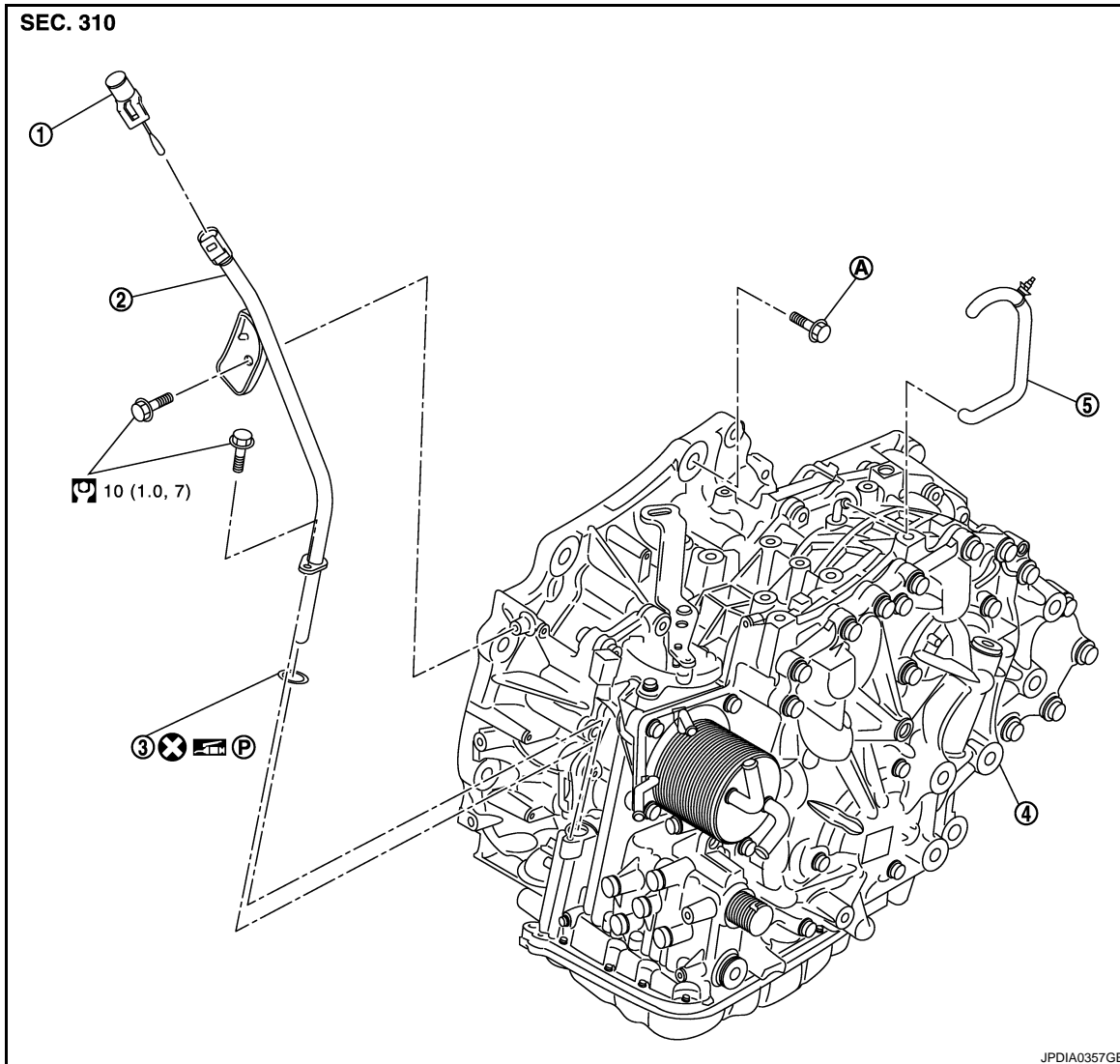
## UNIT REMOVAL AND INSTALLATION

### TRANSAXLE ASSEMBLY

2WD

2WD : Exploded View

INFOID:000000005252605



- |                          |                            |           |
|--------------------------|----------------------------|-----------|
| 1. CVT fluid level gauge | 2. CVT fluid charging pipe | 3. O-ring |
| 4. Transaxle assembly    | 5. Air breather hose       |           |

A. For tightening torque, refer to [TM-207, "2WD : Removal and Installation"](#).

Refer to [GI-4, "Components"](#) for symbols in the figure.

### 2WD : Removal and Installation

INFOID:000000005252606

#### REMOVAL

##### **WARNING:**

Never remove the reservoir tank cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the reservoir tank.

##### **CAUTION:**

- Perform this step engine is cold.

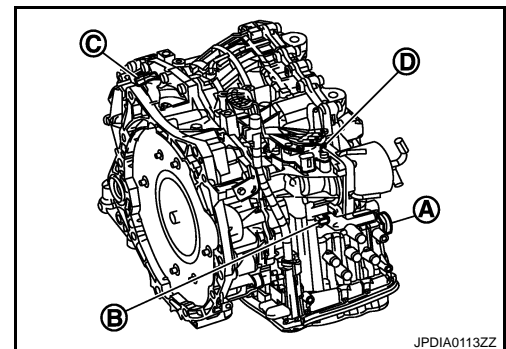
# TRANSAXLE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

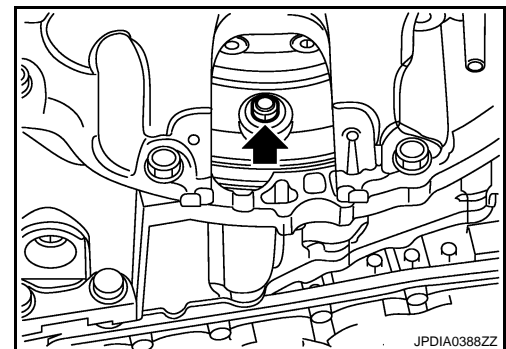
[CVT: RE0F10A]

- When replacing TCM and transaxle assembly as a set, replace transaxle assembly first and then replace TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

1. Remove battery and battery bracket. Refer to [PG-95, "Exploded View"](#).
2. Remove air breather hose. Refer to [TM-197, "Exploded View"](#).
3. Remove air duct (inlet). Refer to [EM-28, "Exploded View"](#).
4. Remove air cleaner case. Refer to [EM-28, "Exploded View"](#).
5. Remove engine under cover with power tool.
6. Drain engine coolant. Refer to [CO-10, "Draining"](#).
7. Remove CVT fluid level gauge.
8. Remove CVT fluid charging pipe from transaxle assembly.
9. Remove O-ring from CVT fluid charging pipe.
10. Disconnect fluid cooler hose from transaxle assembly (with fluid cooler only). Refer to [TM-204, "FLUID COOLER : Exploded view"](#).
11. Disconnect the following harness connectors and wire harnesses.
  - CVT unit connector (A).
  - Primary speed sensor connector (B).
  - Secondary speed sensor connector (C).
  - Transmission range switch connector (D).
12. Remove harness and clip from transaxle assembly.
13. Remove CVT water hoses. Refer to [TM-198, "WATER HOSE \(WITHOUT FLUID COOLER\) : Exploded View"](#) (without fluid cooler), [TM-201, "WATER HOSE \(WITH FLUID COOLER\) : Exploded View"](#) (with fluid cooler).
14. Remove control cable from bracket. Refer to [TM-178, "Exploded View"](#).
15. Remove control cable bracket. Refer to [TM-178, "Exploded View"](#).
16. Remove starter motor. Refer to [STR-16, "2WD : Exploded View"](#).
17. Remove rear plate cover. Refer to [EM-35, "Exploded View"](#).
18. Turn crankshaft, and remove the four tightening nuts (←) for drive plate and torque converter.  
**CAUTION:**  
**When turning crankshaft, turn it clockwise as viewed from the front of the engine.**
19. Remove exhaust front tube. Refer to [EX-5, "Exploded View"](#).
20. Remove front drive shafts. Refer to [FAX-18, "Exploded View"](#).
21. Remove front suspension member from vehicle. Refer to [FSU-18, "Exploded View"](#).
22. Support transaxle assembly with a transmission jack.  
**CAUTION:**  
**When setting the transmission jack, be careful not to collide against drain plug.**
23. Support engine assembly with a transmission jack.  
**CAUTION:**  
**When setting the transmission jack, be careful not to collide against drain plug.**
24. Remove engine mounting insulator (LH). Refer to [EM-62, "Exploded View"](#).
25. Remove bolts fixing transaxle assembly to engine assembly.
26. Remove transaxle assembly from vehicle.  
**CAUTION:**
  - Secure torque converter to prevent it from dropping.
  - Secure transaxle assembly to a transmission jack.



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JPDIA0388ZZ

## INSTALLATION

Note the following, and install in the reverse order of removal.



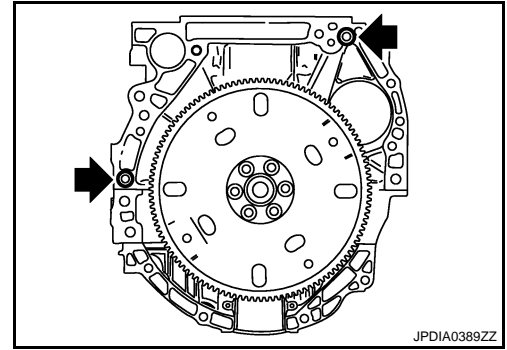
# TRANSAXLE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

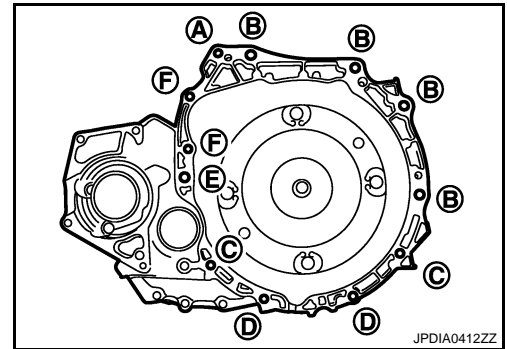
[CVT: RE0F10A]

**CAUTION:**

Check fitting of dowel pin (←) when installing transaxle assembly to engine assembly.

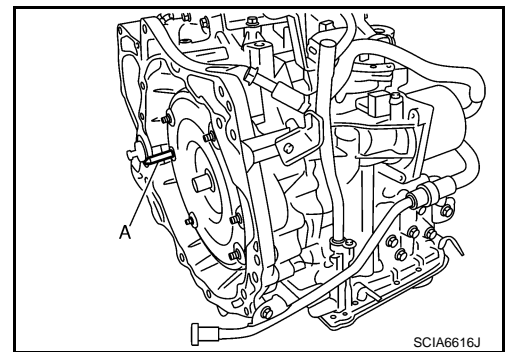


When installing transaxle assembly to the engine assembly, attach the fixing bolts in accordance with the following.

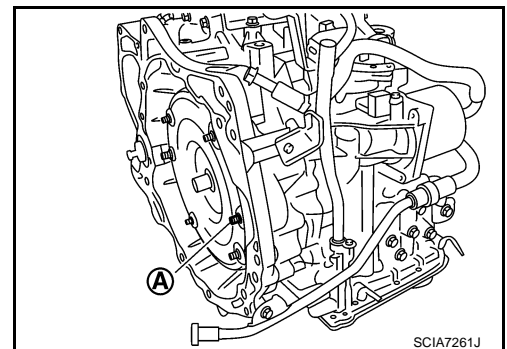


Insertion direction	Transaxle assembly to engine assembly		Engine assembly to transaxle assembly			
	A	B	C	D	E	F
Bolt position	A	B	C	D	E	F
Number of bolts	1	4	2	2	1	2
Bolt length mm (in)	45 (1.77)		45 (1.77)	35 (1.38)	45 (1.77)	60 (2.36)
Tightening torque N·m (kg·m, ft·lb)	35.3 (3.6, 26)	74.5 (7.6, 55)	42.6 (4.3, 31)		74.5 (7.6, 55)	50 (5.1, 37)

- Set and screw in the drive plate location guide (commercial service tool: 31197CA000) (A) onto the stud bolts for the torque converter.



- When not using drive plate location guide, rotate torque converter so that the stud bolt (A) for mounting the drive plate location guide of torque converter aligns with the mounting position of starter motor.



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# TRANSAXLE ASSEMBLY

## < UNIT REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

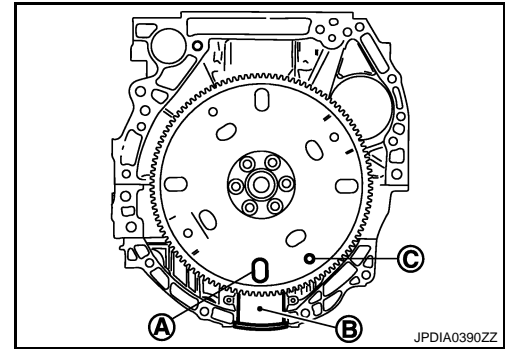
- Rotate crankshaft so that the hole (A) for inserting drive plate location guide of drive plate aligns with the service hole (B).

### NOTE:

When not using drive plate location guide, insert stud bolt of torque converter into the hole (C) of drive plate, aligning the drive plate hole position and torque converter.

### CAUTION:

Be careful not to strike the drive plate when installing the torque converter stud bolt.

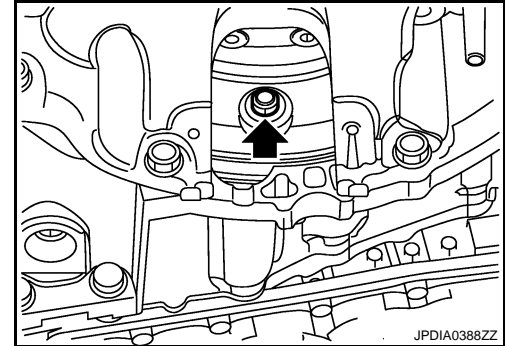


- Align the position of tightening nuts (←) for drive plate with those of the torque converter, and temporarily tighten the nuts. Then, tighten the bolts to the specified torque.

 : 51 N·m (5.2 kg·m, 38 ft·lb)

### CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the nuts for the torque converter after fixing the crankshaft pulley bolts, confirm the tightening torque of the crankshaft pulley mounting bolts. Refer to [EM-70, "Exploded View"](#).
- Rotate crankshaft several turns and check that transaxle rotates freely without binding after converter is installed to drive plate.
- Never reuse O-ring.
- Apply grease to O-ring.



## 2WD : Inspection and Adjustment

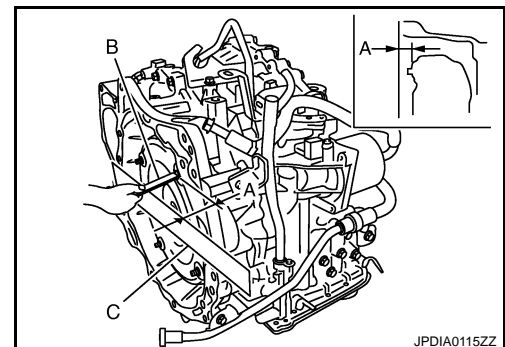
INFOID:000000005576048

### INSPECTION BEFORE INSTALLATION

After inserting a torque converter to transaxle assembly, check that distance (A) is within the reference value limit.

- B : Scale
- C : Straightedge

Dimension A : Refer to [TM-218, "Torque Converter"](#).



### INSPECTION AFTER INSTALLATION

Check the following.

- Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).
- Check CVT position. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).
- Start and warm up the engine. Visually check that there is no leakage of engine coolant and CVT fluid.

### ADJUSTMENT AFTER INSTALLATION

Erase TCM data.

- Erase CVT fluid degradation level data. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).
- When replacing the transaxle assembly, erase EEPROM in TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

## AWD

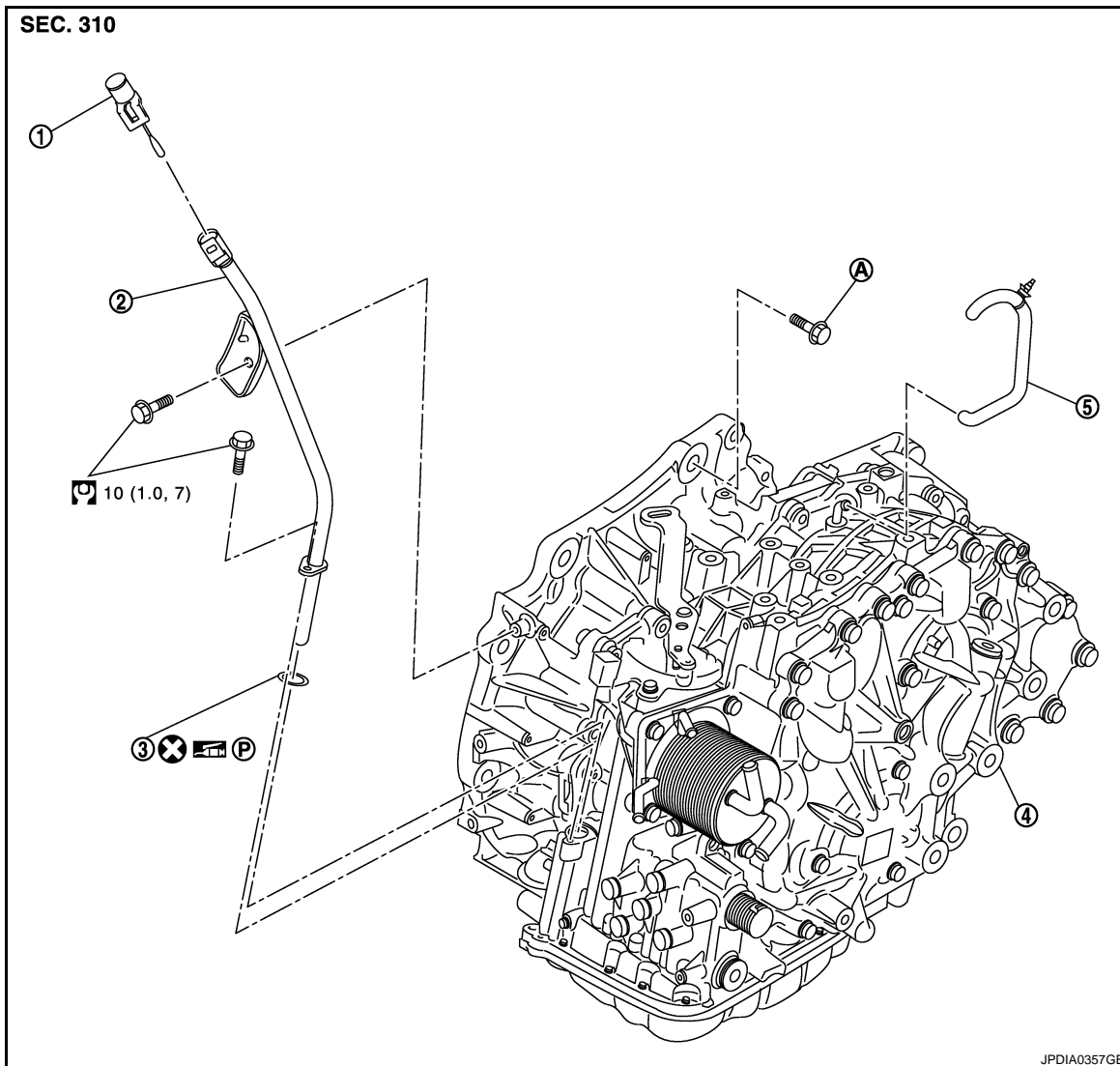
# TRANSAXLE ASSEMBLY

< UNIT REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

AWD : Exploded View

INFOID:000000005252608



1. CVT fluid level gauge
  2. CVT fluid charging pipe
  3. O-ring
  4. Transaxle assembly
  5. Air breather hose
- A. For tightening torque, refer to [TM-211, "AWD : Removal and Installation"](#).

Refer to [GI-4, "Components"](#) for symbols in the figure.

## AWD : Removal and Installation

INFOID:000000005252609

### REMOVAL

#### **WARNING:**

Never remove the reservoir tank cap when the engine is hot. Serious burns could occur from high-pressure engine coolant escaping from the reservoir tank.

#### **CAUTION:**

- Perform this step engine is cold.
- When replacing TCM and transaxle assembly as a set, replace transaxle assembly first and then replace TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

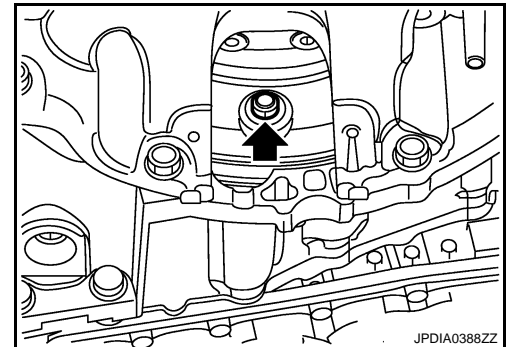
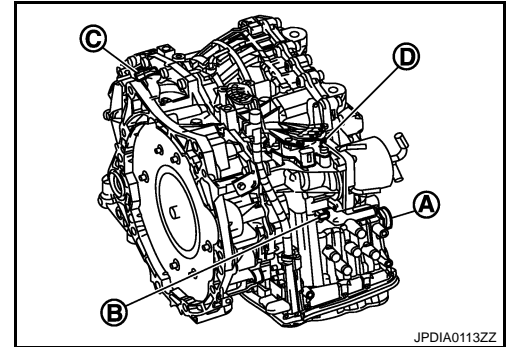
1. Remove battery and battery bracket. Refer to [PG-95, "Exploded View"](#).
2. Remove air breather hose. Refer to [TM-197, "Exploded View"](#).
3. Remove air duct (inlet). Refer to [EM-28, "Exploded View"](#).

# TRANSAXLE ASSEMBLY

[CVT: RE0F10A]

## < UNIT REMOVAL AND INSTALLATION >

4. Remove air cleaner case. Refer to [EM-28, "Exploded View"](#).
5. Remove engine under cover with power tool.
6. Drain engine coolant. Refer to [CO-10, "Draining"](#).
7. Remove CVT fluid level gauge.
8. Remove CVT fluid charging pipe from transaxle assembly.
9. Remove O-ring from CVT fluid charging pipe.
10. Disconnect fluid cooler hose from transaxle assembly (with fluid cooler only). Refer to [TM-204, "FLUID COOLER : Exploded view"](#).
11. Disconnect the following harness connectors and wire harnesses.
  - CVT unit connector (A).
  - Primary speed sensor connector (B).
  - Secondary speed sensor connector (C).
  - Transmission range switch connector (D).
12. Remove harness and clip from the transaxle assembly.
13. Remove CVT water hoses. Refer to [TM-198, "WATER HOSE \(WITHOUT FLUID COOLER\) : Exploded View"](#) (without fluid cooler), [TM-201, "WATER HOSE \(WITH FLUID COOLER\) : Exploded View"](#) (with fluid cooler).
14. Remove control cable from bracket. Refer to [TM-178, "Exploded View"](#).
15. Remove control cable bracket. Refer to [TM-178, "Exploded View"](#).
16. Remove starter motor. Refer to [STR-18, "AWD : Exploded View"](#).
17. Remove rear plate cover. Refer to [EM-35, "Exploded View"](#).
18. Turn crankshaft, and remove the four tightening nuts (←) for drive plate and torque converter.  
**CAUTION:**  
**When turning crankshaft, turn it clockwise as viewed from the front of the engine.**
19. Remove exhaust front tube. Refer to [EX-5, "Exploded View"](#).
20. Separate the propeller shaft. Refer to [DLN-87, "Exploded View"](#).
21. Remove front drive shafts. Refer to [FAX-42, "Exploded View"](#).
22. Remove front suspension member from vehicle. Refer to [FSU-18, "Exploded View"](#).
23. Remove transfer assembly from transaxle assembly with power tool. Refer to [DLN-58, "Exploded View"](#).
24. Support transaxle assembly with a transmission jack.  
**CAUTION:**  
**When setting the transmission jack, be careful not to collide against drain plug.**
25. Support engine assembly with a transmission jack.  
**CAUTION:**  
**When setting the transmission jack, be careful not to collide against drain plug.**
26. Remove engine mounting insulator (LH). Refer to [EM-62, "Exploded View"](#).
27. Remove bolts fixing transaxle assembly to engine assembly.
28. Remove transaxle assembly from vehicle.  
**CAUTION:**
  - Secure torque converter to prevent it from dropping.
  - Secure transaxle assembly to a transmission jack.



## INSTALLATION

Note the following, and install in the reverse order of removal.

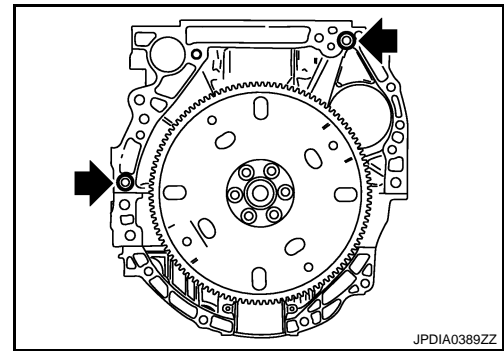
**CAUTION:**

# TRANSAXLE ASSEMBLY

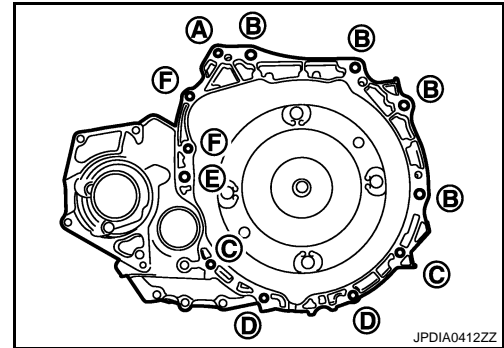
< UNIT REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

Check fitting of dowel pin (←) when installing transaxle assembly to engine assembly.

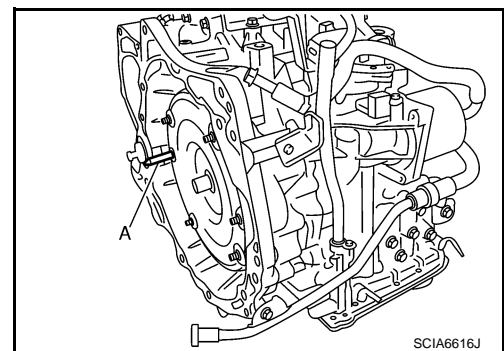


When installing transaxle assembly to the engine assembly, attach the fixing bolts in accordance with the following.

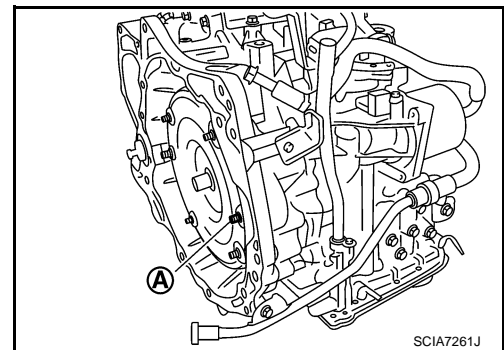


Insertion direction	Transaxle assembly to engine assembly		Engine assembly to transaxle assembly			
	A	B	C	D	E	F
Bolt position	A	B	C	D	E	F
Number of bolts	1	4	2	2	1	2
Bolt length mm (in)	45 (1.77)		45 (1.77)	35 (1.38)	45 (1.77)	60 (2.36)
Tightening torque N·m (kg·m, ft·lb)	35.3 (3.6, 26)	74.5 (7.6, 55)	42.6 (4.3, 31)		74.5 (7.6, 55)	50 (5.1, 37)

- Set and screw in the drive plate location guide (commercial service tool: 31197CA000) (A) onto the stud bolts for the torque converter.



- When not using drive plate location guide, rotate torque converter so that the stud bolt (A) for mounting the drive plate location guide of torque converter aligns with the mounting position of starter motor.



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# TRANSAXLE ASSEMBLY

## < UNIT REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

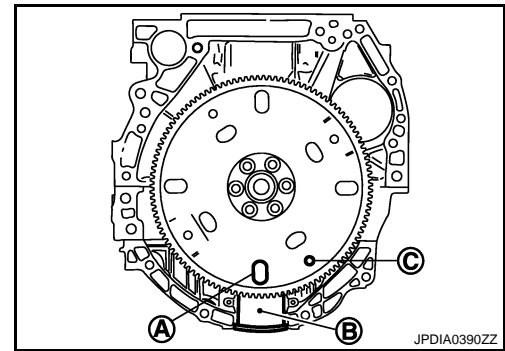
- Rotate crankshaft so that the hole (A) for inserting drive plate location guide of drive plate aligns with the service hole (B).

### NOTE:

When not using drive plate location guide, insert stud bolt of torque converter into the hole (C) of drive plate, aligning the drive plate hole position and torque converter.

### CAUTION:

Be careful not to strike the drive plate when installing the torque converter stud bolt.

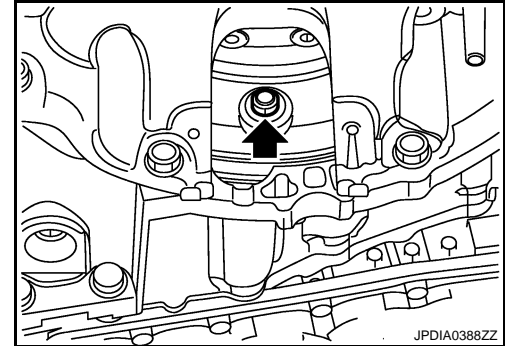


- Align the position of tightening nuts (←) for drive plate with those of the torque converter, and temporarily tighten the nuts. Then, tighten the bolts to the specified torque.

 : 51 N·m (5.2 kg·m, 38 ft·lb)

### CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the nuts for the torque converter after fixing the crankshaft pulley bolts, confirm the tightening torque of the crankshaft pulley mounting bolts. Refer to [EM-70, "Exploded View"](#).
- Rotate crankshaft several turns and check that transaxle rotates freely without binding after converter is installed to drive plate.
- Never reuse O-ring.
- Apply grease to O-ring.



## AWD : Inspection and Adjustment

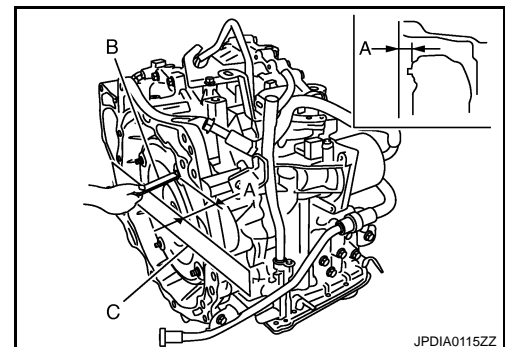
INFOID:000000005576049

### INSPECTION BEFORE INSTALLATION

After inserting a torque converter to transaxle assembly, check that dimension (A) is within the reference value limit.

- B : Scale
- C : Straightedge

Dimension A : Refer to [TM-218, "Torque Converter"](#).



### INSPECTION AFTER INSTALLATION

Check the following.

- Check for CVT fluid leakage and check CVT fluid level. Refer to [TM-155, "Inspection"](#).
- Check CVT position. Refer to [TM-169, "WITHOUT MANUAL MODE : Inspection and Adjustment"](#) (without manual mode), [TM-169, "WITH MANUAL MODE : Inspection and Adjustment"](#) (with manual mode).
- Start and warm up the engine. Visually check that there is no leakage of engine coolant and CVT fluid.

### ADJUSTMENT AFTER INSTALLATION

Erase TCM data.

- Erase CVT fluid degradation level data. Refer to [TM-44, "CONSULT-III Function \(TRANSMISSION\)"](#).
- When replacing the transaxle assembly, erase EEP ROM in TCM. Refer to [TM-9, "ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM, Transaxle Assembly, or Control Valve"](#).

# TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL

< UNIT DISASSEMBLY AND ASSEMBLY >

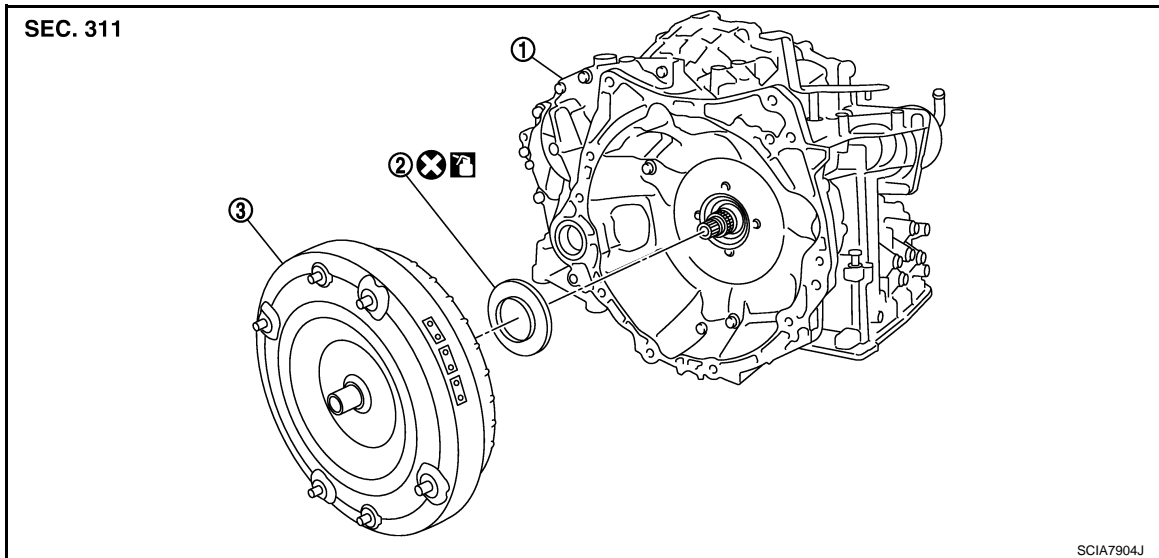
[CVT: RE0F10A]

## UNIT DISASSEMBLY AND ASSEMBLY

### TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL

Exploded View

INFOID:000000005252611



1. Transaxle assembly
2. Converter housing oil seal
3. Torque converter

 : Apply CVT Fluid NS-2.

Refer to [GI-4, "Components"](#) for symbols not described above.

### Disassembly

INFOID:000000005252612

1. Remove transaxle assembly. Refer to [TM-207, "2WD : Exploded View"](#) (2WD), [TM-211, "AWD : Exploded View"](#) (AWD).
2. Remove torque converter from transaxle assembly.  
**CAUTION:**  
**Never damage bushing inside of torque converter sleeve when removing torque converter.**
3. Remove converter housing oil seal using a flat-bladed screwdriver.  
**CAUTION:**  
**Be careful not to scratch converter housing.**

### Assembly

INFOID:000000005252613

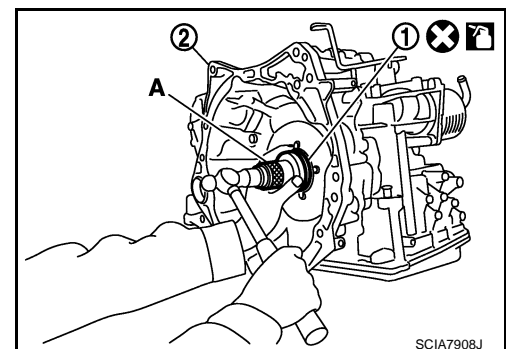
Note the following, and install in the reverse order of removal.

- Drive converter housing oil seal (1) evenly using a drift (A) (commercial service tool) so that converter housing oil seal protrudes by the dimension (B) respectively.

Unit: mm (in)

Commercial service tool: A	Outer diameter: 65 (2.56)
	Inner diameter: 60 (2.36)

- 2 : Transaxle assembly



# TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL

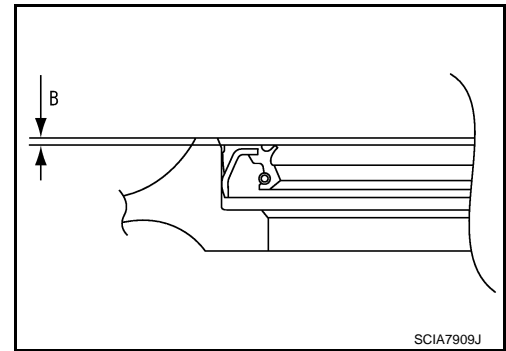
< UNIT DISASSEMBLY AND ASSEMBLY >

[CVT: RE0F10A]

Unit: mm (in)	
Dimension B	$1.0 \pm 0.5$ ( $0.039 \pm 0.020$ )

**NOTE:**

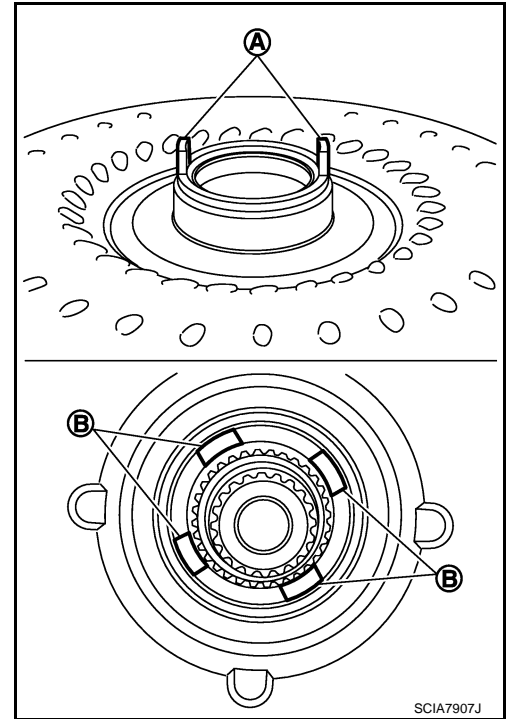
Converter housing oil seal pulling direction is used as the reference.



- Attach the pawl (A) of the torque converter to the drive sprocket hole (B) on the transaxle assembly side.

**CAUTION:**

- Rotate the torque converter for installing torque converter.
- Never damage the bushing inside the torque converter sleeve when installing the converter housing oil seal.
- Never reuse converter housing oil seal.
- Apply CVT fluid to converter housing oil seal.



## Inspection

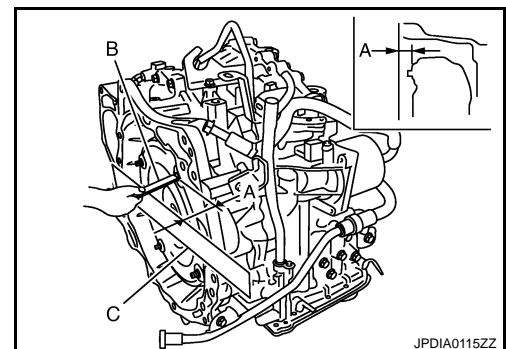
INFOID:000000005252614

### INSPECTION AFTER INSTALLATION

After inserting a torque converter to transaxle assembly, check distance (A) is within the reference value limit.

- B : Scale
- C : Straightedge

**Dimension A** : Refer to [TM-218, "Torque Converter"](#).





# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F10A]

## SERVICE DATA AND SPECIFICATIONS (SDS)

### SERVICE DATA AND SPECIFICATIONS (SDS)

#### General Specification

INFOID:000000005252615

Applied model	QR25DE engine							
	2WD				AWD			
CVT model	RE0F10A							
CVT assembly model code number	1XT7E	1XT8A	1XT8B	1XT8C	1XT9C	1XT9D	1XT9E	1XT3B
Transmission gear ratio	D range	2.349 – 0.394						
	Reverse	1.750						
	Final drive	6.120						
Recommended fluid	Genuine NISSAN CVT Fluid NS-2* <sup>1</sup>							
Fluid capacity liter (US qt, Imp qt)	7.3 (7-3/4, 6-3/8)* <sup>2</sup>	7.5 (7-7/8, 6-5/8)* <sup>2</sup>	8.3 (8-3/4, 7-1/4)* <sup>2</sup>	8.5 (9, 7-1/2)* <sup>2</sup>				

**CAUTION:**

- Use only Genuine NISSAN CVT Fluid NS-2. Never mix with other fluid.
- Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the NISSAN new vehicle limited warranty.

\*1: Refer to [MA-14. "FOR NORTH AMERICA : Fluids and Lubricants"](#) (for north America), [MA-15. "FOR MEXICO : Fluids and Lubricants"](#) (for Mexico).

\*2: The fluid capacity is the reference value. Check the fluid level with CVT fluid level gauge.

#### Vehicle Speed When Shifting Gears

INFOID:000000005252616

Numerical value data are reference values.

Unit: rpm

Throttle position	Shift pattern	Engine speed	
		At 40 km/h (25 MPH)	At 60 km/h (37 MPH)
8/8	"D" position	3,300 – 4,200	4,300 – 5,200
	Overdrive OFF condition*	3,300 – 4,200	4,300 – 5,200
	"L" position*	3,300 – 4,200	4,300 – 5,200
2/8	"D" position	1,000 – 2,800	1,200 – 3,200
	Overdrive OFF condition*	2,200 – 3,000	2,800 – 3,600
	"L" position*	3,200 – 4,100	4,100 – 4,900

\*: Without manual mode

**CAUTION:**

Lock-up clutch is engaged when vehicle speed is approximately 18 km/h (11 MPH) to 90 km/h (56 MPH).

#### Stall Speed

INFOID:000000005252617

Stall speed	2,500 – 3,000 rpm
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#### Line Pressure

INFOID:000000005252618

Unit: kPa (kg/cm<sup>2</sup>, psi)

Engine speed	Line pressure
	"R", "D" and "L" positions
At idle	750 (7.65, 108.8)
At stall	5,700 (58.14, 826.5)

# SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F10A]

\*: Without manual mode

## Solenoid Valves

INFOID:000000005252619

Name	Terminal	Resistance (Approx.)
Pressure control solenoid valve B (secondary pressure solenoid valve)	3	3.0 – 9.0 Ω
Pressure control solenoid valve A (line pressure solenoid valve)	2	
Torque converter clutch solenoid valve	12	
Lock-up select solenoid valve	13	17.0 – 38.0 Ω

## CVT Fluid Temperature Sensor

INFOID:000000005252620

Name	Condition	CONSULT-III "DATA MONITOR" (Approx.)	Resistance (Approx.)
CVT fluid temperature sensor	When CVT fluid temperature is 20°C (68°F)	2.0 V	6.5 kΩ
	When CVT fluid temperature is 80°C (176°F)	1.0 V	0.9 kΩ

## Primary Speed Sensor

INFOID:000000005252621

Name	Condition		Data (Approx.)
Primary speed sensor	Without manual mode	When driving ["L" position, 20 km/h (12 MPH)]	900 Hz
	With manual mode	When driving ["M1" position, 20 km/h (12 MPH)]	760 Hz

## Secondary Speed Sensor

INFOID:000000005252622

Name	Condition	Data (Approx.)
Secondary speed sensor	When driving ["D" position, 20 km/h (12 MPH)]	470 Hz

## Heater Thermostat

INFOID:000000005252623

Standard

Valve lift	More than 4.5 mm (0.177 in)
Reference value	
Valve opening temperature	82°C (180°F)
Maximum valve lift	5.0 mm/95°C (0.197 in/203°F)

## Torque Converter

INFOID:000000005252624

Dimension between end of converter housing and torque converter	14.4 mm (0.567 in)
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