

# SECTION **AT**

## AUTOMATIC TRANSMISSION

A  
B  
**AT**

### CONTENTS

|   |  |
|---|--|
| <p><b>INDEX FOR DTC</b> ..... 5</p> <p style="padding-left: 20px;">Alphabetical Index ..... 5</p> <p style="padding-left: 20px;">DTC No. Index ..... 6</p> <p><b>PRECAUTIONS</b> ..... 7</p> <p style="padding-left: 20px;">Precautions for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" ..... 7</p> <p style="padding-left: 20px;">Precautions for Battery Service ..... 7</p> <p style="padding-left: 20px;">Precautions for On Board Diagnostic (OBD) System of A/T and Engine ..... 7</p> <p style="padding-left: 20px;">Precautions ..... 8</p> <p style="padding-left: 20px;">Service Notice or Precautions ..... 8</p> <p style="padding-left: 20px;">Wiring Diagrams and Trouble Diagnosis ..... 9</p> <p><b>PREPARATION</b> ..... 10</p> <p style="padding-left: 20px;">Special Service Tools ..... 10</p> <p style="padding-left: 20px;">Commercial Service Tools ..... 11</p> <p><b>A/T FLUID</b> ..... 12</p> <p style="padding-left: 20px;">Changing A/T Fluid ..... 12</p> <p style="padding-left: 20px;">Checking A/T Fluid ..... 12</p> <p style="padding-left: 20px;">A/T Fluid Cooler Cleaning ..... 14</p> <p><b>A/T CONTROL SYSTEM</b> ..... 17</p> <p style="padding-left: 20px;">Cross-Sectional View ..... 17</p> <p style="padding-left: 20px;">Shift Mechanism ..... 18</p> <p style="padding-left: 20px;">TCM Function ..... 29</p> <p style="padding-left: 20px;">CAN Communication ..... 30</p> <p style="padding-left: 20px;">Input/Output Signal of TCM ..... 30</p> <p style="padding-left: 20px;">Line Pressure Control ..... 31</p> <p style="padding-left: 20px;">Shift Control ..... 32</p> <p style="padding-left: 20px;">Lock-up Control ..... 33</p> <p style="padding-left: 20px;">Engine Brake Control ..... 35</p> <p style="padding-left: 20px;">Control Valve ..... 35</p> <p><b>ON BOARD DIAGNOSTIC (OBD) SYSTEM</b> ..... 37</p> <p style="padding-left: 20px;">Introduction ..... 37</p> <p style="padding-left: 20px;">OBD-II Function for A/T System ..... 37</p> <p style="padding-left: 20px;">One or Two Trip Detection Logic of OBD-II ..... 37</p> <p style="padding-left: 20px;">OBD-II Diagnostic Trouble Code (DTC) ..... 37</p> <p style="padding-left: 20px;">Malfunction Indicator Lamp (MIL) ..... 40</p> <p><b>TROUBLE DIAGNOSIS</b> ..... 41</p> <p style="padding-left: 20px;">DTC Inspection Priority Chart ..... 41</p> <p style="padding-left: 20px;">Fail-Safe ..... 41</p> | <p style="padding-left: 20px;">How To Perform Trouble Diagnosis For Quick and Accurate Repair ..... 43</p> <p style="padding-left: 20px;">A/T Electrical Parts Location ..... 48</p> <p style="padding-left: 20px;">Circuit Diagram ..... 49</p> <p style="padding-left: 20px;">Inspections Before Trouble Diagnosis ..... 50</p> <p style="padding-left: 20px;">Check Before Engine is Started ..... 53</p> <p style="padding-left: 20px;">Check at Idle ..... 54</p> <p style="padding-left: 20px;">Cruise Test - Part 1 ..... 55</p> <p style="padding-left: 20px;">Cruise Test - Part 2 ..... 57</p> <p style="padding-left: 20px;">Cruise Test - Part 3 ..... 58</p> <p style="padding-left: 20px;">Vehicle Speed When Shifting Gears ..... 60</p> <p style="padding-left: 20px;">Vehicle Speed When Performing and Releasing Complete Lock-up ..... 60</p> <p style="padding-left: 20px;">Vehicle Speed When Performing and Releasing Slip Lock-up ..... 60</p> <p style="padding-left: 20px;">Symptom Chart ..... 61</p> <p style="padding-left: 20px;">TCM Input/Output Signal Reference Values ..... 86</p> <p style="padding-left: 20px;">CONSULT-II ..... 87</p> <p style="padding-left: 20px;">Diagnostic Procedure Without CONSULT-II ..... 99</p> <p><b>DTC U1000 CAN COMMUNICATION LINE</b> ..... 101</p> <p style="padding-left: 20px;">Description ..... 101</p> <p style="padding-left: 20px;">On Board Diagnosis Logic ..... 101</p> <p style="padding-left: 20px;">Possible Cause ..... 101</p> <p style="padding-left: 20px;">DTC Confirmation Procedure ..... 101</p> <p style="padding-left: 20px;">Wiring Diagram — AT — CAN ..... 102</p> <p style="padding-left: 20px;">Diagnostic Procedure ..... 103</p> <p><b>DTC P0615 START SIGNAL CIRCUIT</b> ..... 104</p> <p style="padding-left: 20px;">Description ..... 104</p> <p style="padding-left: 20px;">CONSULT-II Reference Value ..... 104</p> <p style="padding-left: 20px;">On Board Diagnosis Logic ..... 104</p> <p style="padding-left: 20px;">Possible Cause ..... 104</p> <p style="padding-left: 20px;">DTC Confirmation Procedure ..... 104</p> <p style="padding-left: 20px;">Wiring Diagram — AT — STSIG ..... 105</p> <p style="padding-left: 20px;">Diagnostic Procedure ..... 106</p> <p><b>DTC P0700 TCM</b> ..... 108</p> <p style="padding-left: 20px;">Description ..... 108</p> <p style="padding-left: 20px;">On Board Diagnosis Logic ..... 108</p> <p style="padding-left: 20px;">Possible Cause ..... 108</p> <p style="padding-left: 20px;">DTC Confirmation Procedure ..... 108</p> <p style="padding-left: 20px;">Diagnostic Procedure ..... 108</p> |
|---|--|

D  
E  
F  
G  
H  
I  
J  
K  
L  
M

|   |            |   |            |
|---|------------|---|------------|
| <b>DTC P0705 PARK/NEUTRAL POSITION SWITCH</b>                 | <b>109</b> | DTC Confirmation Procedure                            | 127        |
| Description   | 109        | Diagnostic Procedure                                  | 127        |
| CONSULT-II Reference Value                                    | 109        | <b>DTC P1705 THROTTLE POSITION SENSOR</b>             | <b>128</b> |
| On Board Diagnosis Logic                                      | 109        | Description   | 128        |
| Possible Cause  | 109        | CONSULT-II Reference Value                            | 128        |
| DTC Confirmation Procedure                                    | 109        | On Board Diagnosis Logic                              | 128        |
| Wiring Diagram — AT — PNP/SW                                  | 110        | Possible Cause  | 128        |
| Diagnostic Procedure  | 111        | DTC Confirmation Procedure                            | 128        |
| <b>DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)</b> | <b>113</b> | Diagnostic Procedure                                  | 129        |
| Description   | 113        | <b>DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT</b> | <b>131</b> |
| CONSULT-II Reference Value                                    | 113        | Description   | 131        |
| On Board Diagnosis Logic                                      | 113        | CONSULT-II Reference Value                            | 131        |
| Possible Cause  | 113        | On Board Diagnosis Logic                              | 131        |
| DTC Confirmation Procedure                                    | 113        | Possible Cause  | 131        |
| Wiring Diagram — AT — VSSA/T                                  | 115        | DTC Confirmation Procedure                            | 131        |
| Diagnostic Procedure  | 116        | Wiring Diagram — AT — FTS                             | 132        |
| <b>DTC P0725 ENGINE SPEED SIGNAL</b>                          | <b>118</b> | Diagnostic Procedure                                  | 133        |
| Description   | 118        | Component Inspection                                  | 135        |
| CONSULT-II Reference Value                                    | 118        | <b>DTC P1716 TURBINE REVOLUTION SENSOR</b>            | <b>136</b> |
| On Board Diagnosis Logic                                      | 118        | Description   | 136        |
| Possible Cause  | 118        | CONSULT-II Reference Value                            | 136        |
| DTC Confirmation Procedure                                    | 118        | On Board Diagnosis Logic                              | 136        |
| Diagnostic Procedure  | 118        | Possible Cause  | 136        |
| <b>DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE</b>       | <b>120</b> | DTC Confirmation Procedure                            | 136        |
| Description   | 120        | Diagnostic Procedure                                  | 137        |
| CONSULT-II Reference Value                                    | 120        | <b>DTC P1721 VEHICLE SPEED SENSOR MTR</b>             | <b>138</b> |
| On Board Diagnosis Logic                                      | 120        | Description   | 138        |
| Possible Cause  | 120        | CONSULT-II Reference Value                            | 138        |
| DTC Confirmation Procedure                                    | 120        | On Board Diagnosis Logic                              | 138        |
| Diagnostic Procedure  | 121        | Possible Cause  | 138        |
| <b>DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)</b>               | <b>122</b> | DTC Confirmation Procedure                            | 138        |
| Description   | 122        | Diagnostic Procedure                                  | 139        |
| CONSULT-II Reference Value                                    | 122        | <b>DTC P1730 A/T INTERLOCK</b>                        | <b>140</b> |
| On Board Diagnosis Logic                                      | 122        | Description   | 140        |
| Possible Cause  | 122        | On Board Diagnosis Logic                              | 140        |
| DTC Confirmation Procedure                                    | 122        | Possible Cause  | 140        |
| Diagnostic Procedure  | 123        | DTC Confirmation Procedure                            | 140        |
| <b>DTC P0745 LINE PRESSURE SOLENOID VALVE</b>                 | <b>124</b> | Judgement of A/T Interlock                            | 140        |
| Description   | 124        | Diagnostic Procedure                                  | 141        |
| CONSULT-II Reference Value                                    | 124        | <b>DTC P1731 A/T 1ST ENGINE BRAKING</b>               | <b>143</b> |
| On Board Diagnosis Logic                                      | 124        | Description   | 143        |
| Possible Cause  | 124        | CONSULT-II Reference Value                            | 143        |
| DTC Confirmation Procedure                                    | 124        | On Board Diagnosis Logic                              | 143        |
| Diagnostic Procedure  | 125        | Possible Cause  | 143        |
| <b>DTC P1702 TRANSMISSION CONTROL MODULE (RAM)</b>            | <b>126</b> | DTC Confirmation Procedure                            | 143        |
| Description   | 126        | Diagnostic Procedure                                  | 144        |
| On Board Diagnosis Logic                                      | 126        | <b>DTC P1752 INPUT CLUTCH SOLENOID VALVE</b>          | <b>145</b> |
| Possible Cause  | 126        | Description   | 145        |
| DTC Confirmation Procedure                                    | 126        | CONSULT-II Reference Value                            | 145        |
| Diagnostic Procedure  | 126        | On Board Diagnosis Logic                              | 145        |
| <b>DTC P1703 TRANSMISSION CONTROL MODULE (ROM)</b>            | <b>127</b> | Possible Cause  | 145        |
| Description   | 127        | DTC Confirmation Procedure                            | 145        |
| On Board Diagnosis Logic                                      | 127        | Diagnostic Procedure                                  | 146        |
| Possible Cause  | 127        | <b>DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION</b> | <b>147</b> |
|   |            | Description   | 147        |
|   |            | CONSULT-II Reference Value                            | 147        |
|   |            | On Board Diagnosis Logic                              | 147        |

|  |            |   |            |
|--|------------|---|------------|
| Possible Cause .....   | 147        | Description .....   | 163        |
| DTC Confirmation Procedure .....   | 147        | CONSULT-II Reference Value .....  | 163        |
| Diagnostic Procedure .....   | 148        | On Board Diagnosis Logic .....  | 163        |
| <b>DTC P1757 FRONT BRAKE SOLENOID VALVE</b> .                              | <b>149</b> | Possible Cause .....  | 163        |
| Description .....  | 149        | DTC Confirmation Procedure .....  | 163        |
| CONSULT-II Reference Value .....   | 149        | Diagnostic Procedure .....  | 164        |
| On Board Diagnosis Logic .....   | 149        | <b>DTC P1815 MANUAL MODE SWITCH</b> .....                                     | <b>165</b> |
| Possible Cause .....   | 149        | Description .....   | 165        |
| DTC Confirmation Procedure .....   | 149        | CONSULT-II Reference Value in Data Monitor Mode .....                         | 165        |
| Diagnostic Procedure .....   | 150        | On Board Diagnosis Logic .....  | 165        |
| <b>DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION</b> .....                 | <b>151</b> | Possible Cause .....  | 165        |
| Description .....  | 151        | DTC Confirmation Procedure .....  | 165        |
| CONSULT-II Reference Value .....   | 151        | Wiring Diagram — AT — MMSW .....  | 166        |
| On Board Diagnosis Logic .....   | 151        | Diagnostic Procedure .....  | 167        |
| Possible Cause .....   | 151        | Component Inspection .....  | 168        |
| DTC Confirmation Procedure .....   | 151        | A/T Position Indicator .....  | 168        |
| Diagnostic Procedure .....   | 152        | <b>DTC P1841 ATF PRESSURE SWITCH 1</b> .....                                  | <b>170</b> |
| <b>DTC P1762 DIRECT CLUTCH SOLENOID VALVE</b> .....                        | <b>153</b> | Description .....   | 170        |
| Description .....  | 153        | CONSULT-II Reference Value .....  | 170        |
| CONSULT-II Reference Value .....   | 153        | On Board Diagnosis Logic .....  | 170        |
| On Board Diagnosis Logic .....   | 153        | Possible Cause .....  | 170        |
| Possible Cause .....   | 153        | DTC Confirmation Procedure .....  | 170        |
| DTC Confirmation Procedure .....   | 153        | Diagnostic Procedure .....  | 171        |
| Diagnostic Procedure .....   | 154        | <b>DTC P1843 ATF PRESSURE SWITCH 3</b> .....                                  | <b>172</b> |
| <b>DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION</b> .....               | <b>155</b> | Description .....   | 172        |
| Description .....  | 155        | CONSULT-II Reference Value .....  | 172        |
| CONSULT-II Reference Value .....   | 155        | On Board Diagnosis Logic .....  | 172        |
| On Board Diagnosis Logic .....   | 155        | Possible Cause .....  | 172        |
| Possible Cause .....   | 155        | DTC Confirmation Procedure .....  | 172        |
| DTC Confirmation Procedure .....   | 155        | Diagnostic Procedure .....  | 173        |
| Diagnostic Procedure .....   | 156        | <b>DTC P1845 ATF PRESSURE SWITCH 5</b> .....                                  | <b>174</b> |
| <b>DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE</b> .....          | <b>157</b> | Description .....   | 174        |
| Description .....  | 157        | CONSULT-II Reference Value .....  | 174        |
| CONSULT-II Reference Value .....   | 157        | On Board Diagnosis Logic .....  | 174        |
| On Board Diagnosis Logic .....   | 157        | Possible Cause .....  | 174        |
| Possible Cause .....   | 157        | DTC Confirmation Procedure .....  | 174        |
| DTC Confirmation Procedure .....   | 157        | Diagnostic Procedure .....  | 175        |
| Diagnostic Procedure .....   | 158        | <b>DTC P1846 ATF PRESSURE SWITCH 6</b> .....                                  | <b>176</b> |
| <b>DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION</b> ..... | <b>159</b> | Description .....   | 176        |
| Description .....  | 159        | CONSULT-II Reference Value .....  | 176        |
| CONSULT-II Reference Value .....   | 159        | On Board Diagnosis Logic .....  | 176        |
| On Board Diagnosis Logic .....   | 159        | Possible Cause .....  | 176        |
| Possible Cause .....   | 159        | DTC Confirmation Procedure .....  | 176        |
| DTC Confirmation Procedure .....   | 159        | Diagnostic Procedure .....  | 177        |
| Diagnostic Procedure .....   | 160        | <b>MAIN POWER SUPPLY AND GROUND CIRCUIT.</b> .....                            | <b>178</b> |
| <b>DTC P1772 LOW COAST BRAKE SOLENOID VALVE</b> .....                      | <b>161</b> | Wiring Diagram — AT — MAIN .....  | 178        |
| Description .....  | 161        | Diagnostic Procedure .....  | 179        |
| CONSULT-II Reference Value .....   | 161        | <b>CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT</b> ..... | <b>182</b> |
| On Board Diagnosis Logic .....   | 161        | CONSULT-II Reference Value .....  | 182        |
| Possible Cause .....   | 161        | Diagnostic Procedure .....  | 182        |
| DTC Confirmation Procedure .....   | 161        | <b>BRAKE SIGNAL CIRCUIT</b> .....   | <b>183</b> |
| Diagnostic Procedure .....   | 162        | CONSULT-II Reference Value .....  | 183        |
| <b>DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION</b> .....             | <b>163</b> | Diagnostic Procedure .....  | 183        |
| Description .....  | 163        | <b>TROUBLE DIAGNOSIS FOR SYMPTOMS</b> .....                                   | <b>184</b> |
| CONSULT-II Reference Value .....   | 163        | Wiring Diagram — AT — NONDTC .....  | 184        |
| On Board Diagnosis Logic .....   | 163        | A/T CHECK Indicator Lamp Does Not Come On .....                               | 186        |
| Possible Cause .....   | 163        | Engine Cannot Be Started In “P” or “N” Position .....                         | 186        |
| DTC Confirmation Procedure .....   | 163        |   |            |
| Diagnostic Procedure .....   | 164        |   |            |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

|  |            |   |            |
|--|------------|---|------------|
| In "P" Position, Vehicle Moves When Pushed .....                   | 187        | Rear Oil Seal .....   | 255        |
| In "N" Position, Vehicle Moves .....                               | 188        | Revolution Sensor .....   | 256        |
| Large Shock ("N" to "D" Position) .....                            | 189        | <b>AIR BREATHER HOSE .....</b>  | <b>261</b> |
| Vehicle Does Not Creep Backward In "R" Position .....              | 192        | Removal and Installation .....  | 261        |
| Vehicle Does Not Creep Forward In "D" Position .....               | 195        | <b>TRANSMISSION ASSEMBLY .....</b>  | <b>262</b> |
| Vehicle Cannot Be Started From D1 .....                            | 197        | Removal and Installation .....  | 262        |
| A/T Does Not Shift: D1 → D2 .....                                  | 200        | <b>OVERHAUL .....</b>   | <b>265</b> |
| A/T Does Not Shift: D2 → D3 .....                                  | 202        | Components .....  | 265        |
| A/T Does Not Shift: D3 → D4 .....                                  | 204        | Oil Channel .....   | 271        |
| A/T Does Not Shift: D4 → D5 .....                                  | 207        | Locations of Adjusting Shims, Needle Bearings,<br>Thrust Washers and Snap Rings ..... | 272        |
| A/T Does Not Perform Lock-up .....                                 | 209        | <b>DISASSEMBLY .....</b>  | <b>273</b> |
| A/T Does Not Hold Lock-up Condition .....                          | 211        | Disassembly .....   | 273        |
| Lock-up Is Not Released .....                                      | 213        | <b>REPAIR FOR COMPONENT PARTS .....</b>   | <b>288</b> |
| Engine Speed Does Not Return To Idle .....                         | 214        | Oil Pump .....  | 288        |
| Cannot Be Changed to Manual Mode .....                             | 215        | Front Sun Gear, 3rd One-Way Clutch .....  | 291        |
| A/T Does Not Shift: 5th gear → 4th gear .....                      | 216        | Front Carrier, Input Clutch, Rear Internal Gear .....                                 | 293        |
| A/T Does Not Shift: 4th gear → 3rd gear .....                      | 217        | Mid Sun Gear, Rear Sun Gear, High and Low<br>Reverse Clutch Hub .....                 | 298        |
| A/T Does Not Shift: 3rd gear → 2nd gear .....                      | 219        | High and Low Reverse Clutch .....   | 303        |
| A/T Does Not Shift: 2nd gear → 1st gear .....                      | 221        | Direct Clutch .....   | 305        |
| Vehicle Does Not Decelerate By Engine Brake .....                  | 222        | <b>ASSEMBLY .....</b>   | <b>307</b> |
| <b>SHIFT CONTROL SYSTEM .....</b>                                  | <b>225</b> | Assembly (1) .....  | 307        |
| Control Device Removal and Installation .....                      | 225        | Adjustment .....  | 317        |
| Adjustment of A/T Position .....                                   | 226        | Assembly (2) .....  | 320        |
| Checking of A/T Position .....                                     | 226        | <b>SERVICE DATA AND SPECIFICATIONS (SDS) ...</b>                                      | <b>327</b> |
| <b>A/T SHIFT LOCK SYSTEM .....</b>                                 | <b>228</b> | General Specifications .....  | 327        |
| Description .....  | 228        | Vehicle Speed When Shifting Gears .....   | 327        |
| Shift Lock System Electrical Parts Location .....                  | 228        | Vehicle Speed When Performing and Releasing<br>Complete Lock-up .....                 | 327        |
| Wiring Diagram — AT — SHIFT .....                                  | 229        | Vehicle Speed When Performing and Releasing<br>Slip Lock-up .....                     | 327        |
| A/T Device Inspection Table .....                                  | 230        | Stall Speed .....   | 327        |
| Diagnostic Procedure .....   | 230        | Line Pressure .....   | 328        |
| <b>KEY INTERLOCK CABLE .....</b>                                   | <b>234</b> | A/T Fluid Temperature Sensor .....  | 328        |
| Components .....   | 234        | Turbine Revolution Sensor .....   | 328        |
| Removal .....  | 235        | Vehicle Speed Sensor A/T (Revolution Sensor) .....                                    | 328        |
| Installation .....   | 236        | Reverse Brake .....   | 328        |
| <b>ON-VEHICLE SERVICE .....</b>                                    | <b>237</b> | Total End Play .....  | 328        |
| Control Valve with TCM and A/T Fluid Temperature<br>Sensor 2 ..... | 237        |   |            |
| Parking Components .....   | 249        |   |            |



# INDEX FOR DTC

## INDEX FOR DTC

PPF:00024

### Alphabetical Index

ACS005G7

#### NOTE:

If DTC U1000 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000. Refer to [AT-101](#).

| Items<br>(CONSULT-II screen terms) | DTC                 |                          | Reference page         |
|------------------------------------|---------------------|--------------------------|------------------------|
|                                    | OBD-II              | Except OBD-II            |                        |
|                                    | CONSULT-II<br>GST*1 | CONSULT-II<br>only "A/T" |                        |
| A/T 1ST E/BRAKING                  | —                   | P1731                    | <a href="#">AT-143</a> |
| ATF PRES SW 1/CIRC                 | —                   | P1841                    | <a href="#">AT-170</a> |
| ATF PRES SW 3/CIRC                 | —                   | P1843                    | <a href="#">AT-172</a> |
| ATF PRES SW 5/CIRC                 | —                   | P1845                    | <a href="#">AT-174</a> |
| ATF PRES SW 6/CIRC                 | —                   | P1846                    | <a href="#">AT-176</a> |
| A/T INTERLOCK                      | P1730               | P1730                    | <a href="#">AT-140</a> |
| A/T TCC S/V FNCTN                  | P0744               | P0744                    | <a href="#">AT-122</a> |
| ATF TEMP SEN/CIRC                  | P0710               | P1710                    | <a href="#">AT-131</a> |
| CAN COMM CIRCUIT                   | U1000               | U1000                    | <a href="#">AT-101</a> |
| D/C SOLENOID/CIRC                  | P1762               | P1762                    | <a href="#">AT-153</a> |
| D/C SOLENOID FNCTN                 | P1764               | P1764                    | <a href="#">AT-155</a> |
| ENGINE SPEED SIG                   | P0725               | P0725                    | <a href="#">AT-118</a> |
| FR/B SOLENOID/CIRC                 | P1757               | P1757                    | <a href="#">AT-149</a> |
| FR/B SOLENOID FNCT                 | P1759               | P1759                    | <a href="#">AT-151</a> |
| HLR/C SOL/CIRC                     | P1767               | P1767                    | <a href="#">AT-157</a> |
| HLR/C SOL FNCTN                    | P1769               | P1769                    | <a href="#">AT-159</a> |
| I/C SOLENOID/CIRC                  | P1752               | P1752                    | <a href="#">AT-145</a> |
| I/C SOLENOID FNCTN                 | P1754               | P1754                    | <a href="#">AT-147</a> |
| L/PRESS SOL/CIRC                   | P0745               | P0745                    | <a href="#">AT-124</a> |
| LC/B SOLENOID/CIRC                 | P1772               | P1772                    | <a href="#">AT-161</a> |
| LC/B SOLENOID FNCT                 | P1774               | P1774                    | <a href="#">AT-163</a> |
| MANU MODE SW/CIR                   | —                   | P1815                    | <a href="#">AT-165</a> |
| PNP SW/CIRC                        | P0705               | P0705                    | <a href="#">AT-109</a> |
| STARTER RELAY/CIRC                 | —                   | P0615                    | <a href="#">AT-104</a> |
| TCC SOLENOID/CIRC                  | P0740               | P0740                    | <a href="#">AT-120</a> |
| TCM                                | P0700               | P0700                    | <a href="#">AT-108</a> |
| TCM-RAM                            | —                   | P1702                    | <a href="#">AT-126</a> |
| TCM-ROM                            | —                   | P1703                    | <a href="#">AT-127</a> |
| TP SEN/CIRC A/T                    | P1705               | P1705                    | <a href="#">AT-128</a> |
| TURBINE REV S/CIRC                 | P1716               | P1716                    | <a href="#">AT-136</a> |
| VEH SPD SE/CIR-MTR                 | —                   | P1721                    | <a href="#">AT-138</a> |
| VEH SPD SEN/CIR AT                 | P0720               | P0720                    | <a href="#">AT-113</a> |

\*1: These numbers are prescribed by SAE J2012.

# INDEX FOR DTC

## DTC No. Index

ACS005G8

**NOTE:**

If DTC U1000 is displayed with other DTC, first perform the trouble diagnosis for DTC U1000. Refer to [AT-101](#).

| DTC                           |   | Items<br>(CONSULT-II screen terms) | Reference page         |
|-------------------------------|---|------------------------------------|------------------------|
| OBD-II<br>CONSULT-II<br>GST*1 | Except OBD-II<br>CONSULT-II<br>only "A/T" |                                    |                        |
| —                             | P0615                                     | STARTER RELAY/CIRC                 | <a href="#">AT-104</a> |
| P0700                         | P0700                                     | TCM                                | <a href="#">AT-108</a> |
| P0705                         | P0705                                     | PNP SW/CIRC                        | <a href="#">AT-109</a> |
| P0710                         | P1710                                     | ATF TEMP SEN/CIRC                  | <a href="#">AT-131</a> |
| P0720                         | P0720                                     | VEH SPD SEN/CIR AT                 | <a href="#">AT-113</a> |
| P0725                         | P0725                                     | ENGINE SPEED SIG                   | <a href="#">AT-118</a> |
| P0740                         | P0740                                     | TCC SOLENOID/CIRC                  | <a href="#">AT-120</a> |
| P0744                         | P0744                                     | A/T TCC S/V FNCTN                  | <a href="#">AT-122</a> |
| P0745                         | P0745                                     | L/PRESS SOL/CIRC                   | <a href="#">AT-124</a> |
| —                             | P1702                                     | TCM-RAM                            | <a href="#">AT-126</a> |
| —                             | P1703                                     | TCM-ROM                            | <a href="#">AT-127</a> |
| P1705                         | P1705                                     | TP SEN/CIRC A/T                    | <a href="#">AT-128</a> |
| P1716                         | P1716                                     | TURBINE REV S/CIRC                 | <a href="#">AT-136</a> |
| —                             | P1721                                     | VEH SPD SE/CIR-MTR                 | <a href="#">AT-138</a> |
| P1730                         | P1730                                     | A/T INTERLOCK                      | <a href="#">AT-140</a> |
| —                             | P1731                                     | A/T 1ST E/BRAKING                  | <a href="#">AT-143</a> |
| P1752                         | P1752                                     | I/C SOLENOID/CIRC                  | <a href="#">AT-145</a> |
| P1754                         | P1754                                     | I/C SOLENOID FNCTN                 | <a href="#">AT-147</a> |
| P1757                         | P1757                                     | FR/B SOLENOID/CIRC                 | <a href="#">AT-149</a> |
| P1759                         | P1759                                     | FR/B SOLENOID FNCT                 | <a href="#">AT-151</a> |
| P1762                         | P1762                                     | D/C SOLENOID/CIRC                  | <a href="#">AT-153</a> |
| P1764                         | P1764                                     | D/C SOLENOID FNCTN                 | <a href="#">AT-155</a> |
| P1767                         | P1767                                     | HLR/C SOL/CIRC                     | <a href="#">AT-157</a> |
| P1769                         | P1769                                     | HLR/C SOL FNCTN                    | <a href="#">AT-159</a> |
| P1772                         | P1772                                     | LC/B SOLENOID/CIRC                 | <a href="#">AT-161</a> |
| P1774                         | P1774                                     | LC/B SOLENOID FNCT                 | <a href="#">AT-163</a> |
| —                             | P1815                                     | MANU MODE SW/CIRC                  | <a href="#">AT-165</a> |
| —                             | P1841                                     | ATF PRES SW 1/CIRC                 | <a href="#">AT-170</a> |
| —                             | P1843                                     | ATF PRES SW 3/CIRC                 | <a href="#">AT-172</a> |
| —                             | P1845                                     | ATF PRES SW 5/CIRC                 | <a href="#">AT-174</a> |
| —                             | P1846                                     | ATF PRES SW 6/CIRC                 | <a href="#">AT-176</a> |
| U1000                         | U1000                                     | CAN COMM CIRCUIT                   | <a href="#">AT-101</a> |

\*1: These numbers are prescribed by SAE J2012.

# PRECAUTIONS

## PRECAUTIONS

PF0:00001

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

ACS005G9

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 and SB section of this Service Manual.

#### **WARNING:**

- To avoid rendering the SRS inoperative, which could increase the risk of personal injury or death in the event of a collision which would result in air bag inflation, all maintenance must be performed by an authorized NISSAN/INFINITI dealer.
- Improper maintenance, including incorrect removal and installation of the SRS, can lead to personal injury caused by unintentional activation of the system. For removal of Spiral Cable and Air Bag Module, see the SRS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. SRS wiring harnesses can be identified by yellow and/or orange harnesses or harness connectors.

### Precautions for Battery Service

ACS006CV

Before disconnecting the battery, lower both the driver and passenger windows. This will prevent any interference between the window edge and the vehicle when the door is opened/closed. During normal operation, the window slightly raises and lowers automatically to prevent any window to vehicle interference. The automatic window function will not work with the battery disconnected.

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

ACS005GB

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

#### **CAUTION:**

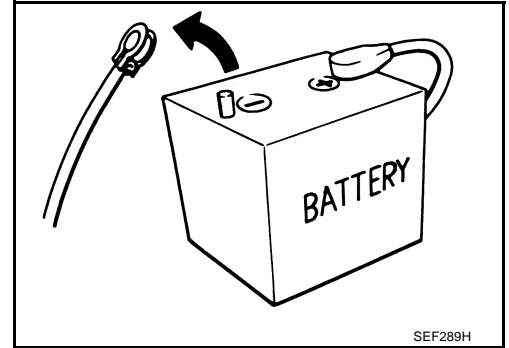
- Be sure to turn the ignition switch “OFF” and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. Will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose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

# PRECAUTIONS

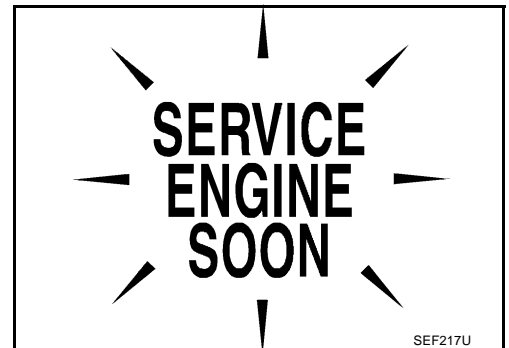
## Precautions

ACS005GC

- Before connecting or disconnecting the A/T assembly harness connector, turn ignition switch “OFF” and disconnect negative battery cable. Because battery voltage is applied to TCM even if ignition switch is turned “OFF”.



- After performing each TROUBLE DIAGNOSIS, perform “DTC (Diagnostic Trouble Code) Confirmation Procedure”. If the repair is completed the DTC should not be displayed in the “DTC Confirmation procedure”.



- Always use the specified brand of A/T fluid. Refer to [MA-9, "Fluids and Lubricants"](#) .
- Use paper rags not cloth rags during work.
- After replacing the A/T fluid, dispose of the waste oil using the methods prescribed by law, ordinance, etc.
- Before proceeding with disassembly, thoroughly clean the outside of the transmission. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the transmission is disassembled.
- It is very important to perform functional tests whenever they are indicated.
- The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
- Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.
- Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- After overhaul, refill the transmission with new ATF.
- When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.  
Always follow the procedures under “Changing A/T Fluid” in the AT section when changing A/T fluid. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

## Service Notice or Precautions ATF COOLER SERVICE

ACS005GD

If A/T fluid contains frictional material (clutches, bands, etc.), or if an A/T is repaired, overhauled, or replaced, inspect and clean the A/T fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using

# PRECAUTIONS

cleaning solvent and compressed air after repair. For A/T fluid cooler cleaning procedure, refer to [AT-14, "A/T Fluid Cooler Cleaning"](#) . For radiator replacement, refer to [CO-13, "RADIATOR"](#) .

## OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the A/T CHECK indicator or the malfunction indicator lamp (MIL). Refer to the table on [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) 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 [AT-38, "HOW TO ERASE DTC"](#) to complete the repair and avoid unnecessary blinking of the MIL.**

For details of OBD-II, refer to [EC-47, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) .

- **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-64, "HARNESS CONNECTOR"](#) .**

## Wiring Diagrams and Trouble Diagnosis

ACS005GE

When you read wiring diagrams, refer to the following:

- [GI-15, "How to Read Wiring Diagrams"](#).
- [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

- [GI-11, "How to Follow Trouble Diagnoses"](#).
- [GI-27, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

# PREPARATION

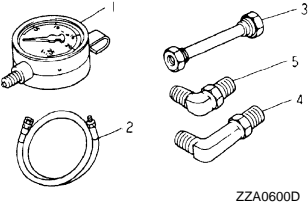
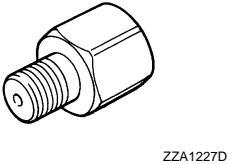
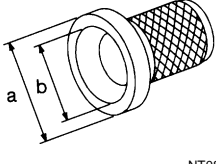
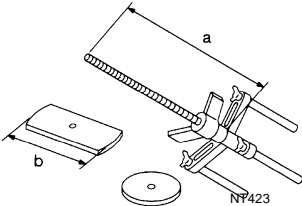
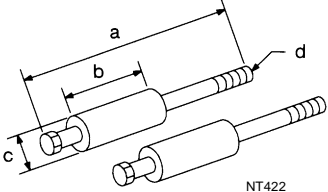
## PREPARATION

PFP:00002

### Special Service Tools

ACS008FO

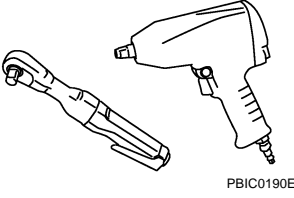
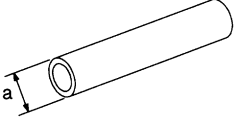
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

| Tool number<br>(Kent-Moore No.)<br>Tool name   | Description  |
|--|--|
| ST2505S001<br>(J-34301-C)<br>Oil pressure gauge set<br>1 ST25051001<br>( — )<br>Oil pressure gauge<br>2 ST25052000<br>( — )<br>Hose<br>3 ST25053000<br>( — )<br>Joint pipe<br>4 ST25054000<br>( — )<br>Adapter<br>5 ST25055000<br>( — )<br>Adapter | Measuring line pressure<br>   |
| KV31103600<br>(J-45674)<br>Joint pipe adapter<br>(With ST25054000)   | Measuring line pressure<br>  |
| ST33400001<br>(J-26082)<br>Drift<br>a: 60 mm (2.36 in) dia.<br>b: 47 mm (1.85 in) dia.   | <ul style="list-style-type: none"> <li>● Installing rear oil seal</li> <li>● Installing oil pump housing oil seal</li> </ul>  |
| KV31102400<br>(J-34285 and J-34285-87)<br>Clutch spring compressor<br>a: 320 mm (12.60 in)<br>b: 174 mm (6.85 in)  | Installing reverse brake return spring retainer<br>   |
| ST25850000<br>(J-25721-A)<br>Sliding hammer<br>a: 179 mm (7.05 in)<br>b: 70 mm (2.76 in)<br>c: 40 mm (1.57 in)<br>d: M12X1.75P   | Remove oil pump assembly<br>  |

# PREPARATION

## Commercial Service Tools

ACS008FP

| Tool name  | Description                         |
|--|-------------------------------------|
| <p>Power tool</p>  <p>PBIC0190E</p>                   | <p>Loosening bolts and nuts</p>     |
| <p>Drift<br/>a: 22mm (0.87 in) dia.</p>  <p>NT083</p> | <p>Installing manual shaft seal</p> |

A  
B  
AT  
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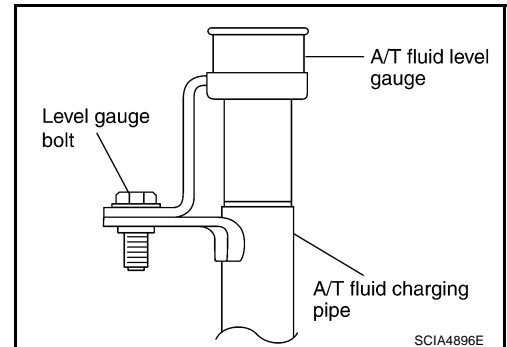
## A/T FLUID

PFP:KLE40

### Changing A/T Fluid

ACS005GH

1. Warm up ATF.
2. Stop engine.
3. Loosen the level gauge bolt.
4. Drain ATF from drain plug and refill with new ATF. Always refill same volume with drained fluid.
  - To replace the ATF, pour in new fluid at the charging pipe with the engine idling and at the same time drain the old fluid from the radiator cooler hose return side.
  - When the color of the fluid coming out is about the same as the color of the new fluid, the replacement is complete. The amount of new transmission fluid to use should be 30 to 50% increase of the stipulated amount.



**A/T fluid: Genuine Nissan Matic J ATF**

**Fluid capacity: 10.3 ℓ (10-7/8 US qt, 9-1/8 Imp qt)**

#### CAUTION:

- Use only Genuine Nissan Matic J ATF. Do not mix with other fluid.
- Using automatic transmission fluid other than Genuine Nissan Matic J ATF will cause deterioration in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the warranty.
- When filling ATF, take care not to scatter heat generating parts such as exhaust.
- Do not reuse drain plug gasket.

**Drain plug:**

 : 34 N·m (3.5 kg·m, 25 ft·lb)

5. Run engine at idle speed for 5 minutes.
6. Check fluid level and condition. Refer to [AT-12, "Checking A/T Fluid"](#) . If fluid is still dirty, repeat step 2. through 5.
7. Install the removed A/T fluid level gauge in the A/T fluid charging pipe.
8. Tighten the level gauge bolt.

**Level gauge bolt:**

 : 5.1 N·m (0.52 kg·m, 45 in·lb)

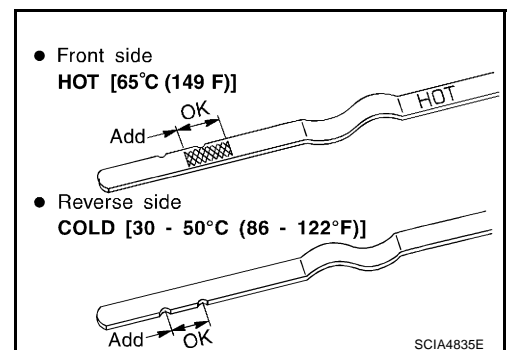
### Checking A/T Fluid

ACS005GI

1. Warm up engine.
2. Check for fluid leakage.
3. Loosen the level gauge bolt.
4. Before driving, fluid level can be checked at fluid temperatures of 30 to 50°C (86 to 122°F) using "COLD" range on A/T fluid level gauge as follows.
  - a. Park vehicle on level surface and set parking brake.
  - b. Start engine and move selector lever through each gear position. Leave selector lever in "P" position.
  - c. Check fluid level with engine idling.
  - d. Remove A/T fluid level gauge and wipe clean with lint-free paper.

#### CAUTION:

**When wiping away the A/T fluid level gauge, always use lint-free paper, not a cloth one.**





# A/T FLUID

- e. Re-insert A/T fluid level gauge into A/T fluid charging pipe as far as it will go.

**CAUTION:**

To check fluid level, insert the A/T fluid level gauge until the cap contacts the end of the A/T fluid charging pipe, with the A/T fluid level gauge reversed from the normal attachment conditions.

- f. Remove A/T fluid level gauge and note reading. If reading is at low side of range, add fluid to the A/T fluid charging pipe.

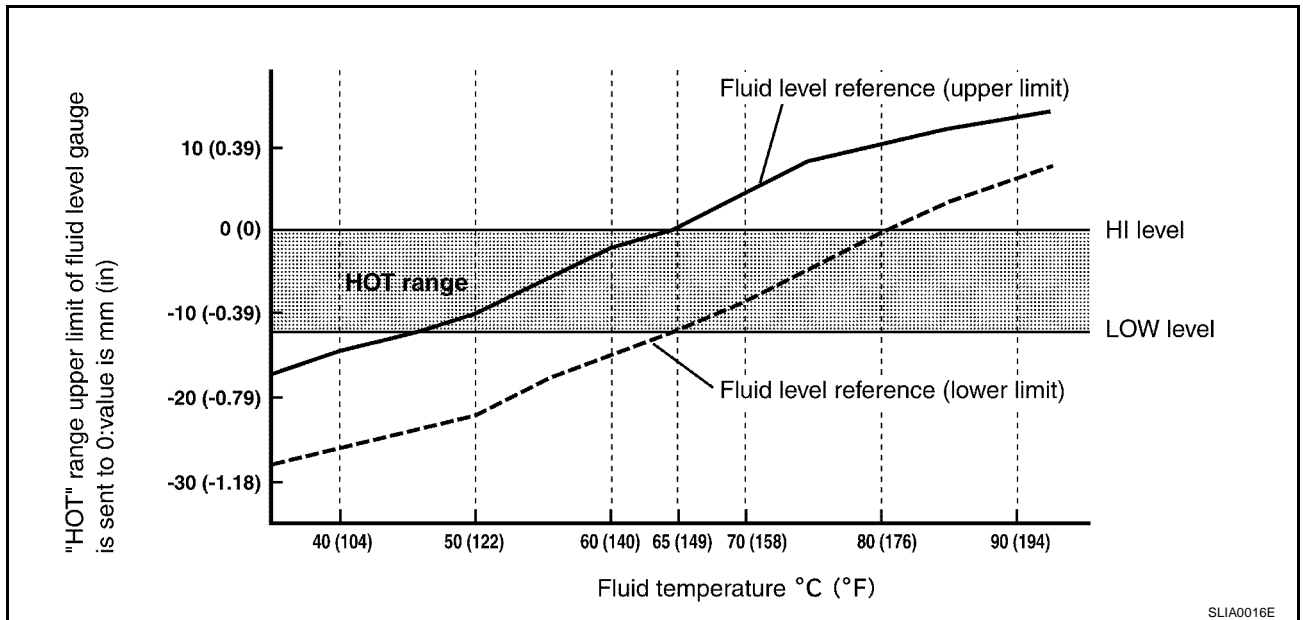
**CAUTION:**

Do not overfill.

5. Drive vehicle for approximately 5 minutes in urban areas.  
6. Make the fluid temperature approximately 65°C (149°F).

**NOTE:**

Fluid level will be greatly affected by temperature as shown in figure. Therefore, be certain to perform operation while checking data with CONSULT-II.



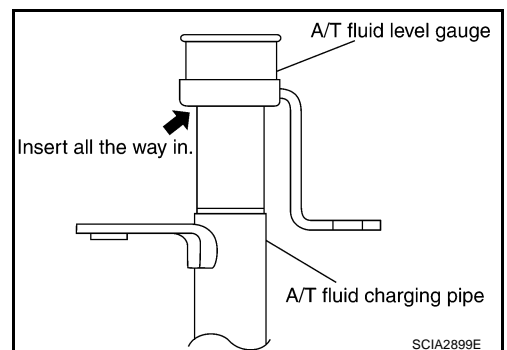
- a. Connect CONSULT-II to data link connector.  
b. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.  
c. Read out the value of "ATF TEMP 1".  
7. Re-check fluid level at fluid temperatures of approximately 65°C (149°F) using "HOT" range on A/T fluid level gauge.

**CAUTION:**

- When wiping away the A/T fluid level gauge, always use lint-free paper, not a cloth one.
- To check fluid level, insert the A/T fluid level gauge until the cap contacts the end of the A/T fluid charging pipe, with the gauge reversed from the normal attachment conditions as shown.

8. Check fluid condition.

- If fluid is very dark or smells burned, check operation of A/T. Flush cooling system after repair of A/T.
- If ATF contains frictional material (clutches, bands, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of A/T. Refer to [CO-13, "RADIATOR"](#) and [AT-14, "A/T Fluid Cooler Cleaning"](#).

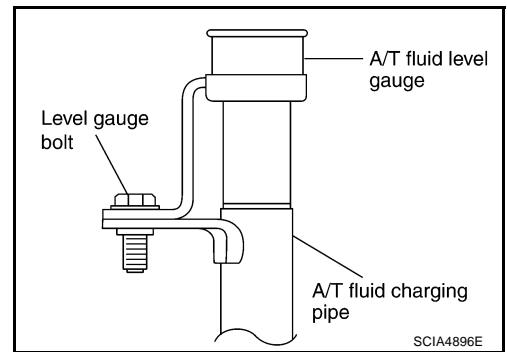


## A/T FLUID

9. Install the removed A/T fluid level gauge in the A/T fluid charging pipe.
10. Tighten the level gauge bolt.

### Level gauge bolt:

 : 5.1N-m (0.52 kg-m, 45 in-lb)



## A/T Fluid Cooler Cleaning

ACS005GJ

Whenever an automatic transmission is repaired, overhauled, or replaced, the A/T fluid cooler mounted in the radiator must be inspected and cleaned.

Metal debris and friction material, if present, can become trapped in the A/T fluid cooler. This debris can contaminate the newly serviced A/T or, in severe cases, can block or restrict the flow of A/T fluid. In either case, malfunction of the newly serviced A/T may result.

Debris, if present, may build up as A/T fluid enters the cooler inlet. It will be necessary to back flush the cooler through the cooler outlet in order to flush out any built up debris.

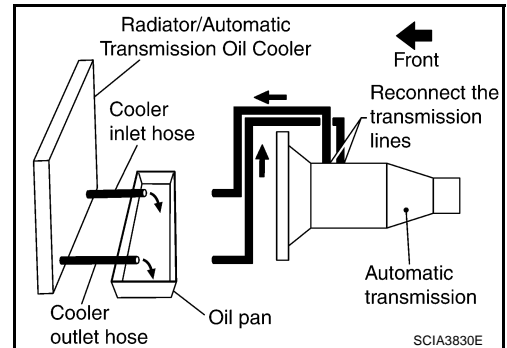
### A/T FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the automatic transmission'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 A/T fluid that remains in the cooler hoses to drain into the oil pan.

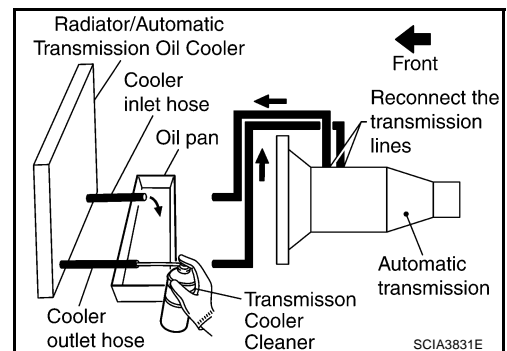


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

#### CAUTION:

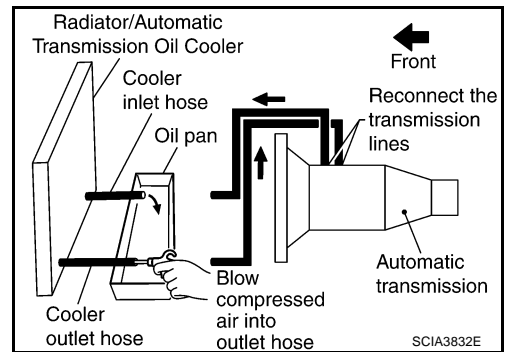
- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray cooler cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Do not breath vapors or spray mist.

6. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until fluid flows out of the cooler inlet hose for 5 seconds.



## A/T FLUID

7. Insert the tip of an air gun into the end of the cooler outlet hose.
8. Wrap a shop rag around the air gun tip and of the cooler outlet hose.



9. Blow compressed air regulated to 5 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining fluid.
10. Repeat steps 5 through 9 three additional times.
11. Position an oil pan under the banjo bolts that connect the fluid cooler steel lines to the transmission.
12. Remove the banjo bolts.
13. Flush each steel line from the cooler side back toward the transmission by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.
14. Blow compressed air regulated to 5 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through each steel line from the cooler side back toward the transmission for 10 seconds to force out any remaining fluid.
15. Ensure all debris is removed from the steel cooler lines.
16. Ensure all debris is removed from the banjo bolts and fittings.
17. Perform [AT-15, "A/T FLUID COOLER DIAGNOSIS PROCEDURE"](#).

### A/T FLUID COOLER DIAGNOSIS PROCEDURE

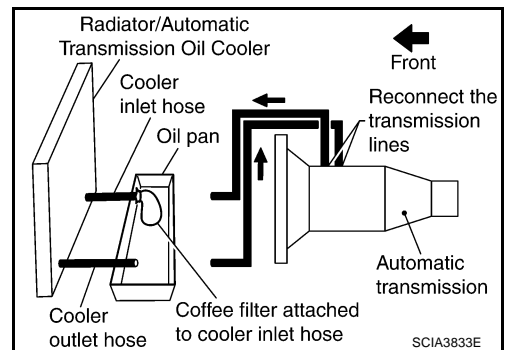
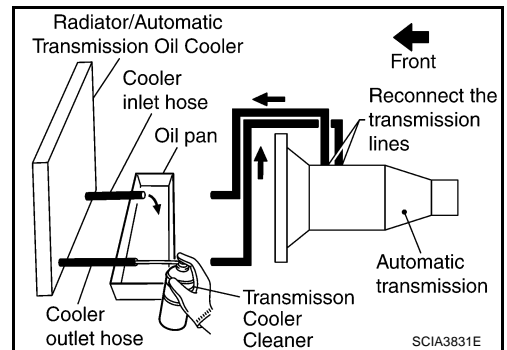
#### NOTE:

Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

1. Position an oil pan under the automatic transmission'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.

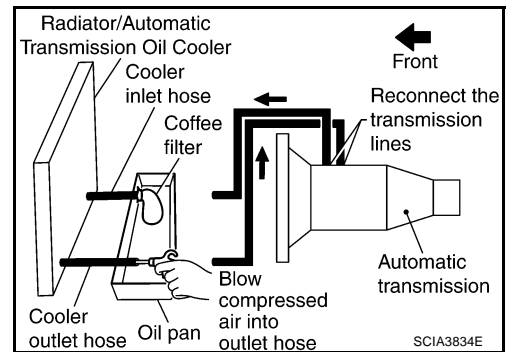
#### CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
  - Spray cooler cleaner only with adequate ventilation.
  - Avoid contact with eyes and skin.
  - Do not 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 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.



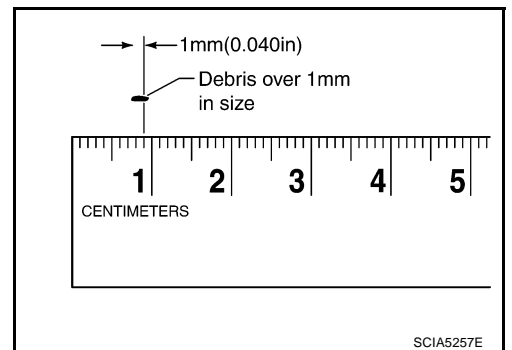
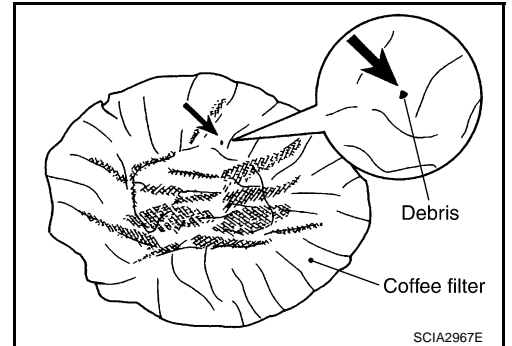
## A/T FLUID

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 - 9 kg/cm<sup>2</sup> (70 - 130 psi) through the cooler outlet hose to force any remaining A/T fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform [AT-16, "A/T FLUID COOLER INSPECTION PROCEDURE"](#).



### A/T FLUID COOLER INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
  - a. If small metal debris less than 1mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the A/T fluid cooler/radiator can be re-used and the procedure is ended.
  - b. If one or more pieces of debris are found that are over 1mm (0.040 in) size and/or peeled clutch facing material is found in the coffee filter, the fluid cooler is not serviceable. The A/T fluid cooler/radiator must be replaced and the inspection procedure is ended. Refer to [CO-13, "RADIATOR"](#) and [CO-16, "RADIATOR \(ALUMINUM TYPE\)"](#).



### A/T FLUID COOLER FINAL INSPECTION

After performing all procedures, ensure that all remaining oil is cleaned from all components.

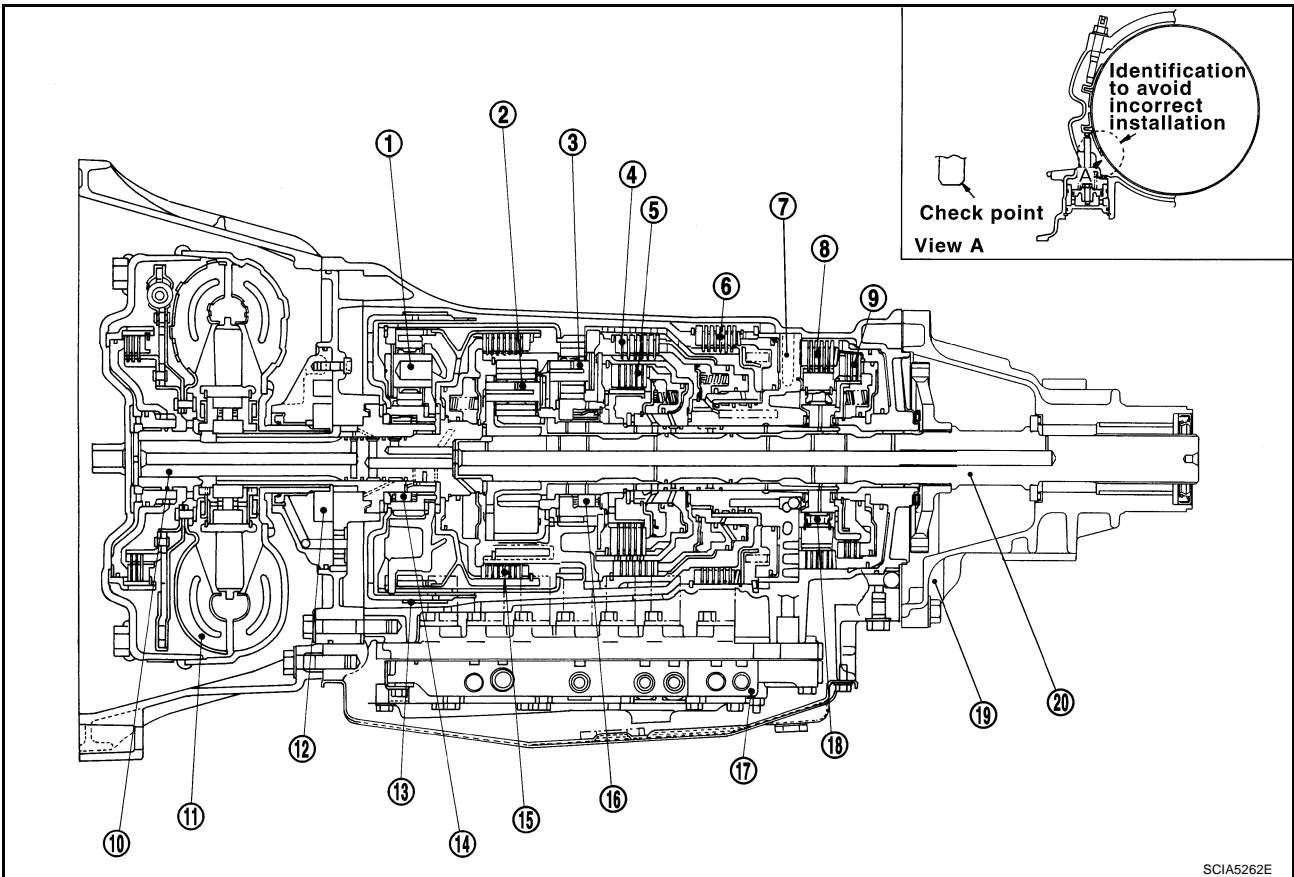
# A/T CONTROL SYSTEM

## A/T CONTROL SYSTEM

PFP:31036

### Cross-Sectional View

ACS005GK



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

SCIA5262E

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

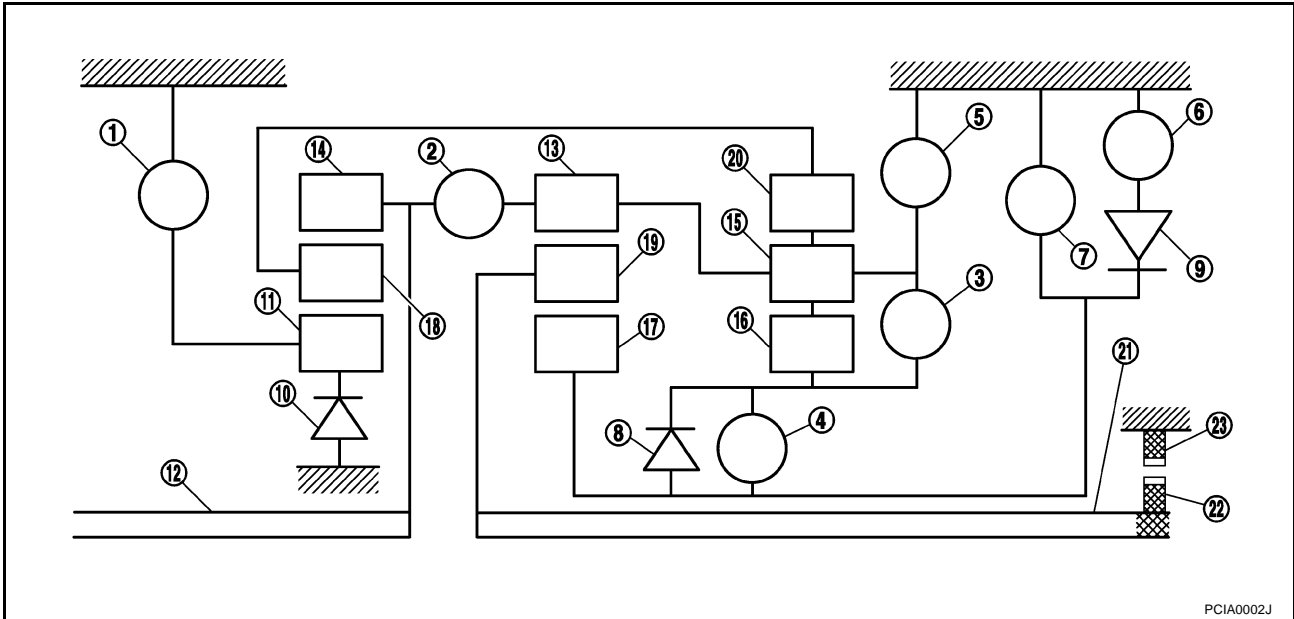
# A/T CONTROL SYSTEM

ACS005GL

## Shift Mechanism

The automatic transmission uses compact dual planetary gear systems to improve power-transmission efficiency, simplify construction and reduce weight. It also employs an optimum shift control and super wide gear ratios. They improve starting performance and acceleration during medium and high-speed operation.

## CONSTRUCTION



PCIA0002J

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

## FUNCTION OF CLUTCH AND BRAKE

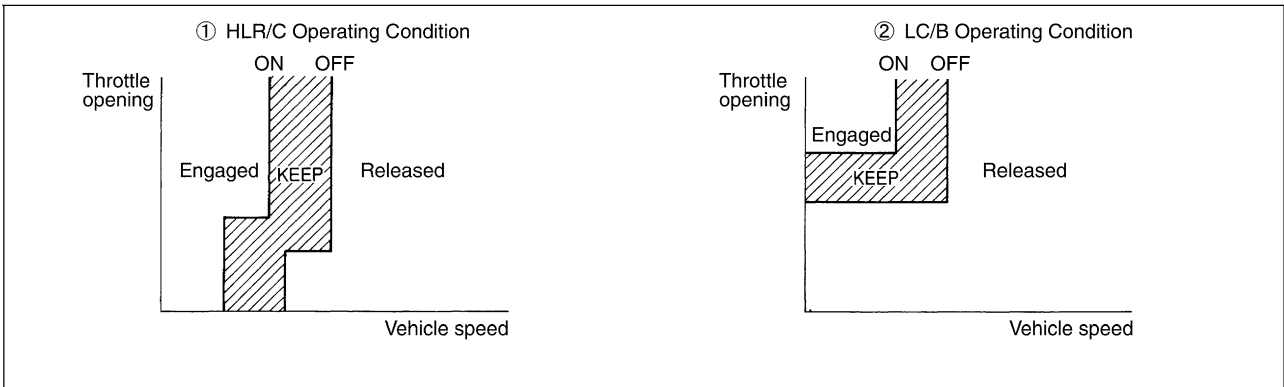
| Name of the Part                | Abbreviation | Function  |
|---------------------------------|--------------|---|
| Front brake (1)                 | FR/B         | Fastens the front sun gear (11).  |
| Input clutch (2)                | I/C          | Connects the input shaft (12), the front internal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

# A/T CONTROL SYSTEM

## CLUTCH AND BAND CHART

| Shift position | I/C | HLR/C | D/C | R/B | FR/B | LC/B | Fwd/B | 1st OWC | Fwd OWC | 3rd OWC | Remarks                             |
|----------------|-----|-------|-----|-----|------|------|-------|---------|---------|---------|-------------------------------------|
| P              |     | △     |     |     | △    |      |       |         |         |         | PARK POSITION                       |
| R              |     | ○     |     | ○   | ○    |      |       | ◎       |         | ◎       | REVERSE POSITION                    |
| N              |     | △     |     |     | △    |      |       |         |         |         | NEUTRAL POSITION                    |
| D              | 1st | △ *   |     |     | △    | △ ** | ○     | ◎       | ◎       | ◎       | Automatic shift<br>1↔2↔3↔4↔5        |
|                | 2nd |       | ○   |     | △    |      | ○     |         | ◎       | ◎       |                                     |
|                | 3rd |       | ○   | ○   |      | ○    | △     | ◇       |         | ◎       |                                     |
|                | 4th | ○     | ○   | ○   |      |      | △     | ◇       |         |         |                                     |
|                | 5th | ○     | ○   |     |      | ○    | △     | ◇       |         | ◇       |                                     |
| M5             | 5th | ○     | ○   |     |      |      | △     | ◇       |         | ◇       | Locks (held stationary) in 5th gear |
| M4             | 4th | ○     | ○   | ○   |      |      | △     | ◇       |         |         | Locks (held stationary) in 4th gear |
| M3             | 3rd |       | ○   | ○   |      |      | ○     | △       | ◇       | ◎       | Locks (held stationary) in 3rd gear |
| M2             | 2nd |       |     | ○   |      | ○    | ○     |         | ◎       | ◎       | Locks (held stationary) in 2nd gear |
| M1             | 1st |       | ○   |     |      | ○    | ○     | ◎       | ◎       | ◎       | Locks (held stationary) in 1st gear |

- — Operates
- ◎ — Operates during “progressive” acceleration.
- ◇ — Operates and affects power transmission while coasting.
- △ — Line pressure is applied but does not affect power transmission.
- △ \* — Operates under conditions shown in illustration ①.
- △ \*\* — Operates under conditions shown in illustration ②. Delay control is applied during D (4,3,2,1) → N shift.



# A/T CONTROL SYSTEM

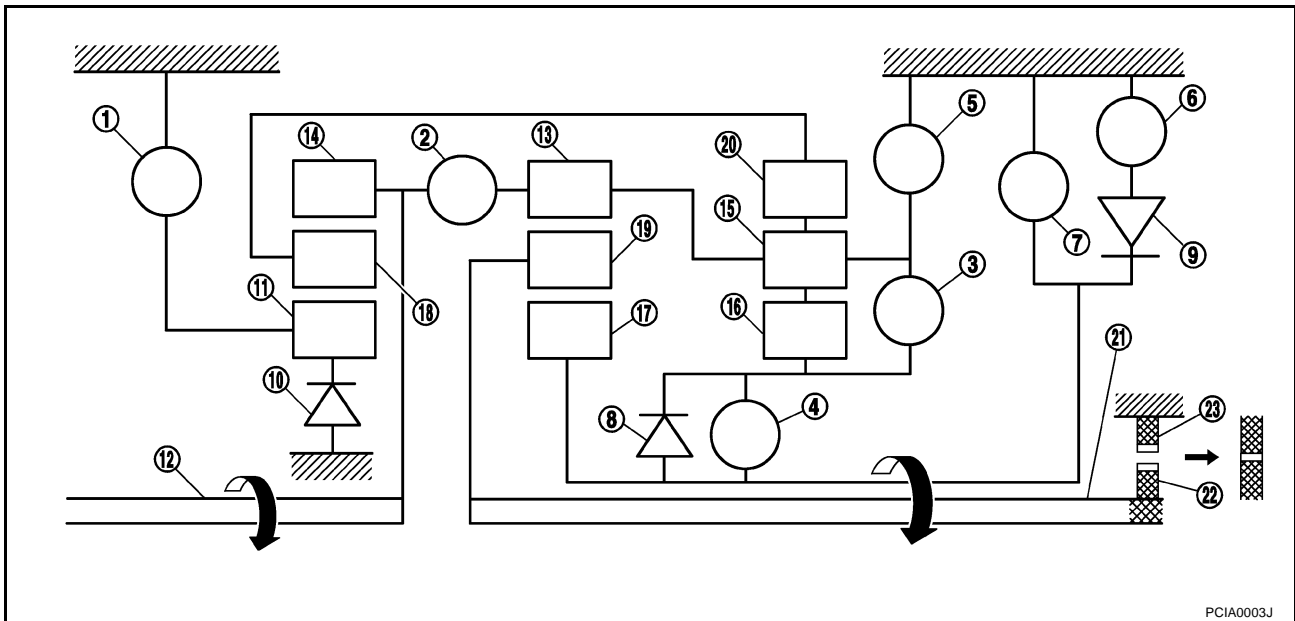
## POWER TRANSMISSION

### “N” position

Since both the forward brake and the reverse brake are released, torque from the input shaft drive is not transmitted to the output shaft.

### “P” position

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



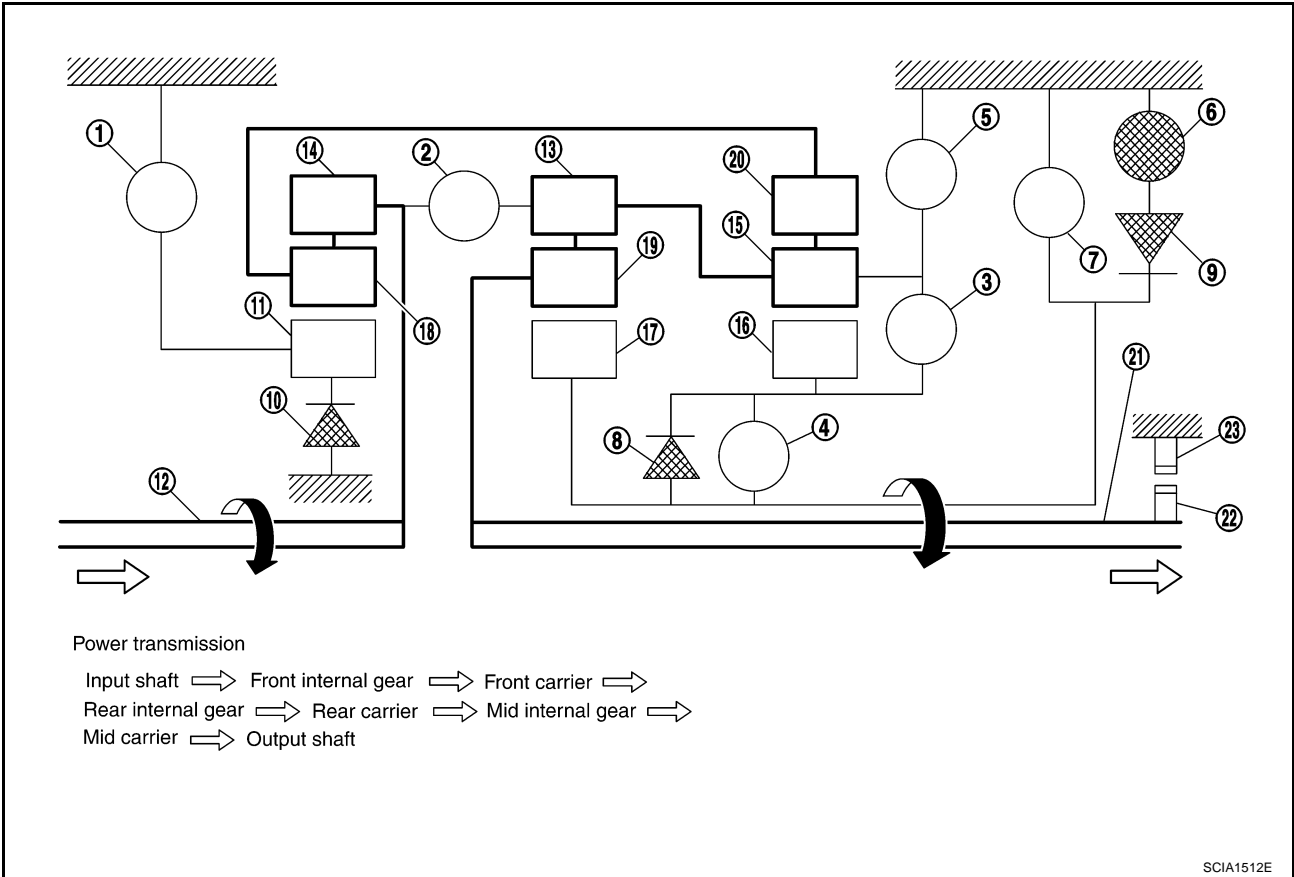
- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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



# A/T CONTROL SYSTEM

## “D1 ” position

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

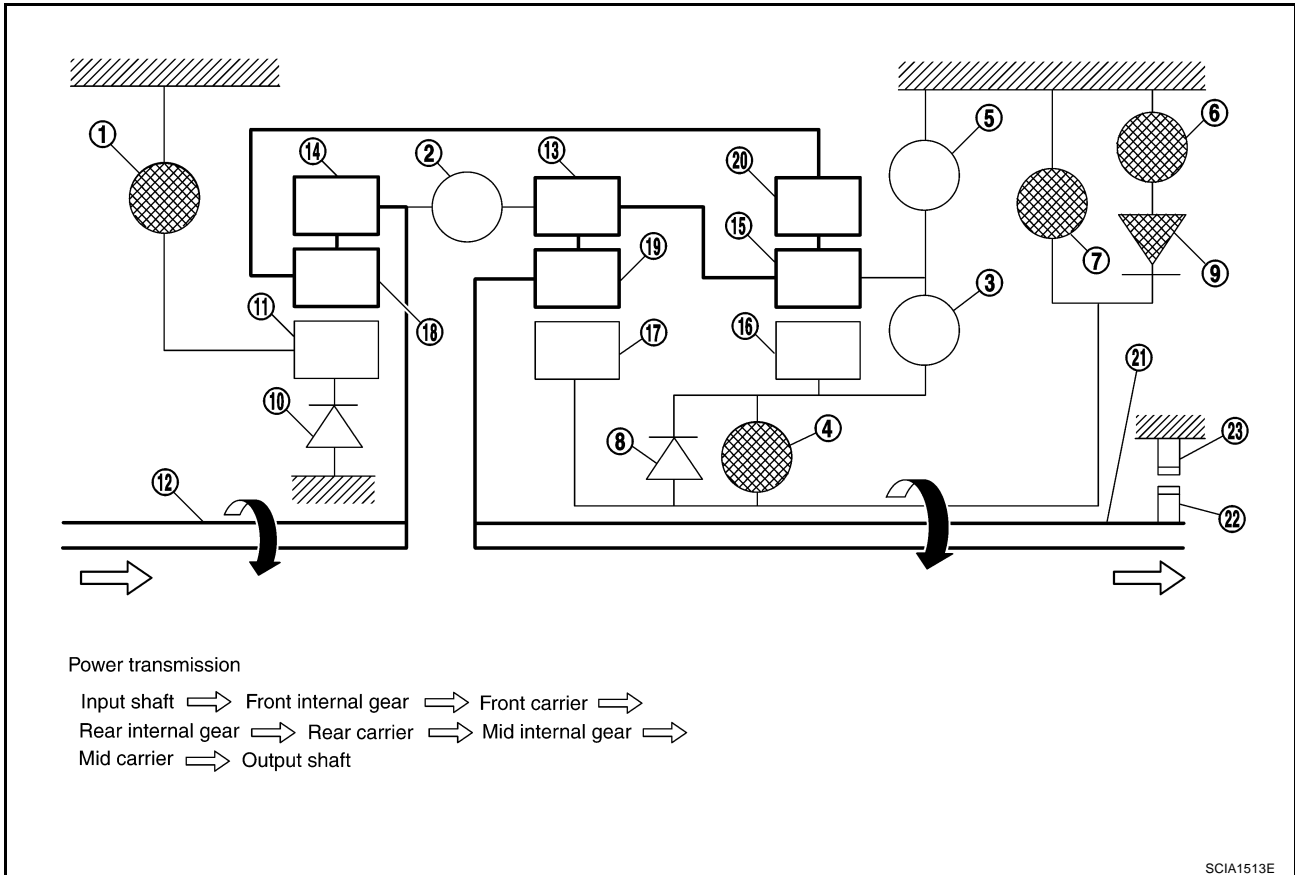


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “M1” position

- The front brake fastens the front sun gear.
- The forward brake and the forward one-way clutch regulate reverse rotation of the mid sun gear.
- High and low reverse clutch connects the rear sun gear and the mid sun gear.
- The low coast brake fastens the mid sun gear.
- During deceleration, the low coast brake regulates forward rotation of the mid sun gear and the engine brake functions.

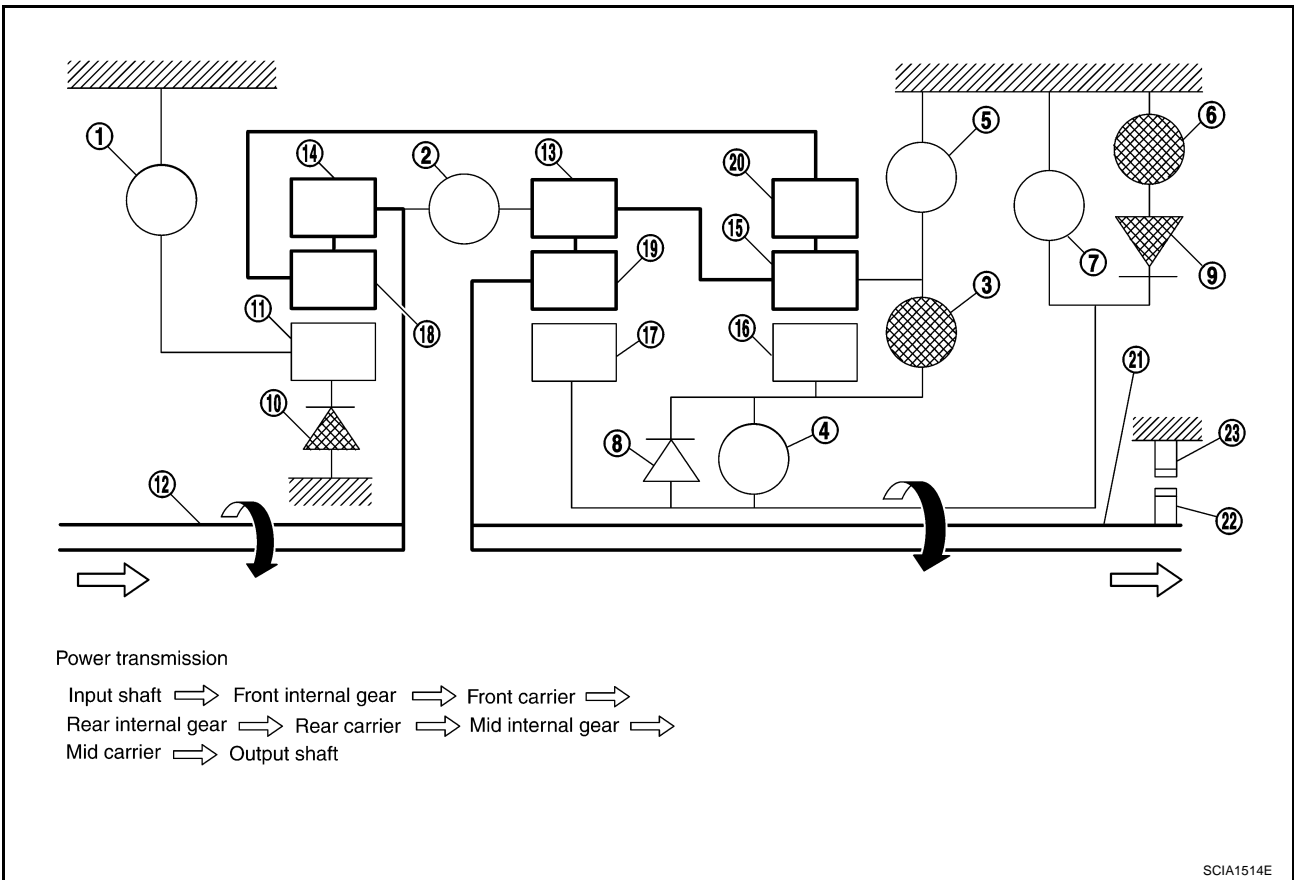


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “D2 ” position

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

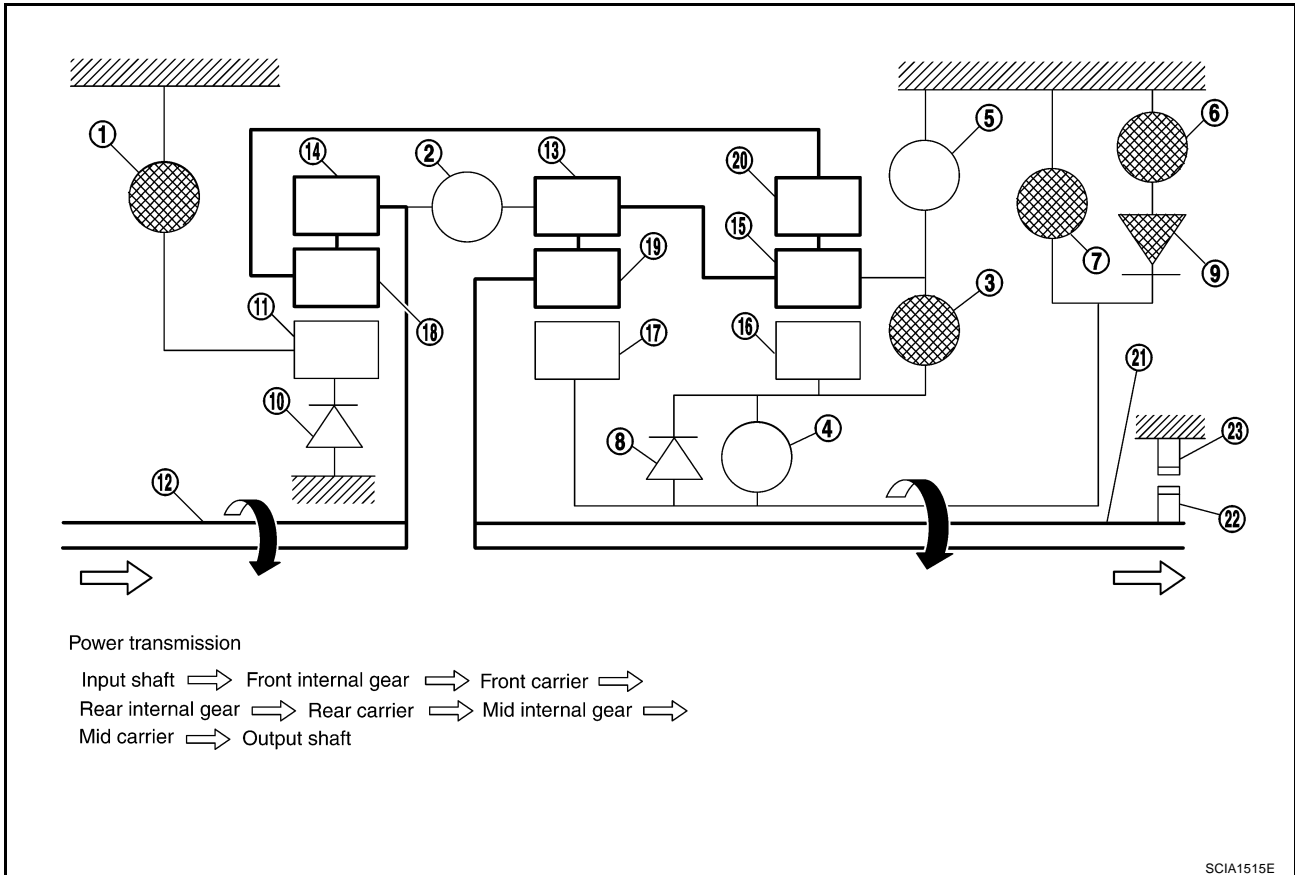


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “M2” position

- The front brake fastens the front sun gear.
- The forward brake and the forward one-way clutch regulate reverse rotation of the mid sun gear.
- The direct clutch is coupled, and the rear carrier and rear sun gear are connected.
- The low coast brake fastens the mid sun gear.
- During deceleration, the low coast brake regulates forward rotation of the mid sun gear and the engine brake functions.

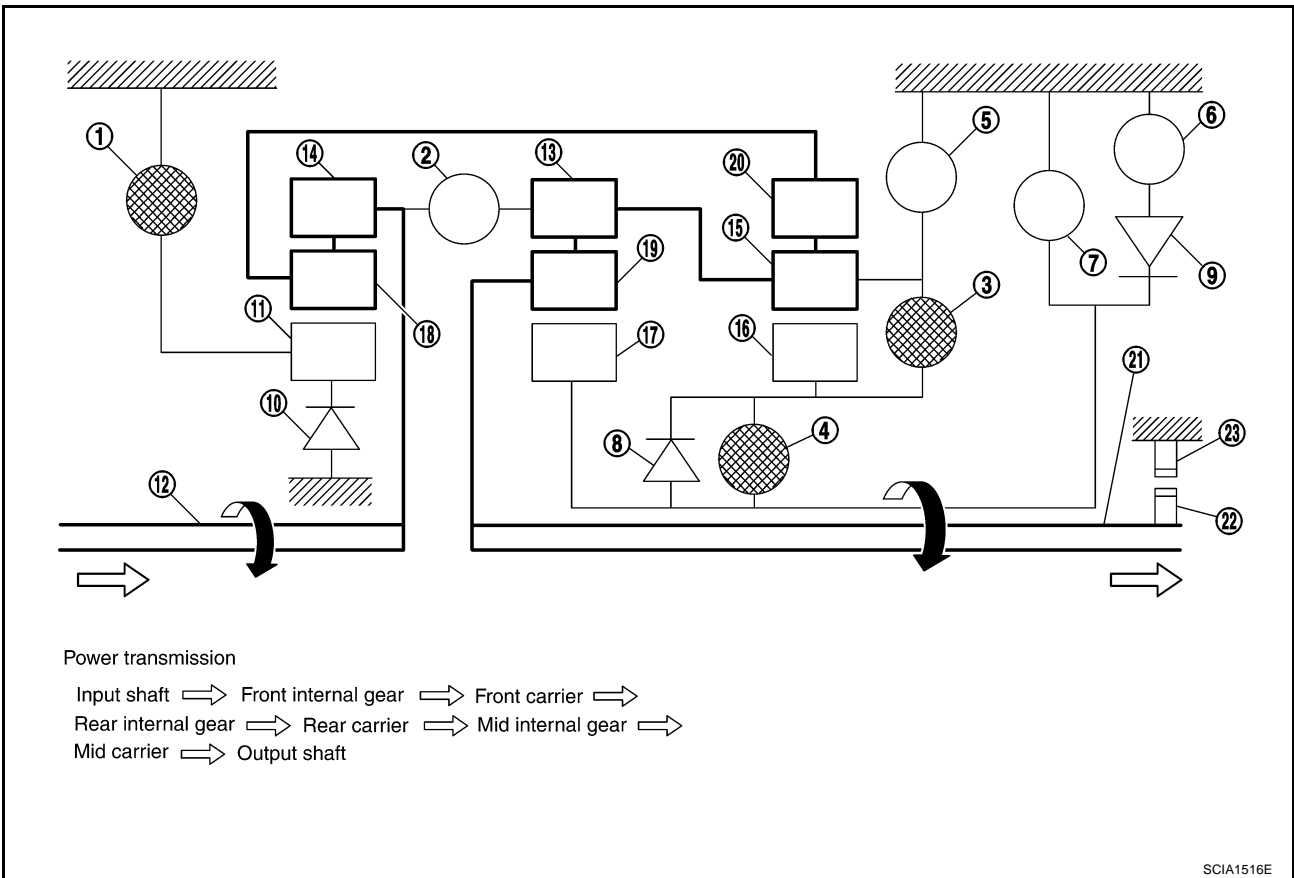


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “D3” and “M3” position

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

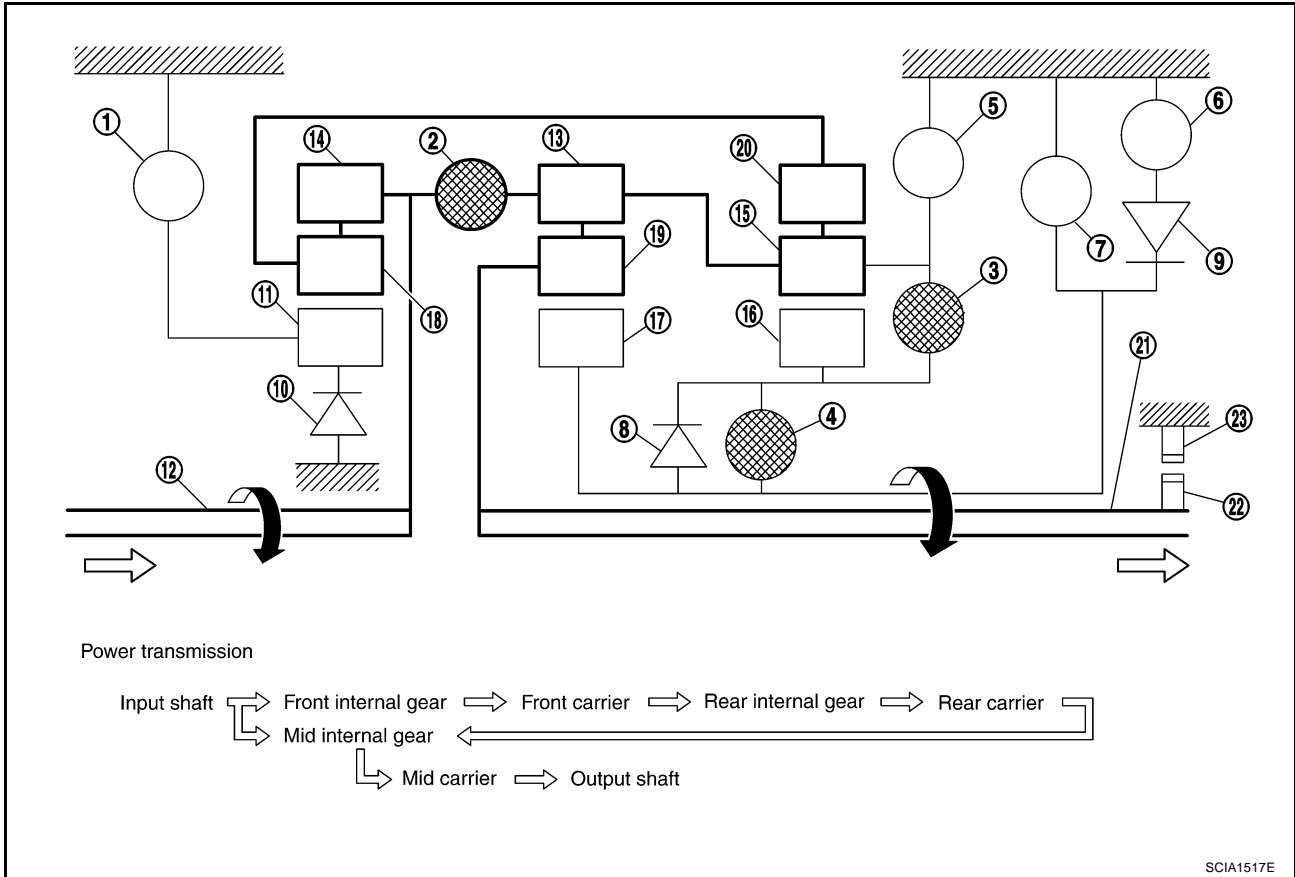


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “D4 ” and “M4” position

- The direct clutch is coupled, and the rear carrier and rear sun gear are connected.
- The high and low reverse clutch is coupled, and the mid sun gear and rear sun gear are connected.
- The input clutch is coupled, and the front internal gear and mid internal gear are connected.
- The drive power is conveyed to the front internal gear, mid internal gear, and rear carrier and the three planetary gears rotate forward as one unit.

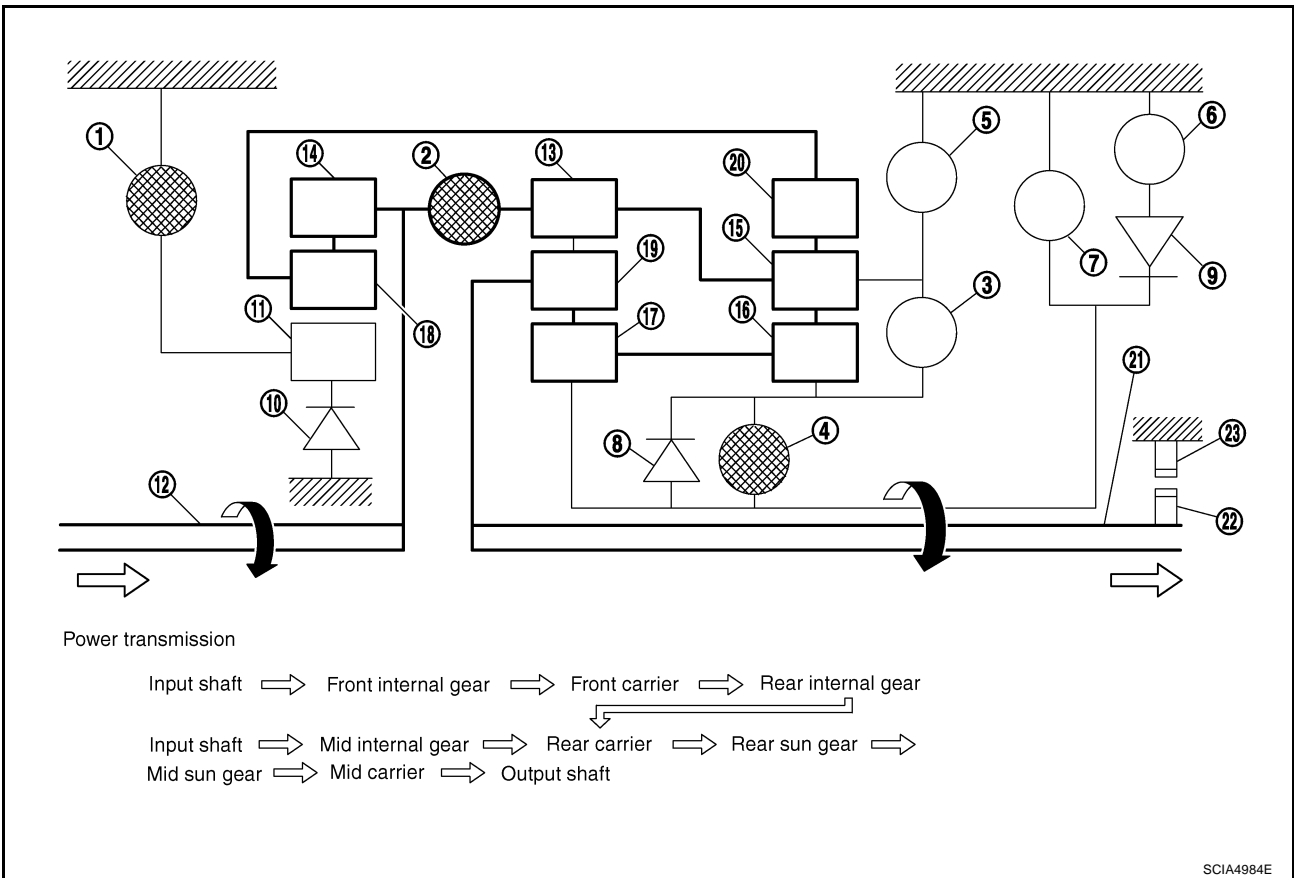


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “D5” and “M5” position

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

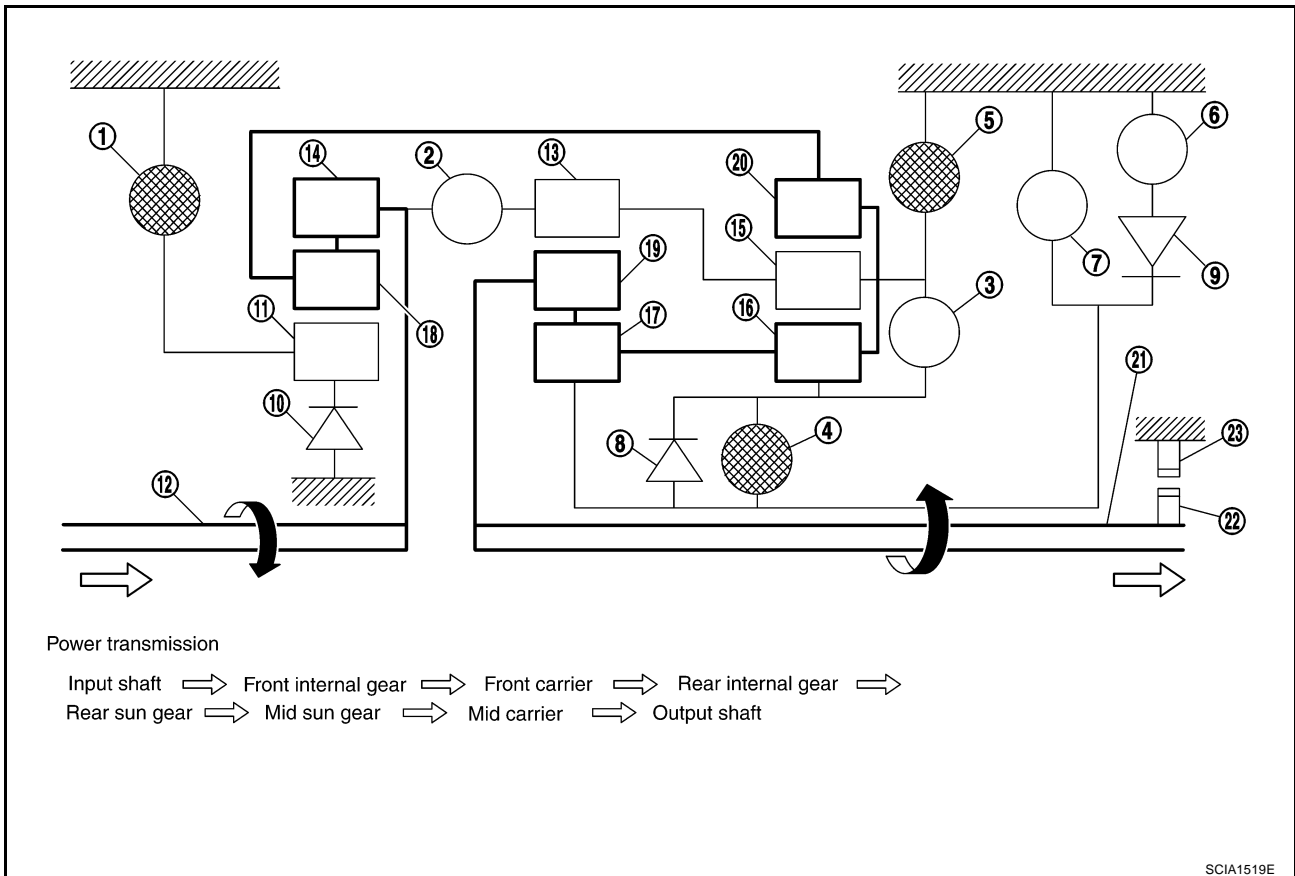


- |                                |                         |                           |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake                 | 2. Input clutch         | 3. Direct clutch          |
| 4. High and low reverse clutch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

# A/T CONTROL SYSTEM

## “R” position

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



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



# A/T CONTROL SYSTEM

ACS005GM

## TCM Function

The function of the TCM is to:

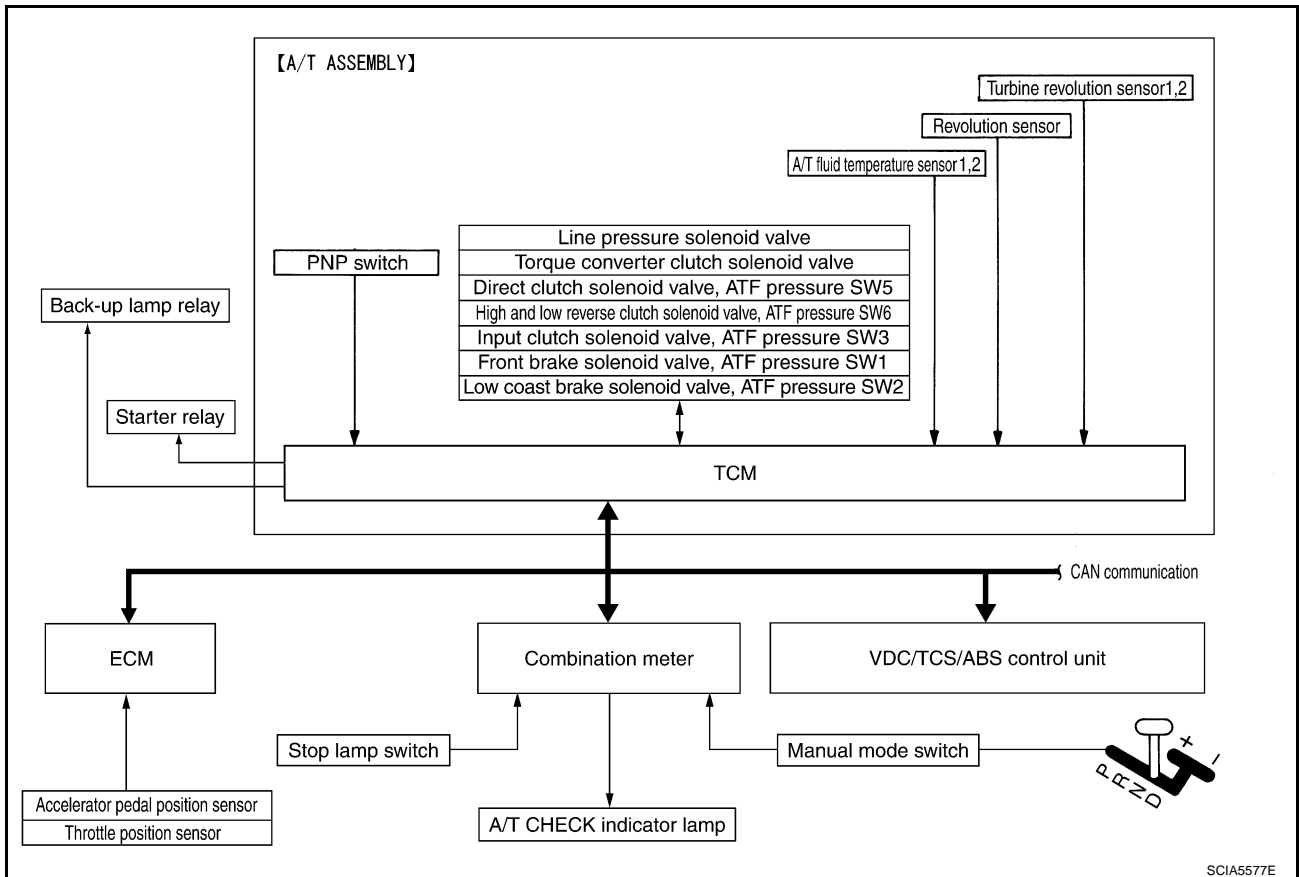
- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

## CONTROL SYSTEM OUTLINE

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

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

## CONTROL SYSTEM DIAGRAM



SCIA5577E

# A/T CONTROL SYSTEM

## CAN Communication SYSTEM DESCRIPTION

ACS005GN

CAN (Controller Area Network) is a serial communication line for real time application. It is an on-vehicle multiplex communication line with high data communication speed and excellent error detection ability. Many electronic control units are equipped onto a vehicle, and each control unit shares information and links with other control units during operation (not independent). In CAN communication, control units are connected with 2 communication lines (CAN H line, CAN L line) allowing a high rate of information transmission with less wiring. Each control unit transmits/receives data but selectively reads required data only. For details, refer to [LAN-4, "CAN Communication Unit"](#).

## Input/Output Signal of TCM

ACS005GO

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

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

\*2: Spare for accelerator pedal position signal

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

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

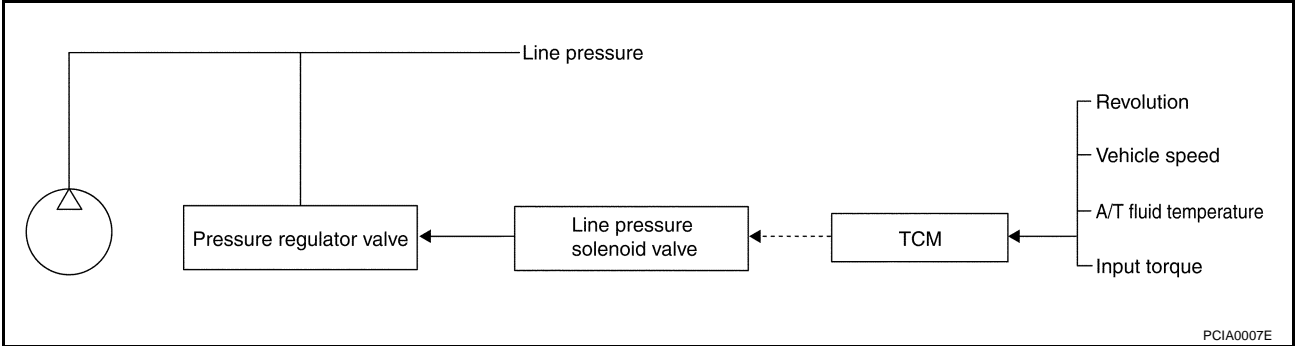
\*5: CAN communications

# A/T CONTROL SYSTEM

## Line Pressure Control

ACS005GP

- When an input torque signal equivalent to the engine drive force is sent from the ECM to the TCM, the TCM controls the line pressure solenoid.
- This line pressure solenoid controls the pressure regulator valve as the signal pressure and adjusts the pressure of the operating oil discharged from the oil pump to the line pressure most appropriate to the driving state.

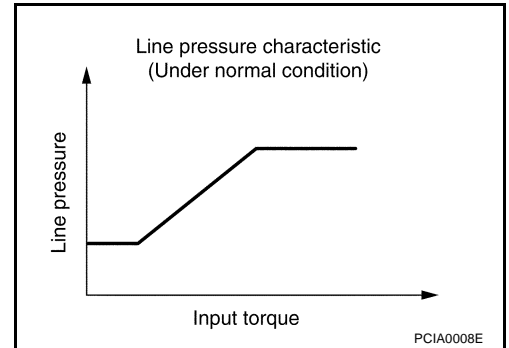


## LINE PRESSURE CONTROL IS BASED ON THE TCM LINE PRESSURE CHARACTERISTIC PATTERN

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

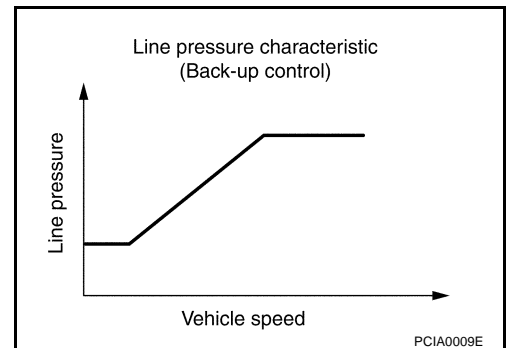
### Normal Control

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



### Back-up Control (Engine Brake)

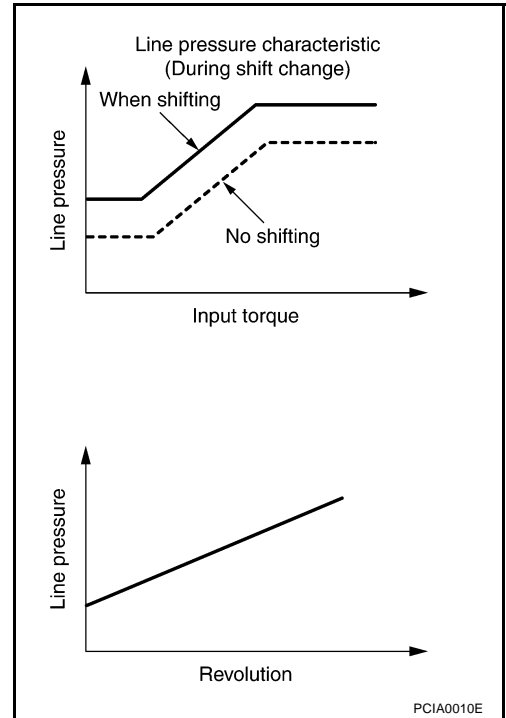
When the select operation is executed during driving and the transmission is shifted down, the line pressure is set according to the vehicle speed.



# A/T CONTROL SYSTEM

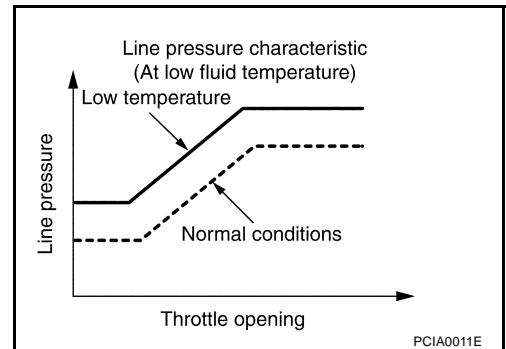
## During Shift Change

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



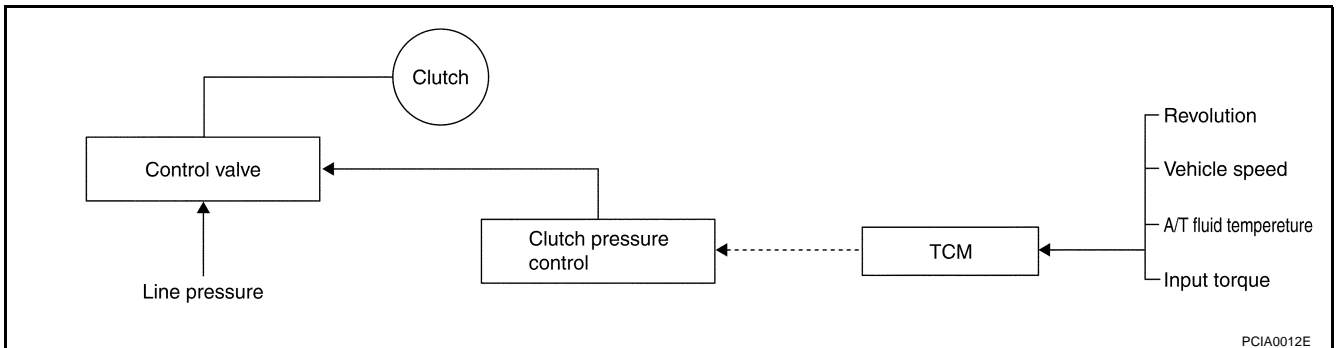
## At Low Fluid Temperature

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



## Shift Control

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

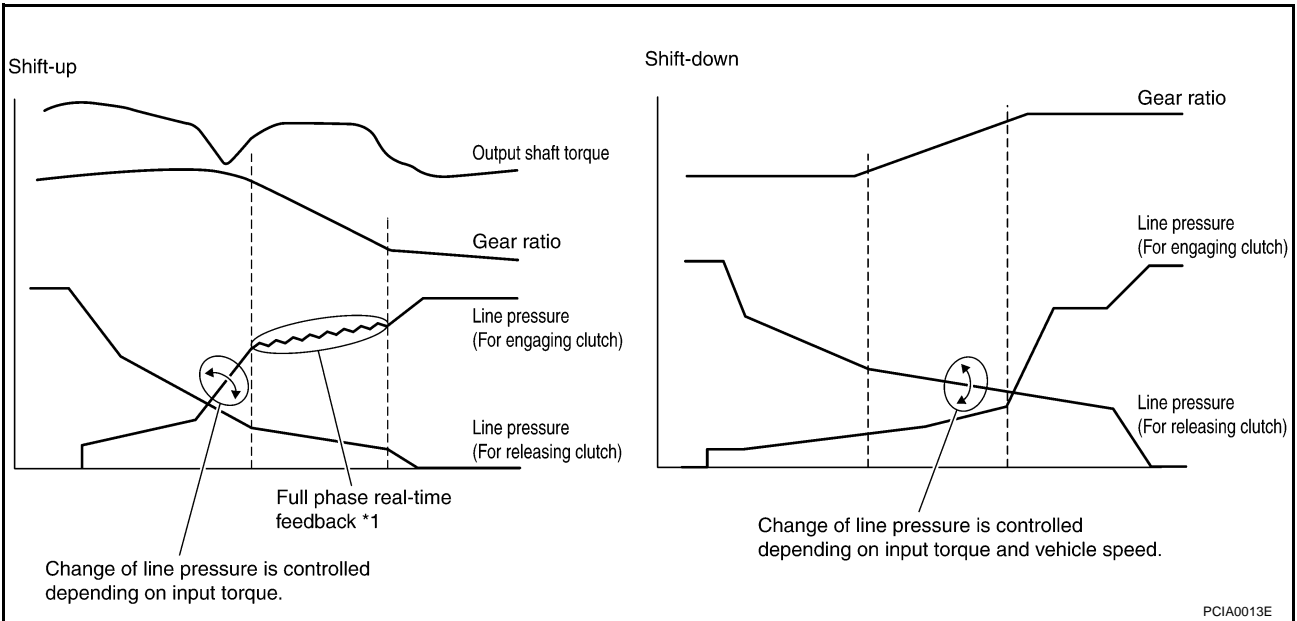


## SHIFT CHANGE

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

# A/T CONTROL SYSTEM

## Shift Change System Diagram



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

## Lock-up Control

ACS005GR

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

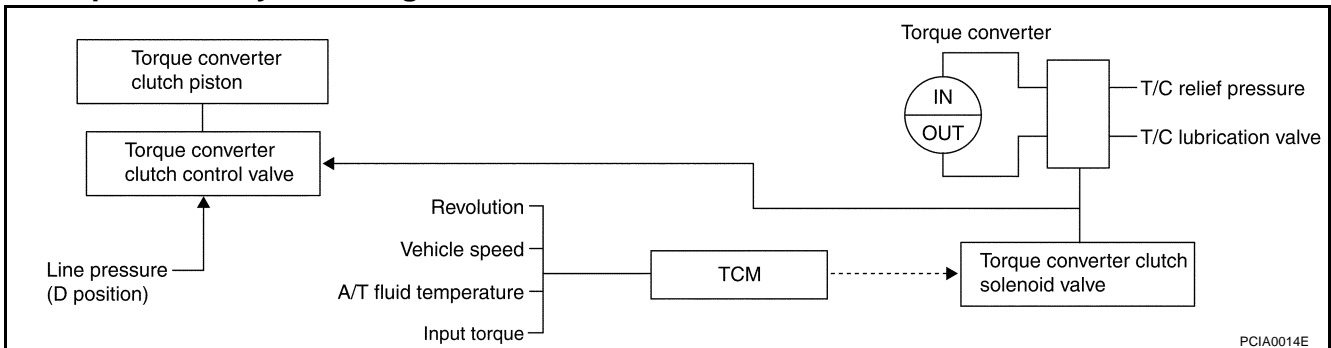
The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM, and the torque converter clutch control valve engages or releases the torque converter clutch piston.

## Lock-up Operation Condition Table

| selector lever | D position |   | M5 position | M4 position | M3 position | M2 position |
|----------------|------------|---|-------------|-------------|-------------|-------------|
| Gear position  | 5          | 4 | 5           | 4           | 3           | 2           |
| Lock-up        | ×          | — | ×           | ×           | ×           | ×           |
| Slip lock-up   | ×          | × | —           | —           | —           | —           |

## TORQUE CONVERTER CLUTCH CONTROL VALVE CONTROL

### Lock-up Control System Diagram



## Lock-up Released

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

# A/T CONTROL SYSTEM

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## **Lock-up Applied**

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

## **SMOOTH LOCK-UP CONTROL**

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

## **Half-clutched State**

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

## **Slip Lock-up Control**

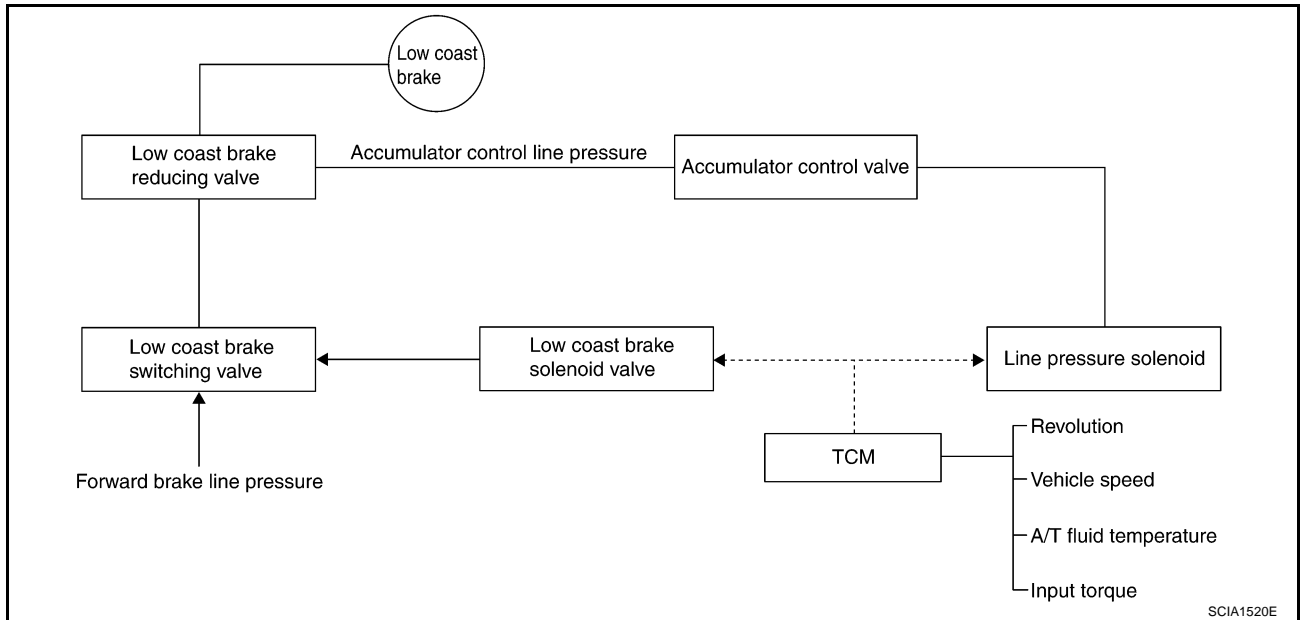
- In the slip region, the torque converter clutch solenoid current is controlled with the TCM to put it into the half-clutched state. This absorbs the engine torque fluctuation and lock-up operates from low speed. This raises the fuel efficiency for 4th and 5th gears at both low speed and when the accelerator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

# A/T CONTROL SYSTEM

## Engine Brake Control

ACS005GS

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



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

## Control Valve

ACS005GT

### FUNCTION OF CONTROL VALVE

| Name   | Function   |
|--|--|
| Torque converter regulator valve   | In order to prevent the pressure supplied to the torque converter from being excessive, the line pressure is adjusted to the optimum pressure (torque converter operating pressure).   |
| Pressure regulator valve<br>Pressure regulator plug<br>Pressure regulator sleeve | Adjusts the oil discharged from the oil pump to the optimum pressure (line pressure) for the driving state.  |
| Front brake control valve  | When the front brake is coupled, adjusts the line pressure to the optimum pressure (front brake pressure) and supplies it to the front brake. (In 1st, 2nd, 3rd, and 5th gears, adjusts the clutch pressure.)  |
| Accumulator control valve  | Adjusts the pressure (accumulator control pressure) acting on the accumulator piston and low coast reducing valve to the pressure appropriate to the driving state.  |
| Pilot valve A  | Adjusts the line pressure and produces the constant pressure (pilot pressure) required for line pressure control, shift change control, and lock-up control.   |
| Pilot valve B  | Adjusts the line pressure and produces the constant pressure (pilot pressure) required for shift change control.   |
| Low coast brake switching valve  | During engine braking, supplies the line pressure to the low coast brake reducing valve.   |
| Low coast brake reducing valve   | When the low coast brake is coupled, adjusts the line pressure to the optimum pressure (low coast brake pressure) and supplies it to the low coast brake.  |
| N-R accumulator  | Produces the stabilizing pressure for when N-R is selected.  |
| Direct clutch piston switching valve   | Operates in 4th gear and switches the direct clutch coupling capacity.   |
| High and low reverse clutch control valve  | When the high and low reverse clutch is coupled, adjusts the line pressure to the optimum pressure (high and low reverse clutch pressure) and supplies it to the high and low reverse clutch. (In 1st, 3rd, 4th and 5th gears, adjusts the clutch pressure.) |

## A/T CONTROL SYSTEM

| Name  | Function   |
|---|--|
| Input clutch control valve                                  | When the input clutch is coupled, adjusts the line pressure to the optimum pressure (input clutch pressure) and supplies it to the input clutch. (In 4th and 5th gears, adjusts the clutch pressure.)          |
| Direct clutch control valve                                 | When the direct clutch is coupled, adjusts the line pressure to the optimum pressure (direct clutch pressure) and supplies it to the direct clutch. (In 2nd, 3rd, and 4th gears, adjusts the clutch pressure.) |
| TCC control valve<br>TCC control plug<br>TCC control sleeve | Switches the lock-up to operating or released. Also, by executing the lock-up operation transiently, lock-up smoothly.   |
| Torque converter lubrication valve                          | Operates during lock-up to switch the torque converter, cooling, and lubrication system oil path.  |
| Cool bypass valve   | Allows excess oil to bypass cooler circuit without being fed into it.  |
| Line pressure relief valve                                  | Discharges excess oil from line pressure circuit.  |
| N-D accumulator   | Produces the stabilizing pressure for when N-D is selected.  |
| Manual valve  | Sends line pressure to each circuit according to the select position. The circuits to which the line pressure is not sent drain.   |

### FUNCTION OF ATF PRESSURE SWITCH

| Name                          | Function  |
|-------------------------------|---|
| ATF pressure switch 1 (FR/B)  | Detects any malfunction in the front brake hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode.                 |
| ATF pressure switch 2 (LC/B)  | Detects any malfunction in the low coast brake hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode.             |
| ATF pressure switch 3 (I/C)   | Detects any malfunction in the input clutch hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode.                |
| ATF pressure switch 5 (D/C)   | Detects any malfunction in the direct clutch hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode.               |
| ATF pressure switch 6 (HLR/C) | Detects any malfunction in the high and low reverse clutch hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode. |



## ON BOARD DIAGNOSTIC (OBD) SYSTEM

PFP:00028

### Introduction

ACS005GU

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

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

The second is the TCM original self-diagnosis indicated by the A/T CHECK indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to [AT-90, "Display Items List"](#).

### OBD-II Function for A/T System

ACS005GV

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

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

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

ACS005GW

#### ONE TRIP DETECTION LOGIC

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

#### TWO TRIP DETECTION LOGIC

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

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


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)

ACS005GX

#### HOW TO READ DTC AND 1ST TRIP DTC

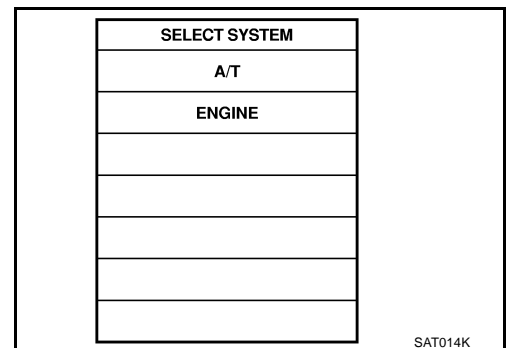
DTC and 1st trip DTC can be read by the following methods.

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

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

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

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



# ON BOARD DIAGNOSTIC (OBD) SYSTEM

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

| SELF-DIAG RESULTS      |      |
|------------------------|------|
| DTC RESULTS            | TIME |
| PNP SW/CIRC<br>[P0705] | 0    |
|                        |      |
|                        |      |

SAT015K

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

| SELF-DIAG RESULTS      |      |
|------------------------|------|
| DTC RESULTS            | TIME |
| PNP SW/CIRC<br>[P0705] | 1 t  |
|                        |      |
|                        |      |

SAT016K

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

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

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For detail, refer to [EC-103, "CONSULT-II Function"](#).

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

| Priority | Items                      |  |
|----------|----------------------------|--|
| 1        | Freeze frame data          | Misfire — DTC: P0300 - P0306<br>Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175 |
| 2        |                            | Except the above items (Includes A/T related items)  |
| 3        | 1st trip freeze frame data |  |

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

## HOW TO ERASE DTC

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

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

The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-48, "Emission-related Diagnostic Information"](#).

- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**

# ON BOARD DIAGNOSTIC (OBD) SYSTEM

- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values

## HOW TO ERASE DTC (WITH CONSULT-II)

- If a DTC is displayed for both ECM and TCM, it is necessary to be erased for both ECM and TCM.
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
  2. Turn CONSULT-II "ON" and touch "A/T".
  3. Touch "SELF-DIAG RESULTS".
  4. Touch "ERASE". (The DTC in the TCM will be erased.) Then touch "BACK" twice.
  5. Touch "ENGINE".
  6. Touch "SELF-DIAG RESULTS".
  7. Touch "ERASE". (The DTC in the ECM will be erased.)

### How to erase DTC (With CONSULT-II )

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.

| SELECT SYSTEM |
|---------------|
| A/T           |
| ENGINE        |
|               |
|               |
|               |
|               |
|               |

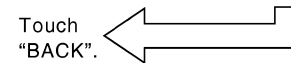
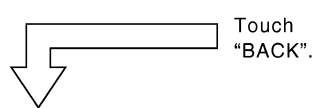
2. Turn CONSULT-II "ON", and touch "A/T".

| SELECT DIAG MODE      |
|-----------------------|
| SELF-DIAG RESULTS     |
| DATE MONITOR          |
| CAN DIAG SUPPORT MNTR |
| DTC WORK SUPPORT      |
| ECU PART NUMBER       |
|                       |
|                       |

3. Touch "SELF-DIAG RESULTS".

| SELF-DIAG RESULTS         |
|---------------------------|
| DTC RESULTS               |
| TCC SOLENOID/CIRC [P0740] |
|                           |
|                           |

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



| SELECT SYSTEM |
|---------------|
| A/T           |
| ENGINE        |
|               |
|               |
|               |
|               |
|               |

5. Touch "ENGINE".

| SELECT DIAG MODE      |
|-----------------------|
| WORK SUPPORT          |
| SELF-DIAG RESULTS     |
| DATA MONITOR          |
| DATA MONITOR(SPEC)    |
| CAN DIAG SUPPORT MNTR |
| ACTIVE TEST           |
|                       |

6. Touch "SELF-DIAG RESULTS".

| SELF-DIAG RESULTS         |      |
|---------------------------|------|
| DTC RESULTS               | TIME |
| TCC SOLENOID/CIRC [P0740] | 0    |
|                           |      |
|                           |      |

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

SCIA5334E

## 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. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to [AT-99, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#). (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to [EC-115, "Generic Scan Tool \(GST\) Function"](#).

# ON BOARD DIAGNOSTIC (OBD) SYSTEM



## HOW TO ERASE DTC (NO TOOLS)

The A/T CHECK indicator lamp is located on the instrument panel.

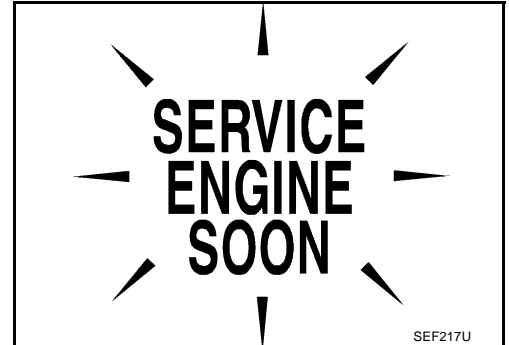
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to [AT-99, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Perform "OBD-II SELF-DIAGNOSTIC PROCEDURE (No tools)". Refer to [EC-61, "How to Erase DTC"](#) .

## Malfunction Indicator Lamp (MIL) DESCRIPTION

ACS005GY

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned "ON" without the engine running. This is a bulb check.
  - If the MIL does not light up, refer to [DI-27, "WARNING LAMPS"](#) , or see [EC-635, "MIL AND DATA LINK CONNECTOR"](#) .
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



# TROUBLE DIAGNOSIS

## TROUBLE DIAGNOSIS

PPF:00004

### DTC Inspection Priority Chart

ACS005GZ

If some DTCs are displayed at the same time, perform inspections one by one based on the following priority chart.

#### NOTE:

If DTC U1000 is displayed with other DTCs, first perform the trouble diagnosis for DTC U1000. Refer to [AT-101](#).

| Priority | Detected items (DTC)         |
|----------|------------------------------|
| 1        | U1000 CAN communication line |
| 2        | Except above                 |

### Fail-Safe

ACS005H0

The TCM has an electrical fail-safe mode. This mode makes it possible to operate even if there is an error in a main electronic control input/output signal circuit.

In fail-safe mode, even if the selector lever is "D" or "M" mode, the transmission is fixed in 2nd or 4th (depending on the breakdown position), so the customer should feel "slipping" or "poor acceleration". When fail-safe mode is triggered, when the ignition switch is switched "ON", the A/T CHECK indicator lamp flashes for about 8 seconds. (Refer to [AT-99, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#)).

Even when the electronic circuits are normal, under special conditions (for example, when slamming on the brake with the wheels spinning drastically and stopping the tire rotation), the transmission can go into fail-safe mode. If this happens, switch "OFF" the ignition switch for 10 seconds, then switch it "ON" again to return to the normal shift pattern. Also, the A/T CHECK indicator lamp flashes for about 8 seconds once, then is cleared. Therefore, the customer's vehicle has returned to normal, so handle according to the "diagnostics flow" (Refer to [AT-44](#)).

### FAIL-SAFE FUNCTION

If any malfunction occurs in a sensor or solenoid, this function controls the A/T to mark driving possible.

### Vehicle Speed Sensor A/T (Revolution Sensor)

- Signals are input from two systems - from vehicle speed sensor A/T (revolution sensor) installed on the transmission and from combination meter so normal driving is possible even if there is a malfunction in one of the systems. And if vehicle speed sensor A/T (revolution sensor) has unusual cases, 5th gear and manual mode are prohibited.

### Accelerator Pedal Position Sensor

- If there is a malfunction in one of the systems, the accelerator opening angle is controlled by ECM according to a pre-determined accelerator angle to make driving possible. And if there are malfunctions in tow systems, the engine speed is fixed by ECM to a pre-determined engine speed to make driving possible.

### Throttle Position Sensor

- If there is a malfunction in one of the systems, the accelerator opening angle is controlled by ECM according to a pre-determined accelerator angle to make driving possible. And if there are malfunctions in tow systems, the accelerator opening angle is controlled by the idle signal sent from the ECM which is based on input indicating either idle condition or off-idle condition (pre-determined accelerator opening) in order to make driving possible.

### PNP Switch

- In the unlikely event that a malfunction signal enters the TCM, the position indicator is switched "OFF", the starter relay is switched "OFF" (starter starting is disabled), the back-up lamp relay switched "OFF" (back-up lamp is OFF) and the position is fixed to the "D" range to make driving possible.

### Starter Relay

- The starter relay is switched "OFF". (Starter starting is disabled.)

# TROUBLE DIAGNOSIS

## A/T Interlock

- If there is an A/T interlock judgment malfunction, the transmission is fixed in 2nd gear to make driving possible.

**NOTE:**

**When the vehicle is driven fixed in 2nd gear, a turbine revolution sensor malfunction is displayed, but this is not a turbine revolution sensor malfunction.**

- When the coupling pattern below is detected, the fail-safe action corresponding to the pattern is executed.

**A/T INTERLOCK COUPLING PATTERN TABLE**

●: NG X: OK

| Gear position                   |     | ATF pressure switch output |             |           |            |            | Fail-safe function | Clutch pressure output pattern after fail-safe function |       |     |      |      |     |
|---------------------------------|-----|----------------------------|-------------|-----------|------------|------------|--------------------|---|-------|-----|------|------|-----|
|                                 |     | SW3 (I/C)                  | SW6 (HLR/C) | SW5 (D/C) | SW1 (FR/B) | SW2 (LC/B) |                    | I/C   | HLR/C | D/C | FR/B | LC/B | L/U |
| A/T inter-lock coupling pattern | 3rd | –                          | X           | X         | –          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |
|                                 | 4th | –                          | X           | X         | –          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |
|                                 | 5th | X                          | X           | –         | X          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |

## A/T 1st Engine Braking

- When there is an A/T first gear engine brake judgment malfunction, the low coast brake solenoid is switched “OFF” to avoid the engine brake operation.

## Line Pressure Solenoid

- The solenoid is switched “OFF” and the line pressure is set to the maximum hydraulic pressure to make driving possible.

## Torque Converter Clutch Solenoid

- The solenoid is switched “OFF” to release the lock-up.

## Low Coast Brake Solenoid

- When a (electrical or functional) malfunction occurs, in order to make driving possible, if the solenoid is “ON”, the transmission is held in 2nd gear; if the solenoid is “OFF”, the transmission is held in 4th gear. (engine brake is not applied in 1st and 2nd gear.)

## Input Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either “ON” or “OFF”, the transmission is held in 4th gear to make driving possible.

## Direct Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either “ON” or “OFF”, the transmission is held in 4th gear to make driving possible.

## Front Brake Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid “ON”, in order to make driving possible, the A/T is held in 5th gear; if the solenoid is OFF, 4th gear.

## High and Low Reverse Clutch Solenoid

- If a (electrical or functional) malfunction occurs with the solenoid either “ON” or “OFF”, the transmission is held in 4th gear to make driving possible.

## Turbine Revolution Sensor 1 or 2

- The control is the same as if there were no turbine revolution sensors, 5th gear and manual mode are prohibited.

# TROUBLE DIAGNOSIS

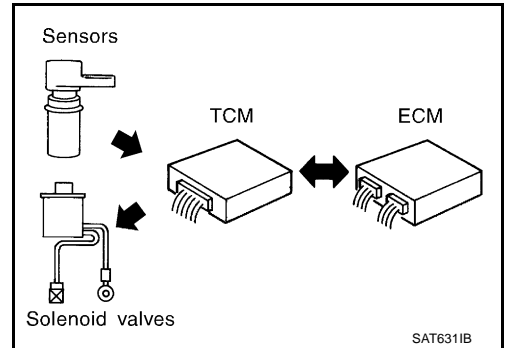
## How To Perform Trouble Diagnosis For Quick and Accurate Repair INTRODUCTION

ACS005H1

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

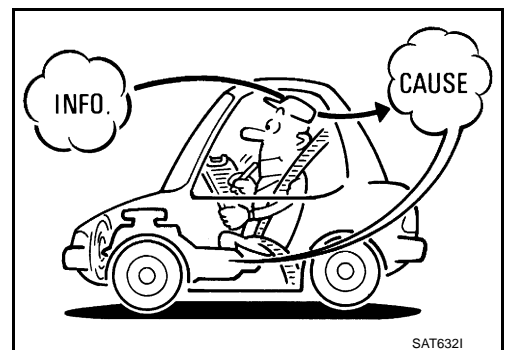
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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



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

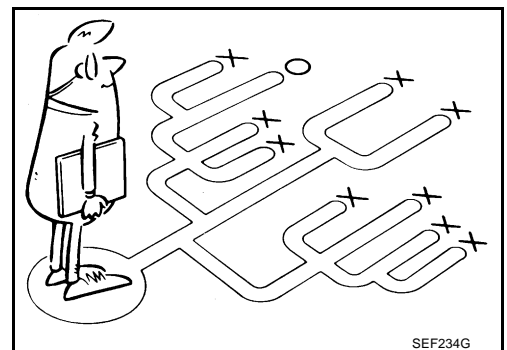
A visual check only may not find the cause of the errors. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the [AT-44, "WORK FLOW"](#) .



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such errors, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" as shown on the example (Refer to [AT-45](#) ) should be used.

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

Also check related Service bulletins.

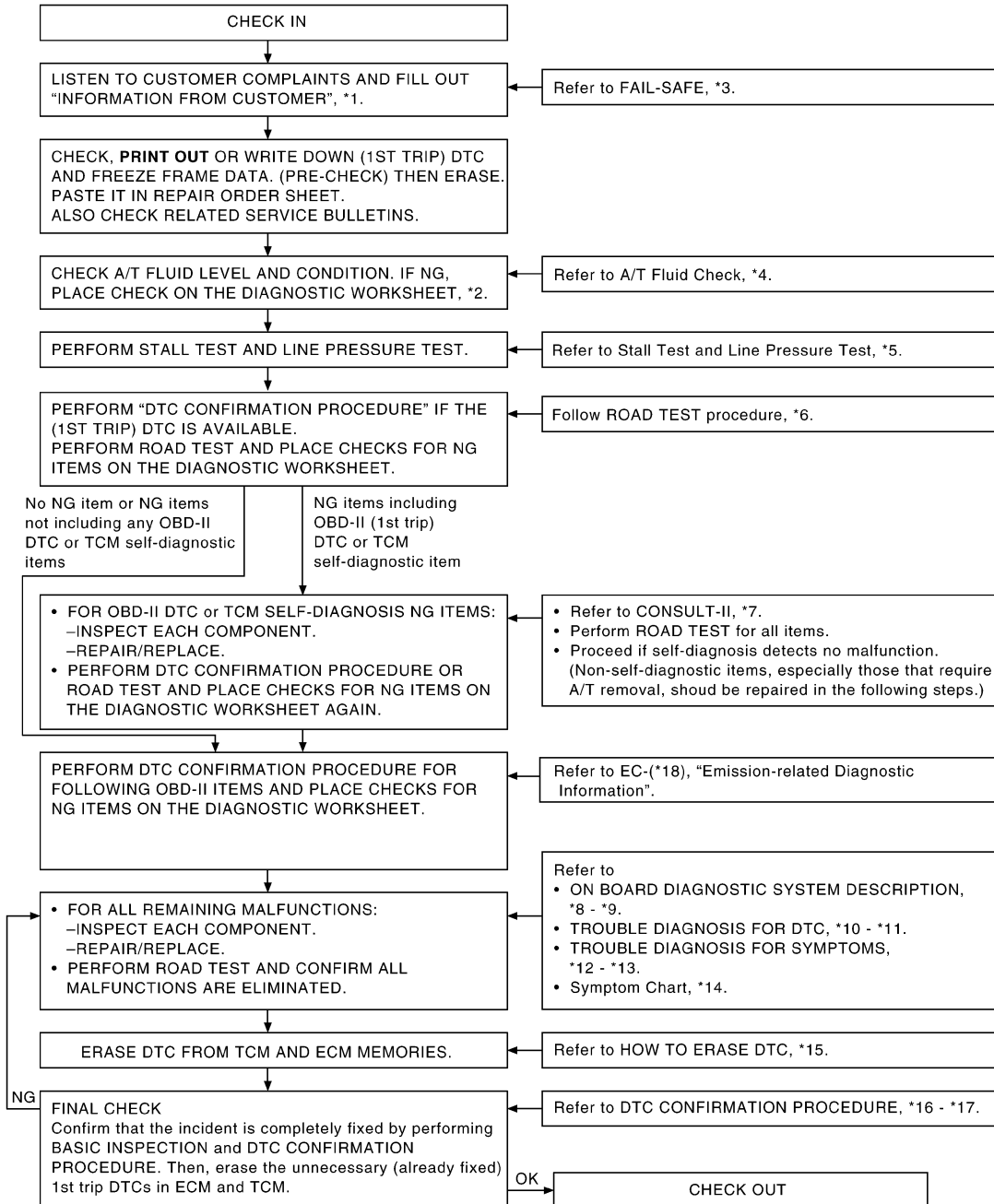


# TROUBLE DIAGNOSIS

## WORK FLOW

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a malfunction. It is important to fully understand the symptoms or conditions for a customer complaint. Make good use of the two sheets provided, "Information From Customer" (Refer to [AT-45](#)) and "Diagnostic Worksheet" (Refer to [AT-45](#)), to perform the best troubleshooting possible.

## Work Flow Chart



\*1. [AT-45](#)

\*4. [AT-50](#)

\*7. [AT-87](#)

\*10. [AT-101](#)

\*13. [AT-222](#)

\*16. [AT-101](#)

\*2. [AT-45](#)

\*5. [AT-50, AT-51](#)

\*8. [AT-37](#)

\*11. [AT-183](#)

\*14. [AT-61](#)

\*17. [AT-176](#)

\*3. [AT-41](#)

\*6. [AT-53](#)

\*9. [AT-99](#)

\*12. [AT-186](#)

\*15. [AT-38](#)

\*18. [EC-48](#)

SCIA4968E



# TROUBLE DIAGNOSIS

## DIAGNOSTIC WORKSHEET

### Information From Customer

#### KEY POINTS

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

|                                  |  |                                  |                 |
|----------------------------------|--|----------------------------------|-----------------|
| Customer name                    | MR/MS  | Model & Year                     | VIN             |
| Trans. Model                     |  | Engine                           | Mileage         |
| Incident Date                    |  | Manuf. Date                      | In Service Date |
| Frequency                        | <input type="checkbox"/> Continuous <input type="checkbox"/> Intermittent (    times a day)  |                                  |                 |
| Symptoms                         | <input type="checkbox"/> Vehicle does not move.    ( <input type="checkbox"/> Any position <input type="checkbox"/> Particular position)   |                                  |                 |
|                                  | <input type="checkbox"/> No up-shift    ( <input type="checkbox"/> 1st → 2nd <input type="checkbox"/> 2nd → 3rd <input type="checkbox"/> 3rd → 4th <input type="checkbox"/> 4th → 5th)   |                                  |                 |
|                                  | <input type="checkbox"/> No down-shift    ( <input type="checkbox"/> 5th → 4th <input type="checkbox"/> 4th → 3rd <input type="checkbox"/> 3rd → 2nd <input type="checkbox"/> 2nd → 1st) |                                  |                 |
|                                  | <input type="checkbox"/> Lock-up malfunction   |                                  |                 |
|                                  | <input type="checkbox"/> Shift point too high or too low.  |                                  |                 |
|                                  | <input type="checkbox"/> Shift shock or slip    ( <input type="checkbox"/> N → D <input type="checkbox"/> Lock-up <input type="checkbox"/> Any drive position)                           |                                  |                 |
|                                  | <input type="checkbox"/> Noise or vibration  |                                  |                 |
|                                  | <input type="checkbox"/> No kick down  |                                  |                 |
|                                  | <input type="checkbox"/> No pattern select   |                                  |                 |
| A/T CHECK indicator lamp         | Blinks for about 8 seconds.  |                                  |                 |
|                                  | <input type="checkbox"/> Continuously lit  | <input type="checkbox"/> Not lit |                 |
| Malfunction indicator lamp (MIL) | <input type="checkbox"/> Continuously lit  | <input type="checkbox"/> Not lit |                 |

### Diagnostic Worksheet Chart

|   |  |              |
|---|--|--------------|
| 1   | <input type="checkbox"/> Read the item on cautions concerning fail-safe and understand the customer's complaint.   | AT-41        |
| 2   | <input type="checkbox"/> A/T fluid inspection  | AT-50        |
|   | <input type="checkbox"/> Leak (Repair leak location.)<br><input type="checkbox"/> State<br><input type="checkbox"/> Amount   |              |
| 3   | <input type="checkbox"/> Stall test and line pressure test   | AT-50, AT-51 |
|   | <input type="checkbox"/> Stall test  |              |
|   | <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <input type="checkbox"/> Torque converter one-way clutch<br/> <input type="checkbox"/> Front brake<br/> <input type="checkbox"/> high and low reverse clutch<br/> <input type="checkbox"/> Low coast brake<br/> <input type="checkbox"/> Forward brake<br/> <input type="checkbox"/> Reverse brake<br/> <input type="checkbox"/> Forward one-way clutch                 </td> <td style="width: 50%; border: none;"> <input type="checkbox"/> 1st one-way clutch<br/> <input type="checkbox"/> 3rd one-way clutch<br/> <input type="checkbox"/> Engine<br/> <input type="checkbox"/> Line pressure low<br/> <input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK                 </td> </tr> </table> |              |
| <input type="checkbox"/> Torque converter one-way clutch<br><input type="checkbox"/> Front brake<br><input type="checkbox"/> high and low reverse clutch<br><input type="checkbox"/> Low coast brake<br><input type="checkbox"/> Forward brake<br><input type="checkbox"/> Reverse brake<br><input type="checkbox"/> Forward one-way clutch | <input type="checkbox"/> 1st one-way clutch<br><input type="checkbox"/> 3rd one-way clutch<br><input type="checkbox"/> Engine<br><input type="checkbox"/> Line pressure low<br><input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK  |              |
| <input type="checkbox"/> Line pressure inspection - Suspected part:   |  |              |

# TROUBLE DIAGNOSIS

|  |   |                       |
|--|---|-----------------------|
|  | <input type="checkbox"/> Execute all road tests and enter checks in required inspection items.  | <a href="#">AT-53</a> |
|  | <p>Check before engine is started</p> <input type="checkbox"/> The A/T CHECK Indicator Lamp does come on. <a href="#">AT-186</a> .<br><input type="checkbox"/> Execute self-diagnostics Enter checks for detected items. <a href="#">AT-89</a> , <a href="#">AT-99</a> .  | <a href="#">AT-53</a> |
| <p style="text-align: center;">4</p> <p style="text-align: center;">4-1.</p> | <ul style="list-style-type: none"> <li><input type="checkbox"/> <a href="#">AT-101, "DTC U1000 CAN COMMUNICATION LINE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-104, "DTC P0615 START SIGNAL CIRCUIT"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-108, "DTC P0700 TCM"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-118, "DTC P0725 ENGINE SPEED SIGNAL"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-120, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-122, "DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-124, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-126, "DTC P1702 TRANSMISSION CONTROL MODULE (RAM)"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-127, "DTC P1703 TRANSMISSION CONTROL MODULE (ROM)"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-128, "DTC P1705 THROTTLE POSITION SENSOR"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-131, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-140, "DTC P1730 A/T INTERLOCK"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-143, "DTC P1731 A/T 1ST ENGINE BRAKING"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-145, "DTC P1752 INPUT CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-147, "DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-151, "DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-153, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-155, "DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-157, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-159, "DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-161, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-163, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-165, "DTC P1815 MANUAL MODE SWITCH"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-172, "DTC P1843 ATF PRESSURE SWITCH 3"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-176, "DTC P1846 ATF PRESSURE SWITCH 6"</a> .</li> </ul> |                       |
|  | <p>Check at idle</p>  |                       |
| <p style="text-align: center;">4-2.</p>                                      | <ul style="list-style-type: none"> <li><input type="checkbox"/> <a href="#">AT-186, "Engine Cannot Be Started In "P" or "N" Position"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-187, "In "P" Position, Vehicle Moves When Pushed"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-188, "In "N" Position, Vehicle Moves"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-189, "Large Shock ("N" to "D" Position)"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-192, "Vehicle Does Not Creep Backward In "R" Position"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-195, "Vehicle Does Not Creep Forward In "D" Position"</a> .</li> </ul>   | <a href="#">AT-54</a> |
|  | <p>Cruise tests</p> <p>Part 1</p>   |                       |
| <p style="text-align: center;">4-3.</p>                                      | <ul style="list-style-type: none"> <li><input type="checkbox"/> <a href="#">AT-197, "Vehicle Cannot Be Started From D1"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-200, "A/T Does Not Shift: D1 → D2"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-202, "A/T Does Not Shift: D2 → D3"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-204, "A/T Does Not Shift: D3 → D4"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-207, "A/T Does Not Shift: D4 → D5"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-209, "A/T Does Not Perform Lock-up"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-211, "A/T Does Not Hold Lock-up Condition"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-213, "Lock-up Is Not Released"</a> .</li> <li><input type="checkbox"/> <a href="#">AT-214, "Engine Speed Does Not Return To Idle"</a> .</li> </ul>  | <a href="#">AT-55</a> |

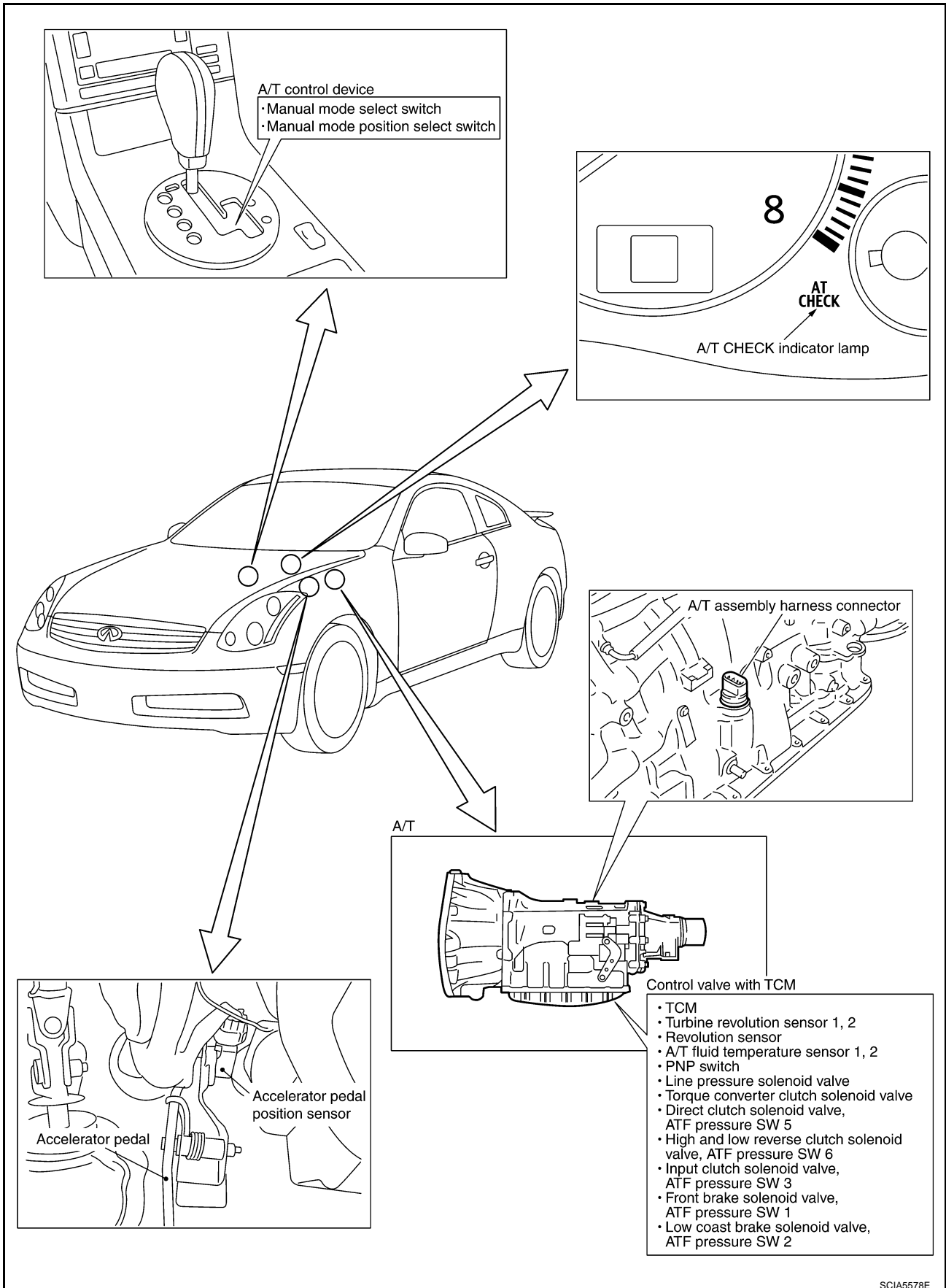
# TROUBLE DIAGNOSIS

|   |   |   |   |                       |              |
|---|---|---|---|-----------------------|--------------|
| 4 | 4-3   | Part 2  | <input type="checkbox"/> <a href="#">AT-197, "Vehicle Cannot Be Started From D1"</a> .<br><input type="checkbox"/> <a href="#">AT-200, "A/T Does Not Shift: D1 → D2"</a> .<br><input type="checkbox"/> <a href="#">AT-202, "A/T Does Not Shift: D2 → D3"</a> .<br><input type="checkbox"/> <a href="#">AT-204, "A/T Does Not Shift: D3 → D4"</a> .  | <a href="#">AT-57</a> | A            |
|   |   | Part 3  | <input type="checkbox"/> <a href="#">AT-215, "Cannot Be Changed to Manual Mode"</a> .<br><input type="checkbox"/> <a href="#">AT-216, "A/T Does Not Shift: 5th gear → 4th gear"</a> .<br><input type="checkbox"/> <a href="#">AT-217, "A/T Does Not Shift: 4th gear → 3rd gear"</a> .<br><input type="checkbox"/> <a href="#">AT-219, "A/T Does Not Shift: 3rd gear → 2nd gear"</a> .<br><input type="checkbox"/> <a href="#">AT-221, "A/T Does Not Shift: 2nd gear → 1st gear"</a> .<br><input type="checkbox"/> <a href="#">AT-222, "Vehicle Does Not Decelerate By Engine Brake"</a> .<br><input type="checkbox"/> Execute self-diagnostics Enter checks for detected items. <a href="#">AT-89</a> , <a href="#">AT-99</a> . | <a href="#">AT-58</a> | B<br>AT<br>D |
|   |   | <input type="checkbox"/> <a href="#">AT-101, "DTC U1000 CAN COMMUNICATION LINE"</a> .<br><input type="checkbox"/> <a href="#">AT-104, "DTC P0615 START SIGNAL CIRCUIT"</a> .<br><input type="checkbox"/> <a href="#">AT-108, "DTC P0700 TCM"</a> .<br><input type="checkbox"/> <a href="#">AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"</a> .<br><input type="checkbox"/> <a href="#">AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)"</a> .<br><input type="checkbox"/> <a href="#">AT-118, "DTC P0725 ENGINE SPEED SIGNAL"</a> .<br><input type="checkbox"/> <a href="#">AT-120, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-122, "DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)"</a> .<br><input type="checkbox"/> <a href="#">AT-124, "DTC P0745 LINE PRESSURE SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-126, "DTC P1702 TRANSMISSION CONTROL MODULE (RAM)"</a> .<br><input type="checkbox"/> <a href="#">AT-127, "DTC P1703 TRANSMISSION CONTROL MODULE (ROM)"</a> .<br><input type="checkbox"/> <a href="#">AT-128, "DTC P1705 THROTTLE POSITION SENSOR"</a> .<br><input type="checkbox"/> <a href="#">AT-131, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"</a> .<br><input type="checkbox"/> <a href="#">AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"</a> .<br><input type="checkbox"/> <a href="#">AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"</a> .<br><input type="checkbox"/> <a href="#">AT-140, "DTC P1730 A/T INTERLOCK"</a> .<br><input type="checkbox"/> <a href="#">AT-143, "DTC P1731 A/T 1ST ENGINE BRAKING"</a> .<br><input type="checkbox"/> <a href="#">AT-145, "DTC P1752 INPUT CLUTCH SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-147, "DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION"</a> .<br><input type="checkbox"/> <a href="#">AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-151, "DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION"</a> .<br><input type="checkbox"/> <a href="#">AT-153, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-155, "DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION"</a> .<br><input type="checkbox"/> <a href="#">AT-157, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-159, "DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION"</a> .<br><input type="checkbox"/> <a href="#">AT-161, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE"</a> .<br><input type="checkbox"/> <a href="#">AT-163, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION"</a> .<br><input type="checkbox"/> <a href="#">AT-165, "DTC P1815 MANUAL MODE SWITCH"</a> .<br><input type="checkbox"/> <a href="#">AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"</a> .<br><input type="checkbox"/> <a href="#">AT-172, "DTC P1843 ATF PRESSURE SWITCH 3"</a> .<br><input type="checkbox"/> <a href="#">AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"</a> .<br><input type="checkbox"/> <a href="#">AT-176, "DTC P1846 ATF PRESSURE SWITCH 6"</a> . | E<br>F<br>G<br>H<br>I<br>J<br>K<br>L<br>M   |                       |              |
| 5 | <input type="checkbox"/> Inspect each system for items found to be NG in the self-diagnostics and repair or replace the malfunction parts.  |   |   |                       |              |
| 6 | <input type="checkbox"/> Execute all road tests and enter the checks again for the required items.  |   | <a href="#">AT-53</a>   |                       |              |
| 7 | <input type="checkbox"/> For any remaining NG items, execute the "diagnostics procedure" and repair or replace the malfunction parts. See the chart for diagnostics by symptoms. (This chart also contains other symptoms and inspection procedures.) |   | <a href="#">AT-61</a>   |                       |              |
| 8 | <input type="checkbox"/> Erase the results of the self-diagnostics from the TCM.  |   | <a href="#">AT-39</a> , <a href="#">AT-100</a>  |                       |              |

# TROUBLE DIAGNOSIS

## A/T Electrical Parts Location

ACS005H2

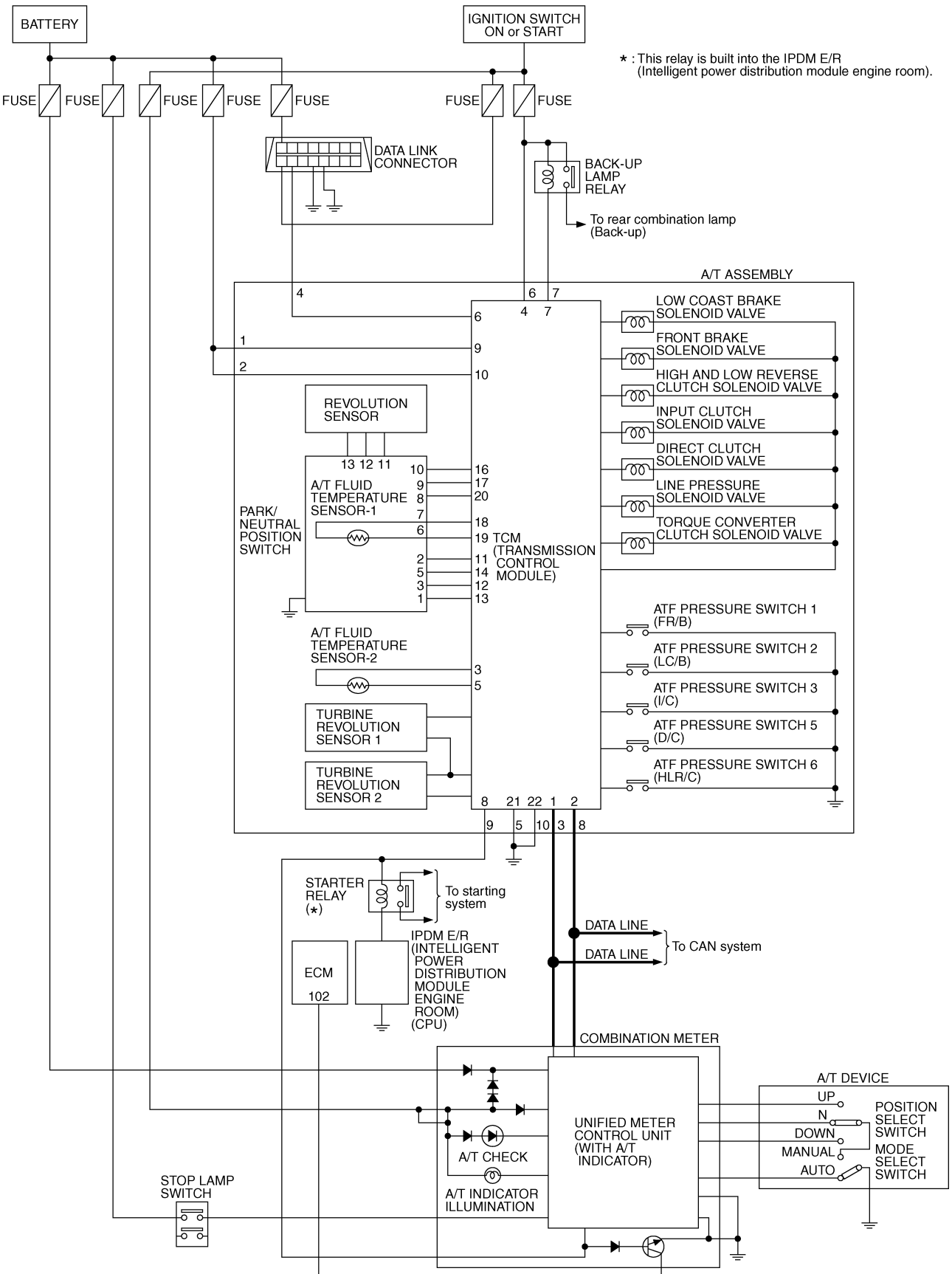


SCIA5578E

# TROUBLE DIAGNOSIS

## Circuit Diagram

ACS005H3



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

TCWM0280E

# TROUBLE DIAGNOSIS

ACS005H5

## Inspections Before Trouble Diagnosis

### A/T FLUID CHECK

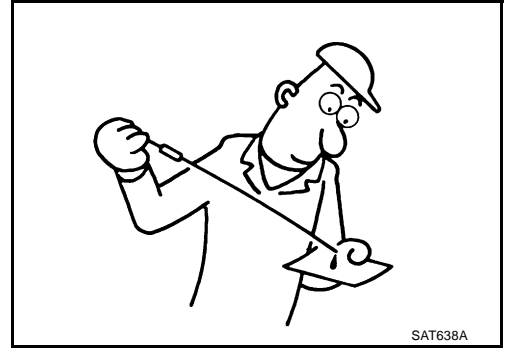
#### Fluid Leakage and Fluid Level Check

- Inspect for fluid leakage and check the fluid level. Refer to [AT-12, "Checking A/T Fluid"](#).

#### Fluid Condition Check

Inspect the fluid condition.

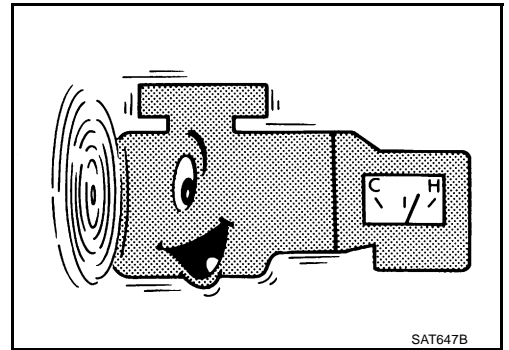
| Fluid condition                       | Conceivable Cause                        | Required Operation  |
|---------------------------------------|--|---|
| Varnished (viscous varnish state)     | Clutch, brake scorched                   | Replace the A/T fluid and check the A/T main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.) |
| Milky white or cloudy                 | Water in the fluid                       | Replace the A/T fluid and check for places where water is getting in.   |
| Large amount of metal powder mixed in | Unusual wear of sliding parts within A/T | Replace the A/T fluid and check for improper operation of the A/T.  |



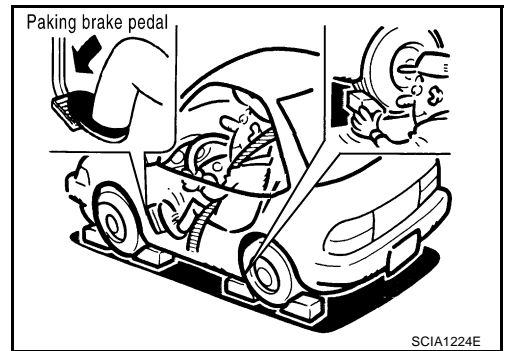
## STALL TEST

### Stall Test Procedure

1. Inspect the amount of engine oil. Replenish the engine oil if necessary.
2. Drive for about 10 minutes to warm up the vehicle so that the A/T fluid temperature is 50 to 80°C (122 to 176°F). Inspect the amount of A/T fluid. Replenish if necessary.



3. Securely engage the parking brake so that the tires do not turn.

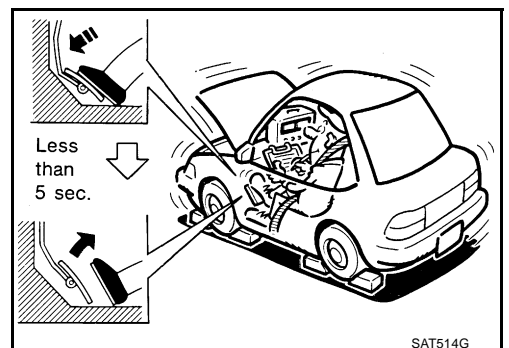


4. Engine start, apply foot brake, and place selector lever in "D" position.
5. While holding down the foot brake, gradually press down the accelerator pedal.
6. Quickly read off the stall speed, then quickly remove your foot from the accelerator pedal.

**CAUTION:**

**Do not hold down the accelerator pedal for more than 5 seconds during this test.**

7. Move the selector lever to the "N" position.
8. Cool down the A/T fluid.



# TROUBLE DIAGNOSIS

**CAUTION:**

Run the engine at idle for at least one minute.

Stall speed: 2,650 - 2,950 rpm

## Judgement Stall Test

|             | Selector lever position |   | Expected problem location   |
|-------------|-------------------------|---|---|
|             | D, M                    | R |   |
| Stall speed | H                       | O | <ul style="list-style-type: none"> <li>● Forward brake</li> <li>● Forward one-way clutch</li> <li>● 1st one-way clutch</li> <li>● 3rd one-way clutch</li> </ul> |
|             | O                       | H | <ul style="list-style-type: none"> <li>● Reverse brake</li> </ul>   |
|             | L                       | L | <ul style="list-style-type: none"> <li>● Engine and torque converter one-way clutch</li> </ul>  |
|             | H                       | H | <ul style="list-style-type: none"> <li>● Line pressure low</li> </ul>   |

O: Stall speed within standard value position

H: Stall speed higher than standard value

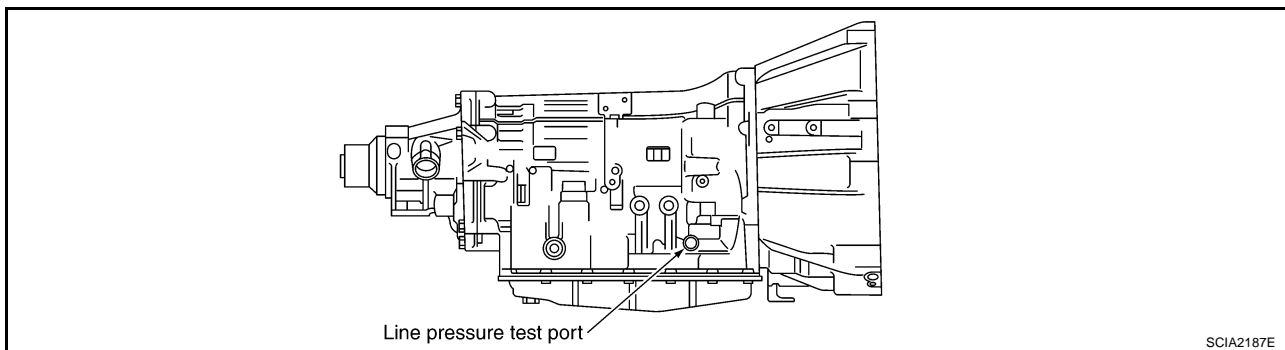
L: Stall speed lower than standard value

## Stall test standard value position

|                                       |                                 |                                      |
|---------------------------------------|---------------------------------|--------------------------------------|
| Does not shift up D, M position 1 → 2 | Slipping in 2nd, 3rd, 4th gears | Direct clutch slippage               |
| Does not shift up D, M position 2 → 3 | Slipping in 3rd, 4th, 5th gears | high and low reverse clutch slippage |
| Does not shift up D, M position 3 → 4 | Slipping in 4th, 5th gears      | Input clutch slippage                |
| Does not shift up D, M position 4 → 5 | Slipping in 5th gear            | Front brake slippage                 |

## LINE PRESSURE TEST

### Line Pressure Test Port



### 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 A/T fluid reaches in range of 50 to 80°C (122 to 176°F), then inspect the amount of A/T fluid and replenish if necessary.

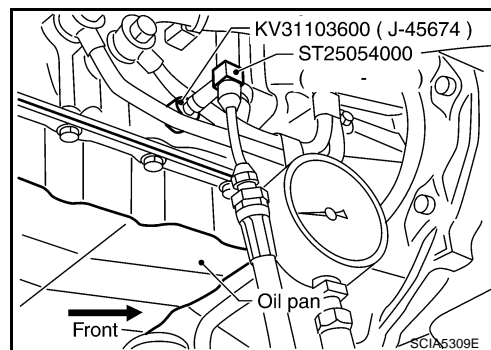
**NOTE:**

The A/T fluid temperature rises in range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.

3. After warming up remove the oil pressure detection plug and install the oil pressure gauge.

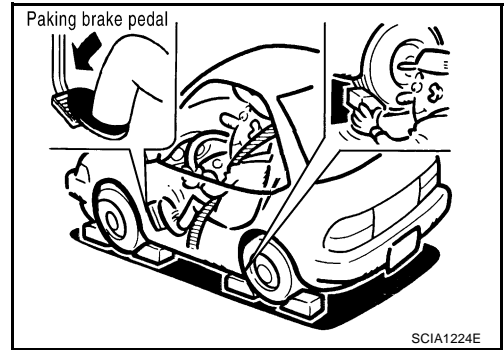
**CAUTION:**

When using the oil pressure gauge, be sure to use the O-ring attached to the oil pressure detection plug.



# TROUBLE DIAGNOSIS

4. Securely engage the parking brake so that the tires do not turn.



5. Start the engine, then measure the line pressure at both idle and the stall speed.

**CAUTION:**

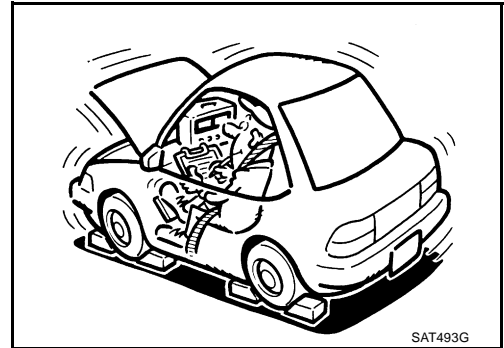
- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed, refer to [AT-50, "STALL TEST"](#).

6. After the measurements are complete, install the oil pressure detection plug and tighten to the regulation torque below.

 :7.3 N·m (0.74 kg·m, 65 in·lb)

**CAUTION:**

Do not reuse the O-ring.



## Line Pressure

| Engine speed   | Line pressure [kPa (kg/cm <sup>2</sup> , psi)] |  |
|----------------|--|--|
|                | R position                                     | D, M positions                         |
| At idle speed  | 392 - 441 (4.0 - 4.5, 57 - 64)                 | 373 - 422 (3.8 - 4.3, 54 - 61)         |
| At stall speed | 1,700 - 1,890 (17.3 - 19.3, 247 - 274)         | 1,310 - 1,500 (13.3 - 15.3, 190 - 218) |

## Judgement of Line Pressure Test

| Judgement  |                                       | Possible cause   |
|------------|---------------------------------------|--|
| Idle speed | Low for all positions (P, R, N, D, M) | Possible causes include malfunctions in the pressure supply system and low oil pump output.<br>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>  |
|            | 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.   |
|            | High                                  | Possible causes include a sensor malfunction or malfunction in the line pressure adjustment function.<br>For example <ul style="list-style-type: none"> <li>● Accelerator pedal position signal malfunction</li> <li>● ATF temperature sensor malfunction</li> <li>● Line pressure solenoid malfunction (sticking in "OFF" state, filter clog, cut line)</li> <li>● Pressure regulator valve or plug sticking</li> </ul> |



# TROUBLE DIAGNOSIS

| Judgement   |   | Possible cause   |
|-------------|---|--|
| Stall speed | Oil pressure does not rise higher than the oil pressure for idle. | Possible causes include a sensor malfunction or malfunction in the pressure adjustment function.<br>For example <ul style="list-style-type: none"> <li>● Accelerator pedal position signal malfunction</li> <li>● TCM breakdown</li> <li>● Line pressure solenoid malfunction (shorting, sticking in "ON" state)</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Pilot valve sticking or pilot filter clogged</li> </ul> |
|             | The pressure rises, but does not enter the standard position.     | Possible causes include malfunctions in the pressure supply system and malfunction in the pressure adjustment function.<br>For example <ul style="list-style-type: none"> <li>● Accelerator pedal position signal malfunction</li> <li>● Line pressure solenoid malfunction (sticking, filter clog)</li> <li>● Pressure regulator valve or plug sticking</li> <li>● Pilot valve sticking or pilot filter clogged</li> </ul>              |
|             | Only low for a specific position                                  | 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.   |

## ROAD TEST

### Description

- The road test inspects overall performance of the A/T and analyzes possible malfunction causes.
- The road test is carried out in the following three stages.
  1. Check before engine is started. Refer to [AT-53](#) .
  2. Check at idle. Refer to [AT-54](#) .
  3. Cruise test
    - Inspect all the items from Part 1 to Part 3. Refer to [AT-55](#) , [AT-57](#) , [AT-58](#) .
    - Before beginning the road test, check the test procedure and inspection items.
    - Test all inspection items until the symptom is uncovered. Diagnose NG items when all road tests are complete.

### Check Before Engine is Started

ACS005H6

#### 1. CHECK A/T CHECK INDICATOR LAMP

1. Park vehicle on level surface.
2. Move selector lever to "P" position.
3. Turn ignition switch "OFF" and wait at least 10 seconds.
4. Turn ignition switch "ON". (Do not start engine.)

Does A/T CHECK indicator lamp light up for about 2 seconds?

YES >> GO TO 2.

NO >> Stop the road test and go to [AT-186, "A/T CHECK Indicator Lamp Does Not Come On"](#) .

#### 2. CHECK A/T CHECK INDICATOR LAMP

Does A/T CHECK indicator lamp flash for about 8 seconds?

YES >> For TCM fail-safe mode, carry out self-diagnostics and record all NG items on the diagnostics worksheet. Refer to [AT-89](#) , [AT-99](#) .

- NO >> 1. Turn ignition switch "OFF".
2. Carry out the self-diagnostics and record all NG items on the diagnostics worksheet. Refer to [AT-89](#) , [AT-99](#) .
  3. Go to [AT-54, "Check at Idle"](#) .

# TROUBLE DIAGNOSIS

ACS005H7

---

## Check at Idle

### 1. CHECK STARTING THE ENGINE

---

1. Park vehicle on level surface.
2. Move selector lever to "P" or "N" position.
3. Turn ignition switch "OFF".
4. Turn ignition switch "START".

Does the engine start?

YES >> GO TO 2.

NO >> Stop the road test and go to [AT-186, "Engine Cannot Be Started In "P" or "N" Position"](#) .

### 2. CHECK STARTING THE ENGINE

---

1. Turn ignition switch "ON".
2. Move selector lever in "D" "M" or "R" position.
3. Turn ignition switch "START".

Does the engine start in either position?

YES >> Stop the road test and go to [AT-186, "Engine Cannot Be Started In "P" or "N" Position"](#) .

NO >> GO TO 3.

### 3. CHECK "P" POSITION FUNCTIONS

---

1. Move selector lever to "P" position.
2. Turn ignition switch "OFF".
3. Disengage the parking brake.
4. Push the vehicle forward or backward.
5. Engage the parking brake.

When you push the vehicle with disengaging the parking brake, does it move?

YES >> Enter a check mark at "In "P" Position, Vehicle Moves When Pushed" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

NO >> GO TO 4.

### 4. CHECK "N" POSITION FUNCTIONS

---

1. Start the engine.
2. Move selector lever to "N" position.
3. Disengage the parking brake.

Does vehicle move forward or backward?

YES >> Enter a check mark at "In "N" Position Vehicle Moves" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

NO >> GO TO 5.

### 5. CHECK SHIFT SHOCK

---

1. Engage the brake.
  2. Move selector lever to "D" position.
- When the transmission is shifted from "N" to "D", is there an excessive shock?

YES >> Enter a check mark at "Large Shock ("N" to "D" Position)" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

NO >> GO TO 6.

# TROUBLE DIAGNOSIS

## 6. CHECK "R" POSITION FUNCTIONS

1. Engage the brake.
2. Move selector lever to "R" position.
3. Disengage the brake for 4 to 5 seconds.

Does the vehicle creep backward?

YES >> GO TO 7.

NO >> Enter a check mark at "Vehicle Does Not Creep Backward In "R" Position" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

## 7. CHECK "D" POSITION FUNCTIONS

Inspect whether the vehicle creep forward when the transmission is put into the "D" position.

Does the vehicle creep forward in the "D" positions?

YES >> Go to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) and [AT-58, "Cruise Test - Part 3"](#)

NO >> Enter a check mark at "Vehicle Does Not Creep Forward In "D" Position" on the diagnostics worksheet ([AT-45](#)), then continue the road test. Go to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) and [AT-58, "Cruise Test - Part 3"](#) .

### Cruise Test - Part 1

ACS005H8

#### 1. CHECK STARTING OUT FROM D1

1. Drive the vehicle for about 10 minutes to warm up the engine oil and A/T fluid.  
Appropriate temperature for the A/T fluid: 50 - 80°C (122 - 176°F)
2. Park the vehicle on a level surface.
3. Move selector lever to "P" position.
4. Start the engine.
5. Move selector lever to "D" position.
6. Press the accelerator pedal about half way down to accelerate the vehicle.

#### With CONSULT-II

Read off the gear positions. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Starts from D1?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle Cannot Be Started From D1" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

#### 2. CHECK SHIFT UP D1 → D2

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D1 → D2) at the appropriate speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

#### With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D1 → D2 at the correct speed?

YES >> GO TO 3.

NO >> Enter a check mark at "A/T Does Not Shift: D1 → D2" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

## TROUBLE DIAGNOSIS

### 3. CHECK SHIFT UP D2 → D3

---

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D2 → D3) at the appropriate speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

#### Ⓟ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D2 → D3 at the correct speed?

YES >> GO TO 4.

NO >> Enter a check mark at "A/T Does Not Shift: D2 → D3" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

### 4. CHECK SHIFT UP D3 → D4

---

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D3 → D4) at the appropriate speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

#### Ⓟ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D3 → D4 at the correct speed?

YES >> GO TO 5.

NO >> Enter a check mark at "A/T Does Not Shift: D3 → D4" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

### 5. CHECK SHIFT UP D4 → D5

---

Press down the accelerator pedal about half way and inspect if the vehicle shifts up (D4 → D5) at the appropriate speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

#### Ⓟ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D4 → D5 at the correct speed?

YES >> GO TO 6.

NO >> Enter a check mark at "A/T Does Not Shift: D4 → D5" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

### 6. CHECK LOCK-UP

---

When releasing accelerator pedal from D5, check lock-up from D5 to L/U.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

#### Ⓟ With CONSULT-II

Select "TCC SOL 0.00A" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-87, "CONSULT-II REFERENCE VALUE"](#) .

Does it lock-up?


YES >> GO TO 7.

NO >> Enter a check mark at "A/T Does Not Perform Lock-up" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

# TROUBLE DIAGNOSIS

## 7. CHECK LOCK-UP HOLD

Check hold lock-up.

 **With CONSULT-II**

Select "TCC SOL 0.00A" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-87, "CONSULT-II REFERENCE VALUE"](#)

Does it maintain lock-up status?

YES >> GO TO 8.

NO >> Enter a check mark at "A/T Does Not Hold Lock-up Condition" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

## 8. CHECK LOCK-UP RELEASE

Check lock-up cancellation by depressing brake pedal lightly to decelerate.

 **With CONSULT-II**

Select "TCC SOL 0.00A" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-87, "CONSULT-II REFERENCE VALUE"](#)

Does lock-up cancel?

YES >> GO TO 9.

NO >> Enter a check mark at "Lock-up Is Not Released" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

## 9. CHECK SHIFT DOWN D5 → D4

Decelerate by pressing lightly on the brake pedal.

 **With CONSULT-II**

Read the gear position and engine speed. Refer to [AT-93, "DATA MONITOR MODE"](#).

When the A/T shift down D5 → D4, does the engine speed drop smoothly back to idle?

YES >> 1. Stop the vehicle.

2. Go to Cruise test - Part 2 (Refer to [AT-57](#)).

NO >> Enter a check mark at "Engine Speed Does Not Return To Idle" on the diagnostics worksheet ([AT-45](#)), then continue the road test. Go to Cruise test - Part 2 (Refer to [AT-57](#)).

## Cruise Test - Part 2

ACS005H9

### 1. CHECK STARTING FROM D1

1. Move selector lever the "D" position.

2. Accelerate at half throttle.

 **With CONSULT-II**

Read the gear position. Refer to [AT-93, "DATA MONITOR MODE"](#).

Does it start from D1?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle Cannot Be Started From D1" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

# TROUBLE DIAGNOSIS

---

## 2. CHECK SHIFT UP D1 → D2

---

Press the accelerator pedal down all the way and inspect whether or not the transmission shifts up (D1 → D2) at the correct speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

Ⓟ **With CONSULT-II**

Read the gear position, throttle position and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D1 → D2 at the correct speed?

YES >> GO TO 3.

NO >> Enter a check mark at "Vehicle Does Not Shift: D1 → D2" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

---

## 3. CHECK SHIFT UP D2 → D3

---

Press the accelerator pedal down all the way and inspect whether or not the transmission shifts up (D2 → D3) at the correct speed.

- Refer to [AT-60, "Vehicle Speed When Shifting Gears"](#) .

Ⓟ **With CONSULT-II**

Read the gear position, throttle position and vehicle speed. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D2 → D3 at the correct speed?

YES >> GO TO 4.

NO >> Enter a check mark at "Vehicle Does Not Shift: D2 → D3" on the diagnostics worksheet ([AT-45](#)), then continue the road test.

---

## 4. CHECK SHIFT UP D3 → D4 AND ENGINE BRAKE

---

When the transmission changes speed D3 → D4, return the accelerator pedal.

Ⓟ **With CONSULT-II**

Read the gear position. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Does the A/T shift up D3 → D4 and apply the engine brake?

YES >> 1. Stop the vehicle.

2. Go to [AT-58, "Cruise Test - Part 3"](#) .

NO >> Enter a check mark at "Vehicle Does Not Shift: D3 → D4" on the diagnostics worksheet ([AT-45](#)), then continue the road test. Go to [AT-58, "Cruise Test - Part 3"](#) .

### Cruise Test - Part 3

ACS005HA

---

## 1. MANUAL MODE FUNCTION

---

Move to manual mode from "D" position.

Does it switch to manual mode?

YES >> GO TO 2.

NO >> Continue road test and add checkmark to "Cannot Be Changed To Manual Mode" on diagnostics worksheet ([AT-45](#)).

---

## 2. CHECK SHIFT DOWN

---

During manual mode driving, is downshift from M5 → M4 → M3 → M2 → M1 performed?

Ⓟ **With CONSULT-II**

Read the gear position. Refer to [AT-93, "DATA MONITOR MODE"](#) .

Is downshifting correctly performed?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle Does Not Shift" at the corresponding position (5th → 4th, 4th → 3rd, 3rd → 2nd, 2nd → 1st) on the diagnostics worksheet, then continue the road test.

# TROUBLE DIAGNOSIS

---

## 3. CHECK ENGINE BRAKE

---

Check engine brake.

Does engine braking effectively reduce speed in M1 position?

YES >> 1. Stop the vehicle.

2. Carry out the self-diagnostics. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

NO >> Enter a check mark at "Vehicle Does Not Decelerate By Engine Brake" on the diagnostics worksheet ([AT-45](#) ), then continue trouble diagnosis.

A

B

AT

D

E

F

G

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I

J

K

L

M

# TROUBLE DIAGNOSIS

## Vehicle Speed When Shifting Gears

ACS005HB

| Throttle position | Vehicle speed km/h (MPH) |                      |                        |                          |                          |                        |                      |                      |
|-------------------|--------------------------|----------------------|------------------------|--------------------------|--------------------------|------------------------|----------------------|----------------------|
|                   | D1 →D2                   | D2 →D3               | D3 →D4                 | D4 →D5                   | D5 →D4                   | D4 →D3                 | D3 →D2               | D2 →D1               |
| Full throttle     | 58 - 62<br>(36 - 39)     | 90 - 98<br>(56 - 61) | 140 - 150<br>(87 - 93) | 201 - 211<br>(125 - 131) | 197 - 207<br>(122 - 129) | 122 - 132<br>(76 - 82) | 74 - 82<br>(46 - 51) | 34 - 38<br>(23 - 25) |
| Half throttle     | 46 - 50<br>(29 - 31)     | 71 - 79<br>(44 - 49) | 107 - 117<br>(66 - 73) | 135 - 145<br>(84 - 90)   | 88 - 98<br>(55 - 61)     | 61 - 71<br>(38 - 44)   | 29 - 37<br>(18 - 23) | 11 - 15<br>(7 - 9)   |

- At half throttle, the accelerator opening is 4/8 of the full opening.

## Vehicle Speed When Performing and Releasing Complete Lock-up

ACS005HC

| Throttle position | Vehicle speed km/h (MPH) |                     |
|-------------------|--------------------------|---------------------|
|                   | Lock-up "ON"             | Lock-up "OFF"       |
| Closed throttle   | 56 - 64 (35 - 40)        | 53 - 61 (33 - 38)   |
| Half throttle     | 168 - 176 (104 - 109)    | 131 - 139 (81 - 86) |

- At closed throttle, the accelerator opening is less than 1/8 condition.
- At half throttle, the accelerator opening is 4/8 of the full opening.

## Vehicle Speed When Performing and Releasing Slip Lock-up

ACS005HD

| Throttle position | Gear position | Vehicle speed km/h (MPH) |                    |
|-------------------|---------------|--------------------------|--------------------|
|                   |               | Slip lock-up "ON"        | Slip lock-up "OFF" |
| Closed throttle   | 4th           | 37 - 45 (23 - 28)        | 34 - 42 (21 - 26)  |
|                   | 5th           | 44 - 52 (27 - 32)        | 41 - 49 (25 - 30)  |

- At closed throttle, the accelerator opening is less than 1/8 condition.



# TROUBLE DIAGNOSIS

## Symptom Chart

ACS0087R

- The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.
- Overhaul and inspect inside the A/T only if A/T fluid condition is NG. Refer to [AT-50, "Fluid Condition Check"](#) .

| No. | Items       | Symptom   | Condition   | Diagnostic Item  | Reference page                 |
|-----|-------------|---|-------------|--|--------------------------------|
| 1   |             | Large shock. ("N" → "D" position)<br>Refer to <a href="#">AT-189, "Large Shock ("N" to "D" Position)"</a> . | ON vehicle  | 1. Engine idle speed   | <a href="#">EC-30</a>          |
|     |             |   |             | 2. Engine speed signal   | <a href="#">AT-118</a>         |
|     |             |   |             | 3. Accelerator pedal position sensor   | <a href="#">AT-128</a>         |
|     |             |   |             | 4. Control linkage adjustment  | <a href="#">AT-226</a>         |
|     |             |   |             | 5. ATF temperature sensor  | <a href="#">AT-131</a>         |
|     |             |   |             | 6. ATF pressure switch 1 and front brake solenoid valve  | <a href="#">AT-170, AT-149</a> |
|     |             |   |             | 7. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 8. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 9. Line pressure test  | <a href="#">AT-51</a>          |
|     |             |   |             | 10. Control valve with TCM   | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 11. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View"</a> .) | <a href="#">AT-273</a>         |
| 2   | Shift Shock | Shock is too large when changing D1 → D2 or M1 → M2 .   | ON vehicle  | 1. Accelerator pedal position sensor   | <a href="#">AT-128</a>         |
|     |             |   |             | 2. Control linkage adjustment  | <a href="#">AT-226</a>         |
|     |             |   |             | 3. ATF pressure switch 5 and direct clutch solenoid valve  | <a href="#">AT-174, AT-174</a> |
|     |             |   |             | 4. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 5. Engine speed signal   | <a href="#">AT-118</a>         |
|     |             |   |             | 6. Turbine revolution sensor   | <a href="#">AT-136</a>         |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 8. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 9. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 10. Direct clutch  | <a href="#">AT-305</a>         |
| 3   |             | Shock is too large when changing D2 → D3 or M2 → M3 .   | ON vehicle  | 1. Accelerator pedal position sensor   | <a href="#">AT-128</a>         |
|     |             |   |             | 2. Control linkage adjustment  | <a href="#">AT-226</a>         |
|     |             |   |             | 3. ATF pressure switch 6, high and low reverse clutch solenoid valve   | <a href="#">AT-176, AT-157</a> |
|     |             |   |             | 4. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 5. Engine speed signal   | <a href="#">AT-118</a>         |
|     |             |   |             | 6. Turbine revolution sensor   | <a href="#">AT-136</a>         |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 8. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 9. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 10. High and low reverse clutch  | <a href="#">AT-303</a>         |

## TROUBLE DIAGNOSIS

| No. | Items       | Symptom   | Condition   | Diagnostic Item  | Reference page                                    |
|-----|-------------|---|-------------|--|---|
| 4   |             | Shock is too large when changing D3 → D4 or M3 → M4 .               | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |   |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |   |             | 3. ATF pressure switch 3 and input clutch solenoid valve | <a href="#">AT-172,</a><br><a href="#">AT-145</a> |
|     |             |   |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |   |             | 5. Engine speed signal                                   | <a href="#">AT-118</a>                            |
|     |             |   |             | 6. Turbine revolution sensor                             | <a href="#">AT-136</a>                            |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113,</a><br><a href="#">AT-138</a> |
|     |             |   |             | 8. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |   |             | 9. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |   | OFF vehicle | 10. Input clutch   | <a href="#">AT-293</a>                            |
| 5   | Shift Shock | Shock is too large when changing D4 → D5 or M4 → M5 .               | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |   |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |   |             | 3. ATF pressure switch 1 and front brake solenoid valve  | <a href="#">AT-170,</a><br><a href="#">AT-149</a> |
|     |             |   |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |   |             | 5. Engine speed signal                                   | <a href="#">AT-118</a>                            |
|     |             |   |             | 6. Turbine revolution sensor                             | <a href="#">AT-136</a>                            |
|     |             |   |             | 7. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113,</a><br><a href="#">AT-138</a> |
|     |             |   |             | 8. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |   |             | 9. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |   | OFF vehicle | 10. Front brake (brake band)                             | <a href="#">AT-265</a>                            |
|     |             |   |             | 11. Input clutch   | <a href="#">AT-293</a>                            |
| 6   |             | Shock is too large for downshift when accelerator pedal is pressed. | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |   |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |   |             | 3. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |   |             | 4. Engine speed signal                                   | <a href="#">AT-118</a>                            |
|     |             |   |             | 5. Turbine revolution sensor                             | <a href="#">AT-136</a>                            |
|     |             |   |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113,</a><br><a href="#">AT-138</a> |
|     |             |   |             | 7. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |   |             | 8. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |   | OFF vehicle | 9. Front brake (brake band)                              | <a href="#">AT-265</a>                            |
|     |             |   |             | 10. Input clutch   | <a href="#">AT-293</a>                            |
|     |             |   |             | 11. High and low reverse clutch                          | <a href="#">AT-303</a>                            |
|     |             |   |             | 12. Direct clutch  | <a href="#">AT-305</a>                            |

## TROUBLE DIAGNOSIS

| No. | Items       | Symptom  | Condition   | Diagnostic Item  | Reference page                                    |
|-----|-------------|--|-------------|--|---|
| 7   |             | Shock is too large for upshift when accelerator pedal is released. | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |  |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |  |             | 3. Engine speed signal                                   | <a href="#">AT-118</a>                            |
|     |             |  |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |  |             | 5. Turbine revolution sensor                             | <a href="#">AT-136</a>                            |
|     |             |  |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113,</a><br><a href="#">AT-138</a> |
|     |             |  |             | 7. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |  |             | 8. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |  | OFF vehicle | 9. Front brake (brake band)                              | <a href="#">AT-265</a>                            |
|     |             |  |             | 10. Input clutch   | <a href="#">AT-293</a>                            |
|     |             |  |             | 11. High and low reverse clutch                          | <a href="#">AT-303</a>                            |
|     |             |  |             | 12. Direct clutch  | <a href="#">AT-305</a>                            |
| 8   | Shift Shock | Shock is too large for lock-up.                                    | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |  |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |  |             | 3. Engine speed signal                                   | <a href="#">AT-118</a>                            |
|     |             |  |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |  |             | 5. Turbine revolution sensor                             | <a href="#">AT-136</a>                            |
|     |             |  |             | 6. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113,</a><br><a href="#">AT-138</a> |
|     |             |  |             | 7. Torque converter clutch solenoid valve                | <a href="#">AT-120</a>                            |
|     |             |  |             | 8. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |  |             | 9. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |  | OFF vehicle | 10. Torque converter                                     | <a href="#">AT-273</a>                            |
| 9   |             | Shock is too large during engine brake.                            | ON vehicle  | 1. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |             |  |             | 2. Control linkage adjustment                            | <a href="#">AT-226</a>                            |
|     |             |  |             | 3. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |             |  |             | 4. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |             |  |             | 5. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |             |  | OFF vehicle | 6. Front brake (brake band)                              | <a href="#">AT-265</a>                            |
|     |             |  |             | 7. Input clutch  | <a href="#">AT-293</a>                            |
|     |             |  |             | 8. High and low reverse clutch                           | <a href="#">AT-303</a>                            |
|     |             |  |             | 9. Direct clutch   | <a href="#">AT-305</a>                            |

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## TROUBLE DIAGNOSIS

| No. | Items       | Symptom   | Condition   | Diagnostic Item  | Reference page                 |
|-----|-------------|---|-------------|--|--------------------------------|
| 10  |             | Gear does not change from D1 → D2 or from M1 → M2 .<br>Refer to <a href="#">AT-200, "A/T Does Not Shift: D1 → D2"</a> . | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 3. ATF pressure switch 5 and direct clutch solenoid valve            | <a href="#">AT-174, AT-174</a> |
|     |             |   |             | 4. Line pressure test  | <a href="#">AT-51</a>          |
|     |             |   |             | 5. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 6. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 7. Direct clutch   | <a href="#">AT-305</a>         |
| 11  |             | Gear does not change from D2 → D3 or from M2 → M3 .<br>Refer to <a href="#">AT-202, "A/T Does Not Shift: D2 → D3"</a> . | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 3. ATF pressure switch 6, high and low reverse clutch solenoid valve | <a href="#">AT-176, AT-157</a> |
|     |             |   |             | 4. Line pressure test  | <a href="#">AT-51</a>          |
|     |             |   |             | 5. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 6. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 7. High and low reverse clutch                                       | <a href="#">AT-303</a>         |
| 12  | No Up Shift | Gear does not change from D3 → D4 or from M3 → M4 .<br>Refer to <a href="#">AT-204, "A/T Does Not Shift: D3 → D4"</a> . | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 3. ATF pressure switch 3 and input clutch solenoid valve             | <a href="#">AT-172, AT-145</a> |
|     |             |   |             | 4. ATF pressure switch 1 and front brake solenoid valve              | <a href="#">AT-170, AT-149</a> |
|     |             |   |             | 5. Line pressure test  | <a href="#">AT-51</a>          |
|     |             |   |             | 6. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 7. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 8. Input clutch  | <a href="#">AT-293</a>         |
| 13  |             | Gear does not change from D4 → D5 or from M4 → M5 .<br>Refer to <a href="#">AT-207, "A/T Does Not Shift: D4 → D5"</a> . | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |             |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |             |   |             | 3. ATF pressure switch 1 and front brake solenoid valve              | <a href="#">AT-170, AT-149</a> |
|     |             |   |             | 4. ATF pressure switch 5 and direct clutch solenoid valve            | <a href="#">AT-174, AT-174</a> |
|     |             |   |             | 5. Turbine revolution sensor   | <a href="#">AT-136</a>         |
|     |             |   |             | 6. Line pressure test  | <a href="#">AT-51</a>          |
|     |             |   |             | 7. CAN communication line  | <a href="#">AT-101</a>         |
|     |             |   |             | 8. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |             |   | OFF vehicle | 9. Front brake (brake band)  | <a href="#">AT-273</a>         |
|     |             |   |             | 10. Input clutch   | <a href="#">AT-293</a>         |

## TROUBLE DIAGNOSIS

| No.  | Items                          | Symptom  | Condition   | Diagnostic Item   | Reference page   |
|--|--------------------------------|--|-------------|---|--|
| 14   |                                | In "D" or "M" range, does not downshift to 4th gear.<br>Refer to <a href="#">AT-216, "A/T Does Not Shift: 5th gear → 4th gear"</a> . | ON vehicle  | 1. Fluid level and state                                  | <a href="#">AT-50</a>  |
|  |                                |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a>   |
|  |                                |  |             | 3. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170, AT-149</a>   |
|  |                                |  |             | 4. ATF pressure switch 5 and direct clutch solenoid valve | <a href="#">AT-174, AT-174</a>   |
|  |                                |  |             | 5. CAN communication line                                 | <a href="#">AT-101</a>   |
|  |                                |  |             | 6. Line pressure test                                     | <a href="#">AT-51</a>  |
|  |                                |  |             | 7. Control valve with TCM                                 | <a href="#">AT-237</a>   |
|  |                                |  | OFF vehicle | 8. Front brake (brake band)                               | <a href="#">AT-273</a>   |
|  |                                |  |             | 9. Input clutch   | <a href="#">AT-293</a>   |
| 15   | No Down Shift                  | In "D" or "M" range, does not downshift to 3rd gear.<br>Refer to <a href="#">AT-217, "A/T Does Not Shift: 4th gear → 3rd gear"</a> . | ON vehicle  | 1. Fluid level and state                                  | <a href="#">AT-50</a>  |
|  |                                |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a>   |
|  |                                |  |             | 3. ATF pressure switch 3 and input clutch solenoid valve  | <a href="#">AT-172, AT-145</a>   |
|  |                                |  |             | 4. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170, AT-149</a>   |
|  |                                |  |             | 5. CAN communication line                                 | <a href="#">AT-101</a>   |
|  |                                |  |             | 6. Line pressure test                                     | <a href="#">AT-51</a>  |
|  |                                |  |             | 7. Control valve with TCM                                 | <a href="#">AT-237</a>   |
|  |                                |  | OFF vehicle | 8. Input clutch   | <a href="#">AT-293</a>   |
|  |                                |  | 16          |   | In "D" or "M" range, does not downshift to 2nd gear.<br>Refer to <a href="#">AT-219, "A/T Does Not Shift: 3rd gear → 2nd gear"</a> . |
| 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |  |             |   |  |
| 3. ATF pressure switch 6, high and low reverse clutch solenoid valve | <a href="#">AT-176, AT-157</a> |  |             |   |  |
| 4. CAN communication line  | <a href="#">AT-101</a>         |  |             |   |  |
| 5. Line pressure test  | <a href="#">AT-51</a>          |  |             |   |  |
| 6. Control valve with TCM  | <a href="#">AT-237</a>         |  |             |   |  |
| OFF vehicle  | 7. High and low reverse clutch | <a href="#">AT-303</a>   |             |   |  |
| 17   |                                | In "D" or "M" range, does not downshift to 1st gear.<br>Refer to <a href="#">AT-221, "A/T Does Not Shift: 2nd gear → 1st gear"</a> . | ON vehicle  | 1. Fluid level and state                                  | <a href="#">AT-50</a>  |
|  |                                |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a>   |
|  |                                |  |             | 3. ATF pressure switch 5 and direct clutch solenoid valve | <a href="#">AT-174, AT-174</a>   |
|  |                                |  |             | 4. CAN communication line                                 | <a href="#">AT-101</a>   |
|  |                                |  |             | 5. Line pressure test                                     | <a href="#">AT-51</a>  |
|  |                                |  |             | 6. Control valve with TCM                                 | <a href="#">AT-237</a>   |
|  |                                |  | OFF vehicle | 7. Direct clutch  | <a href="#">AT-305</a>   |

## TROUBLE DIAGNOSIS

| No.                       | Items   | Symptom  | Condition   | Diagnostic Item  | Reference page                                     |  |            |  |  |
|---------------------------|---|--|-------------|--|--|--|------------|--|--|
| 18                        |   | When "D" or "M" position, remains in 1st gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                              |  |            |  |  |
|                           |   |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |  |            |  |  |
|                           |   |  |             | 3. Direct clutch solenoid valve  | <a href="#">AT-174</a>                             |  |            |  |  |
|                           |   |  |             | 4. Line pressure test  | <a href="#">AT-51</a>                              |  |            |  |  |
|                           |   |  |             | 5. CAN communication line  | <a href="#">AT-101</a>                             |  |            |  |  |
|                           |   |  |             | 6. Control valve with TCM  | <a href="#">AT-237</a>                             |  |            |  |  |
|                           |   |  | OFF vehicle | 7. 3rd one-way clutch  | <a href="#">AT-291</a>                             |  |            |  |  |
|                           |   |  |             | 8. 1st one-way clutch  | <a href="#">AT-298</a>                             |  |            |  |  |
|                           |   |  |             | 9. Gear system   | <a href="#">AT-265</a>                             |  |            |  |  |
|                           |   |  |             | 10. Reverse brake  | <a href="#">AT-273</a>                             |  |            |  |  |
|                           |   |  |             | 11. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |  |            |  |  |
|                           |   |  |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)          | <a href="#">AT-273</a>                             |  |            |  |  |
| 19                        | Slips/Will Not engage   | When "D" or "M" position, remains in 2nd gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                              |  |            |  |  |
|                           |   |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |  |            |  |  |
|                           |   |  |             | 3. Low coast brake solenoid valve  | <a href="#">AT-161</a>                             |  |            |  |  |
|                           |   |  |             | 4. Line pressure test  | <a href="#">AT-51</a>                              |  |            |  |  |
|                           |   |  |             | 5. CAN communication line  | <a href="#">AT-101</a>                             |  |            |  |  |
|                           |   |  |             | 6. Control valve with TCM  | <a href="#">AT-237</a>                             |  |            |  |  |
|                           |   |  | OFF vehicle | 7. 3rd one-way clutch  | <a href="#">AT-291</a>                             |  |            |  |  |
|                           |   |  |             | 8. Gear system   | <a href="#">AT-265</a>                             |  |            |  |  |
|                           |   |  |             | 9. Direct clutch   | <a href="#">AT-305</a>                             |  |            |  |  |
|                           |   |  |             | 10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)          | <a href="#">AT-273</a>                             |  |            |  |  |
|                           |   |  |             | 20   |  | When "D" or "M" position, remains in 3rd gear. | ON vehicle | 1. Fluid level and state                                 | <a href="#">AT-50</a>                              |
|                           |   |  |             |  |  |  |            | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
| 3. Line pressure test     | <a href="#">AT-51</a>   |  |             |  |  |  |            |  |  |
| 4. CAN communication line | <a href="#">AT-101</a>  |  |             |  |  |  |            |  |  |
| 5. Control valve with TCM | <a href="#">AT-237</a>  |  |             |  |  |  |            |  |  |
| OFF vehicle               | 6. 3rd one-way clutch   | <a href="#">AT-291</a>                         |             |  |  |  |            |  |  |
|                           | 7. Gear system  | <a href="#">AT-265</a>                         |             |  |  |  |            |  |  |
|                           | 8. High and low reverse clutch  | <a href="#">AT-303</a>                         |             |  |  |  |            |  |  |
|                           | 9. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                         |             |  |  |  |            |  |  |
|                           | 10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)         | <a href="#">AT-273</a>                         |             |  |  |  |            |  |  |

## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom  | Condition   | Diagnostic Item  | Reference page                 |
|-----|-----------------------|--|-------------|--|--------------------------------|
| 21  | Slips/Will Not engage | When "D" or "M" position, remains in 4th gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |                       |  |             | 3. ATF pressure switch 3 and input clutch solenoid valve             | <a href="#">AT-172, AT-145</a> |
|     |                       |  |             | 4. ATF pressure switch 5 and direct clutch solenoid valve            | <a href="#">AT-174, AT-153</a> |
|     |                       |  |             | 5. ATF pressure switch 6, high and low reverse clutch solenoid valve | <a href="#">AT-176, AT-157</a> |
|     |                       |  |             | 6. Low coast brake solenoid valve                                    | <a href="#">AT-161</a>         |
|     |                       |  |             | 7. Front brake solenoid valve  | <a href="#">AT-149</a>         |
|     |                       |  |             | 8. Line pressure test  | <a href="#">AT-51</a>          |
|     |                       |  |             | 9. CAN communication line  | <a href="#">AT-101</a>         |
|     |                       |  |             | 10. Control valve with TCM   | <a href="#">AT-237</a>         |
|     |                       |  | OFF vehicle | 11. Input clutch   | <a href="#">AT-293</a>         |
|     |                       |  |             | 12. Gear system  | <a href="#">AT-265</a>         |
|     |                       |  |             | 13. High and low reverse clutch                                      | <a href="#">AT-303</a>         |
|     |                       |  |             | 14. Direct clutch  | <a href="#">AT-305</a>         |
| 22  |                       | When "D" or "M" position, remains in 5th gear. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>          |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR             | <a href="#">AT-113, AT-138</a> |
|     |                       |  |             | 3. ATF pressure switch 1 and front brake solenoid valve              | <a href="#">AT-170, AT-149</a> |
|     |                       |  |             | 4. Line pressure test  | <a href="#">AT-51</a>          |
|     |                       |  |             | 5. CAN communication line  | <a href="#">AT-101</a>         |
|     |                       |  |             | 6. Control valve with TCM  | <a href="#">AT-237</a>         |
|     |                       |  | OFF vehicle | 7. Front brake (brake band)  | <a href="#">AT-273</a>         |
|     |                       |  |             | 8. Input clutch  | <a href="#">AT-293</a>         |
|     |                       |  |             | 9. Gear system   | <a href="#">AT-265</a>         |
|     |                       |  |             | 10. High and low reverse clutch                                      | <a href="#">AT-303</a>         |

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## TROUBLE DIAGNOSIS

| No.                                       | Items                  | Symptom   | Condition   | Diagnostic Item  | Reference page   |            |                              |                        |
|---|------------------------|---|-------------|--|--|------------|------------------------------|------------------------|
| 23  |                        | Vehicle cannot be started from D1 . Refer to <a href="#">AT-197</a> , " <a href="#">Vehicle Cannot Be Started From D1</a> " . | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |            |                              |                        |
|   |                        |   |             | 2. Accelerator pedal position sensor   | <a href="#">AT-128</a>   |            |                              |                        |
|   |                        |   |             | 3. Line pressure test  | <a href="#">AT-51</a>  |            |                              |                        |
|   |                        |   |             | 4. CAN communication line  | <a href="#">AT-101</a>   |            |                              |                        |
|   |                        |   |             | 5. Control valve with TCM  | <a href="#">AT-237</a>   |            |                              |                        |
|   |                        |   | OFF vehicle | 6. Torque converter  | <a href="#">AT-273</a>   |            |                              |                        |
|   |                        |   |             | 7. Oil pump assembly   | <a href="#">AT-288</a>   |            |                              |                        |
|   |                        |   |             | 8. 3rd one-way clutch  | <a href="#">AT-291</a>   |            |                              |                        |
|   |                        |   |             | 9. 1st one-way clutch  | <a href="#">AT-298</a>   |            |                              |                        |
|   |                        |   |             | 10. Gear system  | <a href="#">AT-265</a>   |            |                              |                        |
|   |                        |   |             | 11. Reverse brake  | <a href="#">AT-273</a>   |            |                              |                        |
|   |                        |   |             | 12. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>   |            |                              |                        |
|   |                        |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)          | <a href="#">AT-273</a>   |            |                              |                        |
| 24  | Slips/Will Not Engage  | Does not lock-up. Refer to <a href="#">AT-209</a> , " <a href="#">A/T Does Not Perform Lock-up</a> " .                        | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |            |                              |                        |
|   |                        |   |             | 2. Line pressure test  | <a href="#">AT-51</a>  |            |                              |                        |
|   |                        |   |             | 3. Engine speed signal   | <a href="#">AT-118</a>   |            |                              |                        |
|   |                        |   |             | 4. Turbine revolution sensor   | <a href="#">AT-136</a>   |            |                              |                        |
|   |                        |   |             | 5. Torque converter clutch solenoid valve  | <a href="#">AT-120</a>   |            |                              |                        |
|   |                        |   |             | 6. CAN communication line  | <a href="#">AT-101</a>   |            |                              |                        |
|   |                        |   |             | 7. Control valve with TCM  | <a href="#">AT-237</a>   |            |                              |                        |
|   |                        |   | OFF vehicle | 8. Torque converter  | <a href="#">AT-273</a>   |            |                              |                        |
|   |                        |   |             | 9. Oil pump assembly   | <a href="#">AT-288</a>   |            |                              |                        |
|   |                        |   | 25          |  | Does not hold lock-up condition. Refer to <a href="#">AT-211</a> , " <a href="#">A/T Does Not Hold Lock-up Condition</a> " . | ON vehicle | 1. Fluid level and state     | <a href="#">AT-50</a>  |
|   |                        |   |             |  |  |            | 2. Line pressure test        | <a href="#">AT-51</a>  |
|   |                        |   |             |  |  |            | 3. Engine speed signal       | <a href="#">AT-118</a> |
|   |                        |   |             |  |  |            | 4. Turbine revolution sensor | <a href="#">AT-136</a> |
| 5. Torque converter clutch solenoid valve | <a href="#">AT-120</a> |   |             |  |  |            |                              |                        |
| 6. CAN communication line                 | <a href="#">AT-101</a> |   |             |  |  |            |                              |                        |
| 7. Control valve with TCM                 | <a href="#">AT-237</a> |   |             |  |  |            |                              |                        |
| OFF vehicle                               | 8. Torque converter    | <a href="#">AT-273</a>  |             |  |  |            |                              |                        |
|   | 9. Oil pump assembly   | <a href="#">AT-288</a>  |             |  |  |            |                              |                        |



# TROUBLE DIAGNOSIS

| No. | Items                 | Symptom  | Condition   | Diagnostic Item  | Reference page                                     |
|-----|-----------------------|--|-------------|--|--|
| 26  |                       | Lock-up is not released.<br>Refer to <a href="#">AT-213</a> , " <a href="#">Lock-up Is Not Released</a> ". | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                              |
|     |                       |  |             | 2. Line pressure test  | <a href="#">AT-51</a>                              |
|     |                       |  |             | 3. Engine speed signal   | <a href="#">AT-118</a>                             |
|     |                       |  |             | 4. Turbine revolution sensor   | <a href="#">AT-136</a>                             |
|     |                       |  |             | 5. Torque converter clutch solenoid valve  | <a href="#">AT-120</a>                             |
|     |                       |  |             | 6. CAN communication line  | <a href="#">AT-101</a>                             |
|     |                       |  |             | 7. Control valve with TCM  | <a href="#">AT-237</a>                             |
|     |                       |  | OFF vehicle | 8. Torque converter  | <a href="#">AT-273</a>                             |
|     |                       |  |             | 9. Oil pump assembly   | <a href="#">AT-288</a>                             |
| 27  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D1 → D2 or M1 → M2 .                        | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                              |
|     |                       |  |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR   | <a href="#">AT-113</a> ,<br><a href="#">AT-136</a> |
|     |                       |  |             | 3. ATF pressure switch 5 and direct clutch solenoid valve  | <a href="#">AT-174</a> ,<br><a href="#">AT-174</a> |
|     |                       |  |             | 4. CAN communication line  | <a href="#">AT-101</a>                             |
|     |                       |  |             | 5. Line pressure test  | <a href="#">AT-51</a>                              |
|     |                       |  |             | 6. Control valve with TCM  | <a href="#">AT-237</a>                             |
|     |                       |  | OFF vehicle | 7. Torque converter  | <a href="#">AT-273</a>                             |
|     |                       |  |             | 8. Oil pump assembly   | <a href="#">AT-288</a>                             |
|     |                       |  |             | 9. 3rd one-way clutch  | <a href="#">AT-291</a>                             |
|     |                       |  |             | 10. Gear system  | <a href="#">AT-265</a>                             |
|     |                       |  |             | 11. Direct clutch  | <a href="#">AT-305</a>                             |
|     |                       |  |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> ".) | <a href="#">AT-273</a>                             |

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## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                 |
|-----|-----------------------|---|-------------|---|--------------------------------|
| 28  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D2 → D3 or M2 → M3 . | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>          |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 6, high and low reverse clutch solenoid valve  | <a href="#">AT-176, AT-157</a> |
|     |                       |   |             | 4. CAN communication line   | <a href="#">AT-101</a>         |
|     |                       |   |             | 5. Line pressure test   | <a href="#">AT-51</a>          |
|     |                       |   |             | 6. Control valve with TCM   | <a href="#">AT-237</a>         |
|     |                       |   | OFF vehicle | 7. Torque converter   | <a href="#">AT-273</a>         |
|     |                       |   |             | 8. Oil pump assembly  | <a href="#">AT-288</a>         |
|     |                       |   |             | 9. 3rd one-way clutch   | <a href="#">AT-291</a>         |
|     |                       |   |             | 10. Gear system   | <a href="#">AT-265</a>         |
|     |                       |   |             | 11. High and low reverse clutch   | <a href="#">AT-303</a>         |
|     |                       |   |             | 12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .</a> ) | <a href="#">AT-273</a>         |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .</a> )           | <a href="#">AT-273</a>         |
| 29  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D3 → D4 or M3 → M4 . | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>          |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 3 and input clutch solenoid valve  | <a href="#">AT-172, AT-145</a> |
|     |                       |   |             | 4. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170, AT-149</a> |
|     |                       |   |             | 5. CAN communication line   | <a href="#">AT-101</a>         |
|     |                       |   |             | 6. Line pressure test   | <a href="#">AT-51</a>          |
|     |                       |   |             | 7. Control valve with TCM   | <a href="#">AT-237</a>         |
|     |                       |   | OFF vehicle | 8. Torque converter   | <a href="#">AT-273</a>         |
|     |                       |   |             | 9. Oil pump assembly  | <a href="#">AT-288</a>         |
|     |                       |   |             | 10. Input clutch  | <a href="#">AT-293</a>         |
|     |                       |   |             | 11. Gear system   | <a href="#">AT-265</a>         |
|     |                       |   |             | 12. High and low reverse clutch   | <a href="#">AT-303</a>         |
|     |                       |   |             | 13. Direct clutch   | <a href="#">AT-305</a>         |

## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                 |
|-----|-----------------------|---|-------------|---|--------------------------------|
| 30  | Slips/Will Not engage | No shock at all or the clutch slips when vehicle changes speed D4 → D5 or M4 → M5 .                                 | ON vehicle  | 1. Fluid level and state                                  | <a href="#">AT-50</a>          |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170, AT-149</a> |
|     |                       |   |             | 4. ATF pressure switch 5 and direct clutch solenoid valve | <a href="#">AT-174, AT-174</a> |
|     |                       |   |             | 5. CAN communication line                                 | <a href="#">AT-101</a>         |
|     |                       |   |             | 6. Line pressure test                                     | <a href="#">AT-51</a>          |
|     |                       |   |             | 7. Control valve with TCM                                 | <a href="#">AT-237</a>         |
|     |                       |   | OFF vehicle | 8. Torque converter                                       | <a href="#">AT-273</a>         |
|     |                       |   |             | 9. Oil pump assembly                                      | <a href="#">AT-288</a>         |
|     |                       |   |             | 10. Front brake (brake band)                              | <a href="#">AT-273</a>         |
|     |                       |   |             | 11. Input clutch  | <a href="#">AT-293</a>         |
|     |                       |   |             | 12. Gear system   | <a href="#">AT-265</a>         |
|     |                       |   |             | 13. High and low reverse clutch                           | <a href="#">AT-303</a>         |
| 31  | Slips/Will Not engage | When you press the accelerator pedal and shift speed D5 → D4 or M5 → M4 the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state                                  | <a href="#">AT-50</a>          |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113, AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170, AT-149</a> |
|     |                       |   |             | 4. ATF pressure switch 5 and direct clutch solenoid valve | <a href="#">AT-174, AT-174</a> |
|     |                       |   |             | 5. CAN communication line                                 | <a href="#">AT-101</a>         |
|     |                       |   |             | 6. Line pressure test                                     | <a href="#">AT-51</a>          |
|     |                       |   |             | 7. Control valve with TCM                                 | <a href="#">AT-237</a>         |
|     |                       |   | OFF vehicle | 8. Torque converter                                       | <a href="#">AT-273</a>         |
|     |                       |   |             | 9. Oil pump assembly                                      | <a href="#">AT-288</a>         |
|     |                       |   |             | 10. Input clutch  | <a href="#">AT-293</a>         |
|     |                       |   |             | 11. Gear system   | <a href="#">AT-265</a>         |
|     |                       |   |             | 12. High and low reverse clutch                           | <a href="#">AT-303</a>         |
|     |                       |   |             | 13. Direct clutch   | <a href="#">AT-305</a>         |

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## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|---|-------------|---|--|
| 32  | Slips/Will Not engage | When you press the accelerator pedal and shift speed D4 → D3 or M4 → M3 the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 3 and input clutch solenoid valve  | <a href="#">AT-172</a> ,<br><a href="#">AT-145</a> |
|     |                       |   |             | 4. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170</a> ,<br><a href="#">AT-149</a> |
|     |                       |   |             | 5. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 6. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 7. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 8. Torque converter   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 9. Oil pump assembly  | <a href="#">AT-288</a>                             |
|     |                       |   |             | 10. 3rd one-way clutch  | <a href="#">AT-291</a>                             |
|     |                       |   |             | 11. Gear system   | <a href="#">AT-265</a>                             |
|     |                       |   |             | 12. High and low reverse clutch   | <a href="#">AT-303</a>                             |
|     |                       |   |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |
|     |                       |   |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |
| 33  |                       | When you press the accelerator pedal and shift speed D3 → D2 or M3 → M2 the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|     |                       |   |             | 3. ATF pressure switch 6, high and low reverse clutch solenoid valve  | <a href="#">AT-176</a> ,<br><a href="#">AT-157</a> |
|     |                       |   |             | 4. ATF pressure switch 5 and direct clutch solenoid valve   | <a href="#">AT-174</a> ,<br><a href="#">AT-174</a> |
|     |                       |   |             | 5. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 6. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 7. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 8. Torque converter   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 9. Oil pump assembly  | <a href="#">AT-288</a>                             |
|     |                       |   |             | 10. 3rd one-way clutch  | <a href="#">AT-291</a>                             |
|     |                       |   |             | 11. Gear system   | <a href="#">AT-265</a>                             |
|     |                       |   |             | 12. Direct clutch   | <a href="#">AT-305</a>                             |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |

## TROUBLE DIAGNOSIS

| No. | Items  | Symptom   | Condition   | Diagnostic Item   | Reference page                                     |
|-----|--|---|-------------|---|--|
| 34  | Slips/Will Not Engage  | When you press the accelerator pedal and shift speed D2 → D1 or M2 → M1 the engine idles or the transmission slips. | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |  |   |             | 2. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|     |  |   |             | 3. ATF pressure switch 5 and direct clutch solenoid valve   | <a href="#">AT-174</a> ,<br><a href="#">AT-174</a> |
|     |  |   |             | 4. CAN communication line   | <a href="#">AT-101</a>                             |
|     |  |   |             | 5. Line pressure test   | <a href="#">AT-51</a>                              |
|     |  |   |             | 6. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |  |   | OFF vehicle | 7. Torque converter   | <a href="#">AT-273</a>                             |
|     |  |   |             | 8. Oil pump assembly  | <a href="#">AT-288</a>                             |
|     |  |   |             | 9. 3rd one-way clutch   | <a href="#">AT-291</a>                             |
|     |  |   |             | 10. 1st one-way clutch  | <a href="#">AT-298</a>                             |
|     |  |   |             | 11. Gear system   | <a href="#">AT-265</a>                             |
|     |  |   |             | 12. Reverse brake   | <a href="#">AT-273</a>                             |
|     |  |   |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |
|     |  |   |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |
| 35  | With selector lever in "D" position, acceleration is extremely poor. |   | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |  |   |             | 2. Line pressure test   | <a href="#">AT-51</a>                              |
|     |  |   |             | 3. Accelerator pedal position sensor  | <a href="#">AT-128</a>                             |
|     |  |   |             | 4. CAN communication line   | <a href="#">AT-101</a>                             |
|     |  |   |             | 5. PNP switch   | <a href="#">AT-109</a>                             |
|     |  |   |             | 6. Control linkage adjustment   | <a href="#">AT-226</a>                             |
|     |  |   |             | 7. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |  |   | OFF vehicle | 8. Torque converter   | <a href="#">AT-273</a>                             |
|     |  |   |             | 9. Oil pump assembly  | <a href="#">AT-288</a>                             |
|     |  |   |             | 10. 1st one-way clutch  | <a href="#">AT-298</a>                             |
|     |  |   |             | 11. Gear system   | <a href="#">AT-265</a>                             |
|     |  |   |             | 12. Reverse brake   | <a href="#">AT-273</a>                             |
|     |  |   |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |
|     |  |   |             | 14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |

# TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|---|-------------|---|--|
| 36  |                       | With selector lever in "R" position, acceleration is extremely poor.        | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 3. Accelerator pedal position sensor  | <a href="#">AT-128</a>                             |
|     |                       |   |             | 4. ATF pressure switch 6, high and low reverse clutch solenoid valve  | <a href="#">AT-176</a> ,<br><a href="#">AT-157</a> |
|     |                       |   |             | 5. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 6. PNP switch   | <a href="#">AT-109</a>                             |
|     |                       |   |             | 7. Control linkage adjustment   | <a href="#">AT-226</a>                             |
|     |                       |   |             | 8. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 9. Gear system  | <a href="#">AT-265</a>                             |
|     |                       |   |             | 10. Output shaft  | <a href="#">AT-273</a>                             |
|     |                       |   |             | 11. Reverse brake   | <a href="#">AT-273</a>                             |
| 37  | Slips/Will Not Engage | While starting off by accelerating in 1st, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 3. Accelerator pedal position sensor  | <a href="#">AT-128</a>                             |
|     |                       |   |             | 4. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 5. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 6. Torque converter   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 7. Oil pump assembly  | <a href="#">AT-288</a>                             |
|     |                       |   |             | 8. 3rd one-way clutch   | <a href="#">AT-291</a>                             |
|     |                       |   |             | 9. 1st one-way clutch   | <a href="#">AT-298</a>                             |
|     |                       |   |             | 10. Gear system   | <a href="#">AT-265</a>                             |
|     |                       |   |             | 11. Reverse brake   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |

## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item  | Reference page                                    |
|-----|-----------------------|---|-------------|--|---|
| 38  |                       | While accelerating in 2nd, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                             |
|     |                       |   |             | 2. Line pressure test  | <a href="#">AT-51</a>                             |
|     |                       |   |             | 3. Accelerator pedal position sensor   | <a href="#">AT-128</a>                            |
|     |                       |   |             | 4. CAN communication line  | <a href="#">AT-101</a>                            |
|     |                       |   |             | 5. ATF pressure switch 5 and direct clutch solenoid valve  | <a href="#">AT-174,</a><br><a href="#">AT-153</a> |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">AT-237</a>                            |
|     |                       |   | OFF vehicle | 7. Torque converter  | <a href="#">AT-273</a>                            |
|     |                       |   |             | 8. Oil pump assembly   | <a href="#">AT-288</a>                            |
|     |                       |   |             | 9. 3rd one-way clutch  | <a href="#">AT-291</a>                            |
|     |                       |   |             | 10. Gear system  | <a href="#">AT-265</a>                            |
|     |                       |   |             | 11. Direct clutch  | <a href="#">AT-305</a>                            |
|     |                       |   |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17,</a> " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                            |
| 39  | Slips/Will Not Engage | While accelerating in 3rd, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>                             |
|     |                       |   |             | 2. Line pressure test  | <a href="#">AT-51</a>                             |
|     |                       |   |             | 3. Accelerator pedal position sensor   | <a href="#">AT-128</a>                            |
|     |                       |   |             | 4. CAN communication line  | <a href="#">AT-101</a>                            |
|     |                       |   |             | 5. ATF pressure switch 6, high and low reverse clutch solenoid valve   | <a href="#">AT-176,</a><br><a href="#">AT-157</a> |
|     |                       |   |             | 6. Control valve with TCM  | <a href="#">AT-237</a>                            |
|     |                       |   | OFF vehicle | 7. Torque converter  | <a href="#">AT-273</a>                            |
|     |                       |   |             | 8. Oil pump assembly   | <a href="#">AT-288</a>                            |
|     |                       |   |             | 9. 3rd one-way clutch  | <a href="#">AT-291</a>                            |
|     |                       |   |             | 10. Gear system  | <a href="#">AT-265</a>                            |
|     |                       |   |             | 11. High and low reverse clutch  | <a href="#">AT-303</a>                            |
|     |                       |   |             | 12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17,</a> " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                            |
|     |                       |   |             | 13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17,</a> " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                            |

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## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item  | Reference page                                    |
|-----|-----------------------|---|-------------|--|---|
| 40  | Slips/Will Not Engage | While accelerating in 4th, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |                       |   |             | 2. Line pressure test                                    | <a href="#">AT-51</a>                             |
|     |                       |   |             | 3. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |                       |   |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |                       |   |             | 5. ATF pressure switch 3 and input clutch solenoid valve | <a href="#">AT-172,</a><br><a href="#">AT-145</a> |
|     |                       |   |             | 6. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |                       |   | OFF vehicle | 7. Torque converter                                      | <a href="#">AT-273</a>                            |
|     |                       |   |             | 8. Oil pump assembly                                     | <a href="#">AT-288</a>                            |
|     |                       |   |             | 9. Input clutch  | <a href="#">AT-293</a>                            |
|     |                       |   |             | 10. Gear system  | <a href="#">AT-265</a>                            |
|     |                       |   |             | 11. High and low reverse clutch                          | <a href="#">AT-303</a>                            |
|     |                       |   |             | 12. Direct clutch  | <a href="#">AT-305</a>                            |
| 41  | Slips/Will Not Engage | While accelerating in 5th, engine races or slippage occurs. | ON vehicle  | 1. Fluid level and state                                 | <a href="#">AT-50</a>                             |
|     |                       |   |             | 2. Line pressure test                                    | <a href="#">AT-51</a>                             |
|     |                       |   |             | 3. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                            |
|     |                       |   |             | 4. CAN communication line                                | <a href="#">AT-101</a>                            |
|     |                       |   |             | 5. ATF pressure switch 1 and front brake solenoid valve  | <a href="#">AT-170,</a><br><a href="#">AT-149</a> |
|     |                       |   |             | 6. Control valve with TCM                                | <a href="#">AT-237</a>                            |
|     |                       |   | OFF vehicle | 7. Torque converter                                      | <a href="#">AT-273</a>                            |
|     |                       |   |             | 8. Oil pump assembly                                     | <a href="#">AT-288</a>                            |
|     |                       |   |             | 9. Front brake (brake band)                              | <a href="#">AT-273</a>                            |
|     |                       |   |             | 10. Input clutch   | <a href="#">AT-293</a>                            |
|     |                       |   |             | 11. Gear system  | <a href="#">AT-265</a>                            |
|     |                       |   |             | 12. High and low reverse clutch                          | <a href="#">AT-303</a>                            |



## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item   | Reference page                                     |
|-----|-----------------------|---|-------------|---|--|
| 42  |                       | Slips at lock-up.   | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 3. Engine speed signal  | <a href="#">AT-118</a>                             |
|     |                       |   |             | 4. Turbine revolution sensor  | <a href="#">AT-136</a>                             |
|     |                       |   |             | 5. Torque converter clutch solenoid valve   | <a href="#">AT-120</a>                             |
|     |                       |   |             | 6. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 7. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 8. Torque converter   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 9. Oil pump assembly  | <a href="#">AT-288</a>                             |
| 43  | Slips/Will Not Engage | No creep at all. Refer to <a href="#">AT-192</a> , " <a href="#">Vehicle Does Not Creep Backward In "R" Position</a> ", <a href="#">AT-195</a> , " <a href="#">Vehicle Does Not Creep Forward In "D" Position</a> " | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>                              |
|     |                       |   |             | 2. Line pressure test   | <a href="#">AT-51</a>                              |
|     |                       |   |             | 3. Accelerator pedal position sensor  | <a href="#">AT-128</a>                             |
|     |                       |   |             | 4. ATF pressure switch 5 and direct clutch solenoid valve   | <a href="#">AT-174</a> ,<br><a href="#">AT-174</a> |
|     |                       |   |             | 5. PNP switch   | <a href="#">AT-109</a>                             |
|     |                       |   |             | 6. CAN communication line   | <a href="#">AT-101</a>                             |
|     |                       |   |             | 7. Control linkage adjustment   | <a href="#">AT-226</a>                             |
|     |                       |   |             | 8. Control valve with TCM   | <a href="#">AT-237</a>                             |
|     |                       |   | OFF vehicle | 9. Torque converter   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 10. Oil pump assembly   | <a href="#">AT-288</a>                             |
|     |                       |   |             | 11. 1st one-way clutch  | <a href="#">AT-298</a>                             |
|     |                       |   |             | 12. Gear system   | <a href="#">AT-265</a>                             |
|     |                       |   |             | 13. Reverse brake   | <a href="#">AT-273</a>                             |
|     |                       |   |             | 14. Direct clutch   | <a href="#">AT-305</a>                             |
|     |                       |   |             | 15. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a>                             |
|     |                       |   |             | 16. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .)           | <a href="#">AT-273</a>                             |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## TROUBLE DIAGNOSIS

| No. | Items                 | Symptom   | Condition   | Diagnostic Item  | Reference page         |
|-----|-----------------------|---|-------------|--|------------------------|
| 44  |                       | Vehicle cannot run in all positions.                          | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |                       |   |             | 2. Line pressure test  | <a href="#">AT-51</a>  |
|     |                       |   |             | 3. PNP switch  | <a href="#">AT-109</a> |
|     |                       |   |             | 4. Control linkage adjustment  | <a href="#">AT-226</a> |
|     |                       |   |             | 5. Control valve with TCM  | <a href="#">AT-237</a> |
|     |                       |   | OFF vehicle | 6. Oil pump assembly   | <a href="#">AT-288</a> |
|     |                       |   |             | 7. Gear system   | <a href="#">AT-265</a> |
|     |                       |   |             | 8. Output shaft  | <a href="#">AT-273</a> |
| 45  | Slips/Will Not Engage | With selector lever in "D" position, driving is not possible. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |                       |   |             | 2. Line pressure test  | <a href="#">AT-51</a>  |
|     |                       |   |             | 3. PNP switch  | <a href="#">AT-109</a> |
|     |                       |   |             | 4. Control linkage adjustment  | <a href="#">AT-226</a> |
|     |                       |   |             | 5. Control valve with TCM  | <a href="#">AT-237</a> |
|     |                       |   | OFF vehicle | 6. Torque converter  | <a href="#">AT-273</a> |
|     |                       |   |             | 7. Oil pump assembly   | <a href="#">AT-288</a> |
|     |                       |   |             | 8. 1st one-way clutch  | <a href="#">AT-298</a> |
|     |                       |   |             | 9. Gear system   | <a href="#">AT-265</a> |
|     |                       |   |             | 10. Reverse brake  | <a href="#">AT-273</a> |
|     |                       |   |             | 11. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .)</a> | <a href="#">AT-273</a> |
|     |                       |   |             | 12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .)</a>           | <a href="#">AT-273</a> |
| 46  |                       | With selector lever in "R" position, driving is not possible. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |                       |   |             | 2. Line pressure test  | <a href="#">AT-51</a>  |
|     |                       |   |             | 3. PNP switch  | <a href="#">AT-109</a> |
|     |                       |   |             | 4. Control linkage adjustment  | <a href="#">AT-226</a> |
|     |                       |   |             | 5. Control valve with TCM  | <a href="#">AT-237</a> |
|     |                       |   | OFF vehicle | 6. Gear system   | <a href="#">AT-265</a> |
|     |                       |   |             | 7. Output shaft  | <a href="#">AT-273</a> |
|     |                       |   |             | 8. Reverse brake   | <a href="#">AT-273</a> |

## TROUBLE DIAGNOSIS

| No. | Items           | Symptom  | Condition                   | Diagnostic Item                                    | Reference page                                     |
|-----|-----------------|--|-----------------------------|--|--|
| 47  |                 | Does not change M5 → M4.   | ON vehicle                  | 1. PNP switch                                      | <a href="#">AT-109</a>                             |
|     |                 |  |                             | 2. Fluid level and state                           | <a href="#">AT-50</a>                              |
|     |                 |  |                             | 3. Control linkage adjustment                      | <a href="#">AT-226</a>                             |
|     |                 |  |                             | 4. Manual mode switch                              | <a href="#">AT-165</a>                             |
|     |                 |  |                             | 5. ATF pressure switch 1                           | <a href="#">AT-170</a>                             |
|     |                 |  |                             | 6. CAN communication line                          | <a href="#">AT-101</a>                             |
|     |                 |  |                             | 7. Control valve with TCM                          | <a href="#">AT-237</a>                             |
|     |                 |  | OFF vehicle                 | 8. Front brake (brake band)                        | <a href="#">AT-273</a>                             |
| 48  |                 | Does not change M4 → M3.   | ON vehicle                  | 1. PNP switch                                      | <a href="#">AT-109</a>                             |
|     |                 |  |                             | 2. Fluid level and state                           | <a href="#">AT-50</a>                              |
|     |                 |  |                             | 3. Control linkage adjustment                      | <a href="#">AT-226</a>                             |
|     |                 |  |                             | 4. Manual mode switch                              | <a href="#">AT-165</a>                             |
|     |                 |  |                             | 5. ATF pressure switch 1 and ATF pressure switch 3 | <a href="#">AT-170</a> ,<br><a href="#">AT-172</a> |
|     |                 |  |                             | 6. CAN communication line                          | <a href="#">AT-101</a>                             |
|     |                 |  |                             | 7. Control valve with TCM                          | <a href="#">AT-237</a>                             |
|     |                 |  | 8. Front brake (brake band) | <a href="#">AT-273</a>                             |  |
|     |                 |  | 9. Input clutch             | <a href="#">AT-293</a>                             |  |
| 49  | Does Not Change | Does not change M3 → M2.   | ON vehicle                  | 1. PNP switch                                      | <a href="#">AT-109</a>                             |
|     |                 |  |                             | 2. Fluid level and state                           | <a href="#">AT-50</a>                              |
|     |                 |  |                             | 3. Control linkage adjustment                      | <a href="#">AT-226</a>                             |
|     |                 |  |                             | 4. Manual mode switch                              | <a href="#">AT-165</a>                             |
|     |                 |  |                             | 5. ATF pressure switch 6                           | <a href="#">AT-176</a>                             |
|     |                 |  |                             | 6. CAN communication line                          | <a href="#">AT-101</a>                             |
|     |                 |  |                             | 7. Control valve with TCM                          | <a href="#">AT-237</a>                             |
|     |                 |  | OFF vehicle                 | 8. Front brake (brake band)                        | <a href="#">AT-273</a>                             |
|     |                 |  |                             | 9. Input clutch                                    | <a href="#">AT-293</a>                             |
|     |                 |  |                             | 10. High and low reverse clutch                    | <a href="#">AT-303</a>                             |
| 50  |                 | Does not change M2 → M1.   | ON vehicle                  | 1. PNP switch                                      | <a href="#">AT-109</a>                             |
|     |                 |  |                             | 2. Fluid level and state                           | <a href="#">AT-50</a>                              |
|     |                 |  |                             | 3. Control linkage adjustment                      | <a href="#">AT-226</a>                             |
|     |                 |  |                             | 4. Manual mode switch                              | <a href="#">AT-165</a>                             |
|     |                 |  |                             | 5. ATF pressure switch 5                           | <a href="#">AT-174</a>                             |
|     |                 |  |                             | 6. CAN communication line                          | <a href="#">AT-101</a>                             |
|     |                 |  |                             | 7. Control valve with TCM                          | <a href="#">AT-237</a>                             |
|     |                 |  | OFF vehicle                 | 8. Input clutch                                    | <a href="#">AT-293</a>                             |
|     |                 |  |                             | 9. High and low reverse clutch                     | <a href="#">AT-303</a>                             |
|     |                 |  |                             | 10. Direct clutch                                  | <a href="#">AT-305</a>                             |
| 51  |                 | Can not be changed to manual mode. Refer to <a href="#">AT-215</a> . " <a href="#">Cannot Be Changed to Manual Mode</a> ". | ON vehicle                  | 1. Manual mode switch                              | <a href="#">AT-165</a>                             |
|     |                 |  |                             | 2. Turbine revolution sensor                       | <a href="#">AT-136</a>                             |
|     |                 |  |                             | 3. CAN communication line                          | <a href="#">AT-101</a>                             |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## TROUBLE DIAGNOSIS

| No.         | Items  | Symptom                              | Condition              | Diagnostic Item  | Reference page                                     |
|-------------|--|--------------------------------------|------------------------|--|--|
| 52          | Others   | Shift point is high in "D" position. | ON vehicle             | 1. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|             |  |                                      |                        | 2. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                             |
|             |  |                                      |                        | 3. CAN communication line                                | <a href="#">AT-101</a>                             |
|             |  |                                      |                        | 4. ATF temperature sensor                                | <a href="#">AT-131</a>                             |
|             |  |                                      |                        | 5. Control valve with TCM                                | <a href="#">AT-237</a>                             |
| 53          |  | Shift point is low in "D" position.  | ON vehicle             | 1. Vehicle speed sensor A/T and vehicle speed sensor MTR | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|             |  |                                      |                        | 2. Accelerator pedal position sensor                     | <a href="#">AT-128</a>                             |
|             |  |                                      |                        | 3. CAN communication line                                | <a href="#">AT-101</a>                             |
| 54          |  | Judder occurs during lock-up.        | ON vehicle             | 4. Control valve with TCM                                | <a href="#">AT-237</a>                             |
|             |  |                                      |                        | 1. Fluid level and state                                 | <a href="#">AT-50</a>                              |
|             | 2. Engine speed signal                                   |                                      |                        | <a href="#">AT-118</a>                                   |  |
|             | 3. Turbine revolution sensor                             |                                      |                        | <a href="#">AT-136</a>                                   |  |
|             | 4. Vehicle speed sensor A/T and vehicle speed sensor MTR |                                      |                        | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a>       |  |
|             | 5. Accelerator pedal position sensor                     |                                      |                        | <a href="#">AT-128</a>                                   |  |
|             | 6. CAN communication line                                |                                      |                        | <a href="#">AT-101</a>                                   |  |
|             | 7. Torque converter clutch solenoid valve                |                                      |                        | <a href="#">AT-120</a>                                   |  |
|             | 8. Control valve with TCM                                |                                      | <a href="#">AT-237</a> |  |  |
| OFF vehicle | 9. Torque converter                                      | <a href="#">AT-273</a>               |                        |  |  |

## TROUBLE DIAGNOSIS

| No. | Items  | Symptom                        | Condition   | Diagnostic Item  | Reference page         |
|-----|--------|--------------------------------|-------------|--|------------------------|
| 55  | Others | Strange noise in "R" position. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |        |                                |             | 2. Engine speed signal   | <a href="#">AT-118</a> |
|     |        |                                |             | 3. CAN communication line  | <a href="#">AT-101</a> |
|     |        |                                |             | 4. Control valve with TCM  | <a href="#">AT-237</a> |
|     |        |                                | OFF vehicle | 5. Torque converter  | <a href="#">AT-273</a> |
|     |        |                                |             | 6. Oil pump assembly   | <a href="#">AT-288</a> |
|     |        |                                |             | 7. Gear system   | <a href="#">AT-265</a> |
|     |        |                                |             | 8. High and low reverse clutch   | <a href="#">AT-303</a> |
|     |        |                                |             | 9. Reverse brake   | <a href="#">AT-273</a> |
| 56  | Others | Strange noise in "N" position. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |        |                                |             | 2. Engine speed signal   | <a href="#">AT-118</a> |
|     |        |                                |             | 3. CAN communication line  | <a href="#">AT-101</a> |
|     |        |                                |             | 4. Control valve with TCM  | <a href="#">AT-237</a> |
|     |        |                                | OFF vehicle | 5. Torque converter  | <a href="#">AT-273</a> |
|     |        |                                |             | 6. Oil pump assembly   | <a href="#">AT-288</a> |
|     |        |                                |             | 7. Gear system   | <a href="#">AT-265</a> |
| 57  | Others | Strange noise in "D" position. | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |        |                                |             | 2. Engine speed signal   | <a href="#">AT-118</a> |
|     |        |                                |             | 3. CAN communication line  | <a href="#">AT-101</a> |
|     |        |                                |             | 4. Control valve with TCM  | <a href="#">AT-237</a> |
|     |        |                                | OFF vehicle | 5. Torque converter  | <a href="#">AT-273</a> |
|     |        |                                |             | 6. Oil pump assembly   | <a href="#">AT-288</a> |
|     |        |                                |             | 7. Gear system   | <a href="#">AT-265</a> |
|     |        |                                |             | 8. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17</a> , " <a href="#">Cross-Sectional View</a> " .) | <a href="#">AT-273</a> |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## TROUBLE DIAGNOSIS

| No.  | Items  | Symptom  | Condition   | Diagnostic Item                | Reference page                      |            |                          |                        |
|--|--|--|-------------|--------------------------------|-------------------------------------|------------|--------------------------|------------------------|
| 58   | Others   | Vehicle does not decelerate by engine brake.<br>Refer to <a href="#">AT-222</a> .<br><a href="#">"Vehicle Does Not Decelerate By Engine Brake"</a> . | ON vehicle  | 1. PNP switch                  | <a href="#">AT-109</a>              |            |                          |                        |
|  |  |  |             | 2. Fluid level and state       | <a href="#">AT-50</a>               |            |                          |                        |
|  |  |  |             | 3. Control linkage adjustment  | <a href="#">AT-226</a>              |            |                          |                        |
|  |  |  |             | 4. Manual mode switch          | <a href="#">AT-165</a>              |            |                          |                        |
|  |  |  |             | 5. ATF pressure switch 5       | <a href="#">AT-174</a>              |            |                          |                        |
|  |  |  |             | 6. CAN communication line      | <a href="#">AT-101</a>              |            |                          |                        |
|  |  |  |             | 7. Control valve with TCM      | <a href="#">AT-237</a>              |            |                          |                        |
|  |  |  | OFF vehicle | 8. Input clutch                | <a href="#">AT-293</a>              |            |                          |                        |
|  |  |  |             | 9. High and low reverse clutch | <a href="#">AT-303</a>              |            |                          |                        |
|  |  |  |             | 10. Direct clutch              | <a href="#">AT-305</a>              |            |                          |                        |
| 59   | Others   | Engine brake does not work M5 → M4.  | ON vehicle  | 1. PNP switch                  | <a href="#">AT-109</a>              |            |                          |                        |
|  |  |  |             | 2. Fluid level and state       | <a href="#">AT-50</a>               |            |                          |                        |
|  |  |  |             | 3. Control linkage adjustment  | <a href="#">AT-226</a>              |            |                          |                        |
|  |  |  |             | 4. Manual mode switch          | <a href="#">AT-165</a>              |            |                          |                        |
|  |  |  |             | 5. ATF pressure switch 1       | <a href="#">AT-170</a>              |            |                          |                        |
|  |  |  |             | 6. CAN communication line      | <a href="#">AT-101</a>              |            |                          |                        |
|  |  |  |             | 7. Control valve with TCM      | <a href="#">AT-237</a>              |            |                          |                        |
|  |  |  | OFF vehicle | 8. Front brake (brake band)    | <a href="#">AT-273</a>              |            |                          |                        |
|  |  |  | 60          | Others                         | Engine brake does not work M4 → M3. | ON vehicle | 1. PNP switch            | <a href="#">AT-109</a> |
|  |  |  |             |                                |                                     |            | 2. Fluid level and state | <a href="#">AT-50</a>  |
| 3. Control linkage adjustment                      | <a href="#">AT-226</a>                             |  |             |                                |                                     |            |                          |                        |
| 4. Manual mode switch                              | <a href="#">AT-165</a>                             |  |             |                                |                                     |            |                          |                        |
| 5. ATF pressure switch 1 and ATF pressure switch 3 | <a href="#">AT-170</a> ,<br><a href="#">AT-172</a> |  |             |                                |                                     |            |                          |                        |
| 6. CAN communication line                          | <a href="#">AT-101</a>                             |  |             |                                |                                     |            |                          |                        |
| 7. Control valve with TCM                          | <a href="#">AT-237</a>                             |  |             |                                |                                     |            |                          |                        |
| OFF vehicle  | 8. Front brake (brake band)                        | <a href="#">AT-273</a>   |             |                                |                                     |            |                          |                        |
|  | 9. Input clutch                                    | <a href="#">AT-293</a>   |             |                                |                                     |            |                          |                        |

## TROUBLE DIAGNOSIS

| No. | Items  | Symptom                             | Condition   | Diagnostic Item                 | Reference page         |
|-----|--------|-------------------------------------|-------------|---------------------------------|------------------------|
| 61  | Others | Engine brake does not work M3 → M2. | ON vehicle  | 1. PNP switch                   | <a href="#">AT-109</a> |
|     |        |                                     |             | 2. Fluid level and state        | <a href="#">AT-50</a>  |
|     |        |                                     |             | 3. Control linkage adjustment   | <a href="#">AT-226</a> |
|     |        |                                     |             | 4. Manual mode switch           | <a href="#">AT-165</a> |
|     |        |                                     |             | 5. ATF pressure switch 6        | <a href="#">AT-176</a> |
|     |        |                                     |             | 6. CAN communication line       | <a href="#">AT-101</a> |
|     |        |                                     |             | 7. Control valve with TCM       | <a href="#">AT-237</a> |
|     |        |                                     | OFF vehicle | 8. Front brake (brake band)     | <a href="#">AT-273</a> |
|     |        |                                     |             | 9. Input clutch                 | <a href="#">AT-293</a> |
|     |        |                                     |             | 10. High and low reverse clutch | <a href="#">AT-303</a> |
| 62  | Others | Engine brake does not work M2 → M1. | ON vehicle  | 1. PNP switch                   | <a href="#">AT-109</a> |
|     |        |                                     |             | 2. Fluid level and state        | <a href="#">AT-50</a>  |
|     |        |                                     |             | 3. Control linkage adjustment   | <a href="#">AT-226</a> |
|     |        |                                     |             | 4. Manual mode switch           | <a href="#">AT-165</a> |
|     |        |                                     |             | 5. ATF pressure switch 5        | <a href="#">AT-174</a> |
|     |        |                                     |             | 6. CAN communication line       | <a href="#">AT-101</a> |
|     |        |                                     |             | 7. Control valve with TCM       | <a href="#">AT-237</a> |
|     |        |                                     | OFF vehicle | 8. Input clutch                 | <a href="#">AT-293</a> |
|     |        |                                     |             | 9. High and low reverse clutch  | <a href="#">AT-303</a> |
|     |        |                                     |             | 10. Direct clutch               | <a href="#">AT-305</a> |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

## TROUBLE DIAGNOSIS

| No. | Items  | Symptom   | Condition   | Diagnostic Item  | Reference page         |
|-----|--------|---|-------------|--|------------------------|
| 63  |        | Maximum speed low.  | ON vehicle  | 1. Fluid level and state   | <a href="#">AT-50</a>  |
|     |        |   |             | 2. Line pressure test  | <a href="#">AT-51</a>  |
|     |        |   |             | 3. Accelerator pedal position sensor   | <a href="#">AT-128</a> |
|     |        |   |             | 4. CAN communication line  | <a href="#">AT-101</a> |
|     |        |   |             | 5. Direct clutch solenoid valve  | <a href="#">AT-174</a> |
|     |        |   |             | 6. Control valve with TCM  | <a href="#">AT-237</a> |
|     |        |   | OFF vehicle | 7. Torque converter  | <a href="#">AT-273</a> |
|     |        |   |             | 8. Oil pump assembly   | <a href="#">AT-288</a> |
|     |        |   |             | 9. Input clutch  | <a href="#">AT-293</a> |
|     |        |   |             | 10. Gear system  | <a href="#">AT-265</a> |
|     |        |   |             | 11. High and low reverse clutch  | <a href="#">AT-303</a> |
|     |        |   |             | 12. Direct clutch  | <a href="#">AT-305</a> |
|     |        |   |             | 13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .)</a> | <a href="#">AT-273</a> |
|     |        |   |             | 14 Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17, "Cross-Sectional View" .)</a>            | <a href="#">AT-273</a> |
| 64  | Others | Extremely large creep.  | ON vehicle  | 1. Engine idle speed   | <a href="#">EC-30</a>  |
|     |        |   |             | 2. CAN communication line  | <a href="#">AT-101</a> |
|     |        |   |             | 3. ATF pressure switch 5   | <a href="#">AT-174</a> |
|     |        |   | OFF vehicle | 4. Torque converter  | <a href="#">AT-273</a> |
| 65  |        | With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled.<br>Refer to <a href="#">AT-187, "In "P" Position, Vehicle Moves When Pushed"</a> | ON vehicle  | 1. PNP switch  | <a href="#">AT-109</a> |
|     |        |   |             | 2. Control linkage adjustment  | <a href="#">AT-226</a> |
|     |        |   |             | 3. Parking pawl components   | <a href="#">AT-265</a> |
| 66  |        | Vehicle runs with transmission in "P" position.   | ON vehicle  | 1. PNP switch  | <a href="#">AT-109</a> |
|     |        |   |             | 2. Fluid level and state   | <a href="#">AT-50</a>  |
|     |        |   |             | 3. Control linkage adjustment  | <a href="#">AT-226</a> |
|     |        |   |             | 4. Control valve with TCM  | <a href="#">AT-237</a> |
|     |        |   |             | 5. Parking pawl components   | <a href="#">AT-265</a> |
|     |        |   | OFF vehicle | 6. Gear system   | <a href="#">AT-265</a> |



## TROUBLE DIAGNOSIS

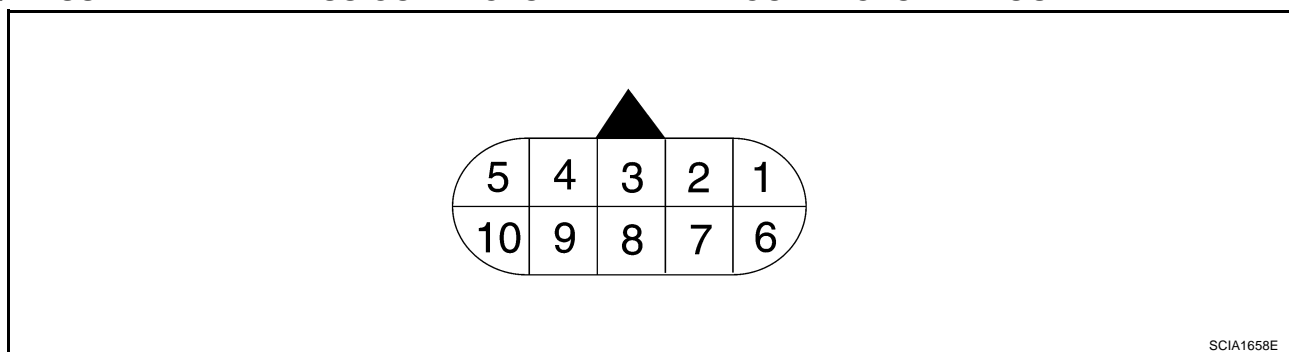
| No. | Items  | Symptom   | Condition   | Diagnostic Item   | Reference page              |
|-----|--------|---|-------------|---|-----------------------------|
| 67  | Others | Vehicle runs with transmission in "N" position.<br>Refer to <a href="#">AT-188. "In "N" Position, Vehicle Moves"</a> .                | ON vehicle  | 1. PNP switch   | <a href="#">AT-109</a>      |
|     |        |   |             | 2. Fluid level and state  | <a href="#">AT-50</a>       |
|     |        |   |             | 3. Control linkage adjustment   | <a href="#">AT-226</a>      |
|     |        |   |             | 4. Control valve with TCM   | <a href="#">AT-237</a>      |
|     |        |   | OFF vehicle | 5. Input clutch   | <a href="#">AT-293</a>      |
|     |        |   |             | 6. Gear system  | <a href="#">AT-265</a>      |
|     |        |   |             | 7. Direct clutch  | <a href="#">AT-305</a>      |
|     |        |   |             | 8. Reverse brake  | <a href="#">AT-273</a>      |
|     |        |   |             | 9. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17. "Cross-Sectional View"</a> .) | <a href="#">AT-273</a>      |
|     |        |   |             | 10. Low coast brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to <a href="#">AT-17. "Cross-Sectional View"</a> .)        | <a href="#">AT-273</a>      |
| 68  | Others | Engine does not start in "N" or "P" position.<br>Refer to <a href="#">AT-186. "Engine Cannot Be Started In "P" or "N" Position"</a> . | ON vehicle  | 1. Ignition switch and starter  | <a href="#">PG-4, SC-10</a> |
|     |        |   |             | 2. Control linkage adjustment   | <a href="#">AT-226</a>      |
|     |        |   |             | 3. PNP switch   | <a href="#">AT-109</a>      |
| 69  | Others | Engine starts in positions other than "N" or "P".   | ON vehicle  | 1. Ignition switch and starter  | <a href="#">PG-4, SC-10</a> |
|     |        |   |             | 2. Control linkage adjustment   | <a href="#">AT-226</a>      |
|     |        |   |             | 3. PNP switch   | <a href="#">AT-109</a>      |
| 70  | Others | Engine stall.   | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>       |
|     |        |   |             | 2. Engine speed signal  | <a href="#">AT-118</a>      |
|     |        |   |             | 3. Turbine revolution sensor  | <a href="#">AT-136</a>      |
|     |        |   |             | 4. Torque converter clutch solenoid valve   | <a href="#">AT-120</a>      |
|     |        |   |             | 5. CAN communication line   | <a href="#">AT-101</a>      |
|     |        |   |             | 6. Control valve with TCM   | <a href="#">AT-237</a>      |
|     |        |   | OFF vehicle | 7. Torque converter   | <a href="#">AT-273</a>      |
| 71  | Others | Engine stalls when select lever shifted "N" → "D", "R".   | ON vehicle  | 1. Fluid level and state  | <a href="#">AT-50</a>       |
|     |        |   |             | 2. Engine speed signal  | <a href="#">AT-118</a>      |
|     |        |   |             | 3. Turbine revolution sensor  | <a href="#">AT-136</a>      |
|     |        |   |             | 4. Torque converter clutch solenoid valve   | <a href="#">AT-120</a>      |
|     |        |   |             | 5. CAN communication line   | <a href="#">AT-101</a>      |
|     |        |   |             | 6. Control valve with TCM   | <a href="#">AT-237</a>      |
|     |        |   | OFF vehicle | 7. Torque converter   | <a href="#">AT-273</a>      |

# TROUBLE DIAGNOSIS

| No. | Items  | Symptom   | Condition        | Diagnostic Item   | Reference page                                     |
|-----|--------|---|------------------|---|--|
| 72  | Others | Engine speed does not return to idle. Refer to <a href="#">AT-214</a> , " <a href="#">Engine Speed Does Not Return To Idle</a> ". | ON vehicle       | 1. Fluid level and state                                  | <a href="#">AT-50</a>                              |
|     |        |   |                  | 2. ATF pressure switch 5 and direct clutch solenoid valve | <a href="#">AT-174</a> ,<br><a href="#">AT-174</a> |
|     |        |   |                  | 3. ATF pressure switch 1 and front brake solenoid valve   | <a href="#">AT-170</a> ,<br><a href="#">AT-149</a> |
|     |        |   |                  | 4. Accelerator pedal position sensor                      | <a href="#">AT-128</a>                             |
|     |        |   |                  | 5. Vehicle speed sensor A/T and vehicle speed sensor MTR  | <a href="#">AT-113</a> ,<br><a href="#">AT-138</a> |
|     |        |   |                  | 6. CAN communication line                                 | <a href="#">AT-101</a>                             |
|     |        |   |                  | 7. Control valve with TCM                                 | <a href="#">AT-237</a>                             |
|     |        |   | OFF vehicle      | 8. Front brake (brake band)                               | <a href="#">AT-273</a>                             |
|     |        |   | 9. Direct clutch | <a href="#">AT-305</a>                                    |  |

## TCM Input/Output Signal Reference Values A/T ASSEMBLY HARNESS CONNECTOR TERMINAL CONNECTOR LAYOUT




ACS005HF




SCIA1658E

## TCM INSPECTION TABLE

Data are reference value and are measured between each terminal and ground.

| Terminal | Wire color | Item                          | Condition   | Data (Approx.)                     |                 |
|----------|------------|-------------------------------|---|------------------------------------|-----------------|
| 1        | R/W        | Power supply (Memory back-up) | Always  | Battery voltage                    |                 |
| 2        | R/W        | Power supply (Memory back-up) | Always  | Battery voltage                    |                 |
| 3        | L          | CAN-H                         | -   | -                                  |                 |
| 4        | PU         | K-line (CONSULT-II signal)    | The terminal is connected to the data link connector for CONSULT-II.                | -                                  |                 |
| 5        | B          | Ground                        | Always  | 0V                                 |                 |
| 6        | Y/R        | Power supply                  |  | -                                  | Battery voltage |
|          |            |                               |  | -                                  | 0V              |
| 7        | R          | Back-up lamp relay            |  | Selector lever in "R" position.    | 0V              |
|          |            |                               |   | Selector lever in other positions. | Battery voltage |
| 8        | R          | CAN-L                         | -   | -                                  |                 |

# TROUBLE DIAGNOSIS

| Terminal | Wire color | Item          | Condition   | Data (Approx.)                          |                 |
|----------|------------|---------------|---|---|-----------------|
| 9        | GY/R       | Starter relay |  | Selector lever in "N" or "P" positions. | Battery voltage |
|          |            |               |   | Selector lever in other positions.      | 0V              |
| 10       | B          | Ground        | Always  | 0V                                      |                 |

## CONSULT-II

ACS005HG

After performing [AT-99, "Diagnostic Procedure Without CONSULT-II"](#), place check marks for results on the [AT-45, "DIAGNOSTIC WORKSHEET"](#). Reference pages are provided following the items.

### NOTICE:

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

## FUNCTION

| Diagnostic test mode           | Function  | Reference page        |
|--------------------------------|---|-----------------------|
| Self-diagnostic results        | Self-diagnostic results can be read and erased quickly.   | <a href="#">AT-89</a> |
| Data monitor                   | Input/Output data in the ECU can be read.   | <a href="#">AT-93</a> |
| CAN diagnostic support monitor | The results of transmit/receive diagnosis of CAN communication can be read.                       | —                     |
| Function test                  | Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG". | —                     |
| DTC work support               | Select the operating condition to confirm Diagnosis Trouble Codes.                                | <a href="#">AT-96</a> |
| ECU part number                | ECU part number can be read.  | —                     |

## CONSULT-II REFERENCE VALUE

| Item name     | Condition                                | Display value (Approx.)                        |
|---------------|--|--|
| ATF TEMP SE 1 | 0°C (32° F) - 20°C (68°F) - 80°C (176°F) | 2.2 - 1.8 - 0.6 V                              |
| ATF TEMP SE 2 |  | 2.2 - 1.7 - 0.45 V                             |
| TCC SOLENOID  | When performing slip lock-up             | 0.2 - 0.4 A                                    |
|               | When performing lock-up                  | 0.4 - 0.6 A                                    |
| SLCT LVR POSI | Selector lever in "N" or "P" positions.  | N/P  |
|               | Selector lever in "R" position.          | R  |
|               | Selector lever in "D" position.          | D  |
| VHCL/S SE-A/T | During driving                           | Approximately matches the speedometer reading. |
| ENGINE SPEED  | Engine running                           | Closely matches the tachometer reading.        |
| LINE PRES SOL | During driving                           | 0.2 - 0.6 A                                    |

## TROUBLE DIAGNOSIS

| Item name     | Condition  | Display value (Approx.)                        |
|---------------|--|--|
| TURBINE REV   | During driving (lock-up ON)  | Approximately matches the engine speed.        |
| VHCL/S SE-MTR | During driving   | Approximately matches the speedometer reading. |
| ATF PRES SW 1 | Front brake engaged. Refer to <a href="#">AT-19</a> .                    | ON   |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> .                 | OFF  |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">AT-19</a> .                | ON   |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> .             | OFF  |
| ATF PRES SW 3 | Input clutch engaged. Refer to <a href="#">AT-19</a> .                   | ON   |
|               | Input clutch disengaged. Refer to <a href="#">AT-19</a> .                | OFF  |
| ATF PRES SW 5 | Direct clutch engaged. Refer to <a href="#">AT-19</a> .                  | ON   |
|               | Direct clutch disengaged. Refer to <a href="#">AT-19</a> .               | OFF  |
| ATF PRES SW 6 | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | ON   |
|               | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF  |
| I/C SOLENOID  | Input clutch disengaged. Refer to <a href="#">AT-19</a> .                | 0.6 - 0.8 A                                    |
|               | Input clutch engaged. Refer to <a href="#">AT-19</a> .                   | 0 - 0.05 A                                     |
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">AT-19</a> .                    | 0.6 - 0.8 A                                    |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> .                 | 0 - 0.05 A                                     |
| D/C SOLENOID  | Direct clutch disengaged. Refer to <a href="#">AT-19</a> .               | 0.6 - 0.8 A                                    |
|               | Direct clutch engaged. Refer to <a href="#">AT-19</a> .                  | 0 - 0.05 A                                     |
| HLR/C SOL     | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A                                    |
|               | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A                                     |
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">AT-19</a> .                | ON   |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> .             | OFF  |
| MANU MODE SW  | Manual shift gate position (neutral)                                     | ON   |
|               | Other than the above   | OFF  |
| NON M-MODE SW | Manual shift gate position   | OFF  |
|               | Other than the above   | ON   |
| UP SW LEVER   | Selector lever: + side   | ON   |
|               | Other than the above   | OFF  |
| DOWN SW LEVER | Selector lever: - side   | ON   |
|               | Other than the above   | OFF  |
| STARTER RELAY | Selector lever in "N" or "P" positions.                                  | ON   |
|               | Selector lever in other positions.                                       | OFF  |
| ACCELE POSI   | Released accelerator pedal.  | 0.0/8  |
|               | Fully depressed accelerator pedal.                                       | 8/8  |
| THROTTLE POSI | Released accelerator pedal.  | 0.0/8  |
|               | Fully depressed accelerator pedal.                                       | 8/8  |
| CLSD THL POS  | Released accelerator pedal.  | ON   |
|               | Fully depressed accelerator pedal.                                       | OFF  |
| W/O THL POS   | Fully depressed accelerator pedal.                                       | ON   |
|               | Released accelerator pedal.  | OFF  |
| BRAKE SW      | Depressed brake pedal.   | ON   |
|               | Released brake pedal.  | OFF  |

# TROUBLE DIAGNOSIS

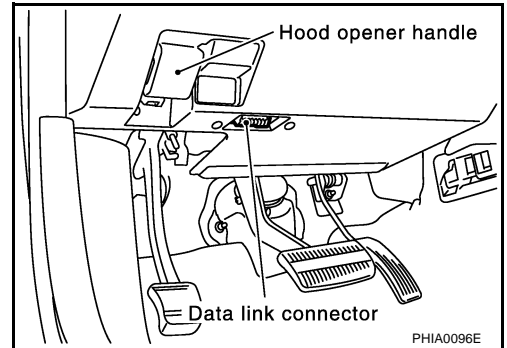
## CONSULT-II SETTING PROCEDURE

### CAUTION:

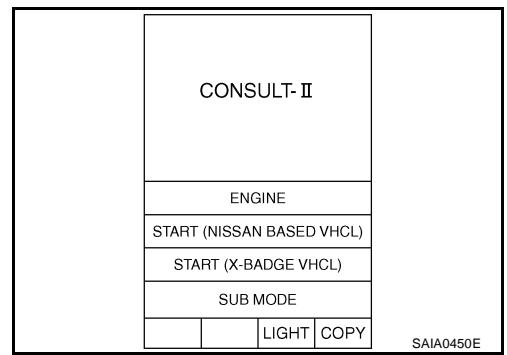
If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

- For details, refer to the separate "CONSULT-II Operations Manual".

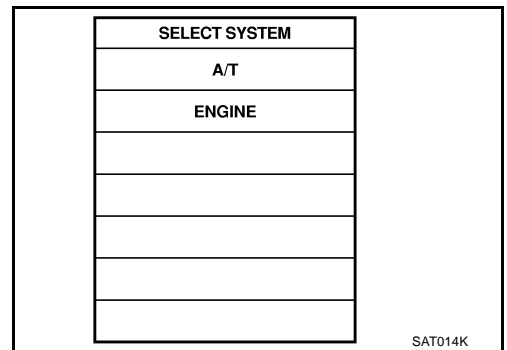
- Turn ignition switch "OFF".
- Connect CONSULT-II and CONSULT-II CONVERTER to data link connector, which is located in instrument lower panel on driver side.



- Turn ignition switch "ON". (Do not start engine.)
- Touch "START (NISSAN BASED VHCL)".



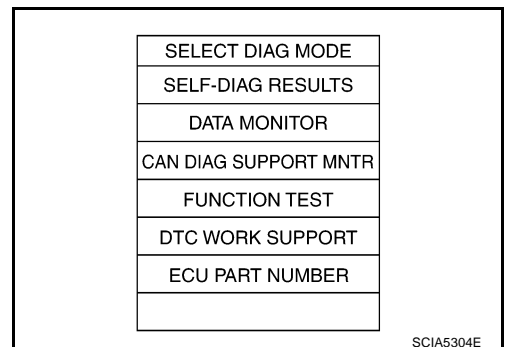
- Touch "A/T".  
If "A/T" is not indicated, go to [GI-39, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).
- Perform each diagnostic test mode according to each service procedure.



## SELF-DIAGNOSTIC RESULT MODE

### Operation Procedure

- Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-89, "CONSULT-II SETTING PROCEDURE"](#).
- Touch "SELF-DIAG RESULTS".  
Display shows malfunction experienced since the last erasing operation.



# TROUBLE DIAGNOSIS

## Display Items List

X: Applicable, —: Not applicable

| Items (CONSULT-II screen terms)        | Malfunction is detected when...  | TCM self-diagnosis       |                       | OBD-II (DTC)  |
|--|--|--------------------------|-----------------------|---|
|  |  | A/T CHECK indicator lamp | "A/T" with CONSULT-II | MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST |
| CAN COMM CIR-CUIT                      | <ul style="list-style-type: none"> <li>When a malfunction is detected in CAN communications</li> </ul>   | X                        | U1000                 | U1000   |
| STARTER RELAY/CIRC                     | <ul style="list-style-type: none"> <li>If this signal is ON other than in P or N position, this is judged to be a malfunction. (And if it is OFF in P or N position, this too is judged to be a malfunction.)</li> </ul>   | X                        | P0615                 | —   |
| TCM                                    | <ul style="list-style-type: none"> <li>TCM is malfunctioning</li> </ul>  | —                        | P0700                 | P0700   |
| PNP SW/CIRC                            | <ul style="list-style-type: none"> <li>PNP switch 1-4 signals input with impossible pattern</li> <li>PNP switch 3 monitor terminal cut line</li> <li>P position is detected from N position without any other position being detected in between.</li> </ul>   | X                        | P0705                 | P0705   |
| VEH SPD SEN/CIR AT (Revolution sensor) | <ul style="list-style-type: none"> <li>Signal from vehicle speed sensor A/T (Revolution sensor) not input due to cut line or the like</li> <li>Unexpected signal input during running</li> <li>After ignition switch is turned ON, unexpected signal input from vehicle speed sensor MTR before the vehicle starts moving</li> </ul> | X                        | P0720                 | P0720   |
| ENGINE SPEED SIG                       | <ul style="list-style-type: none"> <li>TCM does not receive the CAN communication signal from the ECM.</li> </ul>  | X                        | P0725                 | —   |
| TCC SOLENOID/CIRC                      | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> </ul>   | X                        | P0740                 | P0740   |
| A/T TCC S/V FNCTN                      | <ul style="list-style-type: none"> <li>A/T cannot perform lock-up even if electrical circuit is good.</li> <li>TCM detects as irregular by comparing difference value with slip rotation.</li> </ul>   | X                        | P0744                 | P0744*2   |
| L/PRESS SOL/CIRC                       | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>   | X                        | P0745                 | P0745   |
| TCM-RAM                                | <ul style="list-style-type: none"> <li>TCM memory (RAM) is malfunctioning.</li> </ul>  | —                        | P1702                 | —   |
| TCM-ROM                                | <ul style="list-style-type: none"> <li>TCM memory (ROM) is malfunctioning.</li> </ul>  | —                        | P1703                 | —   |
| TP SEN/CIRC A/T                        | <ul style="list-style-type: none"> <li>TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.</li> </ul>  | X                        | P1705                 | P1705   |
| ATF TEMP SEN/CIRC                      | <ul style="list-style-type: none"> <li>During running, the ATF temperature sensor signal voltage is excessively high or low</li> </ul>   | X                        | P1710                 | P0710   |
| TURBINE REV S/CIRC                     | <ul style="list-style-type: none"> <li>TCM does not receive the proper voltage signal from the sensor.</li> <li>TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2.</li> </ul>   | X                        | P1716                 | P1716   |
| VEH SPD SE/CIR-MTR                     | <ul style="list-style-type: none"> <li>Signal (CAN communication) from vehicle speed sensor MTR not input due to cut line or the like</li> <li>Unexpected signal input during running</li> </ul>   | —                        | P1721                 | —   |
| A/T INTERLOCK                          | <ul style="list-style-type: none"> <li>Except during shift change, the gear position and ATF pressure switch states are monitored and comparative judgement made.</li> </ul>   | X                        | P1730                 | P1730   |

# TROUBLE DIAGNOSIS

| Items (CONSULT-II screen terms) | Malfunction is detected when...   | TCM self-diagnosis       |                       | OBD-II (DTC)  |
|---------------------------------|---|--------------------------|-----------------------|---|
|                                 |   | A/T CHECK indicator lamp | "A/T" with CONSULT-II | MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST |
| A/T 1ST E/BRAKING               | <ul style="list-style-type: none"> <li>Each ATF pressure switch and solenoid current is monitored and if a pattern is detected having engine braking 1st gear other than in the M1 position, a malfunction is detected.</li> </ul>  | X                        | P1731                 | —   |
| I/C SOLENOID/CIRC               | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>  | X                        | P1752                 | P1752   |
| I/C SOLENOID FNCTN              | <ul style="list-style-type: none"> <li>TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)</li> <li>TCM detects that relation between gear position and condition of ATF pressure switch 3 is irregular during releasing accelerator pedal. (Other than during shift change)</li> </ul> | X                        | P1754                 | P1754*2   |
| FR/B SOLENOID/CIRC              | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>  | X                        | P1757                 | P1757   |
| FR/B SOLENOID FNCT              | <ul style="list-style-type: none"> <li>TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)</li> <li>TCM detects that relation between gear position and condition of ATF pressure switch 1 is irregular during releasing accelerator pedal. (Other than during shift change)</li> </ul> | X                        | P1759                 | P1759*2   |
| D/C SOLENOID/CIRC               | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>  | X                        | P1762                 | P1762   |
| D/C SOLENOID FNCTN              | <ul style="list-style-type: none"> <li>TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)</li> <li>TCM detects that relation between gear position and condition of ATF pressure switch 5 is irregular during releasing accelerator pedal. (Other than during shift change)</li> </ul> | X                        | P1764                 | P1764*2   |
| HLR/C SOL/CIRC                  | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> <li>TCM detects as irregular by comparing target value with monitor value.</li> </ul>  | X                        | P1767                 | P1767   |
| HLR/C SOL FNCTN                 | <ul style="list-style-type: none"> <li>TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)</li> <li>TCM detects that relation between gear position and condition of ATF pressure switch 6 is irregular during releasing accelerator pedal. (Other than during shift change)</li> </ul> | X                        | P1769                 | P1769*2   |
| LC/B SOLENOID/CIRC              | <ul style="list-style-type: none"> <li>Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like</li> </ul>  | X                        | P1772                 | P1772   |

A  
B  
AT  
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G  
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# TROUBLE DIAGNOSIS

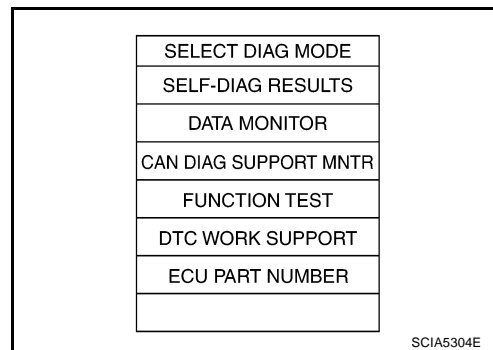
| Items (CONSULT-II screen terms)                    | Malfunction is detected when...   | TCM self-diagnosis       |                       | OBD-II (DTC)  |
|--|---|--------------------------|-----------------------|---|
|  |   | A/T CHECK indicator lamp | "A/T" with CONSULT-II | MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST |
| LC/B SOLENOID FNCT                                 | <ul style="list-style-type: none"> <li>● TCM detects an improper voltage drop when it tries to operate the solenoid valve.</li> <li>● Condition of ATF pressure switch 2 is different from monitor value, and relation between gear position and actual gear ratio is irregular.</li> </ul> | X                        | P1774                 | P1774*2   |
| MANU MODE SW/ CIRC                                 | <ul style="list-style-type: none"> <li>● When an impossible pattern of switch signals is detected, a malfunction is detected.</li> </ul>  | —                        | P1815                 | —   |
| ATF PRES SW 1/ CIRC                                | <ul style="list-style-type: none"> <li>● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)</li> </ul>                              | —                        | P1841                 | —   |
| ATF PRES SW 3/ CIRC                                | <ul style="list-style-type: none"> <li>● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)</li> </ul>                              | —                        | P1843                 | —   |
| ATF PRES SW 5/ CIRC                                | <ul style="list-style-type: none"> <li>● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)</li> </ul>                              | —                        | P1845                 | —   |
| ATF PRES SW 6/ CIRC                                | <ul style="list-style-type: none"> <li>● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)</li> </ul>                              | —                        | P1846                 | —   |
| NO DTC IS DETECTED FURTHER TESTING MAY BE REQUIRED | <ul style="list-style-type: none"> <li>● No NG item has been detected.</li> </ul>   | —                        | X                     | X   |

\*1: Refer to [AT-40, "Malfunction Indicator Lamp \(MIL\)"](#) .

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

## How to Erase Self-diagnostic Results

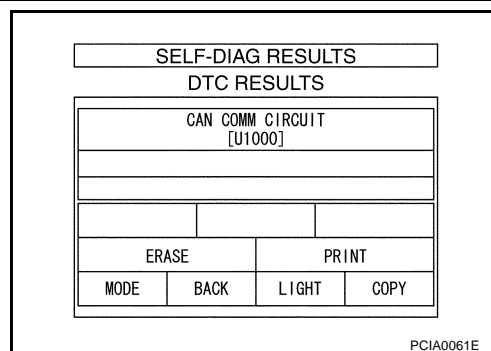
1. Perform "CONSULT-II SETTING PROCEDURE". Refer to [AT-89, "CONSULT-II SETTING PROCEDURE"](#)
2. Touch "SELF-DIAG RESULTS".





# TROUBLE DIAGNOSIS

3. Touch "ERASE". (The self-diagnostic results will be erased.)



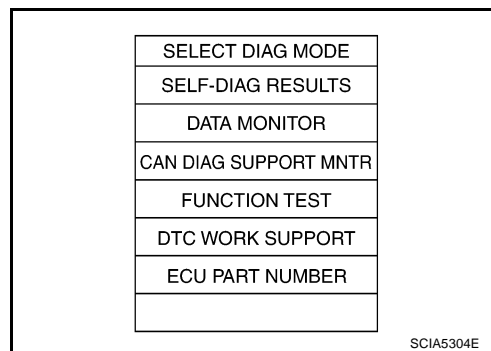
## DATA MONITOR MODE

### Operation Procedure

1. Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-89, "CONSULT-II SETTING PROCEDURE"](#).
2. Touch "DATA MONITOR".

#### NOTE:

When malfunction is detected, CONSULT-II performs "REAL-TIME DIAGNOSIS". Also, any malfunction detected while in this mode will be displayed at real time.



## Display Items List

X: Standard, —: Not applicable

| Monitored item (Unit)         | Monitor Item Selection |              |                     | Remarks   |
|-------------------------------|------------------------|--------------|---------------------|---|
|                               | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |   |
| VHCL/S SE-A/T (km/h)          | X                      | X            | X                   | Revolution sensor   |
| VHCL/S SE-MTR (km/h)          | X                      | —            | X                   |   |
| ACCELE POSI (0.0/8)           | X                      | —            | X                   | Accelerator pedal position signal   |
| THROTTLE POSI (0.0/8)         | X                      | X            | X                   | Degree of opening for accelerator recognized by the TCM<br>For fail-safe operation, the specific value used for control is displayed. |
| CLSD THL POS (ON-OFF display) | X                      | —            | X                   | Signal input with CAN communications  |
| W/O THL POS (ON-OFF display)  | X                      | —            | X                   |   |
| BRAKE SW (ON-OFF display)     | X                      | —            | X                   | Stop lamp switch  |
| GEAR                          | —                      | X            | X                   | Gear position recognized by the TCM updated after gear-shifting   |
| ENGINE SPEED (rpm)            | X                      | X            | X                   |   |
| TURBINE REV (rpm)             | X                      | X            | X                   |   |
| OUTPUT REV (rpm)              | X                      | X            | X                   |   |
| GEAR RATIO                    | —                      | X            | X                   |   |
| TC SLIP SPEED (rpm)           | —                      | X            | X                   | Difference between engine speed and torque converter input shaft speed  |
| F SUN GR REV (rpm)            | —                      | —            | X                   |   |
| F CARR GR REV (rpm)           | —                      | —            | X                   |   |
| ATF TEMP SE 1 (V)             | X                      | —            | X                   |   |
| ATF TEMP SE 2 (V)             | X                      | —            | X                   |   |

# TROUBLE DIAGNOSIS

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

# TROUBLE DIAGNOSIS

| Monitored item (Unit)           | Monitor Item Selection |              |                     | Remarks   |
|---------------------------------|------------------------|--------------|---------------------|---|
|                                 | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |   |
| I/C SOL MON (A)                 | —                      | —            | X                   |   |
| FR/B SOL MON (A)                | —                      | —            | X                   |   |
| D/C SOL MON (A)                 | —                      | —            | X                   |   |
| HLR/C SOL MON (A)               | —                      | —            | X                   |   |
| ON OFF SOL MON (ON-OFF display) | —                      | —            | X                   | LC/B solenoid                                     |
| P POSI IND (ON-OFF display)     | —                      | —            | X                   |   |
| R POSI IND (ON-OFF display)     | —                      | —            | X                   |   |
| N POSI IND (ON-OFF display)     | —                      | —            | X                   |   |
| D POSI IND (ON-OFF display)     | —                      | —            | X                   |   |
| 4TH POSI IND (ON-OFF display)   | —                      | —            | X                   |   |
| 3RD POSI IND (ON-OFF display)   | —                      | —            | X                   |   |
| 2ND POSI IND (ON-OFF display)   | —                      | —            | X                   |   |
| 1ST POSI IND (ON-OFF display)   | —                      | —            | X                   |   |
| MANU MODE IND (ON-OFF display)  | —                      | —            | X                   |   |
| POWER M LAMP (ON-OFF display)   | —                      | —            | X                   |   |
| F-SAFE IND/L (ON-OFF display)   | —                      | —            | X                   |   |
| ATF WARN LAMP (ON-OFF display)  | —                      | —            | X                   |   |
| BACK-UP LAMP (ON-OFF display)   | —                      | —            | X                   |   |
| STARTER RELAY (ON-OFF display)  | —                      | —            | X                   |   |
| PNP SW3 MON (ON-OFF display)    | —                      | —            | X                   |   |
| C/V CLB ID1                     | —                      | —            | X                   |   |
| C/V CLB ID2                     | —                      | —            | X                   |   |
| C/V CLB ID3                     | —                      | —            | X                   |   |
| UNIT CLB ID1                    | —                      | —            | X                   |   |
| UNIT CLB ID2                    | —                      | —            | X                   |   |
| UNIT CLB ID3                    | —                      | —            | X                   |   |
| TRGT GR RATIO                   | —                      | —            | X                   |   |
| TRGT PRES TCC (kPa)             | —                      | —            | X                   |   |
| TRGT PRES L/P (kPa)             | —                      | —            | X                   |   |
| TRGT PRES I/C (kPa)             | —                      | —            | X                   |   |
| TRGT PRE FR/B (kPa)             | —                      | —            | X                   |   |
| TRGT PRES D/C (kPa)             | —                      | —            | X                   |   |
| TRG PRE HLR/C (kPa)             | —                      | —            | X                   |   |
| SHIFT PATTERN                   | —                      | —            | X                   |   |
| DRV CST JUDGE                   | —                      | —            | X                   |   |
| START RLY MON                   | —                      | —            | X                   |   |
| NEXT GR POSI                    | —                      | —            | X                   |   |
| SHIFT MODE                      | —                      | —            | X                   |   |
| MANU GR POSI                    | —                      | —            | X                   |   |
| VEHICLE SPEED (km/h)            | —                      | X            | X                   | Vehicle speed recognized by the TCM.              |
| Voltage (V)                     | —                      | —            | X                   | Displays the value measured by the voltage probe. |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

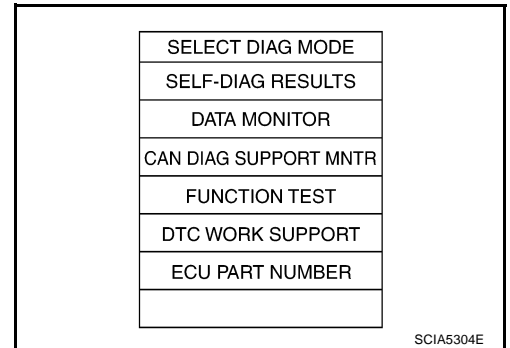
# TROUBLE DIAGNOSIS

| Monitored item (Unit) | Monitor Item Selection |              |                     | Remarks   |
|-----------------------|------------------------|--------------|---------------------|---|
|                       | ECU INPUT SIGNALS      | MAIN SIGNALS | SELECTION FROM MENU |   |
| Frequency (Hz)        | —                      | —            | X                   | The value measured by the pulse probe is displayed. |
| DUTY-HI (high) (%)    | —                      | —            | X                   |   |
| DUTY-LOW (low) (%)    | —                      | —            | X                   |   |
| PLS WIDTH-HI (ms)     | —                      | —            | X                   |   |
| PLS WIDTH-LOW (ms)    | —                      | —            | X                   |   |

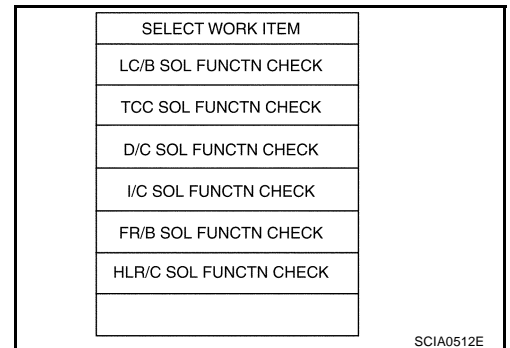
## DTC WORK SUPPORT MODE WITH CONSULT-II

### Operation Procedure

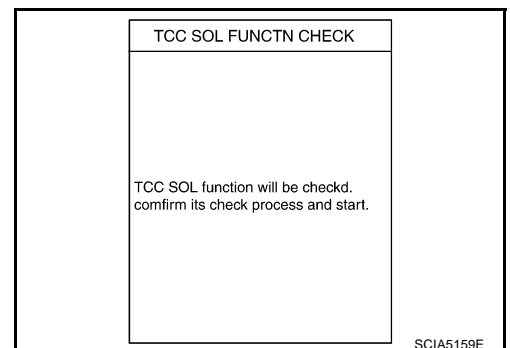
1. Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-89, "CONSULT-II SETTING PROCEDURE"](#) .
2. Touch "DTC WORK SUPPORT".



3. Touch select item menu.



4. Touch "START".



# TROUBLE DIAGNOSIS

5. Perform driving test according to “DTC CONFIRMATION PROCEDURE” in “TROUBLE DIAGNOSIS FOR DTC”.

|                      |         |
|----------------------|---------|
| TCC SOL FUNCTN CHECK |         |
| OUT OF CONDITION     |         |
| MONITOR              |         |
| ACCELE POSI          | XXX     |
| GEAR                 | XXX     |
| TCC SOLENOID         | XXXA    |
| VEHICLE SPEED        | XXXkm/h |

SCIA5160E

A  
B  
**AT**

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

|                      |         |
|----------------------|---------|
| TCC SOL FUNCTN CHECK |         |
| TESTING              |         |
| MONITOR              |         |
| ACCELE POSI          | XXX     |
| GEAR                 | XXX     |
| TCC SOLENOID         | XXXA    |
| VEHICLE SPEED        | XXXkm/h |

SCIA5161E

D  
E  
F  
G

6. Stop vehicle.

|                      |  |
|----------------------|--|
| TCC SOL FUNCTN CHECK |  |
| STOP<br>VEHICLE      |  |

SCIA5164E

H  
I  
J  
K

- If “NG” appears on the screen, malfunction may exist. Go to “Diagnostic Procedure”.

|                      |  |
|----------------------|--|
| TCC SOL FUNCTN CHECK |  |
| NG                   |  |

SCIA5162E

L  
M

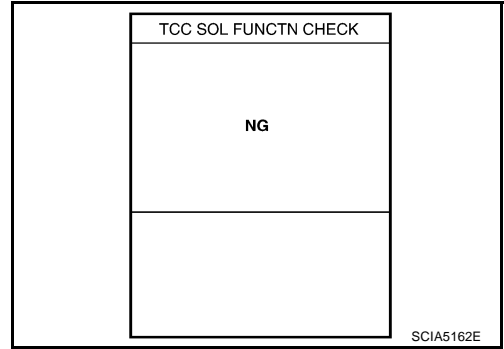
7. Perform test drive to check gear shift feeling in accordance with instructions displayed.
8. Touch “YES” or “NO”.
9. CONSULT-II procedure is ended.

|                      |  |
|----------------------|--|
| TCC SOL FUNCTN CHECK |  |
| OK                   |  |

SCIA5163E

# TROUBLE DIAGNOSIS

- If “NG” appears on the screen, malfunction may exist. Go to “Diagnostic Procedure”.



## Display Items List

| DTC work support item   | Description   | Check item  |
|-------------------------|---|---|
| I/C SOL FUNCTN CHECK*   | —   | —   |
| FR/B SOL FUNCTN CHECK*  | —   | —   |
| D/C SOL FUNCTN CHECK*   | —   | —   |
| HLR/C SOL FUNCTN CHECK* | —   | —   |
| LC/B SOL FUNCTN CHECK*  | —   | —   |
| TCC SOL FUNCTN CHECK    | Following items for “TCC solenoid function (lock-up)” can be confirmed. <ul style="list-style-type: none"> <li>● Self-diagnosis status (whether the diagnosis is being conducted or not)</li> <li>● Self-diagnosis result (OK or NG)</li> </ul> | <ul style="list-style-type: none"> <li>● TCC solenoid valve</li> <li>● Hydraulic control circuit</li> </ul> |

\*: Do not use, but displayed.

# TROUBLE DIAGNOSIS

ACS005HH

A

## Diagnostic Procedure Without CONSULT-II OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)



Refer to [EC-115, "Generic Scan Tool \(GST\) Function"](#) .

B

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



Refer to [EC-63, "Malfunction Indicator Lamp \(MIL\)"](#) .

AT

## TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)



### Description

In the unlikely event of a malfunction in the electrical system, when the ignition switch is switched "ON", the A/T CHECK indicator lamp lights up for 2 seconds, then flashes for 8 seconds. If there is no malfunction, when the ignition switch is turned "ON", the indicator lamp lights up for 2 seconds. As a method for locating the suspect circuit, when the self-diagnostics start signal is input, the memory for the malfunction location is output and the A/T CHECK indicator lamp flashes to display the corresponding DTC.

D

E

### Diagnostic Procedure

#### 1. CHECK A/T CHECK INDICATOR LAMP

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

F

G

Dose A/T CHECK indicator lamp come on for about 2 seconds?

YES >> GO TO 2.

NO >> GO TO [AT-186, "A/T CHECK Indicator Lamp Does Not Come On"](#) .

H

#### 2. JUDGEMENT PROCEDURE STEP 1

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

I

J

K

L

M

>> GO TO 3.

#### 3. CHECK SELF-DIAGNOSIS CODE

Check A/T CHECK indicator lamp.

Refer to [AT-100, "Judgement Self-diagnosis Code"](#) .

If the system does not go into self-diagnostics. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-182, "CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT"](#) , [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) , [AT-183, "BRAKE SIGNAL CIRCUIT"](#) .

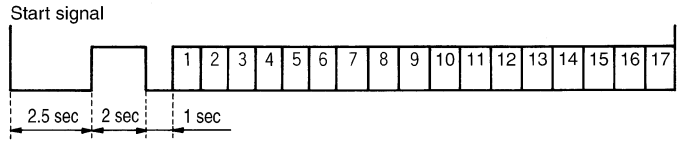
>> DIAGNOSIS END

# TROUBLE DIAGNOSIS

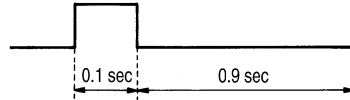
## Judgement Self-diagnosis Code

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

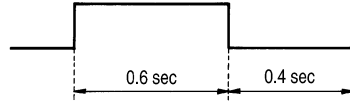
|    |  |
|----|--|
| 1  | Revolution sensor                          |
| 2  | Direct clutch solenoid valve               |
| 3  | Torque converter clutch solenoid valve     |
| 4  | Line pressure solenoid valve               |
| 5  | Input clutch solenoid valve                |
| 6  | Front brake solenoid valve                 |
| 7  | Low coast brake solenoid valve             |
| 8  | High and low reverse clutch solenoid valve |
| 9  | PNP switch                                 |
| 10 | A/T fluid temperature sensor               |
| 11 | Turbine revolution sensor                  |
| 12 | A/T interlock                              |
| 13 | A/T 1st engine braking                     |
| 14 | Start signal                               |
| 15 | Accelerator pedal position sensor          |
| 16 | Engine speed signal                        |
| 17 | CAN  |



17-judgement flickers (OK)



(NG)



※ Solenoid valve is checked for open and short circuit, and malfunctions.

SCIA4758E

## Erase Self-diagnosis

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



# DTC U1000 CAN COMMUNICATION LINE

## DTC U1000 CAN COMMUNICATION LINE

PFP:23710

### Description

ACS005HI

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

### On Board Diagnosis Logic

ACS005HJ

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

### Possible Cause

ACS005HK

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

### DTC Confirmation Procedure

ACS005HL

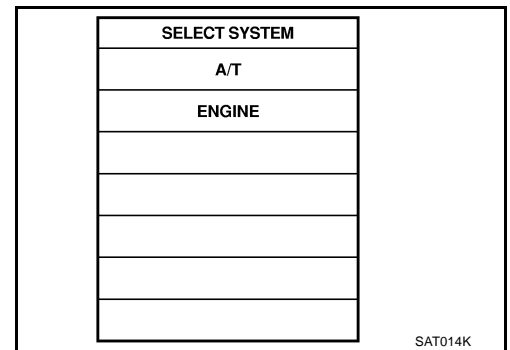
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [AT-103, "Diagnostic Procedure"](#).



#### ④ WITH GST




Follow the procedure "WITH CONSULT-II".

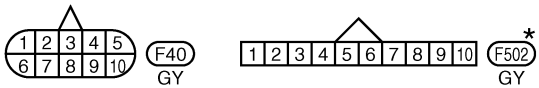
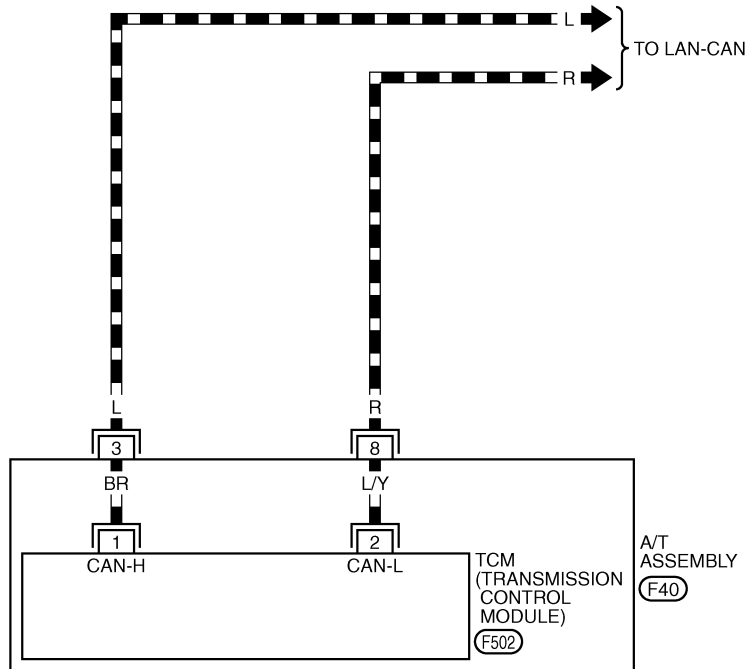
# DTC U1000 CAN COMMUNICATION LINE

## Wiring Diagram — AT — CAN

ACS0087S

### AT-CAN-01

-  : DETECTABLE LINE FOR DTC
-  : NON-DETECTABLE LINE FOR DTC
-  : DATA LINE



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0281E

# DTC U1000 CAN COMMUNICATION LINE

TCM terminals and data are reference value. Measured between each terminal and ground.

| Terminal | Wire color | Item  | Condition | Data (Approx.) |
|----------|------------|-------|-----------|----------------|
| 3        | L          | CAN-H | -         | -              |
| 8        | R          | CAN-L | -         | -              |

## Diagnostic Procedure

ACS005HM

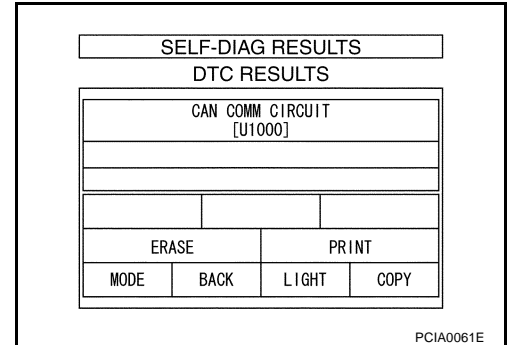
### 1. CHECK CAN COMMUNICATION CIRCUIT

#### With CONSULT-II

- Turn ignition switch "ON" and start engine.
- Select "SELF-DIAG RESULTS" mode for "AT" with CONSULT-II.

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

- YES >> Print out CONSULT-II screen, GO TO LAN section.  
Refer to [LAN-2, "Precautions When Using CONSULT-II"](#)
- NO >> **INSPECTION END**



# DTC P0615 START SIGNAL CIRCUIT

## DTC P0615 START SIGNAL CIRCUIT

PFP:25230

### Description

ACS005HN

Prohibits cranking other than at "P" or "N" position.

### CONSULT-II Reference Value

ACS006CL

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

### On Board Diagnosis Logic

ACS005HO

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

### Possible Cause

ACS005HP

- Harness or connectors.  
(Starter relay and TCM circuit is open or shorted.)
- Starter relay circuit.

### DTC Confirmation Procedure

ACS005HQ

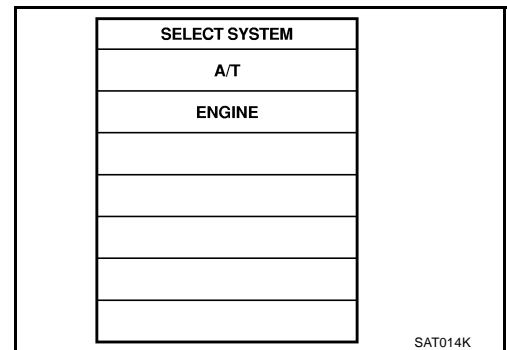
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Vehicle start for at least 2 consecutive seconds.
5. If DTC is detected, go to [AT-106, "Diagnostic Procedure"](#).



SAT014K

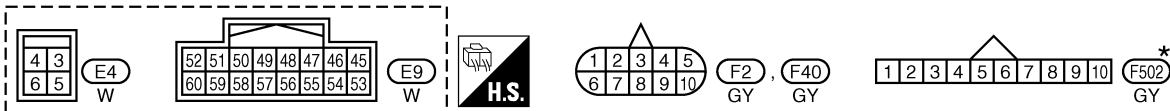
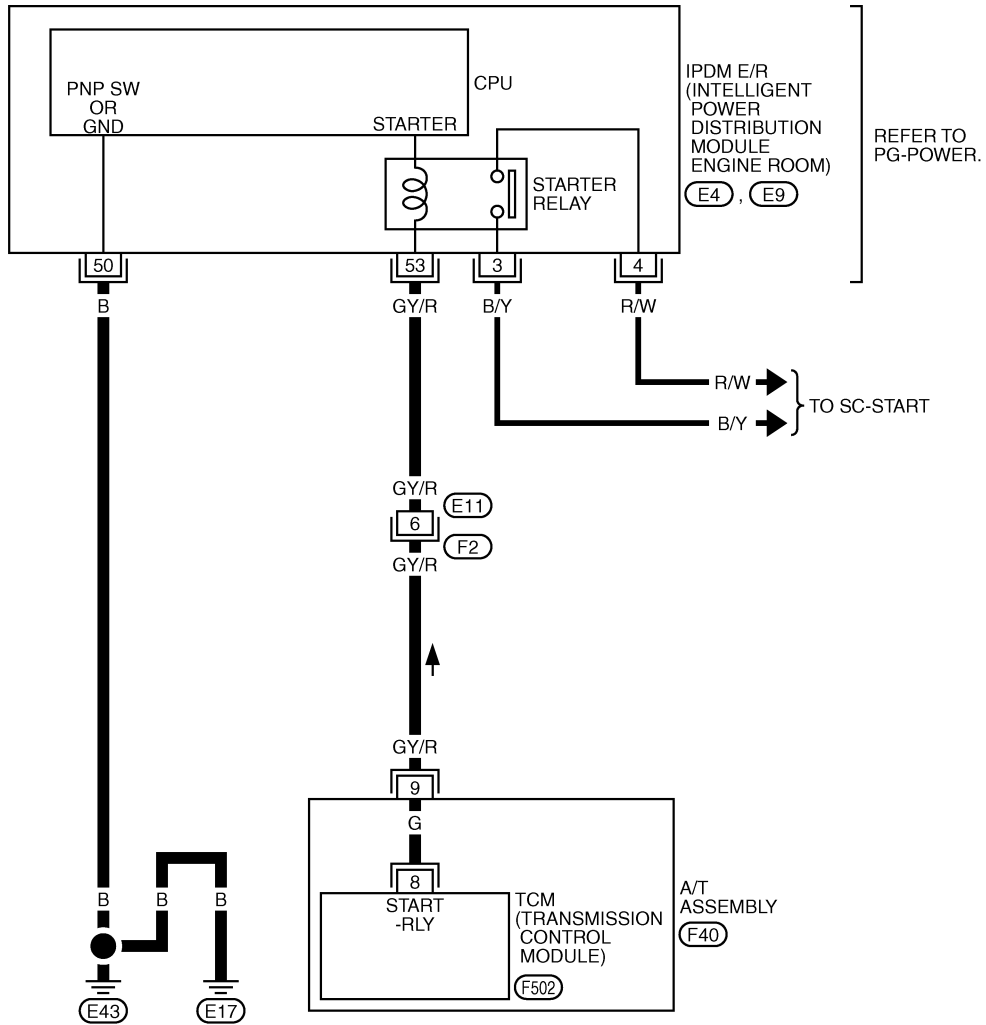
# DTC P0615 START SIGNAL CIRCUIT

## Wiring Diagram — AT — STSIG

ACS0087T

### AT-STSIG-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC




\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0282E

# DTC P0615 START SIGNAL CIRCUIT

TCM terminals and data are reference value. Measured between each terminal and ground.

| Terminal | Wire color | Item          | Condition   | Data (Approx.)  |
|----------|------------|---------------|---|-----------------|
| 9        | GY/R       | Starter relay |  Selector lever in "N" or "P" positions. | Battery voltage |
|          |            |               | Selector lever in other positions.  | 0V              |

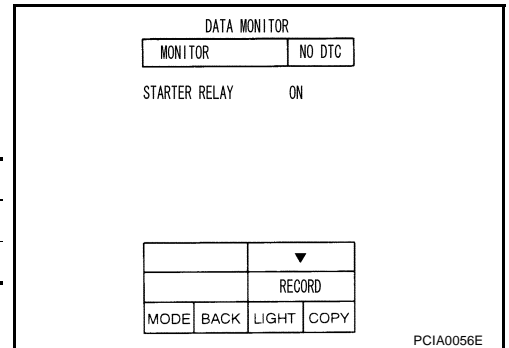
## Diagnostic Procedure

ACS008EP

### 1. CHECK STARTER RELAY

#### With CONSULT-II

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



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

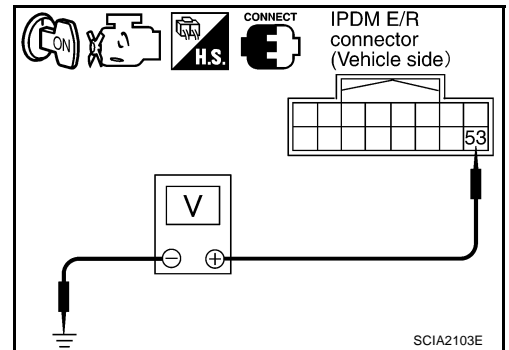
#### Without CONSULT-II

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

| Item          | Connector | Terminal (Wiring color) | Shift position | Voltage (Approx.)            |
|---------------|-----------|-------------------------|----------------|------------------------------|
| Starter relay | E9        | 53 (GY/R)               | Ground         | "N" or "P" → Battery voltage |
|               |           |                         |                | "R" or "D" → 0V              |

OK or NG

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



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

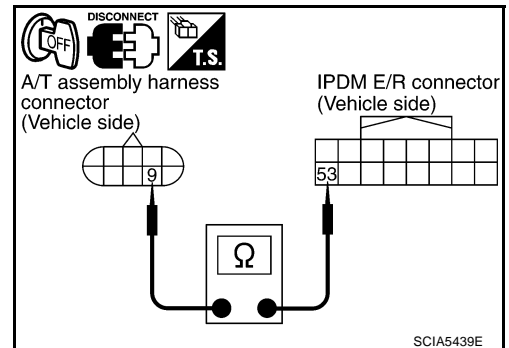
- Turn ignition switch OFF.
- Disconnect A/T assembly harness connector and IPDM E/R connector.
- Check continuity between A/T assembly harness connector and IPDM E/R connector.

| Item                           | Connector | Terminal (Wire color) | Continuity |
|--------------------------------|-----------|-----------------------|------------|
| A/T assembly harness connector | F40       | 9 (GY/R)              | Yes        |
| IPDM E/R connector             | E9        | 53 (GY/R)             |            |

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

OK or NG

- OK >> GO TO 3.  
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

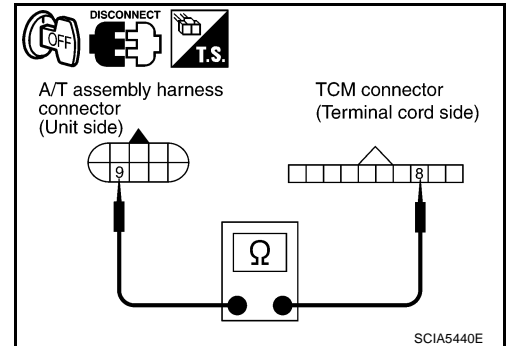


# DTC P0615 START SIGNAL CIRCUIT

## 3. CHECK TERMINAL CORD ASSEMBLY

1. Remove control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect A/T assembly harness connector and TCM connector.
3. Check continuity between A/T assembly harness connector terminal and TCM connector terminal.

| Item                           | Connector | Terminal (Wire color) | Continuity |
|--------------------------------|-----------|-----------------------|------------|
| A/T assembly harness connector | F40       | 9 (G)                 | Yes        |
| TCM connector                  | F502      | 8 (G)                 |            |



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

### OK or NG

- OK >> GO TO 4.
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

## 4. DETECT MALFUNCTIONING ITEM

Check the following items:

- Starter relay, Refer to [SC-10, "STARTING SYSTEM"](#) .
- IPDM E/R, Refer to [PG-17, "IPDM E/R \(INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM\)"](#) .

### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

## 5. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-104, "DTC Confirmation Procedure"](#) .

### OK or NG

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

# DTC P0700 TCM

## DTC P0700 TCM

PFP:31036

### Description

ACS006DB

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

### On Board Diagnosis Logic

ACS006DC

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "TCM" with CONSULT-II or P0700 without CONSULT-II is detected when TCM is malfunctioning.

### Possible Cause

ACS006DD

TCM.

### DTC Confirmation Procedure

ACS006DE

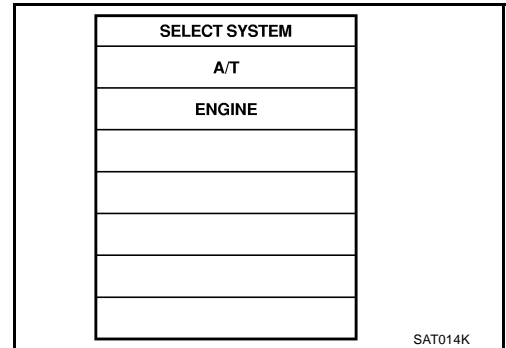
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-108, "Diagnostic Procedure"](#).



### Diagnostic Procedure

ACS006DF

#### 1. CHECK DTC

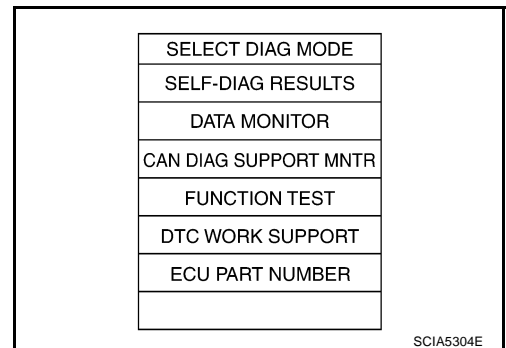
#### ④ With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

Is the "TCM" displayed again?

YES >> Replace the control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**





# DTC P0705 PARK/NEUTRAL POSITION SWITCH

## DTC P0705 PARK/NEUTRAL POSITION SWITCH

PF3:32006

### Description

ACS005HS

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

### CONSULT-II Reference Value

ACS005HT

| Item name     | Condition                               | Display value |
|---------------|---|---------------|
| SLCT LVR POSI | Selector lever in "N" or "P" positions. | N/P           |
|               | Selector lever in "R" position.         | R             |
|               | Selector lever in "D" position.         | D             |

### On Board Diagnosis Logic

ACS005HU

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

### Possible Cause

ACS005HV

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

### DTC Confirmation Procedure

ACS005HW

#### CAUTION:

Always drive vehicle at a safe speed.

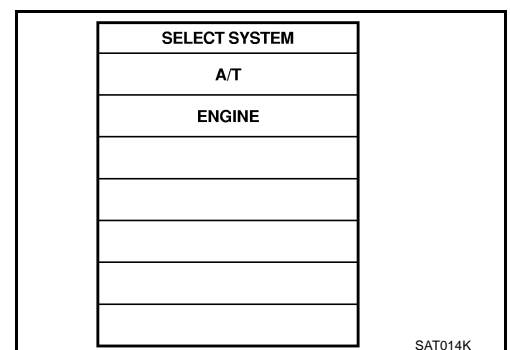
#### NOTE:

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

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

#### Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start the engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**THRTL POS SEN: More than 1.2V**
5. If DTC is detected, go to [AT-111, "Diagnostic Procedure"](#).



#### Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II".

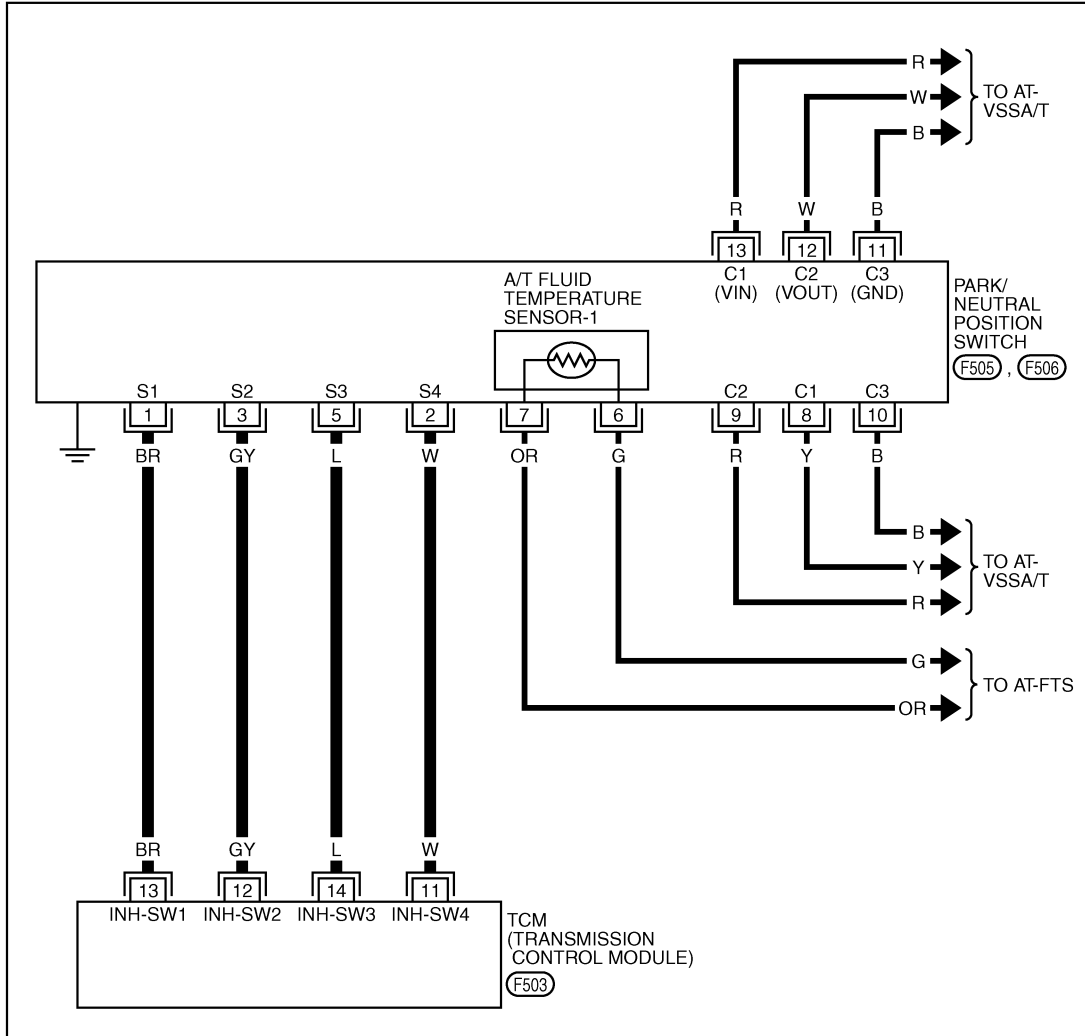
# DTC P0705 PARK/NEUTRAL POSITION SWITCH

## Wiring Diagram — AT — PNP/SW

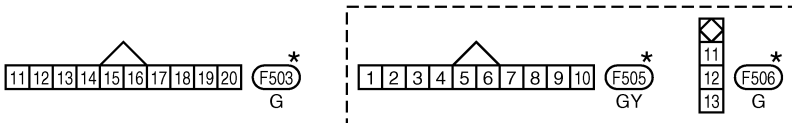
ACS0087U

### AT-PNP/SW-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



A/T ASSEMBLY



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0248E

# DTC P0705 PARK/NEUTRAL POSITION SWITCH

ACS008EQ

## Diagnostic Procedure

### 1. CHECK PNP SW CIRCUIT

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Check if correct selector lever position (N/P, R or D) is displayed as selector lever is moved into each position.

| Item name     | Condition                               | Display value |
|---------------|---|---------------|
| SLCT LVR POSI | Selector lever in "N" or "P" positions. | N/P           |
|               | Selector lever in "R" position.         | R             |
|               | Selector lever in "D" position.         | D             |

| DATA MONITOR  |      |        |      |
|---------------|------|--------|------|
| MONITOR       |      | NO DTC |      |
| ATF PRES SW 2 | xxx  |        |      |
| ATF PRES SW 3 | xxx  |        |      |
| ATF PRES SW 5 | xxx  |        |      |
| ATF PRES SW 6 | xxx  |        |      |
| SLCT LVR POSI | xxx  |        |      |
| RECORD        |      |        |      |
| MODE          | BACK | LIGHT  | COPY |

SCIA5296E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

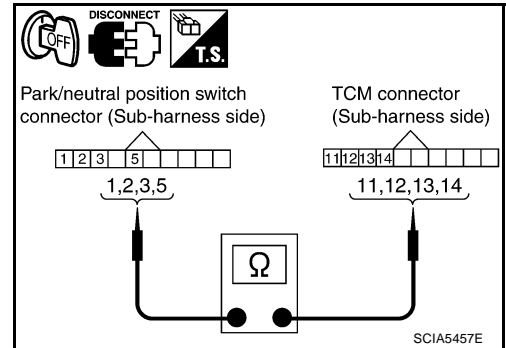
- OK >> GO TO 4.  
NG >> Repair or replace damaged parts.

# DTC P0705 PARK/NEUTRAL POSITION SWITCH

## 4. CHECK SUB-HARNESS

1. Remove control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect park/neutral position switch connector and TCM connector.
3. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal (Wire color) | Continuity |
|--|-----------|-----------------------|------------|
| Park/neutral position switch connector | F505      | 1 (BR)                | Yes        |
| TCM connector                          | F503      | 13 (BR)               |            |
| Park/neutral position switch connector | F505      | 2 (W)                 | Yes        |
| TCM connector                          | F503      | 11 (W)                |            |
| Park/neutral position switch connector | F505      | 3 (GY)                | Yes        |
| TCM connector                          | F503      | 12 (GY)               |            |
| Park/neutral position switch connector | F505      | 5 (L)                 | Yes        |
| TCM connector                          | F503      | 14 (L)                |            |



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

5. Reinstall any part removed.

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

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

## 5. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-109, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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

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

PFP:32702

### Description

ACS005HY

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

### CONSULT-II Reference Value

ACS005HZ

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

### On Board Diagnosis Logic

ACS005I0

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

### Possible Cause

ACS005I1

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

### DTC Confirmation Procedure

ACS005I2

#### CAUTION:

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

#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Drive vehicle and check for an increase of “VHCL/S SE·A/T” value in response to “VHCL/S SE·MTR” value.  
If the check result is NG, go to [AT-116, "Diagnostic Procedure"](#) .  
If the check result is OK, go to following step.
4. Select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
5. Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

**THRTL POS SEN: More than 1.0/8**

**Selector lever: “D” position**

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

If the check result is NG, go to [AT-116, "Diagnostic Procedure"](#) .

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

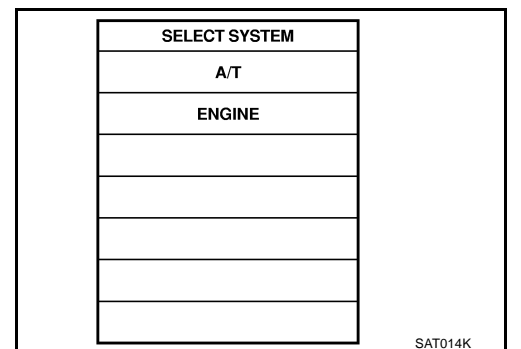
6. Maintain the following conditions for at least 5 consecutive seconds.

**ENGINE SPEED: 3,500 rpm or more**

**THRTL POS SEN: More than 1.0/8**

**Selector lever: “D” position**

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



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

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7. If DTC is detected, go to [AT-116, "Diagnostic Procedure"](#) .



### **WITH GST**

Follow the procedure "WITH CONSULT-II".

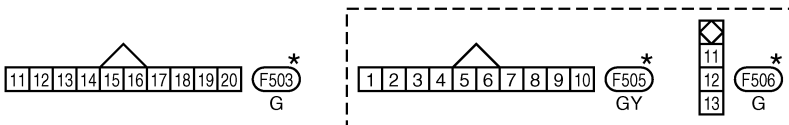
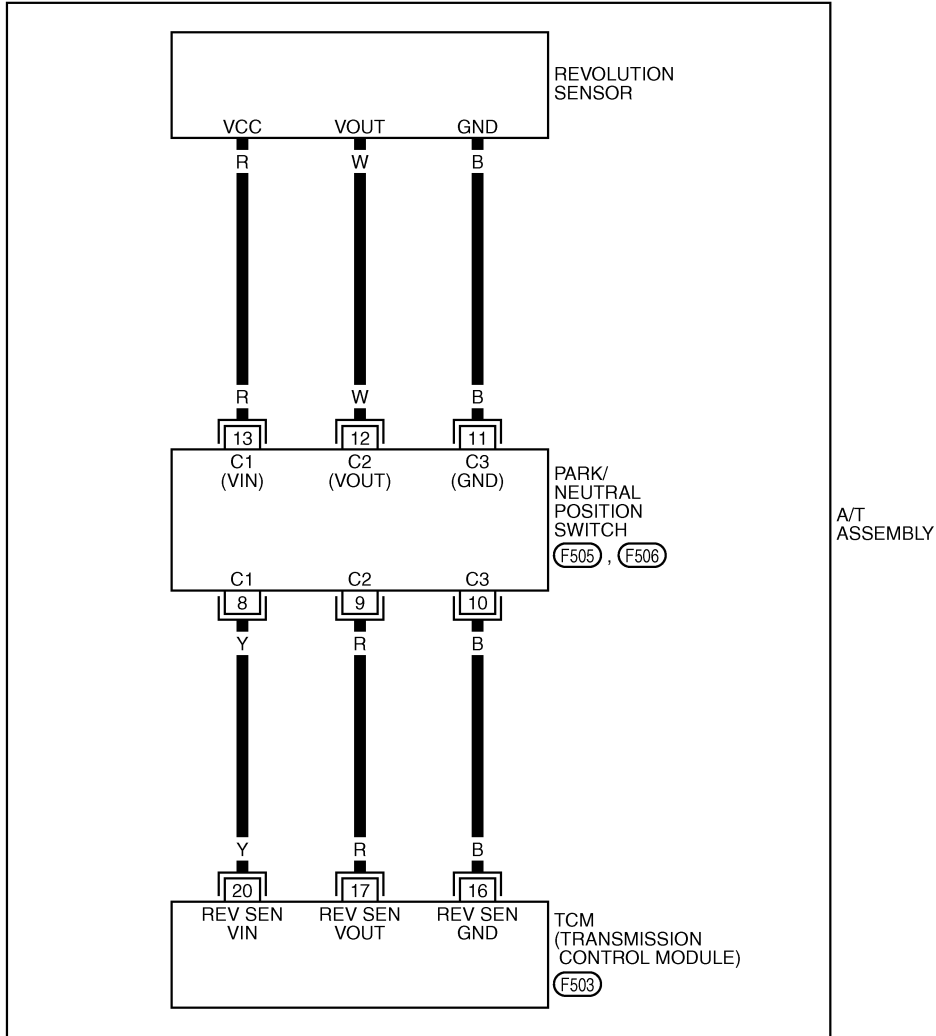
# DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

## Wiring Diagram — AT — VSSA/T

ACS0087V

### AT-VSSA/T-01

**—** : DETECTABLE LINE FOR DTC  
**—** : NON-DETECTABLE LINE FOR DTC



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0249E

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

ACS008ER

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "VHCL/S SE-A/T" while driving. Check the value changes according to driving speed.

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

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| VHCL/S SE-A/T | 0km/h  |
| VHCL/S SE-MTR | 0km/h  |
| ACCELE POSI   | 0.0/8  |
| THROTTLE POS  | 0.0/8  |
| CLSD THL POS  | ON     |
| W/O THL POS   | OFF    |
|               | ▽      |
| RECORD        |        |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA2148E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

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

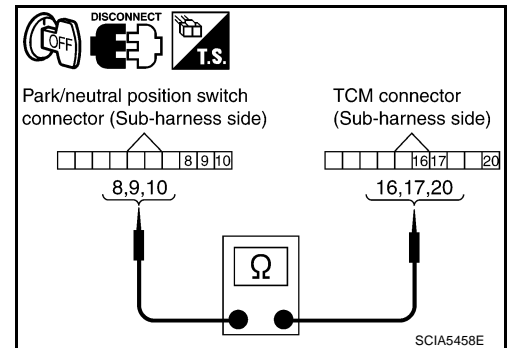


# DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

## 4. CHECK SUB-HARNESS

1. Remove control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect park/neutral position switch connector and TCM connector.
3. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal (Wire color) | Continuity |
|--|-----------|-----------------------|------------|
| Park/neutral position switch connector | F505      | 8 (Y)                 | Yes        |
| TCM connector                          | F503      | 20 (Y)                |            |
| Park/neutral position switch connector | F505      | 9 (R)                 | Yes        |
| TCM connector                          | F503      | 17 (R)                |            |
| Park/neutral position switch connector | F505      | 10 (B)                | Yes        |
| TCM connector                          | F503      | 16 (B)                |            |



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

### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

## 5. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-113, "DTC Confirmation Procedure"](#) .

### OK or NG

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

# DTC P0725 ENGINE SPEED SIGNAL

## DTC P0725 ENGINE SPEED SIGNAL

PFP:24825

### Description

ACS00514

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

### CONSULT-II Reference Value

ACS00515

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

### On Board Diagnosis Logic

ACS00516

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

### Possible Cause

ACS00517

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

### DTC Confirmation Procedure

ACS00518

#### CAUTION:

Always drive vehicle at a safe speed.

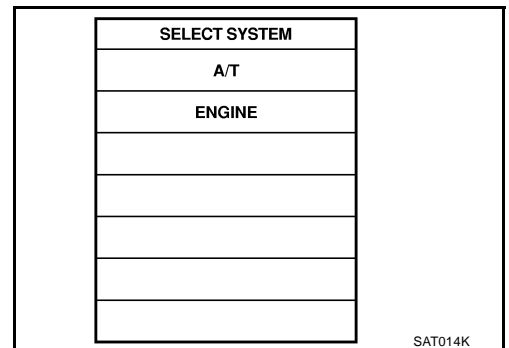
#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch ON and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Start engine and maintain the following conditions for at least 10 consecutive seconds.  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**ACCELE POSI: More than 1/8**  
**Selector lever: "D" position**
3. If DTC is detected, go to [AT-118, "Diagnostic Procedure"](#).



#### WITH GST

Follow the procedure "WITH CONSULT-II".

### Diagnostic Procedure

ACS008ES

#### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#), [AT-99, "Diagnostic Procedure Without CONSULT-II"](#).

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

- YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#).  
NO >> GO TO 2.

# DTC P0725 ENGINE SPEED SIGNAL

## 2. CHECK DTC WITH TCM

### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. While monitoring engine speed, check for engine speed change corresponding to wide-open throttle position signal.

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

| DATA MONITOR |        |       |      |
|--------------|--------|-------|------|
| MONITOR      | NO DTC |       |      |
| W/O THL POS  | OFF    |       |      |
| BRAKE SW     | OFF    |       |      |
| ENGINE SPEED | 0 rpm  |       |      |
| TURBINE REV  | 0 rpm  |       |      |
| OUTPUT REV   | 0 rpm  |       |      |
| ▼            |        |       |      |
| RECORD       |        |       |      |
| MODE         | BACK   | LIGHT | COPY |

PCIA0041E

### With GST

Follow the procedure "WITH CONSULT-II".

OK or NG

OK >> GO TO 3.

NG >> Check the ignition signal circuit. Refer to [EC-588, "IGNITION SIGNAL"](#) .

## 3. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-118, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 4.

## 4. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

Check the following items:

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

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

NG >> Repair or replace damaged parts.

# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

## DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

PFP:31940

### Description

ACS005IA

- The torque converter clutch solenoid valve is activated, with the gear in D4 , D5 by the TCM in response to signals sent from the vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Torque converter clutch piston operation will then be controlled.
- Lock-up operation, however, is prohibited when A/T fluid temperature is too low.
- When the accelerator pedal is depressed (less than 1/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.

### CONSULT-II Reference Value

ACS005IB

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

### On Board Diagnosis Logic

ACS005IC

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "TCC SOLENOID/CIRC" with CONSULT-II or P0740 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005ID

- Torque converter clutch solenoid valve.
- Harness or connectors.  
(Solenoid circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005IE

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### WITH CONSULT-II

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

**VHCL SPEED SE: 80 km/h (50 MPH) or more**

**ACCELE POSI: 0.5/8 - 1.0/8**

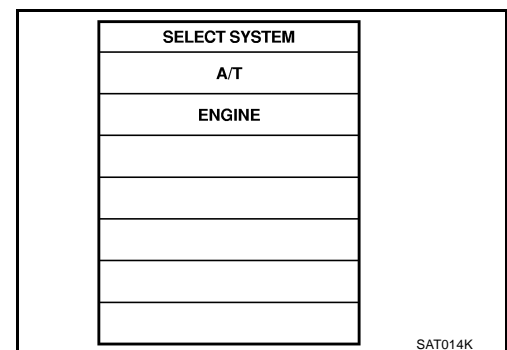
**SELECTOR LEVER: "D" position**

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

4. If DTC is detected go to [AT-121, "Diagnostic Procedure"](#).

#### WITH GST

Follow the procedure "WITH CONSULT-II".



# DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

## Diagnostic Procedure

ACS008ET

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Read out the value of "TCC SOLENOID" while driving.

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

| DATA MONITOR  |      |        |      |
|---------------|------|--------|------|
| MONITOR       |      | NO DTC |      |
| TCC SOLENOID  | XXXX |        |      |
| LINE PRES SOL | XXXX |        |      |
| I/C SOLENOID  | XXXX |        |      |
| FR/B SOLENOID | XXXX |        |      |
| D/C SOLENOID  | XXXX |        |      |
| HLR/C SOL     | XXXX |        |      |
|               |      | ▽      |      |
|               |      | RECORD |      |
| MODE          | BACK | LIGHT  | COPY |

SCIA4793E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-120, "DTC Confirmation Procedure"](#).

#### OK or NG

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

# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

## DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

PFP:31940

### Description

ACS005IG

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

### CONSULT-II Reference Value

ACS005IH

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

### On Board Diagnosis Logic

ACS005II

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "A/T TCC S/V FNCTN" with CONSULT-II or P0744 without CONSULT-II is detected under the following conditions.
  - When A/T cannot perform lock-up even if electrical circuit is good.
  - When TCM detects as irregular by comparing difference value with slip rotation.

### Possible Cause

ACS005IU

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Torque converter clutch solenoid valve.
- Hydraulic control circuit.

### DTC Confirmation Procedure

ACS005IK

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### WITH CONSULT-II

1. Start engine and Select "TCC SOL FUNCTN CHECK" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
2. Accelerate vehicle to more than 80 km/h (50 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETE". (It will take approximately 30 seconds after "TESTING" shows.)

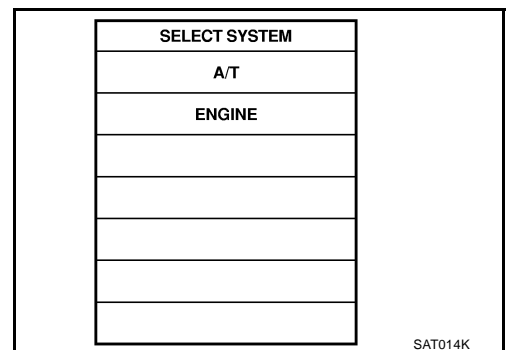
**ACCELE POSI: More than 1.0/8 (at all times during step 4)**

**TCC SOLENOID: 0.4 - 0.6 A**

**Selector lever: "D" position**

**[Reference speed: Constant speed of more than 80 km/h (50 MPH)]**

- Make sure "GEAR" shows "5".
  - For shift schedule, refer to [AT-60, "Vehicle Speed When Performing and Releasing Complete Lock-up"](#).
  - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
3. Make sure that "OK" is displayed.
  4. If DTC is detected, go to [AT-123, "Diagnostic Procedure"](#)  
Refer to shift schedule, [AT-60, "Vehicle Speed When Performing and Releasing Complete Lock-up"](#).



# DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

## WITH GST

Follow the procedure "WITH CONSULT-II".

## Diagnostic Procedure

ACS008EU

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "TCC SOLENOID" while driving.

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| TCC SOLENOID  | XXXX   |
| LINE PRES SOL | XXXX   |
| I/C SOLENOID  | XXXX   |
| FR/B SOLENOID | XXXX   |
| D/C SOLENOID  | XXXX   |
| HLR/C SOL     | XXXX   |
| ▽             |        |
| RECORD        |        |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA4793E

| Item name    | Condition                    | Display value (Approx.) |
|--------------|------------------------------|-------------------------|
| TCC SOLENOID | When performing slip lock-up | 0.2 - 0.4 A             |
|              | When performing lock-up      | 0.4 - 0.6 A             |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-122, "DTC Confirmation Procedure"](#).

#### OK or NG

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

# DTC P0745 LINE PRESSURE SOLENOID VALVE

## DTC P0745 LINE PRESSURE SOLENOID VALVE

PFP:31940

### Description

ACS005IM

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

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

### CONSULT-II Reference Value

ACS005IN

| Item name     | Condition      | Display value (Approx.) |
|---------------|----------------|-------------------------|
| LINE PRES SOL | During driving | 0.2 - 0.6 A             |

### On Board Diagnosis Logic

ACS005IO

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “L/PRESS SOL/CIRC” with CONSULT-II or P0745 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005IP

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Line pressure solenoid valve.

### DTC Confirmation Procedure

ACS005IQ

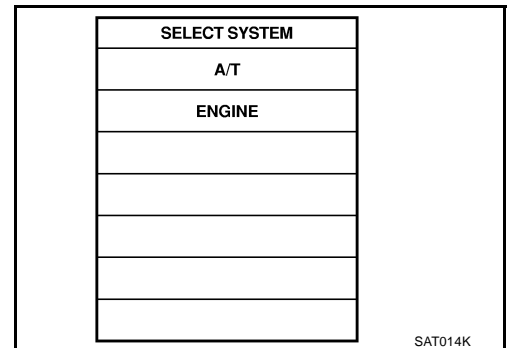
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2. Engine start and wait at least 5 second.
3. If DTC is detected, go to [AT-125, "Diagnostic Procedure"](#).



#### ④ WITH GST

Follow the procedure “WITH CONSULT-II”.



# DTC P0745 LINE PRESSURE SOLENOID VALVE

ACS008EV

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "LINE PRES SOL" while driving.

| Item name     | Condition      | Display value (Approx.) |
|---------------|----------------|-------------------------|
| LINE PRES SOL | During driving | 0.2 - 0.6 A             |

#### OK or NG

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

| DATA MONITOR  |      |        |        |
|---------------|------|--------|--------|
| MONITOR       |      | NO DTC |        |
| TCC SOLENOID  | XXXX |        |        |
| LINE PRES SOL | XXXX |        |        |
| I/C SOLENOID  | XXXX |        |        |
| FR/B SOLENOID | XXXX |        |        |
| D/C SOLENOID  | XXXX |        |        |
| HLR/C SOL     | XXXX |        |        |
|               |      |        | ▽      |
|               |      |        | RECORD |
| MODE          | BACK | LIGHT  | COPY   |

SCIA4793E

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-124, "DTC Confirmation Procedure"](#).

#### OK or NG

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

# DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

## DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

PF3:31036

### Description

ACS005IX

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

### On Board Diagnosis Logic

ACS005IY

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "TCM-RAM" with CONSULT-II is detected when TCM memory RAM is malfunctioning.

### Possible Cause

ACS005IZ

TCM.

### DTC Confirmation Procedure

ACS005J0

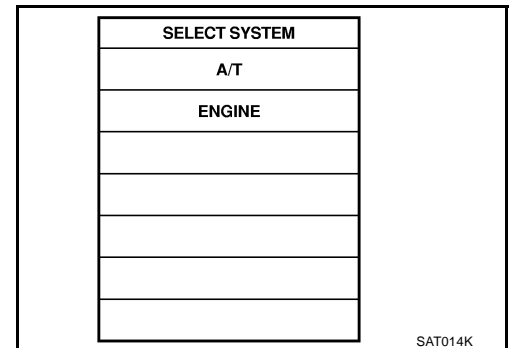
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-126, "Diagnostic Procedure"](#).



### Diagnostic Procedure

ACS008EW

#### 1. CHECK DTC

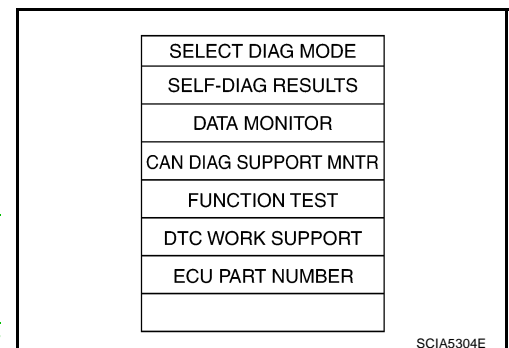
#### ④ With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-126, "DTC Confirmation Procedure"](#).

Is the "TCM-RAM" displayed again?

YES >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**



# DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

## DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

PPF:31036

### Description

ACS005J2

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

### On Board Diagnosis Logic

ACS005J3

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "TCM-ROM" with CONSULT-II is detected when TCM memory ROM is malfunctioning.

### Possible Cause

ACS005J4

TCM.

### DTC Confirmation Procedure

ACS005J5

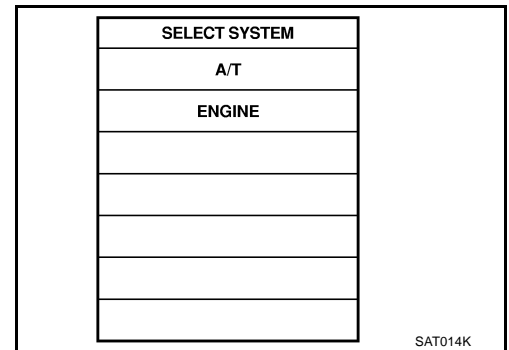
#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch to ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for A/T with CONSULT-II.
3. Start the engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-127, "Diagnostic Procedure"](#).



### Diagnostic Procedure

ACS008EX

#### 1. CHECK DTC

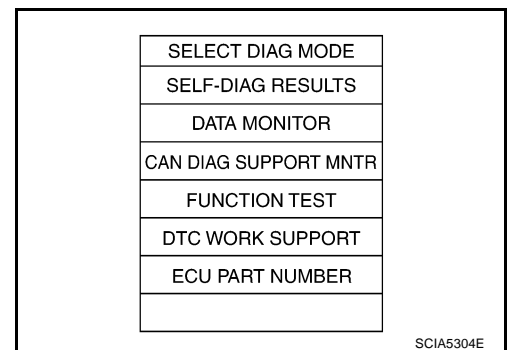
#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-127, "DTC Confirmation Procedure"](#).

Is the "TCM-ROM" displayed again?

YES >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**



# DTC P1705 THROTTLE POSITION SENSOR

## DTC P1705 THROTTLE POSITION SENSOR

PFP:22620

### Description

ACS005JC

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

### CONSULT-II Reference Value

ACS006CM

| Item name     | Condition                         | Display value |
|---------------|-----------------------------------|---------------|
| ACCELE POSI   | Released accelerator pedal        | 0.0/ 8        |
|               | Fully depressed accelerator pedal | 8/ 8          |
| THROTTLE POSI | Released accelerator pedal        | 0.0/ 8        |
|               | Fully depressed accelerator pedal | 8/ 8          |

### On Board Diagnosis Logic

ACS005JD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “TP SEN/CIRC A/T” with CONSULT-II or P1705 without CONSULT-II is detected when TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.

### Possible Cause

ACS005JE

Harness or connectors.  
(Sensor circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005JF

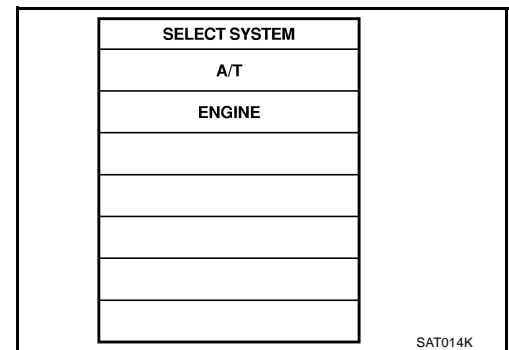
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Start the engine and let it idle for 1 second.
4. If DTC is detected, go to [AT-129, "Diagnostic Procedure"](#).



#### ④ WITH GST

Follow the procedure “WITH CONSULT-II”.

# DTC P1705 THROTTLE POSITION SENSOR

AC5008EY

## Diagnostic Procedure

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

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

YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .

NO >> GO TO 2.

### 2. CHECK DTC WITH TCM

#### With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Depress accelerator pedal and read out the value of "ACCELE POSI" and "THROTTLE POSI".  
Check engine speed changes according to throttle position.

| Item name     | Condition                          | Display value (Approx.) |
|---------------|------------------------------------|-------------------------|
| ACCELE POSI   | Released accelerator pedal.        | 0.0/8                   |
|               | Fully depressed accelerator pedal. | 8/8                     |
| THROTTLE POSI | Released accelerator pedal.        | 0.0/8                   |
|               | Fully depressed accelerator pedal. | 8/8                     |

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| ACCELE POSI   | 0.0/8  |
| THROTTLE POSI | 0.0/8  |
| CLSD THL POS  | ON     |
| W/O THL POS   | OFF    |
| BRAKE SW      | OFF    |
| ▼             |        |
| RECORD        |        |
| MODE          | BACK   |
| LIGHT         | COPY   |

PCIA0070E

- Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#)

#### With GST

Follow the procedure "With CONSULT-II".

OK or NG

OK >> GO TO 4.

NG >> GO TO 3.

### 3. CHECK DTC WITH ECM

#### With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-II. Refer to [EC-103, "CONSULT-II Function"](#) .

#### With GST

Follow the procedure "With CONSULT-II".

OK or NG

OK >> GO TO 4.

NG >> Check the DTC detected item. Refer to [EC-103, "CONSULT-II Function"](#) .

- If CAN communication line is detected, go to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .

| SELECT SYSTEM |
|---------------|
| A/T           |
| ENGINE        |
|               |
|               |
|               |
|               |
|               |
|               |
|               |

SAT014K

# DTC P1705 THROTTLE POSITION SENSOR

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## 4. CHECK DTC

---

Perform "DTC Confirmation Procedure".

- Refer to [AT-128, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**  
NG >> GO TO 5.

## 5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

---

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

OK >> GO TO 6.  
NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

---

Check the following items:

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

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).  
NG >> Repair or replace damaged parts.

# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

## DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

PF3:31940

### Description

ACS005JH

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

### CONSULT-II Reference Value

ACS005JI

| Item name     | Condition °C (°F)           | Display value (Approx.) |
|---------------|-----------------------------|-------------------------|
| ATF TEMP SE 1 | 0 (32) - 20 (68) - 80 (176) | 2.2 - 1.8 - 0.6 V       |
| ATF TEMP SE 2 |                             | 2.2 - 1.7 - 0.45 V      |

### On Board Diagnosis Logic

ACS005JJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "ATF TEMP SEN/CIRC" with CONSULT-II or P1710 (A/T), P0710 (ENGINE) without CONSULT-II is detected when TCM receives an excessively low or high voltage from the sensor.

### Possible Cause

ACS005JK

- Harness or connectors.  
(Sensor circuit is open or shorted.)
- A/T fluid temperature sensors 1 and/or 2.

### DTC Confirmation Procedure

ACS005JL

#### CAUTION:

Always drive vehicle at a safe speed.

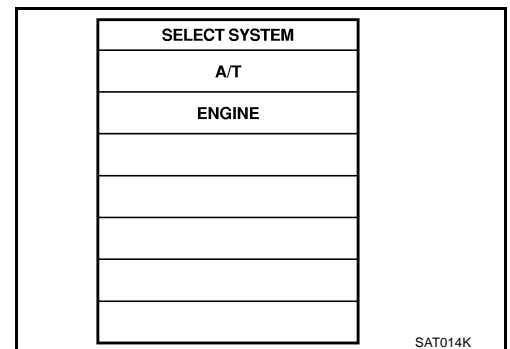
#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start the engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)  
**VHCL SPEED SE: 10 km/h (6 MPH) or more**  
**THRTL POS SEN: More than 1.0/8**  
**Selector lever: "D" position**
4. If DTC is detected, go to [AT-133, "Diagnostic Procedure"](#).



#### WITH GST

Follow the procedure "WITH CONSULT-II".

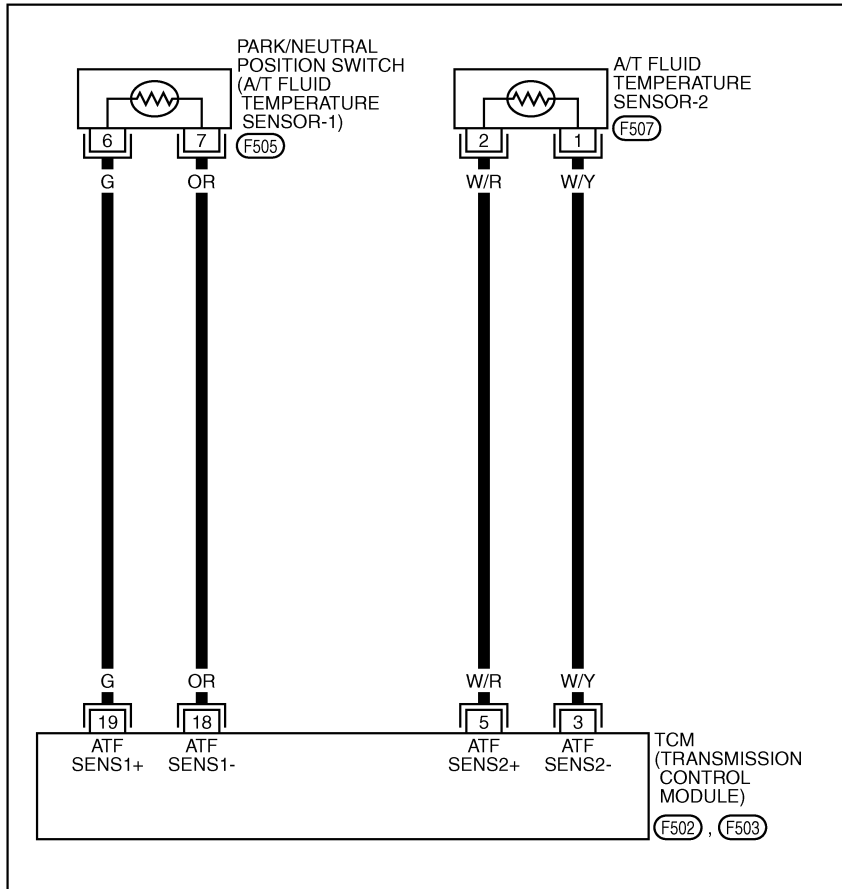
# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

## Wiring Diagram — AT — FTS

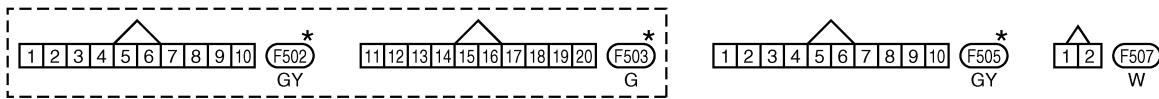
ACS0087W

### AT-FTS-01

: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



A/T ASSEMBLY



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0251E



# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

ACS008EZ

## Diagnostic Procedure

### 1. CHECK A/T FLUID TEMPERATURE SENSOR 1 SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "ATF TEMP SE 1".

| Item name     | Condition °C (°F)           | Display value (Approx.) |
|---------------|-----------------------------|-------------------------|
| ATF TEMP SE 1 | 0 (32) - 20 (68) - 80 (176) | 2.2 - 1.8 - 0.6 V       |

#### OK or NG

- OK >> GO TO 2.  
 NG >> GO TO 3.

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| OUTPUT REV    | 0 rpm  |
| ATF TEMP SE 1 | 1.84 v |
| ATF TEMP SE 2 | 1.72 v |
| BATTERY BOLT  | 11.5 v |
| ATF PRES SW 1 | OFF    |

|        |                 |
|--------|-----------------|
| △      | ▽               |
| RECORD |                 |
| MODE   | BACK LIGHT COPY |

PCIA0039E

### 2. CHECK A/T FLUID TEMPERATURE SENSOR 2 SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out the value of "ATF TEMP SE 2".

| Item name     | Condition °C (°F)           | Display value (Approx.) |
|---------------|-----------------------------|-------------------------|
| ATF TEMP SE 2 | 0 (32) - 20 (68) - 80 (176) | 2.2 - 1.7 - 0.45 V      |

#### OK or NG

- OK >> GO TO 8.  
 NG >> GO TO 5.

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| OUTPUT REV    | 0 rpm  |
| ATF TEMP SE 1 | 1.84 v |
| ATF TEMP SE 2 | 1.72 v |
| BATTERY BOLT  | 11.5 v |
| ATF PRES SW 1 | OFF    |

|        |                 |
|--------|-----------------|
| △      | ▽               |
| RECORD |                 |
| MODE   | BACK LIGHT COPY |

PCIA0039E

### 3. CHECK A/T FLUID TEMPERATURE SENSOR 1

Check A/T fluid temperature sensor 1. Refer to [AT-135, "A/T FLUID TEMPERATURE SENSOR 1"](#) .

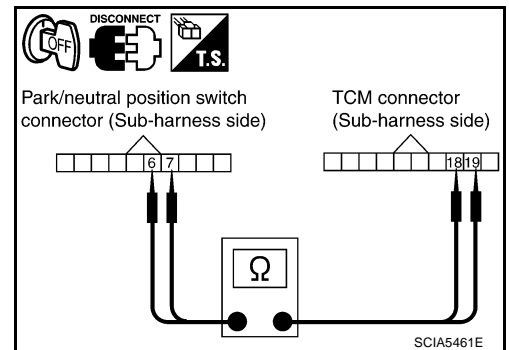
#### OK or NG

- OK >> GO TO 4.  
 NG >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

### 4. CHECK SUB-HARNESS

1. Disconnect park/neutral position switch connector and TCM connector.
2. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

| Item                                   | Connector | Terminal (Wire color) | Continuity |
|--|-----------|-----------------------|------------|
| Park/neutral position switch connector | F505      | 6 (G)                 | Yes        |
| TCM connector                          | F503      | 19 (G)                |            |
| Park/neutral position switch connector | F505      | 7 (OR)                | Yes        |
| TCM connector                          | F503      | 18 (OR)               |            |



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

#### OK or NG

- OK >> GO TO 7.  
 NG >> Replace open circuit or short to ground and short to power in harness or connectors.

# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

## 5. CHECK A/T FLUID TEMPERATURE SENSOR 2

Check A/T fluid temperature sensor 2. Refer to [AT-135, "A/T FLUID TEMPERATURE SENSOR 2"](#) .

OK or NG

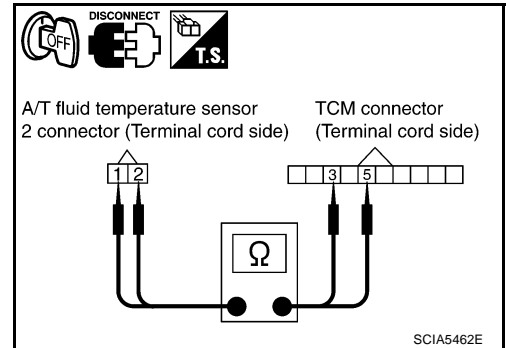
OK >> GO TO 6.

NG >> Replace A/T fluid temperature sensor 2. Refer to [AT-245, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .

## 6. CHECK TERMINAL CORD ASSEMBLY

1. Disconnect A/T fluid temperature sensor 2 connector and TCM connector.
2. Check continuity between A/T fluid temperature sensor 2 connector terminals and TCM connector terminals.

| Item                                     | Connector | Terminal (Wire color) | Continuity |
|--|-----------|-----------------------|------------|
| A/T fluid temperature sensor 2 connector | F507      | 1 (W/Y)               | Yes        |
| TCM connector                            | F502      | 3 (W/Y)               |            |
| A/T fluid temperature sensor 2 connector | F507      | 2 (W/R)               | Yes        |
| TCM connector                            | F502      | 5 (W/R)               |            |



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

OK or NG

OK >> GO TO 7.

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

## 7. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

1. Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .
2. Reinstall any part removed.

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

NG >> Repair or replace damaged parts.

## 8. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-131, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 1.

# DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

ACS008F0

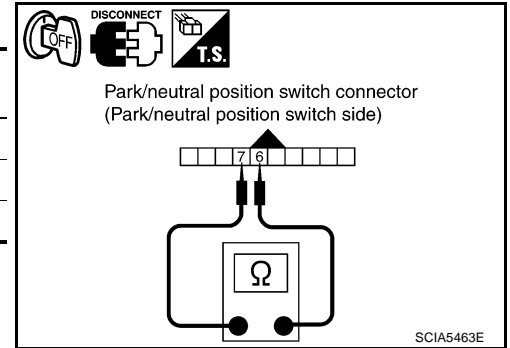
## Component Inspection

### A/T FLUID TEMPERATURE SENSOR 1

1. Remove control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check resistance between terminals.

| Name                           | Connector | Terminal | Temperature<br>°C (°F) | Resistance<br>(Approx.) (kΩ) |
|--------------------------------|-----------|----------|------------------------|------------------------------|
| A/T fluid temperature sensor 1 | F505      | 6 - 7    | 0 (32)                 | 15                           |
|                                |           |          | 20 (68)                | 6.5                          |
|                                |           |          | 80 (176)               | 0.9                          |

3. If NG, replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

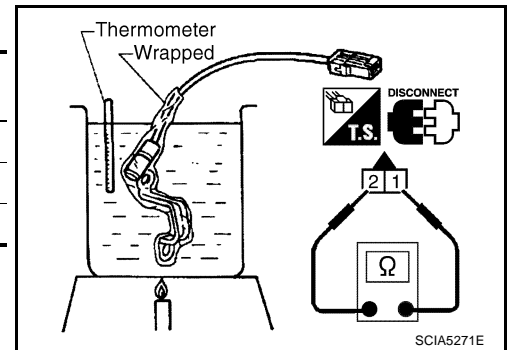


### A/T FLUID TEMPERATURE SENSOR 2

1. Remove A/T fluid temperature sensor 2. Refer to [AT-245, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .
2. Check resistance between terminals.

| Name                           | Connector | Terminal | Temperature<br>°C (°F) | Resistance<br>(Approx.) (kΩ) |
|--------------------------------|-----------|----------|------------------------|------------------------------|
| A/T fluid temperature sensor 2 | F507      | 1 - 2    | 0 (32)                 | 10                           |
|                                |           |          | 20 (68)                | 4                            |
|                                |           |          | 80 (176)               | 0.5                          |

3. If NG, replace A/T fluid temperature sensor 2. Refer to [AT-245, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .



# DTC P1716 TURBINE REVOLUTION SENSOR

## DTC P1716 TURBINE REVOLUTION SENSOR

PFP:31935

### Description

ACS005JN

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

### CONSULT-II Reference Value

ACS005JO

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

### On Board Diagnosis Logic

ACS005JP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "TURBINE REV S/CIRC" with CONSULT-II or P1716 without CONSULT-II is detected under the following conditions.
  - When TCM does not receive the proper voltage signal from the sensor.
  - When TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2.

### Possible Cause

ACS005JQ

- Harness or connectors.  
(Sensor circuit is open or shorted.)
- Turbine revolution sensor 1 and/or 2.

### DTC Confirmation Procedure

ACS005JR

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine and maintain the following conditions for at least 5 consecutive seconds.

**VHCL SPEED SE: 40 km/h (25 MPH) or more**

**ENGINE SPEED: 1,500 rpm or more**

**ACCELE POSI: 0.5/8 or more**

**Selector lever: "D" position**

**Gear position (Turbine revolution sensor 1): 4th or 5th position**

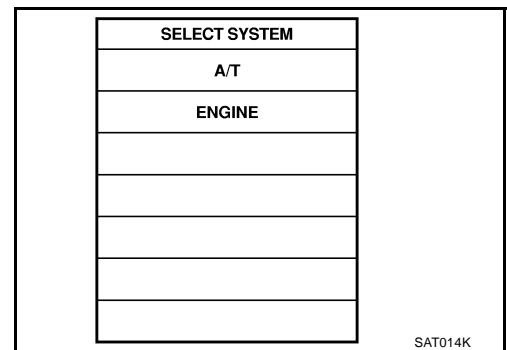
**Gear position (Turbine revolution sensor 2): All position**

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

4. If DTC is detected, go to [AT-137, "Diagnostic Procedure"](#).

#### ④ WITH GST

Follow the procedure "WITH CONSULT-II".



# DTC P1716 TURBINE REVOLUTION SENSOR

## Diagnostic Procedure

ACS008F1

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

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

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

#### OK or NG

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

| DATA MONITOR |        |       |      |
|--------------|--------|-------|------|
| MONITOR      | NO DTC |       |      |
| W/O THL POS  | OFF    |       |      |
| BRAKE SW     | OFF    |       |      |
| ENGINE SPEED | 0 rpm  |       |      |
| TURBINE REV  | 0 rpm  |       |      |
| OUTPUT REV   | 0 rpm  |       |      |
| ▼            |        |       |      |
| RECORD       |        |       |      |
| MODE         | BACK   | LIGHT | COPY |

PCIA0041E

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-136, "DTC Confirmation Procedure"](#).

#### OK or NG

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

# DTC P1721 VEHICLE SPEED SENSOR MTR

## DTC P1721 VEHICLE SPEED SENSOR MTR

PFP:24814

### Description

ACS005JT

The vehicle speed sensor-MTR signal is transmitted from combination meter to TCM by CAN communication line. The signal functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use the vehicle speed sensor-MTR signal.

### CONSULT-II Reference Value

ACS005JU

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

### On Board Diagnosis Logic

ACS005JV

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "VEH SPD SE/CIR-MTR" with CONSULT-II is detected when TCM does not receive the proper vehicle speed sensor MTR signal (input by CAN communication) from combination meter.

### Possible Cause

ACS005JW

Harness or connectors.  
(Sensor circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005JX

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine and maintain the following conditions for at least 5 consecutive seconds.  
**ACCELE POSI: 1/8 or less**  
**VHCL SPEED SE: 30 km/h (17 MPH) or more**
4. If DTC is detected, go to [AT-139, "Diagnostic Procedure"](#).

|               |
|---------------|
| SELECT SYSTEM |
| A/T           |
| ENGINE        |
|               |
|               |
|               |
|               |
|               |
|               |

SAT014K

# DTC P1721 VEHICLE SPEED SENSOR MTR

ACS008F2

## Diagnostic Procedure

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Is malfunction in the CAN communication indicated in the result?

YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .

NO >> GO TO 2.

### 2. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle and read out the value of "VHCL/S SE-MTR".

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

OK or NG

OK >> GO TO 4.

NG >> GO TO 3.

| DATA MONITOR  |        |       |      |
|---------------|--------|-------|------|
| MONITOR       | NO DTC |       |      |
| VHCL/S SE-A/T | 0km/h  |       |      |
| VHCL/S SE-MTR | 0km/h  |       |      |
| ACCELE POSI   | 0.0/8  |       |      |
| THROTTLE POS  | 0.0/8  |       |      |
| CLSD THL POS  | ON     |       |      |
| W/O THL POS   | OFF    |       |      |
| ▽             |        |       |      |
| RECORD        |        |       |      |
| MODE          | BACK   | LIGHT | COPY |

SCIA2148E

### 3. CHECK COMBINATION METERS

Check combination meters. Refer to [DI-10, "How to Proceed With Trouble Diagnosis"](#) .

OK or NG

OK >> GO TO 4.

NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-138, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

OK >> GO TO 6.

NG >> Repair or replace damaged parts.

### 6. DETECT MALFUNCTIONING ITEM

Check the following items:

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

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

NG >> Repair or replace damaged parts.

# DTC P1730 A/T INTERLOCK

## DTC P1730 A/T INTERLOCK

PFP:00000

### Description

ACS005JZ

- Fail-safe function to detect interlock conditions.

### On Board Diagnosis Logic

ACS005K0

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “A/T INTERLOCK” with CONSULT-II or P1730 without CONSULT-II is detected when TCM does not receive the proper voltage signal from the sensor and switch.
- TCM monitors and compares gear position and conditions of each ATF pressure switch when gear is steady.

### Possible Cause

ACS005K1

- Harness or connectors.  
(Solenoid and switch circuit is open or shorted.)
- Low coast brake solenoid valve.
- ATF pressure switch 2.

### DTC Confirmation Procedure

ACS005K2

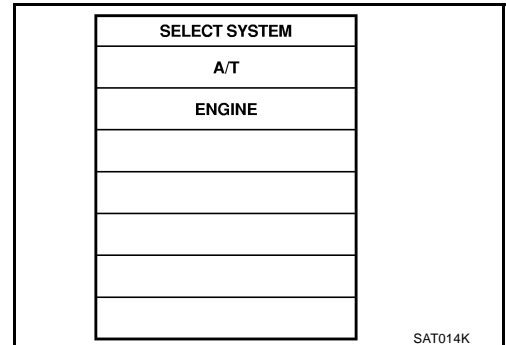
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Start the engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**Selector lever: “D” position**
5. If DTC is detected, go to [AT-141, "Diagnostic Procedure"](#) .



#### ④ WITH GST

Follow the procedure “WITH CONSULT-II”.

### Judgement of A/T Interlock

ACS005K3

When A/T Interlock is judged to be malfunctioning, the vehicle should be fixed in 2nd gear, and should be set in a condition in which it can travel.

When one of the following fastening patterns is detected, the fail-safe function in correspondence with the individual pattern should be performed.



# DTC P1730 A/T INTERLOCK

## A/T INTERLOCK COUPLING PATTERN TABLE

●: NG, X: OK

| Gear position                  |     | ATF pressure switch output |             |           |            |            | Fail-safe function | Clutch pressure output pattern after fail-safe function |       |     |      |      |     |
|--------------------------------|-----|----------------------------|-------------|-----------|------------|------------|--------------------|---|-------|-----|------|------|-----|
|                                |     | SW3 (I/C)                  | SW6 (HLR/C) | SW5 (D/C) | SW1 (FR/B) | SW2 (LC/B) |                    | I/C   | HLR/C | D/C | FR/B | LC/B | L/U |
| A/T interlock coupling pattern | 3rd | -                          | X           | X         | -          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |
|                                | 4th | -                          | X           | X         | -          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |
|                                | 5th | X                          | X           | -         | X          | ●          | Held in 2nd gear   | OFF   | OFF   | ON  | OFF  | OFF  | OFF |

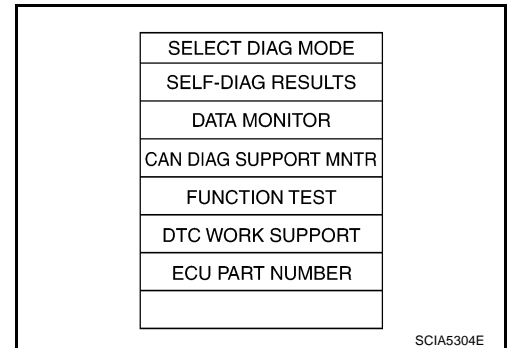
## Diagnostic Procedure

ACS008F3

### 1. SELF-DIAGNOSIS

#### ④ With CONSULT-II

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.
3. Turn ignition switch ON. (Do not start engine.)
4. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.



#### ⊗ Without CONSULT-II

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.
3. Turn ignition switch ON. (Do not start engine.)
4. Perform self-diagnosis. Refer to [AT-99, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#).

#### OK or NG

OK >> GO TO 2.

NG >> Check low coast brake solenoid valve circuit and function. Refer to [AT-161, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE"](#), [AT-163, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION"](#).

### 2. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-140, "DTC Confirmation Procedure"](#).

#### OK or NG

OK >> **INSPECTION END**

NG >> GO TO 3.

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

#### OK or NG

OK >> GO TO 4.

NG >> Repair or replace damaged parts.

## DTC P1730 A/T INTERLOCK

---

### 4. DETECT MALFUNCTIONING ITEM

---

Check the following items:

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

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NG >> Repair or replace damaged parts.

# DTC P1731 A/T 1ST ENGINE BRAKING

## DTC P1731 A/T 1ST ENGINE BRAKING

PFP:00000

### Description

ACS005K5

Fail-safe function to prevent sudden decrease in speed by engine brake other than at M1 position.

### CONSULT-II Reference Value

ACS005K6

| Item name     | Condition  | Display value (ON-OFF display) |
|---------------|--|--------------------------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON                             |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF                            |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON                             |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF                            |

### On Board Diagnosis Logic

ACS005K7

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "A/T 1ST E/BRAKING" with CONSULT-II or 13th judgement flicker without CONSULT-II is detected under the following conditions.
  - When TCM does not receive the proper voltage signal from the sensor.
  - When TCM monitors each ATF pressure switch and solenoid monitor value, and detects as irregular when engine brake of 1st gear acts other than at M1 position.

### Possible Cause

ACS005K8

- Harness or connectors.  
(Sensor circuit is open or shorted.).
- Low coast brake solenoid valve.
- ATF pressure switch 2.

### DTC Confirmation Procedure

ACS005K9

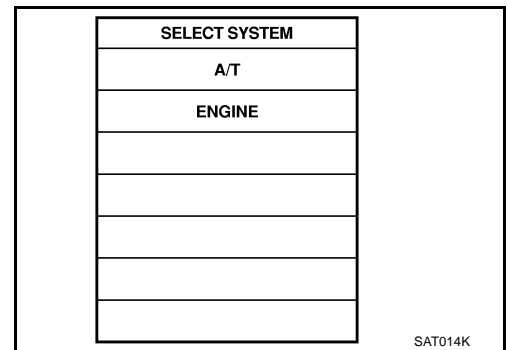
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.  
**ENGINE SPEED: 1,200 rpm**  
**Selector lever: "M" position**  
**Gear position: 1st gear**
5. If DTC is detected, go to [AT-144](#), "Diagnostic Procedure" .



# DTC P1731 A/T 1ST ENGINE BRAKING

ACS008F4

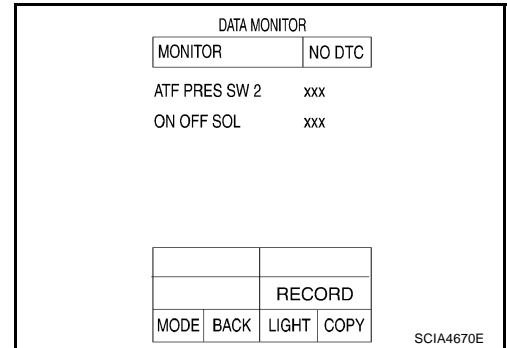
## Diagnostic Procedure

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "M" position (1st gear), and confirm the ON/OFF actuation of "ATF PRES SW 2" and "ON OFF SOL".

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |



#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-143, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1752 INPUT CLUTCH SOLENOID VALVE

## DTC P1752 INPUT CLUTCH SOLENOID VALVE

PPF:31940

### Description

ACS005KB

Input clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-II Reference Value

ACS005KC

| Item name    | Condition   | Display value (Approx.) |
|--------------|---|-------------------------|
| I/C SOLENOID | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|              | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

ACS005KD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "I/C SOLENOID/CIRC" with CONSULT-II or P1752 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005KE

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Input clutch solenoid valve.

### DTC Confirmation Procedure

ACS005KF

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### ⓑ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.

**ACCELE POSI: 1.5/8 - 2.0/8**

**Selector lever: "D" position**

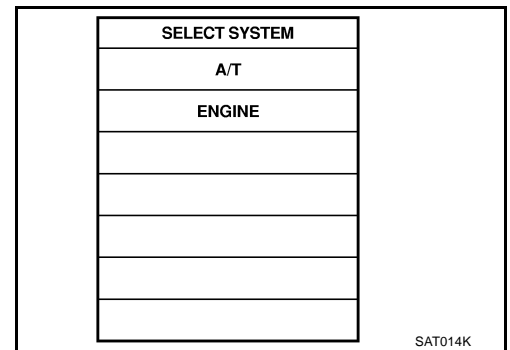
**Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)**

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

5. If DTC is detected go to [AT-146, "Diagnostic Procedure"](#) .

#### Ⓒ WITH GST

Follow the procedure "WITH CONSULT-II".



# DTC P1752 INPUT CLUTCH SOLENOID VALVE

ACS008F5

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "I/C SOLENOID" while driving.

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| TCC SOLENOID  | XXXX   |
| LINE PRES SOL | XXXX   |
| I/C SOLENOID  | XXXX   |
| FR/B SOLENOID | XXXX   |
| D/C SOLENOID  | XXXX   |
| HLR/C SOL     | XXXX   |
|               | ▽      |
|               | RECORD |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA4793E

| Item name    | Condition   | Display value (Approx.) |
|--------------|---|-------------------------|
| I/C SOLENOID | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|              | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-145, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

## DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

### Description

ACS005KH

- Input clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-II Reference Value

ACS005KI

| Item name     | Condition   | Display value (Approx.) |
|---------------|---|-------------------------|
| I/C SOLENOID  | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 3 | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

### On Board Diagnosis Logic

ACS005KJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "I/C SOLENOID FNCTN" with CONSULT-II or P1754 without CONSULT-II is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 3 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005KK

- Harness or connectors.  
(Solenoid and switch circuits are open or shorted.)
- Input clutch solenoid valve.
- ATF pressure switch 3.

### DTC Confirmation Procedure

ACS005KL

#### CAUTION:

Always drive vehicle at a safe speed.

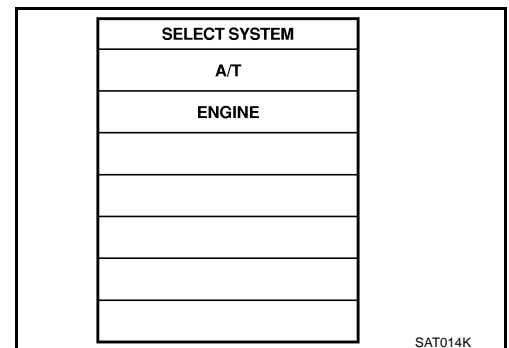
#### NOTE:

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

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

#### WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: "D" position**  
**Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step "2" again.
4. Turn ignition switch "OFF", then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. If DTC (P1754) is detected, refer to [AT-148, "Diagnostic Procedure"](#) .  
If DTC (P1752) is detected, go to [AT-146, "Diagnostic Procedure"](#) .  
If DTC (P1843) is detected, go to [AT-173, "Diagnostic Procedure"](#) .



# DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

## WITH GST

Follow the procedure "WITH CONSULT-II".

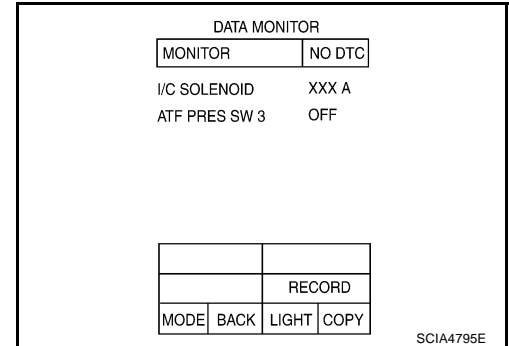
## Diagnostic Procedure

ACS008F6

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of "ATF PRES SW 3" and electrical current value of "I/C SOLENOID".



| Item name     | Condition   | Display value (Approx.) |
|---------------|---|-------------------------|
| I/C SOLENOID  | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 3 | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-147, "DTC Confirmation Procedure"](#) .

#### OK or NG

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



# DTC P1757 FRONT BRAKE SOLENOID VALVE

## DTC P1757 FRONT BRAKE SOLENOID VALVE

PFP:31940

### Description

ACS005KN

Front brake solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-II Reference Value

ACS005KO

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">AT-19</a> .    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | 0 - 0.05 A              |

### On Board Diagnosis Logic

ACS005KP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "FR/B SOLENOID/CIRC" with CONSULT-II or P1757 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005KQ

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Front brake solenoid valve.

### DTC Confirmation Procedure

ACS005KR

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### ⓑ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.

**ACCELE POSI: 1.5/8 - 2.0/8**

**Selector lever: "D" position**

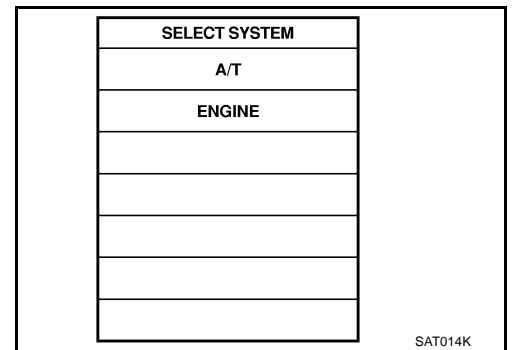
**Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)**

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

5. If DTC is detected go to [AT-150, "Diagnostic Procedure"](#) .

#### Ⓒ WITH GST

Follow the procedure "WITH CONSULT-II".



# DTC P1757 FRONT BRAKE SOLENOID VALVE

ACS008F7

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Read out the value of "FR/B SOLENOID" while driving.

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">AT-19</a> .    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | 0 - 0.05 A              |

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| TCC SOLENOID  | XXXX   |
| LINE PRES SOL | XXXX   |
| I/C SOLENOID  | XXXX   |
| FR/B SOLENOID | XXXX   |
| D/C SOLENOID  | XXXX   |
| HLR/C SOL     | XXXX   |
|               | ▽      |
|               | RECORD |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA4793E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-149, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

## DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

PF3:31940

### Description

ACS005KT

- Front brake solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-II Reference Value

ACS005KU

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">AT-19</a> .    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | 0 - 0.05 A              |
| ATF PRES SW 1 | Front brake engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

### On Board Diagnosis Logic

ACS005KV

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "FR/B SOLENOID FNCT" with CONSULT-II or P1759 without CONSULT-II is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 1 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005KW

- Harness or connectors.  
(Solenoid and switch circuits are open or shorted.)
- Front brake solenoid valve.
- ATF pressure switch 1.

### DTC Confirmation Procedure

ACS005KX

#### CAUTION:

Always drive vehicle at a safe speed.

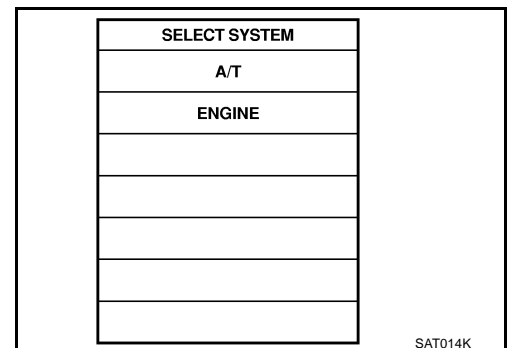
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: "D" position**  
**Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step "2" again.
4. Turn ignition switch "OFF", then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. If DTC (P1759) is detected, refer to [AT-152, "Diagnostic Procedure"](#) .  
If DTC (P1757) is detected, go to [AT-150, "Diagnostic Procedure"](#) .  
If DTC (P1841) is detected, go to [AT-171, "Diagnostic Procedure"](#) .



# DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

## WITH GST

Follow the procedure "WITH CONSULT-II".

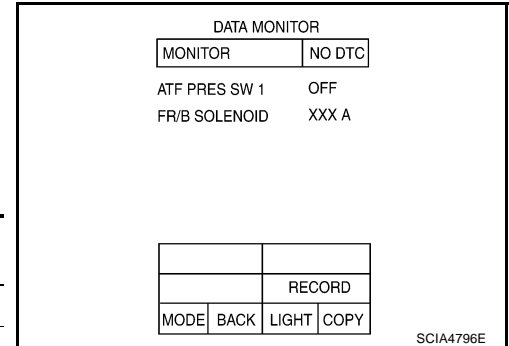
## Diagnostic Procedure

ACS008F8

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1" and electrical current value of "FR/B SOLENOID".



| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| FR/B SOLENOID | Front brake engaged. Refer to <a href="#">AT-19</a> .    | 0.6 - 0.8 A             |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | 0 - 0.05 A              |
| ATF PRES SW 1 | Front brake engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-151, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1762 DIRECT CLUTCH SOLENOID VALVE

## DTC P1762 DIRECT CLUTCH SOLENOID VALVE

PFP:31940

### Description

ACS005KZ

Direct clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-II Reference Value

ACS005L0

| Item name    | Condition  | Display value (Approx.) |
|--------------|--|-------------------------|
| D/C SOLENOID | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|              | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

ACS005L1

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "D/C SOLENOID/CIRC" with CONSULT-II or P1762 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005L2

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Direct clutch solenoid valve.

### DTC Confirmation Procedure

ACS005L3

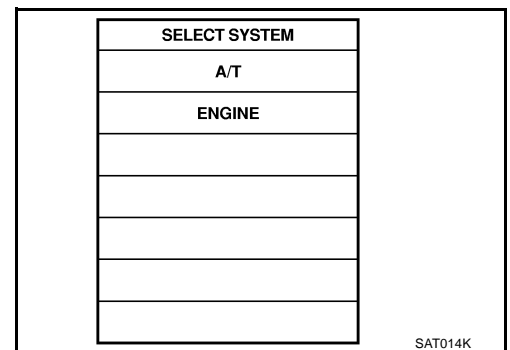
#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: "D" position**  
**Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
5. If DTC is detected, go to [AT-154, "Diagnostic Procedure"](#) .



#### WITH GST

Follow the procedure "WITH CONSULT-II".

# DTC P1762 DIRECT CLUTCH SOLENOID VALVE

ACS008F9

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "D/C SOLENOID" while driving.

| Item name    | Condition  | Display value (Approx.) |
|--------------|--|-------------------------|
| D/C SOLENOID | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|              | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| TCC SOLENOID  | XXXX   |
| LINE PRES SOL | XXXX   |
| I/C SOLENOID  | XXXX   |
| FR/B SOLENOID | XXXX   |
| D/C SOLENOID  | XXXX   |
| HLR/C SOL     | XXXX   |
|               | ▽      |
|               | RECORD |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA4793E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-153, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

## DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

### Description

ACS005L5

- Direct clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-II Reference Value

ACS005L6

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| D/C SOLENOID  | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 5 | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

### On Board Diagnosis Logic

ACS005L7

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “D/C SOLENOID FNCTN” with CONSULT-II or P1764 without CONSULT-II is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 5 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005L8

- Harness or connectors.  
(Solenoid and switch circuits are open or shorted.)
- Direct clutch solenoid valve.
- ATF pressure switch 5.

### DTC Confirmation Procedure

ACS005L9

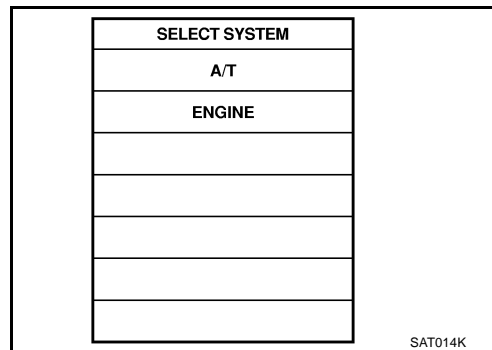
#### NOTE:

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

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

#### WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: “D” position**  
**Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1764) is detected, refer to [AT-156, "Diagnostic Procedure"](#) .  
 If DTC (P1762) is detected, go to [AT-154, "Diagnostic Procedure"](#) .  
 If DTC (P1845) is detected, go to [AT-175, "Diagnostic Procedure"](#) .



#### WITH GST

Follow the procedure “WITH CONSULT-II”.

# DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

ACS008FA

## Diagnostic Procedure

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the display actuation of the "ATF PRES SW 5" and electrical current value of "D/C SOLENOID".

| DATA MONITOR  |      |        |      |
|---------------|------|--------|------|
| MONITOR       |      | NO DTC |      |
| D/C SOLENOID  | XXXX |        |      |
| ATF PRES SW 5 | OFF  |        |      |
|               |      |        |      |
| RECORD        |      |        |      |
| MODE          | BACK | LIGHT  | COPY |

SCIA4797E

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| D/C SOLENOID  | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 5 | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-155, "DTC Confirmation Procedure"](#) .

#### OK or NG

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



# DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

## DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

PFP:31940

### Description

ACS005LB

High and low reverse clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-II Reference Value

ACS005LC

| Item name | Condition  | Display value (Approx.) |
|-----------|--|-------------------------|
| HLR/C SOL | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|           | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

### On Board Diagnosis Logic

ACS005LD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "HLR/C SOL/CIRC" with CONSULT-II or P1767 without CONSULT-II is detected under the following conditions.
  - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
  - When TCM detects as irregular by comparing target value with monitor value.

### Possible Cause

ACS005LE

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- High and low reverse clutch solenoid valve.

### DTC Confirmation Procedure

ACS005LF

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

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

#### ⓑ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.

**ACCELE POSI: 1.5/8 - 2.0/8**

**Selector lever: "D" position**

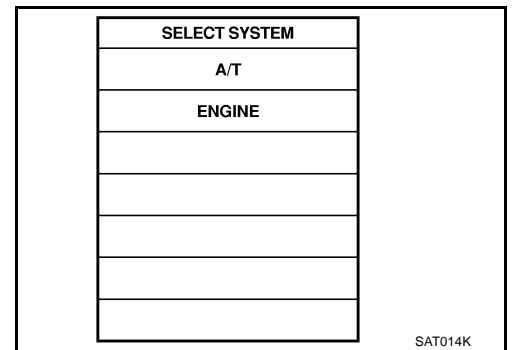
**Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)**

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

5. If DTC is detected, go to [AT-158, "Diagnostic Procedure"](#) .

#### Ⓒ WITH GST

Follow the procedure "WITH CONSULT-II".



# DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

ACS008FB

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "HLR/C SOLENOID" while driving.

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| TCC SOLENOID  | XXXX   |
| LINE PRES SOL | XXXX   |
| I/C SOLENOID  | XXXX   |
| FR/B SOLENOID | XXXX   |
| D/C SOLENOID  | XXXX   |
| HLR/C SOL     | XXXX   |
|               | ▽      |
|               | RECORD |
| MODE          | BACK   |
| LIGHT         | COPY   |

SCIA4793E

| Item name | Condition   | Display value (Approx.) |
|-----------|---|-------------------------|
| HLR/C SOL | High and low reverse clutch disengaged.<br>Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|           | High and low reverse clutch engaged.<br>Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK TCM

Perform "DTC Confirmation Procedure".

- Refer to [AT-157, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

## DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

PPF:31940

### Description

ACS005LH

- High and low reverse clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-II Reference Value

ACS005LI

| Item name     | Condition  | Display value (Approx.) |
|---------------|--|-------------------------|
| HLR/C SOL     | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 6 | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | ON                      |
|               | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF                     |

### On Board Diagnosis Logic

ACS005LJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "HLR/C SOL FNCTN" with CONSULT-II or P1769 without CONSULT-II is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 6 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005LK

- Harness or connectors.  
(Solenoid and switch circuits are open or shorted.)
- High and low reverse clutch solenoid valve.
- ATF pressure switch 6.

### DTC Confirmation Procedure

ACS005LL

#### CAUTION:

Always drive vehicle at a safe speed.

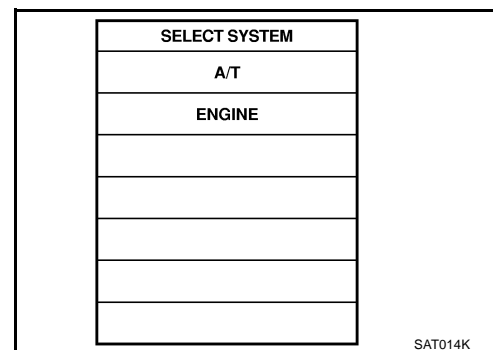
#### NOTE:

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

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

#### Ⓟ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: "D" position**  
**Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step "2" again.
4. Turn ignition switch "OFF", then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. If DTC (P1769) is detected, refer to [AT-160, "Diagnostic Procedure"](#) .  
If DTC (P1767) is detected, go to [AT-158, "Diagnostic Procedure"](#) .  
If DTC (P1846) is detected, go to [AT-177, "Diagnostic Procedure"](#) .



# DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

## WITH GST

Follow the procedure "WITH CONSULT-II".

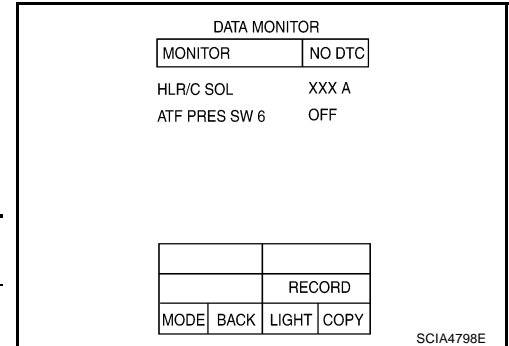
## Diagnostic Procedure

ACS008FC

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6" and electrical current value of "HLR/C SOL".



| Item name     | Condition   | Display value (Approx.) |
|---------------|---|-------------------------|
| HLR/C SOL     | High and low reverse clutch disengaged.<br>Refer to <a href="#">AT-19</a> . | 0.6 - 0.8 A             |
|               | High and low reverse clutch engaged.<br>Refer to <a href="#">AT-19</a> .    | 0 - 0.05 A              |
| ATF PRES SW 6 | High and low reverse clutch engaged.<br>Refer to <a href="#">AT-19</a> .    | ON                      |
|               | High and low reverse clutch disengaged.<br>Refer to <a href="#">AT-19</a> . | OFF                     |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-159, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1772 LOW COAST BRAKE SOLENOID VALVE

## DTC P1772 LOW COAST BRAKE SOLENOID VALVE

PPF:31940

### Description

ACS005LN

Low coast brake solenoid valve is turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

### CONSULT-II Reference Value

ACS005LO

| Item name  | Condition  | Display value |
|------------|--|---------------|
| ON OFF SOL | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|            | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005LP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “LC/B SOLENOID/CIRC” with CONSULT-II or P1772 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

### Possible Cause

ACS005LQ

- Harness or connectors.  
(Solenoid circuit is open or shorted.)
- Low coast brake solenoid valve.

### DTC Confirmation Procedure

ACS005LR

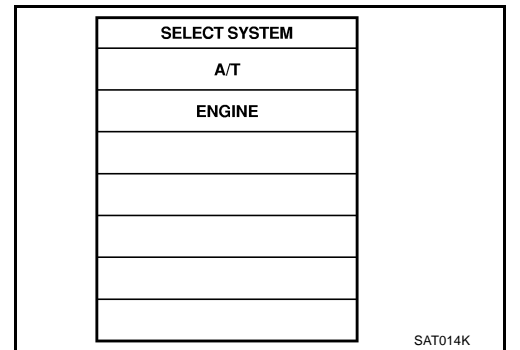
#### NOTE:

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

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

#### WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.  
**Selector lever: “M” position**  
**Gear position: “M1-1st” or “M2-2nd” gear (LC/B ON/OFF)**
5. If DTC is detected, go to [AT-162, "Diagnostic Procedure"](#) .



#### WITH GST

Follow the procedure “WITH CONSULT-II”.

# DTC P1772 LOW COAST BRAKE SOLENOID VALVE

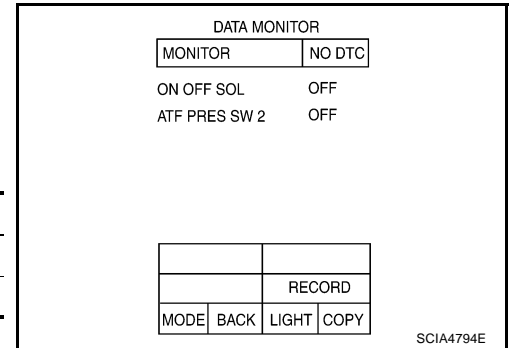
ACS008FD

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Read out the value of "ON OFF SOL" while driving.



| Item name  | Condition  | Display value |
|------------|--|---------------|
| ON OFF SOL | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|            | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-161, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

## DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

PFP:31940

### Description

ACS005LT

- Low coast brake solenoid valve is turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

### CONSULT-II Reference Value

ACS005LU

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005LV

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “LC/B SOLENOID FNCT” with CONSULT-II or P1774 without CONSULT-II is detected under the following conditions.
  - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 2 is irregular during depressing accelerator pedal. (Other than during shift change)
  - When TCM detects that relation between gear position and condition of ATF pressure switch 2 is irregular during releasing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005LW

- Harness or connectors.  
(Solenoid and switch circuits are open or shorted.)
- Low coast brake solenoid valve.
- ATF pressure switch 2.

### DTC Confirmation Procedure

ACS005LX

#### CAUTION:

Always drive vehicle at a safe speed.

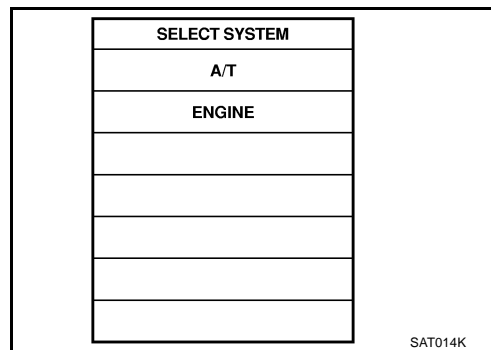
#### NOTE:

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

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

#### WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**Selector lever: “M” position**  
**Gear position: “M1-1st” or “M2-2nd” gear (LC/B ON/OFF)**
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1774) is detected, refer to [AT-164, "Diagnostic Procedure"](#) .  
If DTC (P1772) is detected, go to [AT-162, "Diagnostic Procedure"](#) .



#### WITH GST

Follow the procedure “WITH CONSULT-II”.

# DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

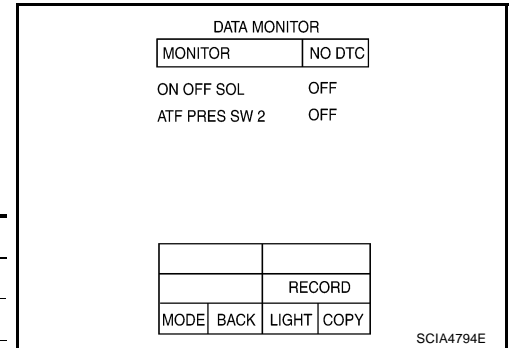
ACS008FE

## Diagnostic Procedure

### 1. CHECK INPUT SIGNALS

#### With CONSULT-II

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the manual mode ("M1-1st" or "M2-2nd" gear), and confirm the ON/OFF actuation of the "ATF PRES SW 2" and "ON OFF SOL".



| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ON OFF SOL    | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |
| ATF PRES SW 2 | Low coast brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Low coast brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

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

#### OK or NG

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



# DTC P1815 MANUAL MODE SWITCH

## DTC P1815 MANUAL MODE SWITCH

PFP:34901

### Description

ACS005LZ

Manual mode switch is installed in A/T device. It sends manual mode switch, shift up and shift down switch signals to TCM.

TCM sends the switch signals to combination meter. By CAN communication line. Then manual mode switch position is indicated on the A/T position indicator. For inspection, refer to [AT-168, "A/T Position Indicator"](#).

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

ACS005M0

| Item name     | Condition                            | Display Value |
|---------------|--------------------------------------|---------------|
| MANU MODE SW  | Manual shift gate position (neutral) | ON            |
|               | Other than the above                 | OFF           |
| NON M-MODE SW | Manual shift gate position           | OFF           |
|               | Other than the above                 | ON            |
| UP SW LEVER   | Selector lever: + side               | ON            |
|               | Other than the above                 | OFF           |
| DOWN SW LEVER | Selector lever: - side               | ON            |
|               | Other than the above                 | OFF           |

### On Board Diagnosis Logic

ACS005M1

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "MANU MODE SW/CIR" with CONSULT-II is detected when TCM monitors Manual mode, Non manual mode, Up or Down switch signal, and detects as irregular when impossible input pattern occurs 1 second or more.

### Possible Cause

ACS005M2

- Harness or connectors.  
(These switches circuit is open or shorted.)
- Mode select switch. (Into control device.)
- Position select switch. (Into control device.)

### DTC Confirmation Procedure

ACS005M3

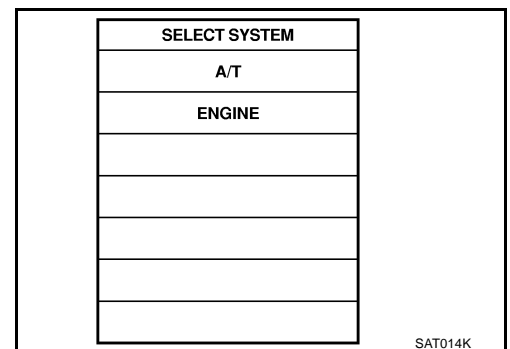
#### NOTE:

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

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

#### ④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start the engine.
4. Move selector lever to "M" position.
5. Drive vehicle for at least 2 consecutive seconds.
6. If DTC is detected, go to [AT-167, "Diagnostic Procedure"](#).

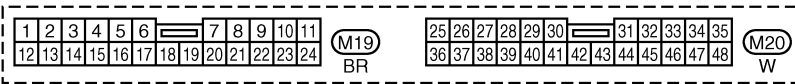
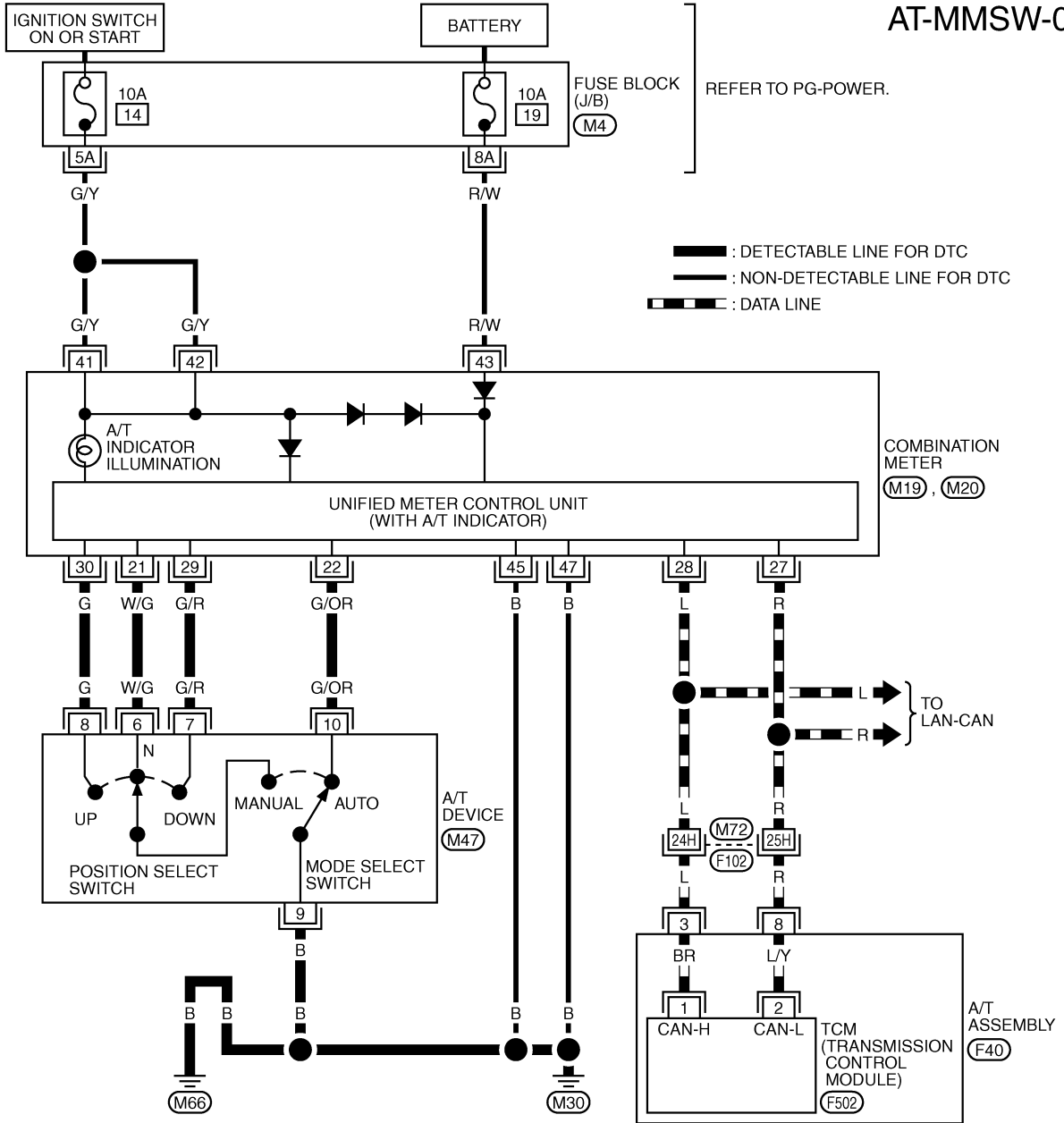


# DTC P1815 MANUAL MODE SWITCH

ACS0087Y

## Wiring Diagram — AT — MMSW

AT-MMSW-01



REFER TO THE FOLLOWING.

(F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)

\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

TCWM0284E

# DTC P1815 MANUAL MODE SWITCH

TCM terminals and data are reference value. Measured between each terminal and ground.

| Terminal | Wire color | Item  | Condition | Data (Approx.) |
|----------|------------|-------|-----------|----------------|
| 3        | L          | CAN-H | -         | -              |
| 8        | R          | CAN-L | -         | -              |

## Diagnostic Procedure

ACS008FF

### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .  
 NO >> GO TO 2.

### 2. CHECK MANUAL MODE SWITCH CIRCUIT

#### With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out ON/OFF switching action of "MANU MODE SW", "NON M-MODE SW", "UP SW LEVER", "DOWN SW LEVER".

| DATA MONITOR  |        |        |      |
|---------------|--------|--------|------|
| MONITOR       | NO DTC |        |      |
| MANU MODE SW  | OFF    |        |      |
| NON M-MODE SW | ON     |        |      |
| UP SW LEVER   | OFF    |        |      |
| DOWN SW LEVER | OFF    |        |      |
| △             |        |        |      |
|               |        | RECORD |      |
| MODE          | BACK   | LIGHT  | COPY |

SCIA4988E

| Item name     | Condition                            | Display Value |
|---------------|--------------------------------------|---------------|
| MANU MODE SW  | Manual shift gate position (neutral) | ON            |
|               | Other than the above                 | OFF           |
| NON M-MODE SW | Manual shift gate position           | OFF           |
|               | Other than the above                 | ON            |
| UP SW LEVER   | selector lever: +side                | ON            |
|               | Other than the above                 | OFF           |
| DOWN SW LEVER | selector lever: -side                | ON            |
|               | Other than the above                 | OFF           |

#### Without CONSULT-II

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)" or "-" (down)" side (1st ↔ 5th gear).

OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

### 3. DETECT MALFUNCTIONING ITEM

Check the following items.

- Manual mode switch. Refer to [AT-168, "Component Inspection"](#) .
- Pin terminals for damage or loose connection with harness connector.
- Open circuit or short to ground or short to power in harness or connector for A/T device (manual mode switch).
- Combination meter. Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

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

# DTC P1815 MANUAL MODE SWITCH

## 4. CHECK DTC

Perform "DTC Confirmation Procedure".

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

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 5.

## 5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

Check the following items:

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

OK or NG

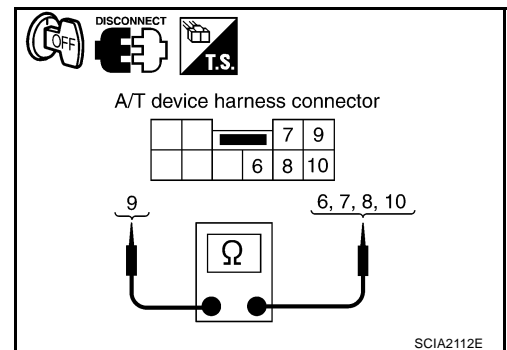
- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

### Component Inspection MANUAL MODE SWITCH

ACS008FG

Check continuity between terminals.

| Item                               | Position | Connector | Terminal (Unit side) | Continuity |
|------------------------------------|----------|-----------|----------------------|------------|
| Manual mode select switch          | Auto     | M47       | 9 - 10               | Yes        |
|                                    | Manual   |           | 6 - 9                |            |
| Manual mode position select switch | UP       |           | 8 - 9                |            |
|                                    | DOWN     |           | 7 - 9                |            |



### A/T Position Indicator DIAGNOSTIC PROCEDURE

ACS008FH

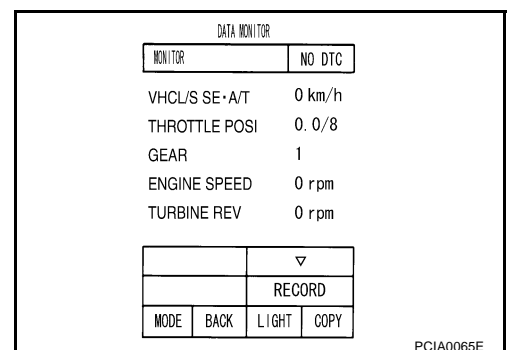
#### 1. CHECK INPUT SIGNALS

With CONSULT-II

- Start engine.
- Select "MAIN SIGNALS" in "DATA MONITOR" mode for A/T with CONSULT-II and read out the value of "GEAR".
- 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)" or "- (down)" side (1st ↔ 5th gear).

OK or NG

- OK >> **INSPECTION END**
- NG >> Check the following items.



# DTC P1815 MANUAL MODE SWITCH

## A/T Position Indicator Symptom Chart

| Items  | Presumed Location of Trouble  |
|--|---|
| <p>The actual gear position does not change, or shifting into the manual mode is not possible (no gear shifting in the manual mode possible).<br/>The A/T position indicator is not indicated.</p> | <p>Manual mode switch<br/>Refer to <a href="#">AT-165, "DTC P1815 MANUAL MODE SWITCH"</a> .<br/>A/T main system (Fail-safe function actuated)<br/>● Refer to <a href="#">AT-89, "SELF-DIAGNOSTIC RESULT MODE"</a> .</p> |
| <p>The actual gear position changes, but the A/T position indicator is not indicated.</p>  | <p>Perform the self-diagnosis function.<br/>● Refer to <a href="#">AT-89, "SELF-DIAGNOSTIC RESULT MODE"</a> .</p>   |
| <p>The actual gear position and the indication on the A/T position indicator do not coincide.</p>  | <p>Perform the self-diagnosis function.<br/>● Refer to <a href="#">AT-89, "SELF-DIAGNOSTIC RESULT MODE"</a> .</p>   |
| <p>Only a specific position or positions is/are not indicated on the A/T position indicator.</p>   | <p>Check the combination meter.<br/>Refer to <a href="#">DI-4, "COMBINATION METERS"</a> .</p>   |

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

# DTC P1841 ATF PRESSURE SWITCH 1

## DTC P1841 ATF PRESSURE SWITCH 1

PFP:25240

### Description

ACS005M7

Fail-safe function to detect front brake clutch solenoid valve condition.

### CONSULT-II Reference Value

ACS005M8

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ATF PRES SW 1 | Front brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005M9

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 1/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005MA

- ATF pressure switch 1.
- Harness or connectors.  
(Switch circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005MB

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

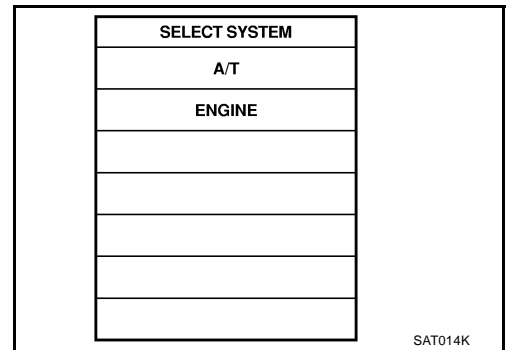
After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### ④ WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: “D” position**  
**Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1841) is detected, go to [AT-171, "Diagnostic Procedure"](#) .

If DTC (P1757) is detected, go to [AT-150, "Diagnostic Procedure"](#) .



SAT014K

# DTC P1841 ATF PRESSURE SWITCH 1

ACS008FI

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1".

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ATF PRES SW 1 | Front brake engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Front brake disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

#### OK or NG

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

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| ATF PRES SW 1 | OFF    |
| ATF PRES SW 2 | OFF    |
| ATF PRES SW 3 | OFF    |
| ATF PRES SW 5 | OFF    |
| ATF PRES SW 6 | OFF    |

|        |      |       |      |
|--------|------|-------|------|
| △      | ▽    |       |      |
| RECORD |      |       |      |
| MODE   | BACK | LIGHT | COPY |

PCIA0067E

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

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

#### OK or NG

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

# DTC P1843 ATF PRESSURE SWITCH 3

## DTC P1843 ATF PRESSURE SWITCH 3

PFP:25240

### Description

ACS005MD

Fail-safe function to detect input clutch solenoid valve condition.

### CONSULT-II Reference Value

ACS005ME

| Item name     | Condition   | Display value |
|---------------|---|---------------|
| ATF PRES SW 3 | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005MF

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 3/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005MG

- ATF pressure switch 3.
- Harness or connectors.  
(Switch circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005MH

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

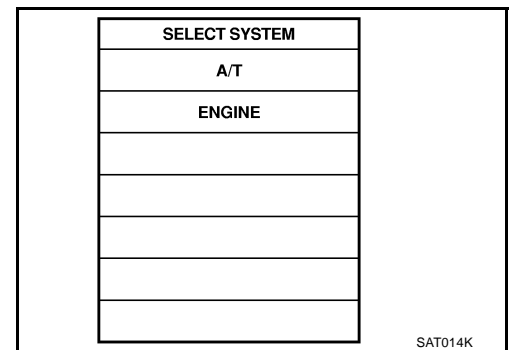
After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: “D” position**  
**Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1843) is detected, go to [AT-173, "Diagnostic Procedure"](#) .

If DTC (P1752) is detected, go to [AT-146, "Diagnostic Procedure"](#) .





# DTC P1843 ATF PRESSURE SWITCH 3

## Diagnostic Procedure

ACS008FJ

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 3".

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| ATF PRES SW 1 | OFF    |
| ATF PRES SW 2 | OFF    |
| ATF PRES SW 3 | OFF    |
| ATF PRES SW 5 | OFF    |
| ATF PRES SW 6 | OFF    |

|        |      |       |      |
|--------|------|-------|------|
| Δ      | ▽    |       |      |
| RECORD |      |       |      |
| MODE   | BACK | LIGHT | COPY |

PCIA0067E

| Item name     | Condition   | Display value |
|---------------|---|---------------|
| ATF PRES SW 3 | Input clutch engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Input clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-172, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1845 ATF PRESSURE SWITCH 5

## DTC P1845 ATF PRESSURE SWITCH 5

PFP:25240

### Description

ACS005MJ

Fail-safe function to detect direct clutch solenoid valve condition.

### CONSULT-II Reference Value

ACS005MK

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ATF PRES SW 5 | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005ML

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 5/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005MM

- ATF pressure switch 5.
- Harness or connectors.  
(Switch circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005MN

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

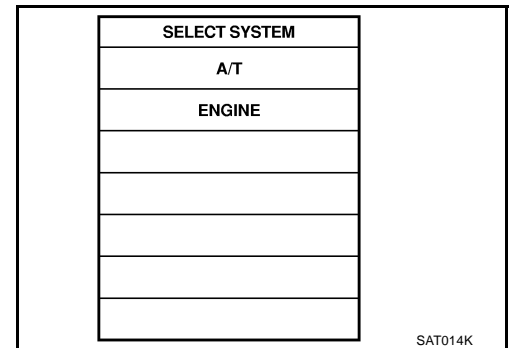
After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: “D” position**  
**Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1845) is detected, go to [AT-175, "Diagnostic Procedure"](#) .

If DTC (P1762) is detected, go to [AT-154, "Diagnostic Procedure"](#) .



# DTC P1845 ATF PRESSURE SWITCH 5

## Diagnostic Procedure

ACS008FK

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 5".

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ATF PRES SW 5 | Direct clutch engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | Direct clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| ATF PRES SW 1 | OFF    |
| ATF PRES SW 2 | OFF    |
| ATF PRES SW 3 | OFF    |
| ATF PRES SW 5 | OFF    |
| ATF PRES SW 6 | OFF    |

|        |      |       |      |
|--------|------|-------|------|
| △      | ▽    |       |      |
| RECORD |      |       |      |
| MODE   | BACK | LIGHT | COPY |

PCIA0067E

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
- NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-174, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# DTC P1846 ATF PRESSURE SWITCH 6

## DTC P1846 ATF PRESSURE SWITCH 6

PFP:25240

### Description

ACS005MP

Fail-safe function to detect high and low reverse clutch solenoid valve condition.

### CONSULT-II Reference Value

ACS005MQ

| Item name     | Condition  | Display value |
|---------------|--|---------------|
| ATF PRES SW 6 | High and low reverse clutch engaged. Refer to <a href="#">AT-19</a> .    | ON            |
|               | High and low reverse clutch disengaged. Refer to <a href="#">AT-19</a> . | OFF           |

### On Board Diagnosis Logic

ACS005MR

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 6/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)

### Possible Cause

ACS005MS

- ATF pressure switch 6.
- Harness or connectors.  
(Switch circuit is open or shorted.)

### DTC Confirmation Procedure

ACS005MT

#### CAUTION:

Always drive vehicle at a safe speed.

#### NOTE:

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

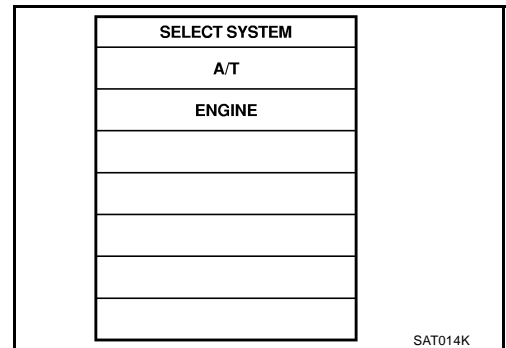
After the repair, perform the following procedure to confirm the malfunction is eliminated.

#### ④ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.  
**ACCELE POSI: 1.5/8 - 2.0/8**  
**Selector lever: “D” position**  
**Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)**  
**Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1846) is detected, go to [AT-177, "Diagnostic Procedure"](#) .

If DTC (P1767) is detected, go to [AT-158, "Diagnostic Procedure"](#) .



# DTC P1846 ATF PRESSURE SWITCH 6

ACS008FL

## Diagnostic Procedure

### 1. CHECK INPUT SIGNAL

#### With CONSULT-II

1. Start the engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6".

| DATA MONITOR  |        |
|---------------|--------|
| MONITOR       | NO DTC |
| ATF PRES SW 1 | OFF    |
| ATF PRES SW 2 | OFF    |
| ATF PRES SW 3 | OFF    |
| ATF PRES SW 5 | OFF    |
| ATF PRES SW 6 | OFF    |

|        |      |       |      |
|--------|------|-------|------|
| △      | ▽    |       |      |
| RECORD |      |       |      |
| MODE   | BACK | LIGHT | COPY |

PCIA0067E

| Item name     | Condition   | Display value |
|---------------|---|---------------|
| ATF PRES SW 6 | High and low reverse clutch engaged.<br>Refer to <a href="#">AT-19</a> .    | ON            |
|               | High and low reverse clutch disengaged.<br>Refer to <a href="#">AT-19</a> . | OFF           |

#### OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

#### OK or NG

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

### 3. DETECT MALFUNCTIONING ITEM

Check the following items:

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

#### OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .  
NG >> Repair or replace damaged parts.

### 4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-176, "DTC Confirmation Procedure"](#) .

#### OK or NG

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

# MAIN POWER SUPPLY AND GROUND CIRCUIT

## MAIN POWER SUPPLY AND GROUND CIRCUIT

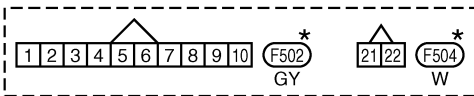
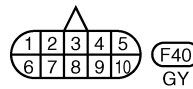
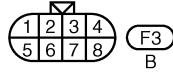
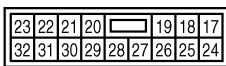
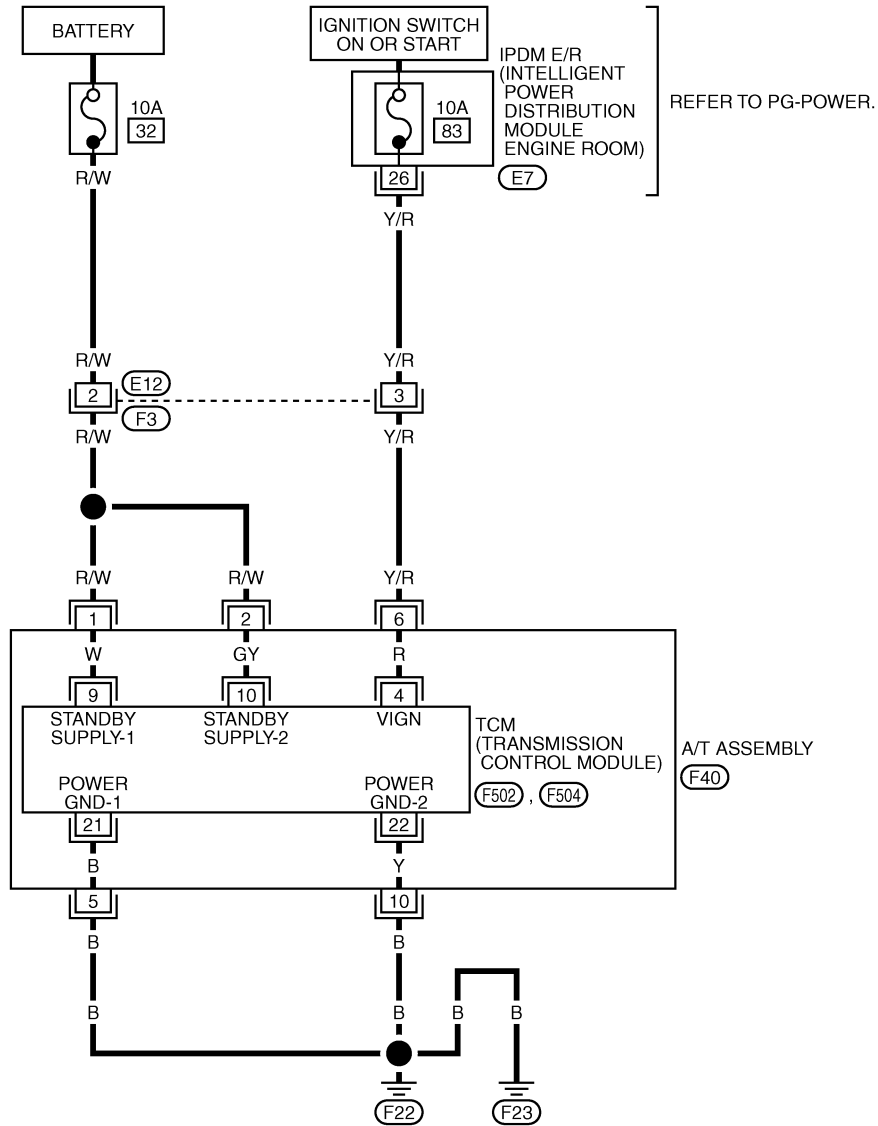
PFP:00100

### Wiring Diagram — AT — MAIN

ACS008AH

#### AT-MAIN-01



: DETECTABLE LINE FOR DTC  
 : NON-DETECTABLE LINE FOR DTC



\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

# MAIN POWER SUPPLY AND GROUND CIRCUIT

TCM terminals and data are reference value. Measured between each terminal and ground.

| Terminal | Wire color | Item                          | Condition   | Data (Approx.)  |
|----------|------------|-------------------------------|---|-----------------|
| 1        | R/W        | Power supply (Memory back-up) | Always  | Battery voltage |
| 2        | R/W        | Power supply (Memory back-up) | Always  | Battery voltage |
| 5        | B          | Ground                        | Always  | 0V              |
| 6        | Y/R        | Power supply                  |  | Battery voltage |
|          |            |                               |  | 0V              |
| 10       | B          | Ground                        | Always  | 0V              |

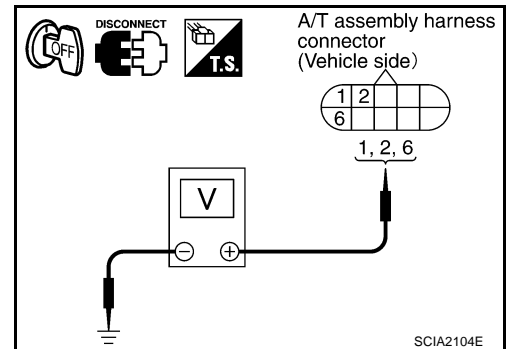
## Diagnostic Procedure

ACS008FM

### 1. CHECK TCM POWER SOURCE STEP 1

- Turn ignition switch OFF.
- Disconnect A/T assembly harness connector.
- Check voltage between A/T assembly harness connector and ground.

| Item | Connector | Terminal (Wire color) | Voltage         |
|------|-----------|-----------------------|-----------------|
| TCM  | F40       | 1 (R/W) - Ground      | Battery voltage |
|      |           | 2 (R/W) - Ground      | Battery voltage |
|      |           | 6 (Y/R) - Ground      | 0V              |



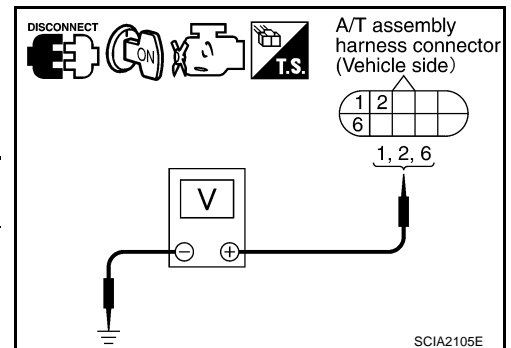
#### OK or NG

- OK >> GO TO 2.  
 NG >> GO TO 3.

### 2. CHECK TCM POWER SOURCE STEP 2

- Disconnect A/T assembly harness connector.
- Turn ignition switch ON. (Do not start engine.)
- Check voltage between A/T assembly harness connector and ground.

| Item | Connector | Terminal (Wire color) | Voltage         |
|------|-----------|-----------------------|-----------------|
| TCM  | F40       | 1 (R/W) - Ground      | Battery voltage |
|      |           | 2 (R/W) - Ground      | Battery voltage |
|      |           | 6 (Y/R) - Ground      | Battery voltage |



#### OK or NG

- OK >> GO TO 4.  
 NG >> GO TO 3.

# MAIN POWER SUPPLY AND GROUND CIRCUIT

## 3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between battery and A/T assembly harness connector terminals 1, 2
- Harness for short or open between ignition switch and A/T assembly harness connector terminal 6
- 10A fuse (No.32, located in the fuse and fusible link block) and 10A fuse (No.83, located in the IPDM E/R)
- Ignition switch, Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

OK or NG

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

## 4. CHECK TCM GROUND CIRCUIT

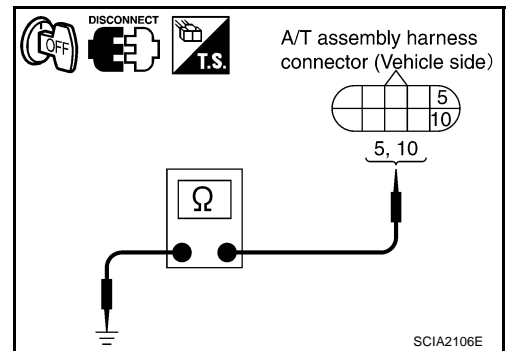
1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector.
3. Check continuity between A/T assembly harness connector terminals and ground.

**Continuity should exist.**

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

OK or NG

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



## 5. DETECT MALFUNCTIONING ITEM

Check the following items:

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

OK or NG

- OK >> GO TO 6.  
NG >> Repair or replace damaged parts.

## 6. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG-1 >> Self-diagnosis does not activate: GO TO 7.  
NG-2 >> DTC is displayed: Check the malfunctioning system. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

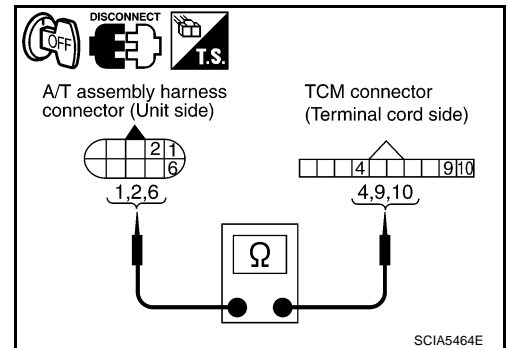


# MAIN POWER SUPPLY AND GROUND CIRCUIT

## 7. CHECK TERMINAL CORD ASSEMBLY

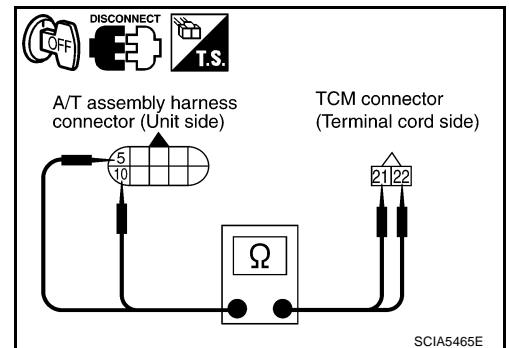
1. Remove control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect A/T assembly harness connector and TCM connector.
3. Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

| Item                           | Connector | Terminal (Wire color) | Continuity |
|--------------------------------|-----------|-----------------------|------------|
| A/T assembly harness connector | F40       | 1 (W)                 | Yes        |
| TCM connector                  | F502      | 9 (W)                 |            |
| A/T assembly harness connector | F40       | 2 (GY)                | Yes        |
| TCM connector                  | F502      | 10 (GY)               |            |
| A/T assembly harness connector | F40       | 6 (R)                 | Yes        |
| TCM connector                  | F502      | 4 (R)                 |            |



4. Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

| Item                           | Connector | Terminal (Wire color) | Continuity |
|--------------------------------|-----------|-----------------------|------------|
| A/T assembly harness connector | F40       | 5 (B)                 | Yes        |
| TCM connector                  | F504      | 21 (B)                |            |
| A/T assembly harness connector | F40       | 10 (Y)                | Yes        |
| TCM connector                  | F504      | 22 (Y)                |            |



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

**OK or NG**

- OK >> Replace control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

# CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

## CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

PFP:18002

### CONSULT-II Reference Value

ACS006CN

| Item name    | Condition                         | Display value |
|--------------|-----------------------------------|---------------|
| CLSD THL POS | Released accelerator pedal        | ON            |
|              | Fully depressed accelerator pedal | OFF           |
| W/O THL POS  | Fully depressed accelerator pedal | ON            |
|              | Released accelerator pedal        | OFF           |

### Diagnostic Procedure

ACS008FN

#### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .  
 NO >> GO TO 2.

#### 2. CHECK THROTTLE POSITION SIGNAL CIRCUIT

##### With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Depress accelerator pedal and read out the value of "CLSD THL POS" and "W/O THL POS".

| Accelerator Pedal Operation | Monitor Item |             |
|-----------------------------|--------------|-------------|
|                             | CLSD THL POS | W/O THL POS |
| Released                    | ON           | OFF         |
| Fully depressed             | OFF          | ON          |

| DATA MONITOR  |       |        |      |
|---------------|-------|--------|------|
| MONITOR       |       | NO DTC |      |
| ACCELE POSI   | 0.0/8 |        |      |
| THROTTLE POSI | 0.0/8 |        |      |
| CLSD THL POS  | ON    |        |      |
| W/O THL POS   | OFF   |        |      |
| BRAKE SW      | OFF   |        |      |
|               |       | ▽      |      |
| RECORD        |       |        |      |
| MODE          | BACK  | LIGHT  | COPY |

PCIA0070E

#### OK or NG

- OK >> **INSPECTION END**  
 NG >> Check the following items. If NG, repair or replace damaged parts.
- Perform self-diagnosis for "ENGINE" with CONSULT-II. Refer to [EC-103, "CONSULT-II Function"](#) .
  - Open circuit or short to ground or short to power in harness or connectors.
  - Pin terminals for damage or loose connection with harness connector.

# BRAKE SIGNAL CIRCUIT

## BRAKE SIGNAL CIRCUIT

PFP:25320

### CONSULT-II Reference Value

ACS006CO

| Item name | Condition             | Display value |
|-----------|-----------------------|---------------|
| BRAKE SW  | Depressed brake pedal | ON            |
|           | Released brake pedal  | OFF           |

### Diagnostic Procedure

ACS005MW

#### 1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

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

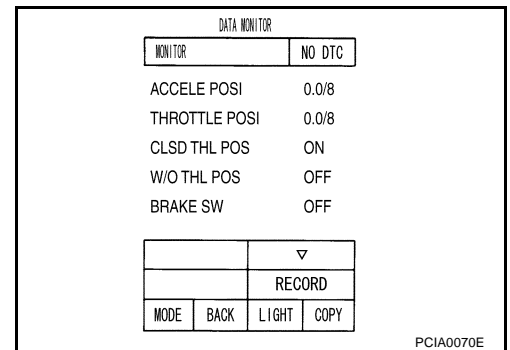
- YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .  
 NO >> GO TO 2.

#### 2. CHECK STOP LAMP SWITCH CIRCUIT

##### With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out ON/OFF switching action of the "BRAKE SW".

| Item name | Condition             | Display value |
|-----------|-----------------------|---------------|
| BRAKE SW  | Depressed brake pedal | ON            |
|           | Released brake pedal  | OFF           |



OK or NG

- OK >> **INSPECTION END**  
 NG >> GO TO 3.

#### 3. CHECK STOP LAMP SWITCH

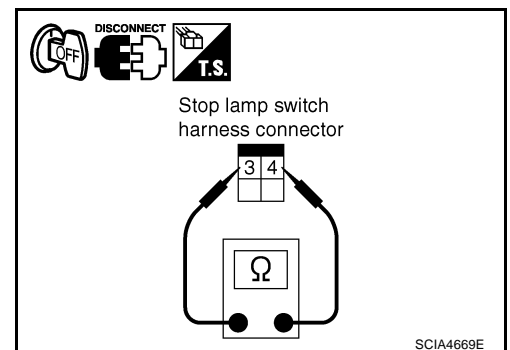
Check continuity between stop lamp switch harness connector E124 terminals 3 and 4. Refer to [AT-184, "Wiring Diagram — AT — NON-DTC"](#) .

| Condition                     | Continuity |
|-------------------------------|------------|
| When brake pedal is depressed | Yes        |
| When brake pedal is released  | No         |

Check stop lamp switch after adjusting brake pedal — refer to [BR-6, "BRAKE PEDAL"](#) .

OK or NG

- OK >> **INSPECTION END**  
 NG >> Check the following items. If NG, repair or replace damaged parts.
- Harness for short or open between battery and stop lamp switch.
  - Harness for short or open between stop lamp switch and combination meter.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

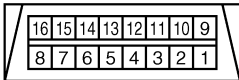
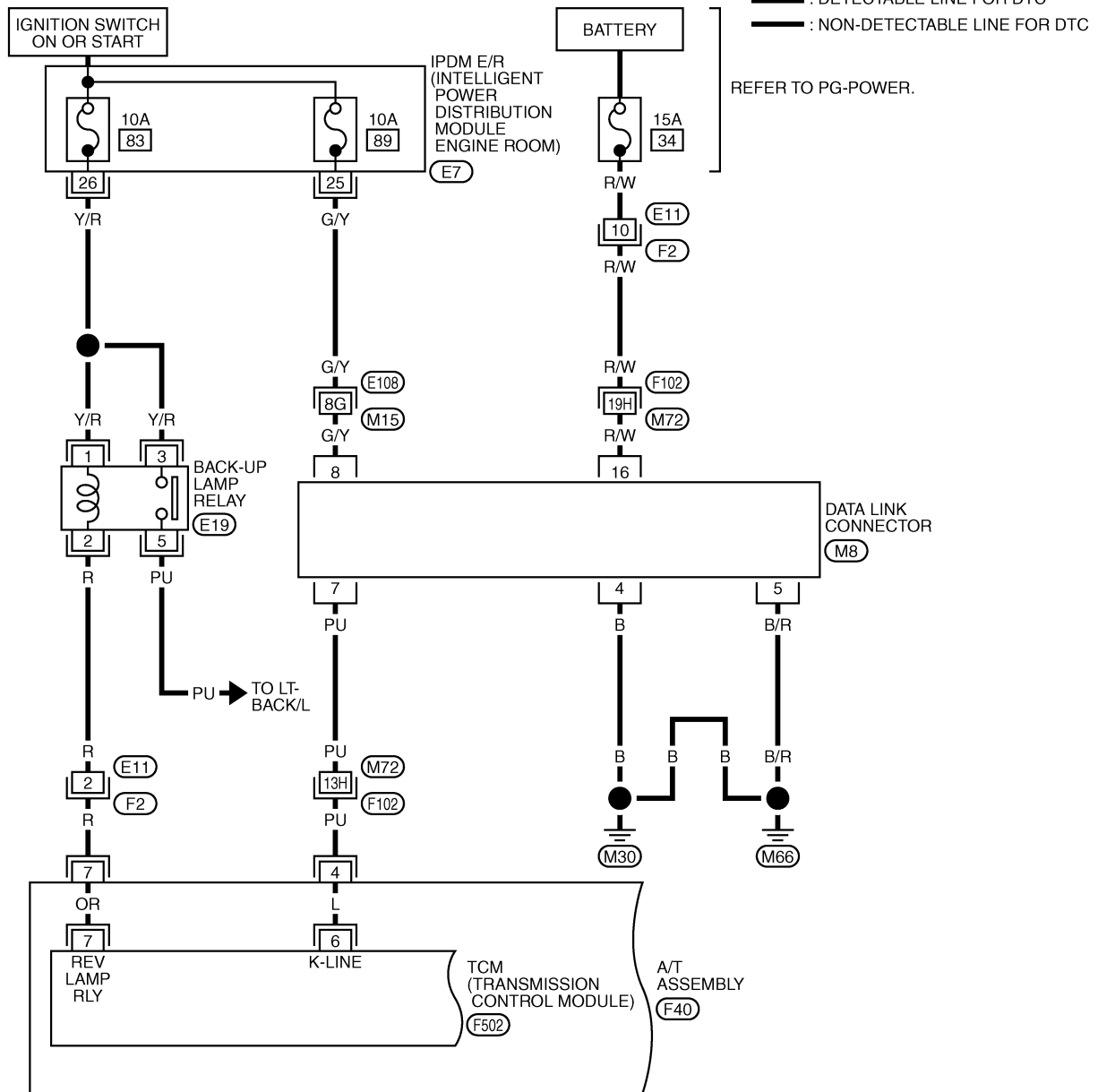
PFP:00007

ACS0087Z

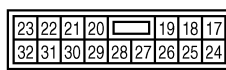
## TROUBLE DIAGNOSIS FOR SYMPTOMS

### Wiring Diagram — AT — NONDTC

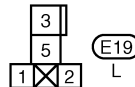
#### AT-NONDTC-01



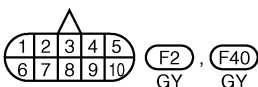
(M8)  
W



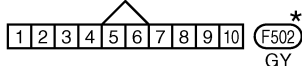
(E7)  
GY



(E19)  
L



(F2), (F40)  
GY



(F502)  
GY

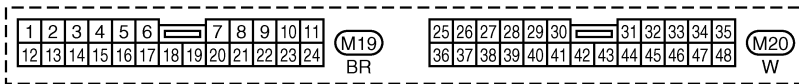
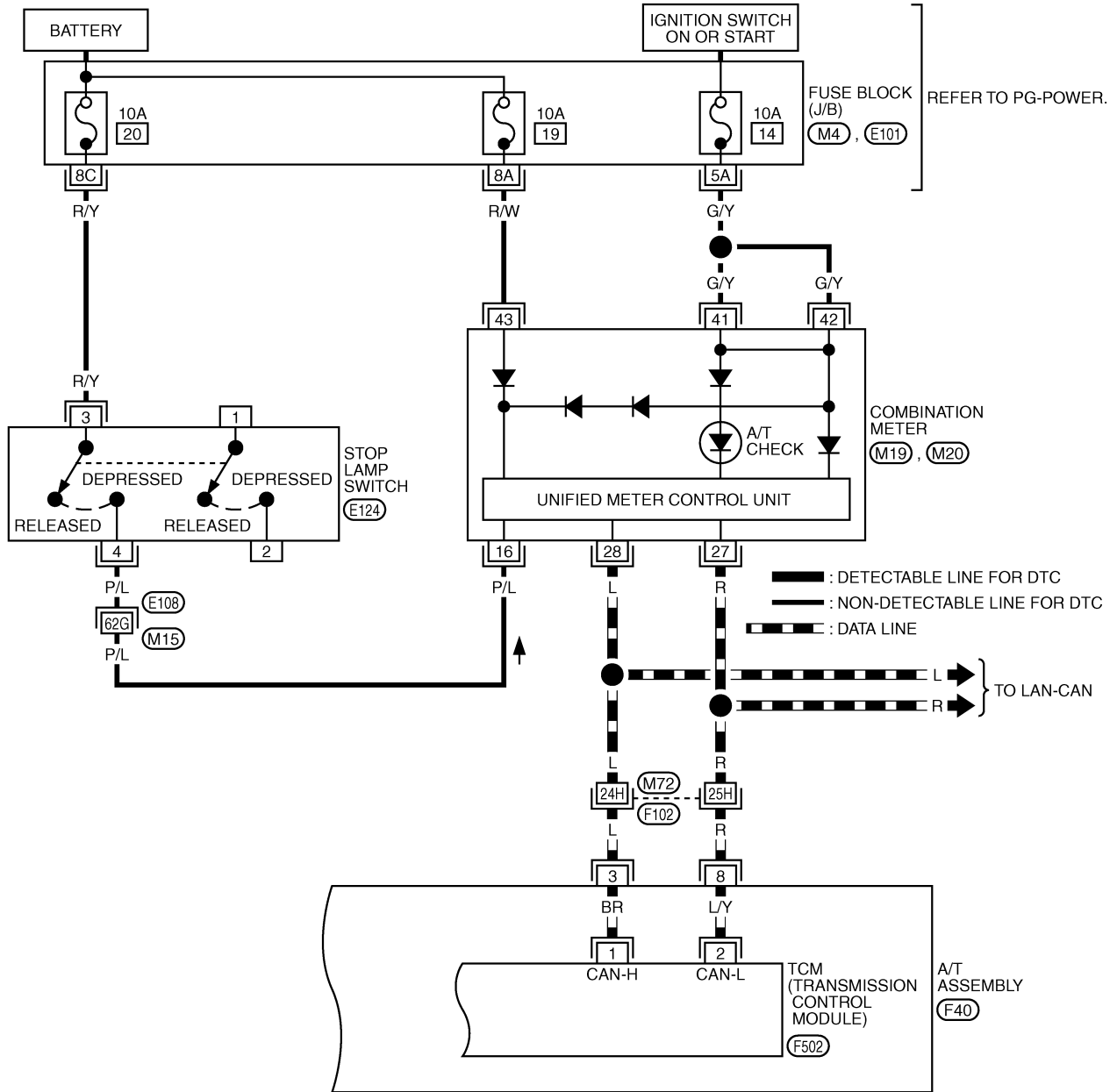
\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

REFER TO THE FOLLOWING.

(E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)

# TROUBLE DIAGNOSIS FOR SYMPTOMS

AT-NONDTC-02




REFER TO THE FOLLOWING.  
 (E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)  
 (M4), (E101) -FUSE BLOCK-JUNCTION BOX (J/B)

\*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

TCM terminals and data are reference value. Measured between each terminal and ground.

| Terminal | Wire color | Item                       | Condition   | Data (Approx.)  |
|----------|------------|----------------------------|---|-----------------|
| 3        | L          | CAN-H                      | -   | -               |
| 4        | PU         | K-line (CONSULT-II signal) | The terminal is connected to the data link connector for CONSULT-II.  |                 |
| 7        | R          | Back-up lamp relay         |  Selector lever in "R" position. | 0V              |
|          |            |                            | Selector lever in other positions.  | Battery voltage |
| 8        | R          | CAN-L                      | -   | -               |

## A/T CHECK Indicator Lamp Does Not Come On SYMPTOM:

ACS00880

A/T CHECK indicator lamp does not come on for about 2 seconds when turning ignition switch to "ON".

### DIAGNOSTIC PROCEDURE

#### 1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

#### 2. CHECK A/T CHECK INDICATOR LAMP CIRCUIT

Check combination meter. Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

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

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

Check TCM power supply and ground circuit. Refer to [AT-178, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## Engine Cannot Be Started In "P" or "N" Position SYMPTOM:

ACS00881

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

### DIAGNOSTIC PROCEDURE

#### 1. CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnosis results indicate PNP switch?

- YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .
- NO >> GO TO 2.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

---

## 2. CHECK CONTROL LINKAGE

---

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

## 3. CHECK STARTING SYSTEM

---

Check starting system. Refer to [SC-10, "STARTING SYSTEM"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

### In "P" Position, Vehicle Moves When Pushed

ACS00882

#### SYMPTOM:

Even though the selector lever is set in the "P" position, the parking mechanism is not actuated, allowing the vehicle to be moved when it is pushed.

#### DIAGNOSTIC PROCEDURE

### 1. CHECK PNP SWITCH CIRCUIT

---

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

## 2. CHECK CONTROL LINKAGE

---

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

## 3. CHECK PARKING COMPONENTS

---

Check parking components. Refer to [AT-249, "Parking Components"](#) .

OK or NG

OK >> GO TO 4

NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

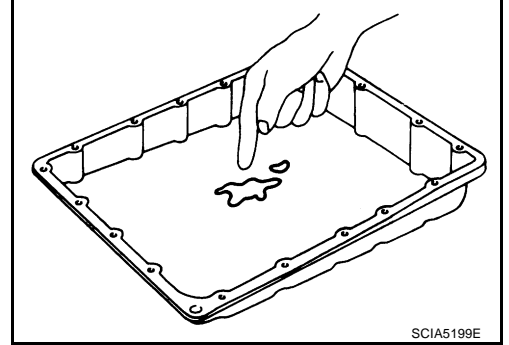
## 4. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.65)



ACS00883

### In "N" Position, Vehicle Moves SYMPTOM:

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

### DIAGNOSTIC PROCEDURE

#### 1. CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

#### 2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

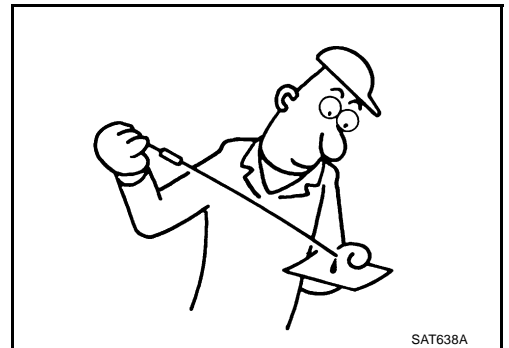
#### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.





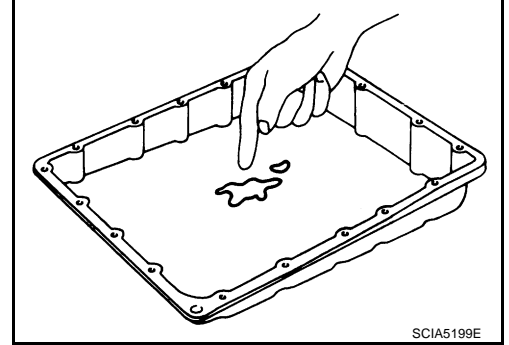
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 4. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.67).



## 5. CHECK SYMPTOM

Check again. Refer to [AT-54, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 6.

## 6. PERFORM TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## Large Shock ("N" to "D" Position) SYMPTOM:

ACS00884

A noticeable shock occurs when the selector lever is shifted from the "N" to "D" position.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate A/T fluid temperature sensor, engine speed signal, accelerator pedal position sensor, ATF pressure switch 1, front brake solenoid valve, CAN communication line?

- YES >> Check the malfunctioning system. Refer to [AT-131, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#) , [AT-118, "DTC P0725 ENGINE SPEED SIGNAL"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

#### 2. ENGINE IDLE SPEED

Check the engine idle speed. Refer to [EC-30, "Idle Speed and Ignition Timing Check"](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Repair.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

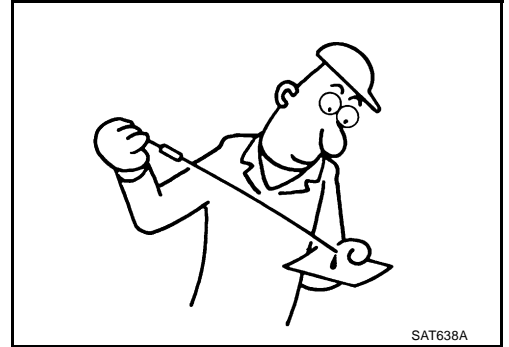
## 4. CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 5.

NG >> Refill ATF.



## 5. CHECK LINE PRESSURE

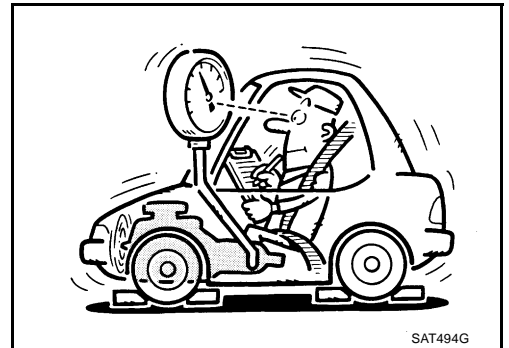
Check line pressure at idle with selector lever in "D" position. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high: GO TO 6.

NG - 2 >> Line pressure low: GO TO 7.



## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

### OK or NG

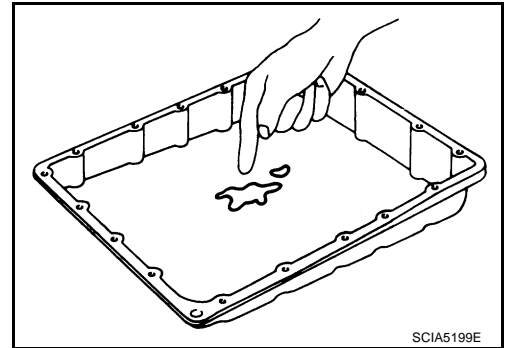
- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## 8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

### OK or NG

- OK >> GO TO 10.  
NG >> GO TO 9.



## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.1).

### OK or NG

- OK >> GO TO 10.  
NG >> Repair or replace damaged parts.

## 10. CHECK SYMPTOM

Check again. Refer to [AT-54, "Check at Idle"](#) .

### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 11.

## 11. PERFORM TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS00885

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

### SYMPTOM:

The vehicle does not creep in the "R" position. Or an extreme lack of acceleration is observed.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate accelerator pedal position sensor, ATF pressure switch 6, high and low reverse clutch solenoid valve, CAN communication line, PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-176, "DTC P1846 ATF PRESSURE SWITCH 6"](#) , [AT-157, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) , [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

#### 2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

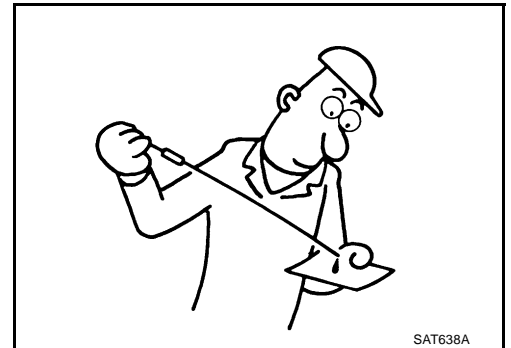
#### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



#### 4. CHECK STALL TEST

Check stall revolution with selector lever in "M" and "R" positions.

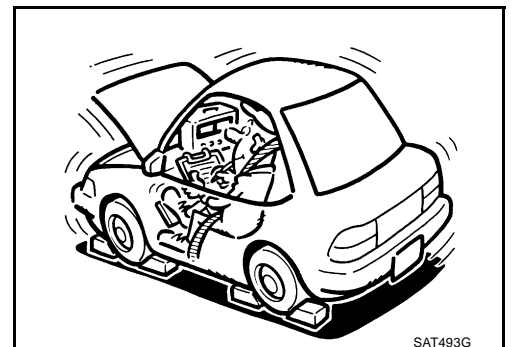
Refer to [AT-50, "STALL TEST"](#) .

OK or NG

OK >> GO TO 6.

OK in "M" position, NG in "R" position>>GO TO 5.

NG in both "M" and "R" positions>>GO TO 8.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. DETECT MALFUNCTIONING ITEM

1. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
2. Check the following items:
  - Reverse brake. Refer to [AT-273, "DISASSEMBLY"](#) .

### OK or NG

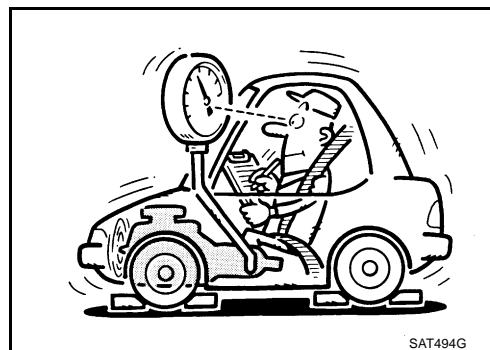
- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 6. CHECK LINE PRESSURE

Check the line pressure with the engine idling. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

### OK or NG

- OK >> GO TO 9.  
NG - 1 >> Line pressure high. GO TO 7.  
NG - 2 >> Line pressure low. GO TO 8.



## 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

### OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 8. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

### OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

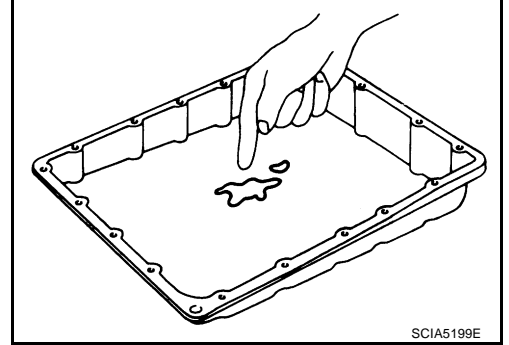
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 9. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 10.  
NG >> GO TO 13.



## 10. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 11.  
NG >> Repair or replace damaged parts.

## 11. CHECK SYMPTOM

Check again. Refer to [AT-54, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 12.

## 12. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 13. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 11.  
NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS00886

## Vehicle Does Not Creep Forward In "D" Position

### SYMPTOM:

Vehicle does not creep forward when selecting "D" position.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate accelerator pedal position sensor, CAN communication line, PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) , [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

#### 2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

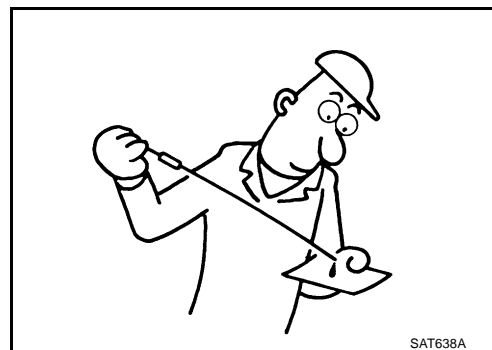
#### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



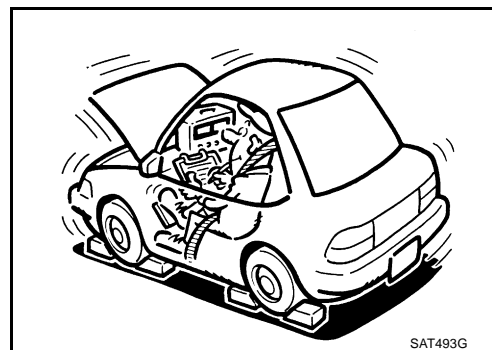
#### 4. CHECK STALL TEST

Check stall revolution with selector lever in "D" position. Refer to [AT-50, "STALL TEST"](#) .

OK or NG

OK >> GO TO 5.

NG >> GO TO 7.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. CHECK LINE PRESSURE

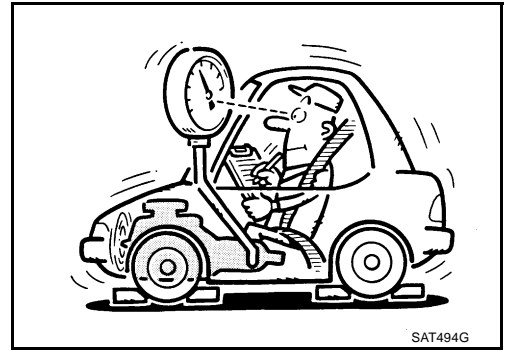
Check line pressure at idle with selector lever in "D" position. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high. GO TO 6.

NG - 2 >> Line pressure low. GO TO 7.



## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

## 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

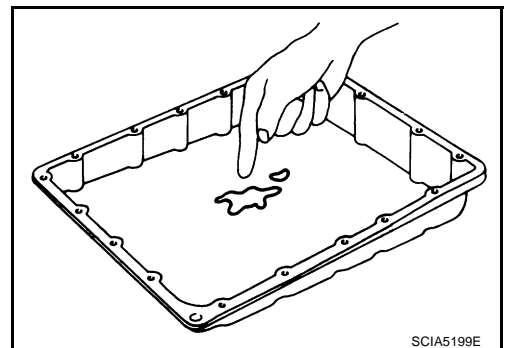
## 8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

OK >> GO TO 9.

NG >> GO TO 12.





# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.43).

### OK or NG

- OK >> GO TO 10.  
NG >> Repair or replace damaged parts.

## 10. CHECK SYMPTOM

Check again. Refer to [AT-54, "Check at Idle"](#) .

### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 11.

## 11. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.43).

### OK or NG

- OK >> GO TO 10.  
NG >> Repair or replace damaged parts.

## Vehicle Cannot Be Started From D1

ACS00887

### SYMPTOM:

Vehicle cannot be started from D1 on cruise test - Part 1.

### DIAGNOSTIC PROCEDURE

#### 1. CONFIRM THE SYMPTOM

Check if vehicle creeps in "R" position.

### OK or NG

- OK >> GO TO 2.  
NG >> Refer to [AT-192, "Vehicle Does Not Creep Backward In "R" Position"](#) .

#### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#)

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-100, "Judgement Self-diagnosis Code"](#) .  
NO >> GO TO 3.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 3. CHECK ACCELERATOR POSITION (APP) SENSOR

Check accelerator pedal position (APP) sensor. Refer to [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#)

OK or NG

OK >> GO TO 4.

NG >> Repair or replace accelerator pedal position (APP) sensor.

## 4. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 5.

NG >> Refill ATF.



## 5. CHECK LINE PRESSURE

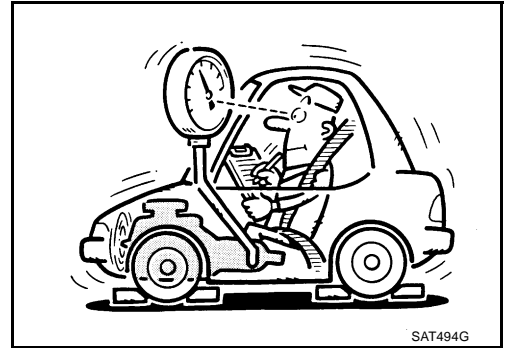
Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high. GO TO 6.

NG - 2 >> Line pressure low. GO TO 7.



## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .

3. Check the following items:

- Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

### OK or NG

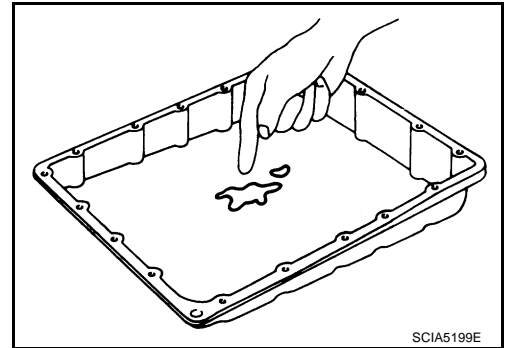
- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## 8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

### OK or NG

- OK >> GO TO 9.  
NG >> GO TO 12.



## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.23).

### OK or NG

- OK >> GO TO 10.  
NG >> Repair or replace damaged parts.

## 10. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) .

### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 11.

## 11. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.23).

OK or NG

OK >> GO TO 10.

NG >> Repair or replace damaged parts.

### A/T Does Not Shift: D1 → D2

ACS00888

#### SYMPTOM:

The vehicle does not shift-up from the D1 to D2 gear at the specified speed.

#### DIAGNOSTIC PROCEDURE

##### 1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

OK >> GO TO 2.

NG >> Refer to [AT-195, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-197, "Vehicle Cannot Be Started From D1"](#) .

##### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate ATF pressure switch 5, direct clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

YES >> Check the malfunctioning system. Refer to [AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-153, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

NO >> GO TO 3.

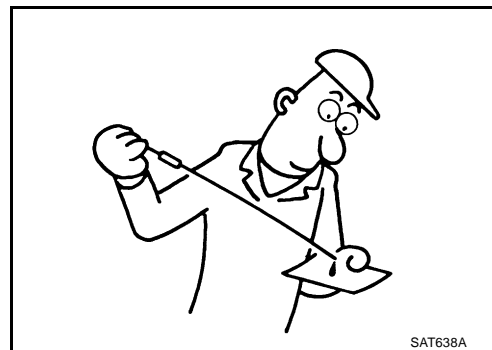
##### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



##### 4. CHECK LINE PRESSURE

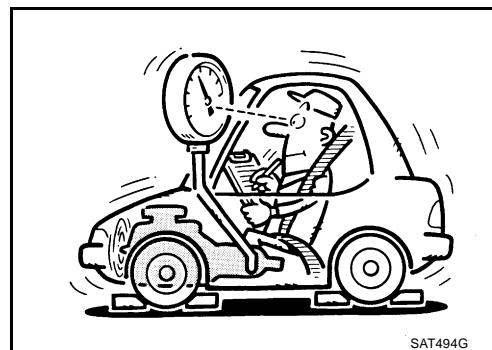
Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 7.

NG - 1 >> Line pressure high. GO TO 5.

NG - 2 >> Line pressure low. GO TO 6.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

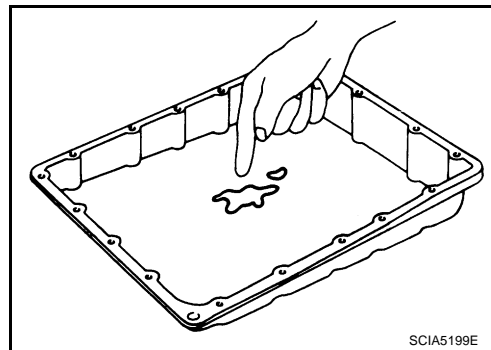
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



## 8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.10).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

## 9. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.10).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

### A/T Does Not Shift: D2 → D3

ACS00889

#### SYMPTOM:

The vehicle does not shift-up from D2 to D3 gear at the specified speed.

#### DIAGNOSTIC PROCEDURE

### 1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position" and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.  
NG >> Refer to [AT-195, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-197, "Vehicle Cannot Be Started From D1"](#) .

### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate ATF pressure switch 6, high and low reverse clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

- YES >> Check the malfunctioning system. Refer to [AT-176, "DTC P1846 ATF PRESSURE SWITCH 6"](#) , [AT-157, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

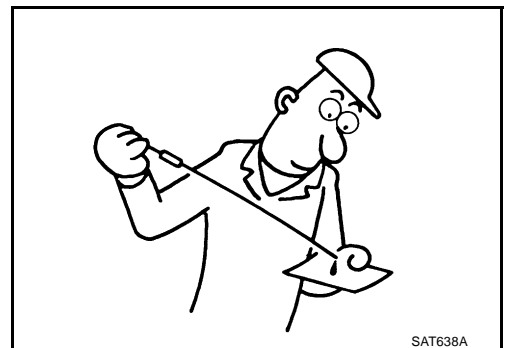
- NO >> GO TO 3.

### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.  
NG >> Refill ATF.



SAT638A

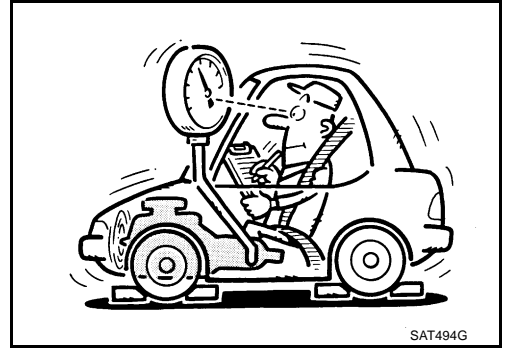
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 7.
- NG - 1 >> Line pressure high. GO TO 5.
- NG - 2 >> Line pressure low. GO TO 6.



## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

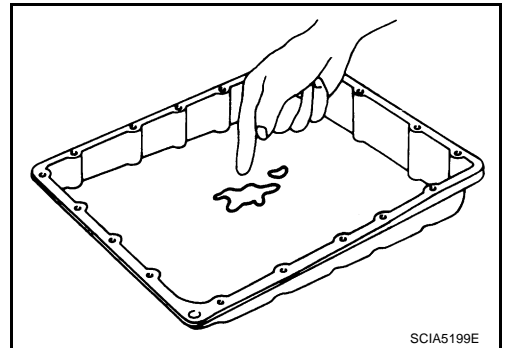
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

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## 8. DETECT MALFUNCTIONING ITEM

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- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.11).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

---

## 9. CHECK SYMPTOM

---

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10.

---

## 10. CHECK TCM

---

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

---

## 11. DETECT MALFUNCTIONING ITEM

---

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.11).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

### **A/T Does Not Shift: D3 → D4**

ACS0088A

#### **SYMPTOM:**

- The vehicle does not shift-up from the D3 to D4 gear at the specified speed.
- The vehicle does not shift-up from the D3 to D4 gear unless A/T is warmed up.

#### **DIAGNOSTIC PROCEDURE**

---

### 1. CONFIRM THE SYMPTOM

---

Check if vehicle creeps forward in "D" position" and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.  
NG >> Refer to [AT-195, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-197, "Vehicle Cannot Be Started From D1"](#) .

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### 2. CHECK SELF-DIAGNOSTIC RESULTS

---

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate ATF pressure switch 1, ATF pressure switch 3, front brake solenoid valve, input clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

- YES >> Check the malfunctioning system. Refer to [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-172, "DTC P1843 ATF PRESSURE SWITCH 3"](#) , [AT-145, "DTC P1752 INPUT CLUTCH SOLENOID VALVE"](#) , [AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .
- NO >> GO TO 3.



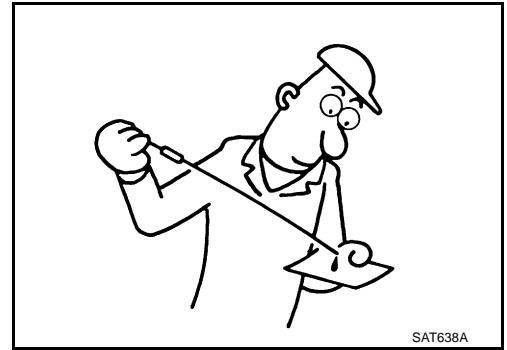
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

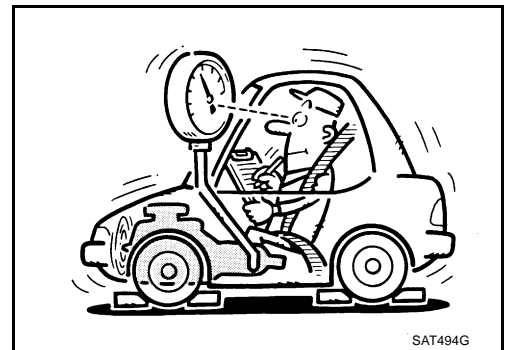


## 4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 7.
- NG - 1 >> Line pressure high. GO TO 5.
- NG - 2 >> Line pressure low. GO TO 6.



## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

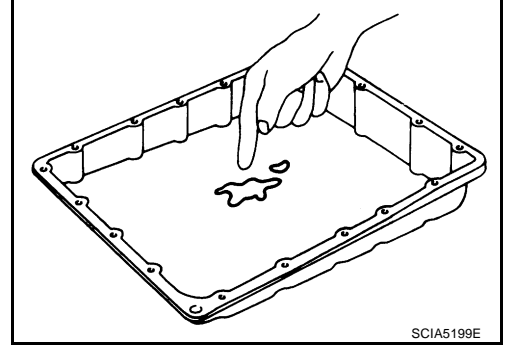
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.  
NG >> GO TO 11.



## 8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.12).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

## 9. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) , [AT-57, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 10.

## 10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.12).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0088B

## A/T Does Not Shift: D4 → D5

### SYMPTOM:

- The vehicle does not shift-up from the D4 to D5 gear at the specified speed.
- The vehicle does not shift-up from the D4 to D5 gear unless A/T is warmed up.

### DIAGNOSTIC PROCEDURE

#### 1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

##### OK or NG

OK >> GO TO 2.

NG >> Refer to [AT-195, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-197, "Vehicle Cannot Be Started From D1"](#) .

#### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate ATF pressure switch 1, ATF pressure switch 5, front brake solenoid valve, direct clutch solenoid valve, accelerator pedal position sensor, turbine revolution sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

YES >> Check the malfunctioning system. Refer to [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-153, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

NO >> GO TO 3.

#### 3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

##### OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



SAT638A

#### 4. CHECK LINE PRESSURE

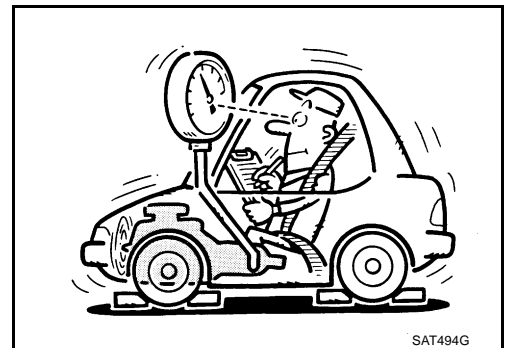
Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

##### OK or NG

OK >> GO TO 7.

NG - 1 >> Line pressure high. GO TO 5.

NG - 2 >> Line pressure low. GO TO 6.



SAT494G

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

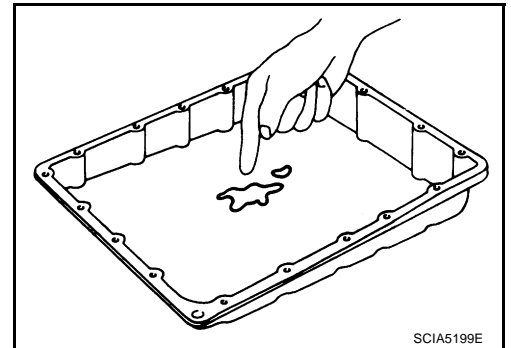
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



## 8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.13).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

## 9. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.13).

OK or NG

- OK >> GO TO 9.  
NG >> Repair or replace damaged parts.

### A/T Does Not Perform Lock-up SYMPTOM:

ACS0088C

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

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, accelerator pedal position sensor, CAN communication?

- YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) , [AT-118, "DTC P0725 ENGINE SPEED SIGNAL"](#) , [AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .

- NO >> GO TO 2.

#### 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.



SAT638A

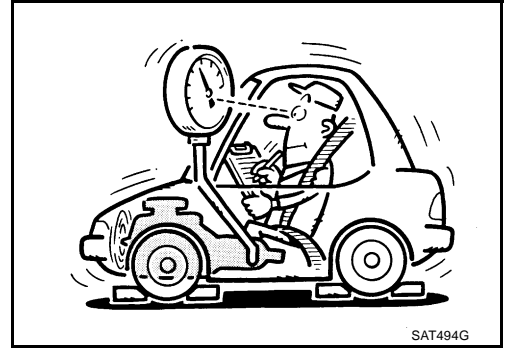
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 3. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-51, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 6.
- NG - 1 >> Line pressure high. GO TO 4.
- NG - 2 >> Line pressure low. GO TO 5.



## 4. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-273, "DISASSEMBLY"](#) .
3. Check the following items:
  - Oil pump assembly. Refer to [AT-288, "Oil Pump"](#) .
  - Power train system. Refer to [AT-273, "DISASSEMBLY"](#) .
  - Transmission case. Refer to [AT-273, "DISASSEMBLY"](#) .

OK or NG

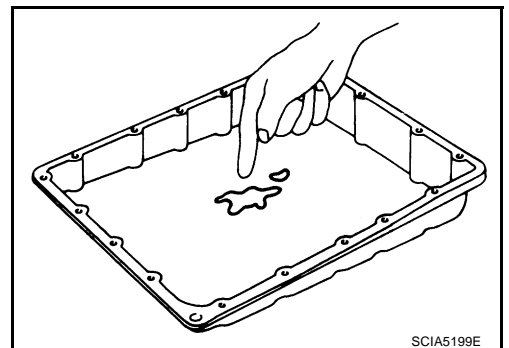
- OK >> GO TO 6.
- NG >> Repair or replace damaged parts.

## 6. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 10.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.24).

### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## 8. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) .

### OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 9.

## 9. CHECK TCM INSPECTION

1. Perform TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 10. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.24).

### OK or NG

- OK >> GO TO 8.  
NG >> Repair or replace damaged parts.

## A/T Does Not Hold Lock-up Condition

ACS0088D

### SYMPTOM:

The lock-up condition cannot be maintained for more than 30 seconds.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, CAN communication?

- YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) , [AT-118, "DTC P0725 ENGINE SPEED SIGNAL"](#) , [AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

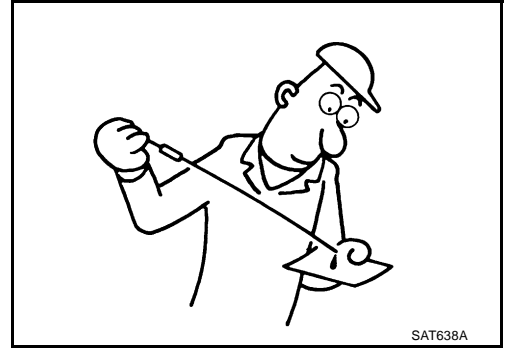
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.

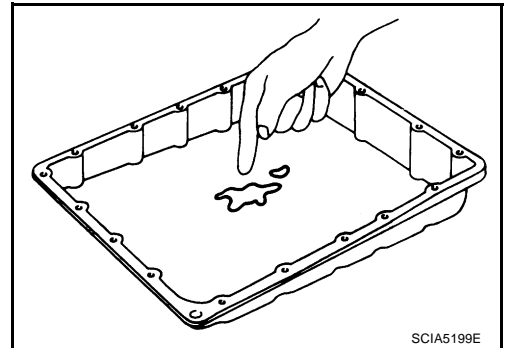


## 3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.



## 4. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.25).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

## 5. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

## 6. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.25).

### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

## Lock-up Is Not Released

ACS008BE

### SYMPTOM:

The lock-up condition cannot be cancelled even after releasing the accelerator pedal.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-99, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, CAN communication?

- YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) , [AT-118, "DTC P0725 ENGINE SPEED SIGNAL"](#) , [AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-101, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

#### 2. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) .

### OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

#### 3. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

### OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BF

## Engine Speed Does Not Return To Idle

### SYMPTOM:

When a shift-down is performed, the engine speed does not smoothly return to the idling speed.

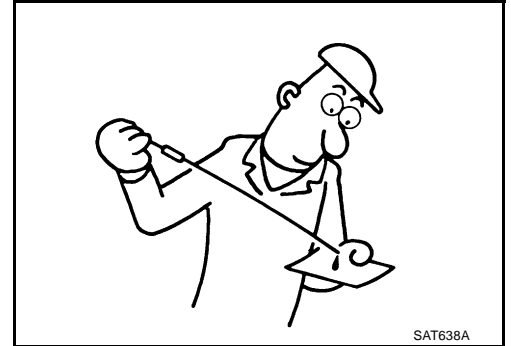
### DIAGNOSTIC PROCEDURE

#### 1. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

#### OK or NG

- OK >> GO TO 2.
- NG >> Refill ATF.



#### 2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate front brake solenoid valve, direct clutch solenoid valve, ATF pressure switch 1, ATF pressure switch 5, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

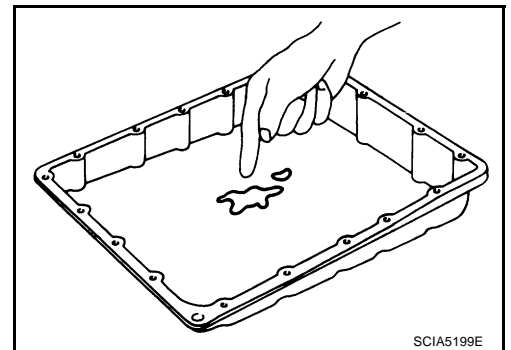
- YES >> Check the malfunctioning system. Refer to [AT-149, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-153, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-128, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-113, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-138, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .
- NO >> GO TO 3.

#### 3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

#### OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.



#### 4. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.72).

#### OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. CHECK SYMPTOM

Check again. Refer to [AT-55, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

## 6. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

## 7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.72).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

### **Cannot Be Changed to Manual Mode** **SYMPTOM:**

ACS0088G

**Does not change to manual mode when manual shift gate is used.**

### **DIAGNOSTIC PROCEDURE**

#### **1. MANUAL MODE SWITCH**

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace damaged parts.

#### **2. CHECK SELF-DIAGNOSIS RESULTS**

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnosis results indicate turbine revolution sensor?

- YES >> Check the malfunctioning system. Refer to [AT-136, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) .
- NO >> **INSPECTION END**

# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BH

## A/T Does Not Shift: 5th gear → 4th gear

### SYMPTOM:

When shifted from 5M to 4M position in manual mode, does not downshift from 5th to 4th gear.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 1?

YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#) .

NO >> GO TO 2.

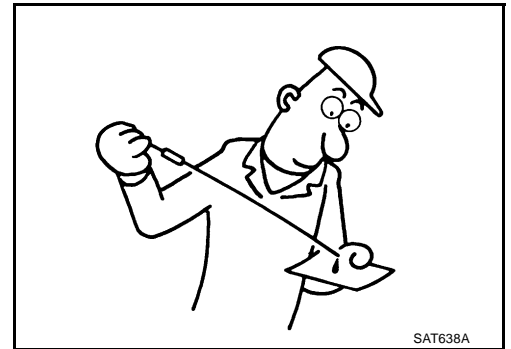
#### 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



#### 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

#### 4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

#### 5. CHECK A/T FLUID CONDITION

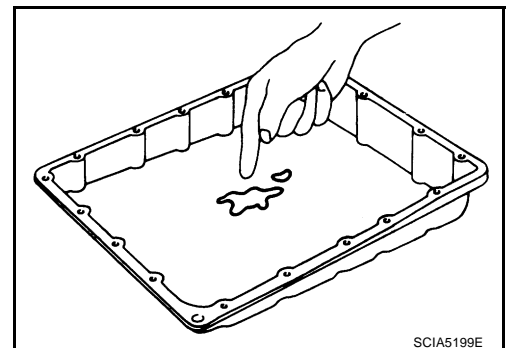
1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

OK >> GO TO 6.

NG >> GO TO 9.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [AT-58, "Cruise Test - Part 3"](#).

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 8.

## 8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

### A/T Does Not Shift: 4th gear → 3rd gear

ACS0088I

#### SYMPTOM:

When shifted from 4M to 3M position in manual mode, does not downshift from 4th to 3rd gear.

#### DIAGNOSTIC PROCEDURE

### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#).

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 1, ATF pressure switch 3?

- YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#), [AT-170, "DTC P1841 ATF PRESSURE SWITCH 1"](#), [AT-172, "DTC P1843 ATF PRESSURE SWITCH 3"](#).
- NO >> GO TO 2.

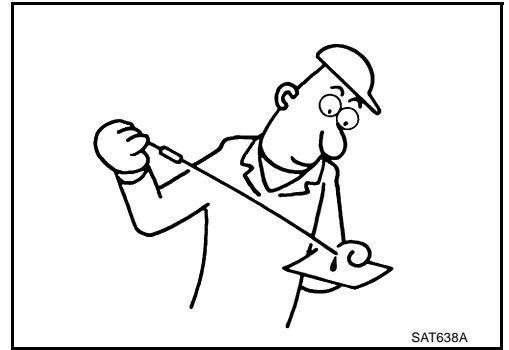
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



## 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

## 4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

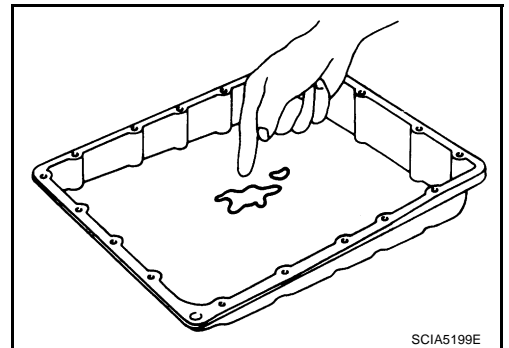
- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

## 5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [AT-58, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

### A/T Does Not Shift: 3rd gear → 2nd gear SYMPTOM:

ACS0088J

When shifted from 3M to 2M position in manual mode, does not downshift from 3rd to 2nd gear.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 6?

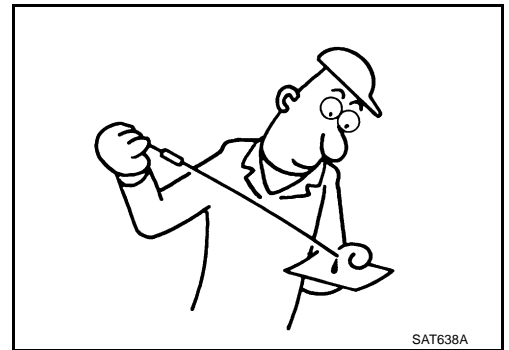
- YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-176, "DTC P1846 ATF PRESSURE SWITCH 6"](#) .  
NO >> GO TO 2.

#### 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.



#### 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.  
NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

#### 4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 5.  
NG >> Repair or replace damaged parts.

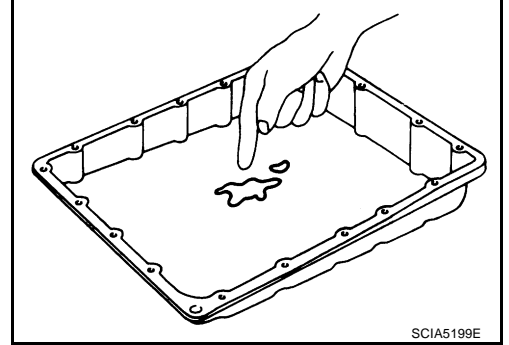
# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.  
NG >> GO TO 9.



## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.16).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [AT-58, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 8.

## 8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.16).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BK

## A/T Does Not Shift: 2nd gear → 1st gear

### SYMPTOM:

When shifted from 2M to 1M position in manual mode, does not downshift from 2nd to 1st gear.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 5?

YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"](#) .

NO >> GO TO 2.

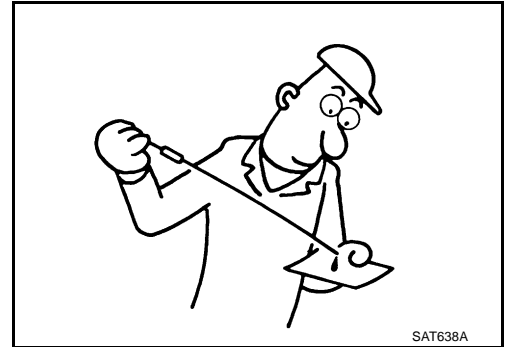
#### 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



#### 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

#### 4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

#### 5. CHECK A/T FLUID CONDITION

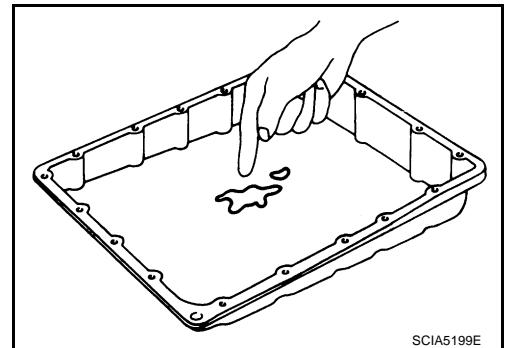
1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

OK >> GO TO 6.

NG >> GO TO 9.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.17).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [AT-58, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**  
NG >> GO TO 8.

## 8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**  
NG >> Repair or replace damaged parts.

## 9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.17).

OK or NG

- OK >> GO TO 7.  
NG >> Repair or replace damaged parts.

## Vehicle Does Not Decelerate By Engine Brake SYMPTOM:

ACS0088L

No engine brake is applied when the gear is shifted from the 2nd to 1st gear.

### DIAGNOSTIC PROCEDURE

#### 1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-89, "SELF-DIAGNOSTIC RESULT MODE"](#) .

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 5?

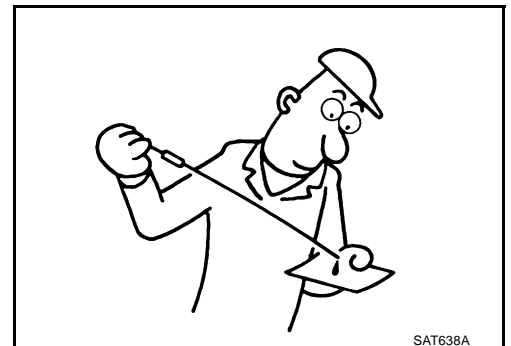
- YES >> Check the malfunctioning system. Refer to [AT-109, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-174, "DTC P1845 ATF PRESSURE SWITCH 5"](#) .  
NO >> GO TO 2.

#### 2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.  
NG >> Refill ATF.



# TROUBLE DIAGNOSIS FOR SYMPTOMS

## 3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-226, "Adjustment of A/T Position"](#) .

## 4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-165, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

## 5. CHECK A/T FLUID CONDITION

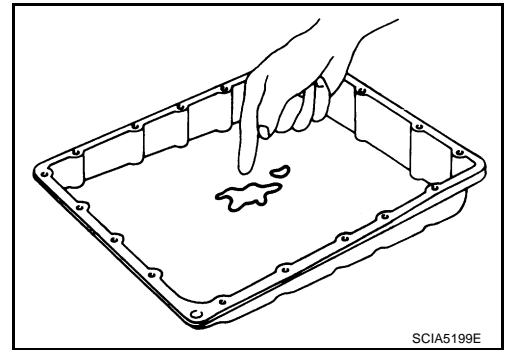
1. Remove oil pan. Refer to [AT-237, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-50, "Fluid Condition Check"](#) .

OK or NG

OK >> GO TO 6.

NG >> GO TO 9.



## 6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61, "Symptom Chart"](#) (Symptom No.58).

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

## 7. CHECK SYMPTOM

Check again. Refer to [AT-58, "Cruise Test - Part 3"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 8.

## 8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-86, "TCM Input/Output Signal Reference Values"](#) .

2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

## TROUBLE DIAGNOSIS FOR SYMPTOMS

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### 9. DETECT MALFUNCTIONING ITEM

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- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-61](#), "[Symptom Chart](#)" (Symptom No.58).

#### OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

# SHIFT CONTROL SYSTEM

## SHIFT CONTROL SYSTEM

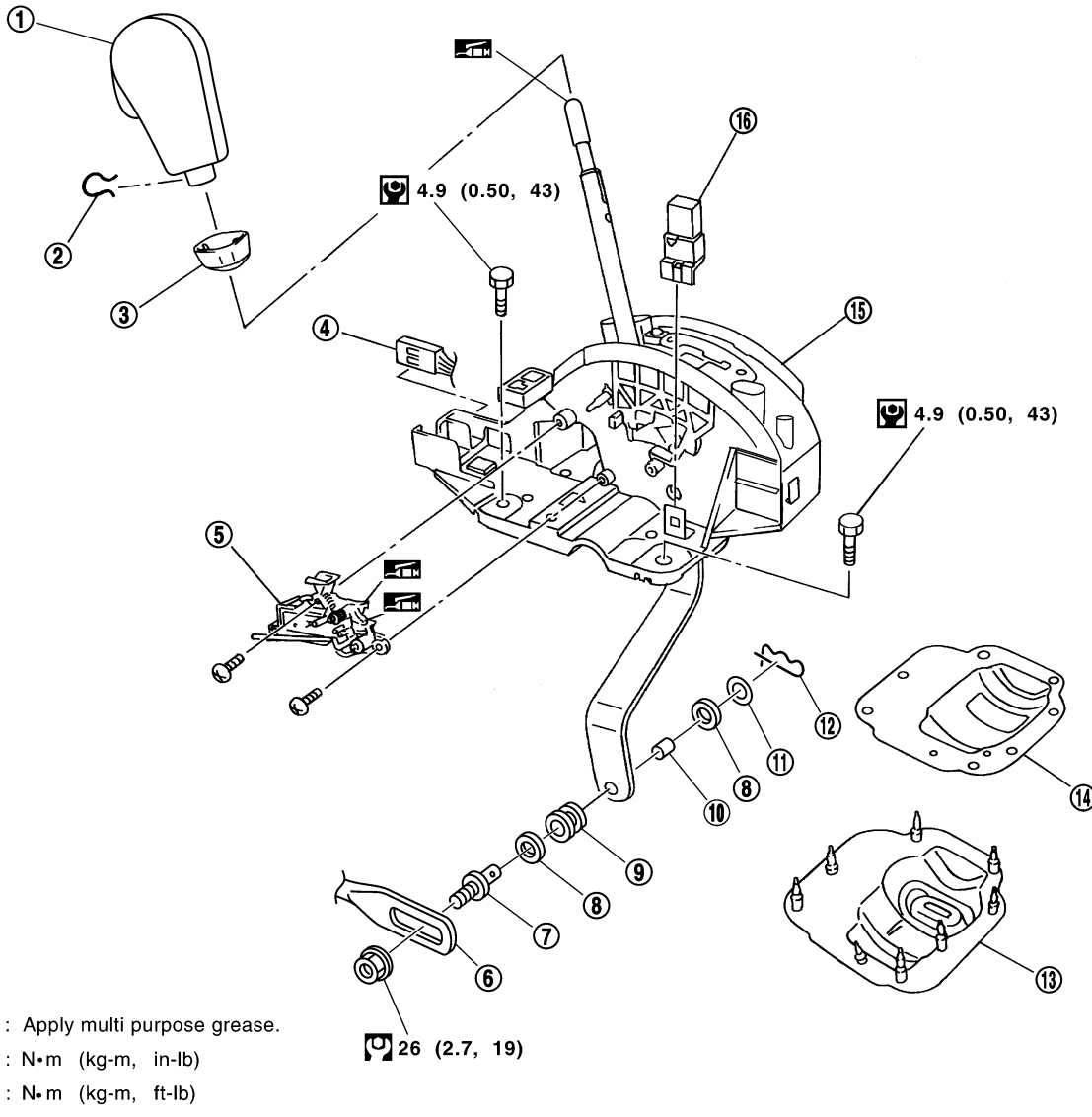
PFP:34901

### Control Device Removal and Installation

ACS00501

A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M

SEC.349



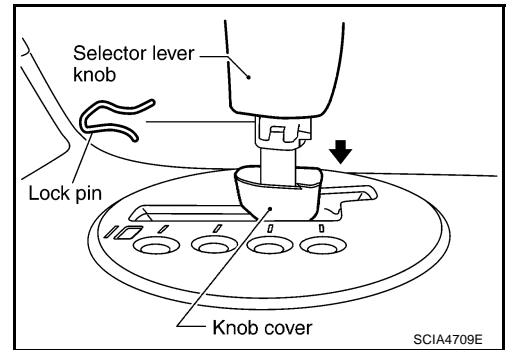
SCIA4708E

- |                                 |  |                             |
|---------------------------------|--|-----------------------------|
| 1. Selector lever knob          | 2. Lock pin  | 3. Knob cover               |
| 4. A/T device harness connector | 5. Shift lock solenoid and park position switch assembly | 6. Control rod              |
| 7. Pivot pin                    | 8. Plain washer  | 9. Bush                     |
| 10. Collar                      | 11. Conical washer                                       | 12. Snap pin                |
| 13. Dust cover                  | 14. Dust cover plate                                     | 15. Control device assembly |
| 16. Shift lock relay            |  |                             |

# SHIFT CONTROL SYSTEM

## REMOVAL

1. Disconnect lower lever of control device and control rod.
2. Remove knob cover below selector lever downward.
3. Pull lock pin out of selector lever knob.
4. Remove selector lever knob.
5. Remove console finisher.
  - Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#) .
6. Remove center console.
  - Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#) .
7. Remove key interlock cable from control device assembly.
  - Refer to [AT-234, "KEY INTERLOCK CABLE"](#) .
8. Disconnect A/T device harness connector.
9. Remove control device assembly.



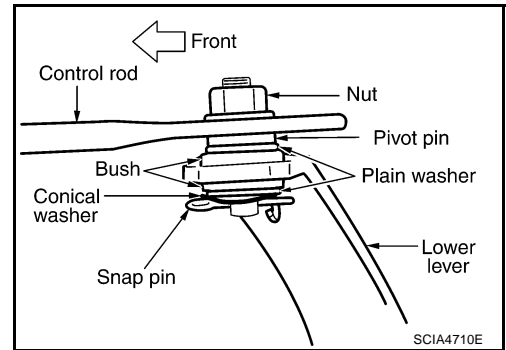
## INSTALLATION

Install in reverse order of removal. Be careful of the following:

- After installation is completed, adjust and check A/T position.

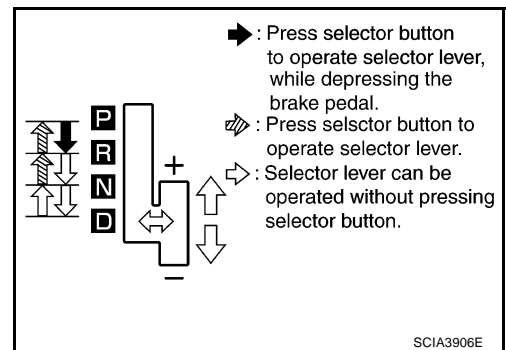
## Adjustment of A/T Position

1. Loosen nut of pivot pin.
2. Place PNP switch and selector lever in "P" position.
3. While pressing lower lever toward rear of vehicle (in "P" position direction), tighten nut to specified torque.



## Checking of A/T Position

1. Place selector lever in "P" position, and turn ignition switch ON (engine stop).
2. 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.
3. Move the selector lever and check for excessive effort, sticking, noise or rattle.
4. Confirm the selector lever stops at each position with the feel of engagement when it is moved through all the positions. Check whether or not the actual position the selector lever is in matches the position shown by the shift position indicator and the transmission body.
5. The method of operating the lever to individual positions correctly should be as shown in the figure.
6. When select button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Confirm the back-up lamps illuminate only when lever is placed in the "R" position. Confirm the back-up lamps does not illuminate when selector lever is in the "P" or "N" position with the lever pushed against the "R" position.
8. Confirm the engine can only be started with the selector lever in the "P" and "N" positions. And confirm that the engine can be started when the selector lever is being moved back and front in the "P" position.
9. Check that transmission is locked completely in "P" position.
10. When selector lever is set to manual shift gate, check that manual mode is displayed on combination meter.



# SHIFT CONTROL SYSTEM

---

Shift selector lever to “+” and “-” sides, and check that set shift position changes. (Only while a car is operating)

A

B

**AT**

D

E

F

G

H

I

J

K

L

M

# A/T SHIFT LOCK SYSTEM

## A/T SHIFT LOCK SYSTEM

PFP:34950

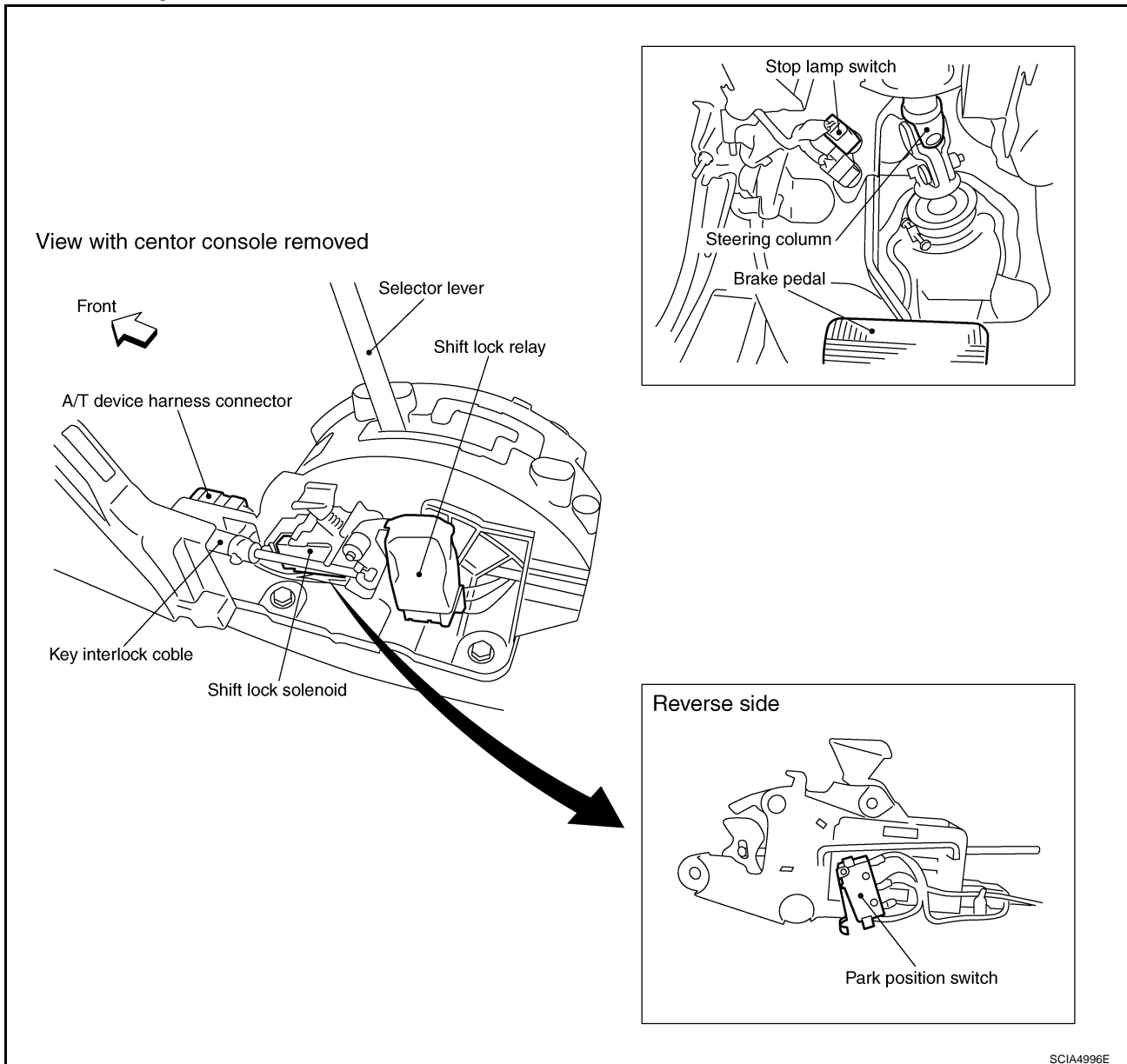
### Description

ACS00504

- The mechanical key interlock mechanism also operates as a shift lock:  
With the ignition switch turned to ON, the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed.  
With the key removed, the selector lever cannot be shifted from "P" to any other position.  
The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder.

### Shift Lock System Electrical Parts Location

ACS00505



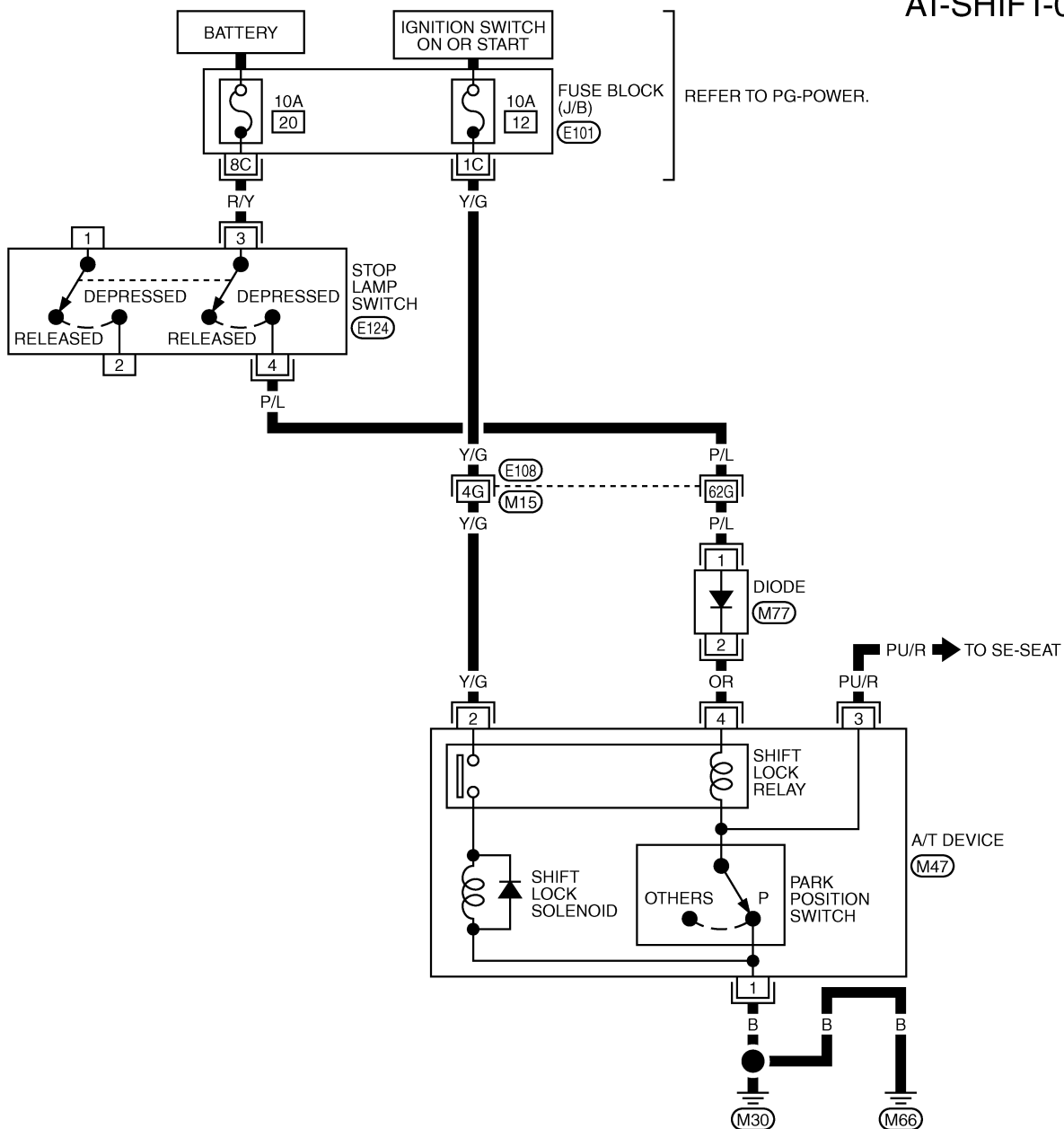


# A/T SHIFT LOCK SYSTEM

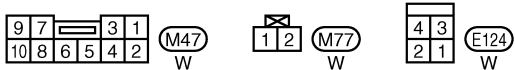
## Wiring Diagram — AT — SHIFT

ACS00506

### AT-SHIFT-01



A  
B  
AT  
D  
E  
F  
G  
H  
I  
J  
K  
L  
M



REFER TO THE FOLLOWING.  
 E108 -SUPER MULTIPLE JUNCTION (SMJ)  
 E101 -FUSE BLOCK-JUNCTION BOX (J/B)

TCWM0194E

# A/T SHIFT LOCK SYSTEM

## A/T Device Inspection Table

ACS006CP

Data are reference value and are measured between each terminal and ground.

| Terminal<br>(Wire color) | Item   | Condition                     | Judgement standard |
|--------------------------|--|-------------------------------|--------------------|
| 1 (B)                    | Ground   | Always                        | Approx. 0V         |
| 2 (Y/G)                  | Shift lock relay (switch side) and shift lock solenoid | Ignition switch: ON           | Battery voltage    |
|                          |  | Ignition switch: OFF          | Approx. 0V         |
| 4 (OR)                   | Shift lock relay (coil side) and park position switch  | When brake pedal is depressed | Battery voltage    |
|                          |  | When brake pedal is released  | Approx. 0V         |

## Diagnostic Procedure

ACS00507

### SYMPTOM 1:

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

### SYMPTOM 2:

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

## 1. CHECK KEY INTERLOCK CABLE

Check key interlock cable for damage.

OK or NG

OK >> GO TO 2.

NG >> Repair key interlock cable. Refer to [AT-234, "KEY INTERLOCK CABLE"](#) .

## 2. CHECK SELECTOR LEVER POSITION

Check selector lever position for damage. Refer to [AT-226, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Check selector lever. Refer to [AT-226, "Adjustment of A/T Position"](#) .

## 3. CHECK POWER SOURCE

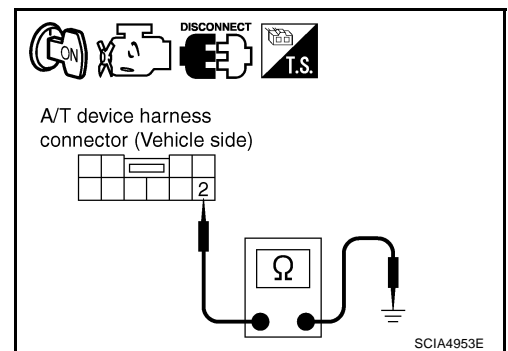
1. Turn ignition switch “ON”. (Do not start engine.)
2. Disconnect A/T device harness connector.
3. Check voltage between A/T device harness connector M47 terminal 2 (Y/G) and ground.

**Voltage: Battery voltage**

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



# A/T SHIFT LOCK SYSTEM

## 4. DETECT MALFUNCTIONING ITEM

Check the following items:

1. Harness for short or open between ignition switch and A/T device harness connector M47 terminal 2.
2. 10A fuse. [No.12, located in the fuse block (J/B)]
3. Ignition switch. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

## 5. CHECK INPUT SIGNAL A/T DEVICE

1. Turn ignition switch "OFF".
2. Disconnect A/T device harness connector.
- Check voltage between A/T device harness connector M47 terminal 4 (OR) and ground.

**Voltage:**

**Depressed brake pedal**

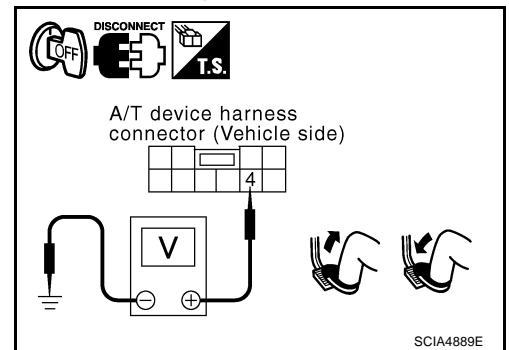
**:Battery voltage**

**Released brake pedal**

**:Approx. 0V**

OK or NG

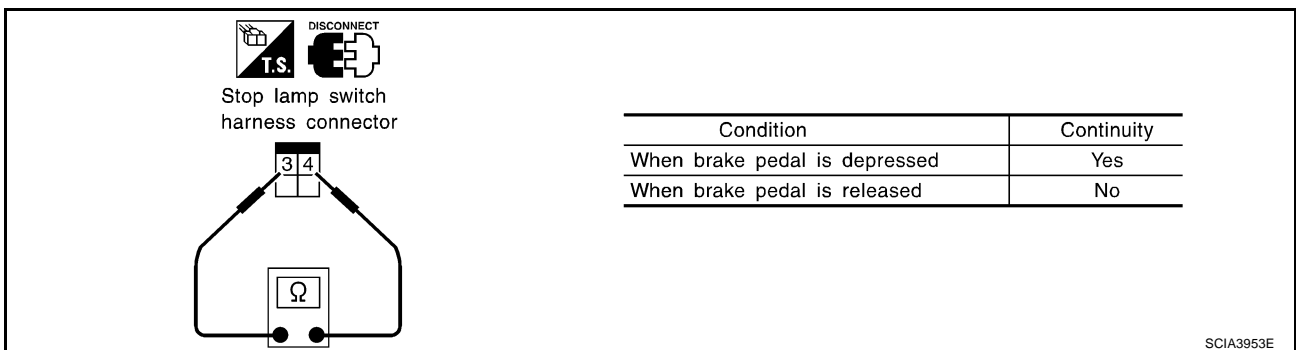
- OK >> GO TO 7.
- NG >> GO TO 6.



## 6. DETECT MALFUNCTIONING ITEM

Check the following items:

1. Harness for short or open between battery and stop lamp switch harness connector E124 terminal 3.
2. Harness for short or open between stop lamp switch harness connector E124 terminal 4 and A/T device harness connector M47 terminal 4.
3. 10A fuse. [No.20, located in the fuse block (J/B)]
4. Stop lamp switch.
- Check continuity between stop lamp switch harness connector E124 terminals 3 and 4.



**Check stop lamp switch after adjusting brake pedal — refer to [BR-6, "BRAKE PEDAL"](#) .**

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

# A/T SHIFT LOCK SYSTEM

## 7. CHECK GROUND CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness connector M47 terminal 1 (B) and ground.

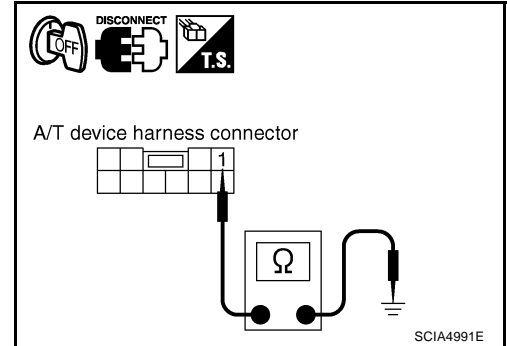
**Continuity should exist.**

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

OK or NG

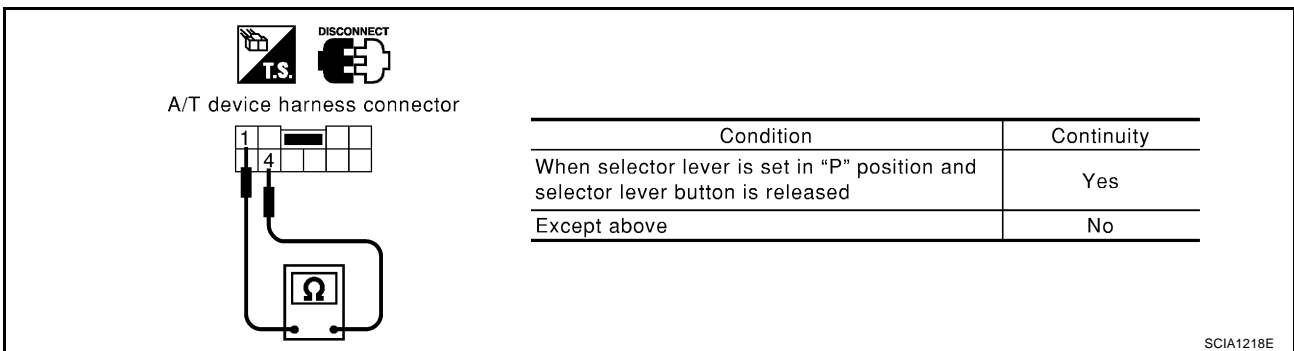
OK >> GO TO 8.

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



## 8. CHECK PARK POSITION SWITCH AND SHIFT LOCK RELAY CIRCUIT (COIL SIDE)

Check continuity between A/T device harness connector M47 terminals 1 and 4.



OK or NG

OK >> GO TO 9.

NG >> ● Replace park position switch or shift lock relay.

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

## 9. CHECK SHIFT LOCK SOLENOID AND SHIFT LOCK RELAY CIRCUIT (SWITCH SIDE)

1. Connect A/T device harness connector.
2. Turn ignition switch "ON". (Do not start engine.)
3. Check shift lock solenoid and shift lock relay operation.

| Condition  | Brake pedal | Operation |
|--|-------------|-----------|
| When ignition switch is turned to "ON" position and selector lever is set in "P" position. | Depressed   | Yes       |
|  | Released    | No        |

OK or NG

OK >> GO TO 10.

NG >> ● Replace shift lock solenoid or shift lock relay.

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

# A/T SHIFT LOCK SYSTEM

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## 10. CHECK A/T DEVICE INSPECTION

---

1. Perform A/T device input/output signal inspection test. Refer to [AT-230, "A/T Device Inspection Table"](#).
2. If NG, recheck harness connector connection.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

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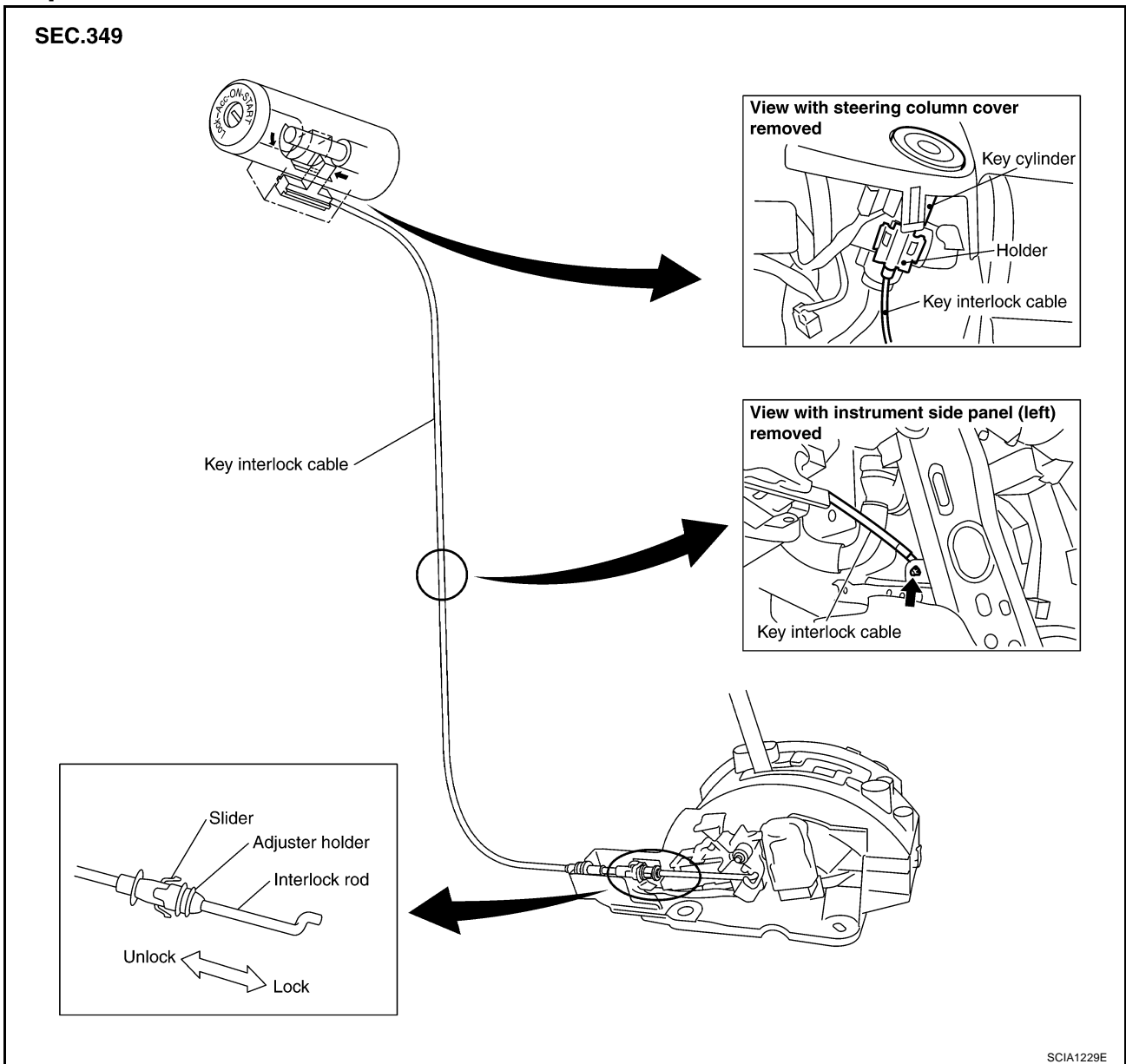
# KEY INTERLOCK CABLE

PFP:34908

## KEY INTERLOCK CABLE

### Components

ACS00508



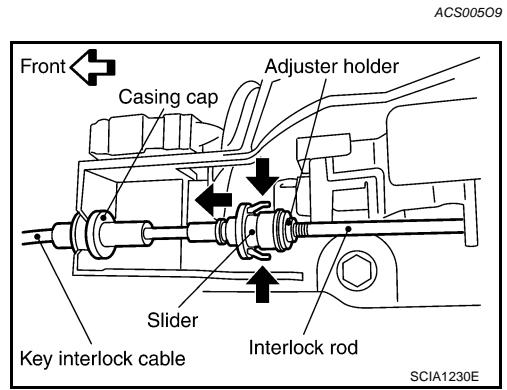
### CAUTION:

- Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.
- After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions. If casing cap be removed with an external load of less than 39.2 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.

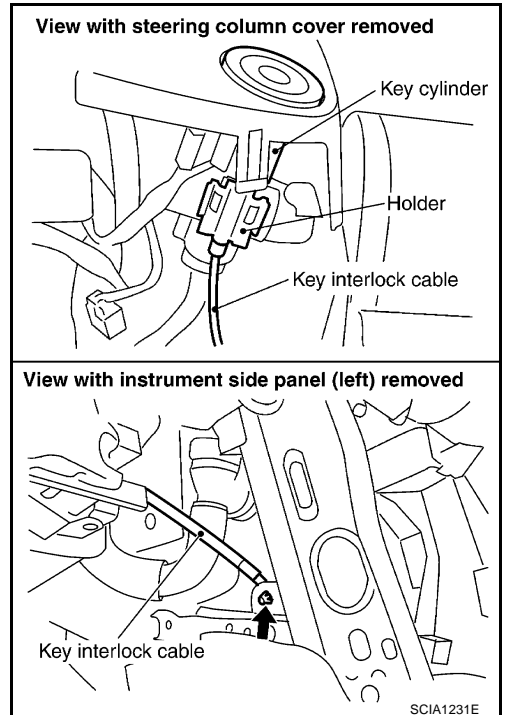
# KEY INTERLOCK CABLE

## Removal

1. Unlock slider by squeezing lock tabs on slider from adjuster holder.
2. Remove casing cap from bracket of control device assembly and remove interlock rod from key interlock cable.



3. Remove holder from key cylinder and remove key interlock cable.



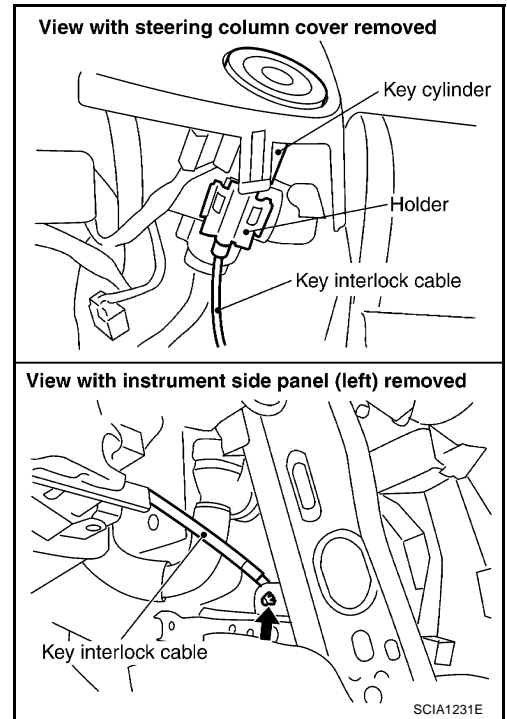
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# KEY INTERLOCK CABLE

ACS0050A

## Installation

1. Set key interlock cable to key cylinder and install holder.
2. Clamp cable and fix to control cable with band.
3. Turn ignition key to lock position.
4. Set select lever to P position.

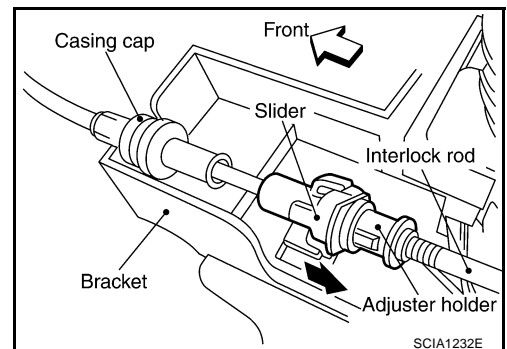


5. Insert interlock rod into adjuster holder.
6. Install casing cap to bracket.
7. Move slider in order to fix adjuster holder to interlock rod.

**CAUTION:**

**Do not touch any adjacent parts of key interlock cable when slider is being held.**

**Insert slider into key interlock rod straightly.**





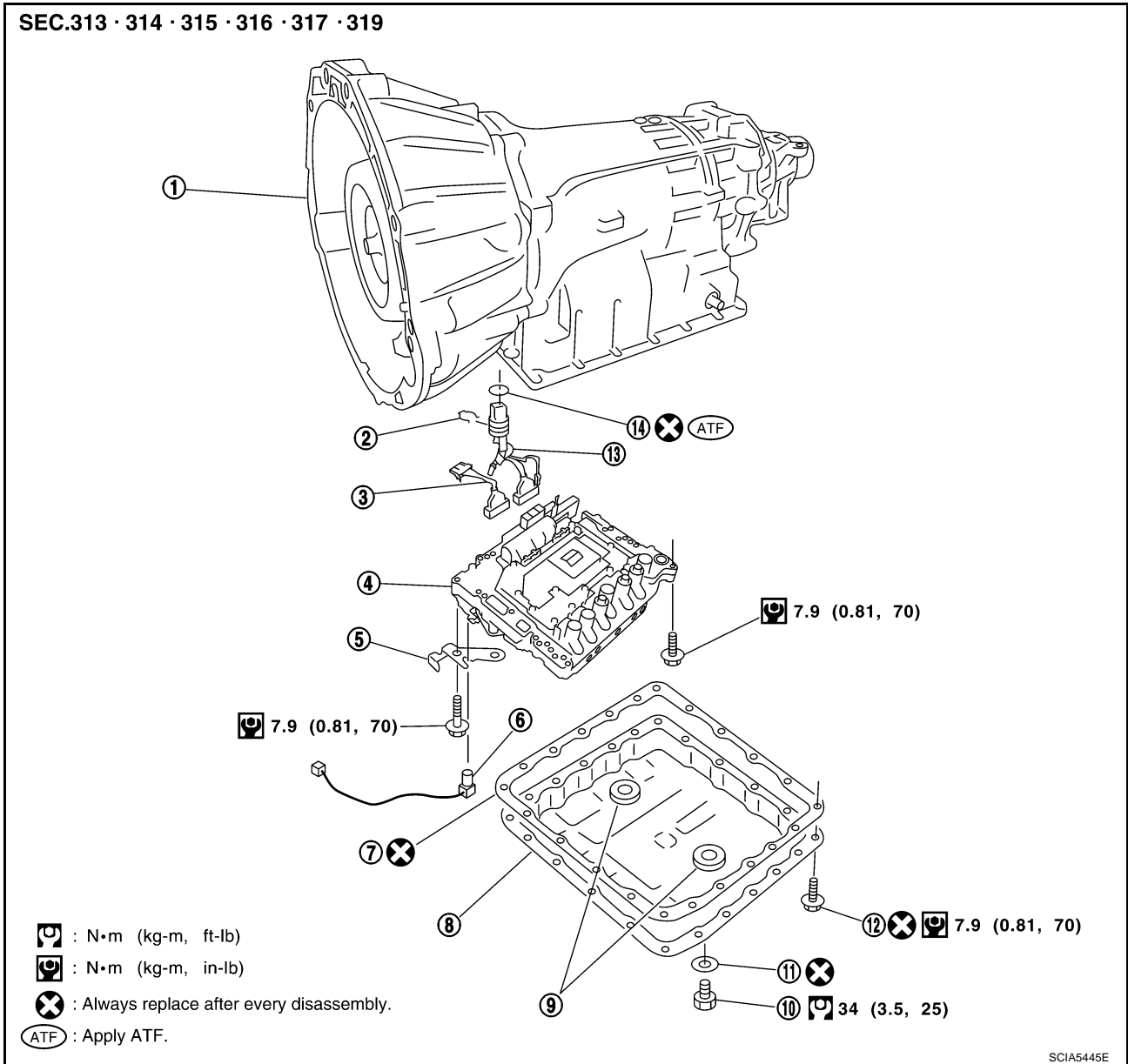
ON-VEHICLE SERVICE

PFP:00000

Control Valve with TCM and A/T Fluid Temperature Sensor 2  
COMPONENTS

ACS008DE

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- |                            |                       |                                   |
|----------------------------|-----------------------|-----------------------------------|
| 1. Transmission            | 2. Snap ring          | 3. Sub-harness                    |
| 4. Control valve with TCM  | 5. Bracket            | 6. A/T fluid temperature sensor 2 |
| 7. Oil pan gasket          | 8. Oil pan            | 9. Magnet                         |
| 10. Drain plug             | 11. Drain plug gasket | 12. Oil pan mounting bolt         |
| 13. Terminal cord assembly | 14. O-ring            |                                   |

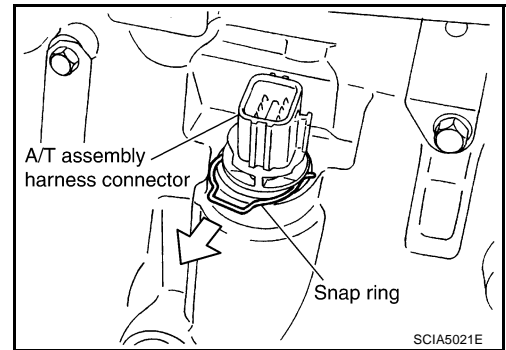
CONTROL VALVE WITH TCM ASSEMBLY REMOVAL AND INSTALLATION

Removal

1. Disconnect negative battery terminal.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Drain ATF through drain plug.
4. Disconnect A/T assembly harness connector.

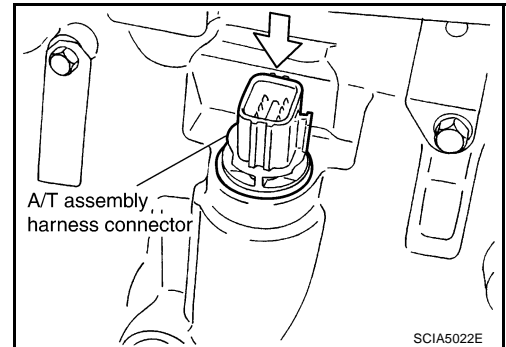
## ON-VEHICLE SERVICE

5. Remove snap ring from A/T assembly harness connector.

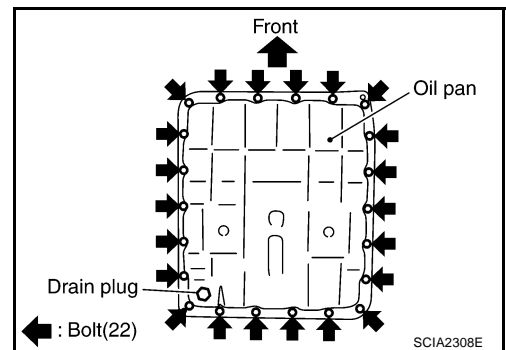


6. Push A/T assembly harness connector.

**CAUTION:**  
Be careful not to damage connector.

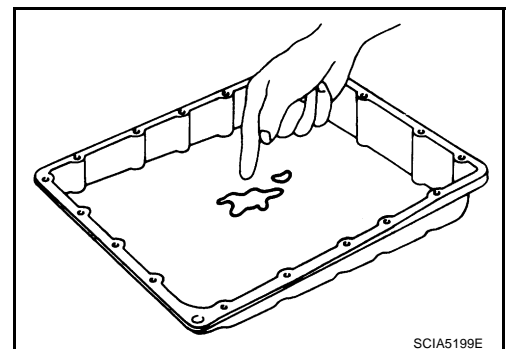


7. Remove oil pan and oil pan gasket.

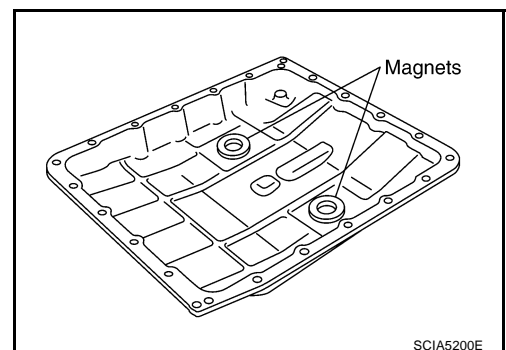


8. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

● If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).



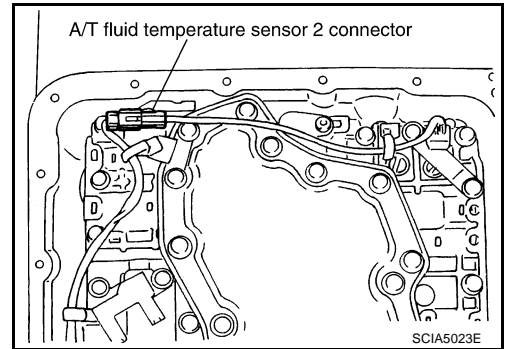
9. Remove magnets from oil pan.



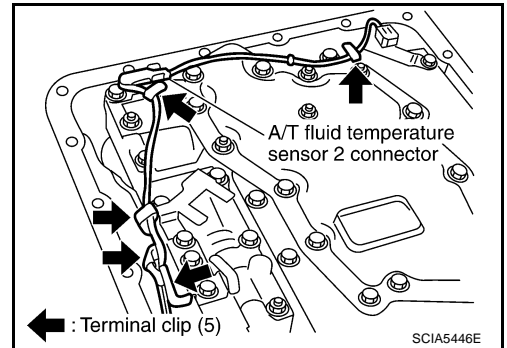
# ON-VEHICLE SERVICE

10. Disconnect A/T fluid temperature sensor 2 connector.

**CAUTION:**  
Be careful not to damage connector.

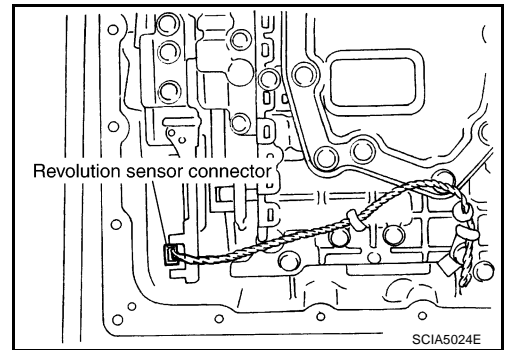


11. Straighten terminal clips to free terminal cord assembly and A/T fluid temperature sensor 2 harness.

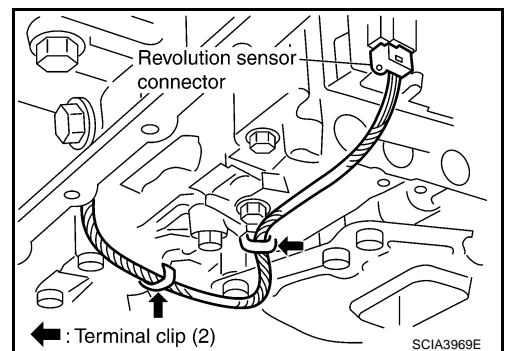


12. Disconnect revolution sensor connector.

**CAUTION:**  
Be careful not to damage connector.

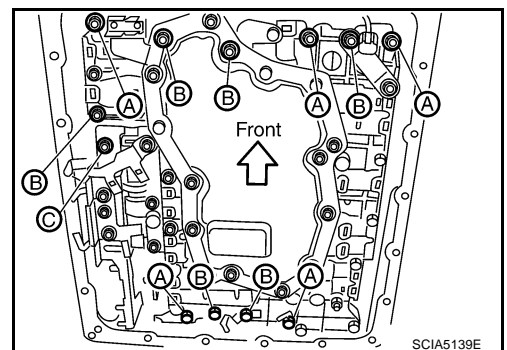


13. Straighten terminal clips to free revolution sensor harness.



14. Remove bolts A, B and C from control valve with TCM.

| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



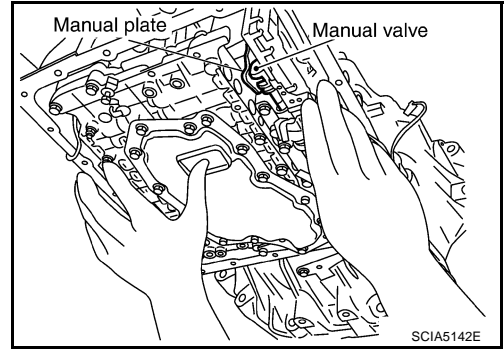
A  
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# ON-VEHICLE SERVICE

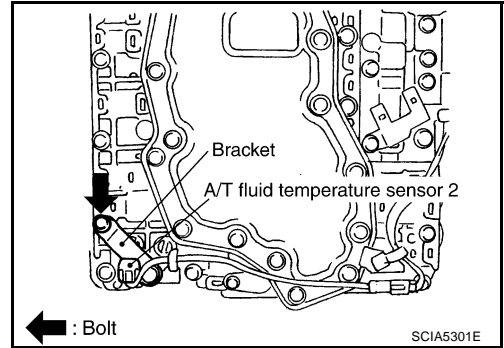
15. Remove control valve with TCM from transmission case.

**CAUTION:**

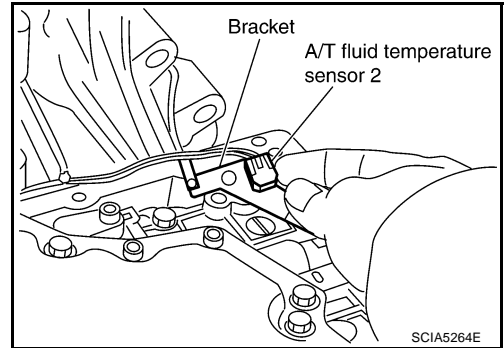
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



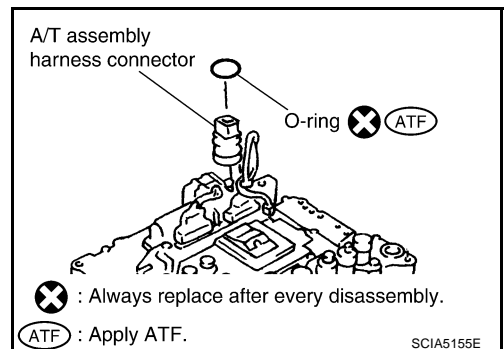
16. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



17. Remove bracket from A/T fluid temperature sensor 2.



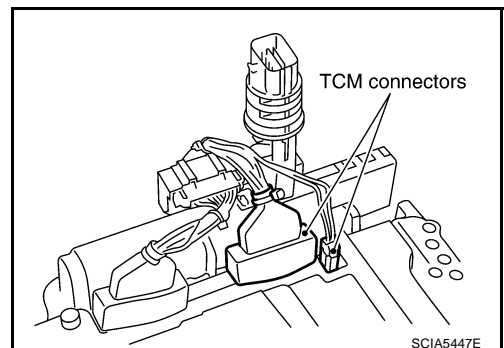
18. Remove O-ring from A/T assembly harness connector.



19. Disconnect TCM connectors.

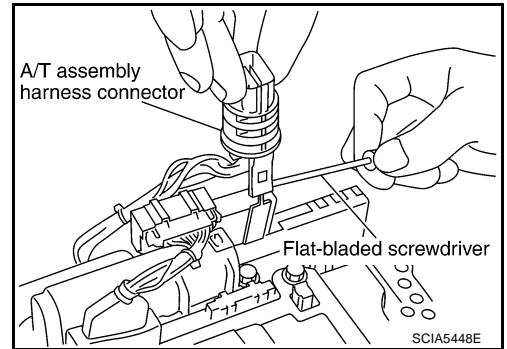
**CAUTION:**

Be careful not to damage connectors.



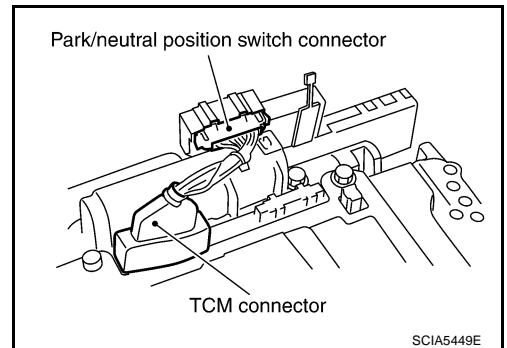
# ON-VEHICLE SERVICE

20. Remove A/T assembly harness connector from control valve with TCM using a flat-bladed screwdriver.



21. Disconnect TCM connector and park/neutral position switch connector.

**CAUTION:**  
Be careful not to damage connectors.

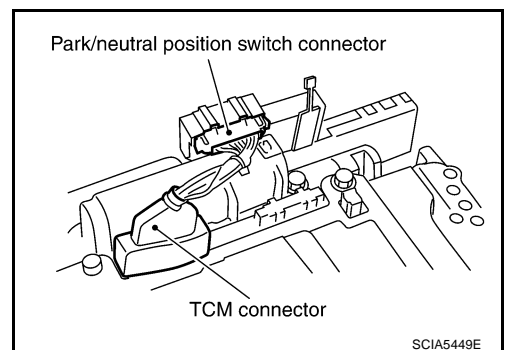


## Installation

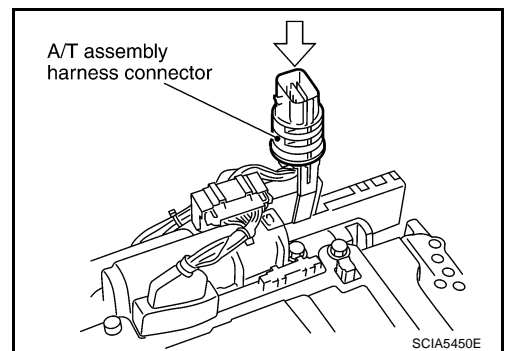
**CAUTION:**

After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. Connect TCM connector and park/neutral position switch connector.



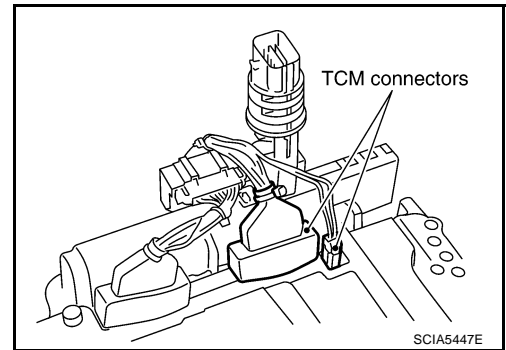
2. Install A/T assembly harness connector from control valve with TCM.



A  
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## ON-VEHICLE SERVICE

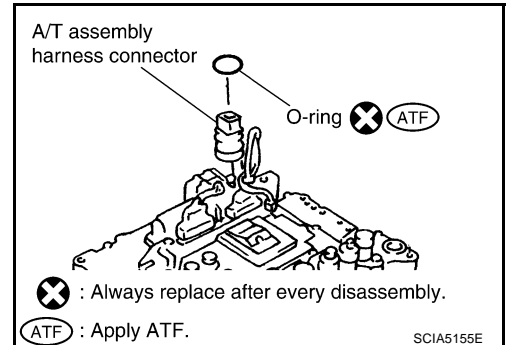
3. Connect TCM connectors.



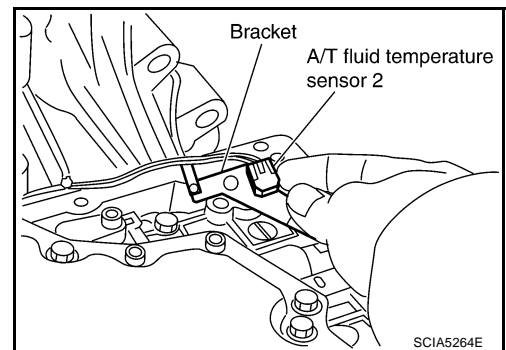
4. Install O-ring in A/T assembly harness connector.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



5. Install A/T fluid temperature sensor 2 to bracket.

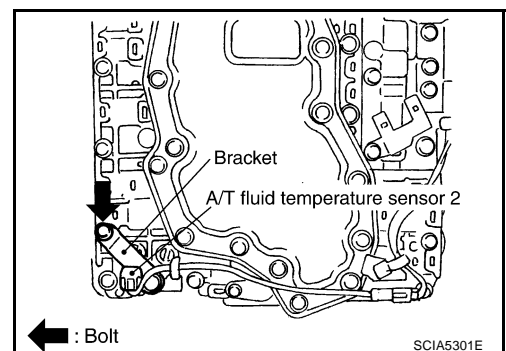


6. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

**CAUTION:**

Adjust bolt hole of bracket to bolt hole of control valve with TCM.

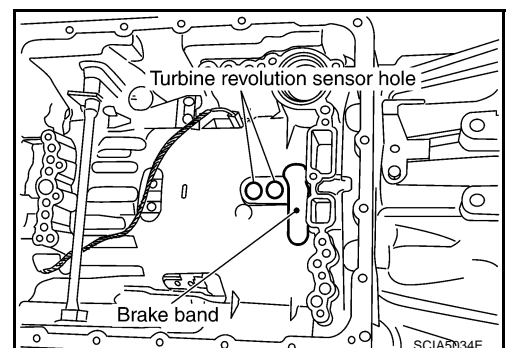
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



7. Install control valve with TCM in transmission case.

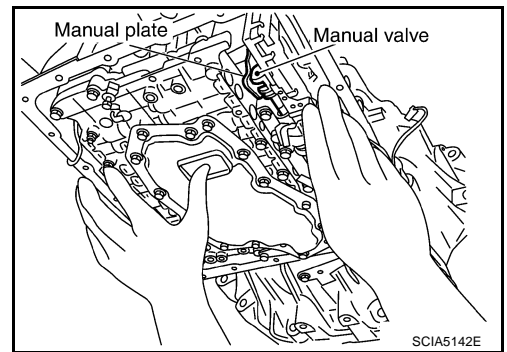
**CAUTION:**

- Make sure that turbine revolution sensor securely installs turbine revolution sensor hole.
- Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.
- Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.



# ON-VEHICLE SERVICE

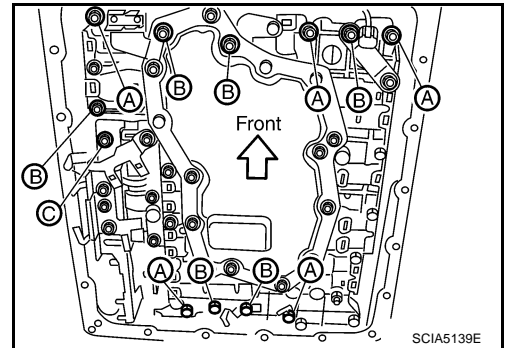
- Assemble it so that manual valve cutout is engaged with manual plate projection.



A  
B  
AT

8. Install bolts A, B and C in control valve with TCM.

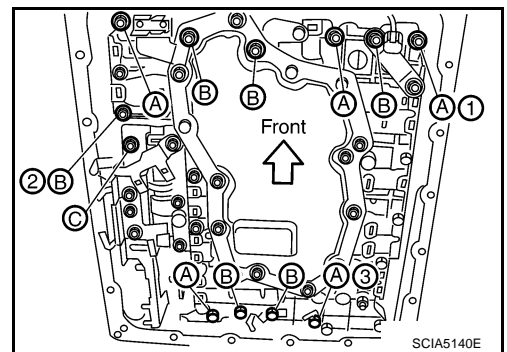
| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



D  
E  
F  
G

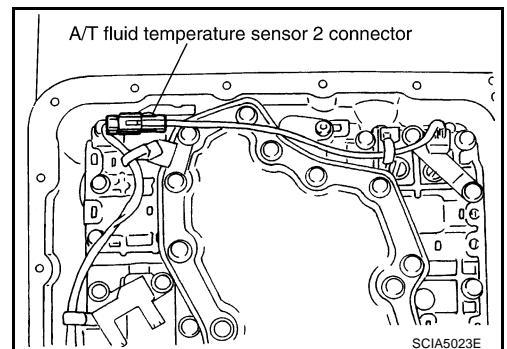
9. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

 : 7.9 N·m (0.81 kg·m, 70 in-lb)



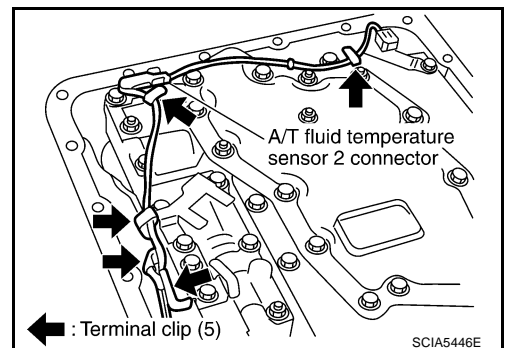
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10. Connect A/T fluid temperature sensor 2 connector.



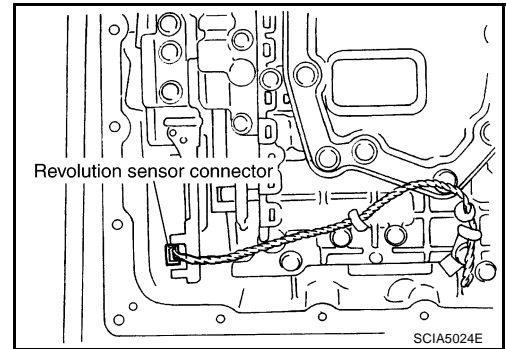
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11. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips.

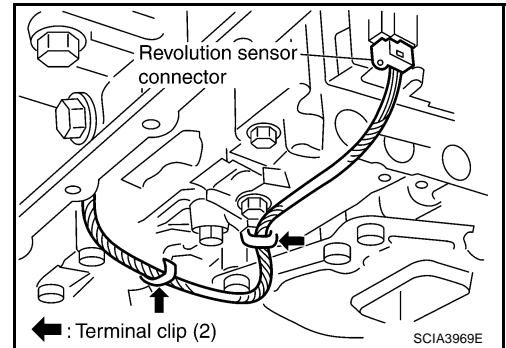


## ON-VEHICLE SERVICE

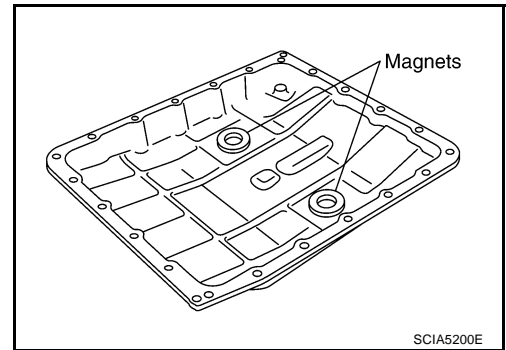
12. Connect revolution sensor connector.



13. Securely fasten revolution sensor harness with terminal clips.



14. Install magnets in oil pan.



15. Install oil pan to transmission case.

a. Install oil pan gasket to oil pan.

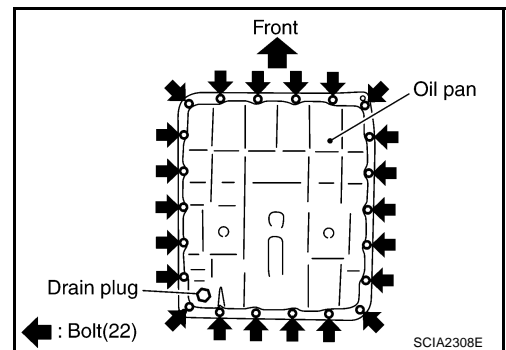
**CAUTION:**

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

b. Install oil pan (with oil pan gasket) to transmission case.

**CAUTION:**

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.





## ON-VEHICLE SERVICE

- c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

**CAUTION:**

**Do not reuse oil pan mounting bolts.**

 : 7.9 N·m (0.81 kg-m, 70 in-lb)

16. Install drain plug to oil pan.

**CAUTION:**

**Do not reuse drain plug gasket.**

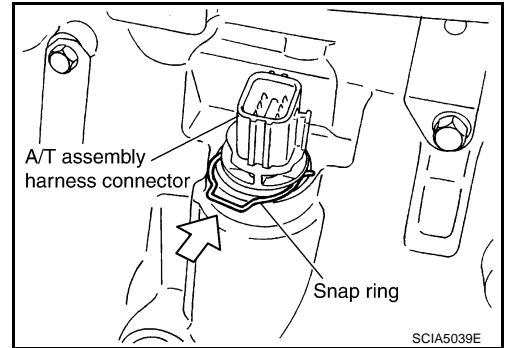
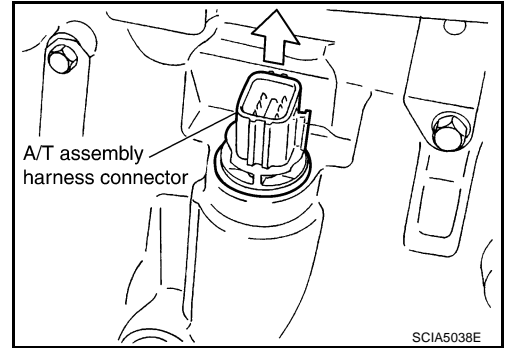
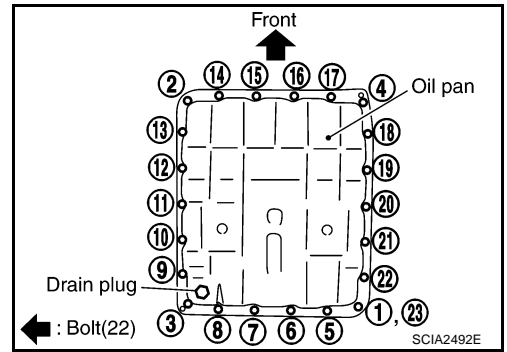
 : 34 N·m (3.5 kg-m, 25 ft-lb)

17. Pull up A/T assembly harness connector.

**CAUTION:**

**Be careful not to damage connector.**

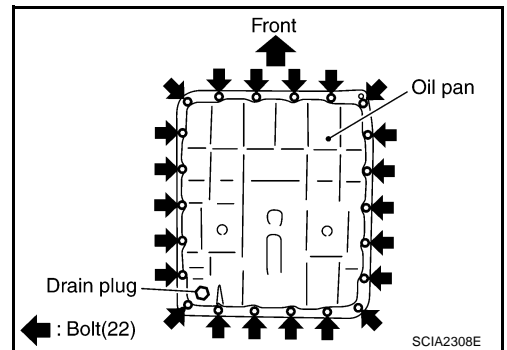
18. Install snap ring to A/T assembly harness connector.  
 19. Connect A/T assembly harness connector.  
 20. Connect heated oxygen sensor 2 harness connector.  
 21. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .  
 22. Connect negative battery terminal.



### A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION

#### Removal

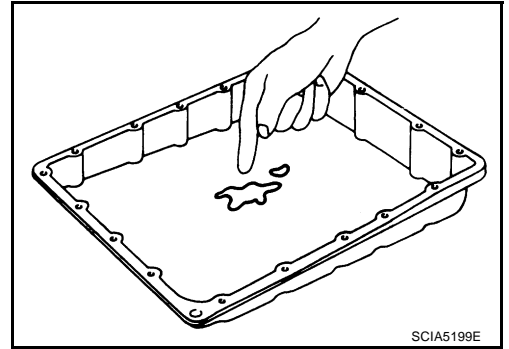
1. Disconnect negative battery terminal.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Drain ATF through drain plug.
4. Remove oil pan and oil pan gasket.



## ON-VEHICLE SERVICE

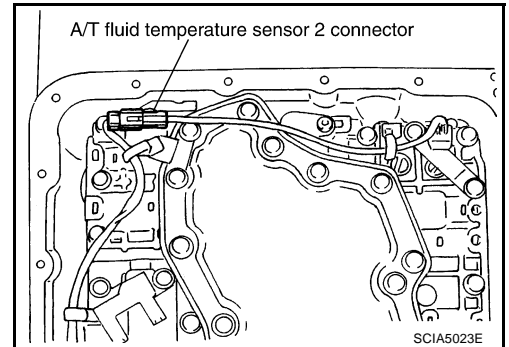
5. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).

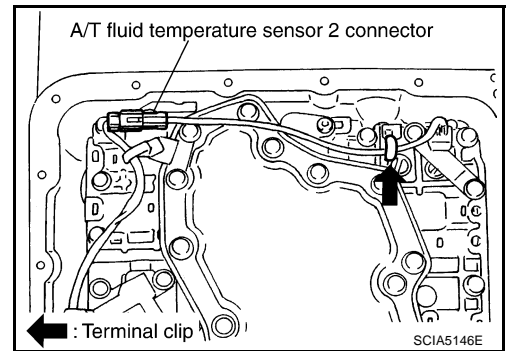


6. Disconnect A/T fluid temperature sensor 2 connector.

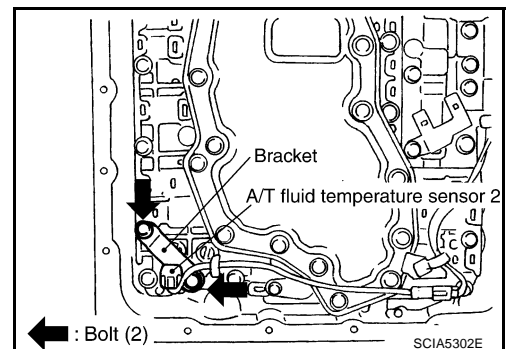
- CAUTION:**  
Be careful not to damage connector.



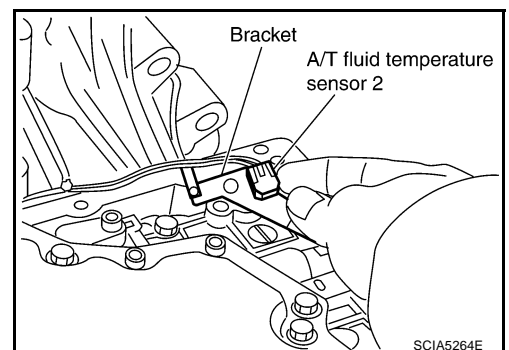
7. Straighten terminal clip to free A/T fluid temperature sensor 2 harness.



8. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



9. Remove bracket from A/T fluid temperature sensor 2.



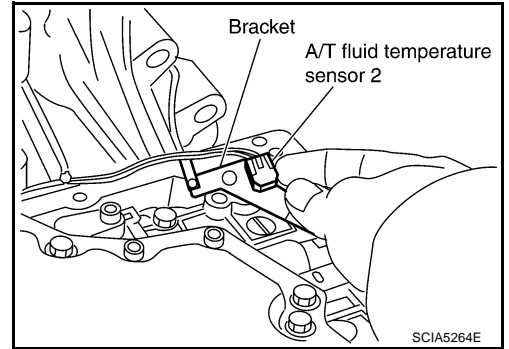
# ON-VEHICLE SERVICE

## Installation

### CAUTION:

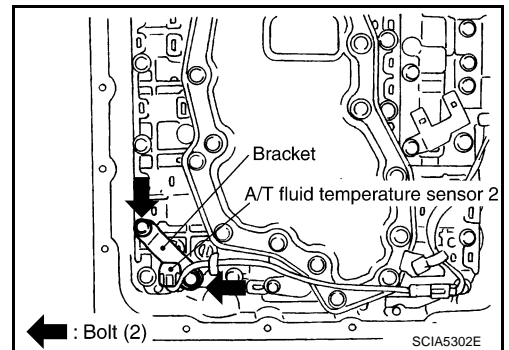
After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. Install A/T fluid temperature sensor 2 to bracket.

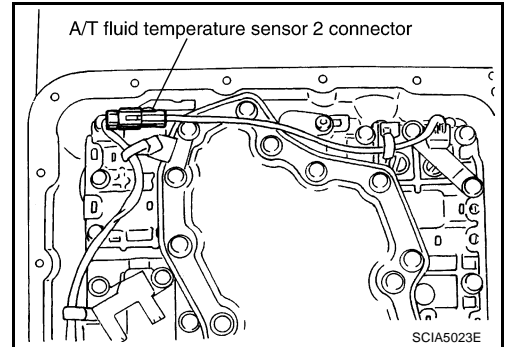


2. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

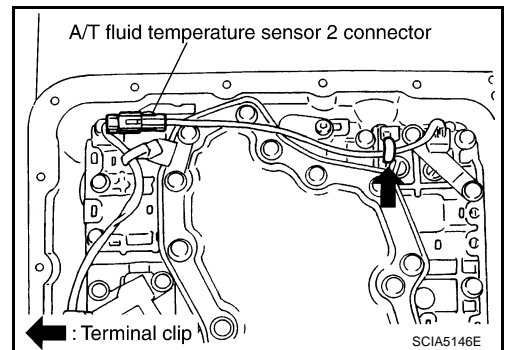
 : 7.9 N·m (0.81 kg-m, 70 in-lb)



3. Connect A/T fluid temperature sensor 2 connector.



4. Securely fasten A/T fluid temperature sensor 2 harness with terminal clip.



5. Install oil pan to transmission case.

- a. Install oil pan gasket to oil pan.

### CAUTION:

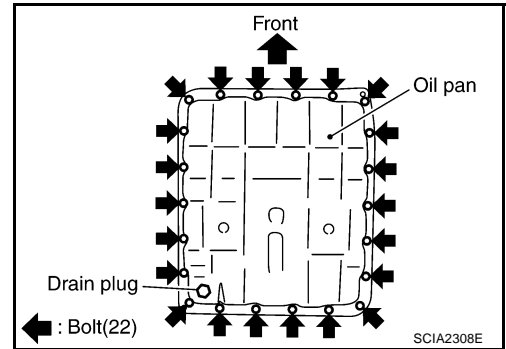
- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

## ON-VEHICLE SERVICE

- b. Install oil pan (with oil pan gasket) to transmission case.

**CAUTION:**

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



- c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

**CAUTION:**

**Do not reuse oil pan mounting bolts.**

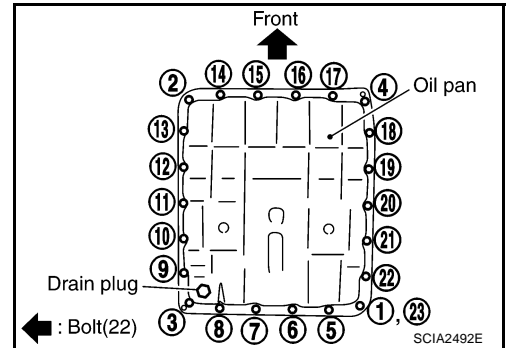
 : 7.9 N·m (0.81 kg-m, 70 in-lb)

6. Install drain plug to oil pan.

**CAUTION:**

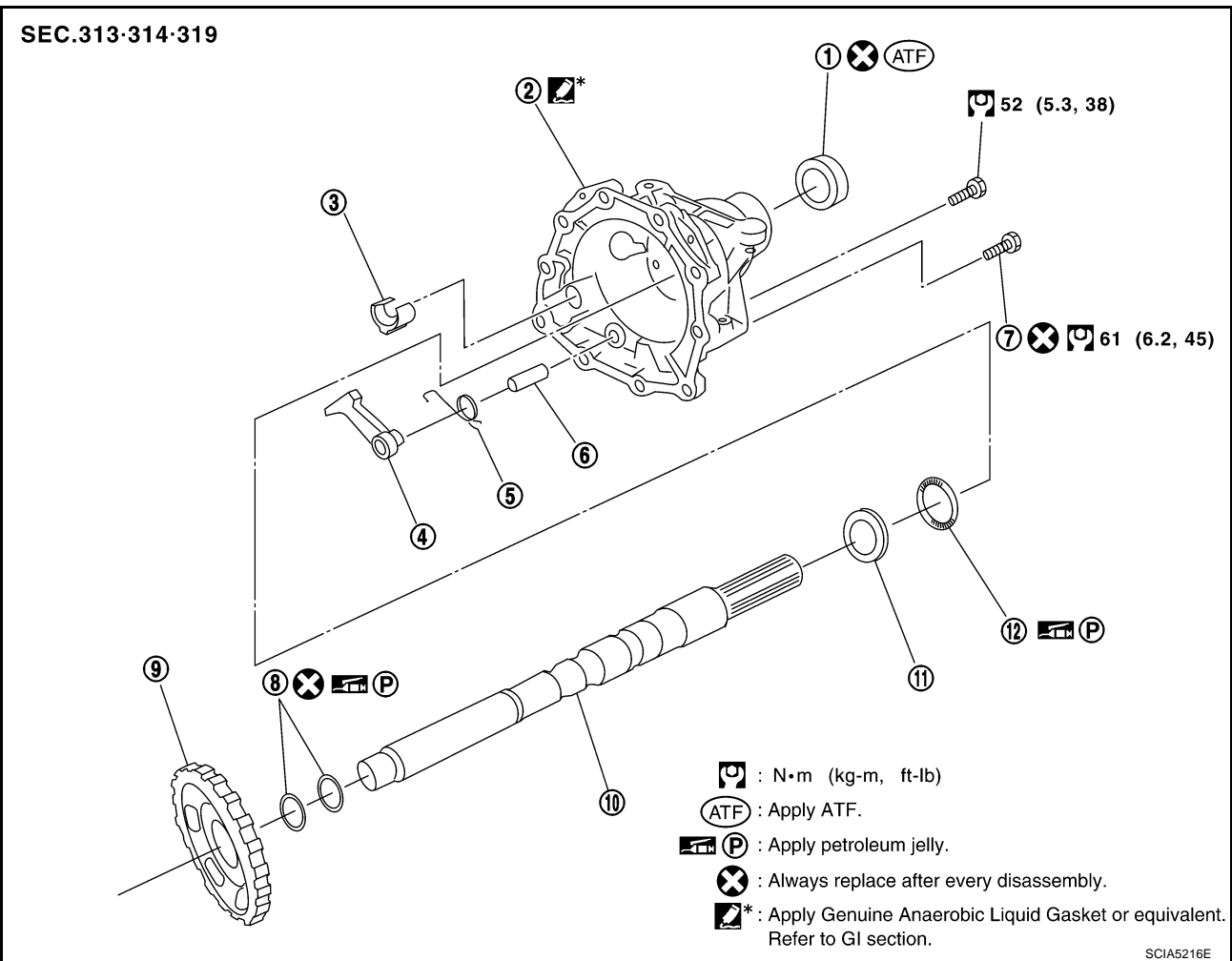
**Do not reuse drain plug gasket.**

 : 34 N·m (3.5 kg-m, 25 ft-lb)



7. Connect heated oxygen sensor 2 harness connector.
8. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#).
9. Connect negative battery terminal.

## Parking Components COMPONENTS



- |                      |                   |                             |
|----------------------|-------------------|-----------------------------|
| 1. Rear oil seal     | 2. Rear extension | 3. Parking actuator support |
| 4. Parking pawl      | 5. Return spring  | 6. Pawl shaft               |
| 7. Self-sealing bolt | 8. Seal ring      | 9. Parking gear             |
| 10. Output shaft     | 11. Bearing race  | 12. Needle bearing          |

### REMOVAL

1. Drain ATF through drain plug.
2. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .
3. Remove rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
4. Support transmission assembly with a transmission jack.

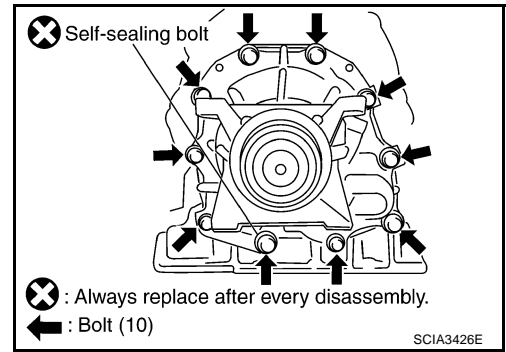
**CAUTION:**

**When setting transmission jack, be careful not to allow it to collide against the drain plug.**

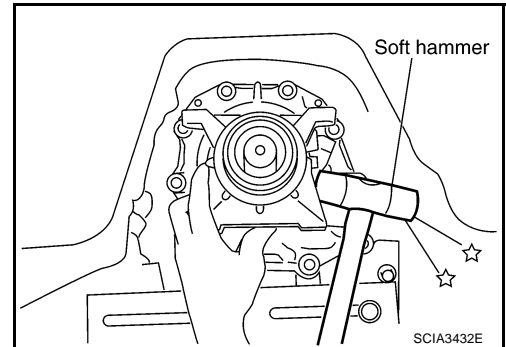
5. Remove engine rear member with power tool. Refer to [AT-262, "Removal and Installation"](#) .

## ON-VEHICLE SERVICE

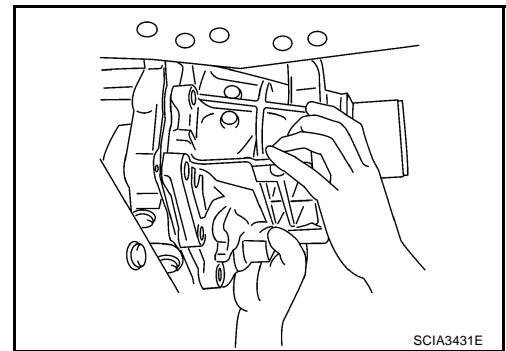
6. Remove tightening bolts for rear extension assembly and transmission case.



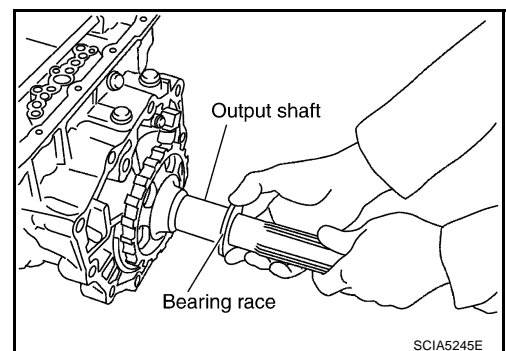
7. Tap rear extension assembly with soft hammer.



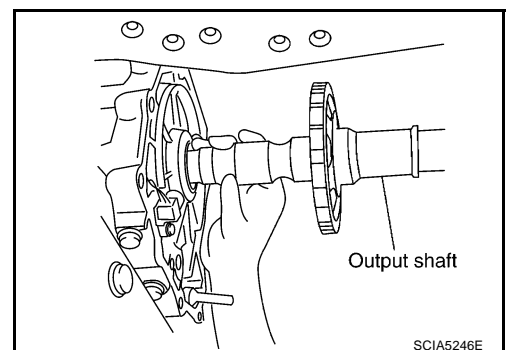
8. Remove rear extension assembly from transmission case. (With needle bearing.)



9. Remove bearing race from output shaft.

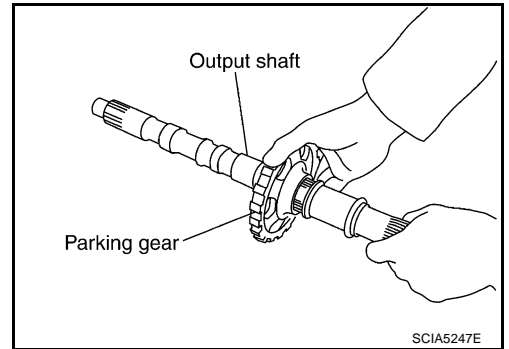


10. Remove output shaft from transmission case by rotating left/right.

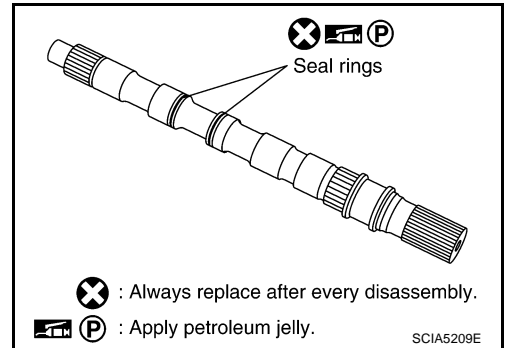


# ON-VEHICLE SERVICE

11. Remove parking gear from output shaft.

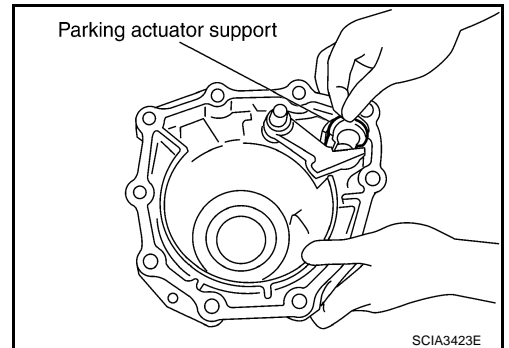


12. Remove seal rings from output shaft.

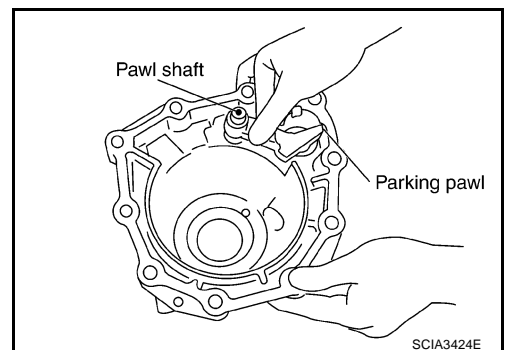


13. Remove needle bearing from rear extension.

14. Remove parking actuator support from rear extension.



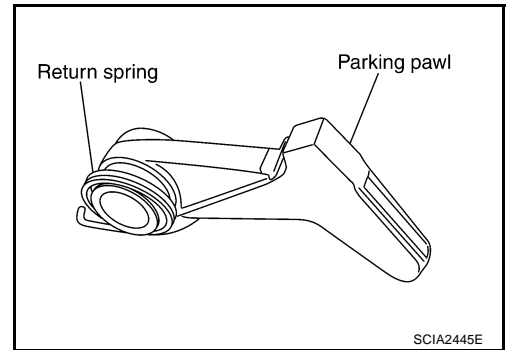
15. Remove parking pawl (with return spring) and pawl shaft from rear extension.



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AT  
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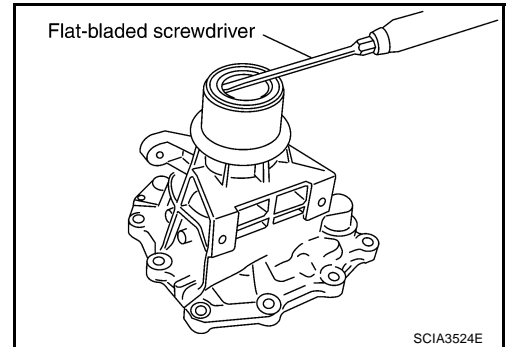
## ON-VEHICLE SERVICE

16. Remove return spring from parking pawl.



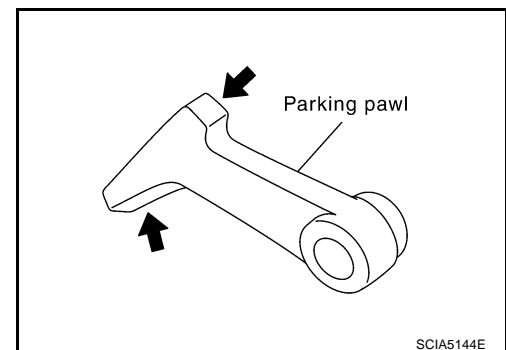
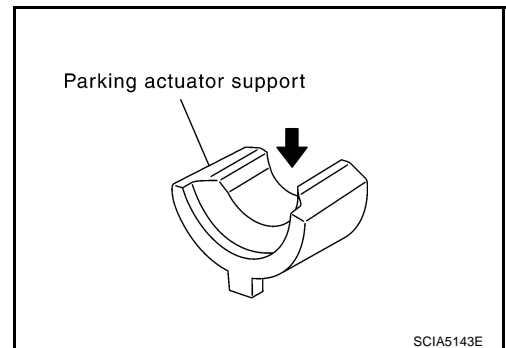
17. Remove rear oil seal from rear extension.

**CAUTION:**  
Be careful not to scratch rear extension.



### INSPECTION

- If the contact surface on parking actuator support, parking pawl, etc. has excessive wear, abrasion, bend, or any other damage, replace the components.





# ON-VEHICLE SERVICE

## INSTALLATION

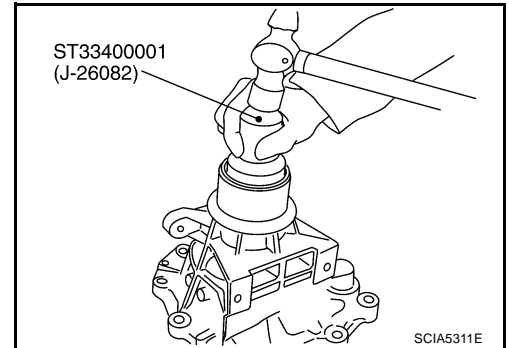
### CAUTION:

After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

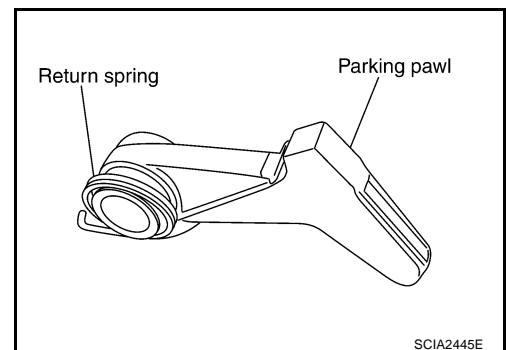
1. As shown in the right figure illustration, use a drift to drive rear oil seal into the rear extension until it is flush.

### CAUTION:

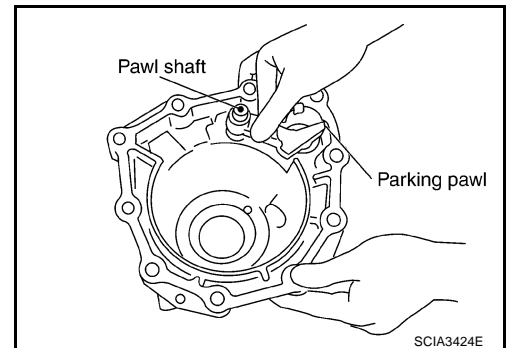
- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.



2. Install return spring to parking pawl.



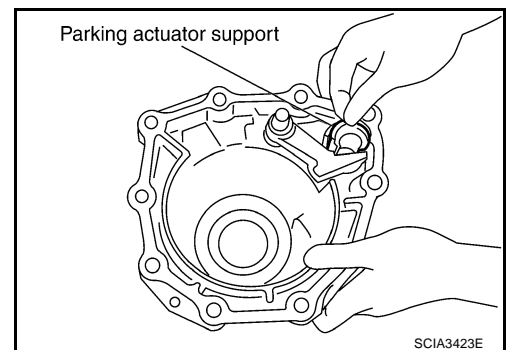
3. Install parking pawl (with return spring) and pawl shaft to rear extension.



4. Install parking actuator support to rear extension.
5. Install needle bearing to rear extension.

### CAUTION:

Apply petroleum jelly to needle bearing.

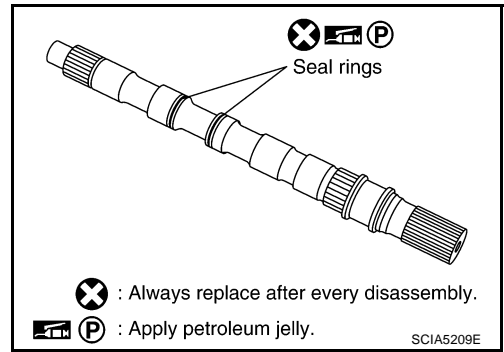


# ON-VEHICLE SERVICE

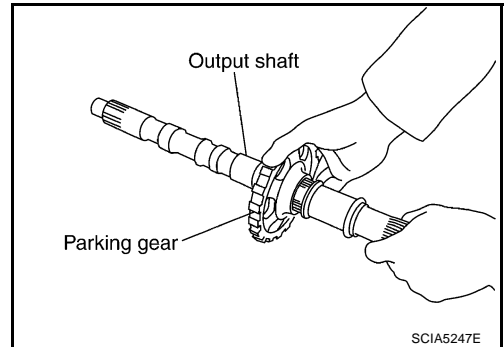
6. Install seal rings in output shaft.

**CAUTION:**

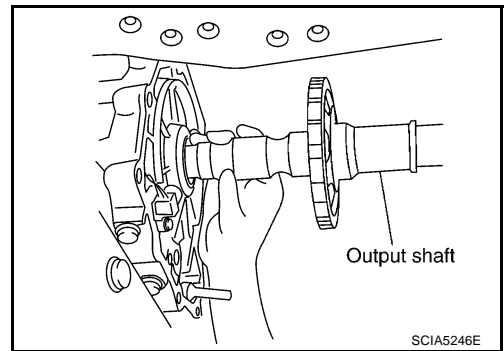
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



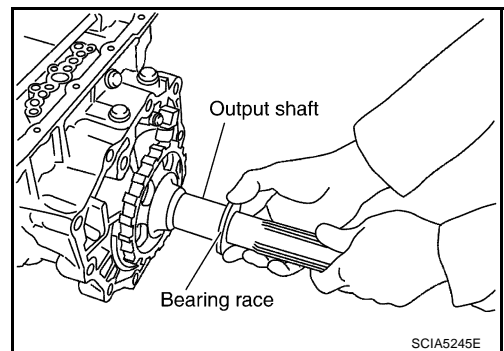
7. Install parking gear to output shaft.



8. Install output shaft to transmission case.



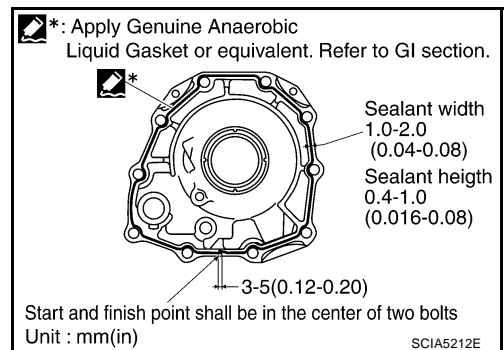
9. Install bearing race to output shaft.



10. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-47, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

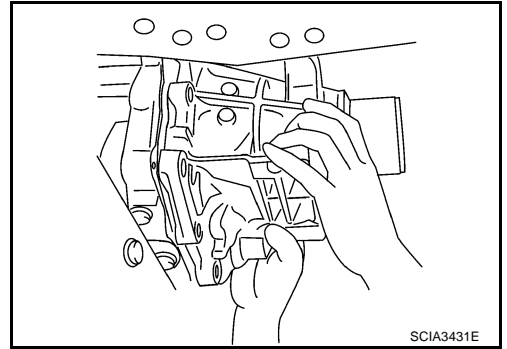
**CAUTION:**

**Complete remove all moisture, oil and old sealant, etc. from the transmission case and rear extension assembly mounting surfaces.**



# ON-VEHICLE SERVICE

11. Install rear extension assembly to transmission case. (With needle bearing.)



12. Tighten rear extension assembly mounting bolts to specified torque.

**CAUTION:**

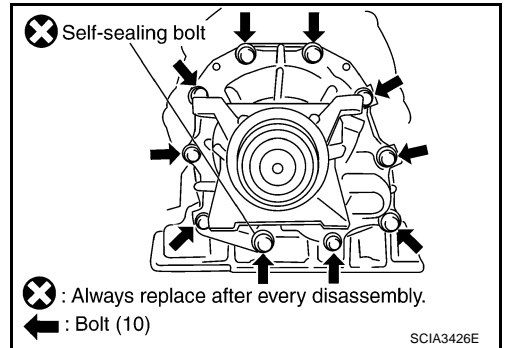
**Do not reuse self-sealing bolt.**

**Rear extension assembly mounting bolt:**

 : 52 N·m (5.3 Kg-m, 38 ft-lb)

**Self-sealing bolt:**

 : 61 N·m (6.2 Kg-m, 45 ft-lb)



13. Install engine rear member. Refer to [AT-262, "Removal and Installation"](#) .
14. Install rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
15. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .
16. Install drain plug in oil pan.

**CAUTION:**

**Do not reuse drain plug gasket.**

 : 34 N·m (3.5 kg-m, 25 ft-lb)

17. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .

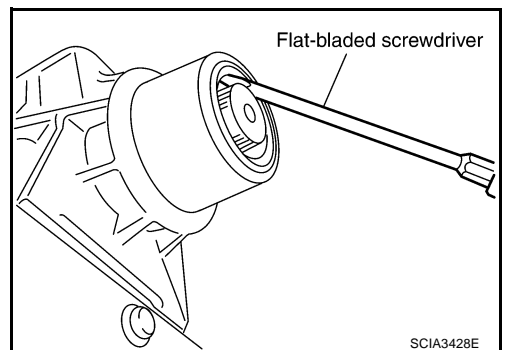
## Rear Oil Seal REMOVAL

ACS008DG

1. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .
2. Remove rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
3. Remove rear oil seal using a flat-bladed screwdriver.

**CAUTION:**

**Be careful not to scratch rear extension assembly.**



# ON-VEHICLE SERVICE

## INSTALLATION

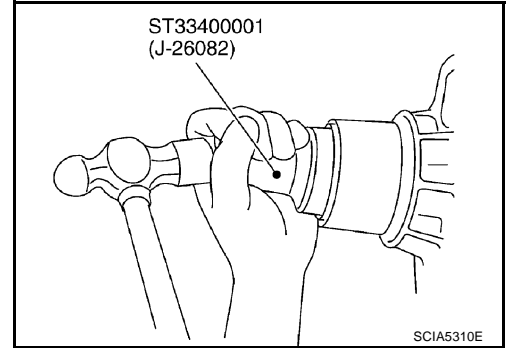
### CAUTION:

After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. As shown in the right figure illustration, use the drift to drive rear oil seal into rear extension assembly until it is flush.

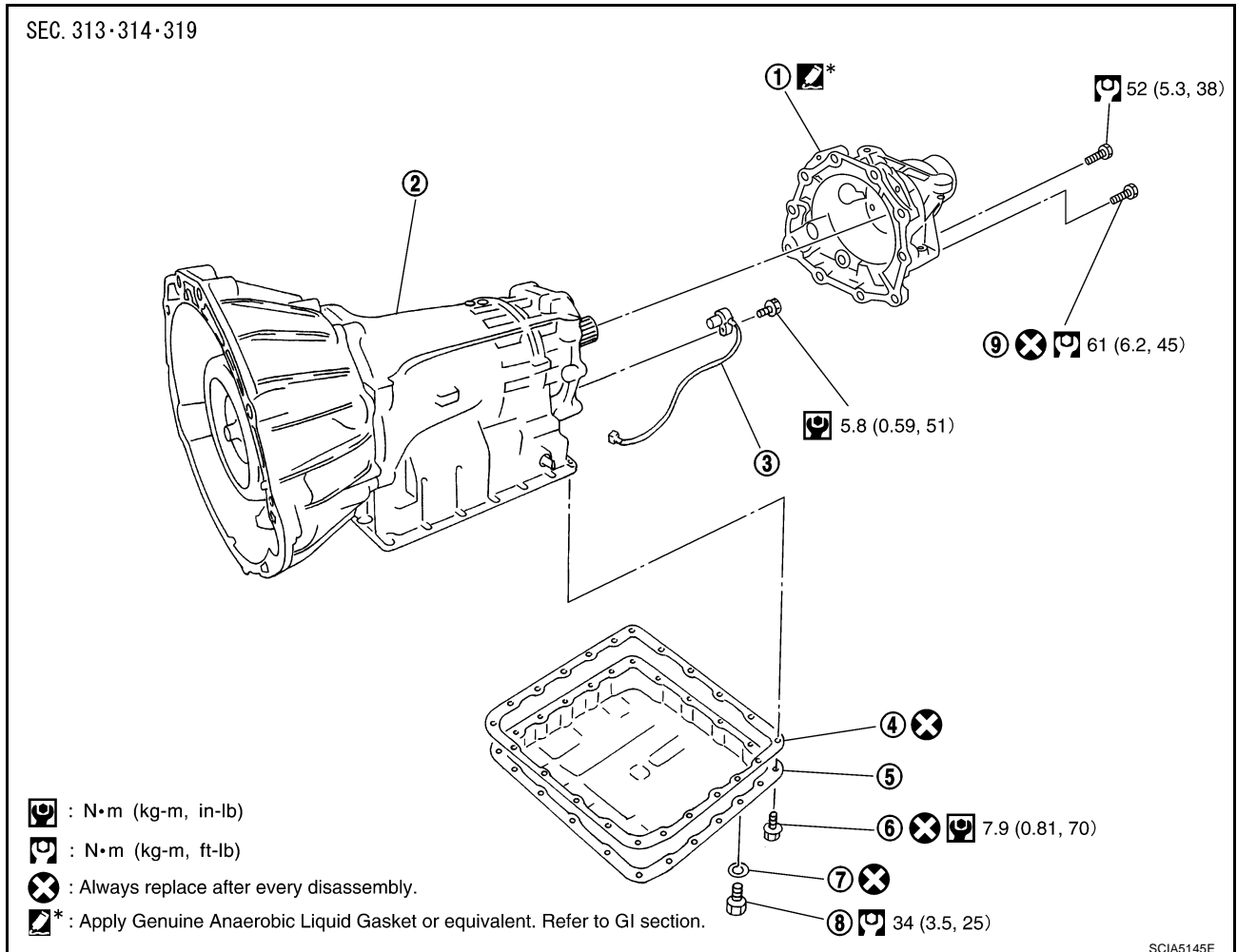
### CAUTION:

- Apply ATF to rear oil seal.
  - Do not reuse rear oil seal.
2. Install rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
  3. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .



## Revolution Sensor COMPONENTS

ACS008DH



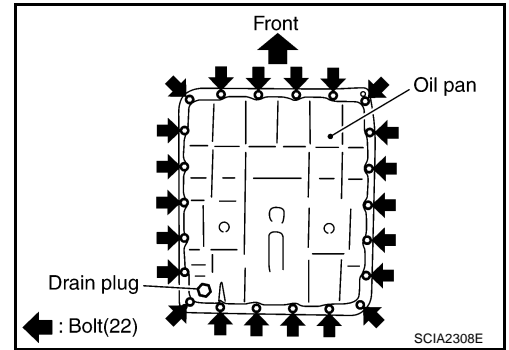
- |                      |                 |                          |
|----------------------|-----------------|--------------------------|
| 1. Rear extension    | 2. Transmission | 3. Revolution sensor     |
| 4. Oil pan gasket    | 5. Oil pan      | 6. Oil pan mounting bolt |
| 7. Drain plug gasket | 8. Drain plug   | 9. Self-sealing bolt     |

## REMOVAL

1. Disconnect negative battery terminal.
2. Drain ATF through drain plug.
3. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .

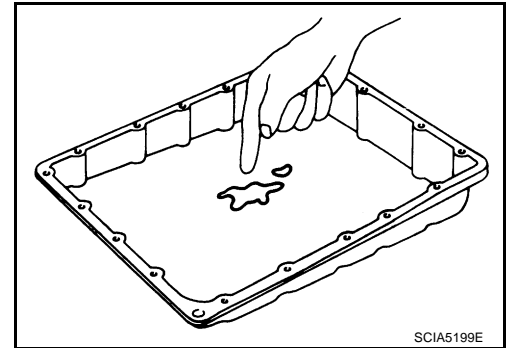
## ON-VEHICLE SERVICE

4. Remove rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#).
5. Remove oil pan and oil pan gasket.



6. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).

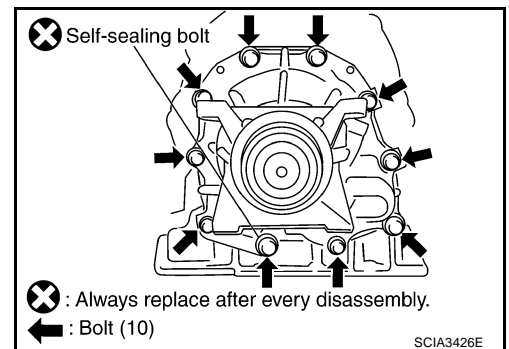


7. Support transmission assembly with a transmission jack.

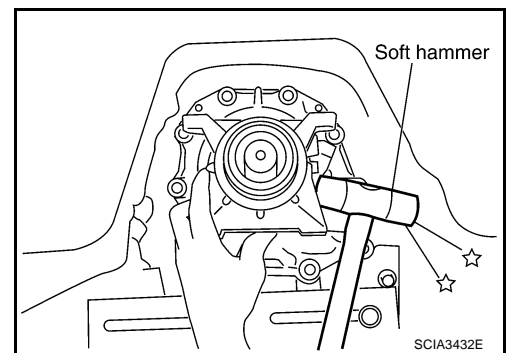
### CAUTION:

When setting transmission jack, place wooden blocks to prevent from damaging control valve with TCM and transmission case.

8. Remove engine rear member with power tool. Refer to [AT-262, "Removal and Installation"](#).
9. Remove tightening bolts for rear extension assembly and transmission case.

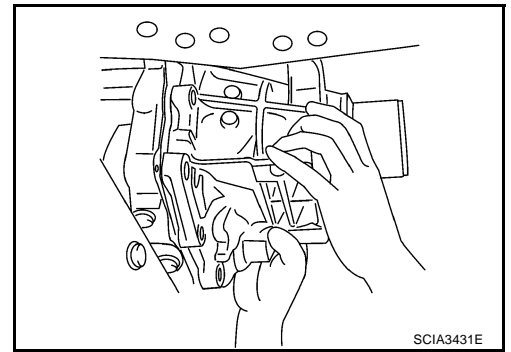


10. Tap rear extension assembly with soft hammer.



## ON-VEHICLE SERVICE

11. Remove rear extension assembly from transmission case. (With needle bearing.)

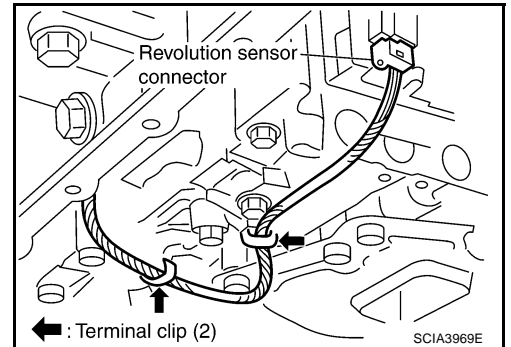


12. Disconnect revolution sensor connector.

**CAUTION:**

**Be careful not to damage connector.**

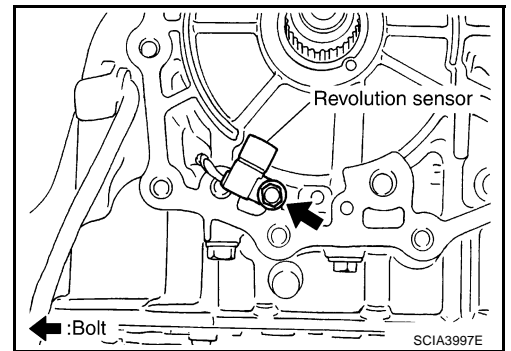
13. Straighten terminal clips to free revolution sensor harness.



14. Remove revolution sensor from transmission case.

**CAUTION:**

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



## INSTALLATION

**CAUTION:**

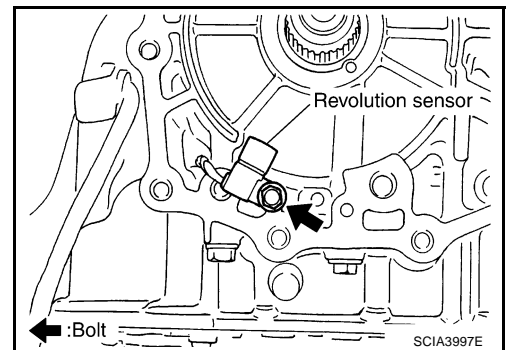
After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#), [AT-12, "Checking A/T Fluid"](#).

1. Install revolution sensor in transmission case.

**CAUTION:**

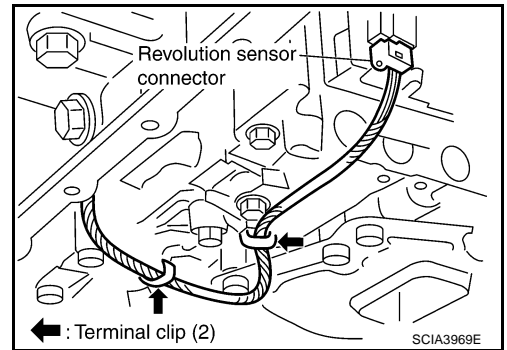
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

 : 5.8 N-m (0.59 kg-m, 51 in-lb)



## ON-VEHICLE SERVICE

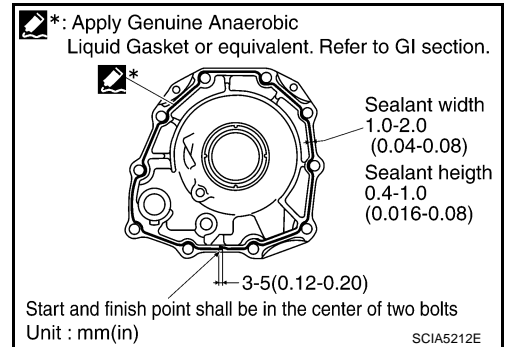
2. Connect revolution sensor connector.
3. Securely fasten revolution sensor harness with clips.



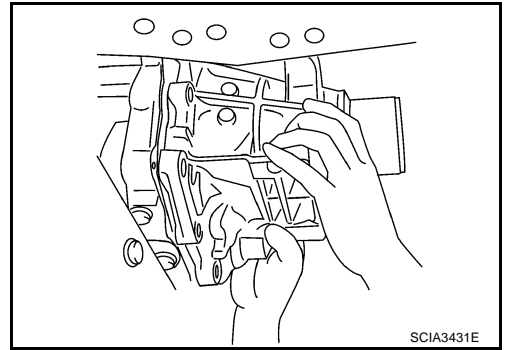
4. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-47, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

**CAUTION:**

**Complete remove all moisture, oil and old sealant, etc. from transmission case and rear extension assembly mounting surfaces.**



5. Install rear extension assembly to transmission case. (With needle bearing.)



6. Tighten rear extension assembly mounting bolts to specified torque.

**CAUTION:**

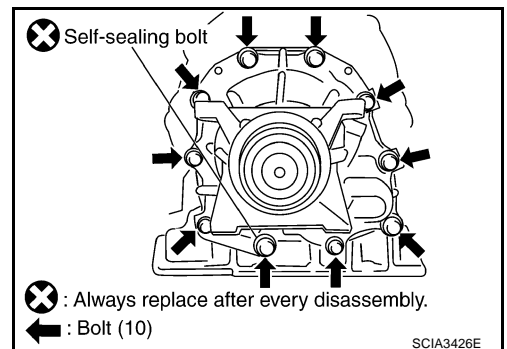
**Do not reuse self-sealing bolt.**

**Rear extension assembly mounting bolt:**

 : 52 N·m (5.3 Kg-m, 38 ft-lb)

**Self-sealing bolt:**

 : 61 N·m (6.2 Kg-m, 45 ft-lb)



7. Install engine rear member. Refer to [AT-262, "Removal and Installation"](#) .
8. Install oil pan to transmission case.
  - a. Install oil pan gasket to oil pan.

**CAUTION:**

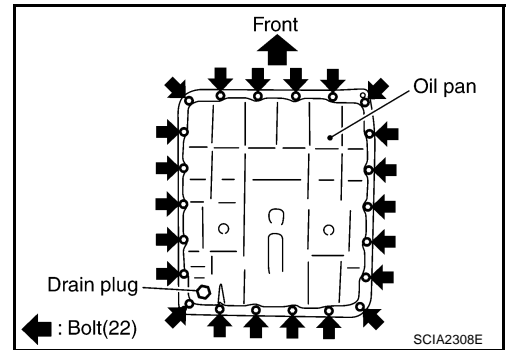
- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

## ON-VEHICLE SERVICE

- b. Install oil pan (with oil pan gasket) to transmission case.

**CAUTION:**

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



- c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

**CAUTION:**

**Do not reuse oil pan mounting bolts.**

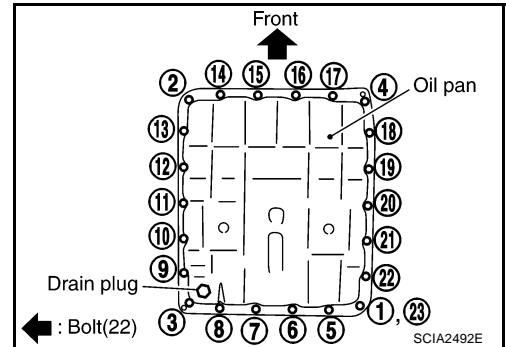
 : 7.9 N·m (0.81 kg·m, 70 in·lb)

9. Install drain plug to oil pan.

**CAUTION:**

**Do not reuse drain plug gasket.**

 : 34 N·m (3.5 kg·m, 25 ft·lb)



10. Install rear propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
11. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .
12. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .
13. Connect negative battery terminal.



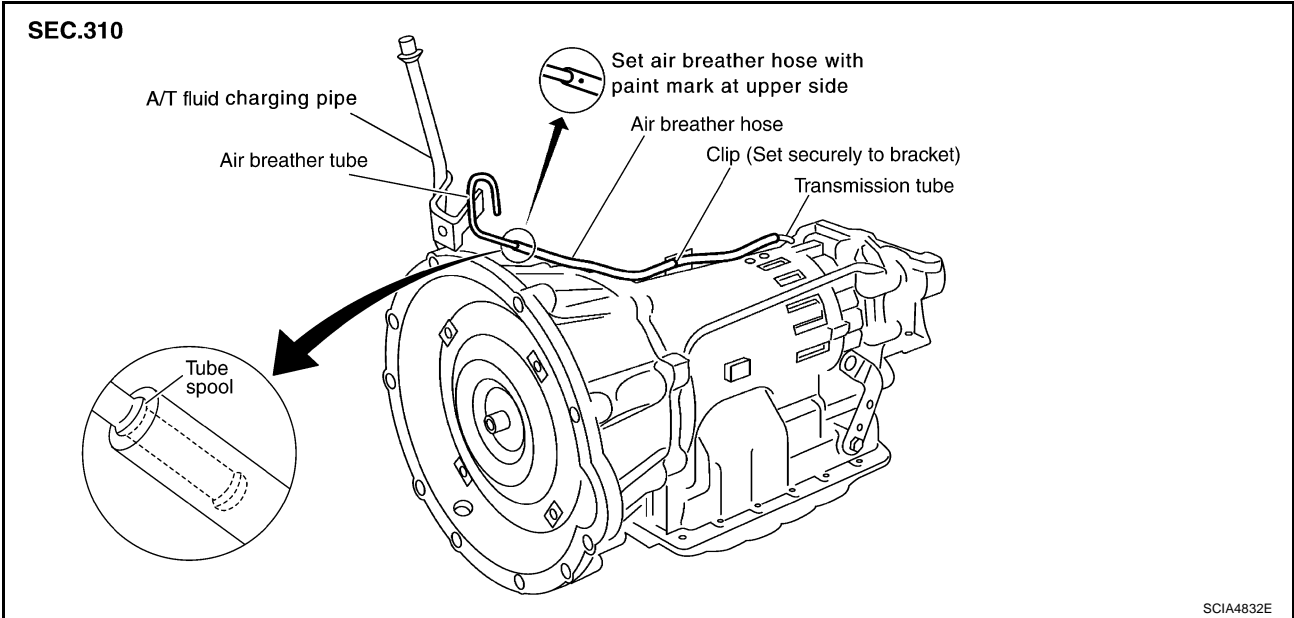
# AIR BREATHER HOSE

PFP:31098

## AIR BREATHER HOSE Removal and Installation

ACS005NT

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



### CAUTION:

- When installing an air breather hose, be careful not to be crushed or blocked by folding or bending the hose.
- When inserting a hose to the transmission tube, be sure to insert it fully until its end reaches the tube bend R portion.
- When inserting a hose to the air breather tube, be sure to insert it fully until its end reaches the tube spool portion.

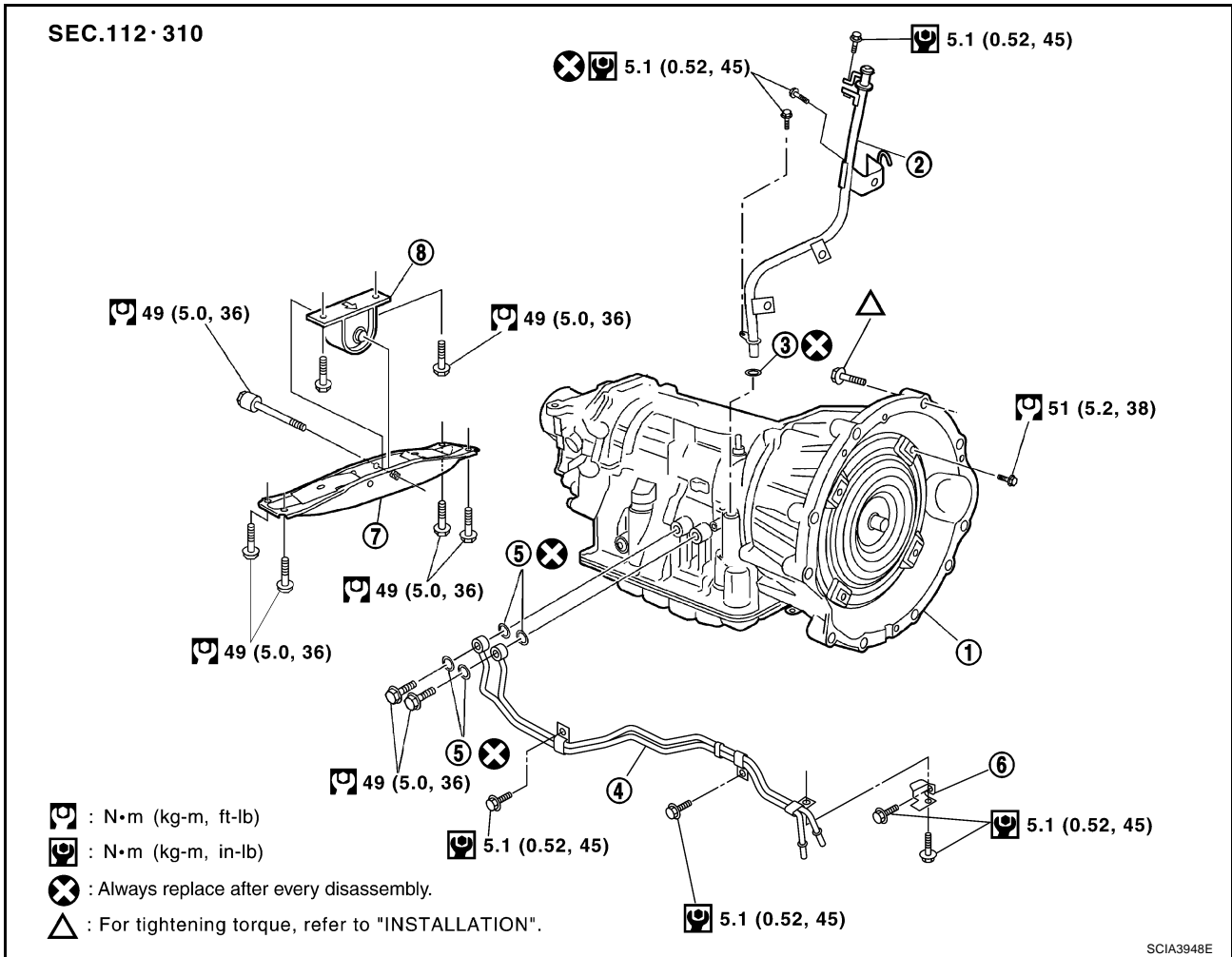
# TRANSMISSION ASSEMBLY

PFP:31020

## TRANSMISSION ASSEMBLY

### Removal and Installation

ACS0050B



- |                          |                            |            |
|--------------------------|----------------------------|------------|
| 1. Transmission assembly | 2. A/T fluid charging pipe | 3. O-ring  |
| 4. Fluid cooler tube     | 5. Copper washer           | 6. Bracket |
| 7. Engine rear member    | 8. Insulator               |            |

### REMOVAL

#### CAUTION:

When removing the transmission assembly from engine, first remove the crankshaft position sensor (POS) from the transmission assembly.

Be careful not to damage sensor edge.

1. Disconnect the negative battery terminal.
2. Remove engine under cover with power tool.
3. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .
4. Remove three way catalyst. Refer to [EM-24, "Removal and Installation"](#) .
5. Remove propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
6. Remove control rod. Refer to [AT-225, "SHIFT CONTROL SYSTEM"](#) .
7. Disconnect A/T assembly harness connector.

# TRANSMISSION ASSEMBLY

8. Remove crankshaft position sensor (POS) from transmission assembly. Refer to [EM-28, "Removal and Installation"](#).
9. Remove fluid cooler tube and A/T fluid charging pipe.
10. Plug up openings such as the fluid charging pipe hole, etc.
11. Remove air breather hose. Refer to [AT-261, "Removal and Installation"](#).
12. Remove starter motor. Refer to [SC-19, "Removal and Installation"](#).
13. Remove rear cover plate. Refer to [EM-28, "Removal and Installation"](#).
14. Remove rear plate from converter housing part.
15. Turn crankshaft, and remove the four tightening bolts for drive plate and torque converter.

**CAUTION:**

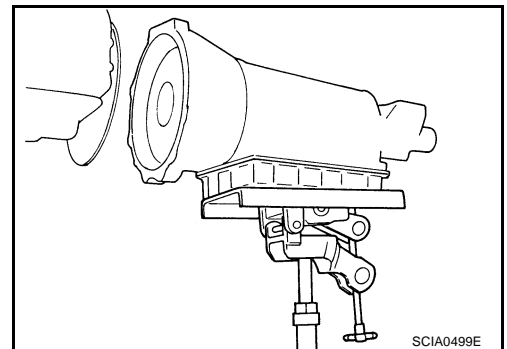
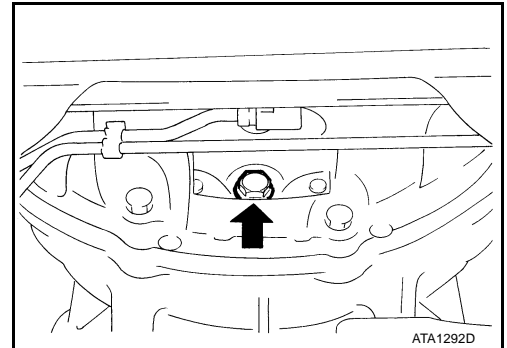
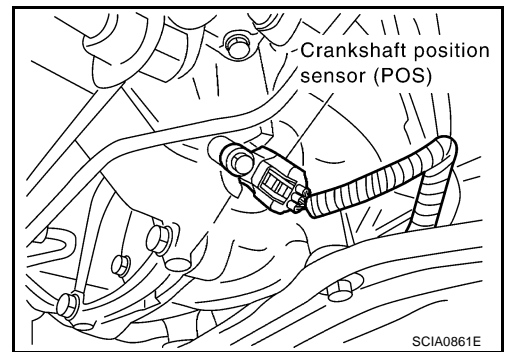
**When turning crankshaft, turn it clockwise as viewed from the front of the engine.**

16. Support transmission assembly with a transmission jack.

**CAUTION:**

**When setting the transmission jack, be careful not to allow it to collide against the drain plug.**

17. Remove engine rear member with power tool.
18. Remove bolts fixing transmission assembly to engine with power tool.
19. Remove transmission assembly from vehicle with a transmission jack.
  - **Secure torque converter to prevent it from dropping.**
  - **Secure transmission assembly to a transmission jack.**

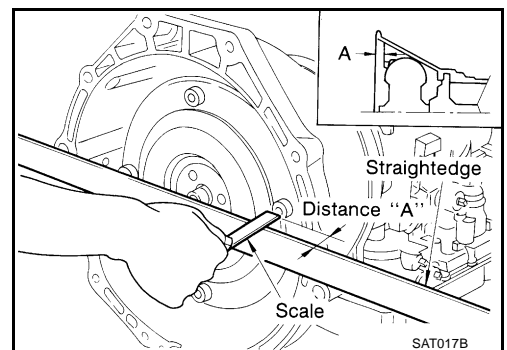


## INSPECTION

### Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check dimension "A" to ensure it is within the reference value limit.

**Dimension "A": 25.0 mm (0.98 in) or more**



A  
B  
AT  
D  
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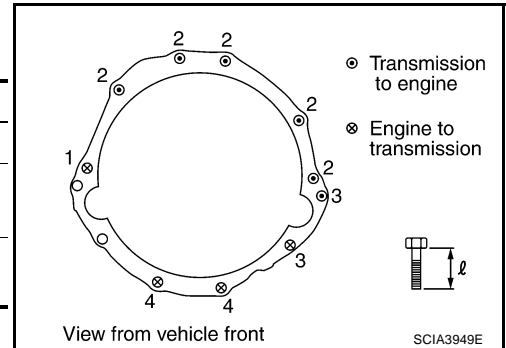
# TRANSMISSION ASSEMBLY

## INSTALLATION

Install the removed parts in the reverse order of the removal, while paying attention to the following work.

- When installing transmission assembly to the engine, attach the fixing bolts in accordance with the following standard.

| Bolt No.                               | 1            | 2         | 3            | 4            |
|--|--------------|-----------|--------------|--------------|
| Number of bolts                        | 1            | 5         | 2            | 2            |
| Bolt length<br>"ℓ"mm (in)              | 55 (2.17)    | 65 (2.56) | 50 (2.20)    | 35 (1.38)    |
| Tightening torque<br>N-m (kg-m, ft-lb) | 75 (7.7, 55) |           | 55 (5.6, 41) | 47 (4.8, 35) |

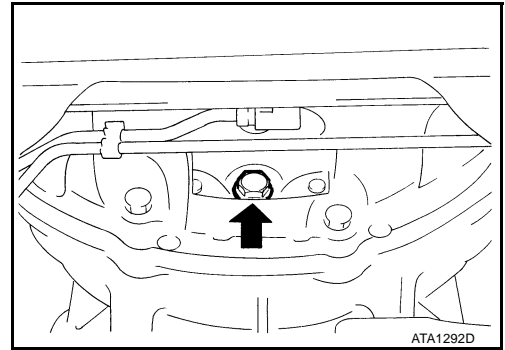


- Align the positions of tightening bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

 : 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 tightening bolts for the torque converter after fixing the crankshaft pulley bolts, be sure to confirm the tightening torque of the crankshaft pulley mounting bolts.
- After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.
- Install crankshaft position sensor (POS). Refer to [EM-28, "Removal and Installation"](#).
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [AT-12, "Checking A/T Fluid"](#), [AT-226, "Adjustment of A/T Position"](#), [AT-226, "Checking of A/T Position"](#).



# OVERHAUL

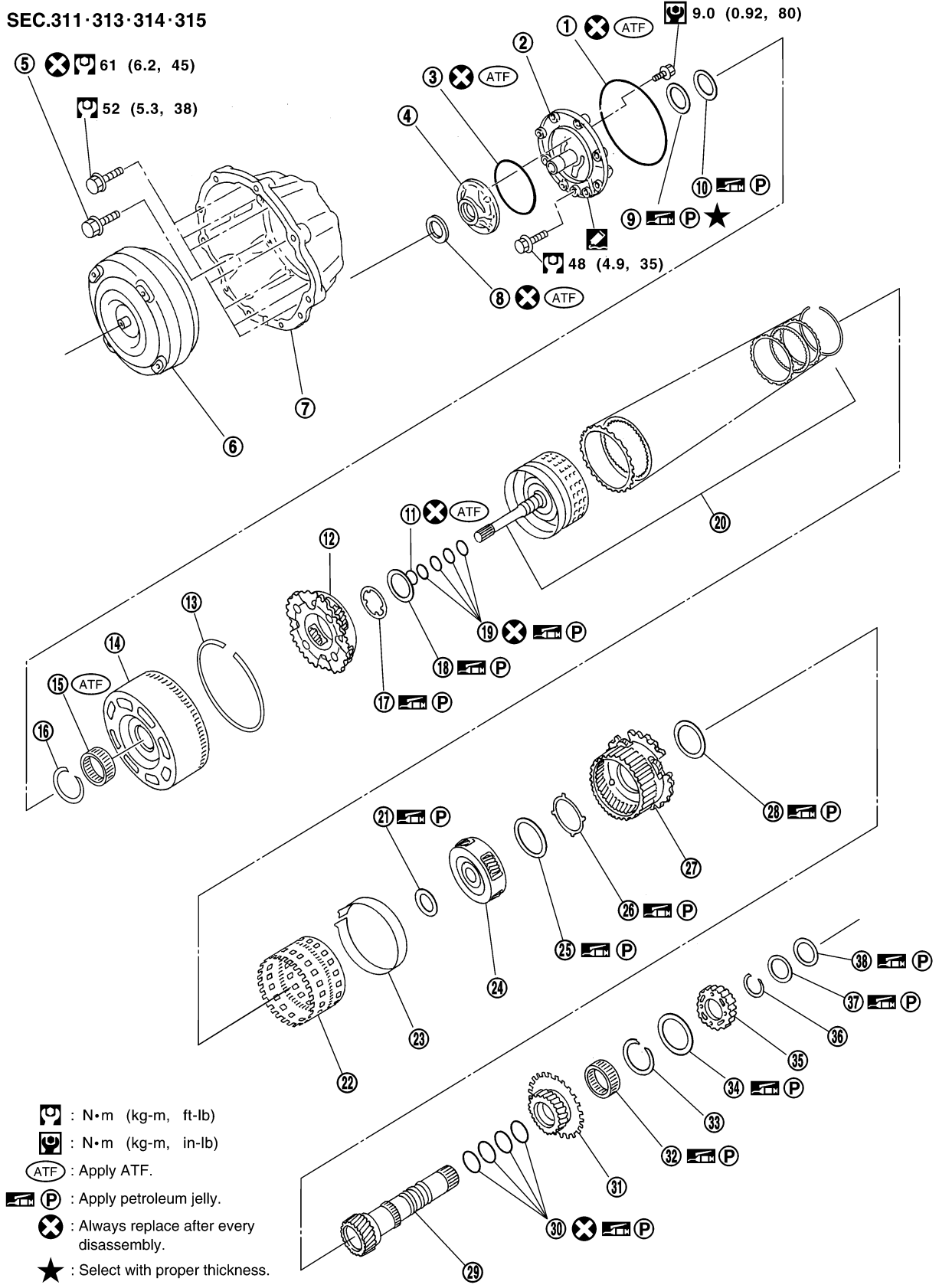
## OVERHAUL Components

PPF:00000

ACS008DI

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SEC.311·313·314·315



- : N·m (kg-m, ft-lb)
- : N·m (kg-m, in-lb)
- (ATF) : Apply ATF.
- (P) : Apply petroleum jelly.
- (X) : Always replace after every disassembly.
- (★) : Select with proper thickness.
- : Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

SCIA5422E

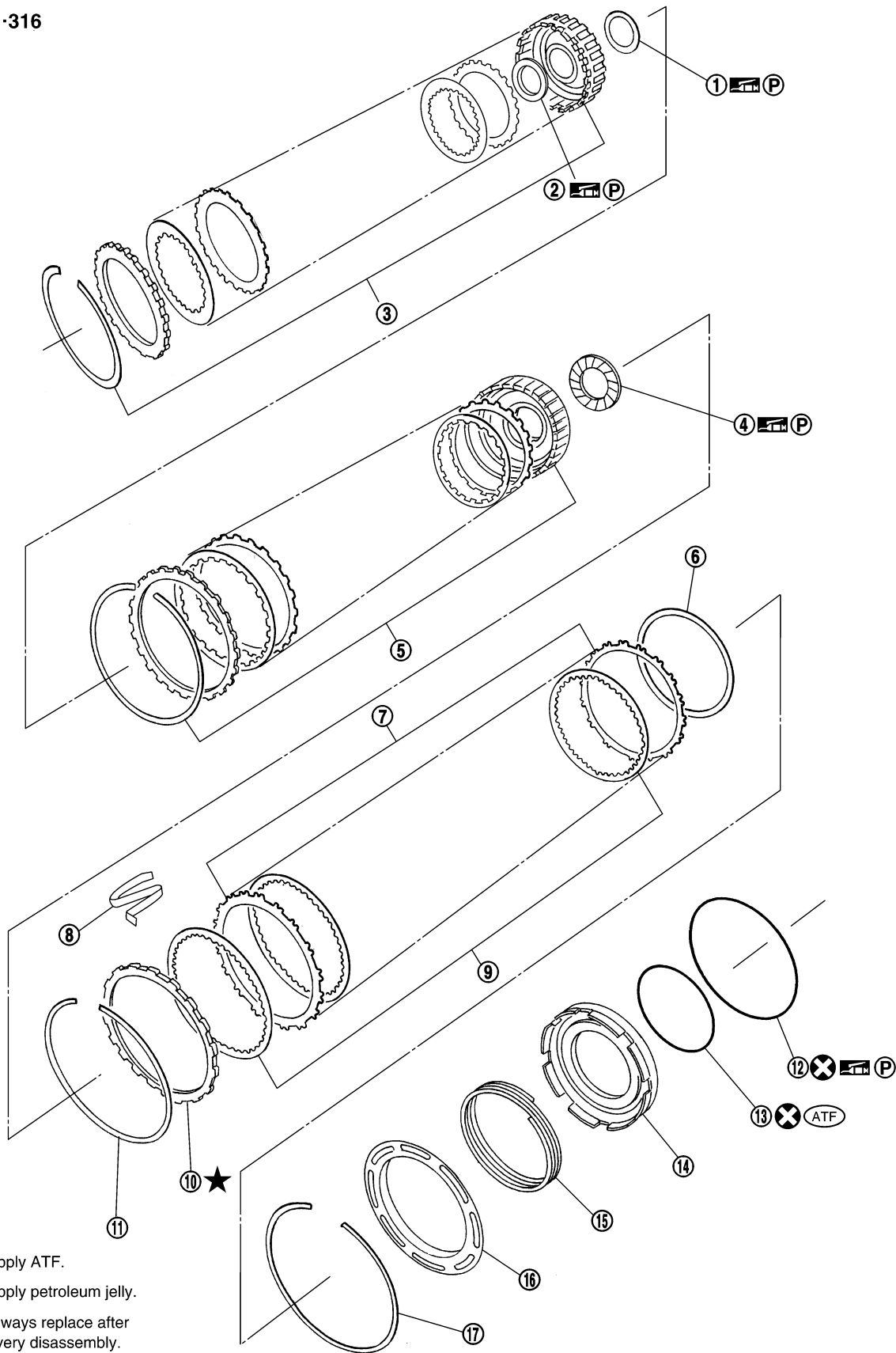
# OVERHAUL

---

- |                        |                                     |                            |
|------------------------|-------------------------------------|----------------------------|
| 1. O-ring              | 2. Oil pump cover                   | 3. O-ring                  |
| 4. Oil pump housing    | 5. Self-sealing bolt                | 6. Torque converter        |
| 7. Converter housing   | 8. Oil pump housing oil seal        | 9. Bearing race            |
| 10. Needle bearing     | 11. O-ring                          | 12. Front carrier assembly |
| 13. Snap ring          | 14. Front sun gear                  | 15. 3rd one-way clutch     |
| 16. Snap ring          | 17. Bearing race                    | 18. Needle bearing         |
| 19. Seal ring          | 20. Input clutch assembly           | 21. Needle bearing         |
| 22. Rear internal gear | 23. Brake band                      | 24. Mid carrier assembly   |
| 25. Needle bearing     | 26. Bearing race                    | 27. Rear carrier assembly  |
| 28. Needle bearing     | 29. Mid sun gear                    | 30. Seal ring              |
| 31. Rear sun gear      | 32. 1st one-way clutch              | 33. Snap ring              |
| 34. Needle bearing     | 35. High and low reverse clutch hub | 36. Snap ring              |
| 37. Bearing race       | 38. Needle bearing                  |                            |

# OVERHAUL

SEC.315-316



SCIA5043E

- |                   |                           |   |
|-------------------|---------------------------|---|
| 1. Needle bearing | 2. Bearing race           | 3. High and low reverse clutch assembly |
| 4. Needle bearing | 5. Direct clutch assembly | 6. Reverse brake dish plate             |

AT-267

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# OVERHAUL

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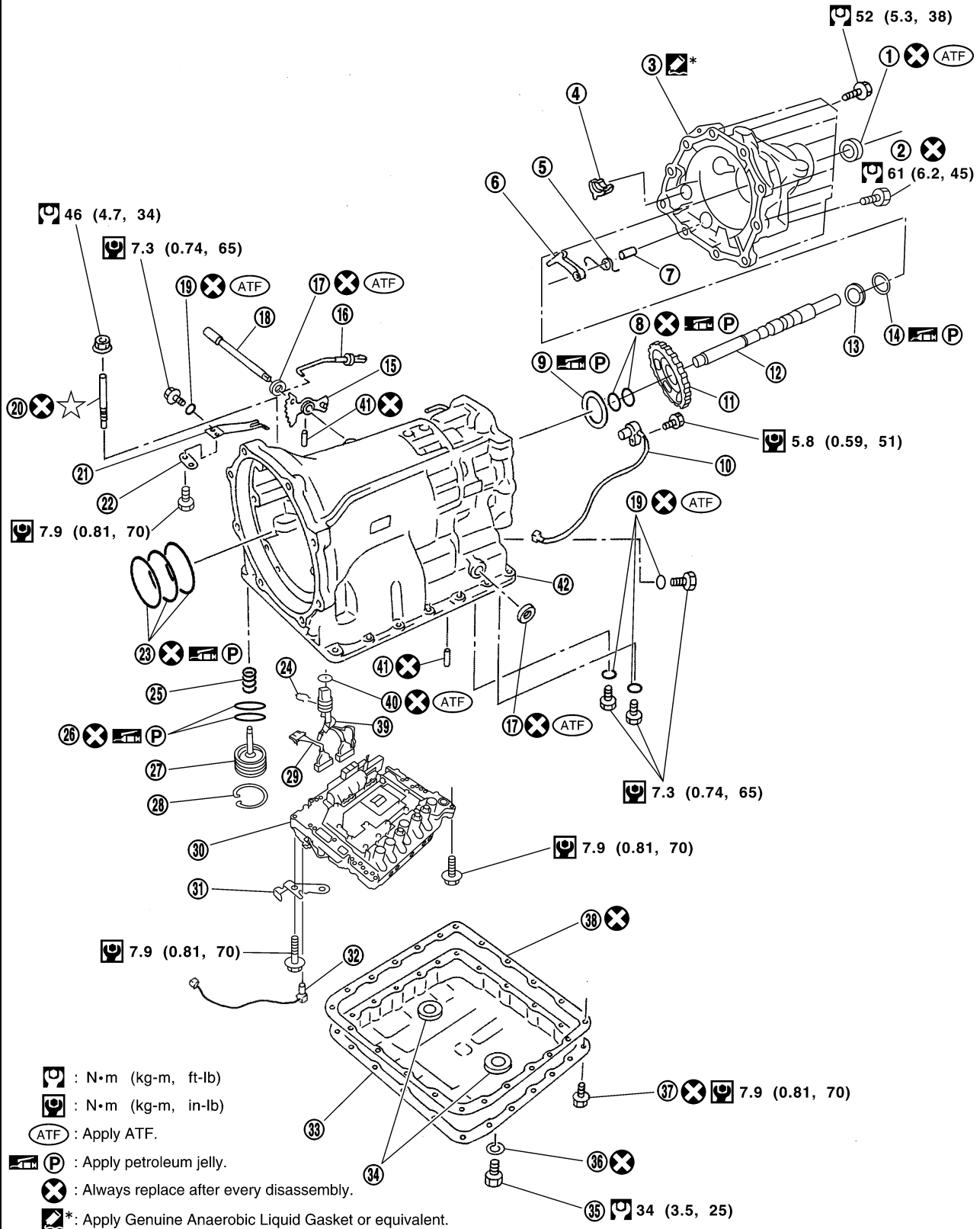
- |                                   |                          |                              |
|-----------------------------------|--------------------------|------------------------------|
| 7. Reverse brake driven plate     | 8. N-spring              | 9. Reverse brake drive plate |
| 10. Reverse brake retaining plate | 11. Snap ring            | 12. Lip seal                 |
| 13. D-ring                        | 14. Reverse brake piston | 15. Return spring            |
| 16. Spring retainer               | 17. Snap ring            |                              |



# OVERHAUL

SEC.313 · 314 · 315 · 316 · 317 · 319

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- : N·m (kg-m, ft-lb)
- : N·m (kg-m, in-lb)
- : Apply ATF.
- : Apply petroleum jelly.
- : Always replace after every disassembly.
- : Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI section.
- : Adjustment is required.

- |                             |                      |                   |
|-----------------------------|----------------------|-------------------|
| 1. Rear oil seal            | 2. Self-sealing bolt | 3. Rear extension |
| 4. Parking actuator support | 5. Return spring     | 6. Parking pawl   |
| 7. Pawl shaft               | 8. Seal ring         | 9. Needle bearing |

# OVERHAUL

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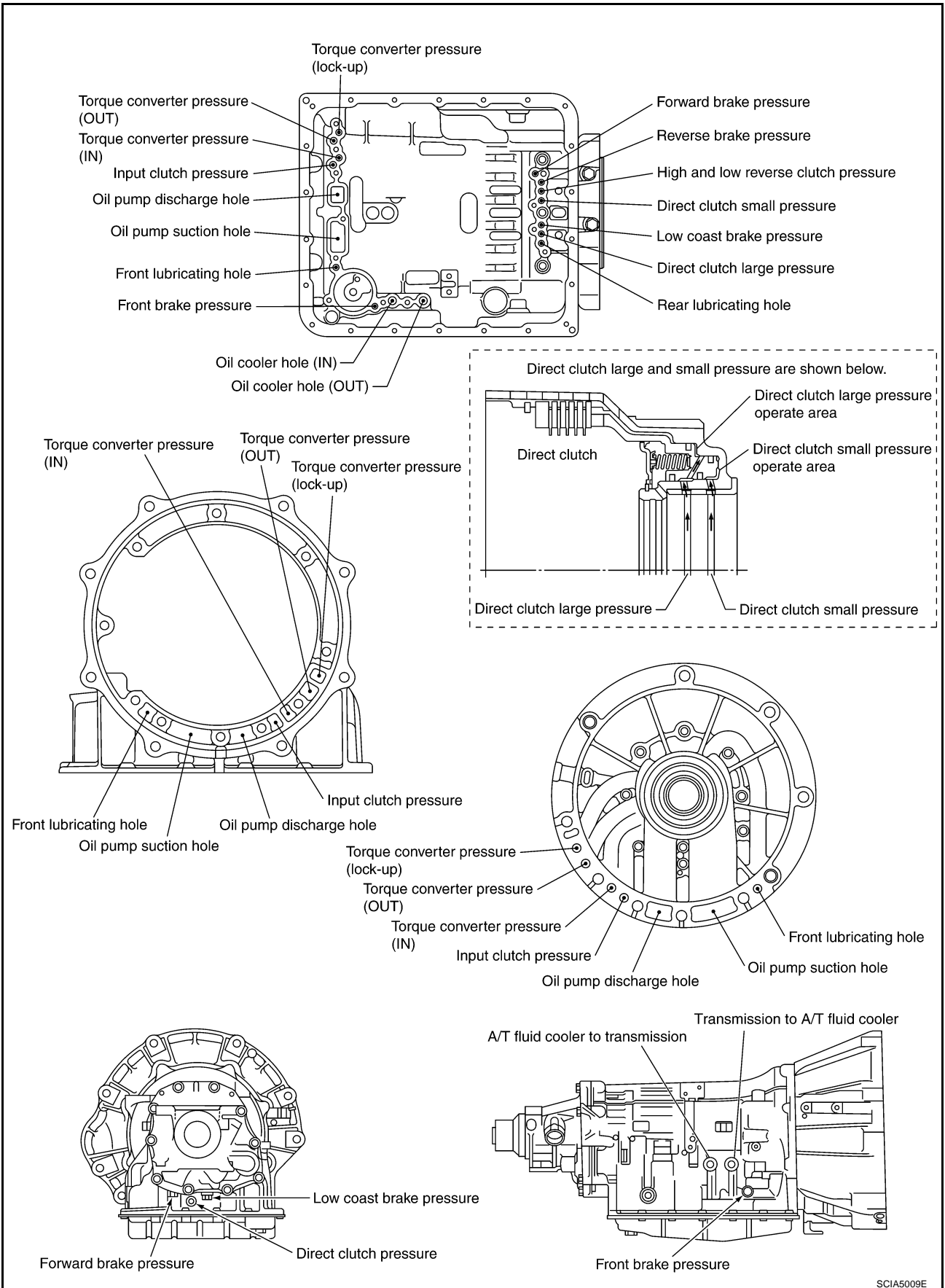
- |                           |                                    |                            |
|---------------------------|------------------------------------|----------------------------|
| 10. Revolution sensor     | 11. Parking gear                   | 12. Output shaft           |
| 13. Bearing race          | 14. Needle bearing                 | 15. Manual plate           |
| 16. Parking rod           | 17. Manual shaft oil seal          | 18. Manual shaft           |
| 19. O-ring                | 20. Band servo anchor end pin      | 21. Detent spring          |
| 22. Spacer                | 23. Seal ring                      | 24. Snap ring              |
| 25. Return spring         | 26. O-ring                         | 27. Servo assembly         |
| 28. Snap ring             | 29. Sub-harness                    | 30. Control valve with TCM |
| 31. Bracket               | 32. A/T fluid temperature sensor 2 | 33. Oil pan                |
| 34. Magnet                | 35. Drain plug                     | 36. Drain plug gasket      |
| 37. Oil pan mounting bolt | 38. Oil pan gasket                 | 39. Terminal cord assembly |
| 40. O-ring                | 41. Retaining pin                  | 42. Transmission case      |

# OVERHAUL

## Oil Channel

ACS008DJ

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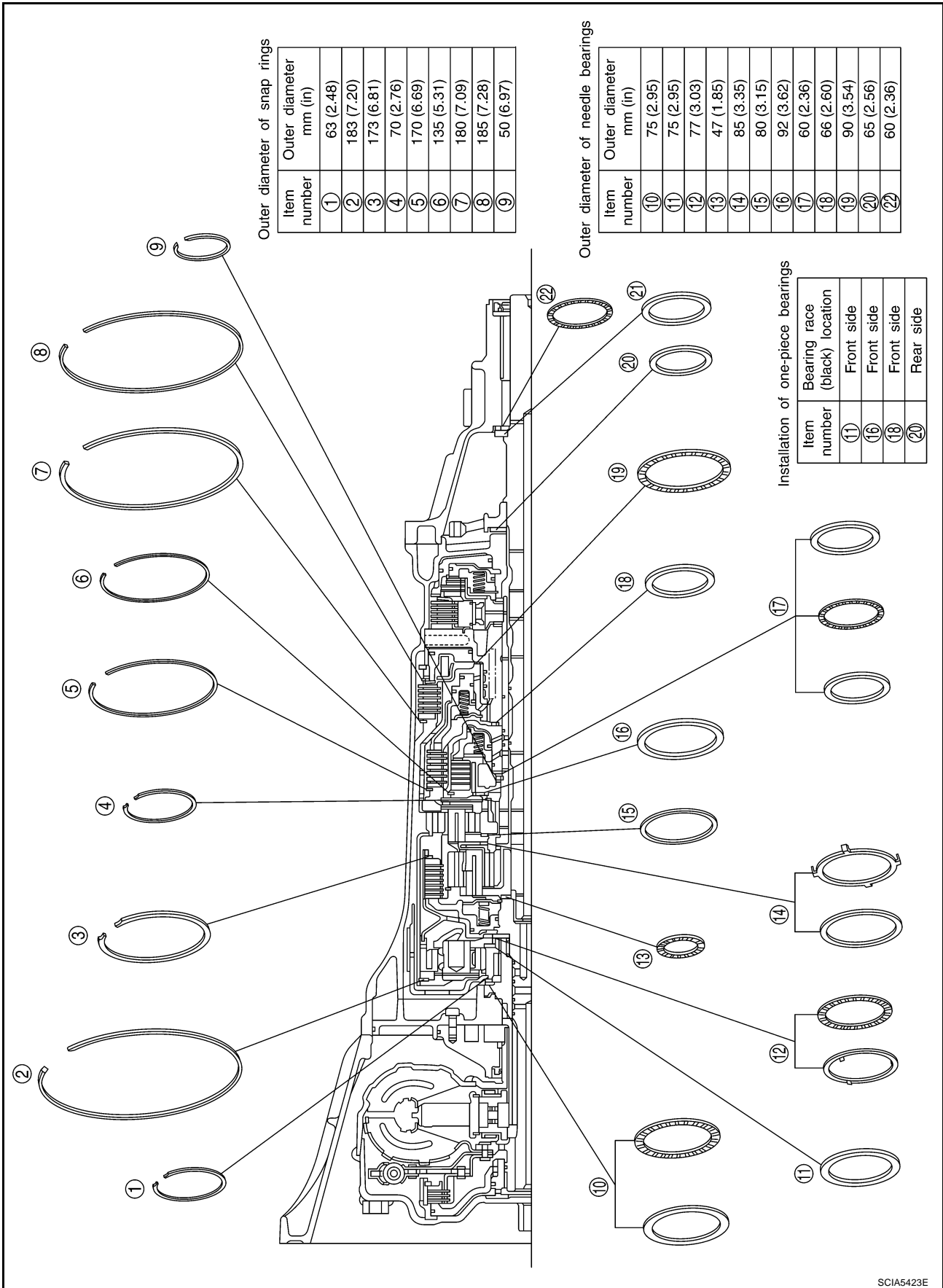


SCIA5009E

# OVERHAUL

## Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

ACS008DK



SCIA5423E

## DISASSEMBLY

PF3:31020

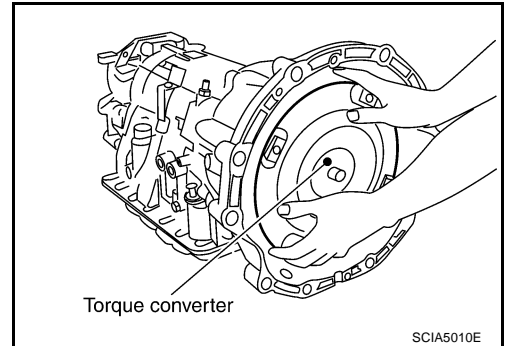
### Disassembly

ACS008DL

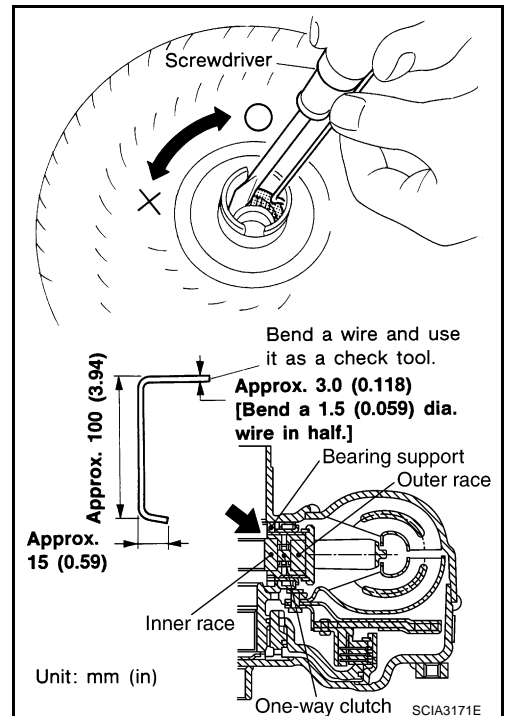
**CAUTION:**

Do not disassemble parts behind Drum Support. Refer to [AT-17, "Cross-Sectional View"](#).

1. Drain ATF through drain plug.
2. Remove torque converter by holding it firmly and turing while pulling straight out.



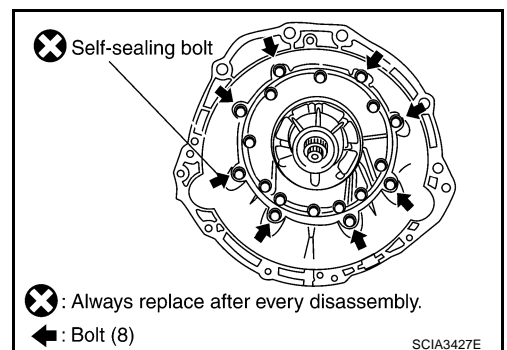
3. Check torque converter one-way clutch using check tool as shown at figure.
  - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
  - b. When fixing bearing support with check tool, rotate one-way clutch spline using screwdriver.
  - c. Check that inner race rotates clockwise only. If not, replace torque converter assembly.



4. Remove converter housing from transmission case.

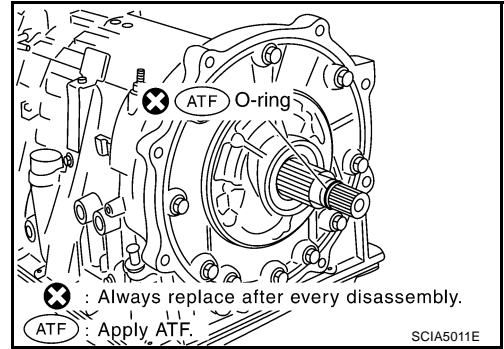
**CAUTION:**

Be careful not to scratch converter housing.

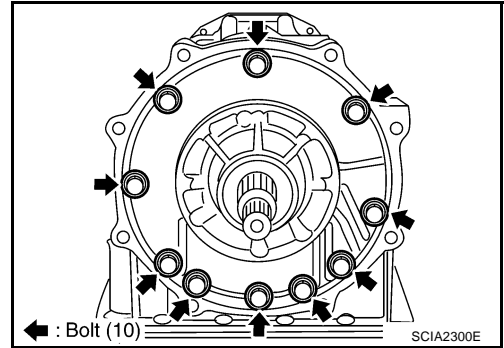


# DISASSEMBLY

5. Remove O-ring from input clutch assembly.



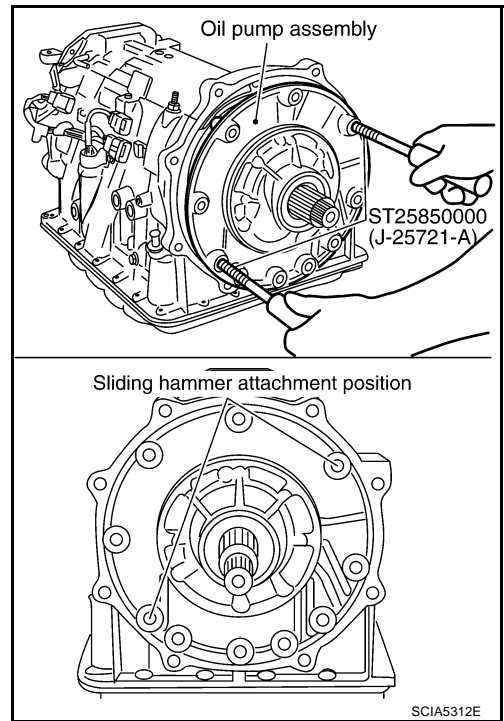
6. Remove tightening bolts for oil pump assembly and transmission case.



7. Attach the sliding hammers to oil pump assembly and extract it evenly from transmission case.

**CAUTION:**

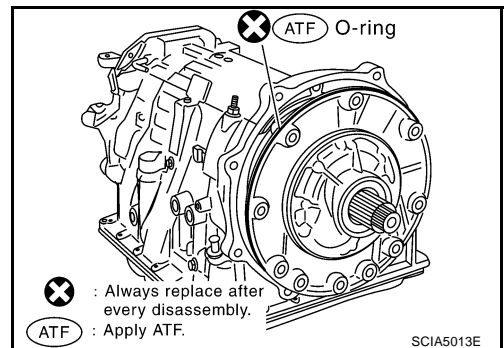
- Fully tighten sliding hammer screw.
- Make sure that bearing race is installed to the oil pump assembly edge surface.



8. Remove O-ring from oil pump assembly.

9. Remove bearing race from oil pump assembly.

10. Remove needle bearing from front sun gear.

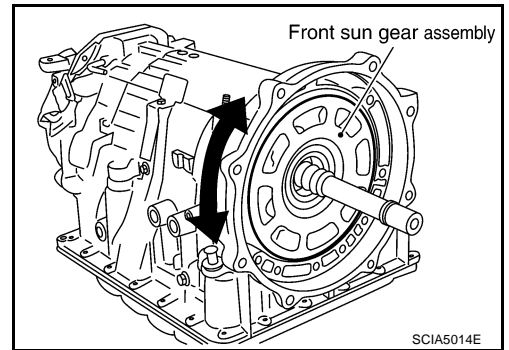


# DISASSEMBLY

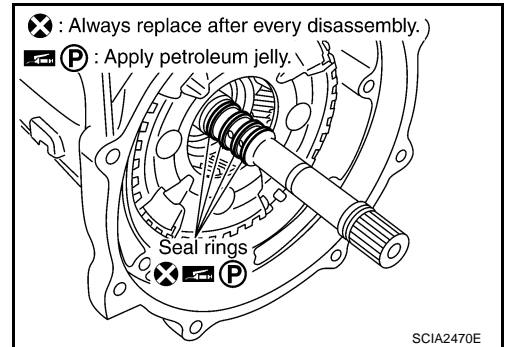
11. Remove front sun gear assembly from front carrier assembly.

**NOTE:**

Remove front sun gear by rotating left/right.



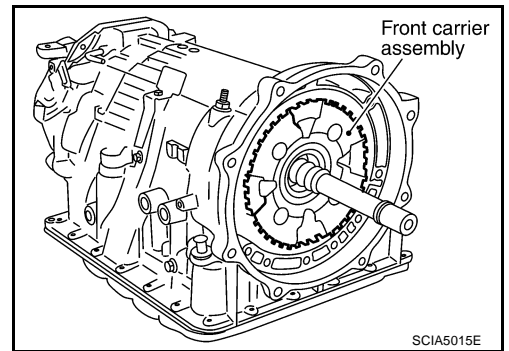
12. Remove seal rings from input clutch assembly.



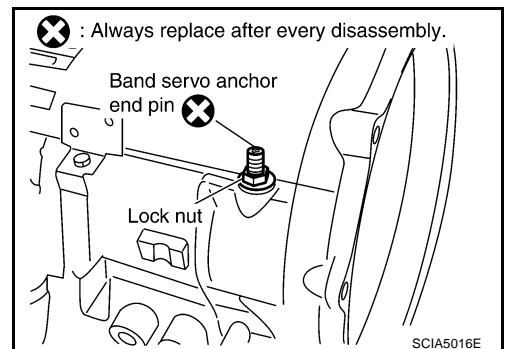
13. Remove front carrier assembly from rear carrier assembly. (With input clutch assembly and rear internal gear.)

**CAUTION:**

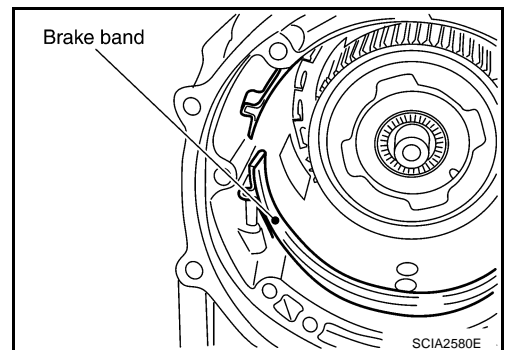
Be careful to remove it with needle bearing.



14. Loosen lock nut and remove band servo anchor end pin from transmission case.



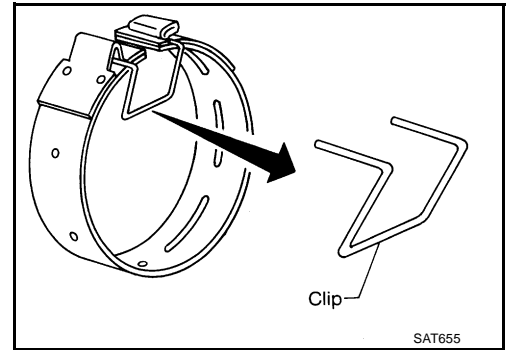
15. Remove brake band from transmission case.



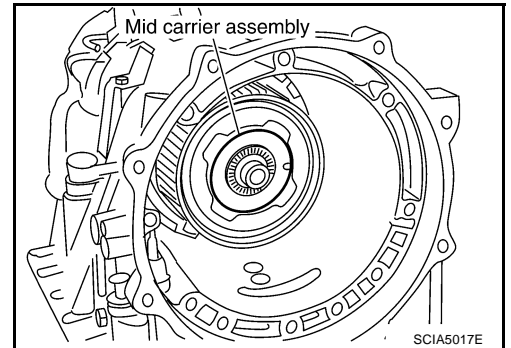
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## DISASSEMBLY

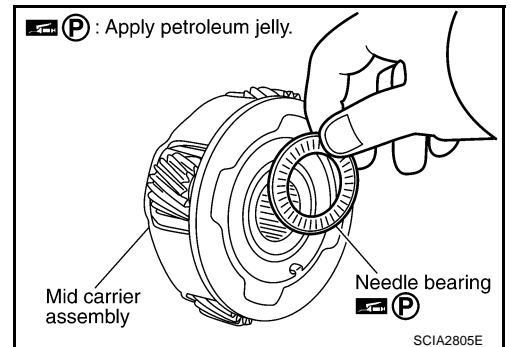
- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown in the figure at right. Leave the clip in position after removing the brake band.
- Check brake band facing for damage, cracks, wear or burns.



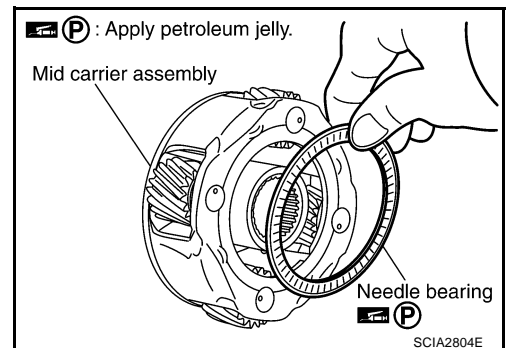
16. Remove mid carrier assembly and rear carrier assembly as a unit.



17. Remove mid carrier assembly from rear carrier assembly.  
18. Remove needle bearing (front side) from mid carrier assembly.



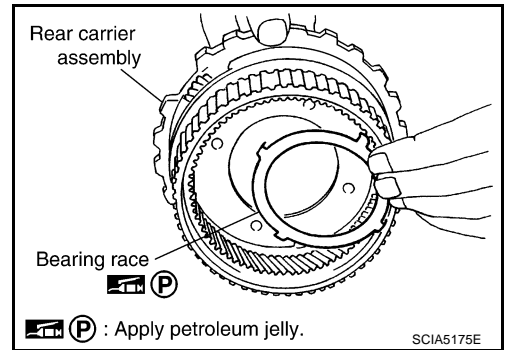
19. Remove needle bearing (rear side) from mid carrier assembly.



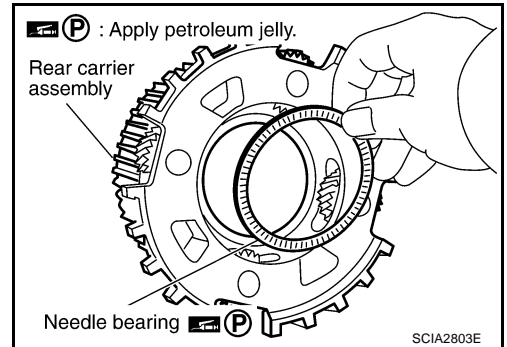


# DISASSEMBLY

20. Remove bearing race from rear carrier assembly.



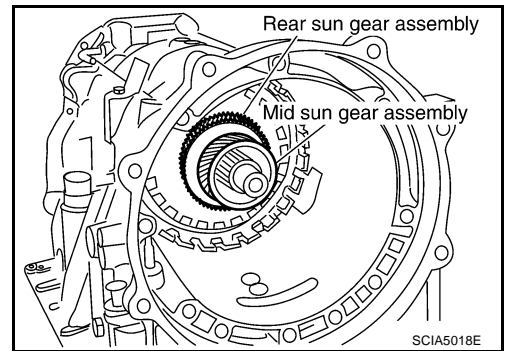
21. Remove needle bearing from rear carrier assembly.



22. Remove mid sun gear assembly, rear sun gear assembly and high and low reverse clutch hub as a unit.

**CAUTION:**

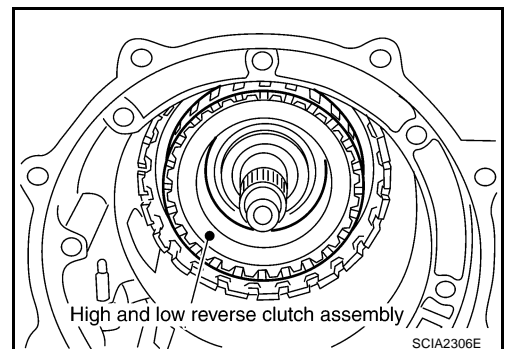
**Be careful to remove them with bearing race and needle bearing.**



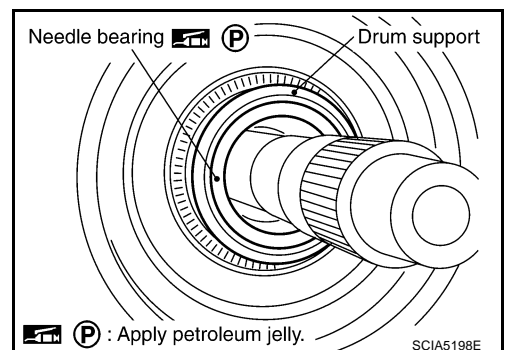
23. Remove high and low reverse clutch assembly from direct clutch assembly.

**CAUTION:**

**Make sure that needle bearing is installed to the high and low reverse clutch assembly edge surface.**



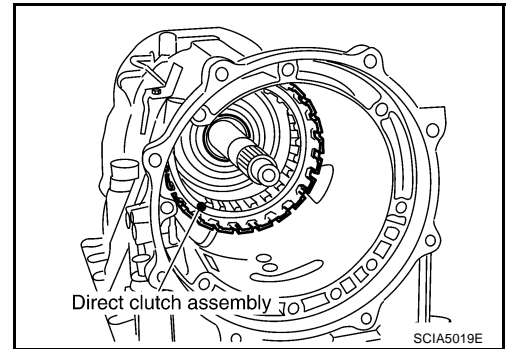
24. Remove needle bearing from drum support.



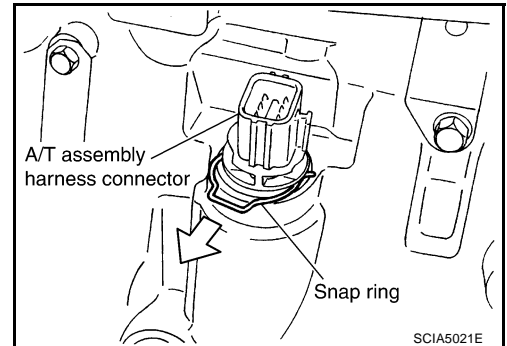
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## DISASSEMBLY

25. Remove direct clutch assembly from reverse brake.



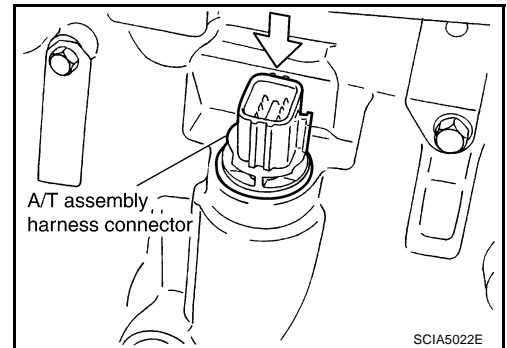
26. Remove snap ring from A/T assembly harness connector.



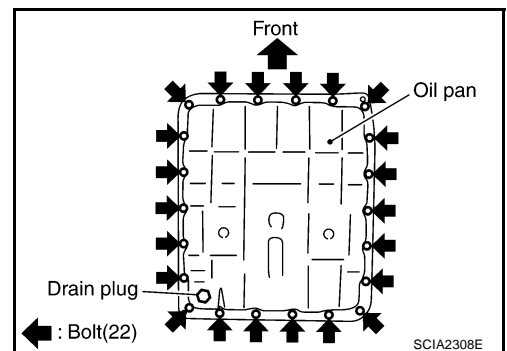
27. Push A/T assembly harness connector.

**CAUTION:**

**Be careful not to damage connector.**

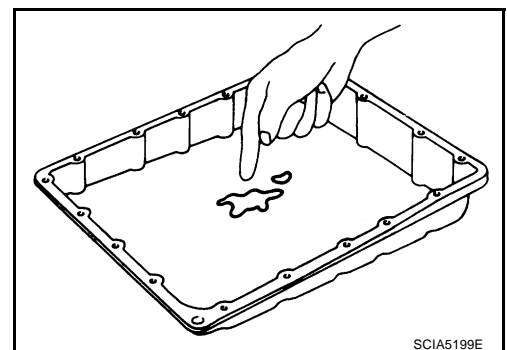


28. Remove oil pan and oil pan gasket.



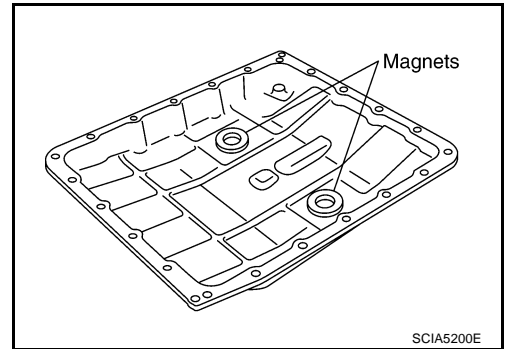
29. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).



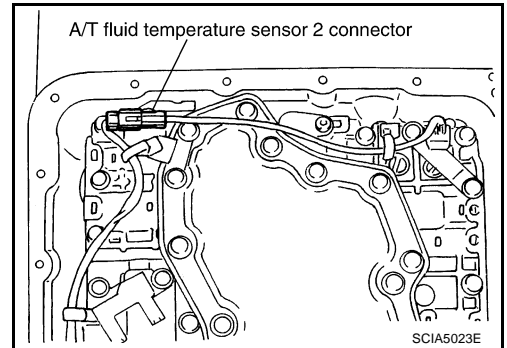
# DISASSEMBLY

30. Remove magnets from oil pan.

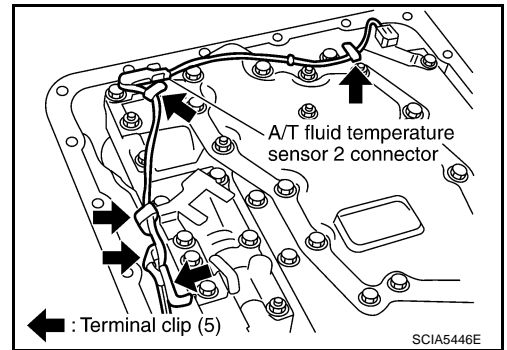


31. Disconnect A/T fluid temperature sensor 2 connector.

**CAUTION:**  
Be careful not to damage connector.

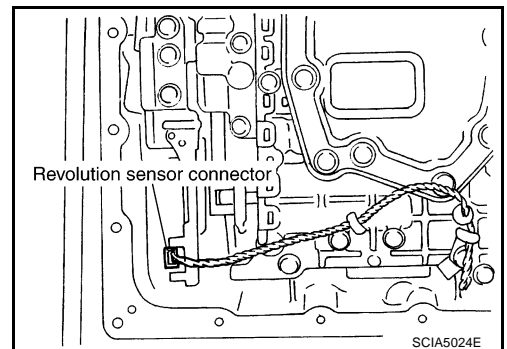


32. Straighten terminal clips to free terminal cord assembly and A/T fluid temperature sensor 2 harness.

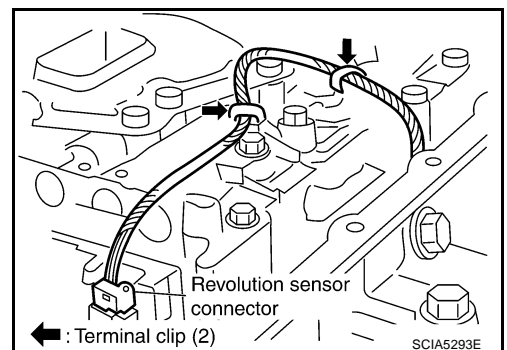


33. Disconnect revolution sensor connector.

**CAUTION:**  
Be careful not to damage connector.



34. Straighten terminal clips to free revolution sensor harness.

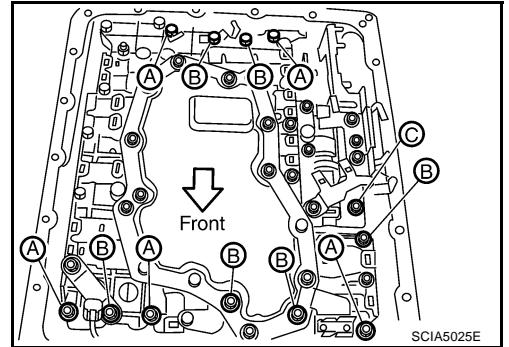


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# DISASSEMBLY

35. Remove bolts A, B and C from control valve with TCM.

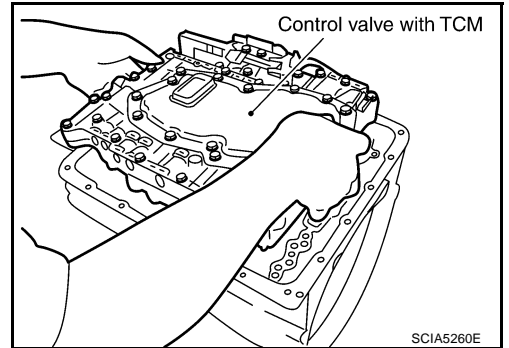
| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



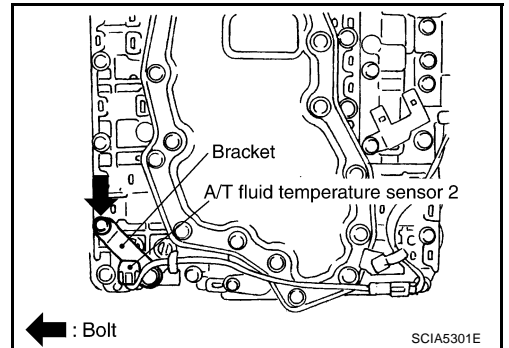
36. Remove control valve with TCM from transmission case.

**CAUTION:**

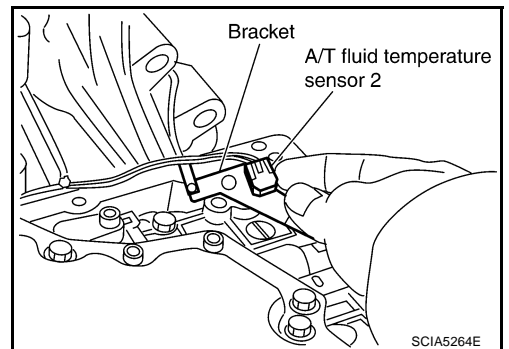
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



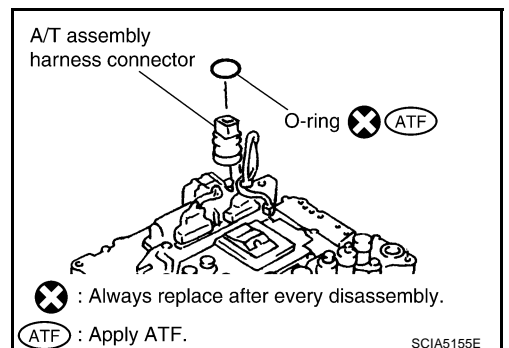
37. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



38. Remove bracket from A/T fluid temperature sensor 2.



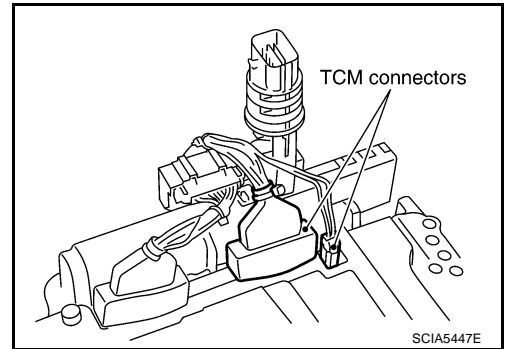
39. Remove O-ring from A/T assembly harness connector.



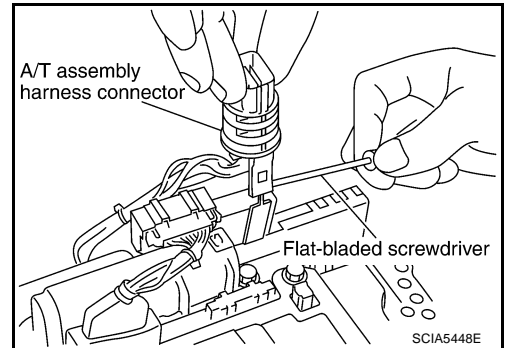
# DISASSEMBLY

40. Disconnect TCM connectors.

**CAUTION:**  
Be careful not to damage connectors.

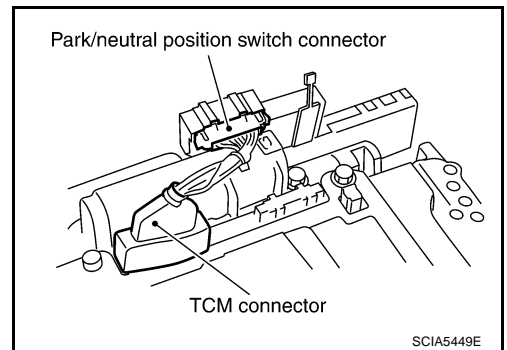


41. Remove A/T assembly harness connector from control valve with TCM using a flat-bladed screwdriver.

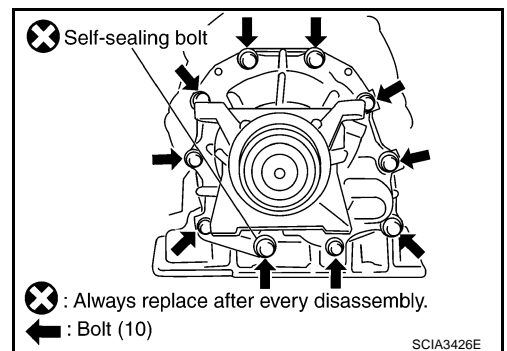


42. Disconnect TCM connector and park/neutral position switch connector.

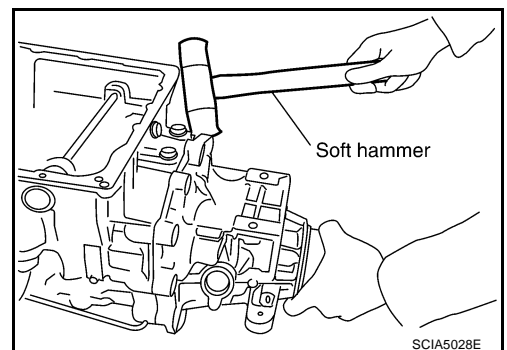
**CAUTION:**  
Be careful not to damage connectors.



43. Remove tightening bolts for rear extension assembly and transmission case.



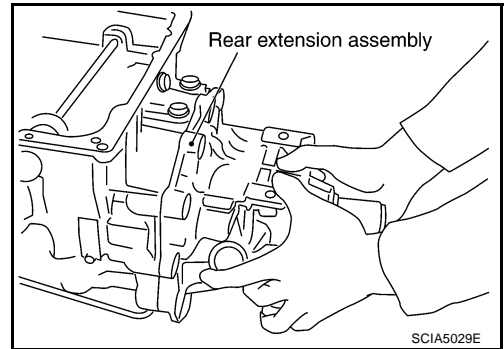
44. Tap rear extension assembly with soft hammer.



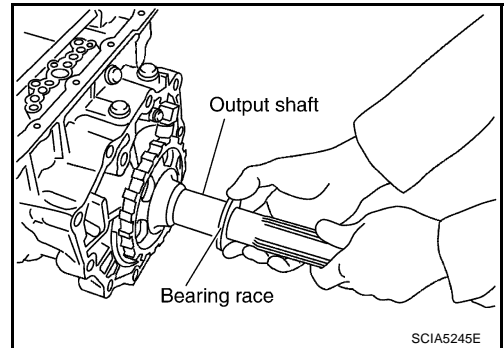
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# DISASSEMBLY

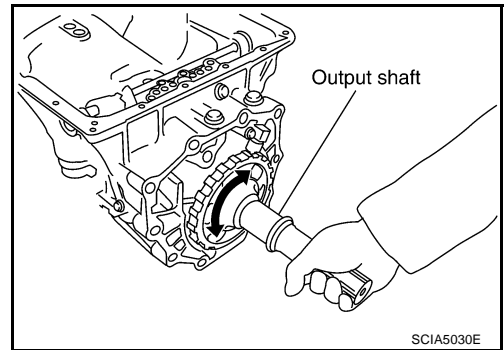
45. Remove rear extension assembly from transmission case. (With needle bearing)



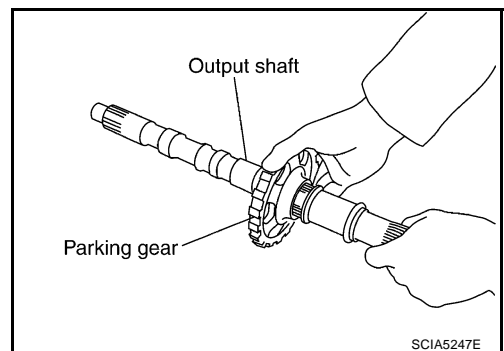
46. Remove bearing race from output shaft.



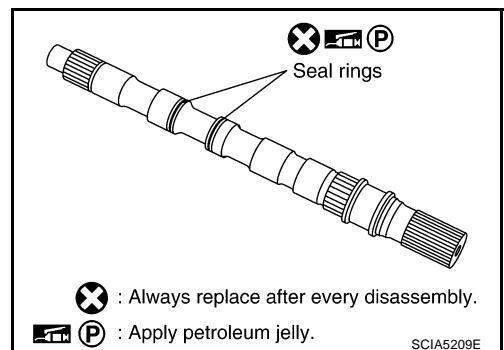
47. Remove output shaft from transmission case by rotating left/right.



48. Remove parking gear from output shaft.

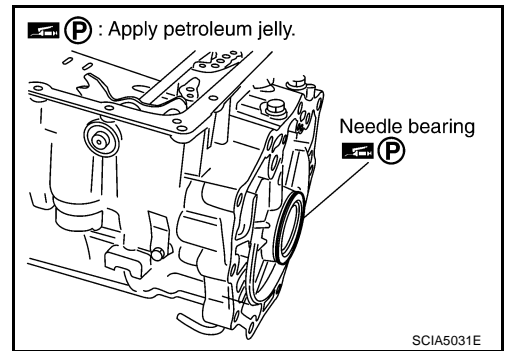


49. Remove seal rings from output shaft.



# DISASSEMBLY

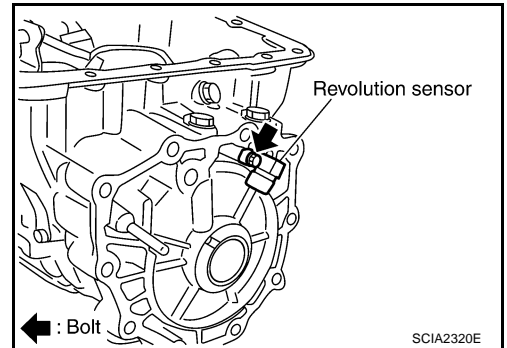
50. Remove needle bearing from transmission case.



51. Remove revolution sensor from transmission case.

**CAUTION:**

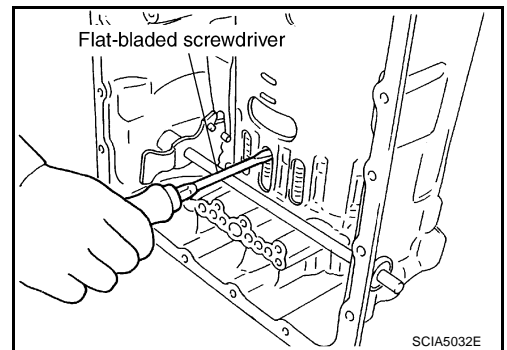
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



52. Remove reverse brake snap ring (fixing plate) using 2 flat-bladed screwdrivers.

**NOTE:**

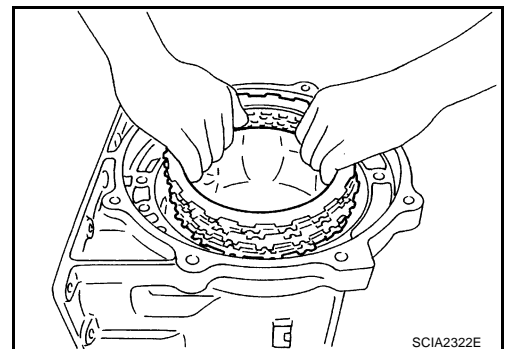
Press out snap ring from the transmission case oil pan side gap using a flat-bladed screwdriver, and remove it using another screwdriver.



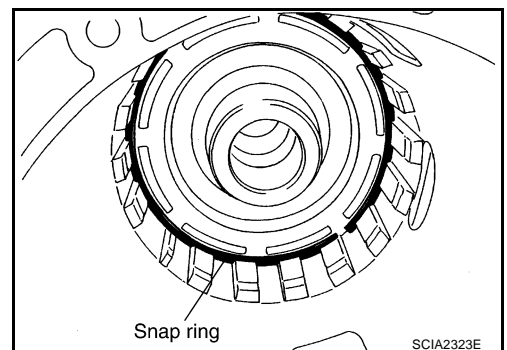
53. Remove reverse brake retaining plate, drive plates, driven plates and dish plate from transmission case.

**CAUTION:**

Be careful to remove it with N-spring.



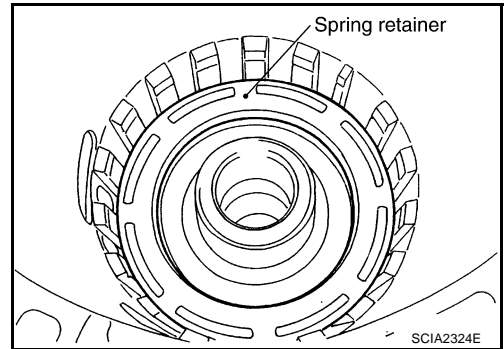
54. Remove snap ring (fixing spring retainer) using a flat-bladed screwdriver.



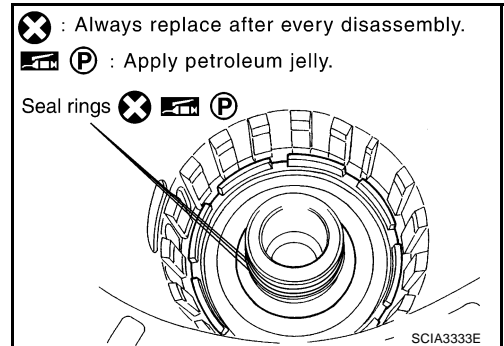
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# DISASSEMBLY

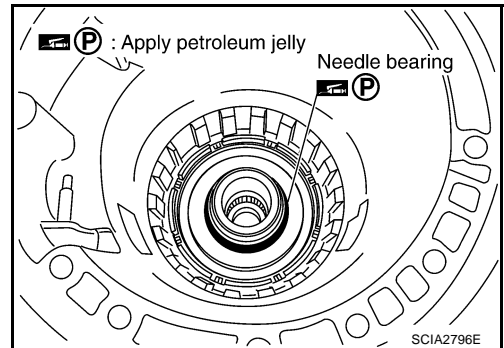
55. Remove spring retainer and return spring from transmission case.



56. Remove seal rings from drum support.



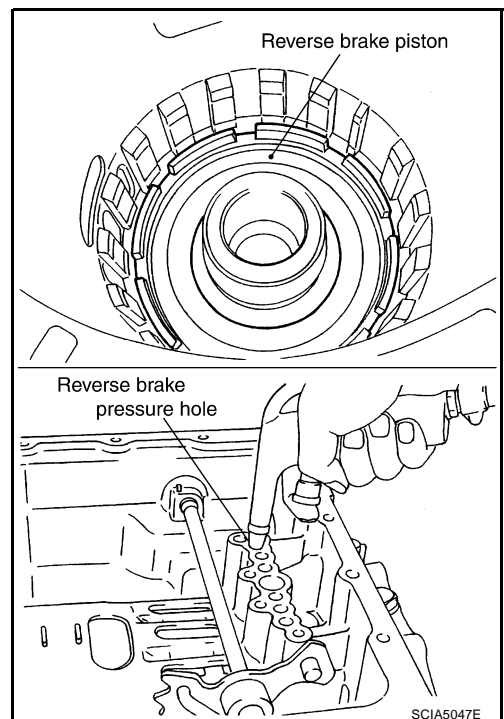
57. Remove needle bearing from drum support edge surface.



58. Remove reverse brake piston from transmission case with compressed air. Refer to [AT-271, "Oil Channel"](#) .

**CAUTION:**

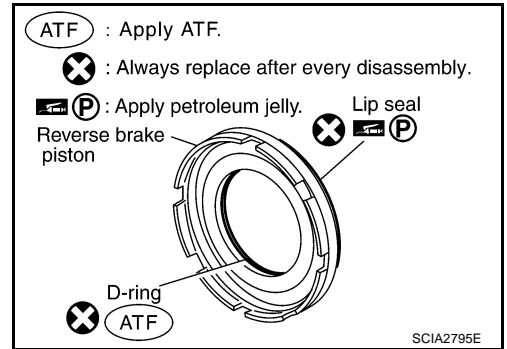
Care should be taken not to abruptly blow air. It makes pistons incline, as the result, it becomes hard to disassemble the pistons.



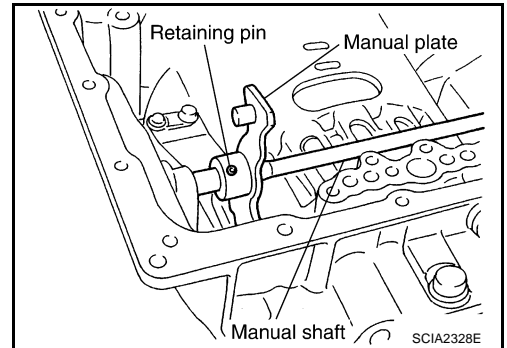


# DISASSEMBLY

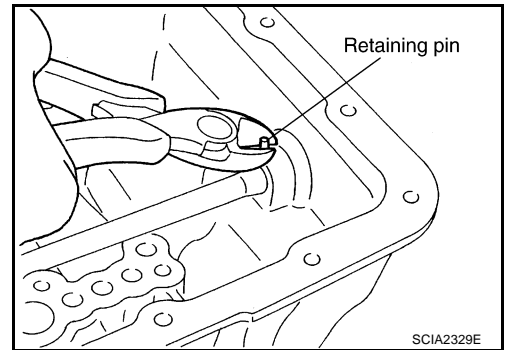
59. Remove lip seal and D-ring from reverse brake piston.



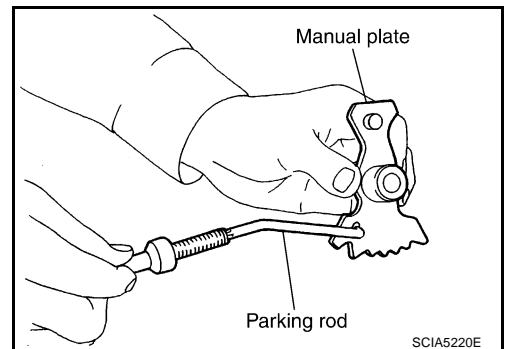
60. Use a pin punch (4mm dia. commercial service tool) to knock out retaining pin.



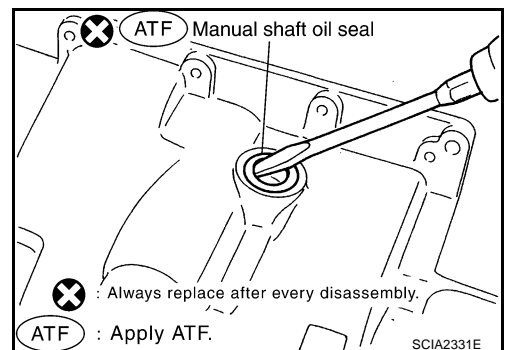
61. Remove manual shaft retaining pin with nippers.  
 62. Remove manual plate (with parking rod) from manual shaft.



63. Remove parking rod from manual plate.  
 64. Remove manual shaft from transmission case.



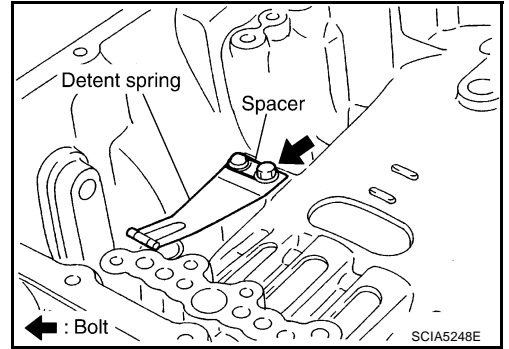
65. Remove manual shaft oil seals using a flat-bladed screwdriver.  
**CAUTION:**  
 Be careful not to scratch transmission case.



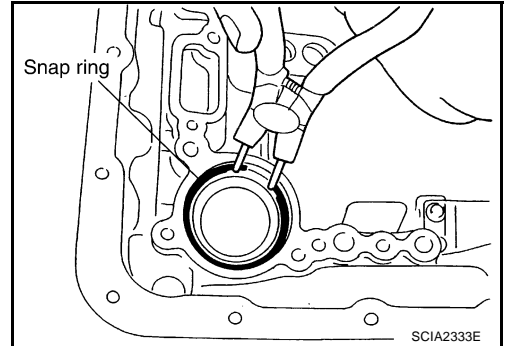
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# DISASSEMBLY

66. Remove detent spring and spacer from transmission case.



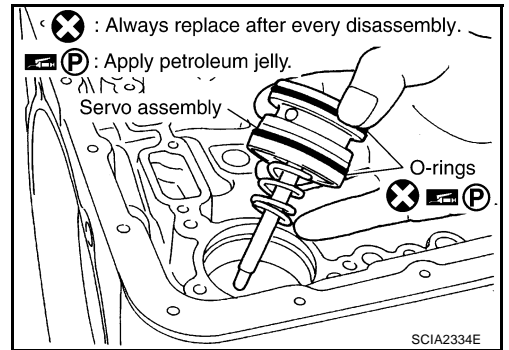
67. Using snap ring pliers, remove snap ring from transmission case.



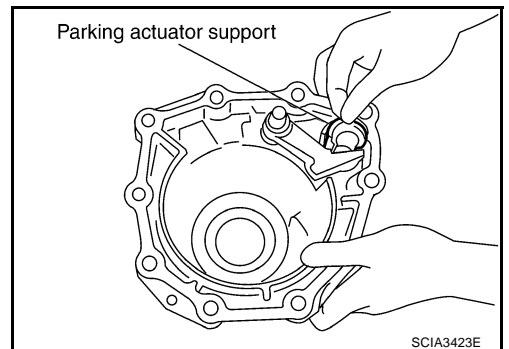
68. Remove servo assembly (with return spring) from transmission case.

69. Remove return spring from servo assembly.

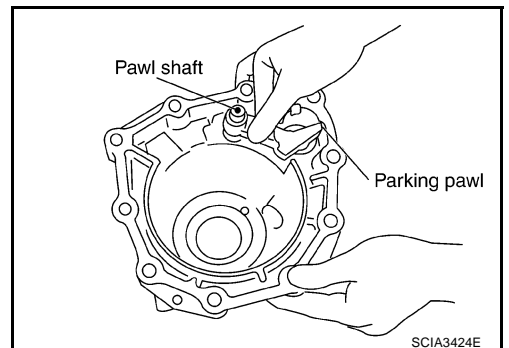
70. Remove O-rings from servo assembly.



71. Remove parking actuator support from rear extension.

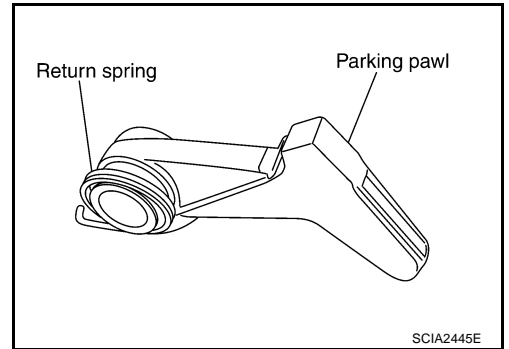


72. Remove parking pawl (with return spring) and pawl shaft from rear extension.



# DISASSEMBLY

73. Remove return spring from parking pawl.

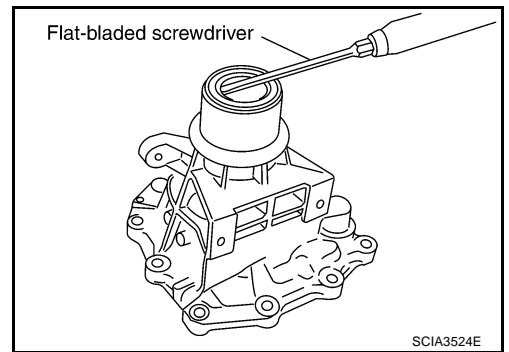


74. Remove needle bearing from rear extension.

75. Remove rear oil seal from rear extension.

**CAUTION:**

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



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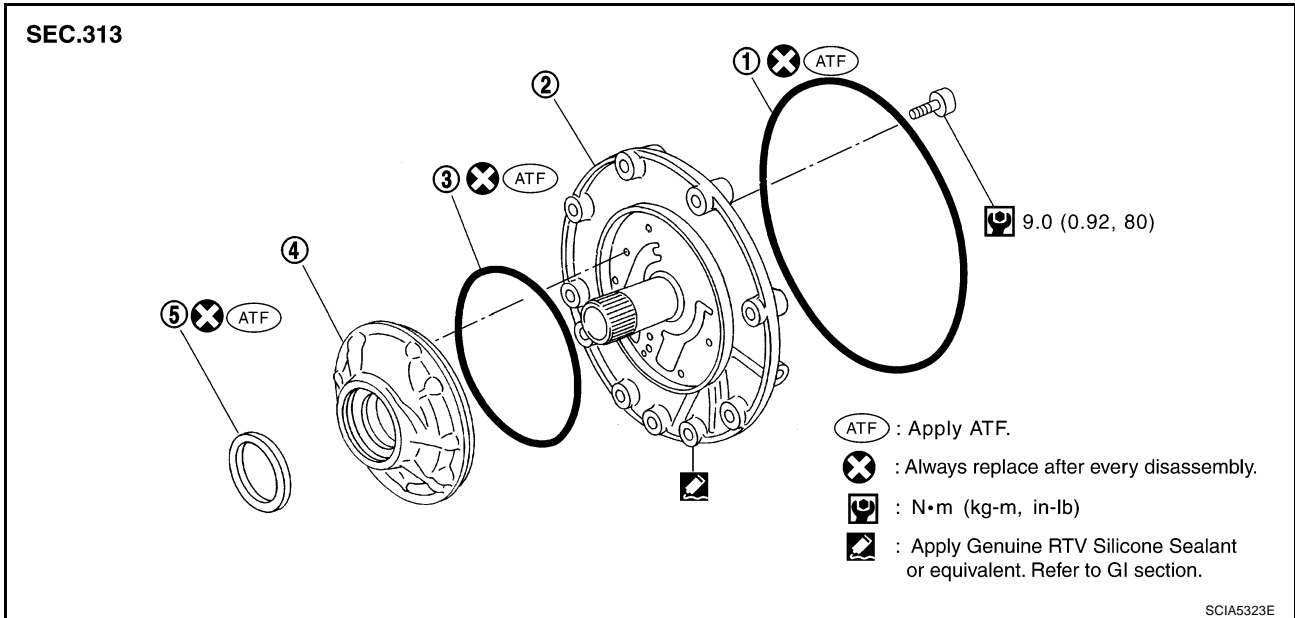
# REPAIR FOR COMPONENT PARTS

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ACS008DM

## REPAIR FOR COMPONENT PARTS

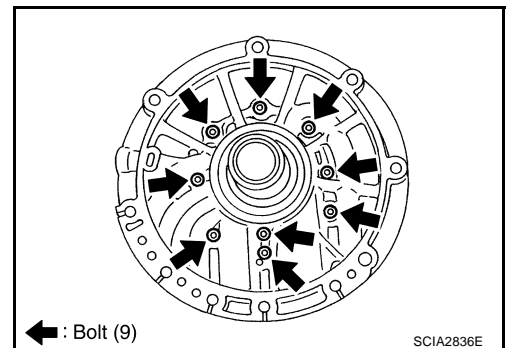
### Oil Pump COMPONENTS



1. O-ring
2. Oil pump cover
3. O-ring
4. Oil pump housing
5. Oil pump housing oil seal

### DISASSEMBLY

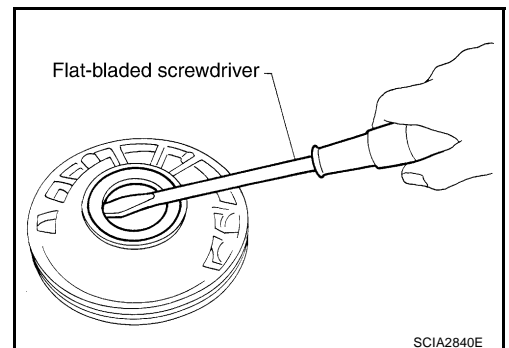
1. Remove oil pump housing from oil pump cover.



2. Remove oil pump housing oil seal using a flat-bladed screwdriver.

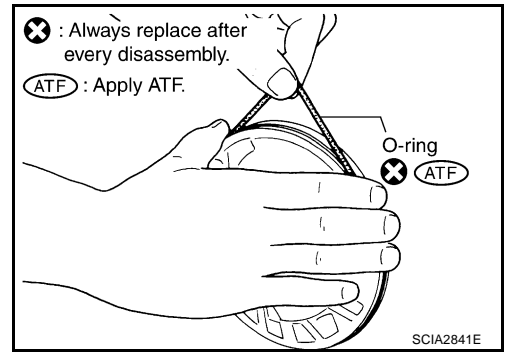
#### **CAUTION:**

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

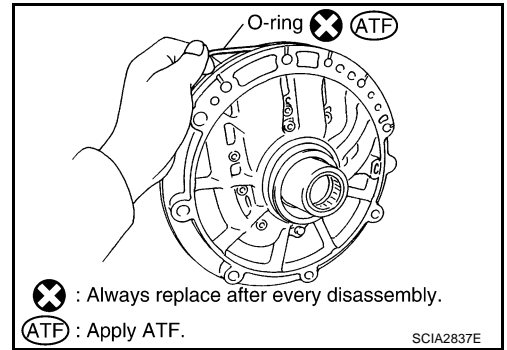


# REPAIR FOR COMPONENT PARTS

3. Remove O-ring from oil pump housing.



4. Remove O-ring from oil pump cover.

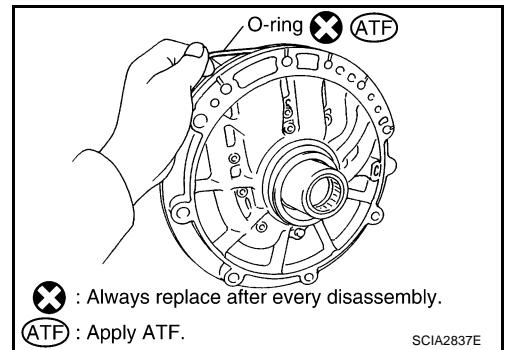


## ASSEMBLY

1. Install O-ring to oil pump cover.

### CAUTION:

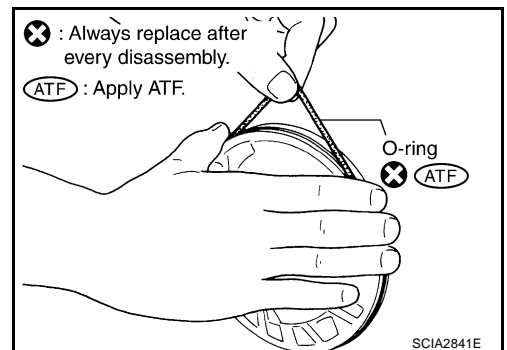
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install O-ring to oil pump housing.

### CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



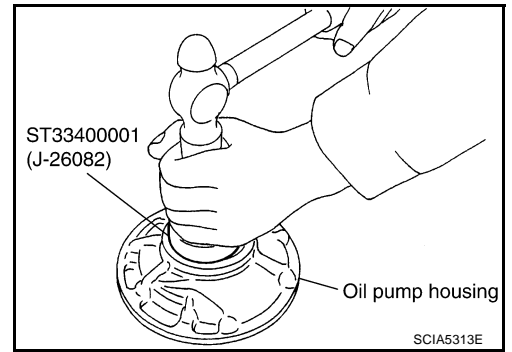
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## REPAIR FOR COMPONENT PARTS

3. Using a drift, install oil pump housing oil seal to the oil pump housing until it is flush.

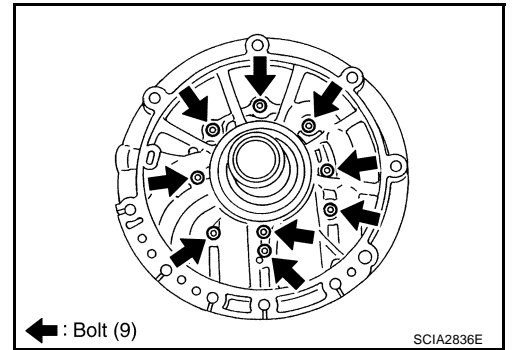
**CAUTION:**

- Do not reuse oil seal.
- Apply ATF to oil seal.



4. Install oil pump housing to oil pump cover.

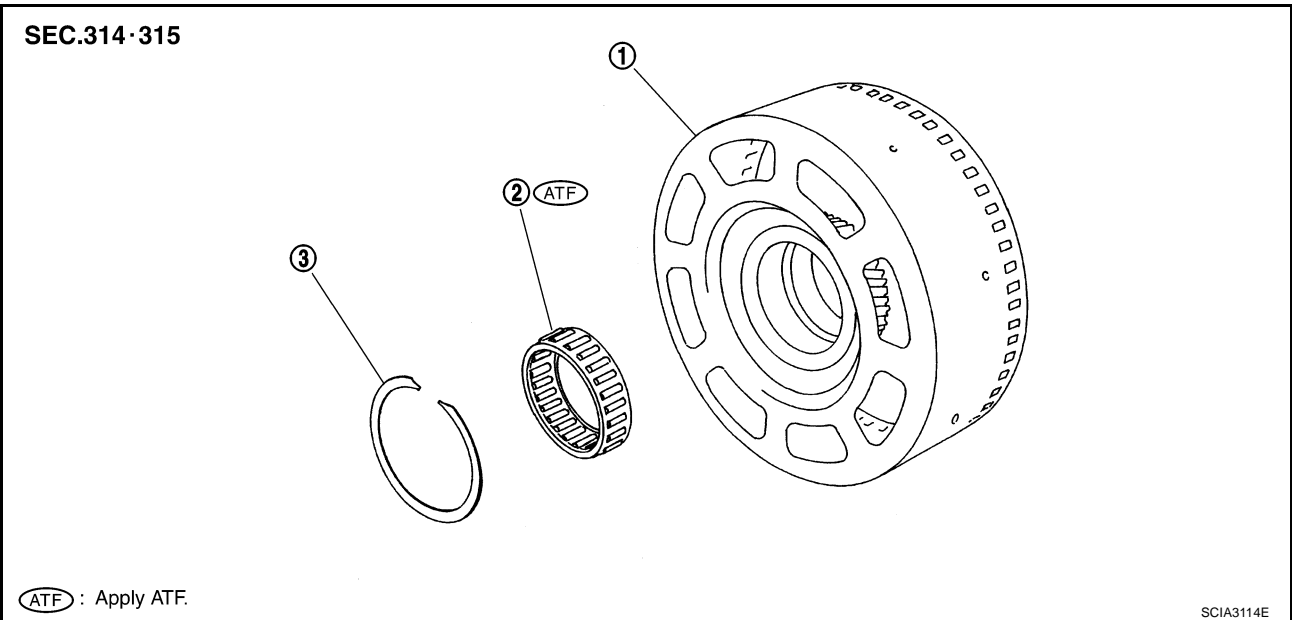
 : 9.0 N-m (0.92 kg-m, 80 in-lb.)



# REPAIR FOR COMPONENT PARTS

ACS008DN

## Front Sun Gear, 3rd One-Way Clutch COMPONENTS



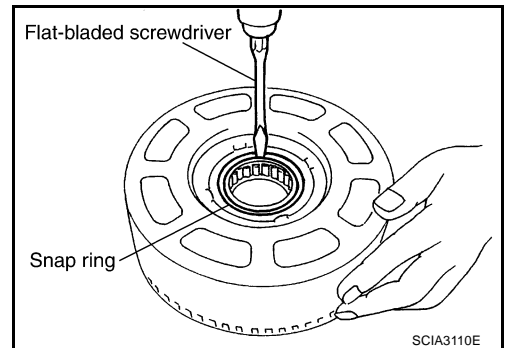
1. Front sun gear

2. 3rd one-way clutch

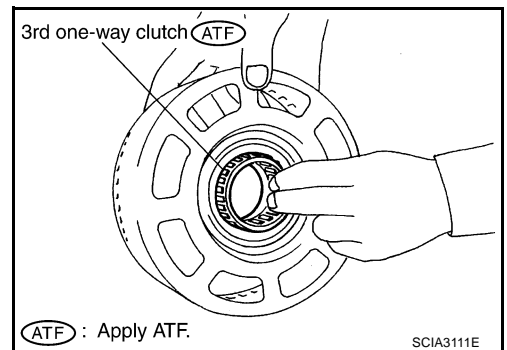
3. Snap ring

### DISASSEMBLY

1. Using a flat-bladed screwdriver, remove snap ring from front sun gear.



2. Remove 3rd one-way clutch from front sun gear.



### INSPECTION

#### 3rd One-Way Clutch

- Check frictional surface for wear or damage.

**CAUTION:**

If necessary, replace the 3rd one-way clutch.

#### Front Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

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## REPAIR FOR COMPONENT PARTS

**CAUTION:**

If necessary, replace the snap ring.

### Front Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

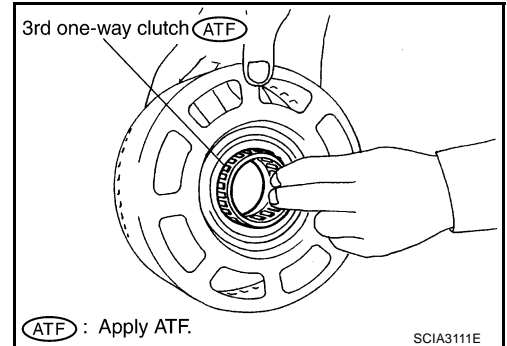
If necessary, replace the front sun gear.

### ASSEMBLY

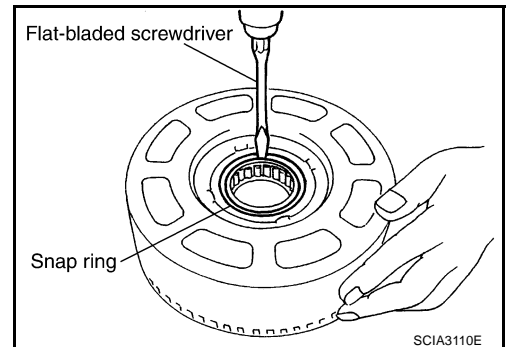
1. Install 3rd one-way clutch in front sun gear.

**CAUTION:**

Apply ATF to 3rd one-way clutch.



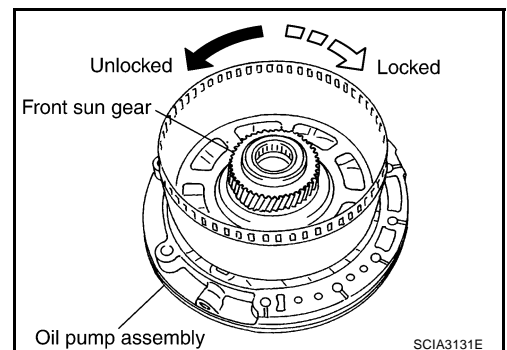
2. Using a flat-bladed screwdriver, install snap ring in front sun gear.



3. Check operation of 3rd one-way clutch.
  - a. Hold oil pump assembly and turn front sun gear.
  - b. Check 3rd one-way clutch for correct locking and unlocking directions.

**CAUTION:**

If not as shown in illustration, check installation direction of 3rd one-way clutch.



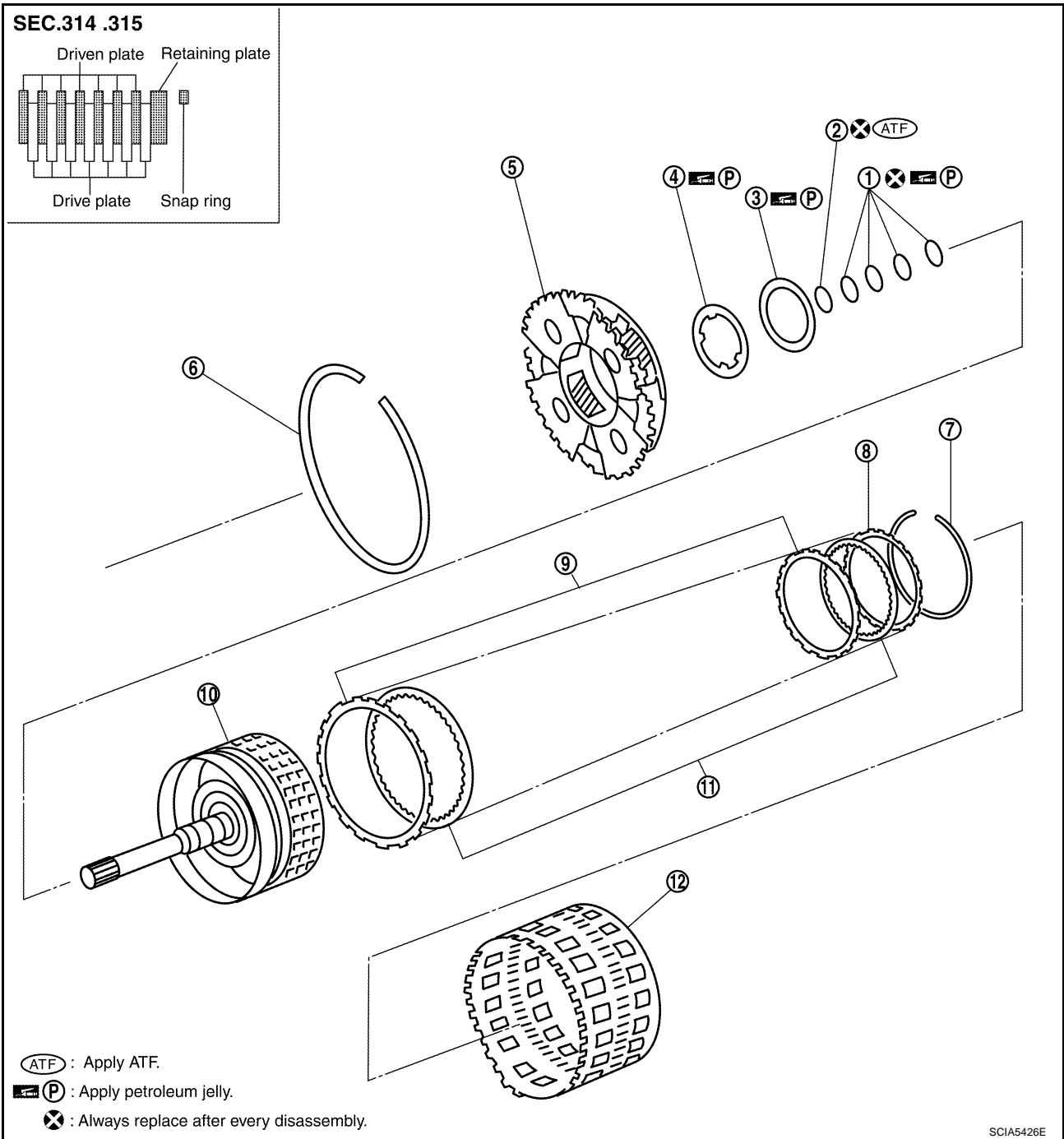


# REPAIR FOR COMPONENT PARTS

ACS008DO

## Front Carrier, Input Clutch, Rear Internal Gear COMPONENTS

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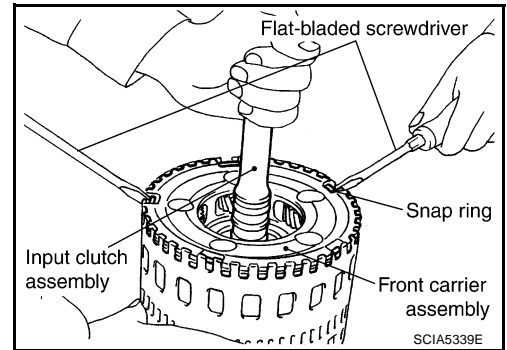


- |                       |                           |                        |
|-----------------------|---------------------------|------------------------|
| 1. Seal ring          | 2. O-ring                 | 3. Needle bearing      |
| 4. Bearing race       | 5. Front carrier assembly | 6. Snap ring           |
| 7. Snap ring          | 8. Retaining plate        | 9. Driven plate        |
| 10. Input clutch drum | 11. Drive plate           | 12. Rear internal gear |

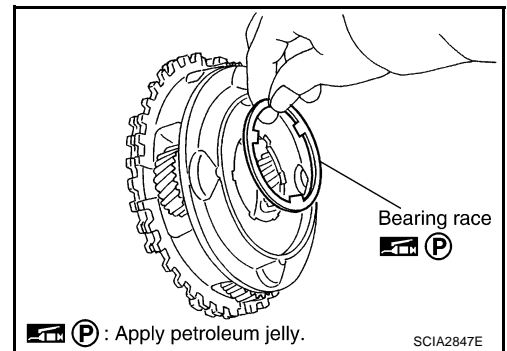
# REPAIR FOR COMPONENT PARTS

## DISASSEMBLY

1. Compress snap ring using 2 flat-bladed screwdrivers.
2. Remove front carrier assembly and input clutch assembly from rear internal gear.
3. Remove front carrier assembly from input clutch assembly.

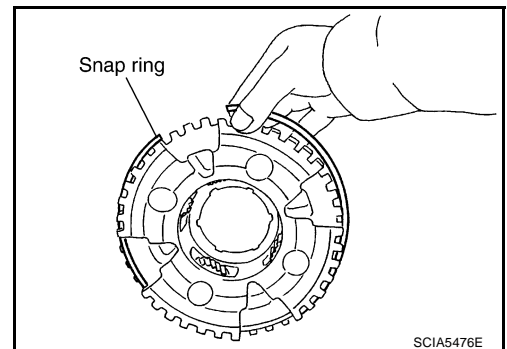


- a. Remove bearing race from front carrier assembly.



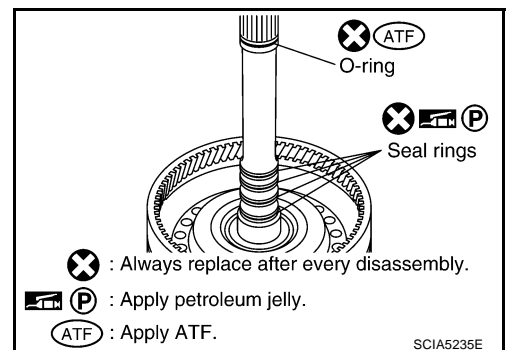
- b. Remove snap ring from front carrier assembly.

**CAUTION:**  
Do not expand snap ring excessively.



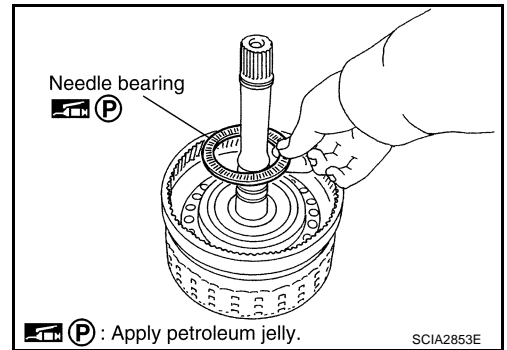
4. Disassemble input clutch assembly.

- a. Remove O-ring and seal rings from input clutch assembly.

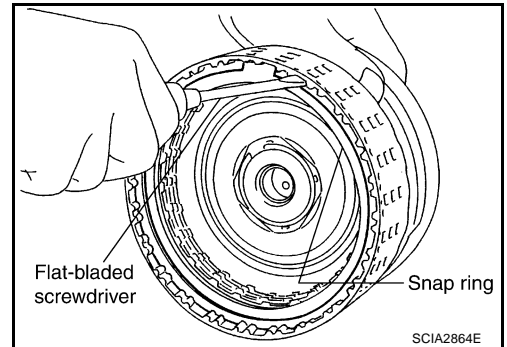


# REPAIR FOR COMPONENT PARTS

- b. Remove needle bearing from input clutch assembly.



- c. Using a flat-bladed screwdriver, remove snap ring from input clutch drum.
- d. Remove drive plates, driven plates and retaining plate from input clutch drum.



## INSPECTION

### Front Carrier Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the snap ring.

### Input Clutch Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the input clutch assembly.

### Input Clutch Drum

- Check for deformation, fatigue or damage or burns.

**CAUTION:**

If necessary, replace the input clutch assembly.

### Input Clutch Drive Plates

- Check facing for burns, cracks or damage.

**CAUTION:**

If necessary, replace the input clutch assembly.

### Input Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

**CAUTION:**

If necessary, replace the input clutch assembly.

### Front Carrier

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the front carrier assembly.

### Rear Internal Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the rear internal gear assembly.

# REPAIR FOR COMPONENT PARTS

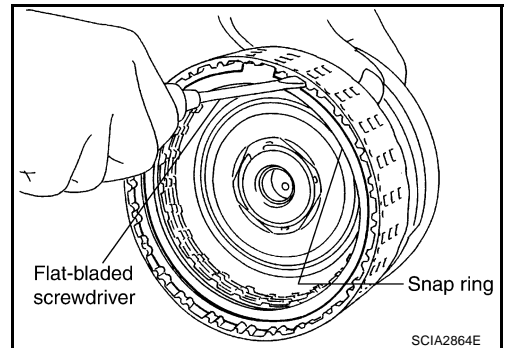
## ASSEMBLY

1. Install input clutch.
  - a. Install drive plates, driven plates and retaining plate in input clutch drum.

**CAUTION:**

**Take care with order of plates.**

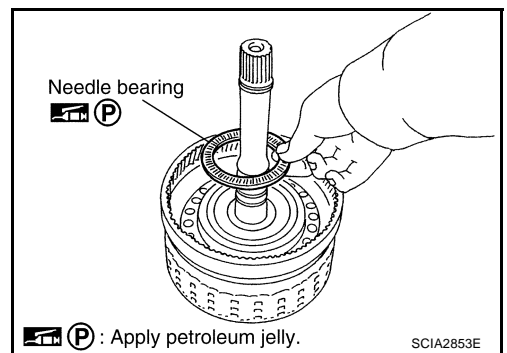
- b. Using a flat-bladed screwdriver, install snap ring in input clutch drum.



- c. Install needle bearing in input clutch assembly.

**CAUTION:**

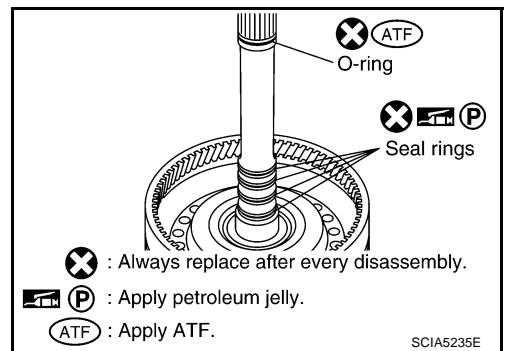
**Apply petroleum jelly to needle bearing.**



- d. Install O-ring and seal rings in input clutch assembly.

**CAUTION:**

- Do not reuse O-ring and seal rings.
- Apply ATF to O-ring.
- Apply petroleum jelly to seal rings.

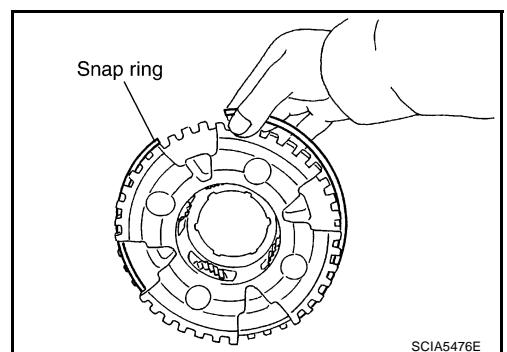


2. Install front carrier assembly.

- a. Install snap ring to front carrier assembly.

**CAUTION:**

**Do not expand snap ring excessively.**



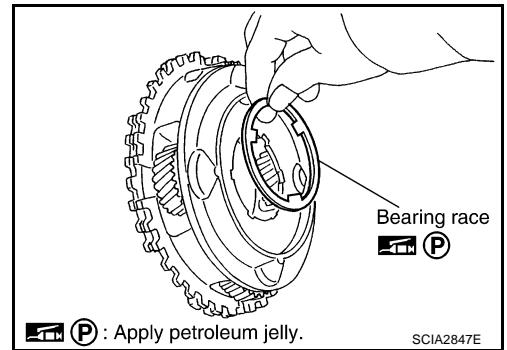
## REPAIR FOR COMPONENT PARTS

- b. Install bearing race in front carrier assembly.

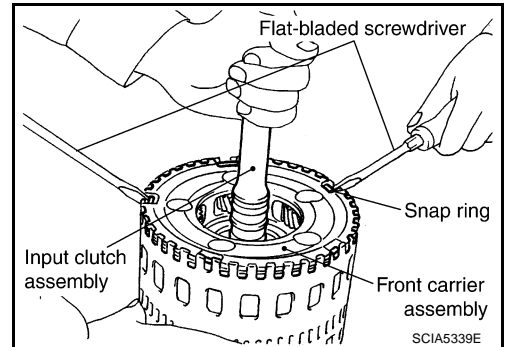
**CAUTION:**

**Apply petroleum jelly to bearing race.**

- c. Install front carrier assembly to input clutch assembly.



3. Compress snap ring using 2 flat-bladed screwdrivers.  
4. Install front carrier assembly and input clutch assembly to rear internal gear.

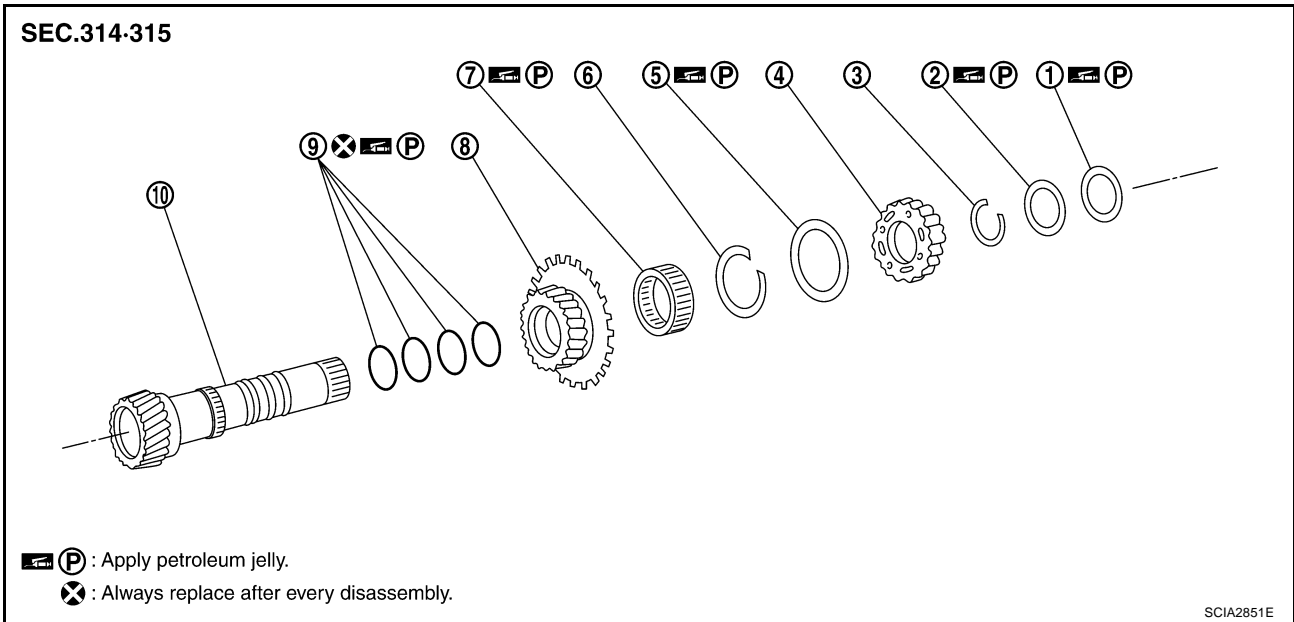


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# REPAIR FOR COMPONENT PARTS

## Mid Sun Gear, Rear Sun Gear, High and Low Reverse Clutch Hub COMPONENTS

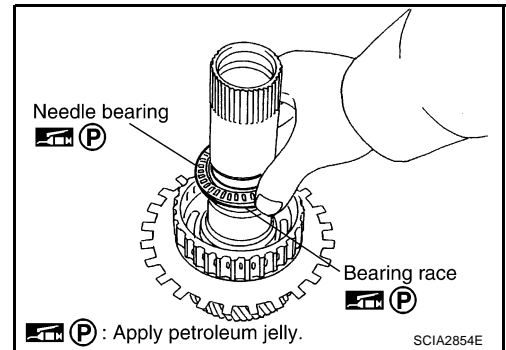
ACS008DP



- |                                    |                   |              |
|------------------------------------|-------------------|--------------|
| 1. Needle bearing                  | 2. Bearing race   | 3. Snap ring |
| 4. High and low reverse clutch hub | 5. Needle bearing | 6. Snap ring |
| 7. 1st one-way clutch              | 8. Rear sun gear  | 9. Seal ring |
| 10. Mid sun gear                   |                   |              |

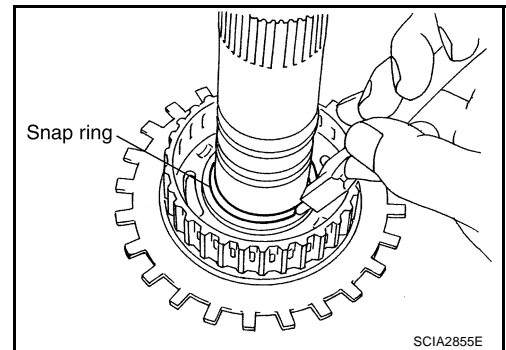
### DISASSEMBLY

- Remove needle bearing and bearing race from high and low reverse clutch hub.



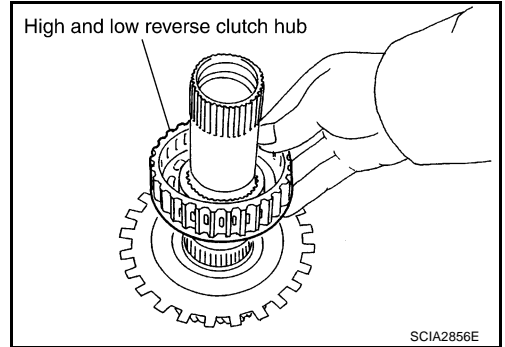
- Using snap ring pliers, remove snap ring from mid sun gear assembly.

**CAUTION:**  
Do not expand snap ring excessively.

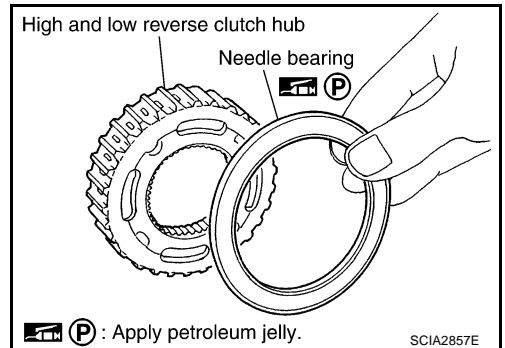


## REPAIR FOR COMPONENT PARTS

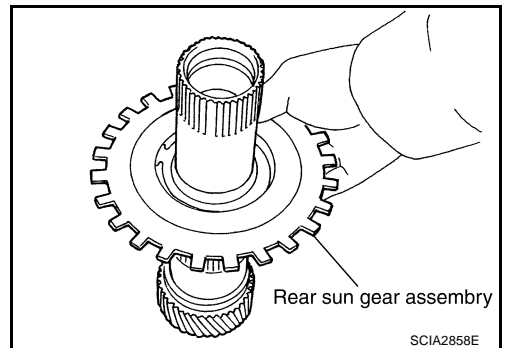
3. Remove high and low reverse clutch hub from mid sun gear assembly.



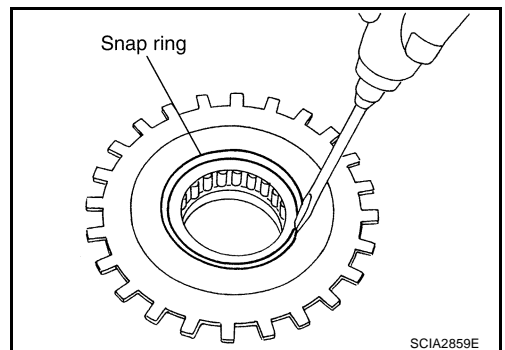
- a. Remove needle bearing from high and low reverse clutch hub.



4. Remove rear sun gear assembly from mid sun gear assembly.



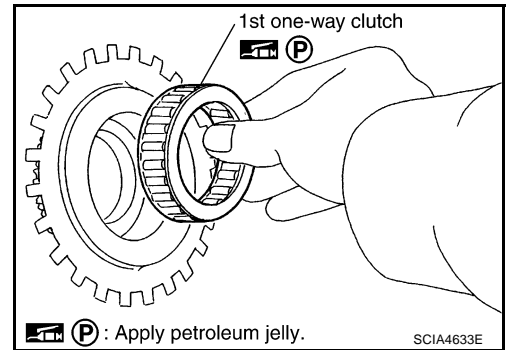
- a. Using a flat-bladed screwdriver, remove snap ring from rear sun gear.



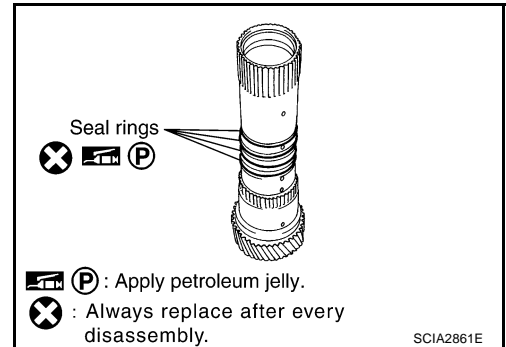
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## REPAIR FOR COMPONENT PARTS

- b. Remove 1st one-way clutch from rear sun gear.



5. Remove seal rings from mid sun gear.



### INSPECTION

#### High and Low Reverse Clutch Hub Snap Ring, Rear Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the snap ring.

#### 1st One-Way Clutch

- Check frictional surface for wear or damage.

**CAUTION:**

If necessary, replace the 1st one-way clutch.

#### Mid Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the mid sun gear.

#### Rear Sun Gear

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the rear sun gear.

#### High and Low Reverse Clutch Hub

- Check for deformation, fatigue or damage.

**CAUTION:**

If necessary, replace the high and low reverse clutch hub.



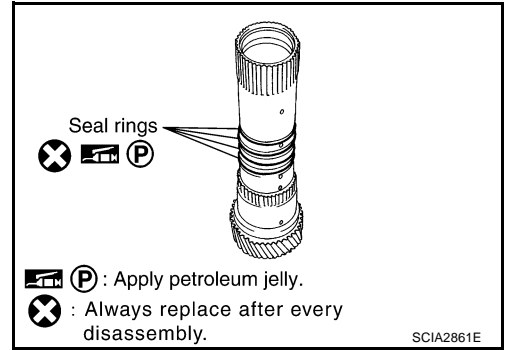
# REPAIR FOR COMPONENT PARTS

## ASSEMBLY

1. Install seal rings to mid sun gear.

**CAUTION:**

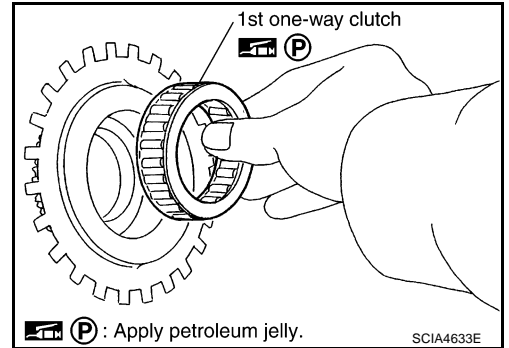
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



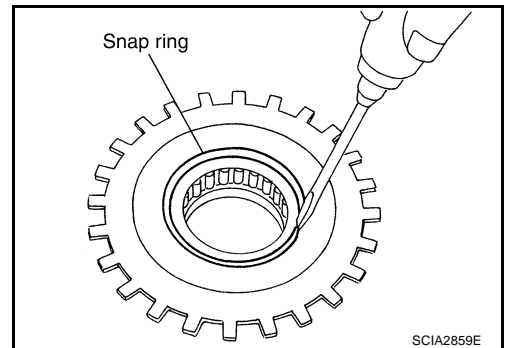
2. Install 1st one-way clutch to rear sun gear.

**CAUTION:**

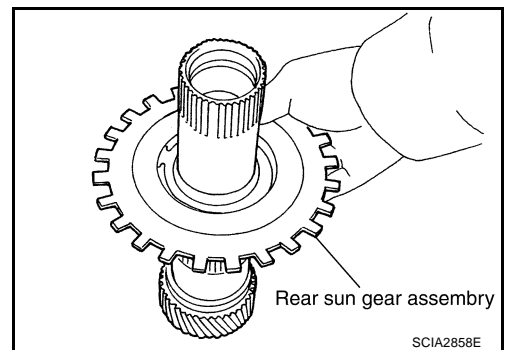
- Apply petroleum jelly to 1st one-way clutch.



3. Using a flat-bladed screwdriver, install snap ring to rear sun gear.



4. Install rear sun gear assembly to mid sun gear assembly.



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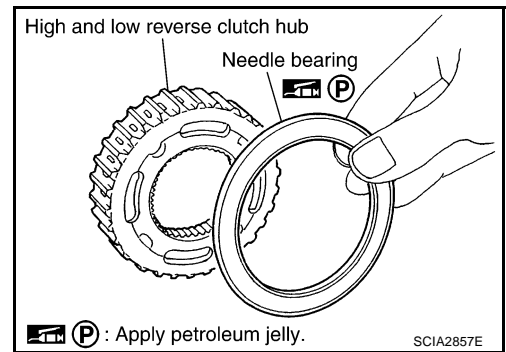
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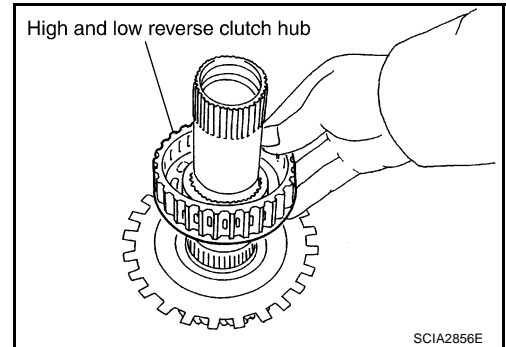
## REPAIR FOR COMPONENT PARTS

5. Install needle bearing to high and low reverse clutch hub.

**CAUTION:**  
Apply petroleum jelly to needle bearing.

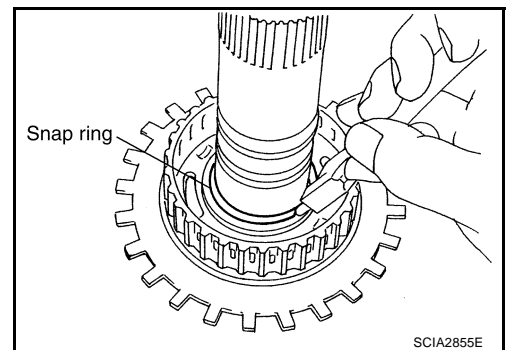


6. Install high and low reverse clutch hub to mid sun gear assembly.



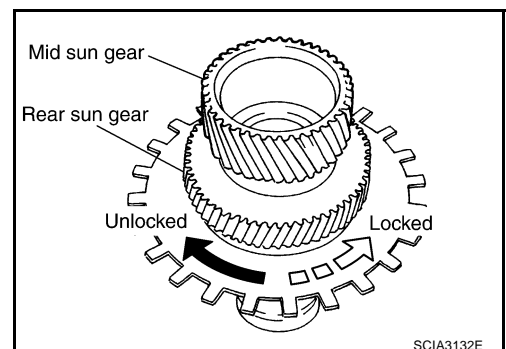
7. Using snap ring pliers, install snap ring to mid sun gear assembly.

**CAUTION:**  
Do not expand snap ring excessively.



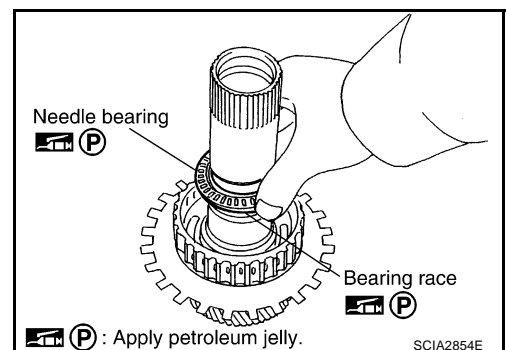
8. Check operation of 1st one-way clutch.  
a. Hold mid sun gear and turn rear sun gear.  
b. Check 1st one-way clutch for correct locking and unlocking directions.

**CAUTION:**  
If not as shown in illustration, check installation direction of 1st one-way clutch.



9. Install needle bearing and bearing race to high and low reverse clutch hub.

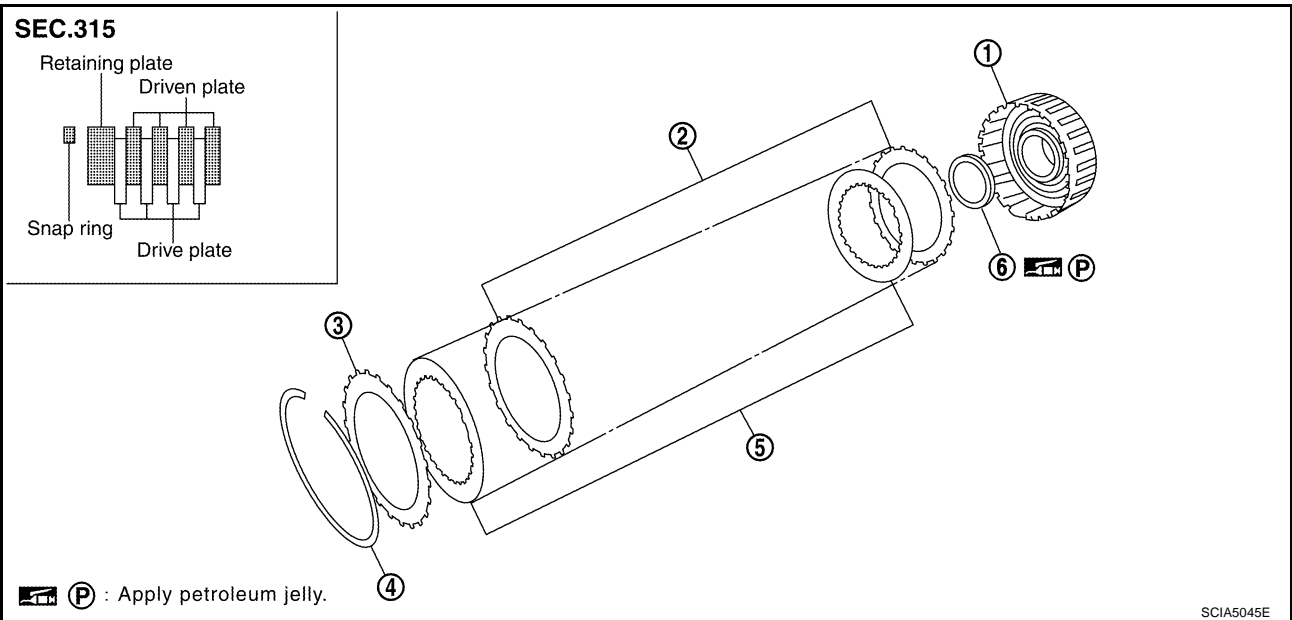
**CAUTION:**  
Apply petroleum jelly to needle bearing and bearing race.



# REPAIR FOR COMPONENT PARTS

ACS008DQ

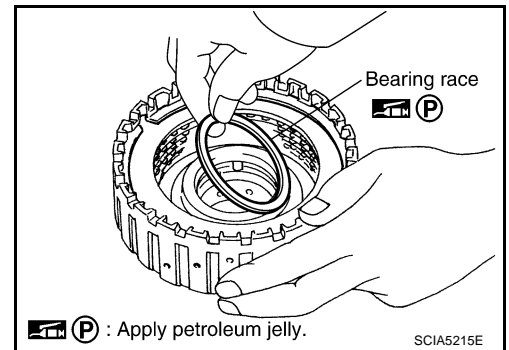
## High and Low Reverse Clutch COMPONENTS



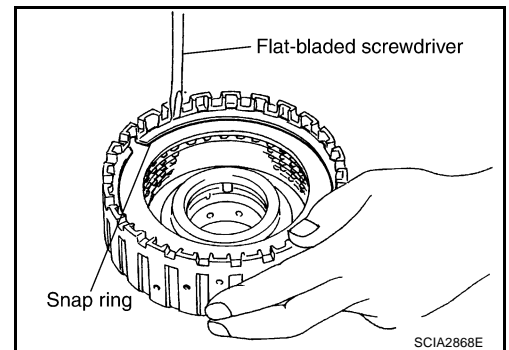
1. High and low reverse clutch drum
2. Driven plate
3. Retaining plate
4. Snap ring
5. Drive plate
6. Bearing race

### DISASSEMBLY

1. Remove bearing race from high and low reverse clutch drum.



2. Using a flat-bladed screwdriver, remove snap ring from high and low reverse clutch drum.
3. Remove drive plates, driven plates and retaining plate from high and low reverse clutch drum.



### INSPECTION

- Check the following, and replace high and low reverse clutch assembly if necessary.

#### High and Low Reverse Clutch Snap Ring

- Check for deformation, fatigue or damage.

#### High and Low Reverse Clutch Drive Plates

- Check facing for burns, cracks or damage.

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## REPAIR FOR COMPONENT PARTS

### High and Low Reverse Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

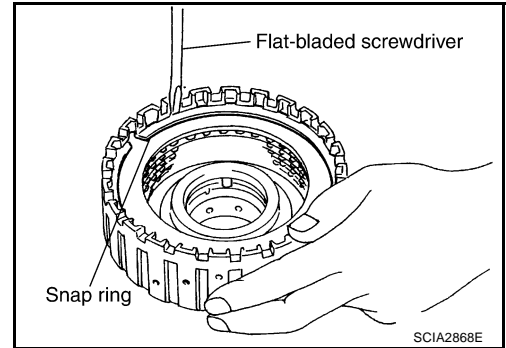
#### ASSEMBLY

1. Install drive plates, driven plates and retaining plate in high and low reverse clutch drum.

**CAUTION:**

**Take care with order of plates.**

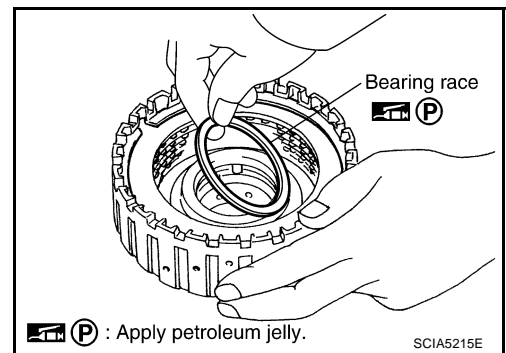
2. Using a flat-bladed screwdriver, install snap ring in high and low reverse clutch drum.



3. Install bearing race to high and low reverse clutch drum.

**CAUTION:**

**Apply petroleum jelly to bearing race.**

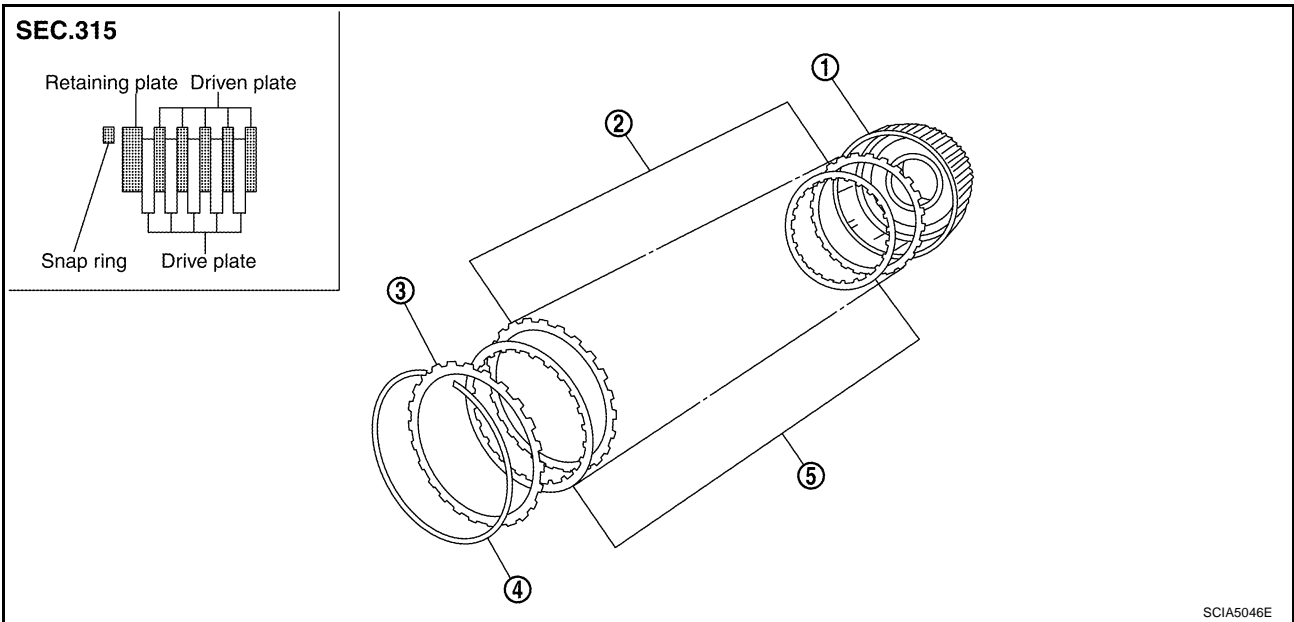


# REPAIR FOR COMPONENT PARTS

ACS008DR

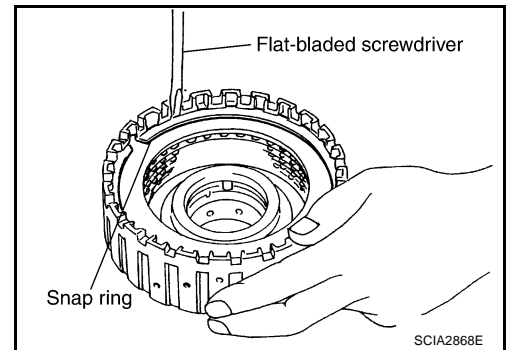
## Direct Clutch COMPONENTS

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### DISASSEMBLY

1. Using a flat-bladed screwdriver, remove snap ring from direct clutch drum.
2. Remove drive plates, driven plates and retaining plate from direct clutch drum.



### INSPECTION

- Check the following, and replace direct clutch assembly if necessary.

#### Direct Clutch Snap Ring

- Check for deformation, fatigue or damage.

#### Direct Clutch Drive Plates

- Check facing for burns, cracks or damage.

#### Direct Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

## REPAIR FOR COMPONENT PARTS

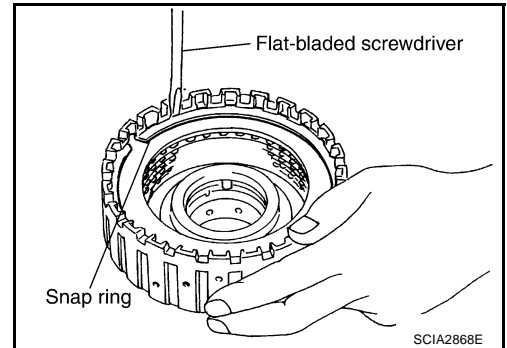
### ASSEMBLY

1. Install drive plates, driven plates and retaining plate in direct clutch drum.

**CAUTION:**

**Take care with order of plates.**

2. Using a flat-bladed screwdriver, install snap ring in direct clutch drum.



# ASSEMBLY

## ASSEMBLY

PPF:00000

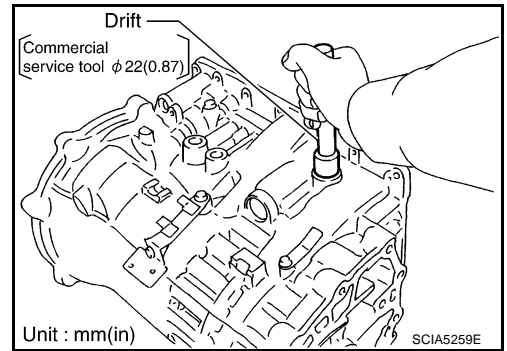
### Assembly (1)

ACS008DS

1. As shown in the right figure illustration, use a drift [commercial service tool  $\phi 22$  mm (0.87 in)] to drive manual shaft oil seals into the transmission case until it is flush.

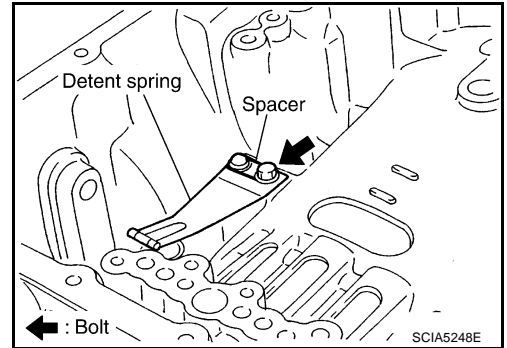
**CAUTION:**

- Apply ATF to manual shaft oil seals.
- Do not reuse manual shaft oil seals.



2. Install detent spring and spacer in transmission case.

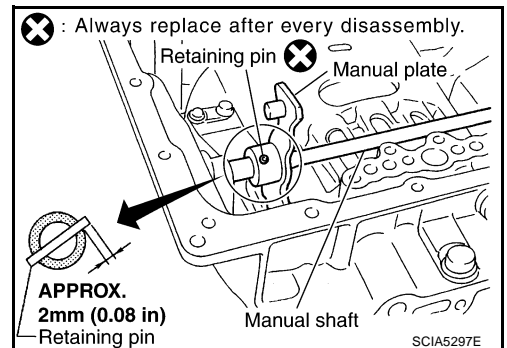
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



3. Assemble manual shaft, manual plate, and parking rod after installing manual shaft to transmission case.
4. Install retaining pin into the manual plate and manual shaft.
  - a. Fit pinhole of the manual plate to pinhole of the manual shaft with a pin punch.
  - b. Use a hammer to tap the retaining pin into the manual plate.

**CAUTION:**

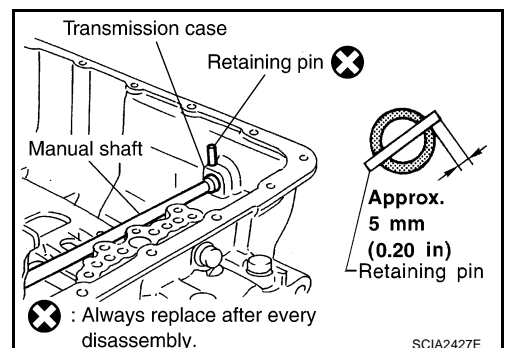
- Drive retaining pin to 2 & plusmn;0.5 mm over the manual plate.
- Do not reuse retaining pin.



5. Install retaining pin into the transmission case and manual shaft.
  - a. Fit pinhole of the transmission case to pinhole of the manual shaft with a pin punch.
  - b. Use a hammer to tap the retaining pin into the transmission case.

**CAUTION:**

- Drive retaining pin to 5 & plusmn;1 mm over the transmission case.
- Do not reuse retaining pin.



# ASSEMBLY

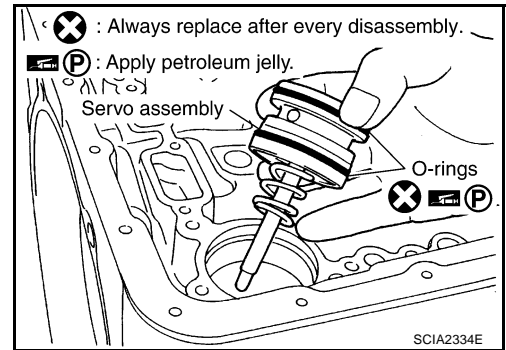
6. Install O-rings to servo assembly.

**CAUTION:**

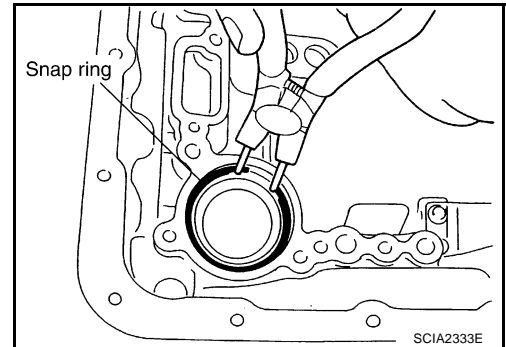
**Do not reuse O-rings.**

**Apply petroleum jelly to O-rings.**

7. Install return spring to servo assembly.  
8. Install servo assembly in transmission case.



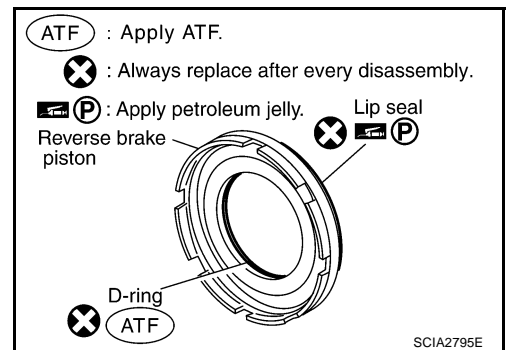
9. Using snap ring pliers, install snap ring to transmission case.



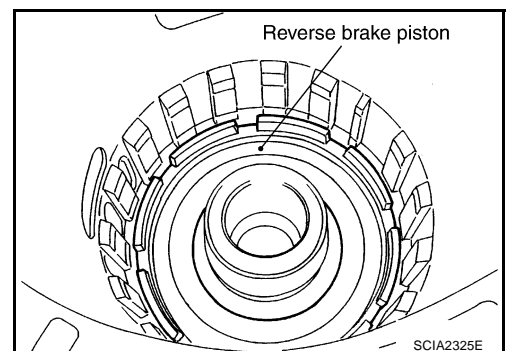
10. Install lip seal and D-ring in reverse brake piston.

**CAUTION:**

- Do not reuse lip seal and D-ring.
- Apply petroleum jelly to lip seal.
- Apply ATF to D-ring.



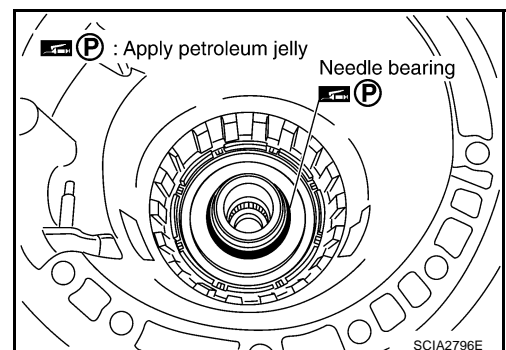
11. Install reverse brake piston in transmission case.



12. Install needle bearing to drum support edge surface.

**CAUTION:**

**Apply petroleum jelly to needle bearing.**



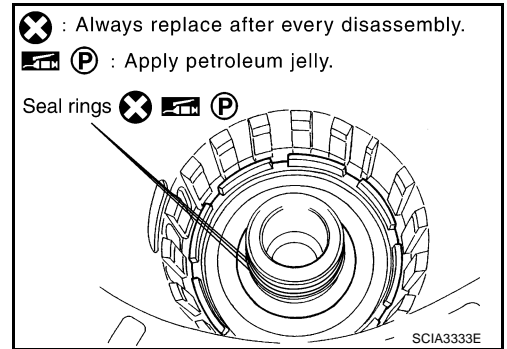


# ASSEMBLY

13. Install seal rings to drum support.

**CAUTION:**

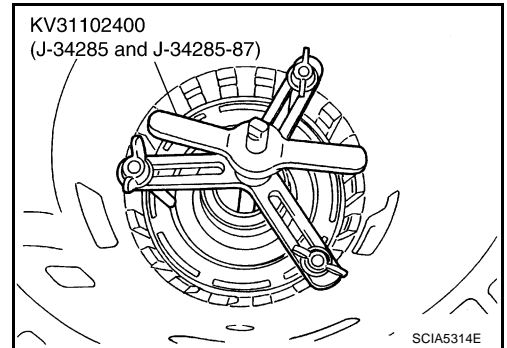
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



14. After installing the return spring and spring retainer in transmission case, use a clutch spring compressor to install snap ring in transmission case.

**CAUTION:**

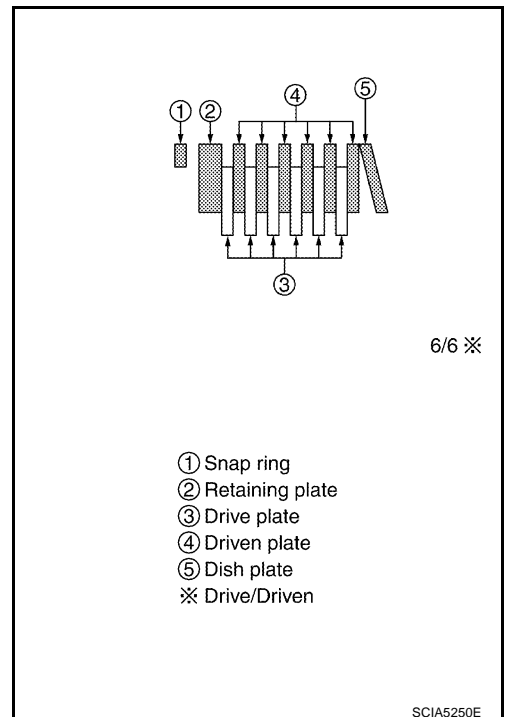
Securely assemble them using a flat-bladed screwdriver so that snap ring tension is slightly weak.



15. Install reverse brake retaining plate, drive plates, driven plates and dish plate in transmission case.

**CAUTION:**

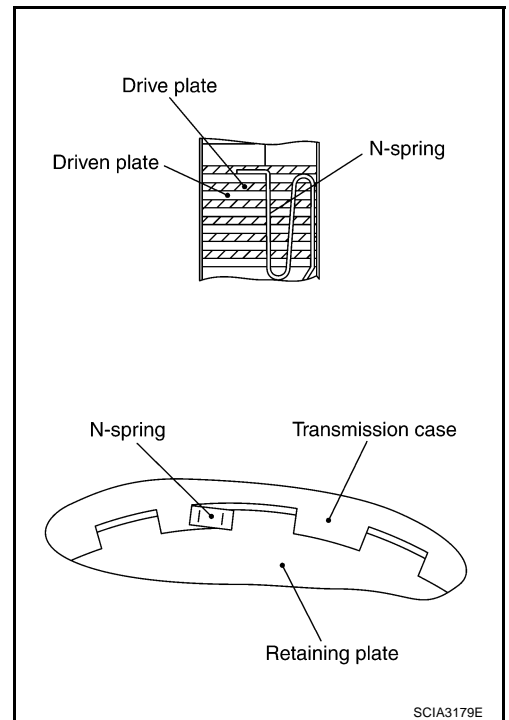
Take care with order of plates.



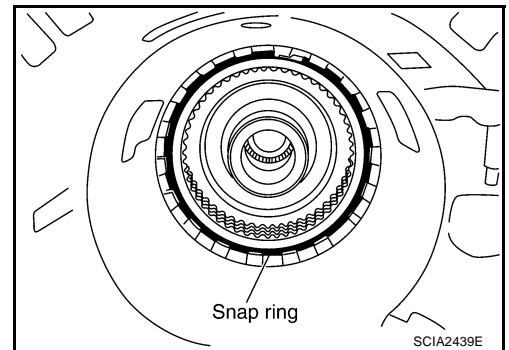
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# ASSEMBLY

16. Assemble N-spring.



17. Install snap ring in transmission case.



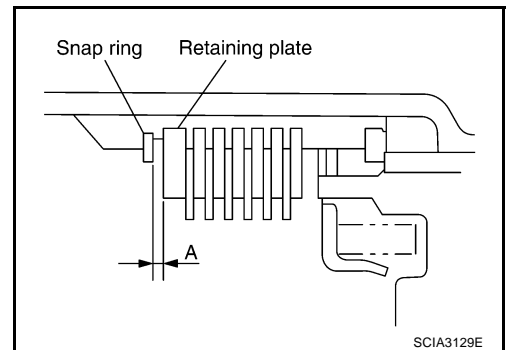
18. Measure clearance between retaining plate and snap ring. If not within specified clearance, select proper retaining plate.

**Specified clearance "A":**

**Standard: 0.7 - 1.1mm (0.028 - 0.043 in)**

**Retaining plate:**

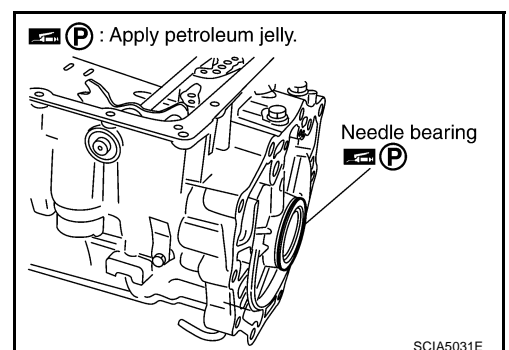
**Refer to [AT-328, "Reverse Brake"](#).**



19. Install needle bearing to transmission case.

**CAUTION:**

- Apply petroleum jelly to needle bearing.



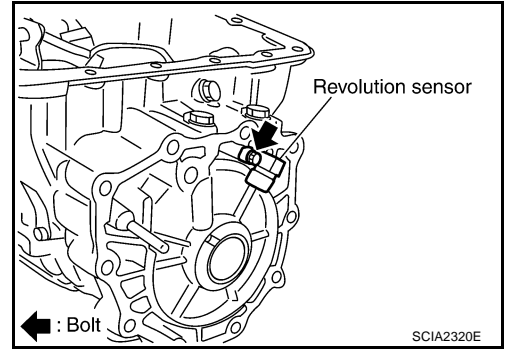
# ASSEMBLY

20. Install revolution sensor to transmission case.

**CAUTION:**

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

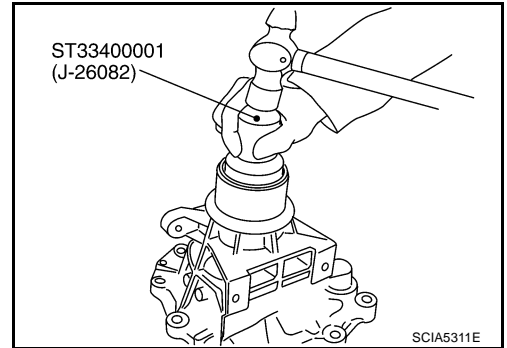
 : 5.8 N·m (0.59 kg·m, 51 in·lb)



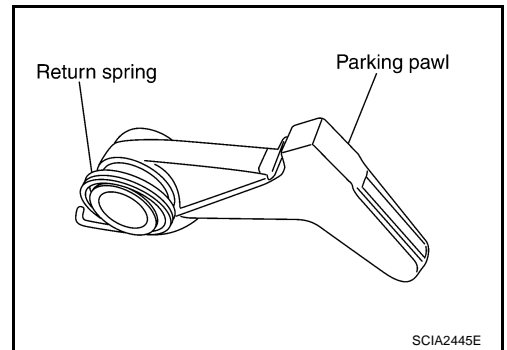
21. As shown in the right figure illustration, use a drift to drive rear oil seal into the rear extension until it is flush.

**CAUTION:**

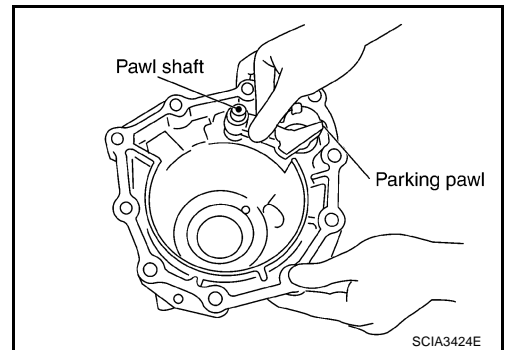
- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.



22. Install return spring to parking pawl.



23. Install parking pawl (with return spring) and pawl shaft to rear extension.

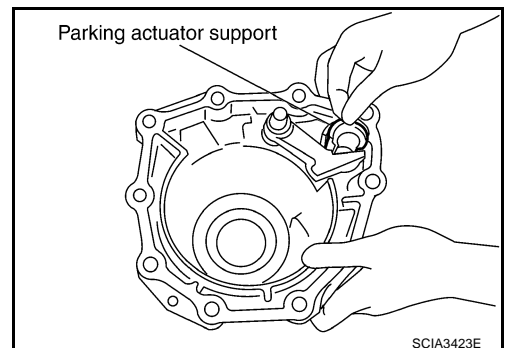


24. Install parking actuator support to rear extension.

25. Install needle bearing to rear extension.

**CAUTION:**

Apply petroleum jelly to needle bearing.



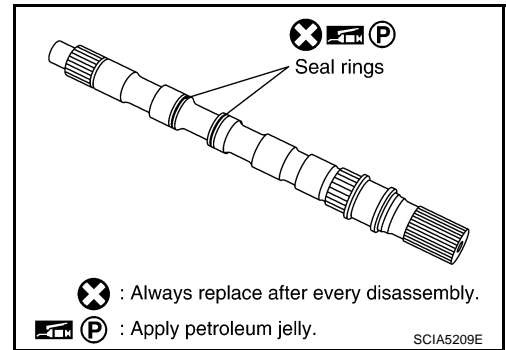
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# ASSEMBLY

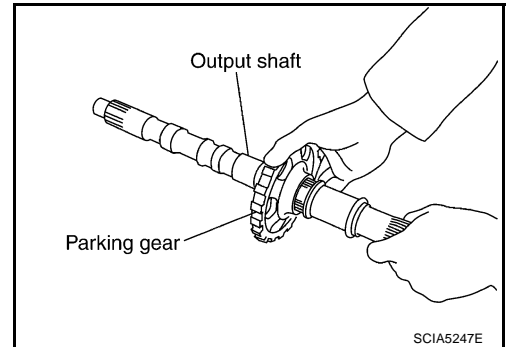
26. Install seal rings to output shaft.

**CAUTION:**

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



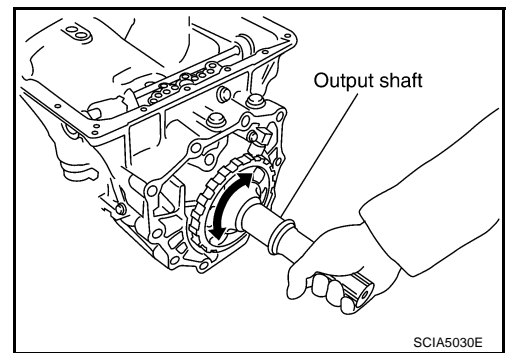
27. Install parking gear to output shaft.



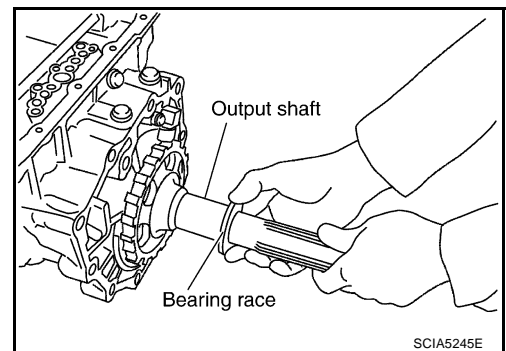
28. Install output shaft in transmission case.

**CAUTION:**

Be careful not to mistake front for rear because both sides looks similar. (Thinner end is front side.)



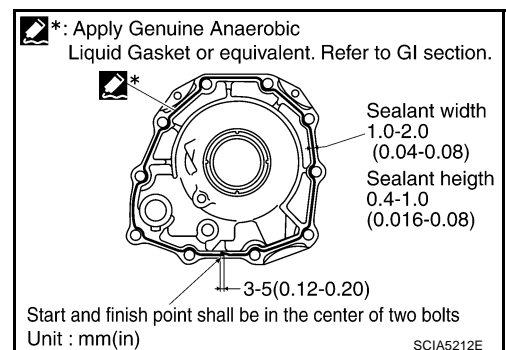
29. Install bearing race to output shaft.



30. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-47, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

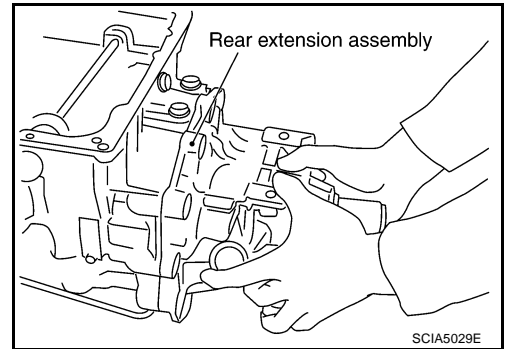
**CAUTION:**

Completely remove all moisture, oil and old sealant, etc. from the transmission case and rear extension assembly mounting surfaces.



# ASSEMBLY

31. Install rear extension assembly to transmission case.



32. Tighten rear extension assembly mounting bolts to specified torque.

**CAUTION:**

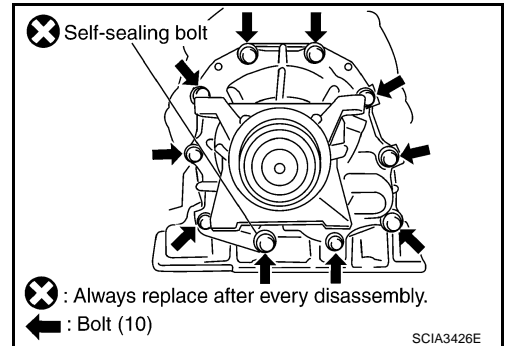
**Do not reuse self-sealing bolt.**

**Rear extension assembly mounting bolt:**

 : 52 N·m (5.3 kg-m, 38 ft-lb)

**Self-sealing bolt:**

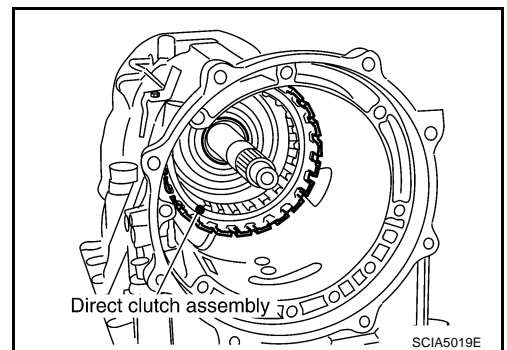
 : 61 N·m (6.2 kg-m, 45 ft-lb)



33. Install direct clutch assembly in reverse brake.

**CAUTION:**

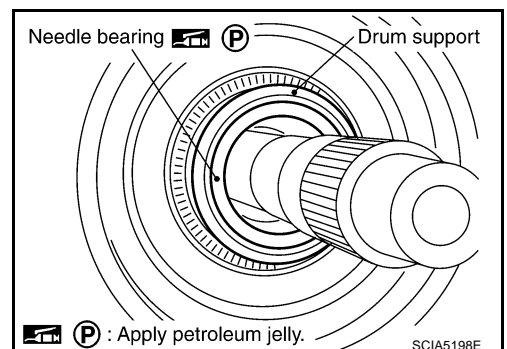
**Make sure that drum support edge surface and direct clutch inner boss edge surface come to almost same place.**



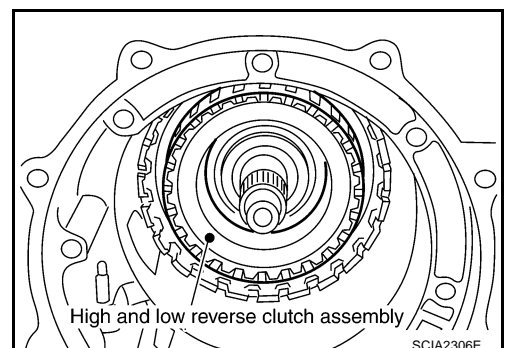
34. Install needle bearing in drum support.

**CAUTION:**

**Apply petroleum jelly to needle bearing.**



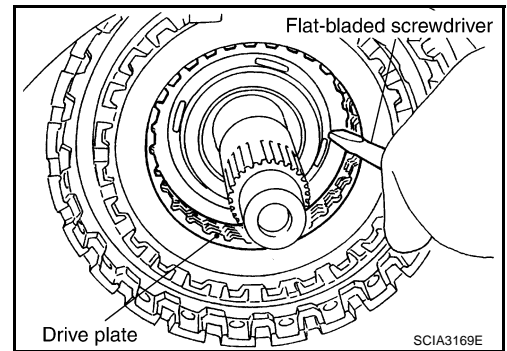
35. Install high and low reverse clutch assembly in direct clutch.



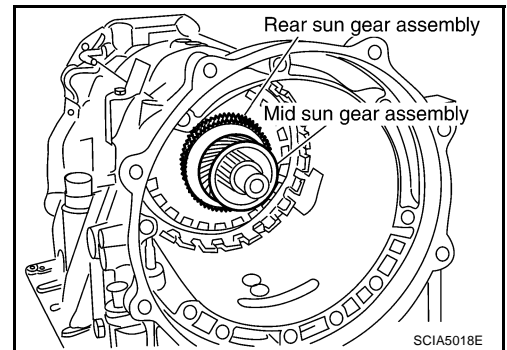
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# ASSEMBLY

36. Using a flat-bladed screwdriver, adjust the drive plate.

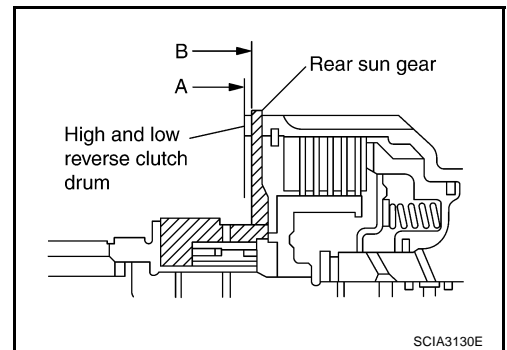


37. Install high and low reverse clutch hub, mid sun gear assembly and rear sun gear assembly as a unit.



**CAUTION:**

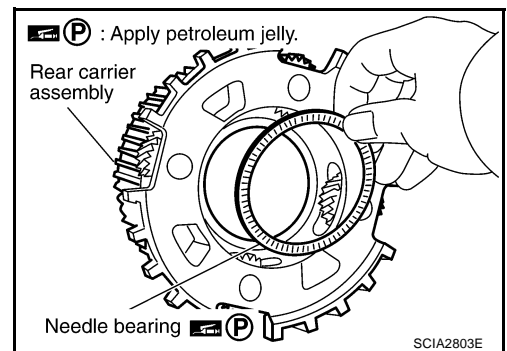
Check that portion "A" of high and low reverse clutch drum protrudes approximately 2 mm (0.08 in) beyond portion "B" of rear sun gear.



38. Install needle bearing in rear carrier assembly.

**CAUTION:**

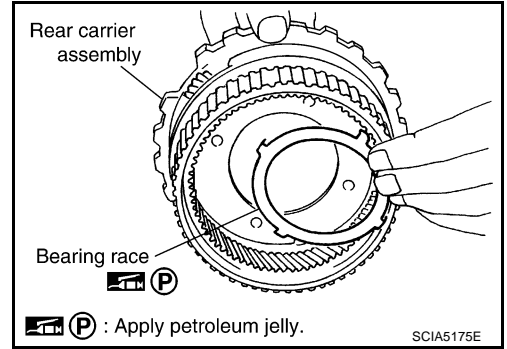
Apply petroleum jelly to needle bearing.



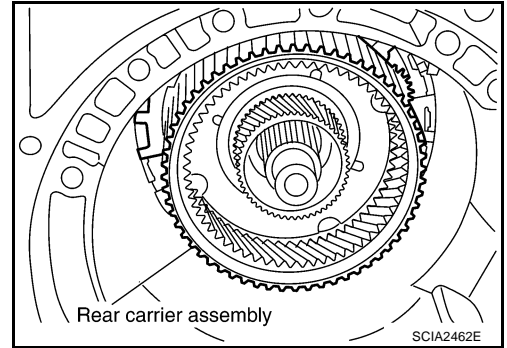
# ASSEMBLY

39. Install bearing race in rear carrier assembly.

**CAUTION:**  
Apply petroleum jelly to bearing race.

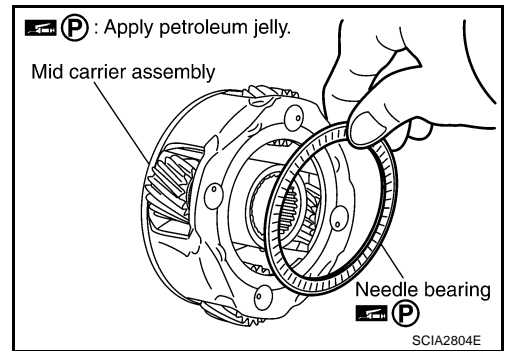


40. Install rear carrier assembly in direct clutch drum.



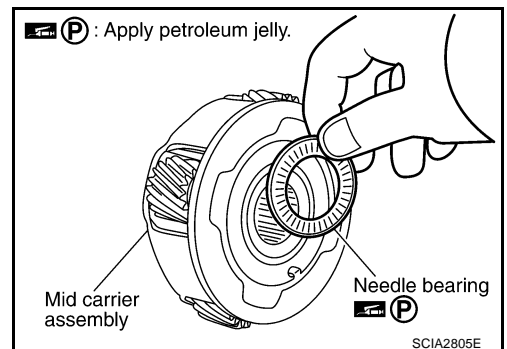
41. Install needle bearing (rear side) to mid carrier assembly.

**CAUTION:**  
Apply petroleum jelly to needle bearing.

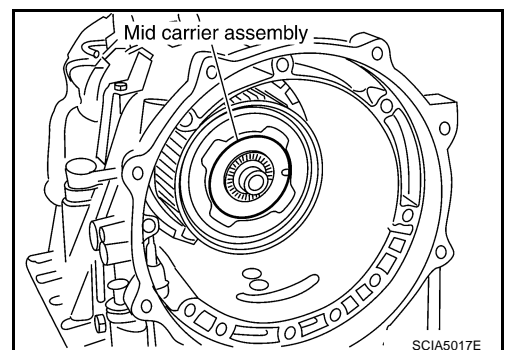


42. Install needle bearing (front side) to mid carrier assembly.

**CAUTION:**  
Apply petroleum jelly to needle bearing.



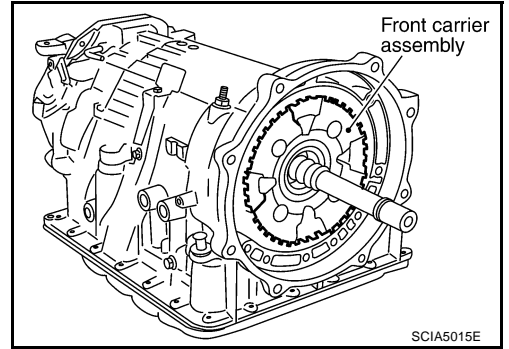
43. Install mid carrier assembly in rear carrier assembly.



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# ASSEMBLY

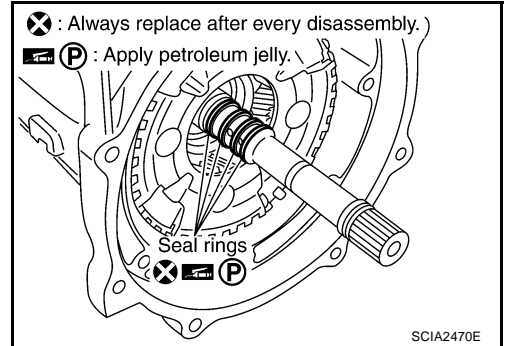
44. Install front carrier assembly, input clutch assembly and rear internal gear as a unit.



45. Install seal rings in input clutch assembly.

**CAUTION:**

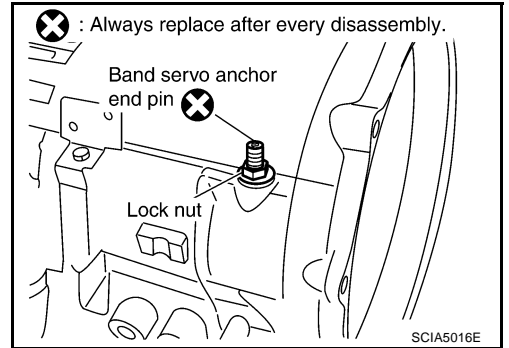
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



46. Install band servo anchor end pin and lock nut in transmission case.

**CAUTION:**

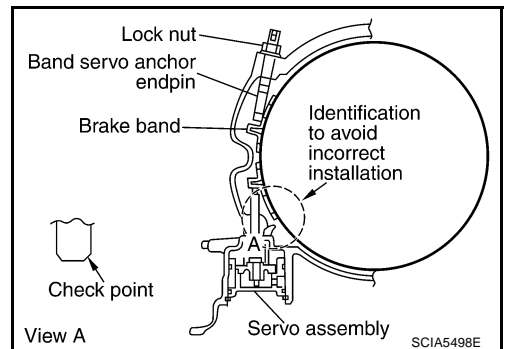
- Do not reuse band servo anchor end pin.



47. Install brake band in transmission case.

**CAUTION:**

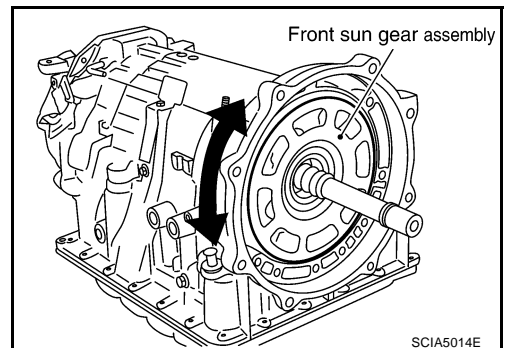
- Assemble it so that identification to avoid incorrect installation faces servo side.



48. Install front sun gear to front carrier assembly.

**CAUTION:**

- Apply ATF to front sun gear bearing and 3rd one-way clutch end bearing.

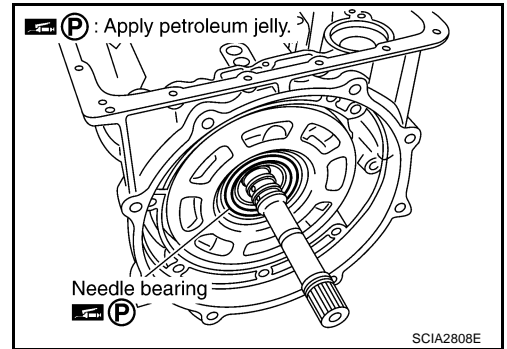




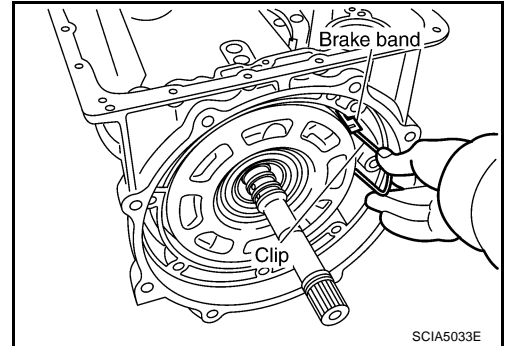
# ASSEMBLY

49. Install needle bearing to front sun gear.

**CAUTION:**  
Apply petroleum jelly to needle bearing.



50. Adjust brake band tilting using clips so that brake band contacts front sun gear drum evenly.



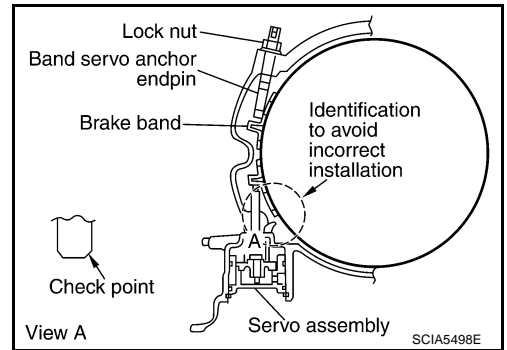
51. Adjust brake band.

- Loosen lock nut.
- Tighten band servo anchor end pin to specified torque.

 : 5.0 N·m (0.51 kg-m, 44 in-lb)

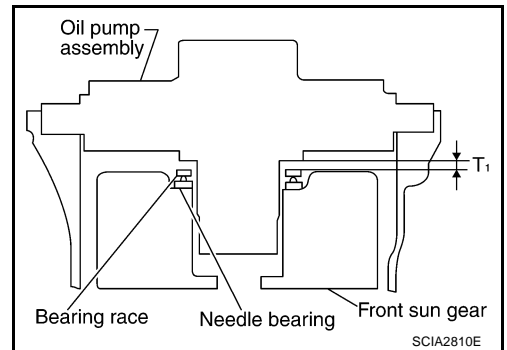
- Back of band servo anchor end pin three turns.
- Holding band servo anchor end pin, tighten lock nut to specified torque.

 : 46 N·m (4.7 kg-m, 34 ft-lb)



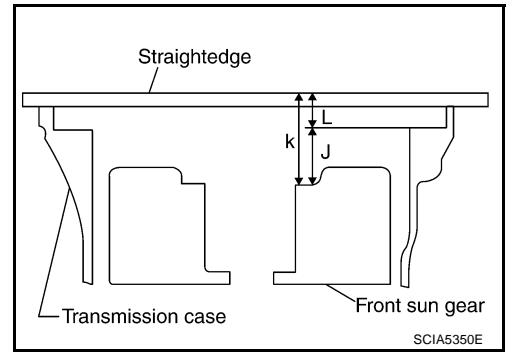
## Adjustment TOTAL END PLAY

- Measure clearance between front sun gear and bearing race for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.

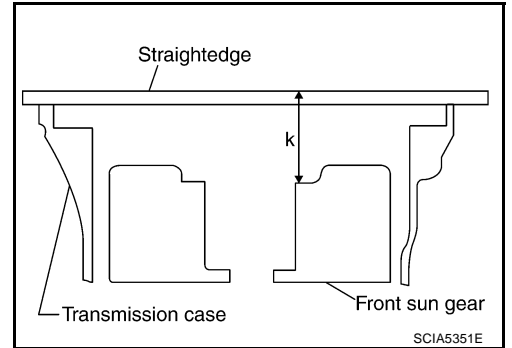


# ASSEMBLY

1. Measure dimensions "K" and "L" and then calculate dimension "J".



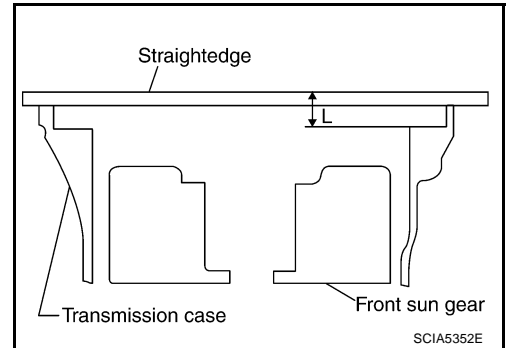
- a. Measure dimension "K".



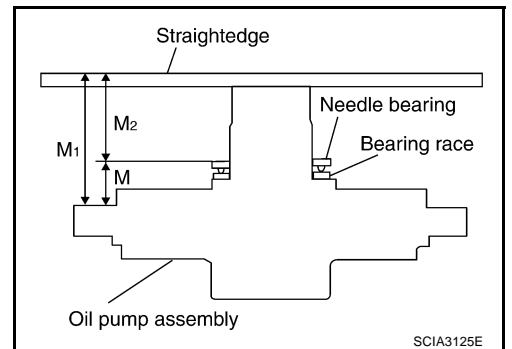
- b. Measure dimension "L".
- c. Calculate dimension "J".

**"J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of front sun gear.**

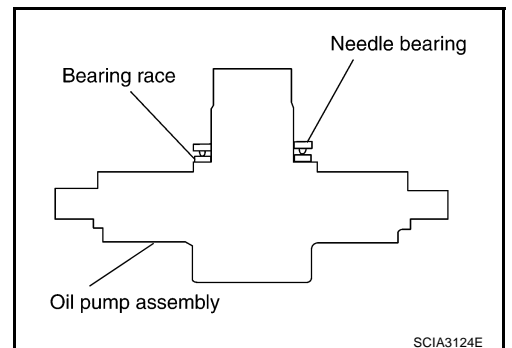
$$J = K - L$$



2. Measure dimensions "M1" and "M2" and then calculate dimension "M".

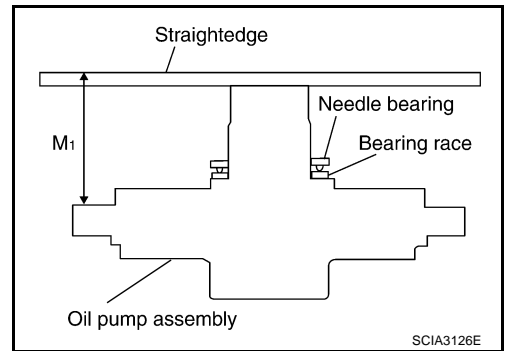


- a. Place bearing race and needle bearing on oil pump assembly.

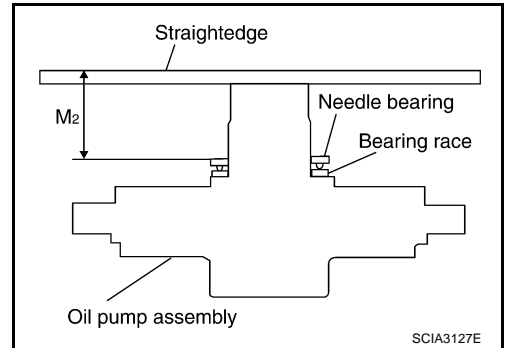


# ASSEMBLY

b. Measure dimension "M1".



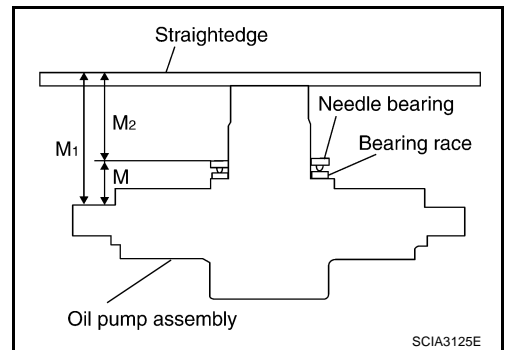
c. Measure dimension "M2".



d. Calculate dimension "M".

**"M": Distance between transmission case fitting surface of oil pump and needle bearing on oil pump.**

$$M = M1 - M2$$



3. Adjust total end play "T1".

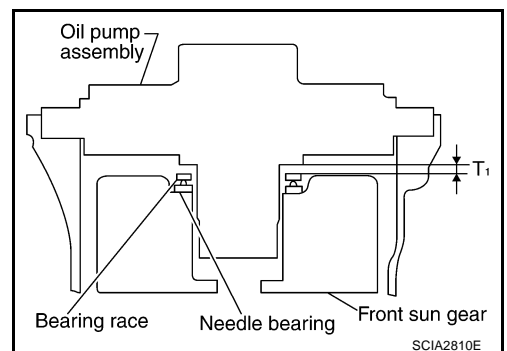
$$T1 = J - M$$

**Total end play "T1":**

**0.25 - 0.55 mm (0.0098 - 0.0217 in)**

- Select proper thickness of bearing race so that total end play is within specifications.

**Bearing races:** Refer to [AT-328, "BEARING RACE FOR ADJUSTING TOTAL END PLAY"](#).



# ASSEMBLY

ACS008DU

## Assembly (2)

1. Install O-ring to oil pump assembly.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.

2. Install bearing race to oil pump assembly.

**CAUTION:**

Apply petroleum jelly to bearing race.

3. Install oil pump assembly in transmission case.

**CAUTION:**

Apply ATF to oil pump bearing.

4. Apply recommended sealant (Genuine RTV Silicone Sealant or equivalent. Refer to [GI-47. "Recommended Chemical Products and Sealants"](#) .) to oil pump assembly as shown in illustration.

**CAUTION:**

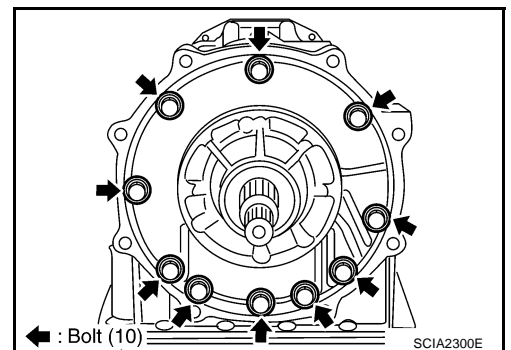
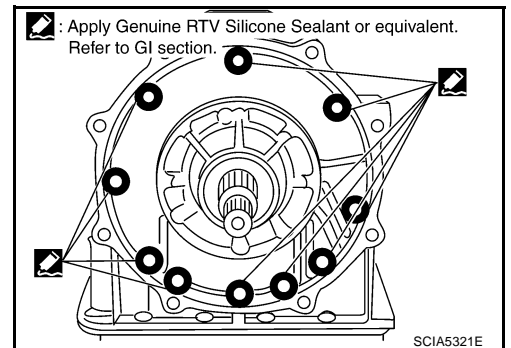
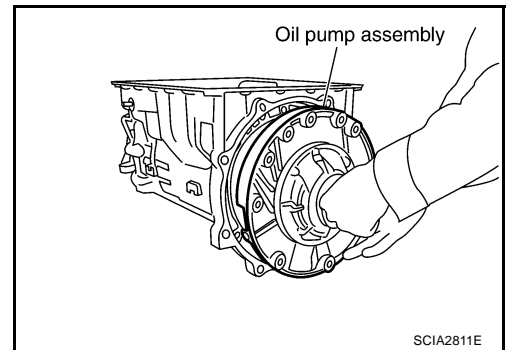
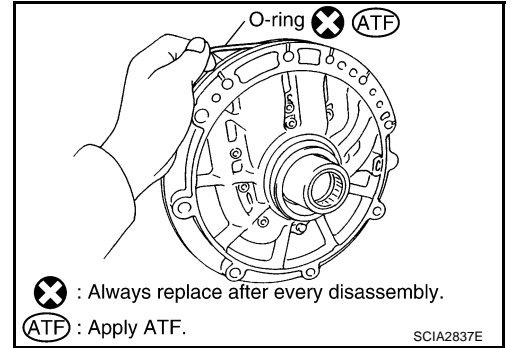
Completely remove all moisture, oil and old sealant, etc. From the oil pump mounting bolts and oil pump mounting bolt mounting surfaces.

5. Tighten oil pump mounting bolts to specified torque.

**CAUTION:**

Apply ATF to oil pump bushing.

 : 48 N·m (4.9 kg·m, 35 ft·lb)

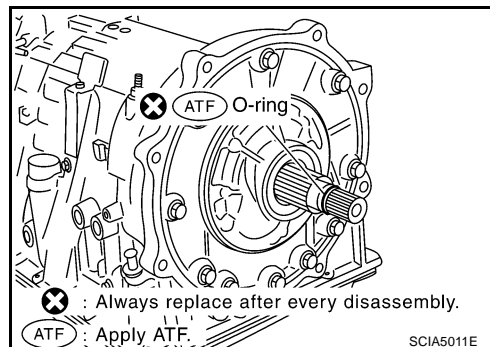


# ASSEMBLY

6. Install O-ring to input clutch assembly.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



7. Install converter housing to transmission case.

**CAUTION:**

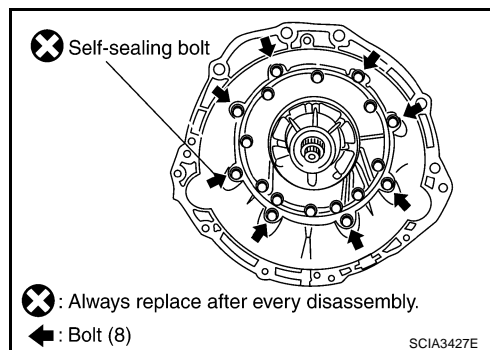
Do not reuse self-sealing bolt.

Converter housing mounting bolt:

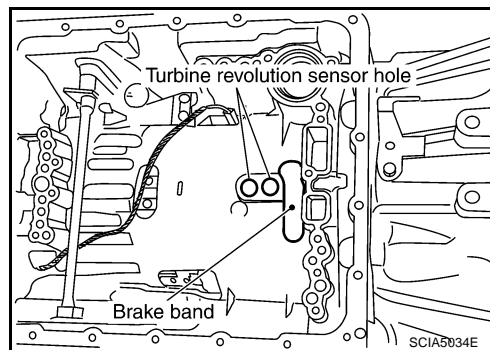
 : 52 N·m (5.3 kg-m, 38 ft-lb)

Self-sealing bolt:

 : 61 N·m (6.2 kg-m, 45 ft-lb)

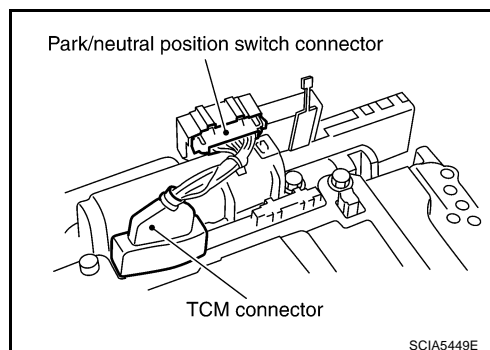


8. Make sure that brake band does not close turbine revolution sensor hole.



9. Install control valve with TCM.

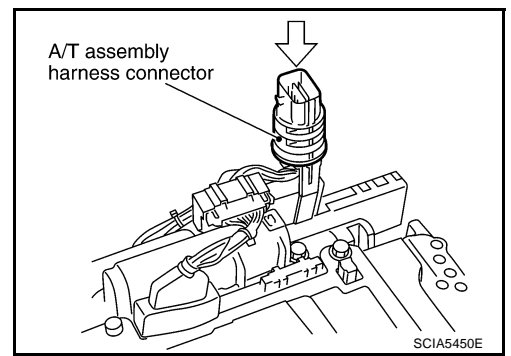
- a. Connect TCM connector and park/neutral position switch connector.



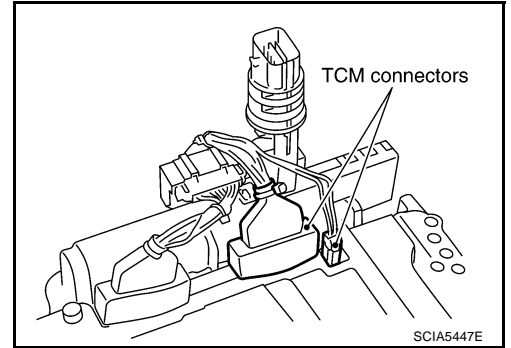
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# ASSEMBLY

- b. Install A/T assembly harness connector from control valve with TCM.



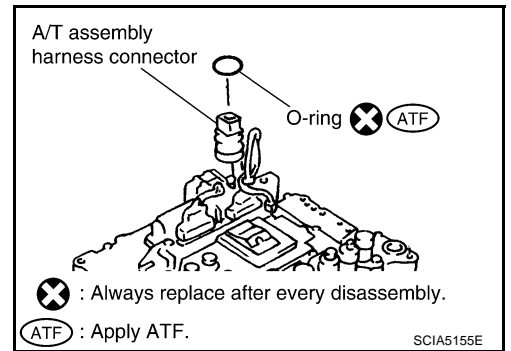
- c. Connect TCM connectors.



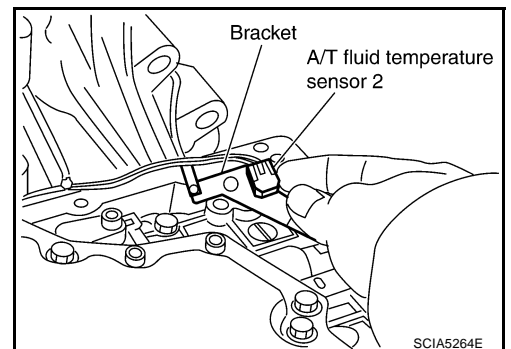
- d. Install O-ring to A/T assembly harness connector.

**CAUTION:**

- Do not reuse O-ring.
- Apply ATF to O-ring.



- e. Install A/T fluid temperature sensor 2 to bracket.

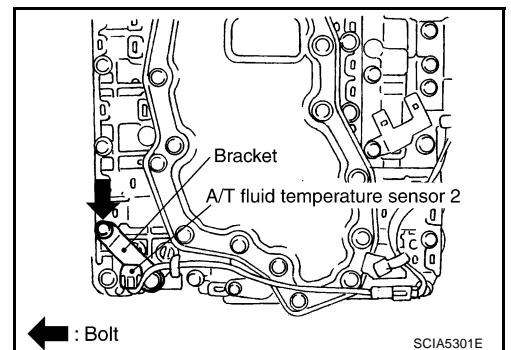


- f. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

**CAUTION:**

Adjust bolt hole of bracket to bolt hole of control valve.

 : 7.9 N·m (0.81 kg-m, 70 in-lb)

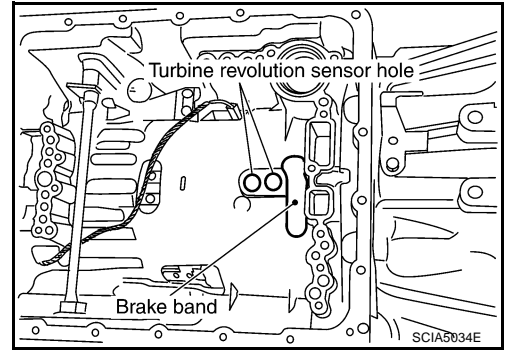


# ASSEMBLY

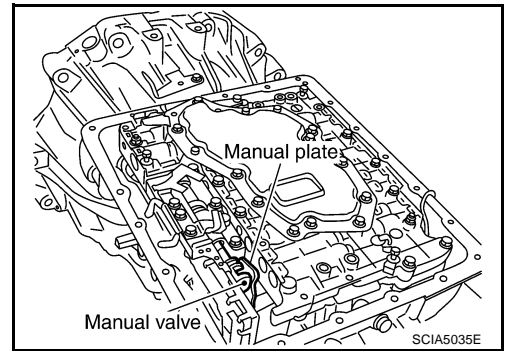
g. Install control valve with TCM in transmission case.

**CAUTION:**

- Make sure that turbine revolution sensor securely installs turbine revolution sensor hole.
- Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.
- Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.

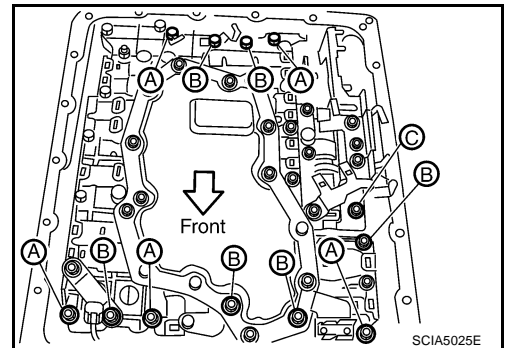


- Assemble it so that manual valve cutout is engaged with manual plate projection.



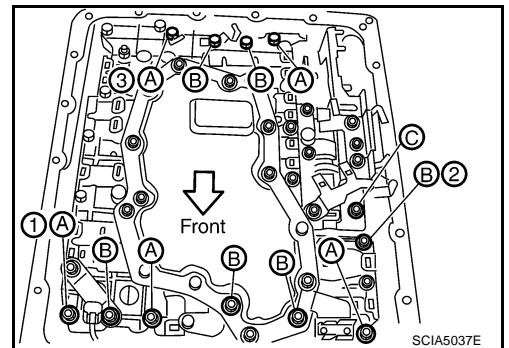
h. Install bolts A, B and C to control valve with TCM.

| Bolt symbol | Length mm (in) | Number of bolts |
|-------------|----------------|-----------------|
| A           | 42 (1.65)      | 5               |
| B           | 55 (2.17)      | 6               |
| C           | 40 (1.57)      | 1               |



i. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

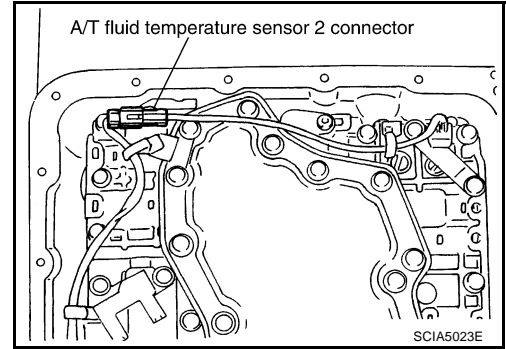
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



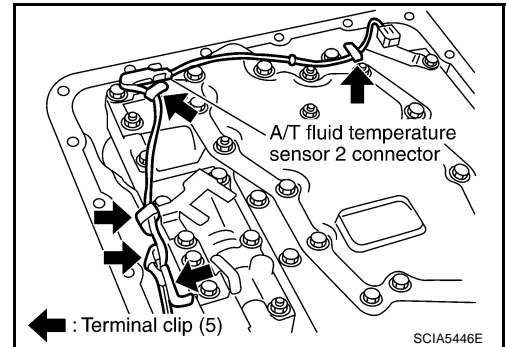
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# ASSEMBLY

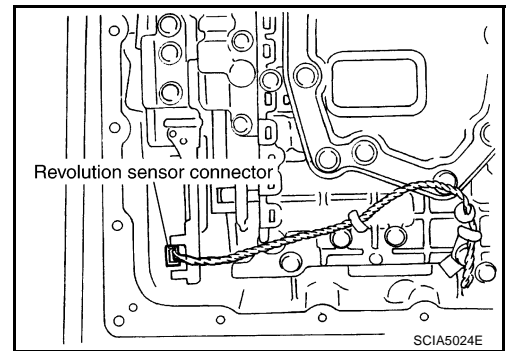
10. Connect A/T fluid temperature sensor 2 connector.



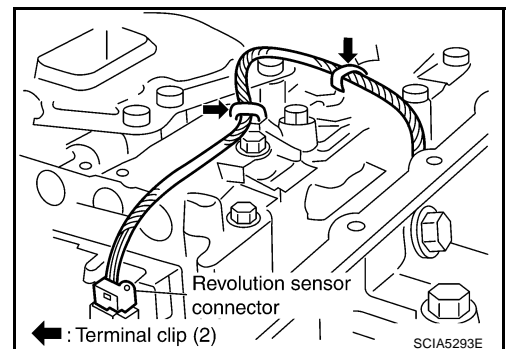
11. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips.



12. Connect revolution sensor connector.

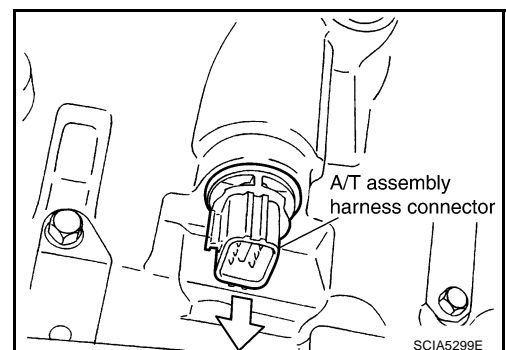


13. Securely fasten revolution sensor harness with terminal clips.



14. Pull down A/T assembly harness connector.

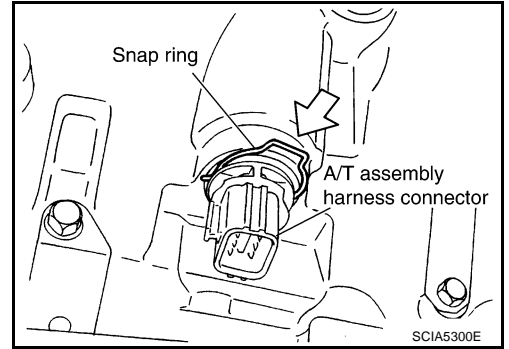
**CAUTION:**  
Be careful not to damage connector.



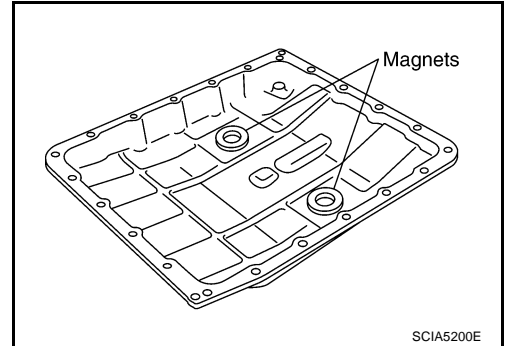


# ASSEMBLY

15. Install snap ring to A/T assembly harness connector.



16. Install magnets in oil pan.



17. Install oil pan to transmission case.

a. Install oil pan gasket to oil pan.

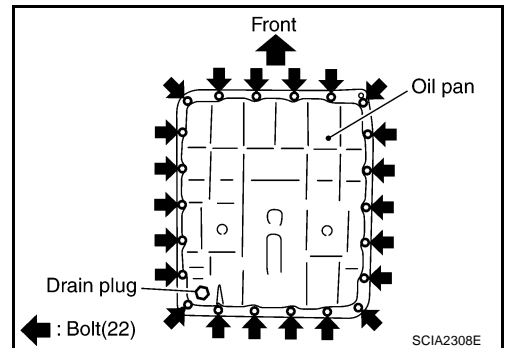
**CAUTION:**

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

b. Install oil pan (with oil pan gasket) to transmission case.

**CAUTION:**

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

**CAUTION:**

Do not reuse oil pan mounting bolts.

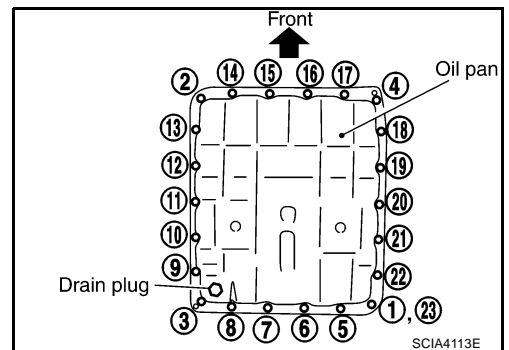
 : 7.9 N·m (0.81 kg-m, 70 in-lb)

18. Install drain plug to oil pan.

**CAUTION:**

Do not reuse drain plug gasket.

 : 34 N·m (3.5 kg-m, 25 ft-lb)



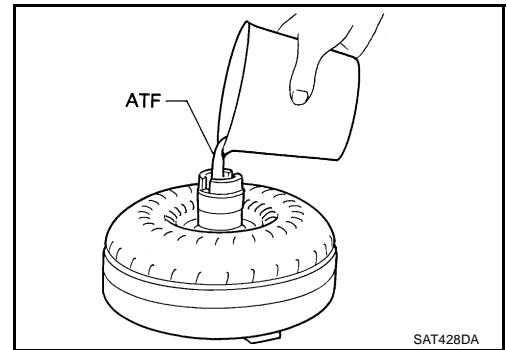
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# ASSEMBLY

19. Install torque converter.

a. Pour ATF into torque converter.

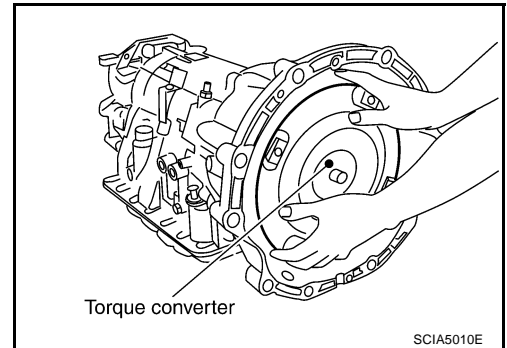
- Approximately 2 liter (2-1/8 US qt, 1-3/4 Imp qt) of fluid is required for a new torque converter.
- When reusing old torque converter, add the same amount of fluid as was drained.



b. Install torque converter while aligning notches of torque converter with notches of oil pump.

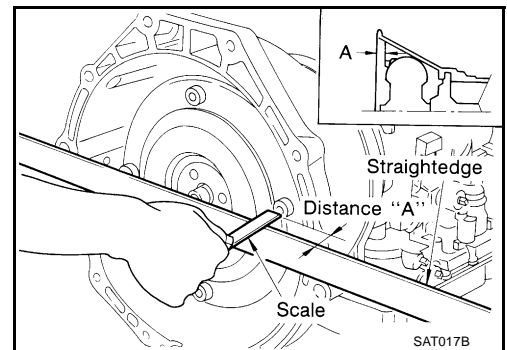
**CAUTION:**

**Install torque converter while rotating it.**



c. Measure distance "A" to check that torque converter is in proper position.

**Distance "A": 25.0 mm (0.98 in) or more**



# SERVICE DATA AND SPECIFICATIONS (SDS)

## SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

### General Specifications

ACS005NV

|                                |   |       |
|--------------------------------|---|-------|
| Applied model                  | VQ35DE engine                           |       |
| Automatic transmission model   | RE5R05A                                 |       |
| Transmission model code number | 91X83, 92X16                            |       |
| Stall torque ratio             | 2.0:1                                   |       |
| Transmission gear ratio        | 1st                                     | 3.540 |
|                                | 2nd                                     | 2.264 |
|                                | 3rd                                     | 1.471 |
|                                | 4th                                     | 1.000 |
|                                | 5th                                     | 0.834 |
|                                | Reverse                                 | 2.370 |
| Recommended fluid              | Nissan Matic J ATF*1                    |       |
| Fluid capacity                 | 10.3 liter (10-7/8 US qt, 9-1/8 Imp qt) |       |

#### CAUTION:

- Use only Genuine Nissan Matic J ATF. Do not mix with other fluid.
- Using automatic transmission fluid other than Genuine Nissan Matic J ATF will deteriorate in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the warranty.

\*1: Refer to [MA-9, "Fluids and Lubricants"](#).

### Vehicle Speed When Shifting Gears

ACS005NV

| Throttle position | Vehicle Speed km/h (MPH) |                      |                        |                          |                          |                        |                      |                      |
|-------------------|--------------------------|----------------------|------------------------|--------------------------|--------------------------|------------------------|----------------------|----------------------|
|                   | D1 →D2                   | D2 →D3               | D3 →D4                 | D4 →D5                   | D5 →D4                   | D4 →D3                 | D3 →D2               | D2 →D1               |
| Full throttle     | 58 - 62<br>(36 - 39)     | 90 - 98<br>(56 - 61) | 140 - 150<br>(87 - 93) | 201 - 211<br>(125 - 131) | 197 - 207<br>(122 - 129) | 122 - 132<br>(76 - 82) | 74 - 82<br>(46 - 51) | 34 - 38<br>(23 - 25) |
| Half throttle     | 46 - 50<br>(29 - 31)     | 71 - 79<br>(44 - 49) | 107 - 117<br>(66 - 73) | 135 - 145<br>(84 - 90)   | 88 - 98<br>(55 - 61)     | 61 - 71<br>(38 - 44)   | 29 - 37<br>(18 - 23) | 11 - 15<br>(7 - 9)   |

- At half throttle, the accelerator opening is 4/8 of the full opening.

### Vehicle Speed When Performing and Releasing Complete Lock-up

ACS005NX

| Throttle position | Vehicle speed km/h (MPH) |                     |
|-------------------|--------------------------|---------------------|
|                   | Lock-up "ON"             | Lock-up "OFF"       |
| Closed throttle   | 56 - 64 (35 - 40)        | 53 - 61 (33 - 38)   |
| Half throttle     | 168 - 176 (104 - 109)    | 131 - 139 (81 - 86) |

- At closed throttle, the accelerator opening is less than 1/8 condition.
- At half throttle, the accelerator opening is 4/8 of the full opening.

### Vehicle Speed When Performing and Releasing Slip Lock-up

ACS005NY

| Throttle position | Gear position | Vehicle speed km/h (MPH) |                    |
|-------------------|---------------|--------------------------|--------------------|
|                   |               | Slip lock-up "ON"        | Slip lock-up "OFF" |
| Closed throttle   | 4th           | 37 - 45 (23 - 28)        | 34 - 42 (21 - 26)  |
|                   | 5th           | 44 - 52 (27 - 32)        | 41 - 49 (25 - 30)  |

- At closed throttle, the accelerator opening is less than 1/8 condition.

### Stall Speed

ACS005NZ

|             |                   |
|-------------|-------------------|
| Stall speed | 2,650 - 2,950 rpm |
|-------------|-------------------|

# SERVICE DATA AND SPECIFICATIONS (SDS)

## Line Pressure

ACS00500

| Engine speed   | Line pressure [kPa (kg/cm <sup>2</sup> , psi)] |  |
|----------------|--|--|
|                | R position                                     | D, M positions                         |
| At idle speed  | 392 - 441 (4.0 - 4.5, 57 - 64)                 | 373 - 422 (3.8 - 4.3, 54 - 61)         |
| At stall speed | 1,700 - 1,890 (17.3 - 19.3, 247 - 274)         | 1,310 - 1,500 (13.3 - 15.3, 190 - 218) |

## A/T Fluid Temperature Sensor

ACS00893

| Name                           | Condition    | CONSULT-II "DATA MONITOR" (Approx.) | Resistance (Approx.) |
|--------------------------------|--------------|-------------------------------------|----------------------|
| A/T fluid temperature sensor 1 | 0°C (32°F)   | 2.2 V                               | 15 KΩ                |
|                                | 20°C (68°F)  | 1.8 V                               | 6.5 KΩ               |
|                                | 80°C (176°F) | 0.6 V                               | 0.9 KΩ               |
| A/T fluid temperature sensor 2 | 0°C (32°F)   | 2.2 V                               | 10 KΩ                |
|                                | 20°C (68°F)  | 1.7 V                               | 4 KΩ                 |
|                                | 80°C (176°F) | 0.45 V                              | 0.5 KΩ               |

## Turbine Revolution Sensor

ACS00894

| Name                        | Condition   | Data (Approx.) |
|-----------------------------|---|----------------|
| Turbine revolution sensor 1 | When running at 50 km/h (31 MPH) in 4th speed with the closed throttle position switch "OFF". | 1.3 (kHz)      |
| Turbine revolution sensor 2 | When moving at 20 km/h (12 MPH) in 1st speed with the closed throttle position switch "OFF".  |                |

## Vehicle Speed Sensor A/T (Revolution Sensor)

ACS00895

| Name              | Condition                        | Data (Approx.) |
|-------------------|----------------------------------|----------------|
| Revolution sensor | When moving at 20 km/h (12 MPH). | 185 (Hz)       |

## Reverse Brake

ACS00896

| Thickness of retaining plates | Thickness mm (in) | Part number* |
|-------------------------------|-------------------|--------------|
|                               | 4.2 (0.165)       | 31667 90X14  |
| 4.4 (0.173)                   | 31667 90X15       |              |
| 4.6 (0.181)                   | 31667 90X16       |              |
| 4.8 (0.189)                   | 31667 90X17       |              |
| 5.0 (0.197)                   | 31667 90X18       |              |
| 5.2 (0.205)                   | 31667 90X19       |              |

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

## Total End Play

ACS00897

|                        |                               |
|------------------------|-------------------------------|
| Total end play mm (in) | 0.25 - 0.55 (0.0098 - 0.0217) |
|------------------------|-------------------------------|

## BEARING RACE FOR ADJUSTING TOTAL END PLAY

| Thickness mm (in) | Part number* |
|-------------------|--------------|
| 1.2 (0.047)       | 31435 90X02  |
| 1.4 (0.055)       | 31435 90X03  |
| 1.6 (0.063)       | 31435 90X04  |
| 1.8 (0.071)       | 31435 90X05  |
| 2.0 (0.079)       | 31435 90X06  |

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