

SECTION TM
TRANSAXLE & TRANSMISSION

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CONTENTS

E

6MT: RS6F52A	
FUNCTION DIAGNOSIS 9	Inspection19
M/T SYSTEM 9	PARK/NEUTRAL POSITION SWITCH20
System Diagram9	Removal and Installation20
System Description 10	Inspection20
SYMPTOM DIAGNOSIS11	CONTROL LINKAGE21
NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING11	Exploded View21
NVH Troubleshooting Chart 11	Removal and Installation21
PRECAUTION12	Adjustment22
PRECAUTIONS12	AIR BREATHER HOSE24
Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER" 12	Exploded View24
Precaution for Procedure without Cowl Top Cover... 12	Removal and Installation24
Service Notice or Precautions 12	REMOVAL AND INSTALLATION26
PREPARATION13	TRANSAXLE ASSEMBLY26
PREPARATION13	Exploded View26
Special Service Tools 13	Removal and Installation26
Commercial Service Tools 15	DISASSEMBLY AND ASSEMBLY28
ON-VEHICLE MAINTENANCE17	TRANSAXLE ASSEMBLY28
M/T OIL17	Exploded View28
Draining 17	Disassembly32
Refilling 17	Assembly39
Inspection 17	Adjustment49
ON-VEHICLE REPAIR18	INPUT SHAFT AND GEAR56
SIDE OIL SEAL18	Exploded View56
Removal and Installation 18	Disassembly56
BACK-UP LAMP SWITCH19	Assembly57
Removal and Installation 19	Inspection61
	MAINSHAFT AND GEAR63
	Exploded View63
	Disassembly63
	Assembly64
	Inspection69
	REVERSE IDLER SHAFT AND GEAR72
	Exploded View72

F

G

H

I

J

K

L

M

N

O

P

Disassembly	72	Component Parts Location - Coupe	99
Assembly	72	Component Parts Location - Sedan	100
Inspection	72	Component Description	101
FINAL DRIVE	74	CONTROL SYSTEM	102
Exploded View	74	System Diagram	102
Disassembly	74	System Description	102
Assembly	74	Component Parts Location - Coupe	104
Inspection	77	Component Parts Location - Sedan	105
SHIFT FORK AND FORK ROD	79	Component Description	106
Exploded View	79	LOCK-UP AND SELECT CONTROL SYSTEM	..107
Disassembly	79	System Diagram	107
Assembly	79	System Description	107
Inspection	80	Component Parts Location - Coupe	108
SERVICE DATA AND SPECIFICATIONS		Component Parts Location - Sedan	109
(SDS)	82	Component Description	110
SERVICE DATA AND SPECIFICATIONS		SHIFT MECHANISM	111
(SDS)	82	System Diagram	111
General Specifications	82	System Description	111
End Play	83	Component Parts Location - Coupe	112
Baulk Ring Clearance	83	Component Parts Location - Sedan	113
Dimension	84	Component Description	114
Differential Side Bearing Preload	84	SHIFT LOCK SYSTEM	115
Differential Side Gear Clearance	84	System Diagram	115
CVT: RE0F09B		System Description	115
BASIC INSPECTION	85	Component Parts Location	115
DIAGNOSIS AND REPAIR WORKFLOW	85	Component Description	115
Work Flow	85	ON BOARD DIAGNOSTIC (OBD) SYSTEM ...	117
Diagnostic Work Sheet	86	Diagnosis Description	117
INSPECTION AND ADJUSTMENT	88	DIAGNOSIS SYSTEM (TCM)	119
ADDITIONAL SERVICE WHEN REPLACING		CONSULT-III Function (TRANSMISSION)	119
CONTROL UNIT	88	Diagnostic Tool Function	122
ADDITIONAL SERVICE WHEN REPLACING		COMPONENT DIAGNOSIS	123
CONTROL UNIT : Precaution for TCM and CVT		U1000 CAN COMM CIRCUIT	123
Assembly Replacement	88	Description	123
FUNCTION DIAGNOSIS	89	DTC Logic	123
CVT SYSTEM	89	Diagnosis Procedure	123
System Diagram	89	P0615 START SIGNAL	124
Component Parts Location - Coupe	90	Description	124
Component Parts Location - Sedan	91	DTC Logic	124
MECHANICAL SYSTEM	92	Diagnosis Procedure	124
Cross-Sectional View	92	P0703 STOP LAMP SWITCH	126
System Diagram	93	Description	126
System Description	93	DTC Logic	126
Component Parts Location - Coupe	94	Diagnosis Procedure	126
Component Parts Location - Sedan	95	Component Inspection (Stop Lamp Switch)	127
Component Description	95	P0705 PARK/NEUTRAL POSITION SWITCH.	129
HYDRAULIC CONTROL SYSTEM	97	Description	129
System Diagram	97	DTC Logic	129
System Description	97	Diagnosis Procedure	129

Component Inspection	130	DTC Logic	149	
P0710 CVT FLUID TEMPERATURE SENSOR		Diagnosis Procedure	149	A
	.. 132	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	150	B
Description	132	P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)	151	C
DTC Logic	132	Description	151	
Diagnosis Procedure	132	DTC Logic	151	
Component Inspection (CVT Fluid Temperature Sensor)	133	Diagnosis Procedure	151	
P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)	134	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	152	TM
Description	134	Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	152	E
DTC Logic	134	P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)	154	F
Diagnosis Procedure	134	Description	154	
P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)	137	DTC Logic	154	G
Description	137	Diagnosis Procedure	154	
DTC Logic	137	Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	155	H
Diagnosis Procedure	137	P0826 MANUAL MODE SWITCH	156	I
P0725 ENGINE SPEED SIGNAL	141	Description	156	
Description	141	DTC Logic	156	J
DTC Logic	141	Diagnosis Procedure	156	
Diagnosis Procedure	141	Component Inspection (Manual Mode Switch)	158	
P0730 BELT DAMAGE	142	P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)	159	K
Description	142	Description	159	
DTC Logic	142	DTC Logic	159	
Diagnosis Procedure	142	Diagnosis Procedure	159	L
P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE	143	P0841 PRESSURE SENSOR FUNCTION	162	M
Description	143	Description	162	
DTC Logic	143	DTC Logic	162	
Diagnosis Procedure	143	Diagnosis Procedure	162	
Component Inspection (Torque Converter Clutch Solenoid Valve)	144	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	163	N
P0744 A/T TCC S/V FUNCTION (LOCK -UP)	145	Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	163	
Description	145	P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)	165	O
DTC Logic	145	Description	165	
Diagnosis Procedure	145	DTC Logic	165	
Component Inspection (Torque Converter Clutch Solenoid Valve)	146	Diagnosis Procedure	165	P
Component Inspection (Lock-up Select Solenoid Valve)	146	P0868 SECONDARY PRESSURE DOWN	168	
P0745 LINE PRESSURE SOLENOID VALVE	147	Description	168	
Description	147	DTC Logic	168	
DTC Logic	147	Diagnosis Procedure	168	
Diagnosis Procedure	147	P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)	149	
Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	148	Description	149	

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	169	Wiring Diagram - CVT SHIFT LOCK SYSTEM - Sedan	190
Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	169	Diagnosis Procedure	191
P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)	171	ECU DIAGNOSIS	194
Description	171	TCM	194
DTC Logic	171	Reference Value	194
Diagnosis Procedure	171	Wiring Diagram—CVT CONTROL SYSTEM—Coupe	199
P1705 THROTTLE POSITION SENSOR	174	Wiring Diagram—CVT CONTROL SYSTEM—Sedan	207
Description	174	Fail-safe	214
DTC Logic	174	DTC Inspection Priority Chart	215
Diagnosis Procedure	174	DTC Index	216
P1722 ESTM VEHICLE SPEED SIGNAL	175	SYMPTOM DIAGNOSIS	217
Description	175	SYSTEM SYMPTOM	217
DTC Logic	175	Symptom Table	217
Diagnosis Procedure	175	PRECAUTION	228
P1723 CVT SPEED SENSOR FUNCTION	177	PRECAUTIONS	228
Description	177	Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	228
DTC Logic	177	Precaution for Procedure without Cowl Top Cover	228
Diagnosis Procedure	177	Precaution Necessary for Steering Wheel Rotation After Battery Disconnect	228
P1726 ELECTRIC THROTTLE CONTROL SYSTEM	179	Precaution for On Board Diagnosis (OBD) System of CVT and Engine	229
Description	179	Precaution for TCM and CVT Assembly Replacement	229
DTC Logic	179	Removal and Installation Procedure for CVT Unit Connector	229
Diagnosis Procedure	179	Precaution	230
P1740 LOCK-UP SELECT SOLENOID VALVE	180	Service Notice or Precaution	231
Description	180	ATFTEMP COUNT Conversion Table	232
DTC Logic	180	PREPARATION	233
Diagnosis Procedure	180	PREPARATION	233
Component Inspection (Lock-up Select Solenoid Valve)	181	Special Service Tool	233
P1745 LINE PRESSURE CONTROL	182	Commercial Service Tool	233
Description	182	ON-VEHICLE MAINTENANCE	235
DTC Logic	182	CVT FLUID	235
Diagnosis Procedure	182	Inspection	235
P1777 STEP MOTOR	183	Changing	236
Description	183	FLUID COOLER CLEANING	237
DTC Logic	183	Cleaning	237
Diagnosis Procedure	183	STALL TEST	240
Component Inspection (Step Motor)	185	Inspection and Judgment	240
P1778 STEP MOTOR - FUNCTION	186	LINE PRESSURE TEST	242
Description	186	Inspection and Judgment	242
DTC Logic	186	ROAD TEST	244
Diagnosis Procedure	186		
SHIFT LOCK SYSTEM	188		
Description	188		
Wiring Diagram - CVT SHIFT LOCK SYSTEM - Coupe	188		

Description	244	ADDITIONAL SERVICE WHEN REPLACING	
Check before Engine Is Started	244	CONTROL UNIT	261
Check at Idle	245	ADDITIONAL SERVICE WHEN REPLACING	
Cruise Test	246	CONTROL UNIT : Service After Replacing TCM	
CVT POSITION	248	and Transaxle Assembly	261
Inspection and Adjustment	248	FUNCTION DIAGNOSIS	263
ON-VEHICLE REPAIR	249	CVT SYSTEM	263
TRANSMISSION CONTROL MODULE	249	System Diagram	263
Exploded View	249	Component Parts Location - Coupe	264
Removal and Installation	249	Component Parts Location - Sedan	265
CONTROL DEVICE	250	MECHANICAL SYSTEM	266
Exploded View	250	Cross-Sectional View	266
Removal and Installation	250	System Diagram	267
CONTROL CABLE	251	System Description	267
Exploded View	251	Component Parts Location - Coupe	268
Removal and Installation	251	Component Parts Location - Sedan	269
AIR BREATHER HOSE	252	Component Description	270
Exploded View	252	HYDRAULIC CONTROL SYSTEM	271
Removal and Installation	252	System Diagram	271
DIFFERENTIAL SIDE OIL SEAL	253	System Description	271
Exploded View	253	Component Parts Location - Coupe	273
Removal and Installation	253	Component Parts Location - Sedan	274
REMOVAL AND INSTALLATION	254	Component Description	274
TRANSAXLE ASSEMBLY	254	CONTROL SYSTEM	276
Exploded View	254	System Diagram	276
Removal and Installation	254	System Description	276
Inspection	255	Component Parts Location - Coupe	278
SERVICE DATA AND SPECIFICATIONS		Component Parts Location - Sedan	279
(SDS)	256	Component Description	279
SERVICE DATA AND SPECIFICATIONS		LOCK-UP AND SELECT CONTROL SYSTEM	
(SDS)	256	281
General Specification	256	System Diagram	281
Vehicle Speed When Shifting Gears	256	System Description	281
Stall Speed	256	Component Parts Location - Coupe	282
Line Pressure	256	Component Parts Location - Sedan	283
Solenoid Valves	257	Component Description	283
CVT Fluid Temperature Sensor	257	SHIFT MECHANISM	285
Primary Speed Sensor	257	System Diagram	285
Secondary Speed Sensor	257	System Description	285
Removal and Installation	257	Component Parts Location - Coupe	286
CVT: RE0F10A		Component Parts Location - Sedan	287
BASIC INSPECTION	258	Component Description	287
DIAGNOSIS AND REPAIR WORKFLOW	258	SHIFT LOCK SYSTEM	289
Work Flow	258	System Diagram	289
Diagnostic Work Sheet	259	System Description	289
INSPECTION AND ADJUSTMENT	261	Component Parts Location	289
		Component Description	289
		ON BOARD DIAGNOSTIC (OBD) SYSTEM ..	291
		Diagnosis Description	291
		DIAGNOSIS SYSTEM (TCM)	293
		CONSULT-III Function (TRANSMISSION)	293

Diagnostic Tool Function	296	Diagnosis Procedure	318
COMPONENT DIAGNOSIS	297	Component Inspection (Torque Converter Clutch Solenoid Valve)	319
U1000 CAN COMM CIRCUIT	297	P0744 A/T TCC S/V FUNCTION (LOCK -UP)..	320
Description	297	Description	320
DTC Logic	297	DTC Logic	320
Diagnosis Procedure	297	Diagnosis Procedure	320
U1010 CONTROL UNIT (CAN)	298	Component Inspection (Torque Converter Clutch Solenoid Valve)	321
Description	298	Component Inspection (Lock-up Select Solenoid Valve)	321
DTC Logic	298	P0745 LINE PRESSURE SOLENOID VALVE.	322
Diagnosis Procedure	298	Description	322
P0703 STOP LAMP SWITCH	299	DTC Logic	322
Description	299	Diagnosis Procedure	322
DTC Logic	299	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	323
Diagnosis Procedure	299	P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)	324
Component Inspection (Stop Lamp Switch)	300	Description	324
P0705 PARK/NEUTRAL POSITION SWITCH. 302	302	DTC Logic	324
Description	302	Diagnosis Procedure	324
DTC Logic	302	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	325
Diagnosis Procedure	302	P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)	326
Component Inspection (Park/Neutral Position Switch)	303	Description	326
P0710 CVT FLUID TEMPERATURE SENSOR . 305	305	DTC Logic	326
Description	305	Diagnosis Procedure	326
DTC Logic	305	Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	327
Diagnosis Procedure	305	Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	327
Component Inspection (CVT Fluid Temperature Sensor)	306	P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)	329
P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)	307	Description	329
Description	307	DTC Logic	329
DTC Logic	307	Diagnosis Procedure	329
Diagnosis Procedure	307	Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	330
P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)	312	P0826 MANUAL MODE SWITCH	331
Description	312	Description	331
DTC Logic	312	DTC Logic	331
Diagnosis Procedure	312	Diagnosis Procedure	331
P0725 ENGINE SPEED SIGNAL	316	Component Inspection (Manual Mode Switch)	333
Description	316	P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)	334
DTC Logic	316	Description	334
Diagnosis Procedure	316		
P0730 BELT DAMAGE	317		
Description	317		
DTC Logic	317		
Diagnosis Procedure	317		
P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE	318		
Description	318		
DTC Logic	318		

DTC Logic	334	Component Inspection (Lock-up Select Solenoid Valve)	356	A
Diagnosis Procedure	334			
P0841 PRESSURE SENSOR FUNCTION	337	P1745 LINE PRESSURE CONTROL	357	B
Description	337	Description	357	
DTC Logic	337	DTC Logic	357	
Diagnosis Procedure	337	Diagnosis Procedure	357	
Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	338	P1777 STEP MOTOR	358	C
Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	338	Description	358	
		DTC Logic	358	
		Diagnosis Procedure	358	
		Component Inspection (Step Motor)	360	TM
P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)	340	P1778 STEP MOTOR - FUNCTION	361	E
Description	340	Description	361	
DTC Logic	340	DTC Logic	361	
Diagnosis Procedure	340	Diagnosis Procedure	361	
P0868 SECONDARY PRESSURE DOWN	343	SHIFT POSITION INDICATOR CIRCUIT	363	F
Description	343	Description	363	
DTC Logic	343	Component Function Check	363	
Diagnosis Procedure	343	Diagnosis Procedure	363	G
Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]	344	SHIFT LOCK SYSTEM	364	H
Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]	344	Description	364	
		Wiring Diagram - CVT SHIFT LOCK SYSTEM - Coupe	364	
		Wiring Diagram - CVT SHIFT LOCK SYSTEM - Sedan	366	I
		Diagnosis Procedure	367	
P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)	346	ECU DIAGNOSIS	370	J
Description	346	TCM	370	
DTC Logic	346	Reference Value	370	
Diagnosis Procedure	346	Wiring Diagram - CVT CONTROL SYSTEM - Coupe	375	K
P1705 THROTTLE POSITION SENSOR	349	Wiring Diagram - CVT CONTROL SYSTEM - Sedan	384	L
Description	349	Fail-safe	392	
DTC Logic	349	DTC Inspection Priority Chart	393	
Diagnosis Procedure	349	DTC Index	394	M
P1722 ESTM VEHICLE SPEED SIGNAL	350	SYMPTOM DIAGNOSIS	395	
Description	350	SYSTEM SYMPTOM	395	N
DTC Logic	350	Symptom Table	395	
Diagnosis Procedure	350	PRECAUTION	405	O
P1723 CVT SPEED SENSOR FUNCTION	352	PRECAUTIONS	405	
Description	352	Precaution for Supplemental Restraint System (SRS) "AIR BAG" and "SEAT BELT PRE-TENSIONER"	405	P
DTC Logic	352	Precaution for Procedure without Cowl Top Cover	405	
Diagnosis Procedure	352	Precaution Necessary for Steering Wheel Rotation After Battery Disconnect	405	
P1726 ELECTRIC THROTTLE CONTROL SYSTEM	354	Precaution for On Board Diagnosis (OBD) System of CVT and Engine	406	
Description	354			
DTC Logic	354			
Diagnosis Procedure	354			
P1740 LOCK-UP SELECT SOLENOID VALVE	355			
Description	355			
DTC Logic	355			
Diagnosis Procedure	355			

Precaution for TCM and CVT Assembly Replacement	406	AIR BREATHER HOSE	430
Removal and Installation Procedure for CVT Unit Connector	406	Exploded View	430
Precaution	407	Removal and Installation	430
Service Notice or Precaution	408	OIL PAN	431
ATFTEMP COUNT Conversion Table	409	Exploded View	431
PREPARATION	410	Removal and Installation	431
PREPARATION	410	PARK/NEUTRAL POSITION (PNP) SWITCH..	432
Special Service Tool	410	Exploded View	432
Commercial Service Tool	410	Removal and Installation	432
ON-VEHICLE MAINTENANCE	411	PRIMARY SPEED SENSOR	433
CVT FLUID	411	Exploded View	433
Inspection	411	Removal and Installation	433
Changing	412	SECONDARY SPEED SENSOR	434
CVT FLUID COOLER SYSTEM	413	Exploded View	434
Cleaning	413	Removal and Installation	434
STALL TEST	416	OIL PUMP FITTING BOLT	435
Inspection and Judgment	416	Exploded View	435
LINE PRESSURE TEST	418	Removal and Installation	435
Inspection and Judgment	418	REMOVAL AND INSTALLATION	436
ROAD TEST	420	TRANSAXLE ASSEMBLY	436
Description	420	Exploded View	436
Check before Engine Is Started	420	Removal and Installation	436
Check at Idle	421	Inspection	438
Cruise Test	422	DISASSEMBLY AND ASSEMBLY	439
CVT POSITION	424	TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL	439
Inspection and Adjustment	424	Exploded View	439
ON-VEHICLE REPAIR	425	Disassembly	439
TRANSMISSION CONTROL MODULE	425	Assembly	439
Exploded View	425	SERVICE DATA AND SPECIFICATIONS (SDS)	440
Removal and Installation	425	SERVICE DATA AND SPECIFICATIONS (SDS)	440
CONTROL DEVICE	426	General Specification	440
Exploded View	426	Vehicle Speed When Shifting Gears	440
Removal and Installation	426	Stall Speed	440
Inspection and Adjustment	427	Line Pressure	440
CONTROL CABLE	428	Solenoid Valves	441
Exploded View	428	CVT Fluid Temperature Sensor	441
Removal and Installation	428	Primary Speed Sensor	441
DIFFERENTIAL SIDE OIL SEAL	429	Secondary Speed Sensor	441
Exploded View	429	Removal and Installation	441
Removal and Installation	429		

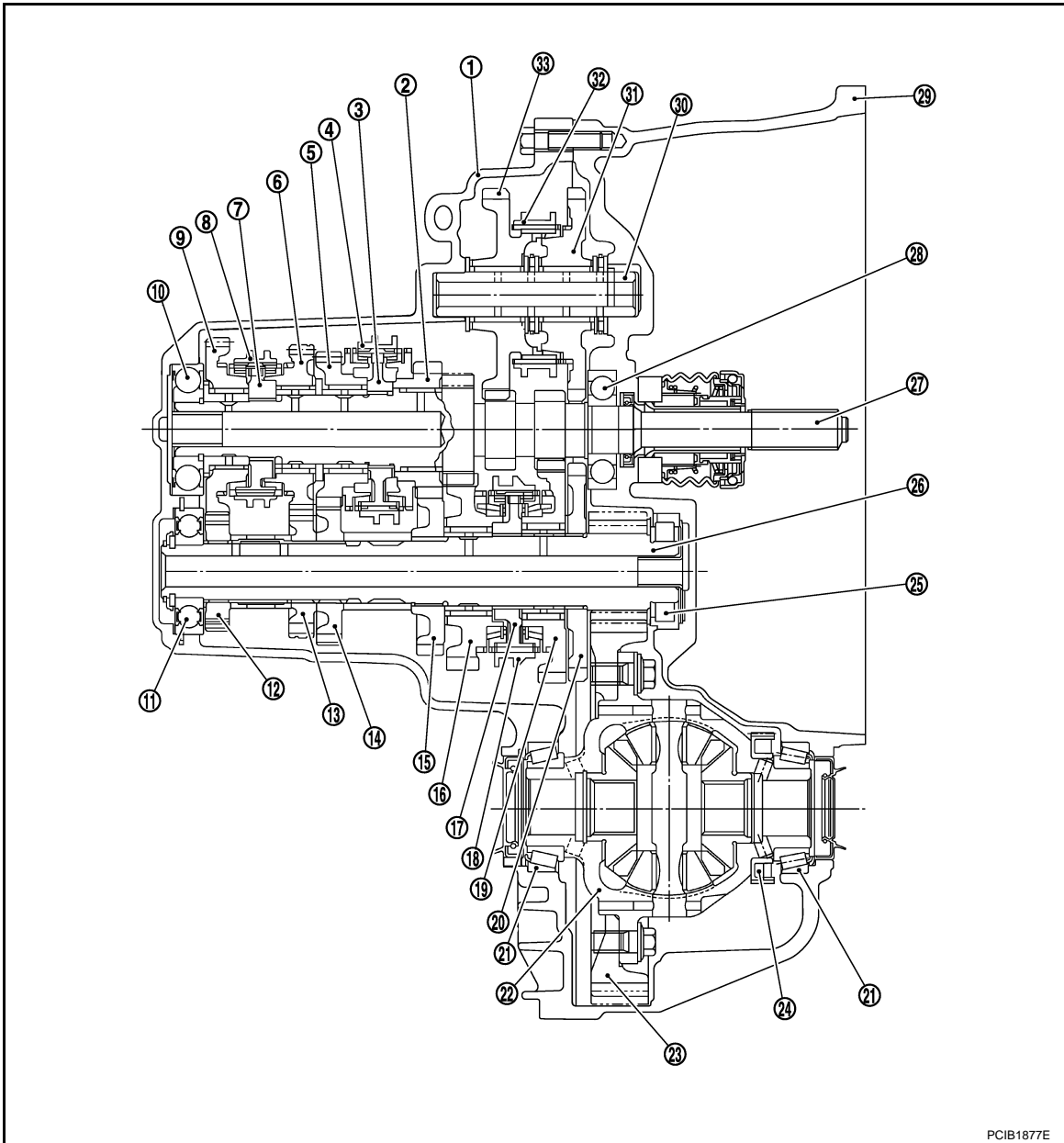
FUNCTION DIAGNOSIS

M/T SYSTEM

System Diagram

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CROSS-SECTIONAL VIEW



- | | | |
|--------------------------------|------------------------------|-------------------------------|
| 1. Transaxle case | 2. 3rd input gear | 3. 3rd-4th synchronizer hub |
| 4. 3rd-4th coupling sleeve | 5. 4th input gear | 6. 5th input gear |
| 7. 5th-6th synchronizer hub | 8. 5th-6th coupling sleeve | 9. 6th input gear |
| 10. Input shaft rear bearing | 11. Mainshaft rear bearing | 12. 6th main gear |
| 13. 5th main gear | 14. 4th main gear | 15. 3rd main gear |
| 16. 2nd main gear | 17. 1st-2nd synchronizer hub | 18. 1st-2nd coupling sleeve |
| 19. 1st main gear | 20. Reverse main gear | 21. Differential side bearing |
| 22. Differential case assembly | 23. Final gear | 24. Speedometer drive gear |
| 25. Mainshaft front bearing | 26. Mainshaft | 27. Input shaft |

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| 28. Input shaft front bearing | 29. Clutch housing | 30. Reverse idler shaft |
| 31. Reverse idler gear (Front) | 32. Reverse coupling sleeve | 33. Reverse idler gear (Rear) |

System Description

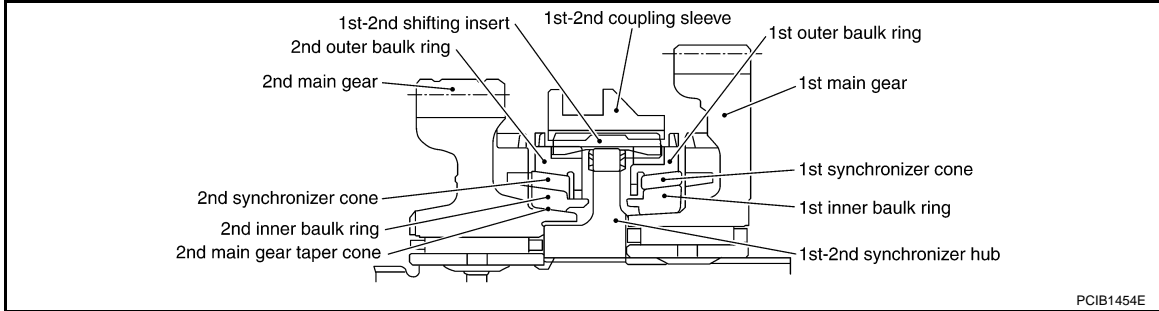
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DOUBLE-CONE SYNCHRONIZER

Double-cone synchronizer is adopted for 3rd gear to reduce operating force of the shift lever.

TRIPLE-CONE SYNCHRONIZER

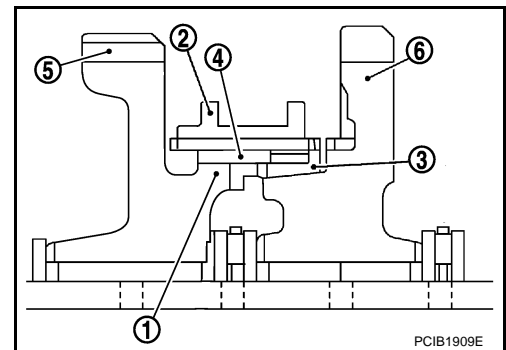
Triple-cone synchronizer are adopted for 1st and 2nd gears to reduce operating force of the shift lever.



REVERSE GEAR NOISE PREVENTION FUNCTION (SYNCHRONIZING METHOD)

Reverse gear can be matched smoothly in a structure by setting synchronizer hub (1) of reverse idler gear (Rear), reverse coupling sleeve (2), reverse baulk ring (3), and reverse insert spring (4) to reverse idler gears, and letting reverse gear be synchronized.

- 5 : Reverse idler gear (Rear)
- 6 : Reverse idler gear (Front)



NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

< SYMPTOM DIAGNOSIS >

[6MT: RS6F52A]

SYMPTOM DIAGNOSIS

NOISE, VIBRATION AND HARSHNESS (NVH) TROUBLESHOOTING

NVH Troubleshooting Chart

INFOID:000000001344688

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

Reference page		MA-12			IM-28		IM-21		IM-32		IM-28		
SUSPECTED PARTS (Possible cause)		OIL (Oil level is low.)	OIL (Wrong oil.)	OIL (Oil level is high.)	GASKET (Damaged)	OIL SEAL (Worn or damaged)	SHIFT CONTROL LINKAGE (Worn)	STRIKING ROD ASSEMBLY	SHIFT FORK (Worn)	GEAR (Worn or damaged)	BEARING (Worn or damaged)	BAULK RING (Worn or damaged)	INSERT SPRING (Damaged)
Symptoms	Noise	1	2							3	3		
	Oil leakage		3	1	2	2							
	Hard to shift or will not shift		1	1			2					3	3
	Jumps out of gear						1	2	3	3			

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PRECAUTION

PRECAUTIONS

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

INFOID:000000001836944

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

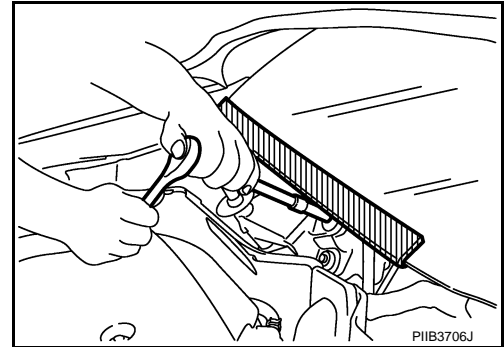
WARNING:

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

Precaution for Procedure without Cowl Top Cover

INFOID:000000001836946

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Service Notice or Precautions

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

PREPARATION

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[6MT: RS6F52A]

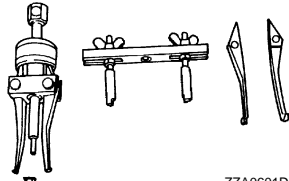
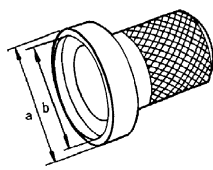
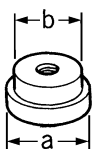
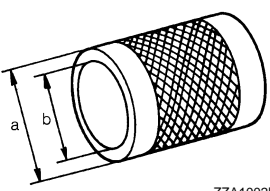
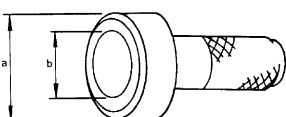
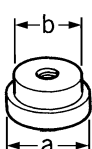
PREPARATION

PREPARATION

Special Service Tools

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

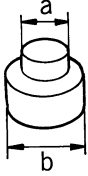
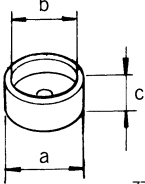
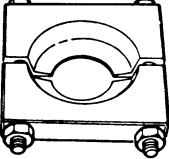
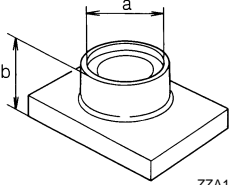
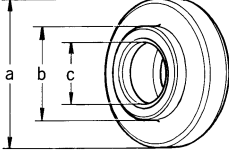
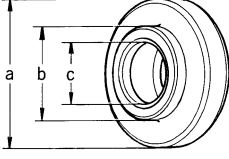
Tool number (Kent-Moore No.) Tool name	Description
KV381054S0 (J-34286) Puller  ZZA0601D	<ul style="list-style-type: none"> • Removing differential side bearing outer race • Removing mainshaft front bearing
ST33400001 (J-26082) Drift  ZZA0814D	Installing differential side oil seal (clutch housing side) a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.
ST35321000 (—) Drift  ZZA1000D	<ul style="list-style-type: none"> • Installing input shaft oil seal • Installing reverse main gear • Installing 1st main gear bushing • Installing 1st-2nd synchronizer hub assembly • Installing 2nd main gear bushing • Installing 3rd main gear a: 49 mm (1.93 in) dia. b: 41 mm (1.61 in) dia.
ST33200000 (J-26082) Drift  ZZA1002D	<ul style="list-style-type: none"> • Installing mainshaft front bearing • Installing 6th input gear bushing • Installing 4th main gear • Installing 5th main gear • Installing 6th main gear a: 60 mm (2.36 in) dia. b: 44.5 mm (1.752 in) dia.
ST30720000 (J-25405) Drift  ZZA0811D	<ul style="list-style-type: none"> • Installing differential side oil seal (transaxle case side) • Installing differential side bearing outer race (transaxle case side) • Installing mainshaft rear bearing • Installing differential side bearing a: 77 mm (3.03 in) dia. b: 55.5 mm (2.185 in) dia.
ST33061000 (J-8107-2) Drift  ZZA1000D	<ul style="list-style-type: none"> • Installing bore plug • Removing differential side bearing (transaxle case side) • Removing differential side bearing (clutch housing side) a: 38 mm (1.50 in) dia. b: 28.5 mm (1.122 in) dia.

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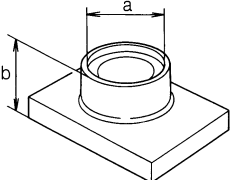
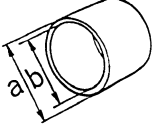
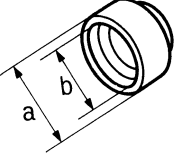
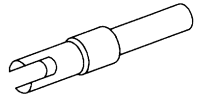
[6MT: RS6F52A]

Tool number (Kent-Moore No.) Tool name	Description
ST33052000 (—) Drift	 <p style="text-align: right; margin-right: 20px;">ZZA1023D</p> <ul style="list-style-type: none"> • Removing input shaft rear bearing • Removing 5th input gear bushing, 4th input gear, 4th input gear bushing, 3rd-4th synchronizer hub assembly, and 3rd input gear • Installing input shaft front bearing • Removing mainshaft rear bearing • Removing 6th main gear • Removing 4th main gear and 5th main gear <p>a: 22 mm (0.87 in) dia. b: 28 mm (1.10 in) dia.</p>
KV40105020 (—) Drift	 <p style="text-align: right; margin-right: 20px;">ZZA1133D</p> <ul style="list-style-type: none"> • Removing 5th input gear and 5th-6th synchronizer hub assembly • Removing 3rd main gear, 2nd main gear, 2nd main gear bushing, 1st-2nd synchronizer hub assembly, 1st main gear, 1st main gear bushing, and reverse main gear <p>a: 39.7 mm (1.563 in) dia. b: 35 mm (1.38 in) dia. c: 15 mm (0.59 in)</p>
ST30031000 (J-22912-01) Puller	 <p style="text-align: right; margin-right: 20px;">ZZA0537D</p> <p>Measuring wear of inner baulk ring</p>
KV40105710 (—) Press stand	 <p style="text-align: right; margin-right: 20px;">ZZA1058D</p> <ul style="list-style-type: none"> • Installing 3rd-4th synchronizer hub assembly • Installing 4th input gear bushing • Installing 5th input gear bushing • Installing 5th-6th synchronizer hub assembly • Installing 2nd main gear bushing • Installing 3rd main gear <p>a: 46 mm (1.81 in) dia. b: 41 mm (1.61 in)</p>
ST30901000 (J-26010-01) Drift	 <p style="text-align: right; margin-right: 20px;">ZZA0978D</p> <ul style="list-style-type: none"> • Installing input shaft rear bearing • Installing 4th main gear • Installing 5th main gear • Installing 6th main gear • Installing mainshaft rear bearing <p>a: 79 mm (3.11 in) dia. b: 45 mm (1.77 in) dia. c: 35.2 mm (1.386 in) dia.</p>
ST30032000 (J-26010-01) Drift	 <p style="text-align: right; margin-right: 20px;">ZZA0978D</p> <p>Installing input shaft front bearing</p> <p>a: 80 mm (3.15 in) dia. b: 38 mm (1.50 in) dia. c: 31 mm (1.22 in) dia.</p>

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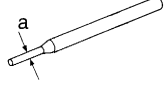
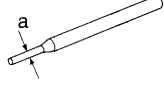
[6MT: RS6F52A]

Tool number (Kent-Moore No.) Tool name	Description	
ST38220000 (—) Press stand	 <p style="text-align: right; font-size: small;">ZZA1058D</p>	• Installing reverse main gear • Installing 1st main gear bushing • Installing 1st-2nd synchronizer hub assembly a: 63 mm (2.48 in) dia. b: 65 mm (2.56 in)
KV40101630 (J-35870) Drift	 <p style="text-align: right; font-size: small;">ZZA1003D</p>	Installing reverse main gear a: 68 mm (2.68 in) dia. b: 60 mm (2.36 in) dia.
KV38102510 (—) Drift	 <p style="text-align: right; font-size: small;">ZZA0838D</p>	<ul style="list-style-type: none"> • Installing 1st main gear bushing • Installing 1st-2nd synchronizer hub assembly • Installing differential side bearing (transaxle case side) • Installing differential side bearing (clutch housing side) a: 71 mm (2.80 in) dia. b: 65 mm (2.56 in) dia.
(—) (J-39713) Preload adapter	 <p style="text-align: right; font-size: small;">NT087</p>	Measuring end play of side gear

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Commercial Service Tools

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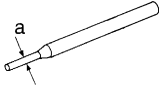
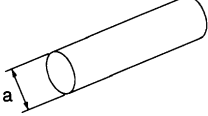
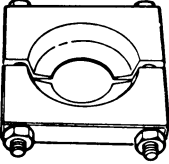
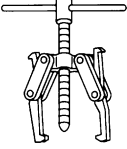
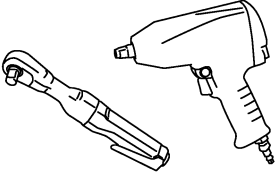
Tool name	Description	
Pin punch	 <p style="text-align: right; font-size: x-small;">NT410</p>	Removing and installing retaining pin a: 4.5 mm (0.177 in) dia.
Pin punch	 <p style="text-align: right; font-size: x-small;">NT410</p>	Removing and installing retaining pin of selector lever a: 5.5 mm (0.217 in) dia.

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PREPARATION

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[6MT: RS6F52A]

Tool name	Description
<p>Pin punch</p> <div style="text-align: center;">  <p>NT410</p> </div>	<p>Removing and installing retaining pin of each shifter lever a: 7.5 mm (0.295 in) dia.</p>
<p>Drift</p> <div style="text-align: center;">  <p>S-NT063</p> </div>	<p>Installing striking rod oil seal and shifter lever oil seal a: 24.5 mm (0.965 in) dia.</p>
<p>Puller</p> <div style="text-align: center;">  <p>ZZA0537D</p> </div>	<p>Removing each bearing, gear, and bushing</p>
<p>Puller</p> <div style="text-align: center;">  <p>NT077</p> </div>	<p>Removing each bearing, gear, and bushing</p>
<p>Power tool</p> <div style="text-align: center;">  <p>PBIC0190E</p> </div>	<p>Loosening bolts and nuts</p>

ON-VEHICLE MAINTENANCE

M/T OIL

Draining

INFOID:000000001344692

1. Start engine and let it run to warm up transaxle oil.
2. Stop engine and remove the drain plug to drain the oil.
3. Install the drain plug with a new gasket to the transaxle case. Tighten the drain plug to the specified torque. Refer to [TM-28, "Exploded View"](#).

CAUTION:

Do not reuse gasket.

Refilling

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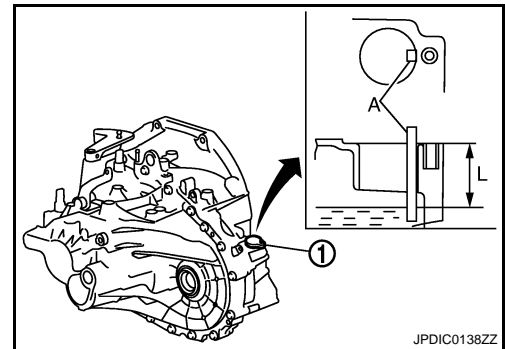
1. Remove the filler plug (1) and fill transaxle with new oil.

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

2. After refilling oil, measure oil level to check if it is within the specification using suitable gauge (A) as shown.

CAUTION:

- Do not start engine while checking oil level.
- Insert the suitable gauge straight and against the wall of the filler plug hole, then measure the gauge from the top of the filler plug hole to the oil level as shown.



Oil level "L" : Refer to [TM-82, "General Specifications"](#).

3. Install the filler plug with a new O-ring to the clutch housing.

CAUTION:

Do not reuse O-ring.

4. Tighten filler plug bolt to the specified torque. Refer to [TM-28, "Exploded View"](#).

Inspection

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LEAKAGE

- Make sure that oil is not leaking from transaxle or around it.

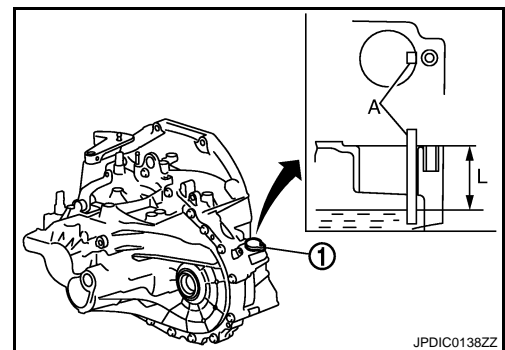
LEVEL

1. Remove the filler plug (1).
2. Measure oil level to check if it is within the specification using a suitable gauge (A) as shown.

CAUTION:

- Do not start engine while checking oil level.
- Insert the suitable gauge straight and against the wall of the filler plug hole, then measure the gauge from the top of the filler plug hole to the oil level as shown.

Oil level "L" : Refer to [TM-82, "General Specifications"](#).



3. Install the filler plug with a new O-ring to the clutch housing.

CAUTION:

Do not reuse O-ring.

4. Tighten the filler plug bolt to the specified torque. Refer to [TM-28, "Exploded View"](#).

ON-VEHICLE REPAIR

SIDE OIL SEAL

Removal and Installation

INFOID:000000001344695

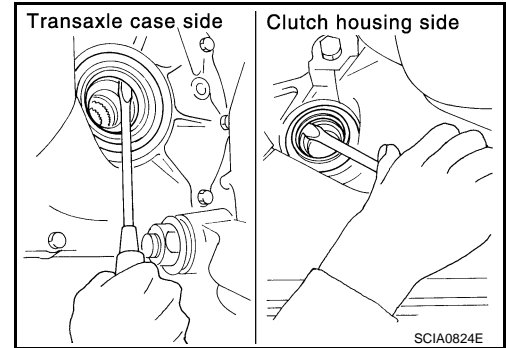
REMOVAL

1. Remove the drive shaft. Refer to [FAX-9. "Removal and Installation \(Left Side\)"](#), [FAX-10. "Removal and Installation \(Right Side\)"](#).

2. Remove oil seal using suitable tool.

CAUTION:

Do not damage the transaxle case surface when removing oil seal.



INSTALLATION

1. Drive the oil seal straight into the transaxle case and clutch housing to the specified dimension "A" using Tools.

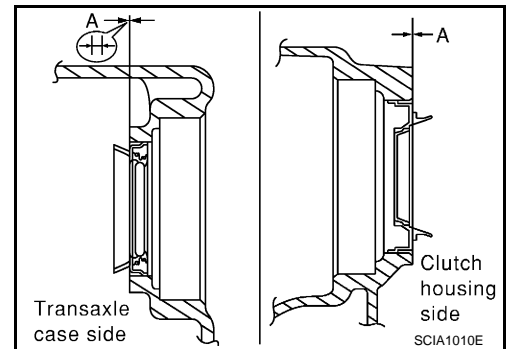
Dimension "A" : 0 ± 0.5 mm (0 ± 0.020 in)

**Tool numbers : ST30720000 (J-25405)
: ST33400001 (J-26082)**

CAUTION:

Do not reuse oil seal.

2. Install the drive shaft. Refer to [FAX-9. "Removal and Installation \(Left Side\)"](#), [FAX-10. "Removal and Installation \(Right Side\)"](#).
3. Check the transaxle fluid level. Refer to [TM-17. "Inspection"](#).



BACK-UP LAMP SWITCH

< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

BACK-UP LAMP SWITCH

Removal and Installation

INFOID:000000001344696

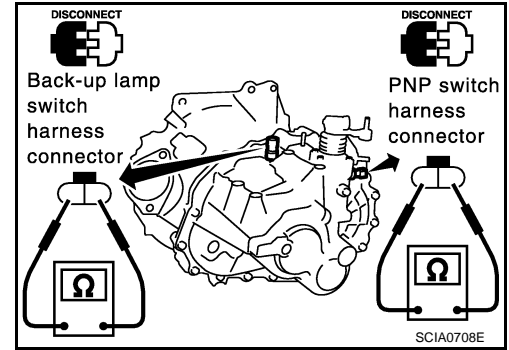
For removal and installation of back-up lamp switch, refer to [TM-28, "Exploded View"](#).

Inspection

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- Check continuity.

Gear position	Continuity
Reverse	Yes
Except reverse	No



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PARK/NEUTRAL POSITION SWITCH

< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

PARK/NEUTRAL POSITION SWITCH

Removal and Installation

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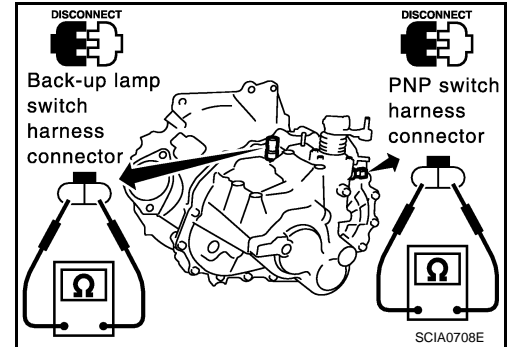
For removal and installation of park/neutral position switch, refer to [TM-28, "Exploded View"](#).

Inspection

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- Check continuity.

Gear position	Continuity
Neutral	Yes
Except neutral	No



CONTROL LINKAGE

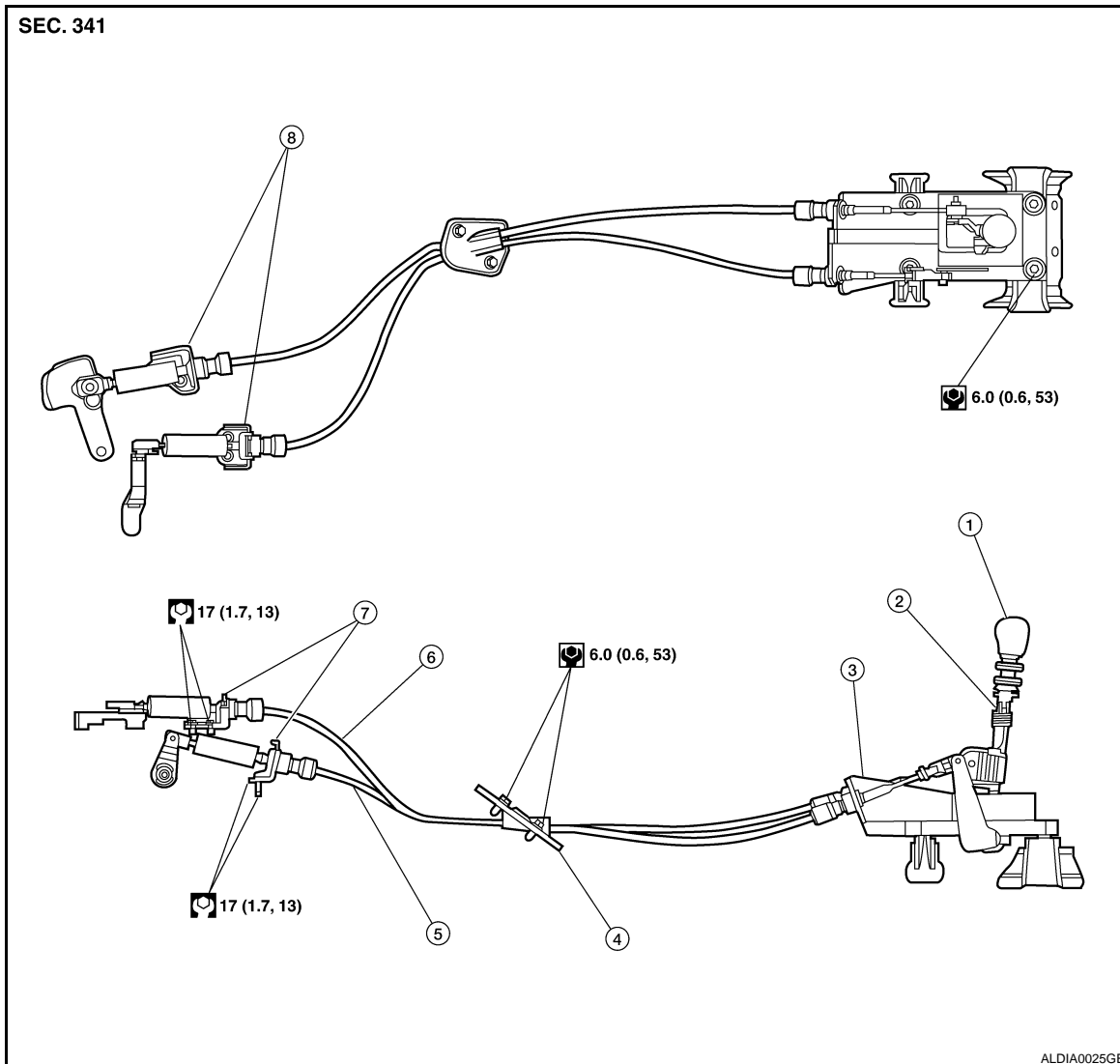
< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

CONTROL LINKAGE

Exploded View

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| 1. Control lever knob | 2. Control lever | 3. Control device assembly |
| 4. Retainer grommet | 5. Select cable | 6. Shift cable |
| 7. Lock plate | 8. Cable bracket | |

Removal and Installation

INFOID:000000001344701

REMOVAL

1. Shift control lever to the neutral position.
2. Remove the air filter assembly. Refer to [EM-25, "Removal and Installation"](#) (QR25DE), [EM-129, "Removal and Installation"](#) (VQ35DE).
3. Remove the shift cable from the shift lever and cable bracket.
4. Remove the select cable from the select lever and cable bracket.
5. Remove the center console. Refer to [IP-17, "Disassembly and Assembly"](#).
6. Remove the shift cable from the control device assembly.
7. Remove the select cable from the control device assembly.
8. Remove the bracket covering the retainer grommet.

CONTROL LINKAGE

< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

9. Remove the retainer grommet bolts and retainer grommet.
10. Remove the shift cable and select cable from the vehicle.
11. Remove the control device assembly bolts and the control device assembly.

INSTALLATION

Installation is in the reverse order of removal.

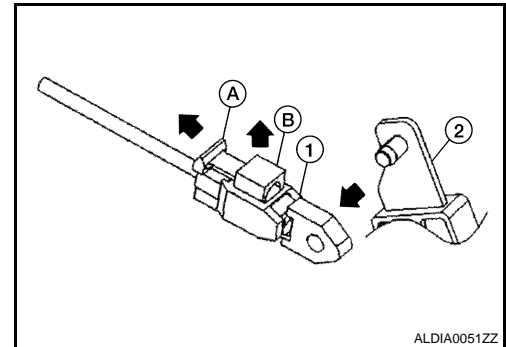
- After assembly, make sure control lever automatically returns to Neutral when it is moved to 1st, 2nd, or Reverse.
- When control lever is shifted to each position, make sure there is no binding or disconnection at each connection.

Adjustment

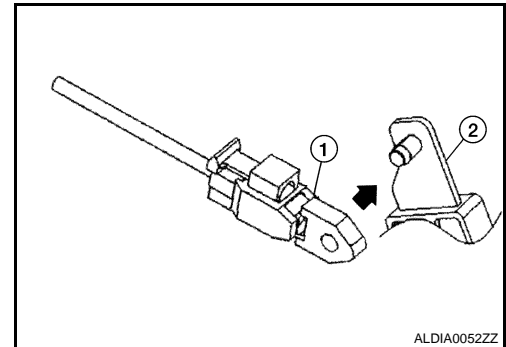
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SELECT CABLE ADJUSTMENT

1. Remove the select cable eye end (1) from the select lever (2) of the control device.
2. Slide the lock (A) on the select cable eye end (1) away from the cable end.
3. Turn the select cable eye end (1) over and push the stopper (B) to release the adjustment.

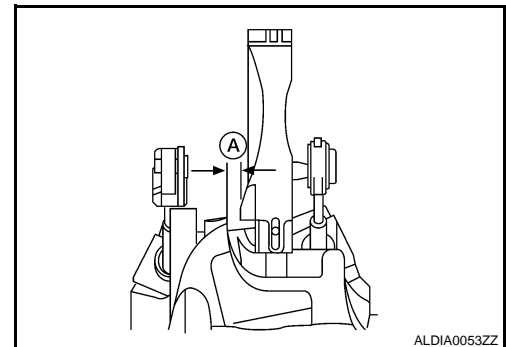


4. Install the select cable eye end (1) to the select lever (2) of the control device



5. Hold the shift lever with the gap between the reverse gate stopper and the shifter base at the specified distance (A).

Distance "A" : 6.3 – 7.0 mm (0.25 – 0.28 in)

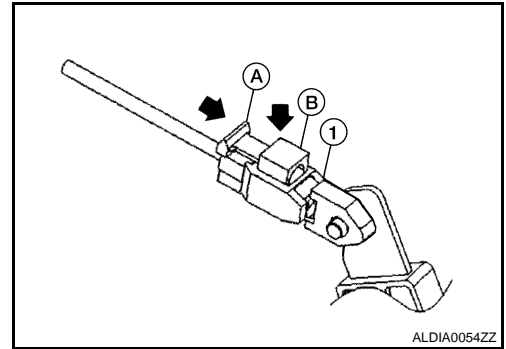


CONTROL LINKAGE

< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

6. Push the stopper (B) into the cable eye end housing (1).
7. Slide the lock (A) over the stopper (B).
8. Check for smooth gear select operation.



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AIR BREATHER HOSE

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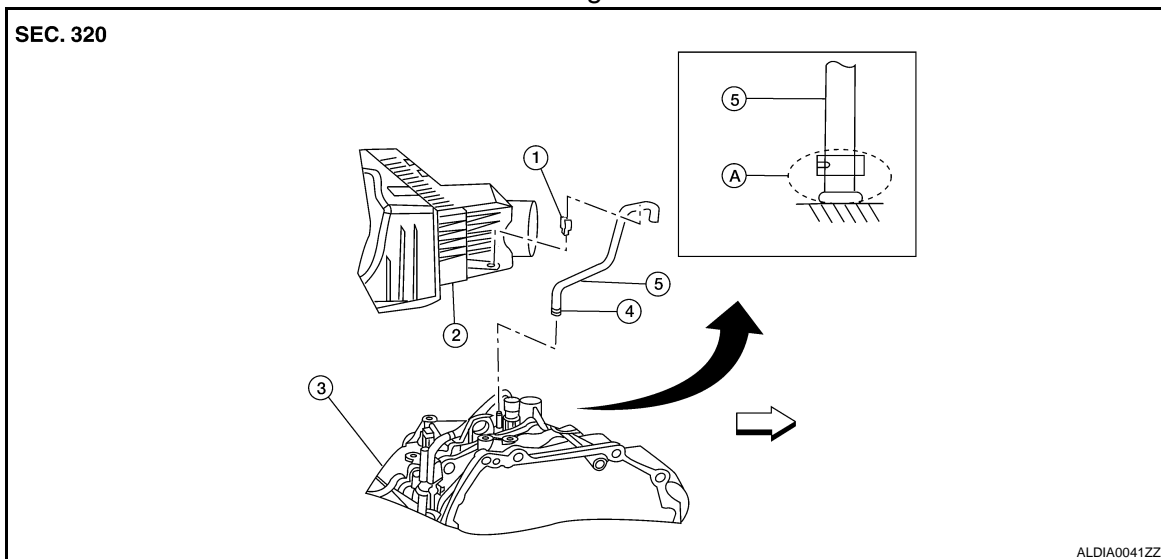
[6MT: RS6F52A]

AIR BREATHER HOSE

Exploded View

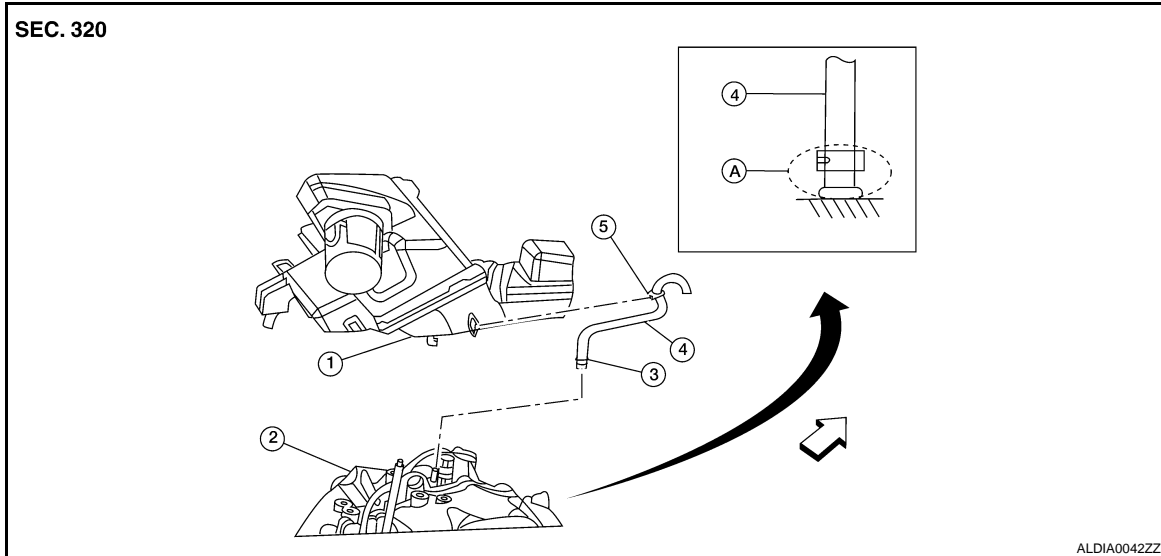
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QR25DE engine models



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|---------|----------------------|--|
| 1. Clip | 2. Air cleaner case | 3. Transaxle assembly |
| 4. Clip | 5. Air breather hose | A. Set paint mark and clip at front side |
- ⇐: Front

VQ35DE engine models



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|----------------------|-----------------------|--|
| 1. Air cleaner case | 2. Transaxle assembly | 3. Clip |
| 4. Air breather hose | 5. Clip | A. Set paint mark and clip at front side |
- ⇐: Front

Removal and Installation

INFOID:000000001344704

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

CAUTION:

- Install air breather hose with paint mark and clip facing front.
- Install air breather hose onto air breather tube until overlap area reaches the spool.
- Install air breather hose to air cleaner case by fully inserting the clip.

AIR BREATHER HOSE

< ON-VEHICLE REPAIR >

[6MT: RS6F52A]

- Make sure there are no pinched or restricted areas on air breather hose caused by bending or winding when installing it.

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TRANSAXLE ASSEMBLY

< REMOVAL AND INSTALLATION >

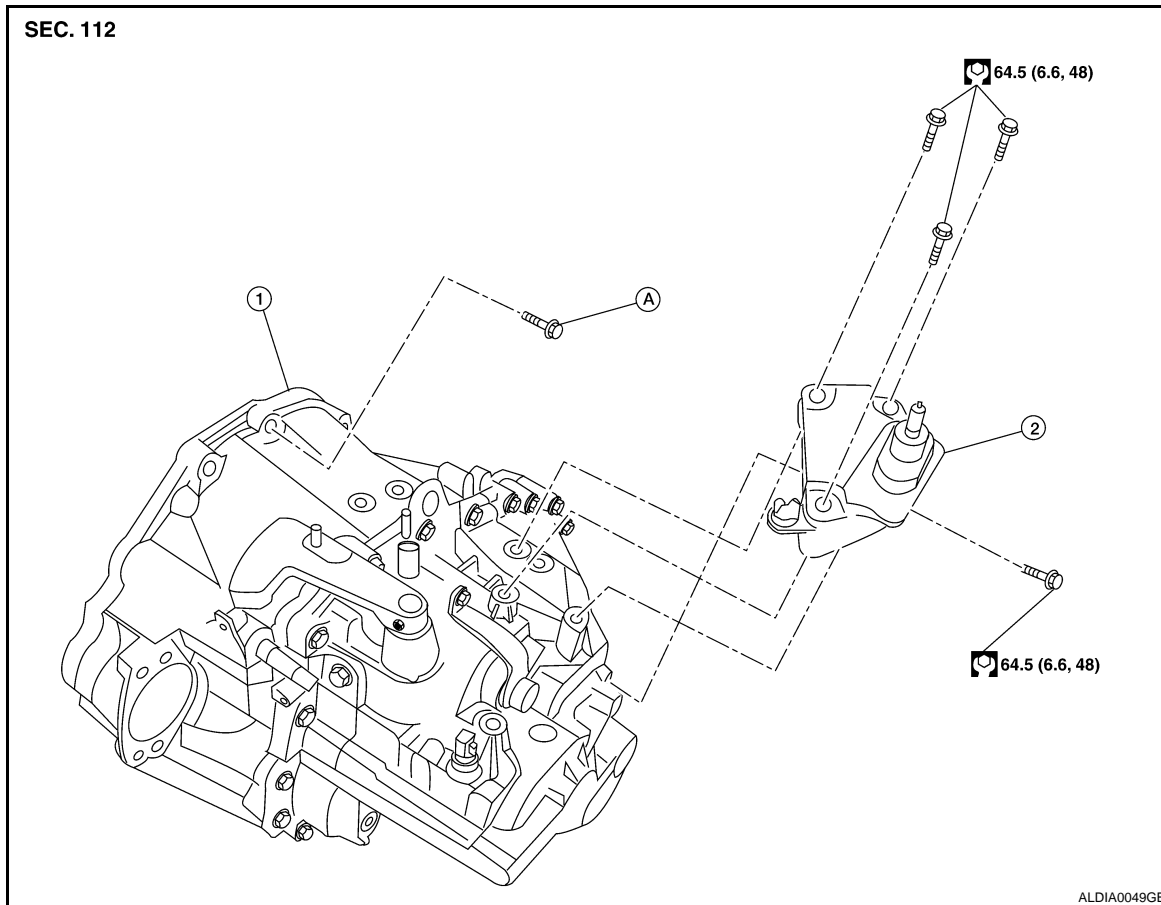
[6MT: RS6F52A]

REMOVAL AND INSTALLATION

TRANSAXLE ASSEMBLY

Exploded View

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1. Transaxle assembly

2. LH engine mounting bracket

A. Refer to [TM-26, "Removal and Installation"](#)

Removal and Installation

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CAUTION:

If transaxle assembly is removed from the vehicle, always replace CSC (Concentric Slave Cylinder). Inserted CSC returns to the original position when removing transaxle assembly. Dust on clutch disc sliding parts may damage CSC seal and may cause clutch fluid leakage.

REMOVAL

1. Remove the engine and transaxle as an assembly. Refer to [EM-72, "Removal and Installation"](#) (QR25DE), [EM-198, "Removal and Installation"](#) (VQ35DE).

CAUTION:

Do not depress clutch pedal during removal procedure.

2. Disconnect the electrical connectors from the following:
 - Back-up lamp switch
 - Park/neutral position switch
3. Remove the harness from the transaxle.
4. Remove the starter motor. Refer to [STR-25, "Removal and Installation"](#) (QR25DE), [STR-49, "Removal and Installation"](#) (VQ35DE).
5. Remove the transaxle to engine and engine to transaxle bolts.

TRANSAXLE ASSEMBLY

[6MT: RS6F52A]

< REMOVAL AND INSTALLATION >

6. Separate the transaxle from the engine.
7. If necessary remove the following:
 - Air breather hose
 - Switches
 - LH engine mount
 - Brackets

INSTALLATION

Installation is in the reverse order of removal.

- If transaxle is removed from the vehicle, always replace CSC. Refer to [CL-12, "Removal and Installation"](#).
- When installing the transaxle assembly to the engine, install the bolts following the standard below.

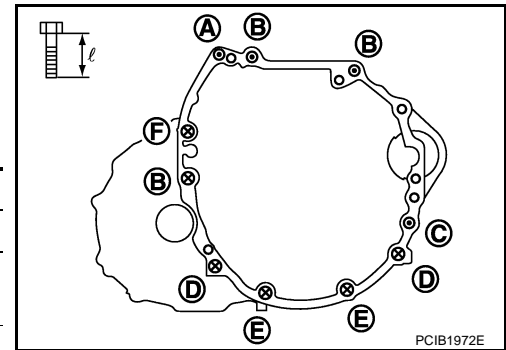
CAUTION:

When installing transaxle assembly do not bring transaxle input shaft into contact with clutch cover.

- QR25DE engine models

- : Transaxle to engine
- ⊗ : Engine to transaxle

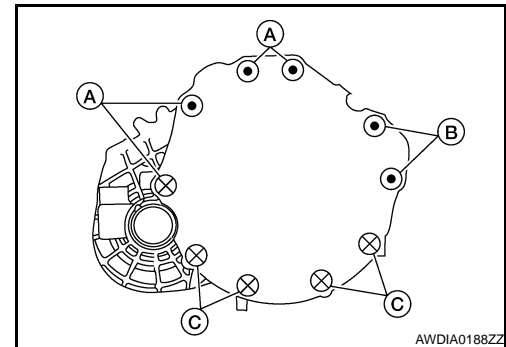
Bolt symbol	A	B	C	D	E	F
Quantity	1	3	1	2	2	1
Bolt length "ℓ" mm (in)	45 (1.77)		80 (3.15)	45 (1.77)	35 (1.38)	45 (1.77)
Tightening torque N·m (kg - m, ft- lb)	35.3 (3.6, 26)	74.5 (7.6, 55)		42.6 (4.3, 31)		48.0 (4.9, 35)



- VQ35DE engine models

- : Transaxle to engine
- ⊗ : Engine to transaxle

Bolt No.	A	B	C
Quantity	4	2	4
Bolt length "ℓ" mm (in)	55 (2.17)	116.5 (4.59)	45 (1.77)
Tightening torque N·m (kg - m, ft- lb)	74.5 (7.6, 55)		50.0 (5.1, 37)



- Bleed the air from the clutch hydraulic system. Refer to [CL-6, "Air Bleeding Procedure"](#).
- After installation, check oil level, and check for leaks and loose mechanisms. Refer to [TM-17, "Inspection"](#).

TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

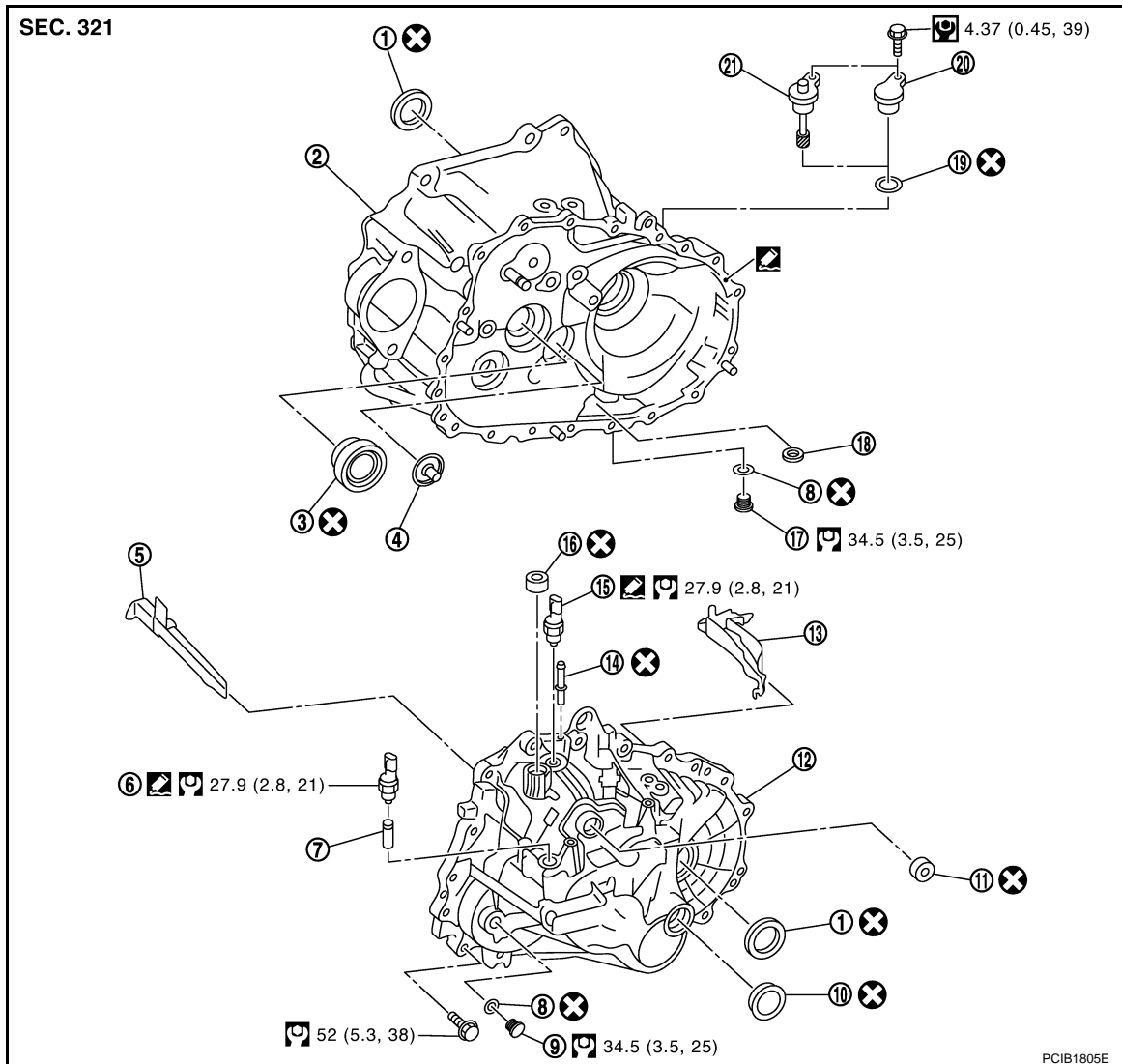
DISASSEMBLY AND ASSEMBLY

TRANSAXLE ASSEMBLY

Exploded View

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CASE AND HOUSING



- | | | |
|-------------------------------|-----------------------------------|--|
| 1. Differential side oil seal | 2. Clutch housing | 3. Input shaft oil seal |
| 4. Oil channel | 5. Oil gutter A | 6. Back-up lamp switch |
| 7. Plunger | 8. Gasket | 9. Plug |
| 10. Bore plug | 11. Striking rod oil seal | 12. Transaxle case |
| 13. Oil gutter B | 14. Air breather tube | 15. Park/Neutral position (PNP) switch |
| 16. Shifter lever oil seal | 17. Drain plug | 18. Magnet |
| 19. O-ring | 20. Filler plug (With ABS models) | 21. Speedometer pinion gear (Without ABS models) |

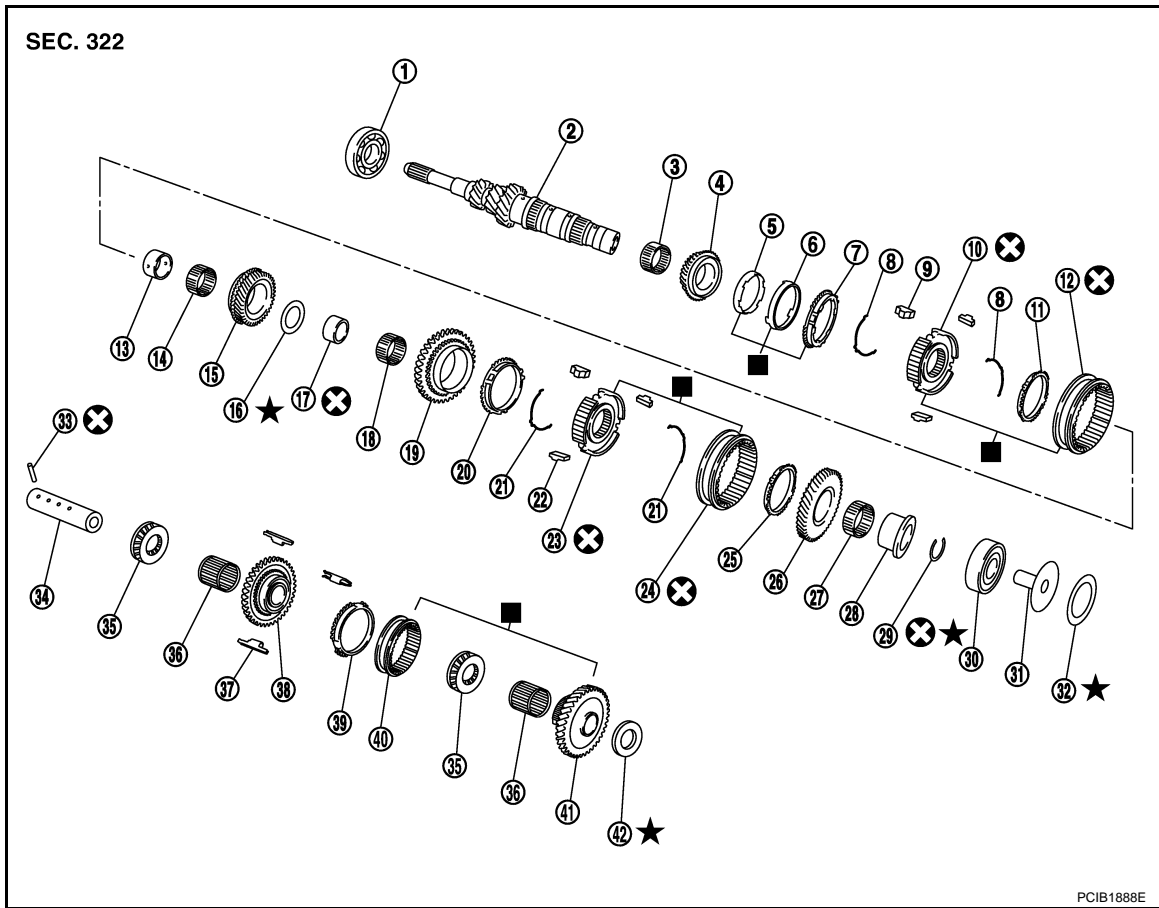
Apply Genuine Silicone RTV or an equivalent. Refer to [GI-15. "Recommended Chemical Products and Sealants"](#).

SHAFT AND GEAR

TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]



- | | | |
|------------------------------|---|---------------------------------------|
| 1. Input shaft front bearing | 2. Input shaft | 3. 3rd needle bearing |
| 4. 3rd input gear | 5. 3rd inner baulk ring | 6. 3rd synchronizer cone |
| 7. 3rd outer baulk ring | 8. 3rd-4th spread spring | 9. 3rd-4th shifting insert |
| 10. 3rd-4th synchronizer hub | 11. 4th baulk ring | 12. 3rd-4th coupling sleeve |
| 13. 4th input gear bushing | 14. 4th needle bearing | 15. 4th input gear |
| 16. Thrust washer | 17. 5th input gear bushing | 18. 5th needle bearing |
| 19. 5th input gear | 20. 5th baulk ring | 21. 5th-6th spread spring |
| 22. 5th-6th shifting insert | 23. 5th-6th synchronizer hub | 24. 5th-6th coupling sleeve |
| 25. 6th baulk ring | 26. 6th input gear | 27. 6th needle bearing |
| 28. 6th input gear bushing | 29. Snap ring | 30. Input shaft rear bearing |
| 31. Oil channel | 32. Input shaft rear bearing adjusting shim | 33. Retaining pin |
| 34. Reverse idler shaft | 35. Thrust needle bearing | 36. Reverse idler gear needle bearing |
| 37. Reverse insert spring | 38. Reverse idler gear (Front) | 39. Reverse baulk ring |
| 40. Reverse coupling sleeve | 41. Reverse idler gear (Rear) | 42. Reverse idler gear adjusting shim |

■: Replace the parts as a set.

Refer to [GI-4, "Components"](#) for symbols not described on the above.

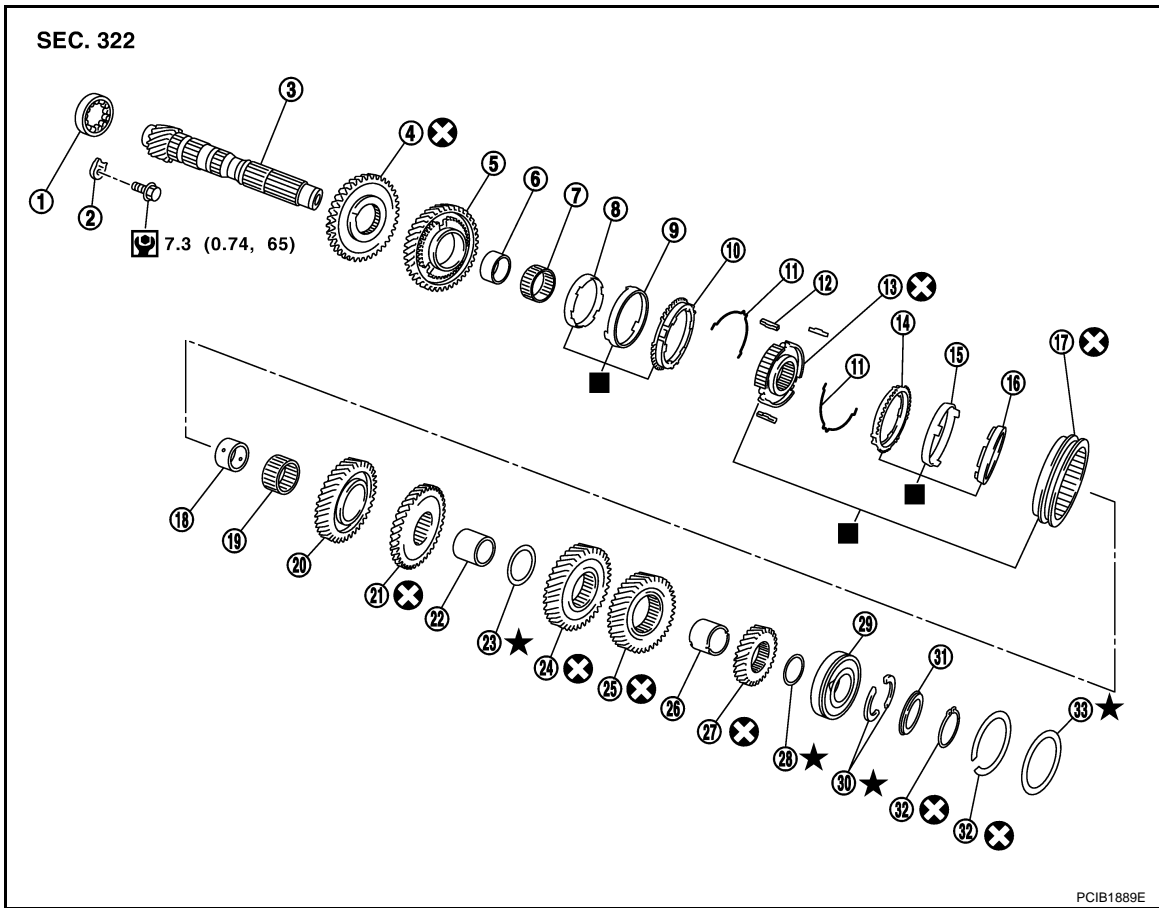
- Apply gear oil to gears, shafts, synchronizers, and bearings when assembly.

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TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]



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|----------------------------------|-------------------------------|---|
| 1. Mainshaft front bearing | 2. Mainshaft bearing retainer | 3. Mainshaft |
| 4. Reverse main gear | 5. 1st main gear | 6. 1st main gear bushing |
| 7. 1st needle bearing | 8. 1st inner baulk ring | 9. 1st synchronizer cone |
| 10. 1st outer baulk ring | 11. 1st-2nd spread spring | 12. 1st-2nd shifting insert |
| 13. 1st-2nd synchronizer hub | 14. 2nd outer baulk ring | 15. 2nd synchronizer cone |
| 16. 2nd inner baulk ring | 17. 1st-2nd coupling sleeve | 18. 2nd main gear bushing |
| 19. 2nd needle bearing | 20. 2nd main gear | 21. 3rd main gear |
| 22. 3rd-4th mainshaft spacer | 23. 4th main adjusting shim | 24. 4th main gear |
| 25. 5th main gear | 26. 5th-6th mainshaft spacer | 27. 6th main gear |
| 28. 6th main gear adjusting shim | 29. Mainshaft rear bearing | 30. Mainshaft C-ring |
| 31. C-ring holder | 32. Snap ring | 33. Mainshaft rear bearing adjusting shim |

■: Replace the parts as a set.

Refer to [GI-4. "Components"](#) for symbols not described on the above.

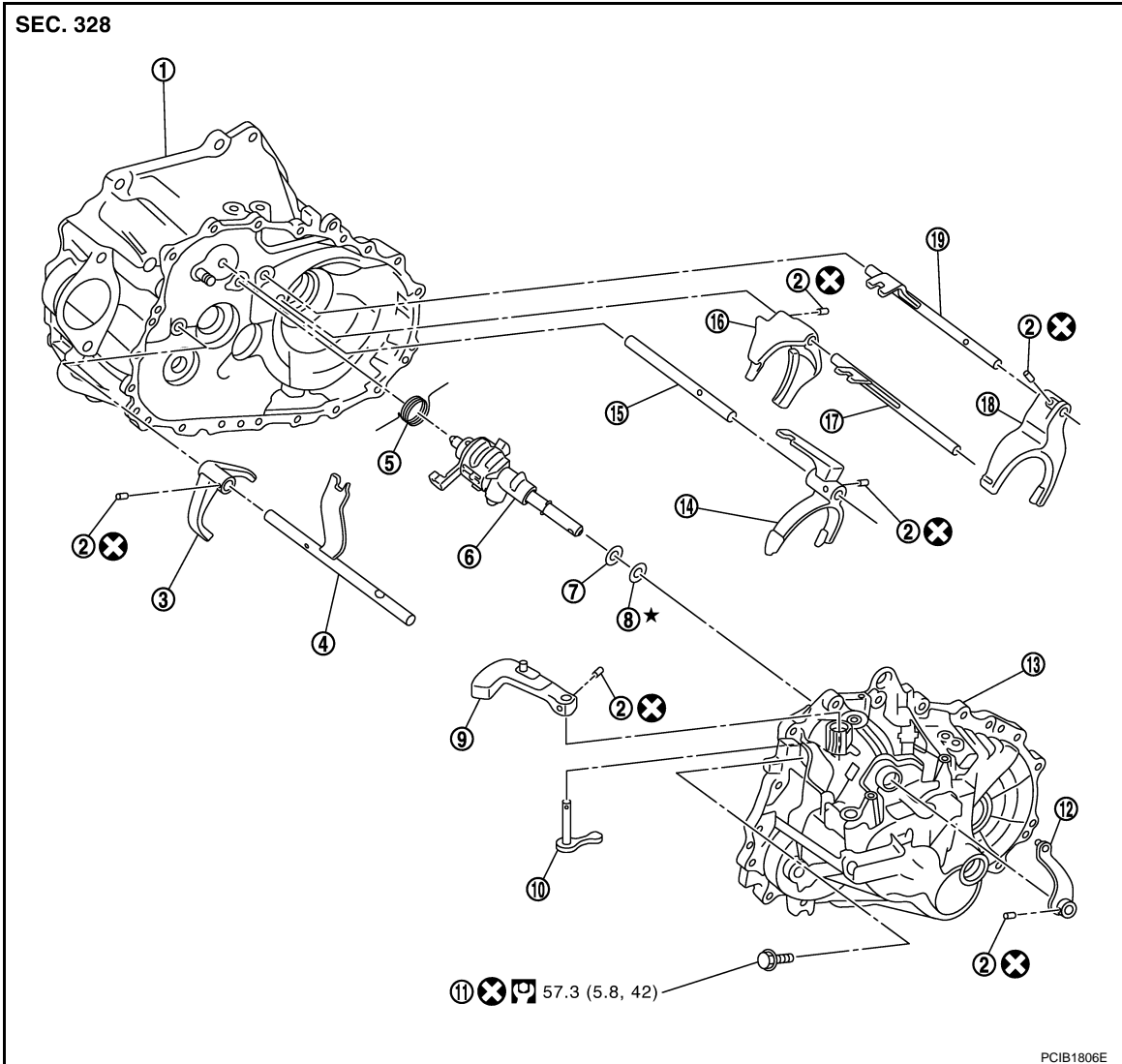
- Apply gear oil to gears, shafts, synchronizers, and bearings when assembly.

SHIFT FORK AND FORK ROD

TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]



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|------------------------|--------------------------------|--------------------------|
| 1. Clutch housing | 2. Retaining pin | 3. Reverse shift fork |
| 4. Reverse fork rod | 5. Return spring | 6. Striking rod assembly |
| 7. Striking rod shim | 8. Striking rod adjusting shim | 9. Shifter lever A |
| 10. Shifter lever B | 11. Guide bolt | 12. Selector lever |
| 13. Transaxle case | 14. 3rd-4th shift fork | 15. 3rd-4th fork rod |
| 16. 1st-2nd shift fork | 17. 1st-2nd fork rod | 18. 5th-6th shift fork |
| 19. 5th-6th fork rod | | |

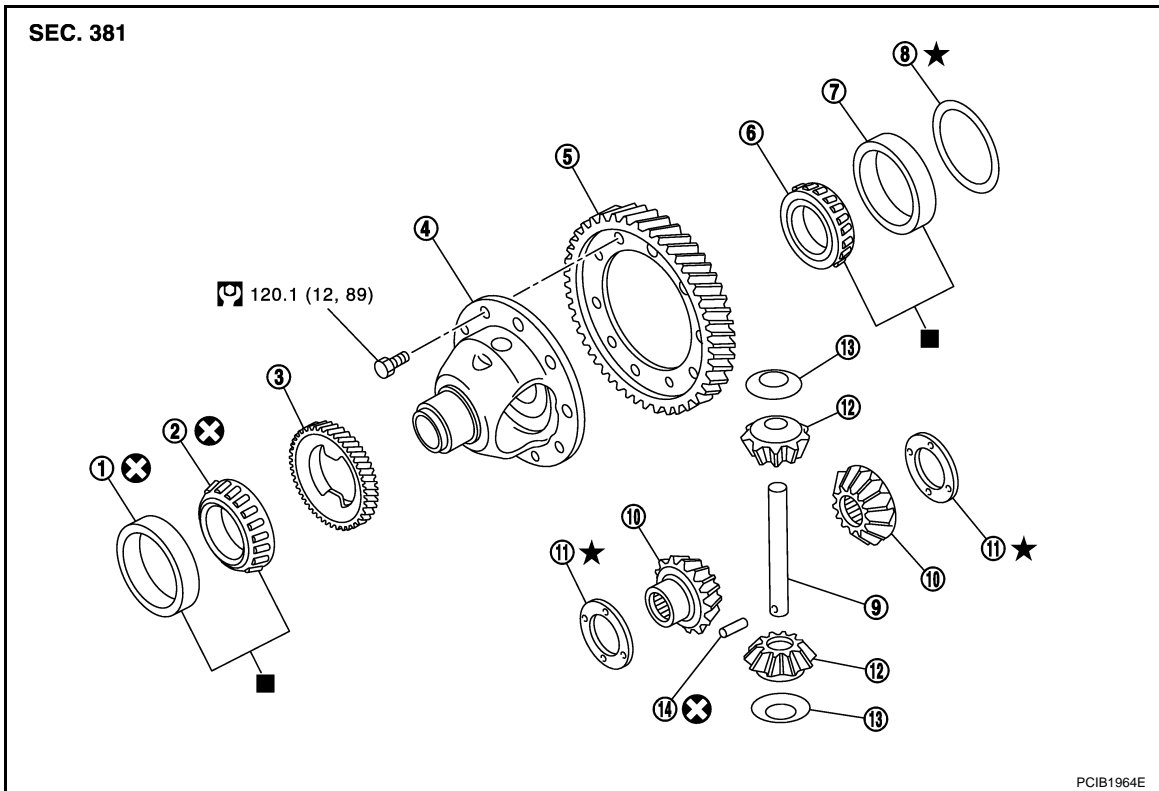
FINAL DRIVE

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TRANSAXLE ASSEMBLY

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[6MT: RS6F52A]

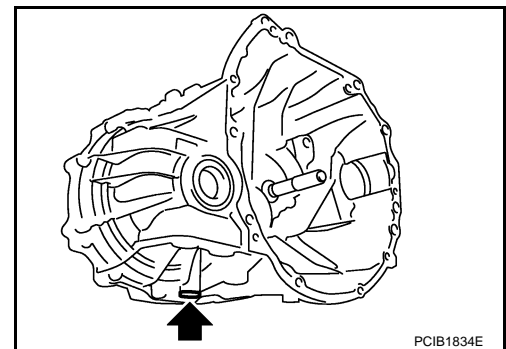


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|---|--|--|
| 1. Differential side bearing outer race (clutch housing side) | 2. Differential side bearing (clutch housing side) | 3. Speedometer drive gear |
| 4. Differential case | 5. Final gear | 6. Differential side bearing (transaxle case side) |
| 7. Differential side bearing outer race (transaxle case side) | 8. Differential side bearing adjusting shim | 9. Pinion mate shaft |
| 10. Side gear | 11. Side gear thrust washer | 12. Pinion mate gear |
| 13. Pinion mate thrust washer | 14. Retaining pin | ■ Replace parts as a set |

Disassembly

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1. Remove drain plug and gasket from clutch housing.
2. Remove plug bolt and then plug (with ABS models) or speedometer pinion gear (without ABS models) and O-ring from clutch housing.



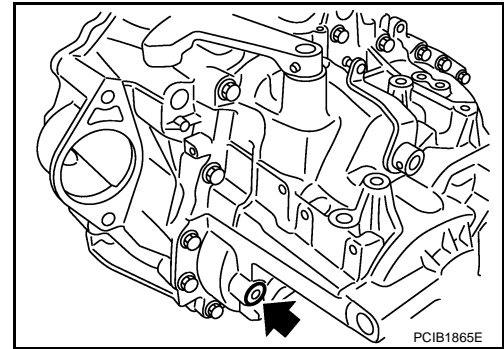
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TRANSAXLE ASSEMBLY

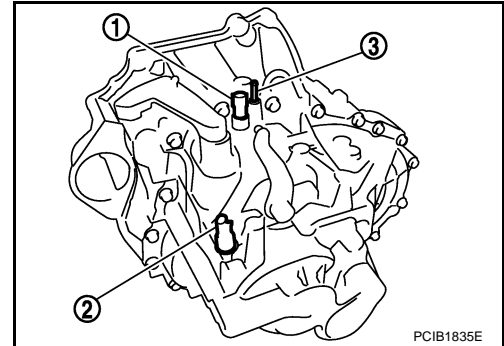
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

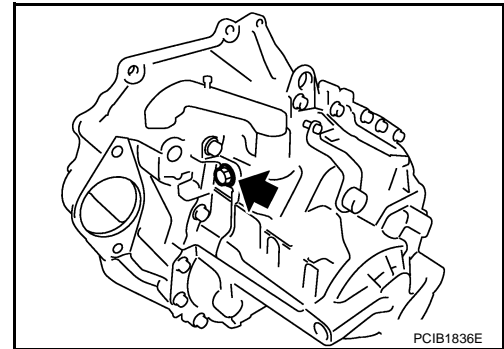
3. Remove plug and gasket from transaxle case.



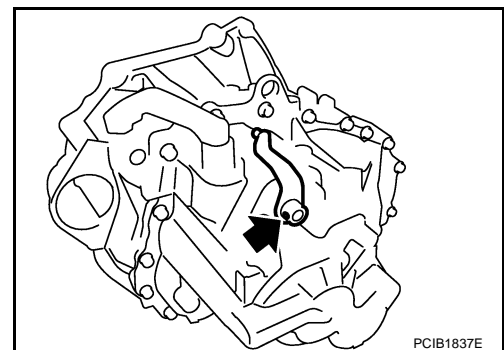
4. Remove park/neutral position (PNP) switch (1) from transaxle case.
5. Remove back-up lamp switch (2) and plunger from transaxle case.
CAUTION:
Do not lose plunger.
6. Remove air breather tube (3) from transaxle case.



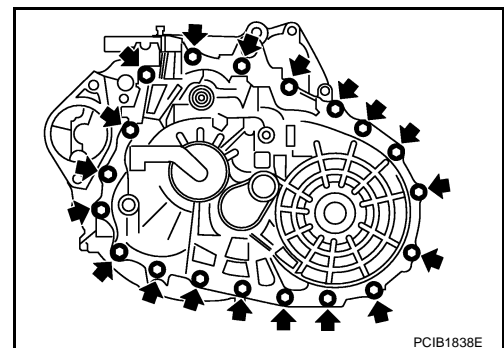
7. Remove guide bolt from transaxle case.



8. Remove retaining pin using suitable tool and then remove selector lever from transaxle case.



9. Remove transaxle case bolts.



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TRANSAXLE ASSEMBLY

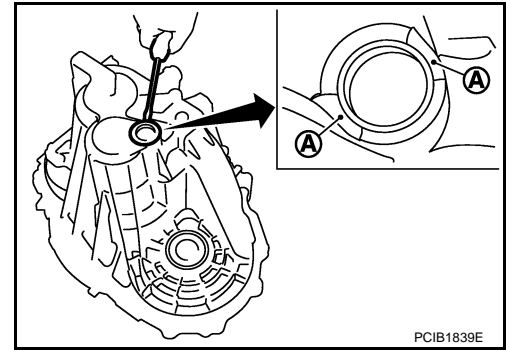
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

10. Remove bore plug from transaxle case.

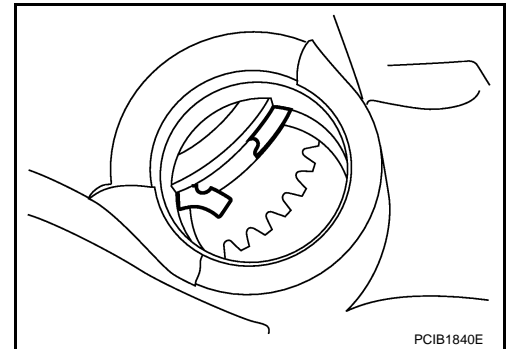
CAUTION:

- Do not damage transaxle case.
- Access bore plug from cutout (A) of transaxle case when removing.



11. Remove transaxle case following the procedures below.

a. Expand snap ring at mainshaft rear bearing accessing from the bore plug hole. Then pull up transaxle case from clutch housing until snap ring comes off.



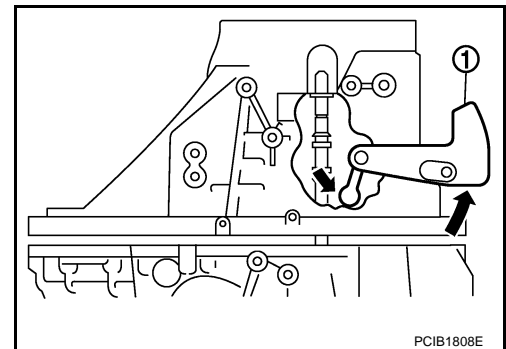
b. With shifter lever A (1) held in the position shown, remove transaxle case from clutch housing.

CAUTION:

Do not drop each adjusting shim.

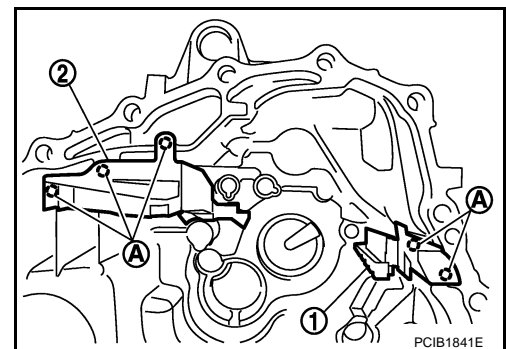
NOTE:

Make sure to hold shifter lever A in the position shown. Otherwise transaxle case cannot be removed from clutch housing.



12. Remove oil gutter A (1) and oil gutter B (2) from transaxle case.

A : Tab of oil gutter

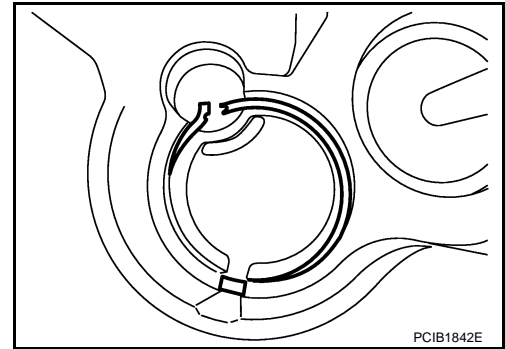


TRANSAXLE ASSEMBLY

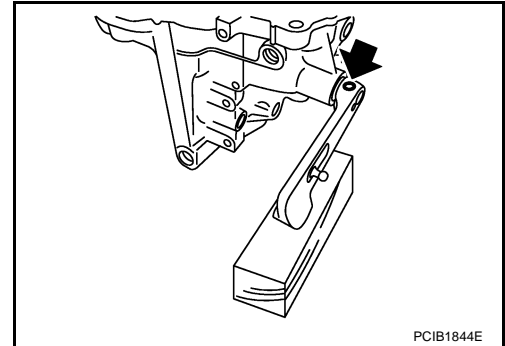
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

13. Remove snap ring from transaxle case.



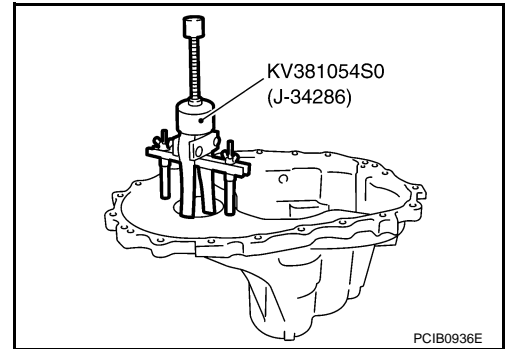
14. Remove retaining pin using suitable tool and then remove shifter lever A and shifter lever B from transaxle case.



15. Remove differential side bearing outer race from transaxle case using Tool, then remove differential side bearing adjusting shim from transaxle case.

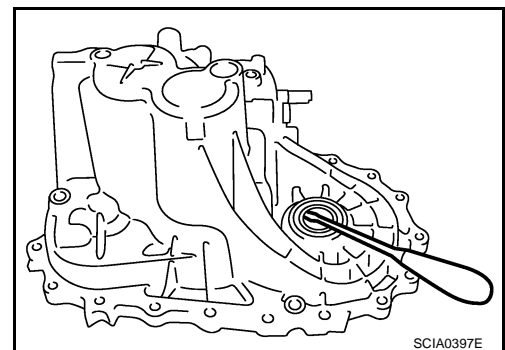
Tool number :KV381054SO (J-34286)

CAUTION:
Do not damage transaxle case.



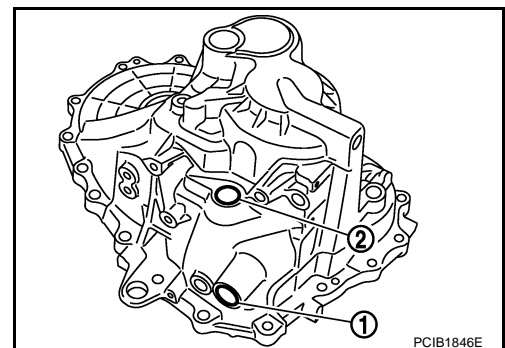
16. Remove differential side oil seal from transaxle case using suitable tool.

CAUTION:
Do not damage transaxle case.



17. Remove shifter lever oil seal (1) and striking rod oil seal (2) from transaxle case.

CAUTION:
Do not damage transaxle case.



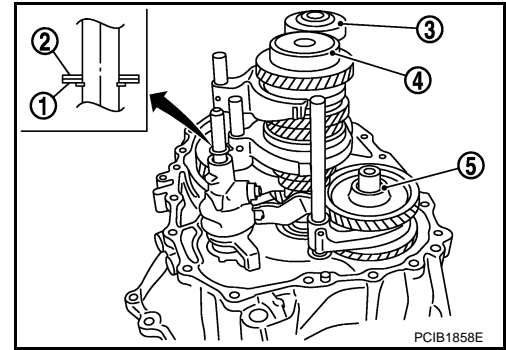
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TRANSAXLE ASSEMBLY

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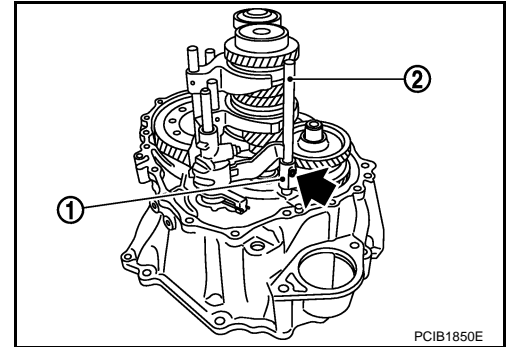
[6MT: RS6F52A]

18. Remove striking rod shim (1), striking rod adjusting shim (2), mainshaft rear bearing adjusting shim (3), input shaft rear bearing adjusting shim (4), and reverse idler gear adjusting shim (5).



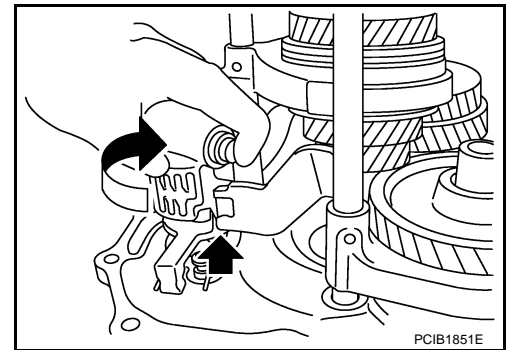
19. Remove retaining pin of reverse shift fork (1) using suitable tool.

2 : Reverse fork rod



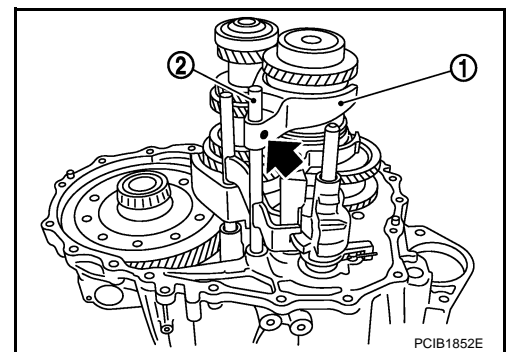
20. Rotate striking lever of striking rod assembly as shown. Then rotate reverse fork rod to a position where bracket of reverse fork rod does not interfere with striking lever of striking rod assembly.

21. Pull out reverse shift fork and reverse fork rod.



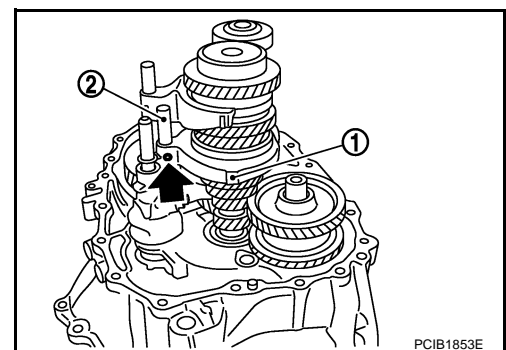
22. Remove retaining pin of 5th-6th shift fork (1) using suitable tool.

2 : 5th-6th fork rod



23. Remove retaining pin of 3rd-4th shift fork (1) using suitable tool.

24. Pull out 3rd-4th fork rod (2).

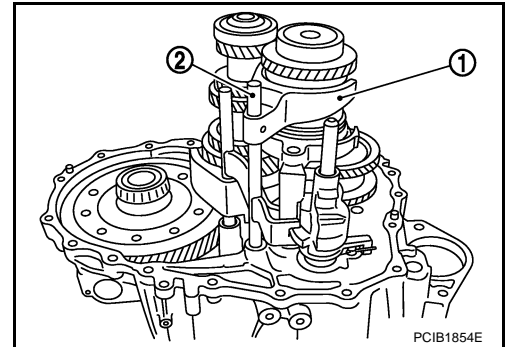


TRANSAXLE ASSEMBLY

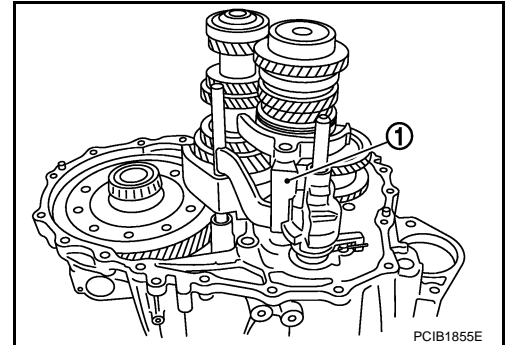
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

25. Pull out 5th-6th shift fork (1) and 5th-6th fork rod (2).

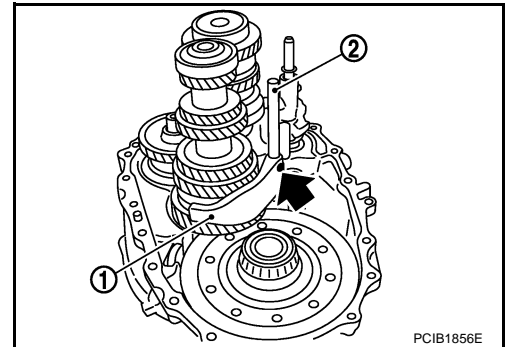


26. Pull out 3rd-4th shift fork (1).

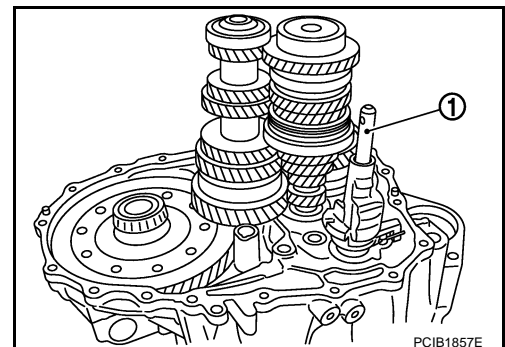


27. Remove retaining pin of 1st-2nd shift fork (1) using suitable tool.

28. Pull out 1st-2nd shift fork and 1st-2nd fork rod (2).



29. Remove striking rod assembly (1).



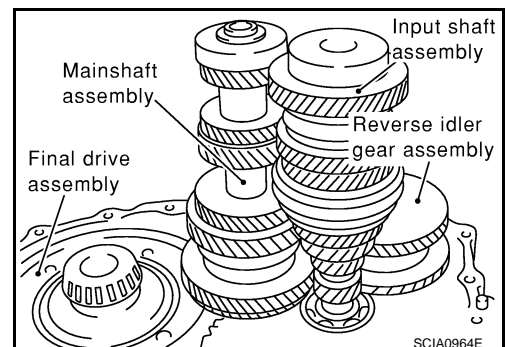
30. Remove gear components from clutch housing in the following procedure.

a. Remove a set of input shaft assembly, mainshaft assembly, and reverse idler gear assembly by tapping the tip of input shaft from the back of the clutch housing with a plastic hammer.

CAUTION:

Always withdraw mainshaft straight out. Failure to do so can damage resin oil channel on clutch housing side.

b. Remove final drive assembly.



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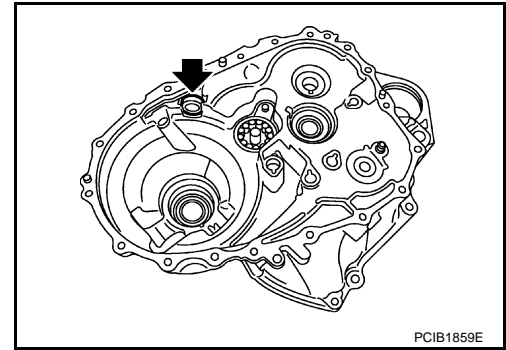
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TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

31. Remove magnet from clutch housing.



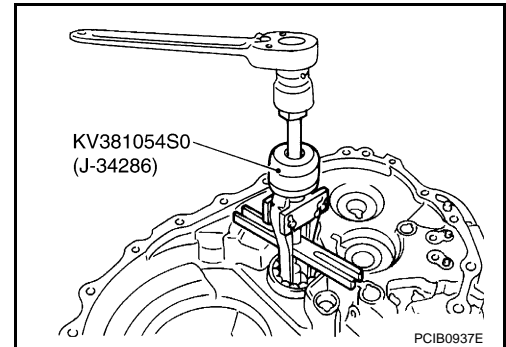
32. Remove mainshaft bearing retainer and then mainshaft front bearing from clutch housing using Tool.

Tool number :KV381054SO (J-34286)

CAUTION:

Do not damage clutch housing, mainshaft front bearing, and oil channel.

33. Remove oil channel from clutch housing.

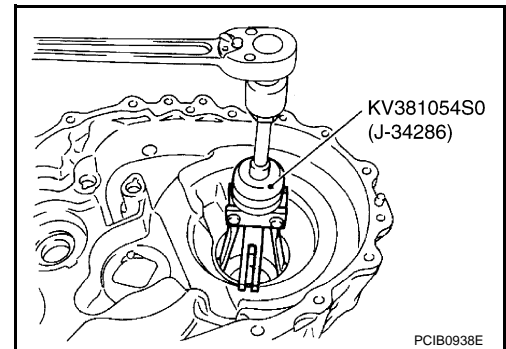


34. Remove differential side bearing outer race from clutch housing using Tool.

Tool number :KV381054SO (J-34286)

CAUTION:

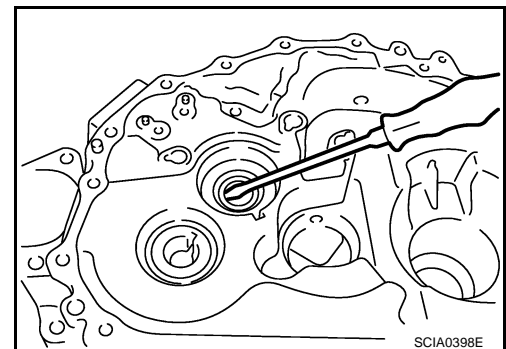
Do not damage clutch housing and differential side bearing outer race.



35. Remove input shaft oil seal from clutch housing using suitable tool.

CAUTION:

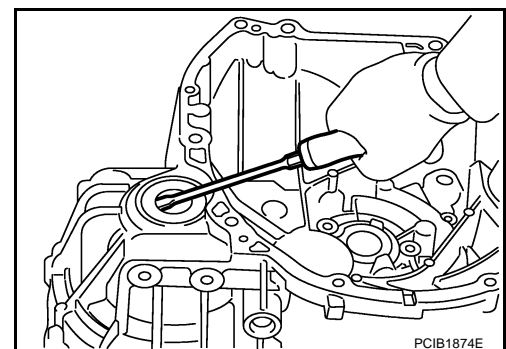
Do not damage clutch housing.



36. Remove differential side oil seal from clutch housing using suitable tool.

CAUTION:

Do not damage clutch housing.



TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

Assembly

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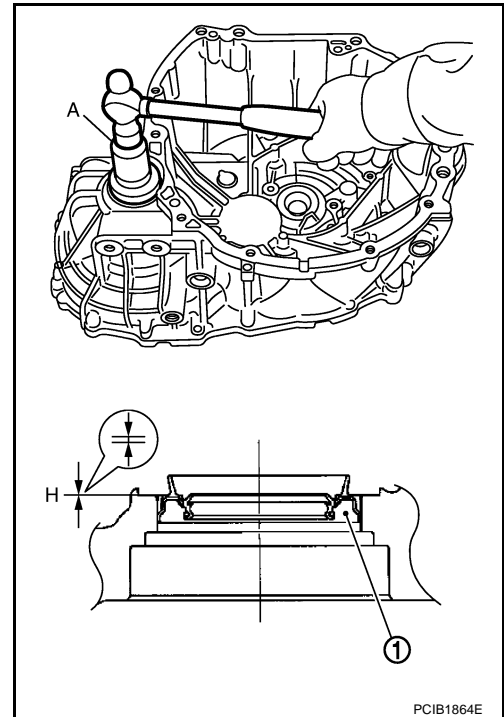
1. Install differential side oil seal (1) to clutch housing using Tool (A).

Dimension "H" : -0.5 - 0.5 mm (-0.020 - 0.020 in)

Tool number : ST33400001 (J-26082)

CAUTION:

- Do not reuse differential side oil seal.
- When installing, do not incline differential side oil seal.
- Do not damage clutch housing.



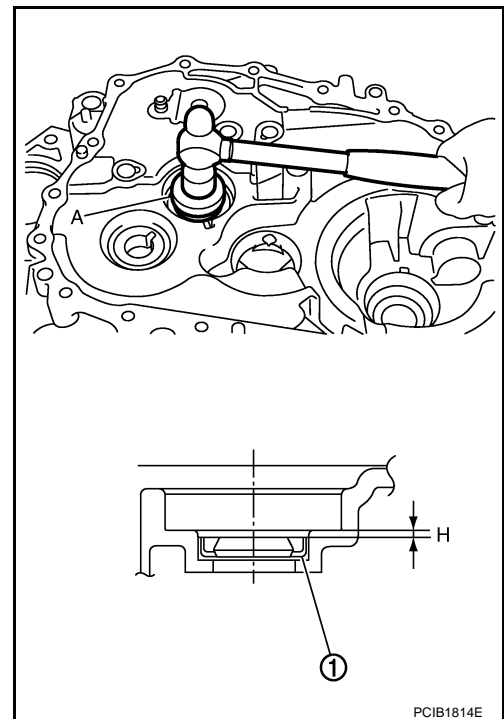
2. Install input shaft oil seal (1) to clutch housing using Tool (A).

Dimension "H" : 1.1 - 2.1 mm (0.043 - 0.083 in)

Tool number : ST35321000 (—)

CAUTION:

- Do not reuse input shaft oil seal.
- When installing, do not incline input shaft oil seal.
- Do not damage clutch housing.



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TRANSAXLE ASSEMBLY

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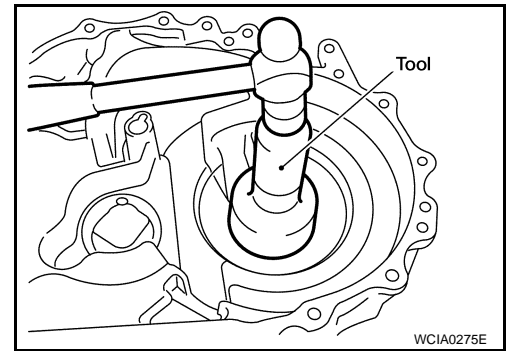
[6MT: RS6F52A]

3. Install differential side bearing outer race to clutch housing using Tool.

Tool number : ST30720000 (J-25405)

CAUTION:

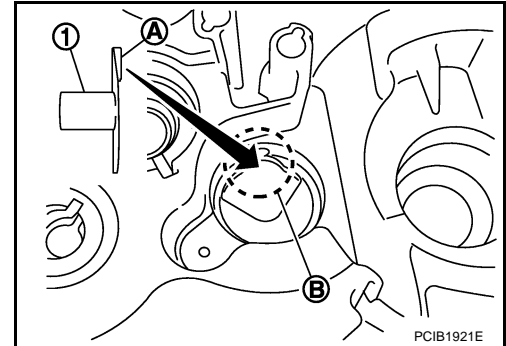
Replace differential side bearing and differential side bearing outer race as a set.



4. Install oil channel (1) on mainshaft side.

CAUTION:

When installing oil channel, fit the rib (A) of oil channel into the processed area of the spot facing (B).

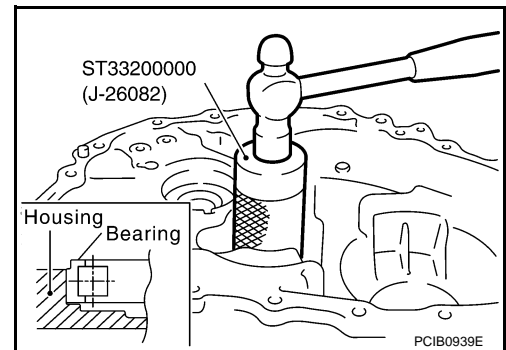


5. Install mainshaft front bearing to clutch housing using Tool.

Tool number : ST33200000 (J-26082)

CAUTION:

Be careful with the orientation of mainshaft front bearing.



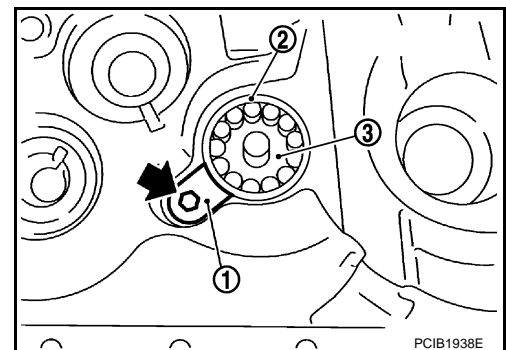
6. Install mainshaft bearing retainer (1) to clutch housing and tighten bolt to the specified torque.

2 : Mainshaft front bearing

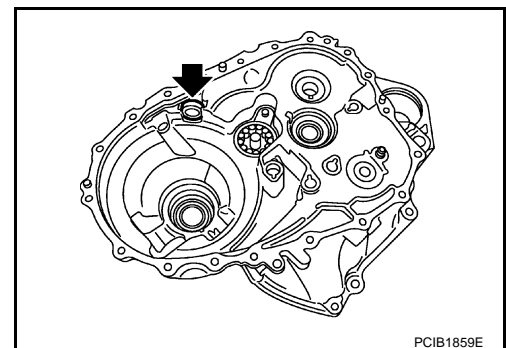
3 : Oil channel

CAUTION:

Install with punched surface facing up.



7. Install magnet to clutch housing.

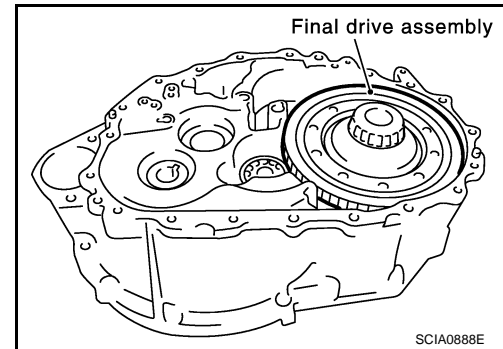


TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

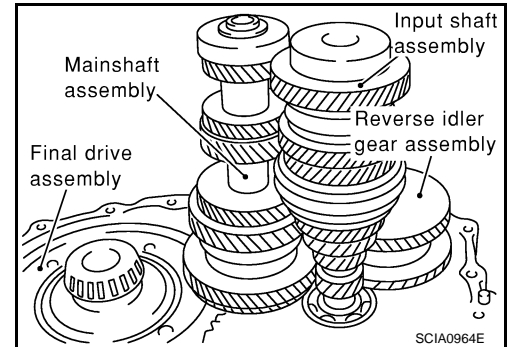
8. Install final drive assembly into clutch housing.



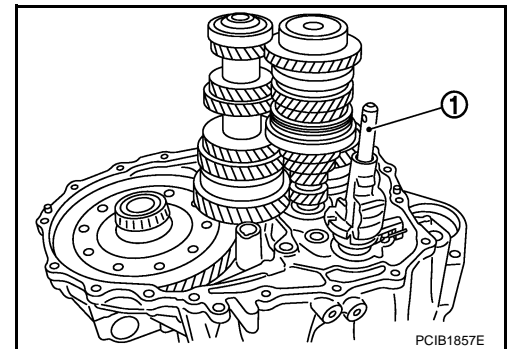
9. Install input shaft assembly, mainshaft assembly, and reverse idler gear assembly into clutch housing.

CAUTION:

- Wrap tape to the spline of input shaft so as not to damage the input shaft oil seal.
- Be careful with the orientation of reverse idler shaft.

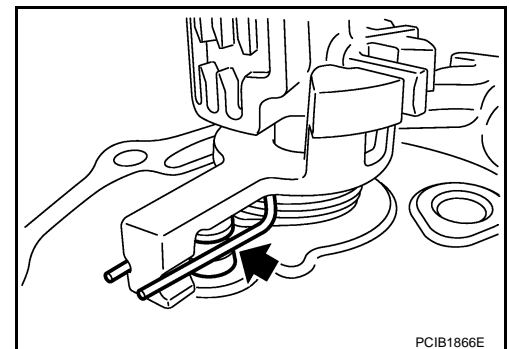


10. Install striking rod assembly (1) into clutch housing.



CAUTION:

- Check that return spring is securely seated in the groove on return pin.



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TRANSAXLE ASSEMBLY

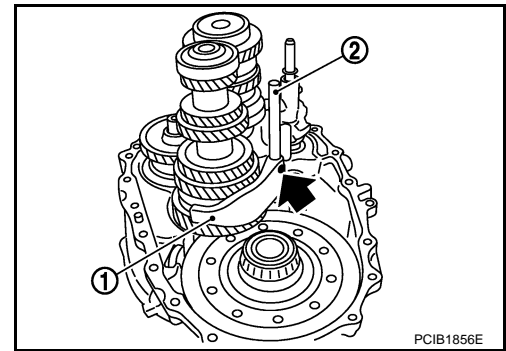
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

11. Install 1st-2nd shift fork (1) and 1st-2nd fork rod (2) and then install retaining pin to 1st-2nd shift fork.

CAUTION:

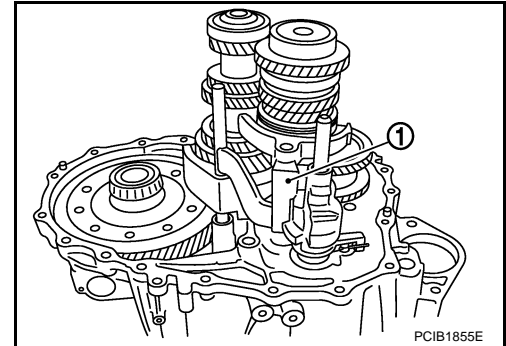
- Do not reuse retaining pin.
- Be careful with the orientation of 1st-2nd shift fork and 1st-2nd fork rod.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of 1st-2nd shift fork.



12. Install 3rd-4th shift fork (1) to 3rd-4th coupling sleeve.

CAUTION:

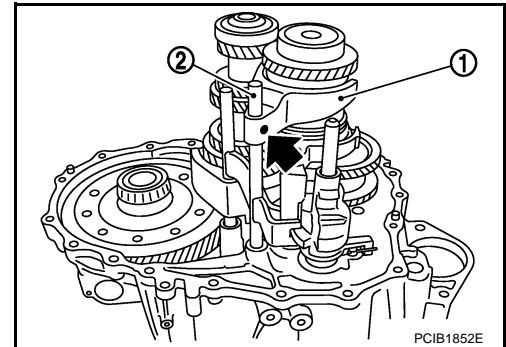
- Be careful with the orientation of 3rd-4th shift fork.



13. Install 5th-6th shift fork (1) and 5th-6th fork rod (2) and then install retaining pin to 5th-6th shift fork.

CAUTION:

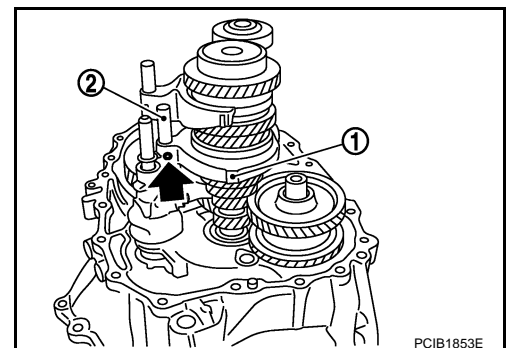
- Do not reuse retaining pin.
- Be careful with the orientation of 5th-6th shift fork and 5th-6th fork rod.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of 5th-6th shift fork.



14. Install 3rd-4th fork rod (2) and then install retaining pin to 3rd-4th shift fork (1).

CAUTION:

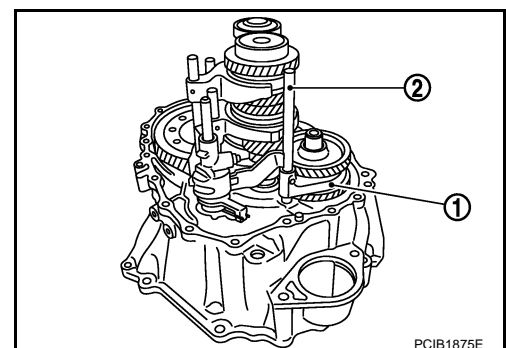
- Do not reuse retaining pin.
- Be careful with the orientation of 3rd-4th fork rod.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of 3rd-4th shift fork.



15. Install reverse shift fork (1) and reverse fork rod (2).

CAUTION:

- Be careful with the orientation of reverse shift fork and reverse fork rod.

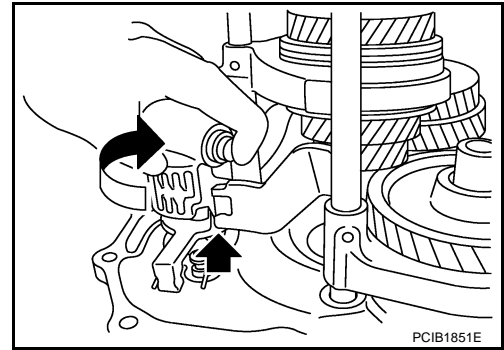


TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

16. Rotate striking lever of striking rod assembly as shown. Then rotate reverse fork rod to a position where bracket of reverse fork rod does not interfere with striking lever of striking rod assembly.

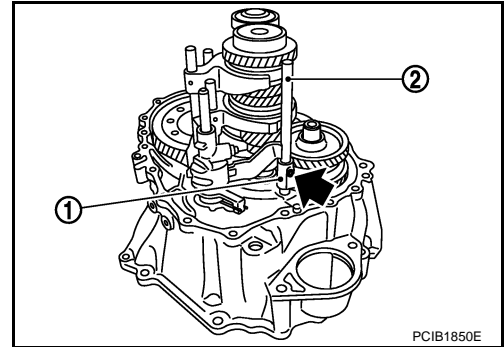


17. Install retaining pin to reverse shift fork (1).

2 : Reverse fork rod

CAUTION:

- Do not reuse retaining pin.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of reverse shift fork.

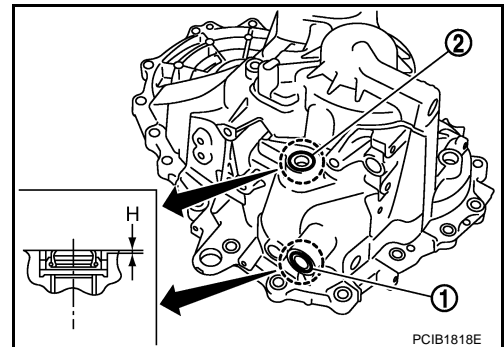


18. Install selected differential side bearing adjusting shim(s) and differential side bearing outer race.
- For selection of adjusting shim(s), refer to [TM-49, "Adjustment"](#).
19. Install selected reverse idler gear adjusting shim onto reverse idler gear assembly.
- For selection of adjusting shim, refer to [TM-49, "Adjustment"](#).
20. Install selected input shaft rear bearing adjusting shim onto input shaft.
- For selection of adjusting shim, refer to [TM-49, "Adjustment"](#).
21. Install selected striking rod adjusting shim onto striking rod assembly.
- For selection of adjusting shim, refer to [TM-49, "Adjustment"](#).
22. Install shifter lever oil seal (1) and striking rod oil seal (2) to transaxle case using suitable tool.

Dimension "H" : 0 - 1.0 mm (0 - 0.039 in)

CAUTION:

- Do not reuse shifter lever oil seal and striking rod oil seal.
- When installing, do not incline shifter lever oil seal and striking rod oil seal.
- Do not damage transaxle case.



TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

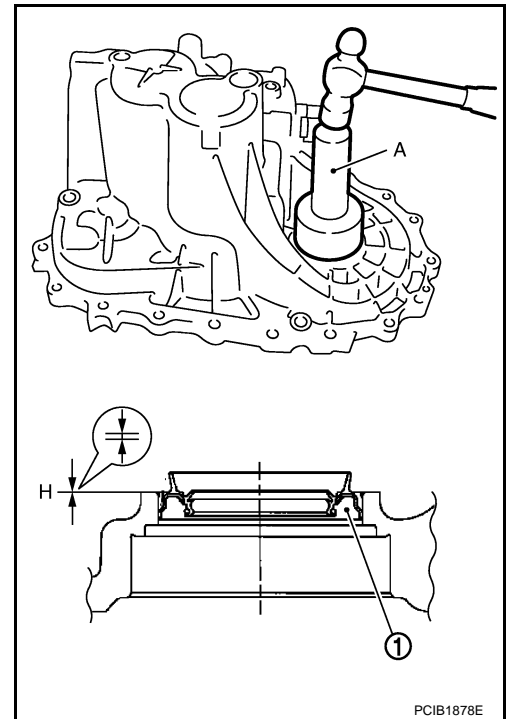
23. Install differential side oil seal (1) to transaxle case using Tool (A) [SST: ST30720000 (J-25405)].

Dimension "H" : -0.5 - 0.5 mm (-0.020 - 0.020 in)

Tool number : ST30720000 (J-25405)

CAUTION:

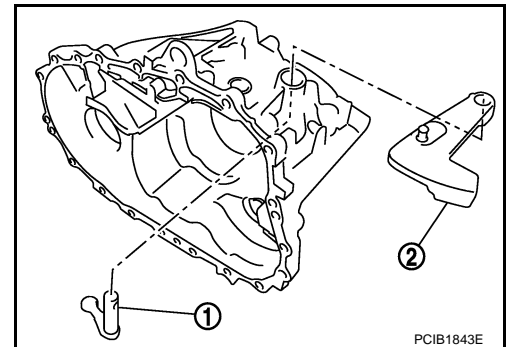
- Do not reuse differential side oil seal.
- When installing, do not incline differential side oil seal.
- Do not damage transaxle case.



24. Install shifter lever B (1) and shifter lever A (2) to transaxle case.

CAUTION:

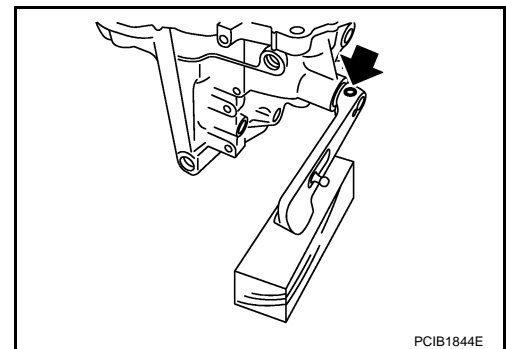
Be careful with the orientation of shifter lever B and shifter lever A.



25. Install retaining pin to shifter lever A.

CAUTION:

- Do not reuse retaining pin.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of shifter lever A.



26. Install transaxle case according to the following:

- a. Install selected mainshaft rear bearing adjusting shim into transaxle case.
- For selection of adjusting shim, refer to [TM-49. "Adjustment"](#).

TRANSAXLE ASSEMBLY

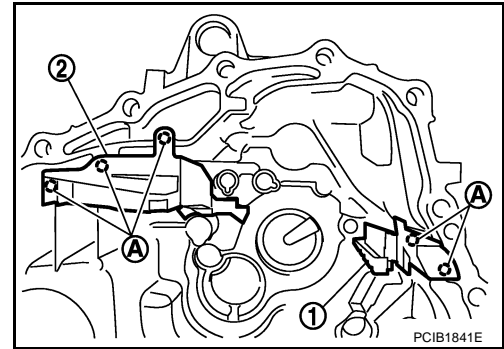
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

- b. Install oil gutter A (1) and oil gutter B (2) to transaxle case.

CAUTION:

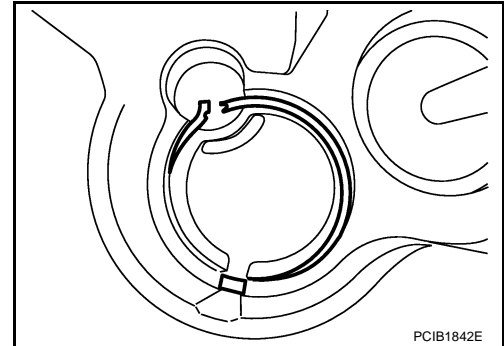
Insert the tab (A) of oil gutter A and oil gutter B into transaxle case.



- c. Temporarily install snap ring of mainshaft rear bearing into transaxle case.

CAUTION:

Do not reuse snap ring.

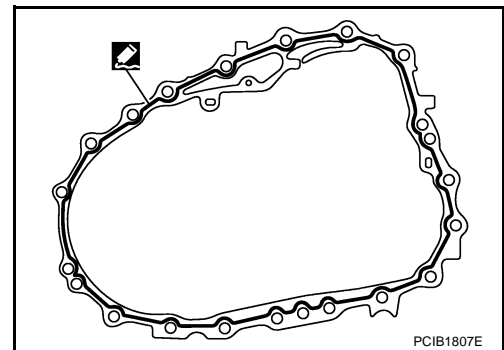


- d. Apply recommended sealant to mating surface of clutch housing as shown.

• Use Genuine Silicone RTV or an equivalent. Refer to [GI-15, "Recommended Chemical Products and Sealants"](#).

CAUTION:

- Remove old sealant adhering to the mounting surfaces. Also remove any moisture, oil, or foreign material adhering to both mounting surfaces.
- Apply sealant so as not to break the bead.
- The width of sealant bead is 1 - 2 mm (0.04 - 0.08 in).
- The height of sealant bead is 0.4 - 1 mm (0.016 - 0.04 in).
- The overlap length of both ends of sealant bead is 3 - 5 mm (0.12 - 0.20 in).



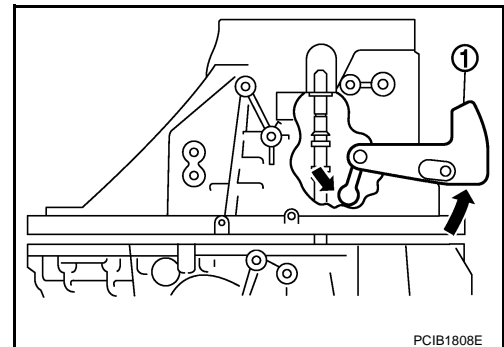
- e. With shifter lever A (1) held in the position shown, temporarily assemble transaxle case to clutch housing.

CAUTION:

Do not damage striking rod oil seal.

NOTE:

Make sure to hold shifter lever A in the position shown. Otherwise transaxle case cannot be installed to clutch housing.



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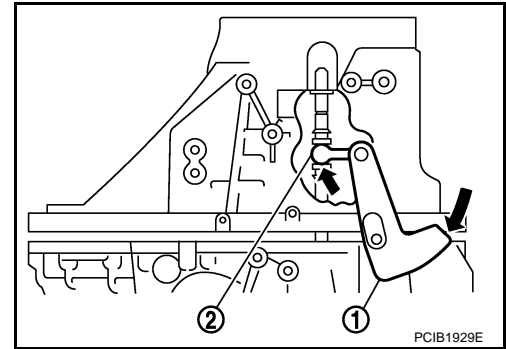
TRANSAXLE ASSEMBLY

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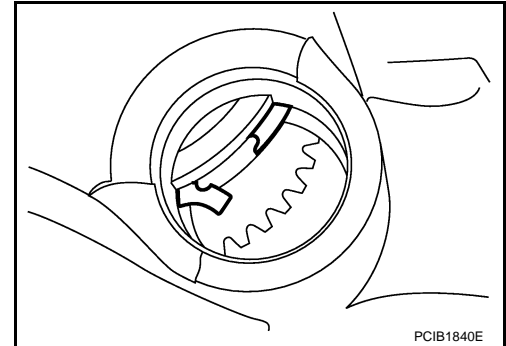
[6MT: RS6F52A]

- f. While rotating shifter lever A (1) in the direction shown, assemble transaxle case to clutch housing.

2 : Shifter lever B



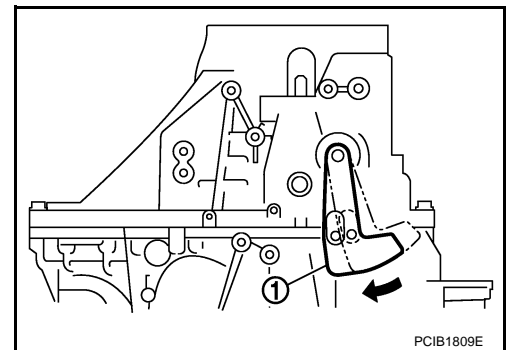
- g. Accessing from the bore plug hole, expand snap ring at mainshaft rear bearing so that the ring catches the periphery of mainshaft rear bearing.
- h. Temporarily tighten transaxle case bolts.



- i. Shift the shifter lever A (1) to 2nd gear position.

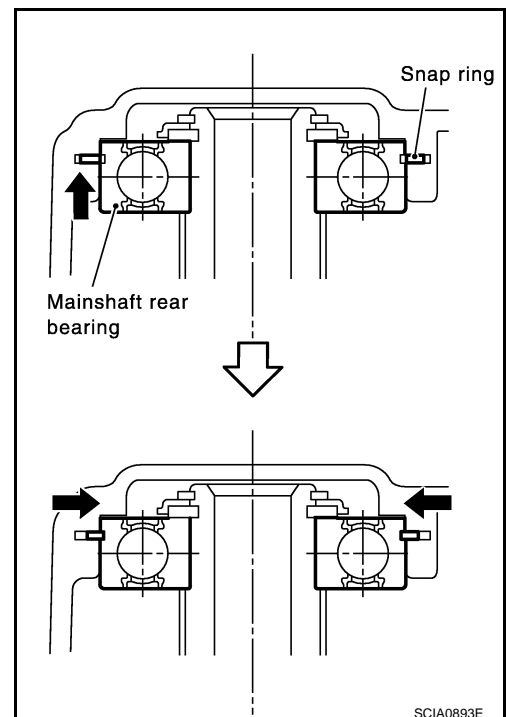
NOTE:

- The 2nd gear position is attained when shifter lever A is in the position shown.



- When transaxle is shifted to the 2nd gear position, mainshaft assembly is lifted.

- j. Seat snap ring in the groove on mainshaft rear bearing. If snap ring is not seated in the groove on mainshaft rear bearing, remove transaxle case and repeat the procedure from step d.

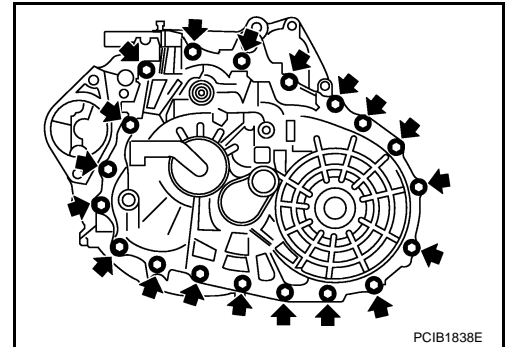


TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

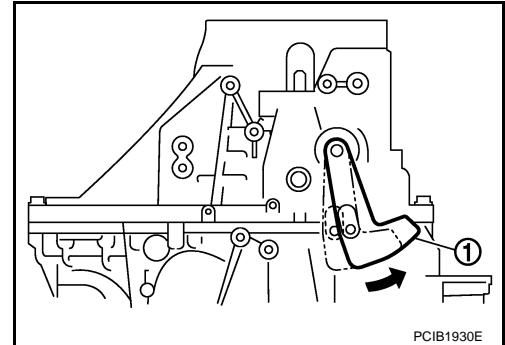
k. Tighten transaxle case bolts to the specified torque.



l. Shift the shifter lever A (1) to neutral position.

NOTE:

The neutral position is attained when shifter lever A is in the position shown.

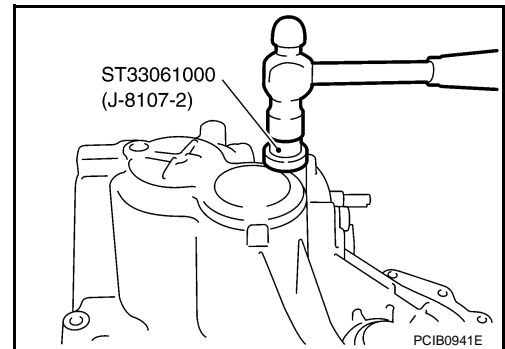


27. Install bore plug to transaxle case using Tool.

Tool number : ST33061000 (J-8107-2)

CAUTION:

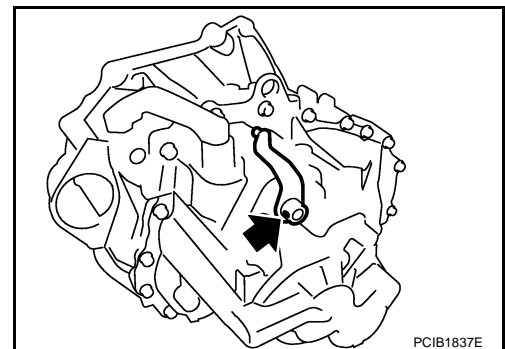
Do not reuse bore plug.



28. Install selector lever to transaxle case and then install retaining pin to selector lever.

CAUTION:

- Do not reuse retaining pin.
- Assemble retaining pin from the direction shown until it becomes flush with the end surface of selector lever.



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TRANSAXLE ASSEMBLY

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[6MT: RS6F52A]

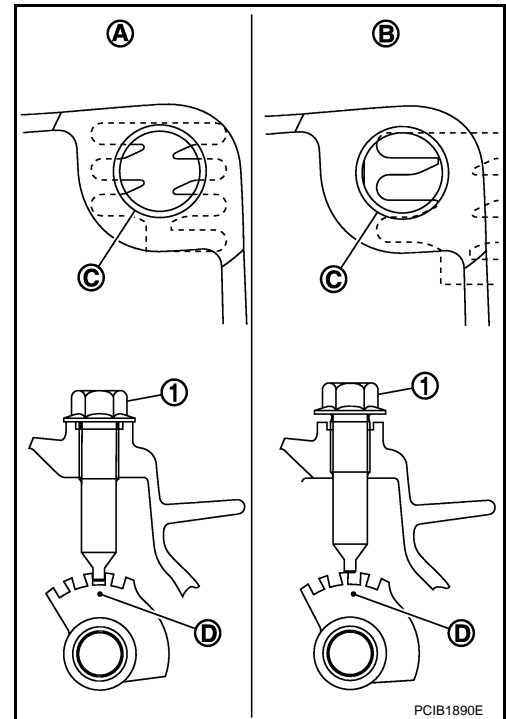
29. Install guide bolt (1) according to the following:

- Shift the shifter lever A and selector lever to neutral position (A).
- Visually confirm from the guide bolt mounting hole (C) that shift lever A is securely set to neutral position (A). If it is not in the neutral position (B), repeat the procedure from step a.

CAUTION:

The guide groove (D) of striking rod assembly will be damaged when assembling guide bolt (1) if the lever is not in the neutral position (B).

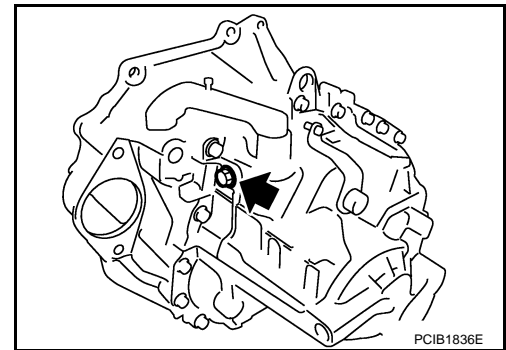
- Check continuity between terminals of park/neutral position (PNP) switch to confirm it in the neutral position. If it is not in the neutral position, remove park/neutral position (PNP) switch and repeat the procedure from step a. Refer to [TM-20, "Inspection"](#).



- Install guide bolt to transaxle case and then tighten guide bolt to the specified torque.

CAUTION:

Do not reuse guide bolt.



30. Apply recommended sealant to threads of park/neutral position (PNP) switch (1). Then install it to transaxle case and tighten to the specified torque.

- Use Genuine Silicone RTV or an equivalent. Refer to [GI-15, "Recommended Chemical Products and Sealants"](#).

CAUTION:

Remove old sealant and oil adhering to threads.

31. Install plunger to transaxle case.

32. Apply recommended sealant to threads of back-up lamp switch (2). Then install it to transaxle case and tighten to the specified torque.

- Use Genuine Silicone RTV or an equivalent. Refer to [GI-15, "Recommended Chemical Products and Sealants"](#).

CAUTION:

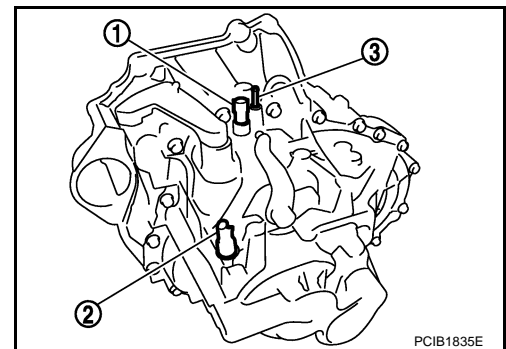
Remove old sealant and oil adhering to threads.

33. Install air breather tube (3) to transaxle case.

CAUTION:

- Do not reuse air breather tube.

Assemble air breather tube until its collar element contacts with transaxle case.



TRANSAXLE ASSEMBLY

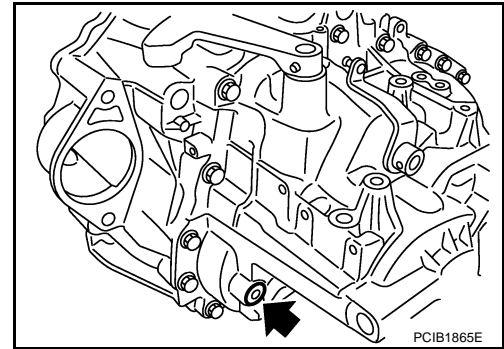
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

34. Install gasket onto plug and then install them into transaxle case. Tighten plug to the specified torque.

CAUTION:

Do not reuse gasket.



35. Install gasket onto drain plug and then install them into clutch housing. Tighten drain plug to the specified torque.

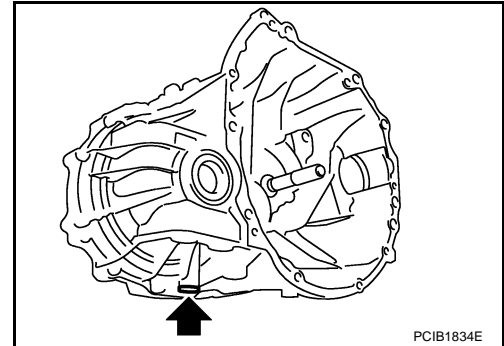
CAUTION:

Do not reuse gasket.

36. Install O-ring onto plug (with ABS models) or speedometer pinion gear (without ABS models) and then install it into clutch housing. Tighten bolt to the specified torque.

CAUTION:

- **Do not reuse O-ring.**
- **After oil is filled, tighten bolt to specified torque.**



Adjustment

INFOID:000000001344710

DIFFERENTIAL SIDE BEARING PRELOAD

- When adjusting differential side bearing preload, select adjusting shim for differential side bearing. To select adjusting shim, measure clearance "L" between transaxle case and differential side bearing outer race.

CAUTION:

Up to 2 adjusting shims can be selected.

- Calculate dimension "L" (thickness of adjusting shim) using the following procedure to satisfy specification of preload for differential side bearing.

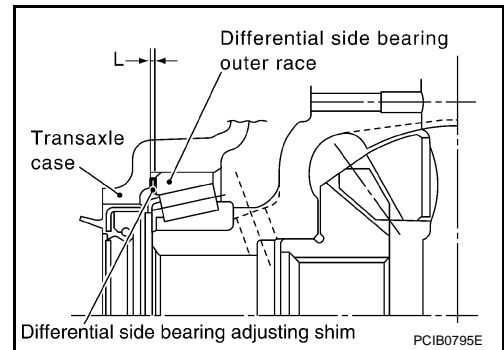
Preload : Refer to [TM-84, "Differential Side Bearing Preload"](#).

Dimension "L" = (L1 - L2) + Preload

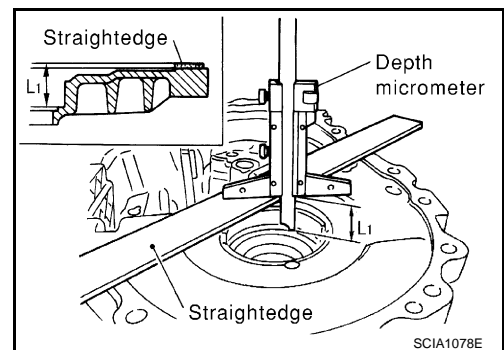
L : Thickness of adjusting shim

L1 : Distance between transaxle case end face and mounting face of adjusting shim

L2 : Distance between differential side bearing outer race and clutch housing end face



1. Using a depth micrometer and straightedge, measure dimension "L1" between transaxle case end face and mounting face of adjusting shim.
2. Install differential side bearing outer race onto differential side bearing on final gear side. Holding lightly differential side bearing outer race horizontally by hand, rotate final gear five times or more (for smooth movement of bearing roller).



TRANSAXLE ASSEMBLY

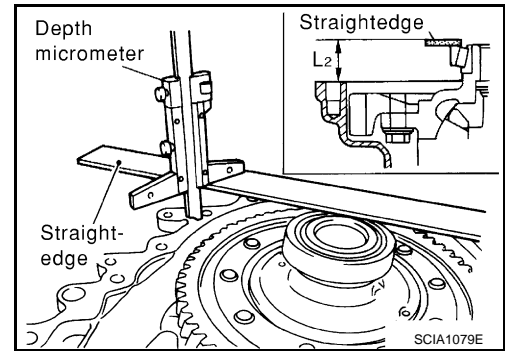
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

- Using a depth micrometer and straightedge as shown, measure dimension "L2" between differential side bearing outer race and clutch housing end face.

CAUTION:

"L2": Measure at 4 point by approximately 90 degrees and use the average value.

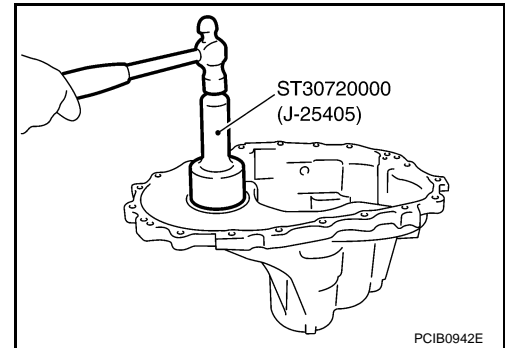


- Install selected differential side bearing adjusting shim and then install differential side bearing outer race using Tool.

Tool number : ST30720000 (J-25405)

CAUTION:

Replace differential side bearing and differential side bearing outer race as a set.



REVERSE IDLER GEAR END PLAY

- When adjusting reverse idler gear end play, select adjusting shim for reverse idler gear. To select adjusting shim (1), measure clearance between transaxle case (2) and reverse idler gear (Rear) (3).

CAUTION:

Only 1 adjusting shim can be selected.

- Calculate dimension "Q" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for reverse idler gear.

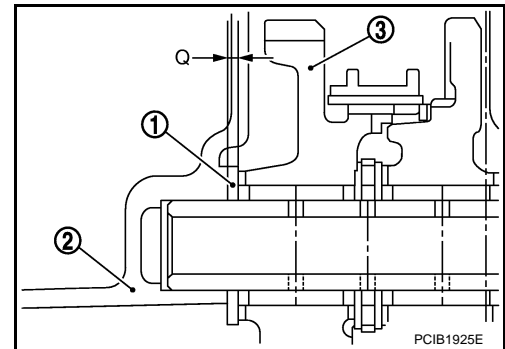
End play : Refer to [TM-83, "End Play"](#).

Dimension "Q" = (Q1 - Q2) - End play

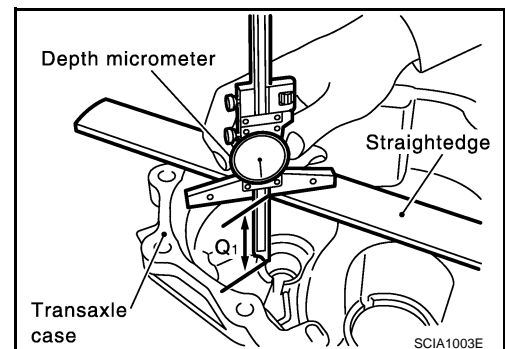
Q : Thickness of adjusting shim

Q1 : Distance between transaxle case end face and mounting face of adjusting shim

Q2 : Distance between clutch housing end face and end face of reverse idler gear (Rear)



- Using a depth micrometer and straightedge, measure dimension "Q1" between transaxle case end face and mounting face of adjusting shim.



TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

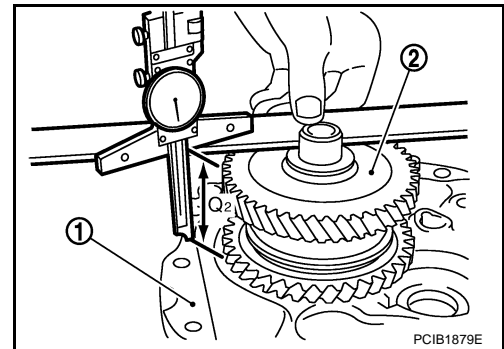
[6MT: RS6F52A]

- Using a depth micrometer and straightedge as shown, measure dimension "Q2" between clutch housing (1) end face and end face of reverse idler gear (Rear) (2).

CAUTION:

"Q2": Measure at 4 point by approximately 90 degrees and use the average value.

- Install selected reverse idler gear adjusting shim onto reverse idler gear (Rear).



INPUT SHAFT END PLAY

- When adjusting input shaft end play, select adjusting shim for input shaft rear bearing. To select adjusting shim, measure clearance between transaxle case and input shaft rear bearing.

CAUTION:

Only 1 adjusting shim can be selected.

- Calculate dimension "O" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for input shaft rear bearing.

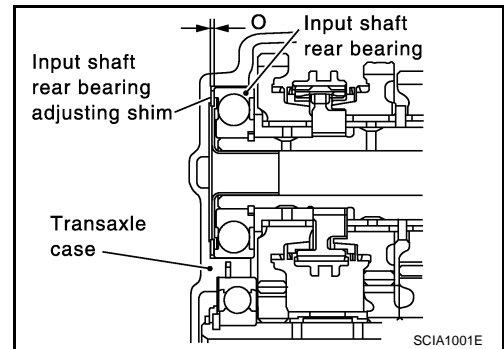
End play : Refer to [TM-83, "End Play"](#).

Dimension "O" = (O1 - O2) - End play

O : Thickness of adjusting shim

O1 : Distance between transaxle case end face and mounting face of adjusting shim

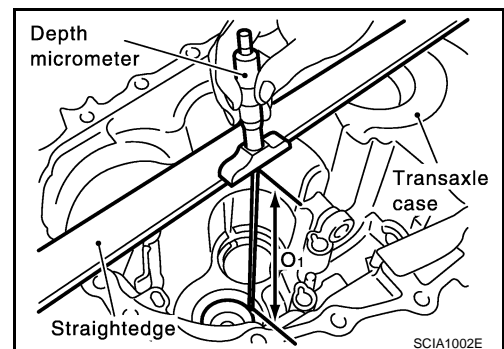
O2 : Distance between clutch housing end face and end face of input shaft rear bearing



- Using a depth micrometer and straightedge, measure dimension "O1" between transaxle case end face and mounting face of adjusting shim.

CAUTION:

"O1": Measure at 4 point by approximately 90 degrees and use the average value.

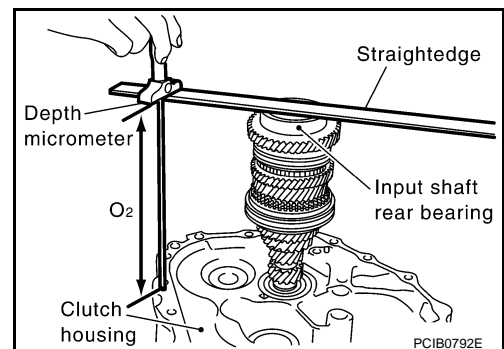


- Using a depth micrometer and straightedge as shown, measure dimension "O2" between clutch housing end face and end face of input shaft rear bearing.

CAUTION:

"O2": Measure at 4 point by approximately 90 degrees and use the average value.

- Install selected input shaft rear bearing adjusting shim onto input shaft.



STRIKING ROD END PLAY

TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

- When adjusting striking rod end play, select adjusting shim (1) for striking rod (2). To select adjusting shim, measure clearance between transaxle case (3) and striking rod shim (4).

CAUTION:

Only 1 adjusting shim can be selected.

- Calculate dimension "R" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for striking rod.

End play : Refer to [TM-83, "End Play"](#).

Dimension "R" = (R1 - R2) - End play

R : Thickness of adjusting shim

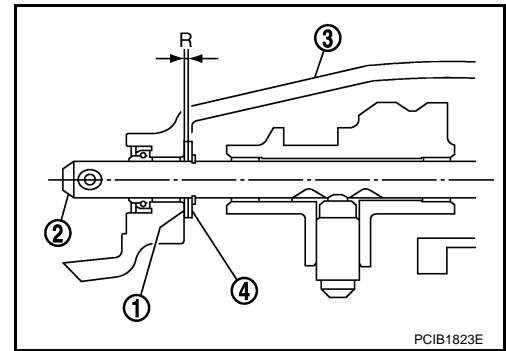
R1 : Distance between transaxle case end face and mounting face of adjusting shim

R2 : Distance between clutch housing end face and end face of striking rod shim

- Using a depth micrometer (A) and straightedge (B), measure dimension "R1" between transaxle case (1) end face and mounting face of adjusting shim.

CAUTION:

"R1": Measure at 4 point by approximately 90 degrees and use the average value.



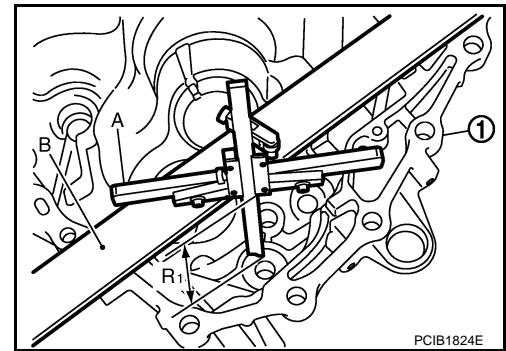
PCIB1823E

- Using a depth micrometer (A) and straightedge (B) as shown, measure dimension "R2" between clutch housing (1) end face and end face of striking rod shim (2).

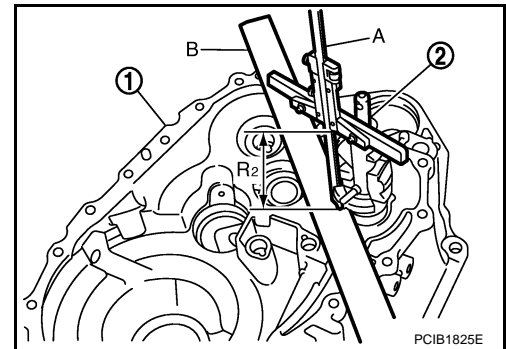
CAUTION:

- "R2": Measure at 4 point by approximately 90 degrees and use the average value.**
- When measuring, be careful for the inclination of striking rod assembly and striking rod shim.**

- Install selected striking rod adjusting shim onto striking rod assembly.



PCIB1824E



PCIB1825E

MAINSHAFT END PLAY

- When adjusting mainshaft end play, select adjusting shim (1) for mainshaft rear bearing (2). To select adjusting shim, measure clearance "M" between transaxle case (3) and dummy adjusting shim (4) on mainshaft rear bearing.

5 : Snap ring

6 : Mainshaft

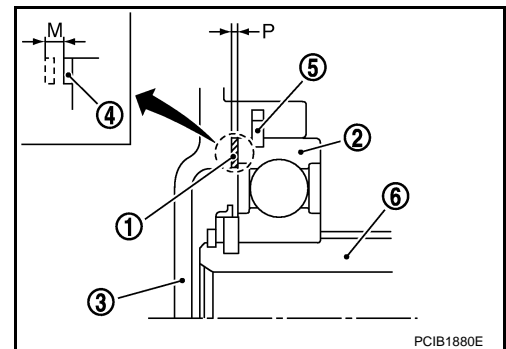
CAUTION:

Only 1 adjusting shim can be selected.

- Calculate dimension "P" (thickness of adjusting shim) using the following procedure to satisfy specification of end play for mainshaft rear bearing.

End play : Refer to [TM-83, "End Play"](#).

Dimension "P" = (M + N) - End play



PCIB1880E

TRANSAXLE ASSEMBLY

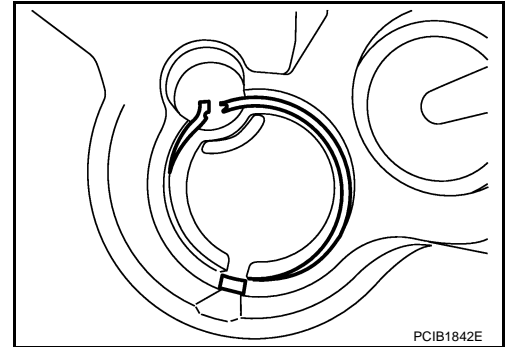
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

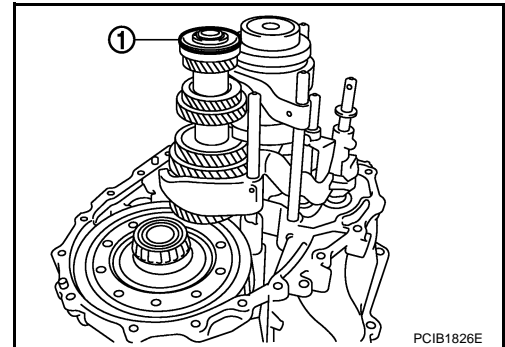
- P** : Thickness of adjusting shim
- M** : Distance between dummy adjusting shim on mainshaft rear bearing end face and transaxle case end face
- N*** : Thickness of dummy adjusting shim

*: Refer to the latest parts information to use a dummy adjusting shim of which part number is the thinnest in thickness.

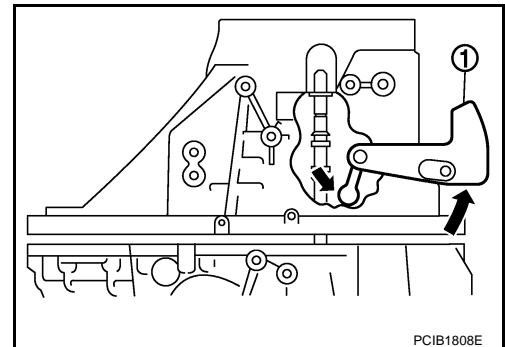
1. Install transaxle case according to the following:
 - a. Temporarily install snap ring of mainshaft rear bearing into transaxle case.
CAUTION:
Do not reuse snap ring.



- b. Install dummy adjusting shim (1) to mainshaft assembly.

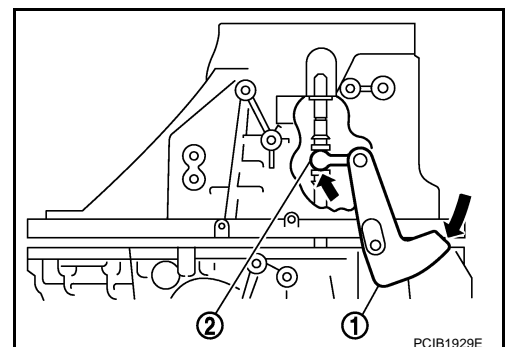


- c. With shifter lever A (1) held in the position shown, temporarily assemble transaxle case to clutch housing.
CAUTION:
Do not damage striking rod oil seal.
NOTE:
Make sure to hold shifter lever A in the position shown. Otherwise transaxle case cannot be installed to clutch housing.



- d. While rotating shifter lever A (1) in the direction of the arrow shown, assemble transaxle case to clutch housing.

2 : Shifter lever B



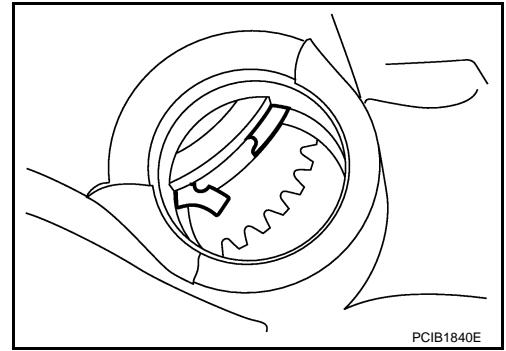
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TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

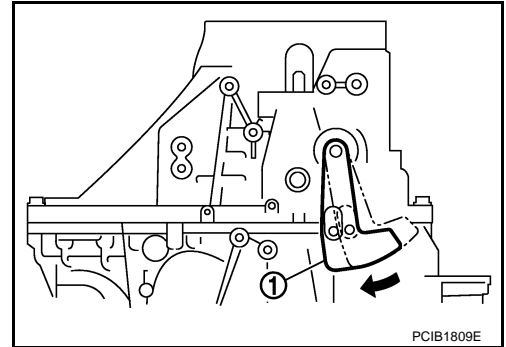
- e. Accessing from the bore plug hole, expand snap ring at mainshaft rear bearing so that the ring catches the periphery of mainshaft rear bearing.
- f. Temporarily tighten transaxle case bolts.



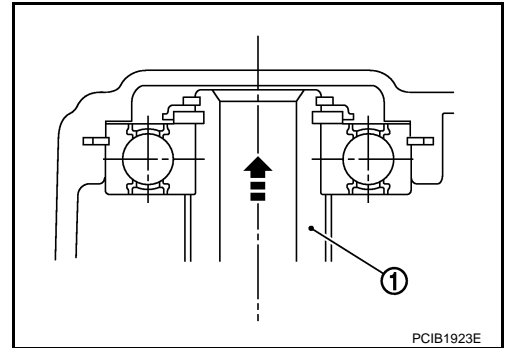
- 2. Shift the shifter lever A to 2nd gear position.

NOTE:

- The 2nd gear position is attained when shifter lever A (1) is in the position shown.



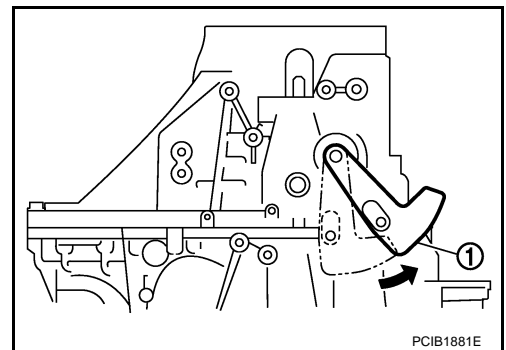
- When transaxle is shifted to the 2nd gear position, mainshaft assembly (1) is lifted.



- 3. Seat snap ring in the groove on mainshaft rear bearing. If snap ring is not seated in the groove on mainshaft rear bearing, remove transaxle case and repeat the procedure 1 from step c.
- 4. Shift the shifter lever A to 1st gear position, and then shift it to 2nd gear position. Repeat 3 times.

NOTE:

- The mainshaft rear bearing position will be stabilized by shifting between 1st gear position and 2nd gear position alternately.
- The 1st gear position is attained when shifter lever A (1) is in the position shown.

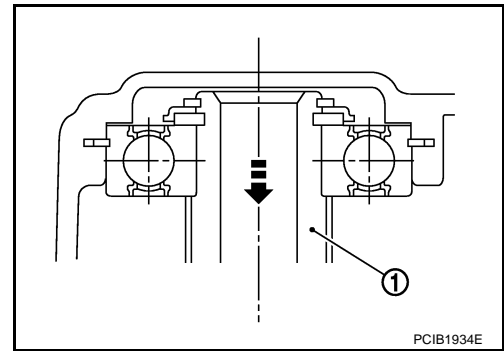


TRANSAXLE ASSEMBLY

< DISASSEMBLY AND ASSEMBLY >

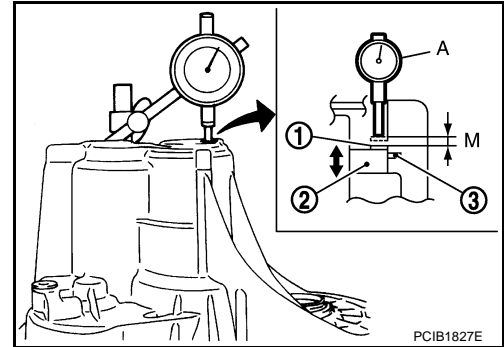
[6MT: RS6F52A]

- When transaxle is shifted to the 1st gear position, mainshaft assembly (1) is declined.

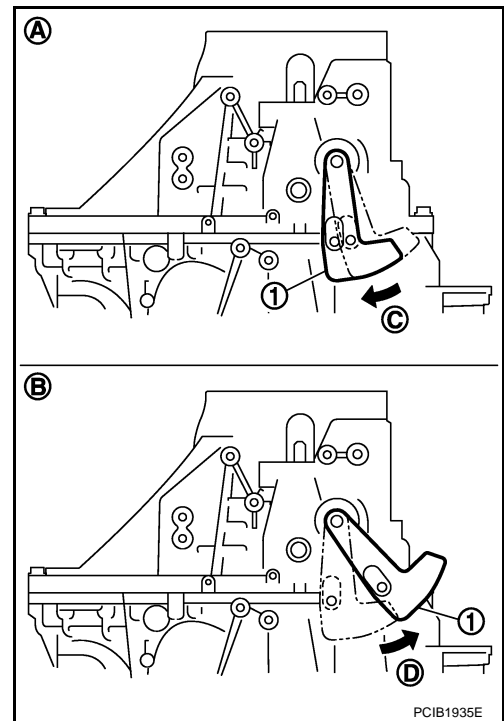


5. Set the dial indicator (A) to dummy adjusting shim (1) through the bore plug mounting hole.

- 2 : Mainshaft rear bearing
- 3 : Snap ring



6. Shift the shifter lever A (1) to 2nd gear position (A), and then rotate it in the direction of the arrow (C) until it stops. Using this position as the reference point, measure the amount of movement when shifting shifter lever A to 1st gear position (B) and rotating it in the direction of the arrow (D) until it stops. This measurement is the "M" dimension.
7. When measurement "M" is 0 - 0.06 mm (0 - 0.0024 in), adjustment terminates, and the dummy adjusting shim becomes regular adjusting shim. Select adjusting shim from the computed expressions when measurement "M" is over 0.06 mm (0.0024 in).



INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

INPUT SHAFT AND GEAR

Exploded View

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Refer to [TM-28, "Exploded View"](#).

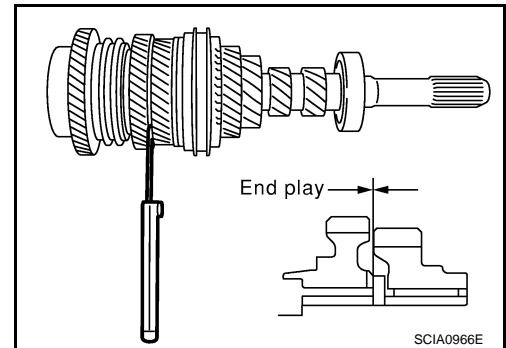
Disassembly

INFOID:000000001344712

1. Before disassembling, measure end play for 3rd, 4th, 5th, and 6th input gears.

End play standard value : Refer to [TM-83, "End Play"](#).

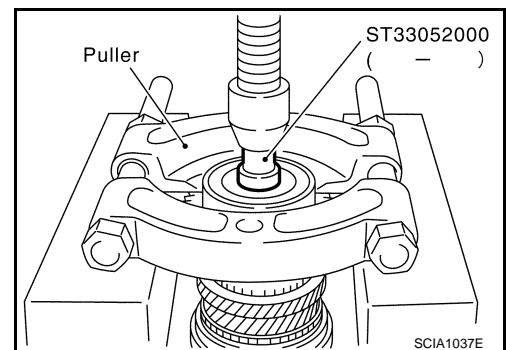
2. Remove oil channel.



3. Press out input shaft rear bearing using Tool and a puller.

Tool number : ST33052000 (—)

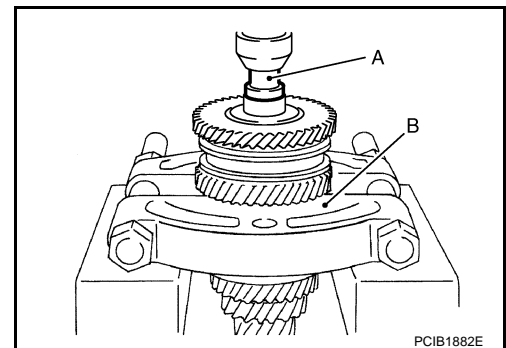
4. Remove snap ring.



5. Press out 6th input gear, 6th needle bearing, 6th input gear bushing, 5th-6th synchronizer hub assembly, and 5th input gear using Tool (A) and a puller (B).

Tool number : ST33052000 (—)

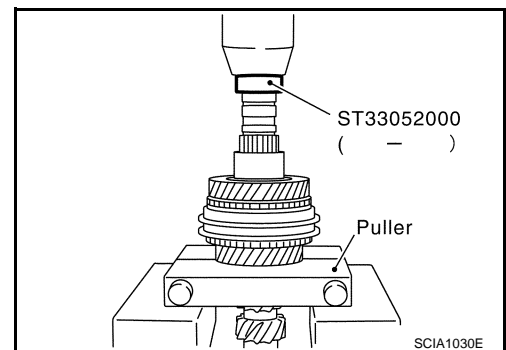
6. Remove 5th needle bearing.



7. Press out 5th input gear bushing, thrust washer, 4th input gear, 4th needle bearing, 4th input gear bushing, 3rd-4th synchronizer hub assembly, and 3rd input gear using Tool and a puller.

Tool number : ST33052000 (—)

8. Remove 3rd needle bearing.

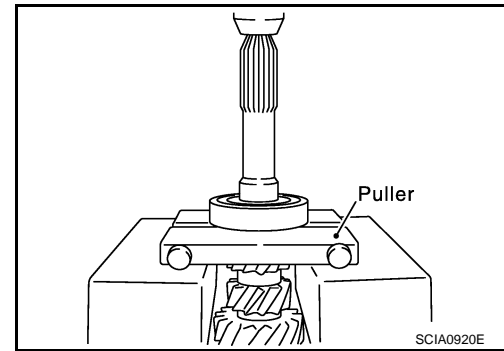


INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

9. Press out input shaft front bearing using a puller.



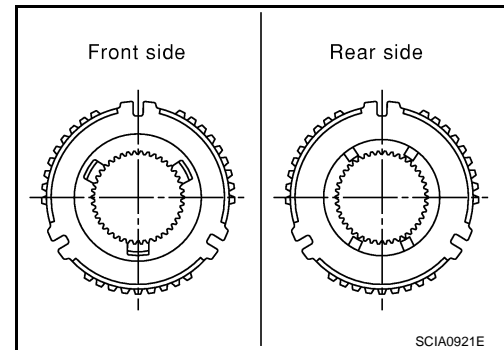
Assembly

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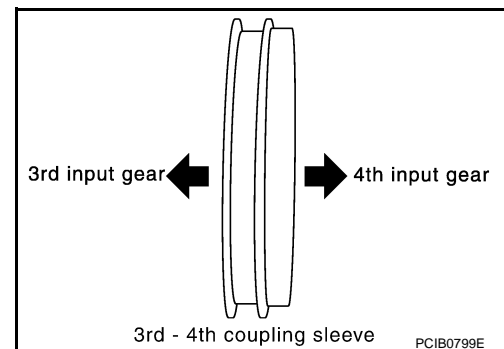
1. Install 3rd needle bearing to input shaft.
2. Install 3rd input gear, 3rd inner baulk ring, 3rd synchronizer cone, and 3rd outer baulk ring to input shaft.
CAUTION:
Replace 3rd inner baulk ring, 3rd synchronizer cone, and 3rd outer baulk ring as a set.
3. Install 3rd-4th spread spring, 3rd-4th shifting insert, and 3rd-4th synchronizer hub onto 3rd-4th coupling sleeve.

CAUTION:

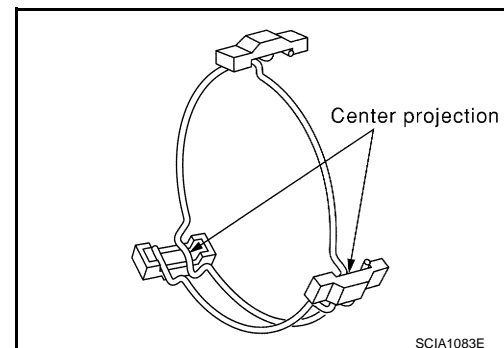
- Be careful with orientation of 3rd-4th synchronizer hub.
- Do not reuse 3rd-4th synchronizer hub and 3rd-4th coupling sleeve.
- Replace 3rd-4th synchronizer hub and 3rd-4th coupling sleeve as a set.



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



- Be sure not to hook center projection of 2 spread springs on same shifting insert.



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INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

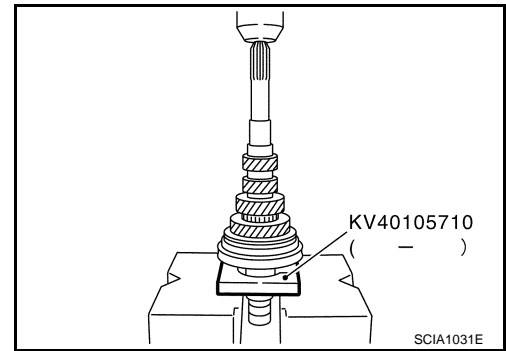
[6MT: RS6F52A]

4. Press in 3rd-4th synchronizer hub assembly using Tool.

Tool number : KV40105710 (—)

CAUTION:

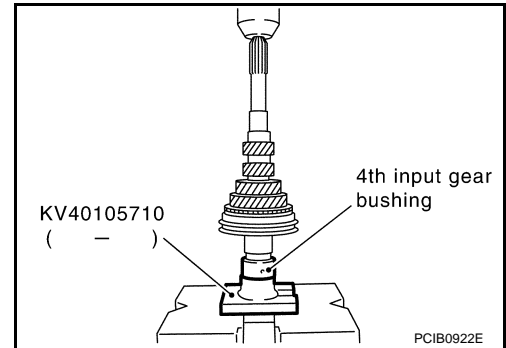
Align grooves of 3rd-4th shifting insert and 3rd outer baulk ring.



5. Press in 4th input gear bushing using Tool.

Tool number : KV40105710 (—)

6. Install 4th baulk ring.
7. Install 4th needle bearing and 4th input gear to input shaft.

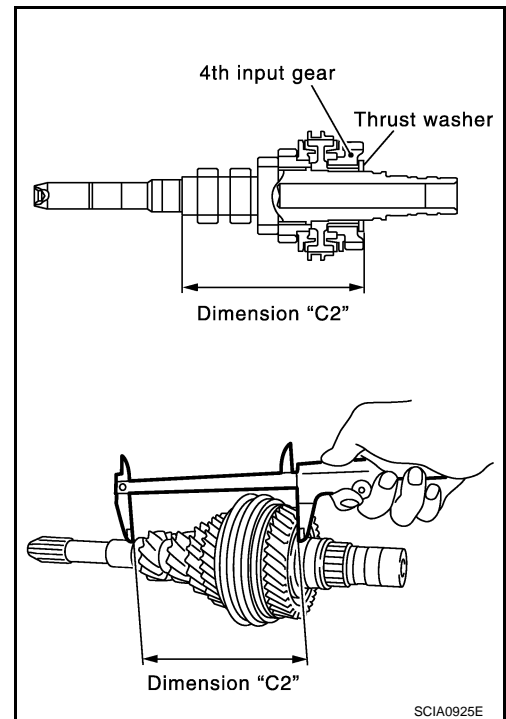


8. Select thrust washer so that dimension "C2" satisfies the standard value below. Then install thrust washer onto input shaft.

Standard value for dimension "C2" : Refer to [TM-84, "Dimension"](#).

CAUTION:

Only one thrust washer can be selected.



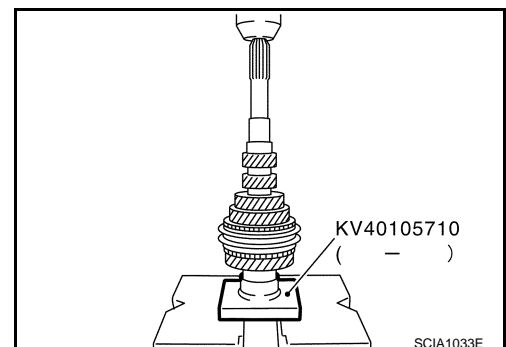
9. Press in 5th input gear bushing using Tool.

Tool number : KV40105710 (—)

CAUTION:

Do not reuse 5th input gear bushing.

10. Install 5th needle bearing and 5th input gear to input shaft.
11. Install 5th baulk ring.



INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

12. Install 5th-6th synchronizer hub, 5th-6th spread spring, and 5th-6th shifting insert onto 5th-6th coupling sleeve.

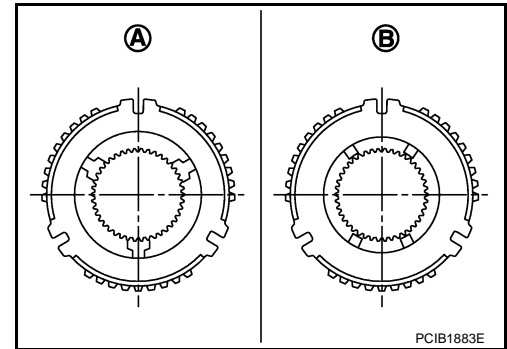
CAUTION:

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

A : Front side

B : Rear side

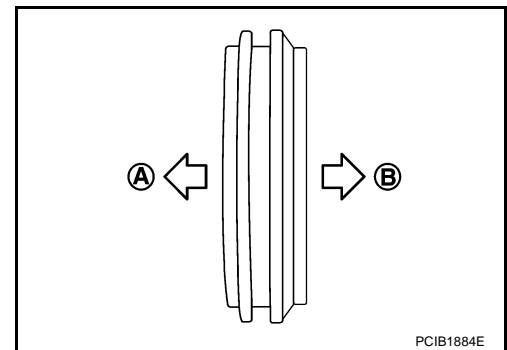
- Do not reuse 5th-6th synchronizer hub and 5th-6th coupling sleeve.
- Replace 5th-6th synchronizer hub and 5th-6th coupling sleeve as a set.



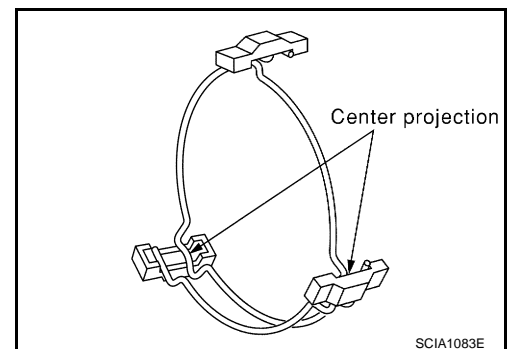
- Be careful with orientation of 5th-6th coupling sleeve.

A : 5th input gear side

B : 6th input gear side



- Be sure not to hook center projection of 2 spread springs on same shifting insert.

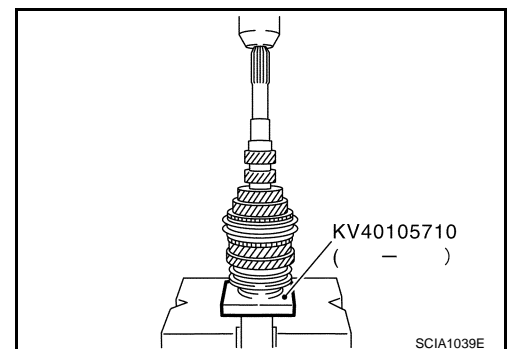


13. Press in 5th-6th synchronizer hub assembly using Tool

Tool number : KV40105710 (—)

CAUTION:

Align grooves of 5th-6th shifting insert and 5th baulk ring.



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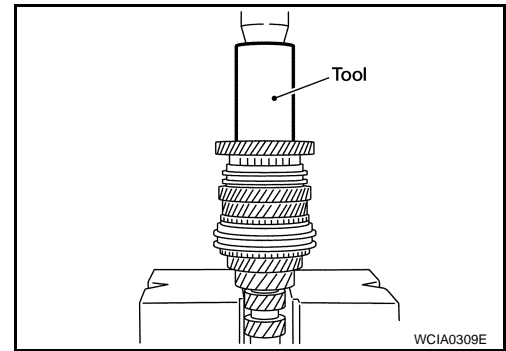
INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

14. Install 6th needle bearing, 6th input gear, 6th baulk ring onto 6th input gear bushing and then press in 6th input gear bushing onto input shaft using Tool.

Tool number : ST33200000 (J-26082)



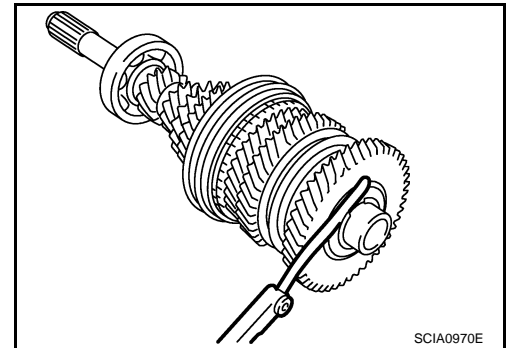
15. Install snap ring onto input shaft and make sure that end play (gap between snap ring and groove) of 6th input gear bushing satisfies the standard value.

End play standard value : Refer to [TM-83, "End Play"](#).

- If measurement is outside the standard range, select snap ring.

CAUTION:

Do not reuse snap ring.

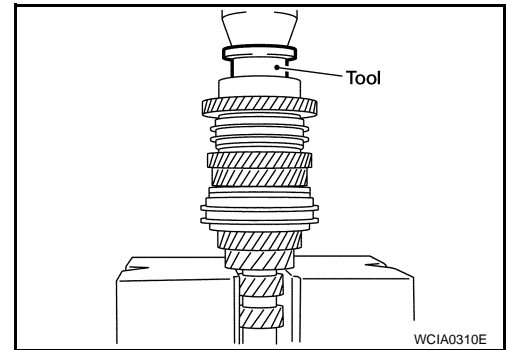


16. Press in input shaft rear bearing using Tool.

Tool number : ST30901000 (J-26010-01)

CAUTION:

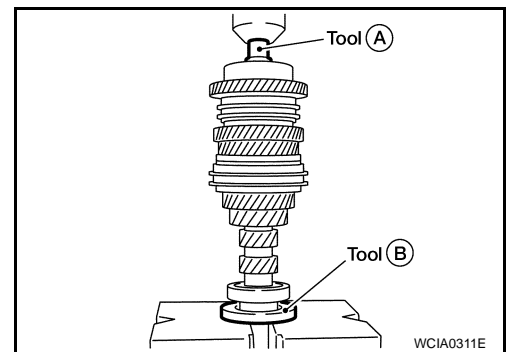
Install input shaft rear bearing with its brown surface facing the 6th input gear side.



17. Press in input shaft front bearing using Tools.

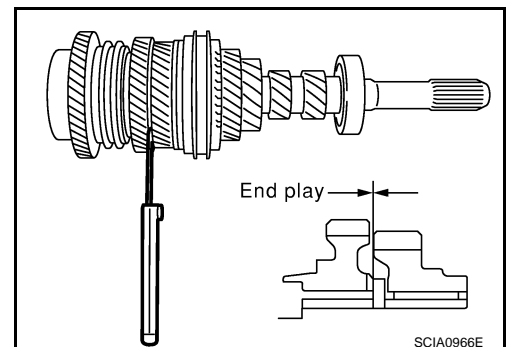
Tool number : ST33052000 (—)
: ST30032000 (J-26010-01)

18. Install oil channel onto input shaft.



19. Check end play of 3rd, 4th, 5th, and 6th input gears.

End play standard value : Refer to [TM-83, "End Play"](#).



INPUT SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

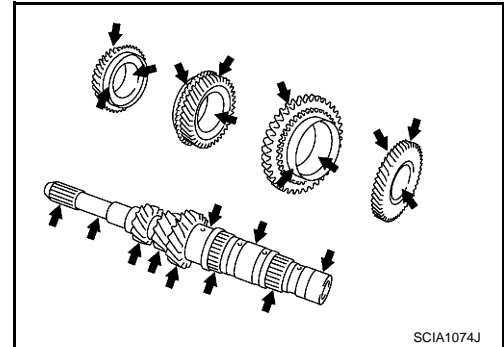
Inspection

INFOID:000000001344714

INPUT SHAFT AND GEAR

Check items below. If necessary, replace them with new ones.

- Damage, peeling, dent, uneven wear, bending, etc. of shaft
- Excessive wear, damage, peeling, etc. of gears

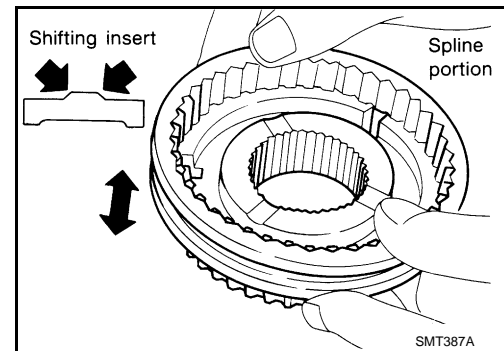


SYNCHRONIZER

Synchronizer Hub and Coupling Sleeve

Check items below. If necessary, replace them with new ones.

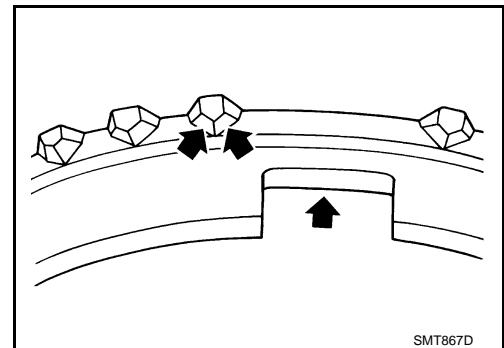
- Damage and excessive wear of contact surfaces of coupling sleeve, synchronizer hub and shifting insert
- Coupling sleeve and synchronizer hub must move smoothly.



Baulk Ring and Spread Spring

Check items below. If necessary, replace them with new ones.

- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.



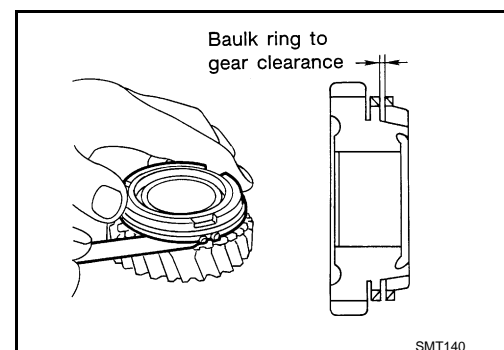
Baulk Ring Clearance for Single Cone Synchronizer (4th, 5th, and 6th)

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

Clearance

Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).



Baulk Ring Clearance for Double Cone Synchronizer (3rd)

INPUT SHAFT AND GEAR

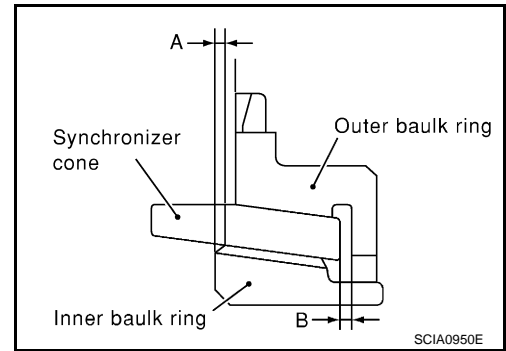
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

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

CAUTION:

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



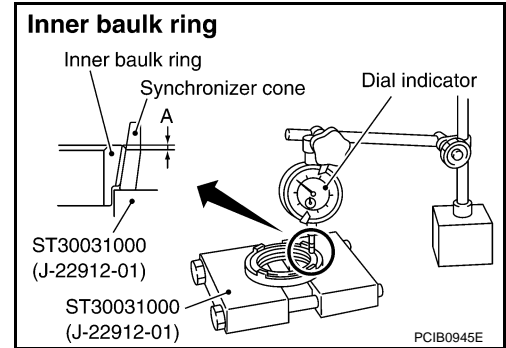
1. Measure the clearance “A” at 2 points or more diagonally opposite using Tool. Then calculate mean value.

Tool number : ST30031000 (J-22912-01)

Clearance “A”

Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).

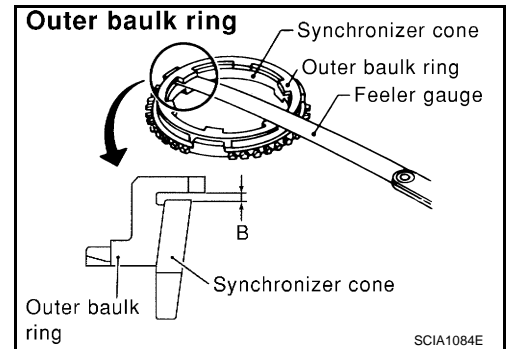


2. Measure the clearance “B” at 2 points or more diagonally opposite using a feeler gauge. And then calculate mean value.

Clearance “B”

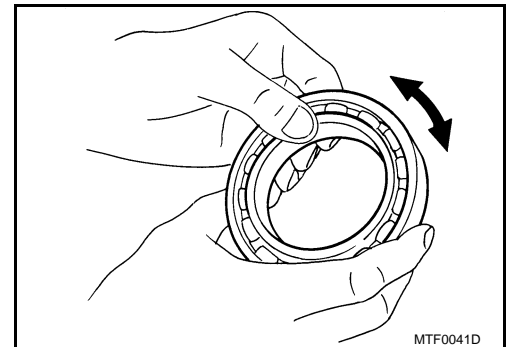
Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).



BEARING

Check bearing for damage and rough rotation. If necessary, replace with new one.



MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

MAINSHAFT AND GEAR

Exploded View

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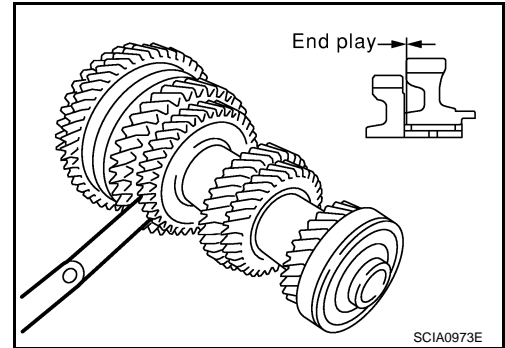
Refer to [TM-28, "Exploded View"](#).

Disassembly

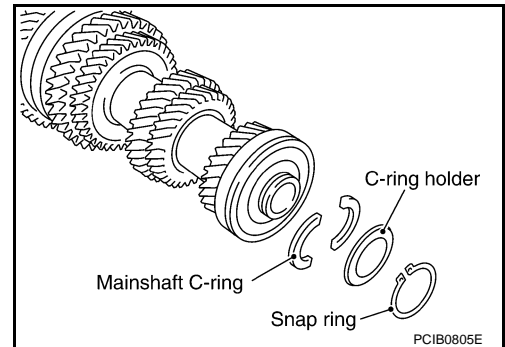
INFOID:000000001344716

1. Before disassembling, measure the end play of 1st and 2nd main gears.

End play standard value : Refer to [TM-83, "End Play"](#).



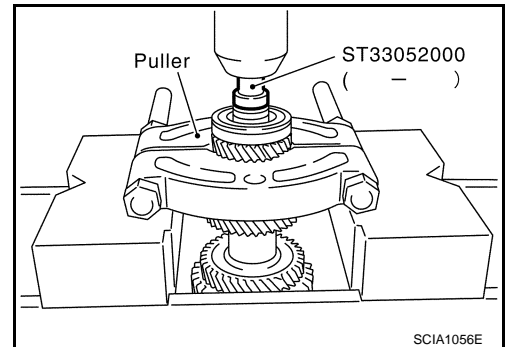
2. Remove snap ring.
3. Remove C-ring holder and then remove mainshaft C-ring.



4. Press out mainshaft rear bearing, 6th main gear adjusting shim, and 6th main gear using Tool and a puller.

Tool number : ST33052000 (—)

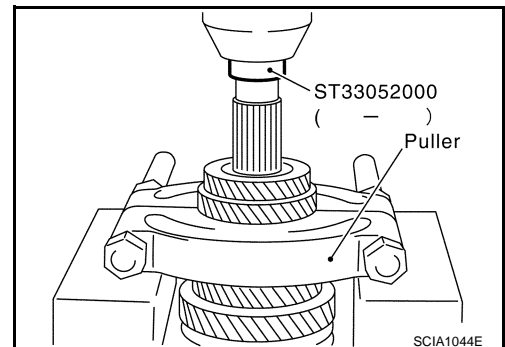
5. Remove 5th-6th mainshaft spacer.



6. Press out 4th main gear and 5th main gear using Tool and a puller.

Tool number : ST33052000 (—)

7. Remove 4th main gear adjusting shim.
8. Remove 3rd-4th mainshaft spacer.



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MAINSHAFT AND GEAR

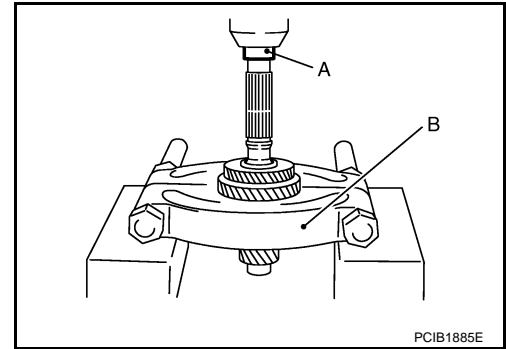
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

9. Press out 3rd main gear and 2nd main gear using Tool (A) and a puller (B).

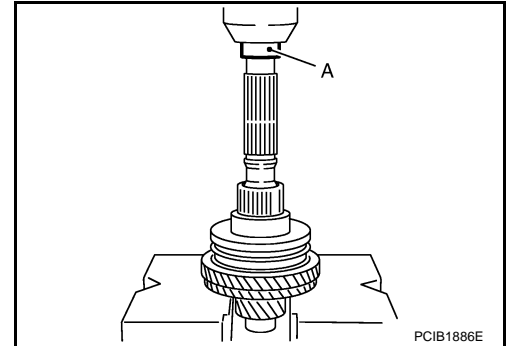
Tool number : KV40105020 (—)

10. Remove 2nd needle bearing.



11. Press out 2nd main gear bushing, 1st-2nd synchronizer hub assembly, 1st main gear, 1st needle bearing, 1st main gear bushing, and reverse main gear using Tool (A).

Tool number : KV40105020 (—)

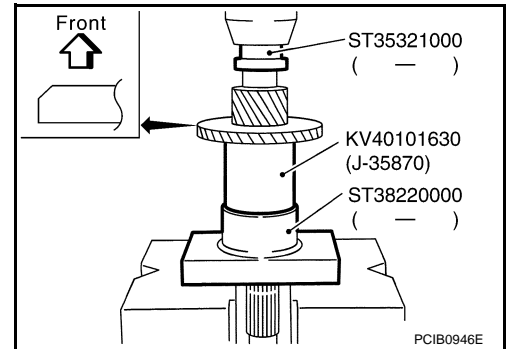


Assembly

INFOID:000000001344717

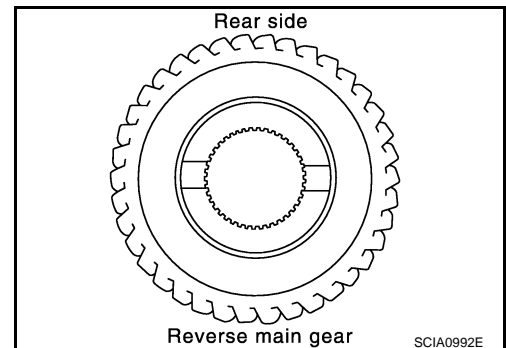
1. Press in reverse main gear using Tools.

Tool numbers : ST35321000 (—)
: KV40101630 (J-35870)
: ST38220000 (—)



CAUTION:

- Be careful with orientation of reverse main gear.
- Do not reuse reverse main gear.



MAINSHAFT AND GEAR

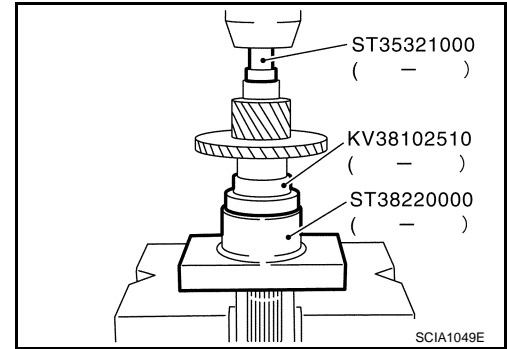
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

2. Press in 1st main gear bushing using Tools.

- Tool numbers** : ST35321000 (—)
 : KV38102510 (—)
 : ST38220000 (—)

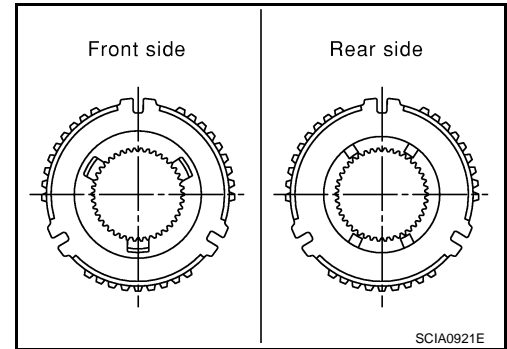
3. Install 1st needle bearing and then 1st main gear.



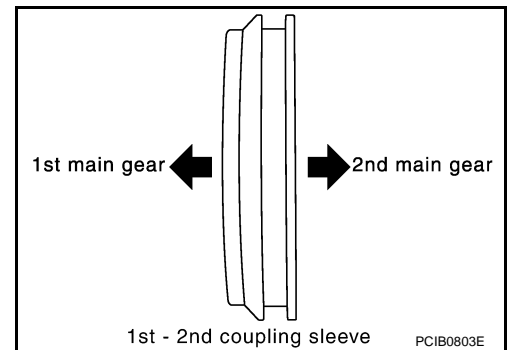
4. Install 1st-2nd spread spring, 1st-2nd shifting insert, and 1st-2nd synchronizer hub onto 1st-2nd coupling sleeve.

CAUTION:

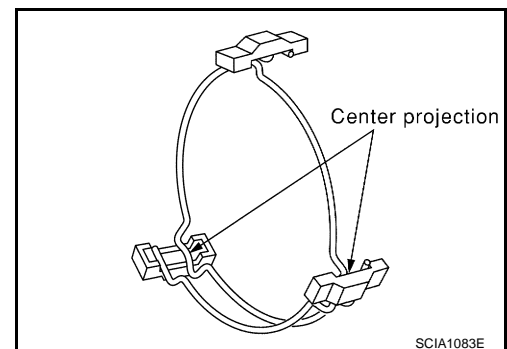
- Be careful with orientation of 1st-2nd synchronizer hub.
- Do not reuse 1st-2nd synchronizer hub and 1st-2nd coupling sleeve.
- Replace 1st-2nd synchronizer hub and 1st-2nd coupling sleeve as a set.



- Be careful with orientation of 1st-2nd coupling sleeve.



- Be sure not to hook center projection of 2 spread springs on same 1st-2nd shifting insert.



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MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

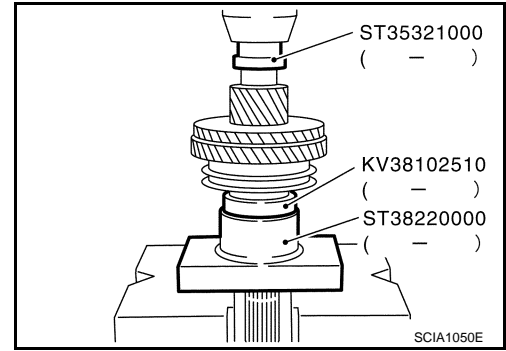
[6MT: RS6F52A]

5. Install 1st inner baulk ring, 1st synchronizer cone, and 1st outer baulk ring onto mainshaft and then press in 1st-2nd synchronizer hub assembly onto mainshaft using Tools.

Tool numbers : ST35321000 (—)
: KV38102510 (—)
: ST38220000 (—)

CAUTION:

- Outer baulk ring, synchronizer cone, and inner baulk ring on 2nd gear-side must have been removed.
- Be careful with orientation of coupling sleeve.
- Replace 1st inner baulk ring, 1st synchronizer cone, and 1st outer baulk ring as a set.



6. Press in 2nd main gear bushing using Tools.

Tool numbers : ST35321000 (—)
: KV40105710 (—)

7. Install 2nd outer baulk ring, 2nd synchronizer cone, and 2nd inner baulk ring.

CAUTION:

Replace 2nd outer baulk ring, 2nd synchronizer cone, and 2nd inner baulk ring as a set.

8. Install 2nd needle bearing and 2nd main gear.

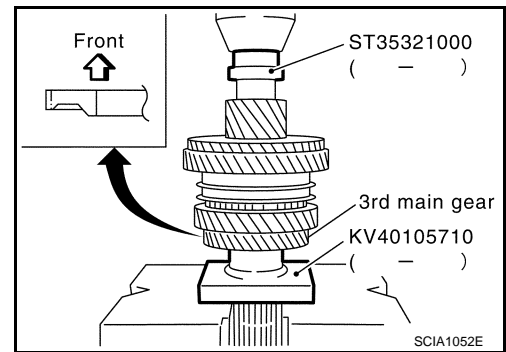
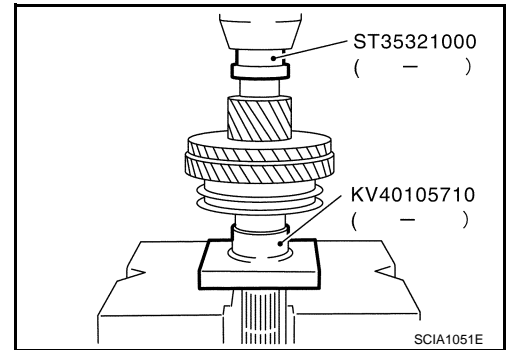
9. Press in 3rd main gear using Tools.

Tool numbers : ST35321000 (—)
: KV40105710 (—)

CAUTION:

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

10. Install 3rd-4th mainshaft spacer.



MAINSHAFT AND GEAR

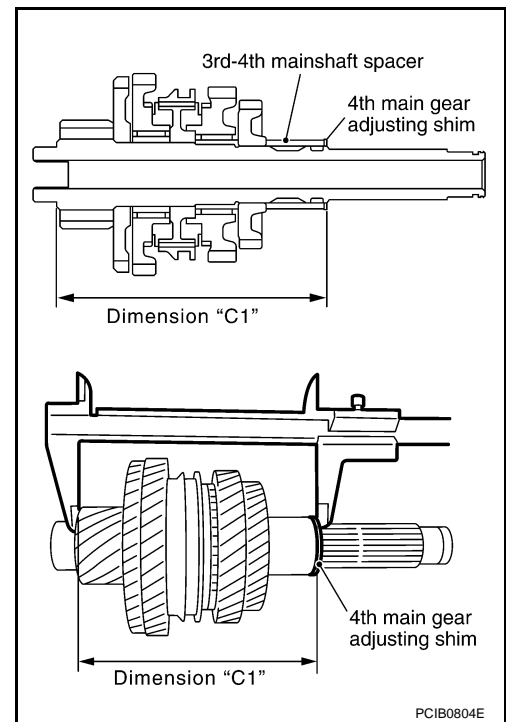
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

11. Select 4th main gear adjusting shim so that dimension "C1" satisfies the standard value below and install 4th main gear adjusting shim onto mainshaft.

Standard value for dimension "C1" : Refer to [TM-84](#), "Dimension".

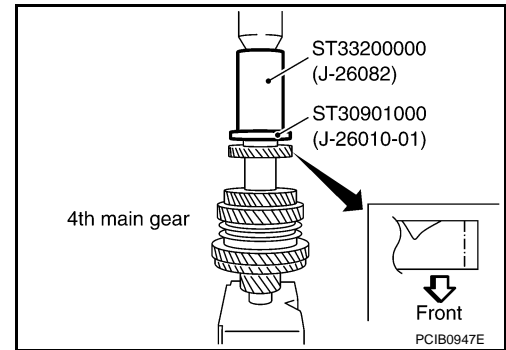
CAUTION:
Only one adjusting shim can be selected.



12. Press in 4th main gear using Tools.

Tool numbers : ST33200000 (J-26082)
: ST30901000 (J-26010-01)

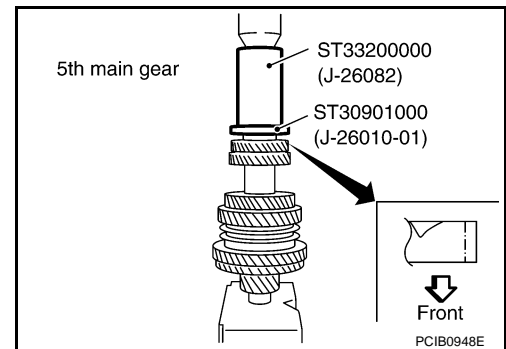
CAUTION:
• Be careful with orientation of 4th main gear.
• Do not reuse 4th main gear.



13. Press in 5th main gear using Tools.

Tool numbers : ST33200000 (J-26082)
: ST30901000 (J-26010-01)

CAUTION:
• Be careful with orientation of 5th main gear.
• Do not reuse 5th main gear.

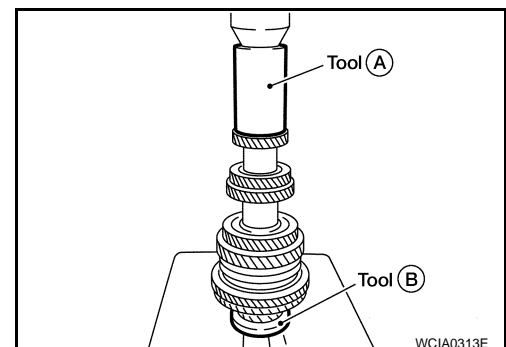


14. Install 5th-6th mainshaft spacer.

15. Press in 6th main gear using Tools (A) and (B).

Tool numbers A: ST33200000 (J-26082)
B: ST30901000 (J-26010-01)

CAUTION:
Do not reuse 6th main gear.



MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

16. Select 6th main gear adjusting shim and then install it onto mainshaft.

- Calculate thickness "S" of 6th main gear adjusting shim following the procedure below so that end play dimension between 6th main gear and mainshaft rear bearing becomes the dimension shown below.

End play : Refer to [TM-83, "End Play"](#).

Dimension "S" = $(S_1 - S_2) - \text{End play}$

S : Thickness of adjusting shim

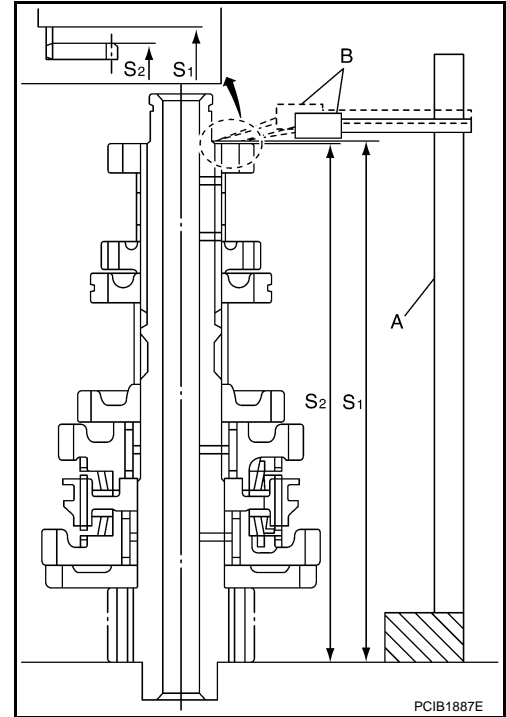
S₁ : Dimension from mainshaft standard face to mainshaft rear bearing press-fit end face

S₂ : Dimension from mainshaft standard face to 6th main gear end face

CAUTION:

Only one adjusting shim can be selected.

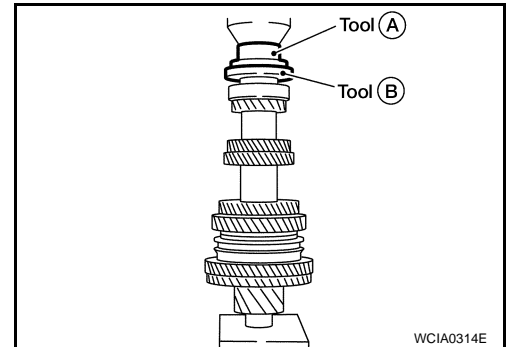
- Measure dimension "S₁" and "S₂" using a height gauge (A) and pick tester (B).
- Install selected 6th main gear adjusting shim to mainshaft.



17. Press in mainshaft rear bearing using Tools.

Tool numbers A: ST30720000 (J-25405)

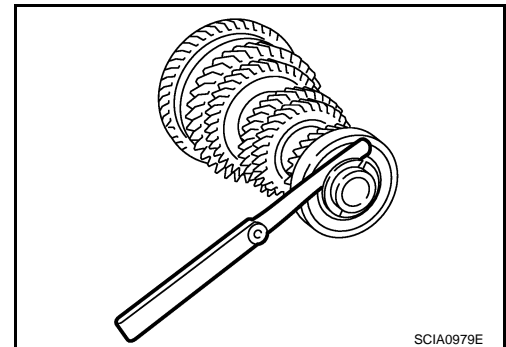
B: ST30901000 (J-26010-01)



18. Install mainshaft C-ring onto mainshaft and check that end play of mainshaft rear bearing satisfies the standard value.

End play standard value : Refer to [TM-83, "End Play"](#).

- If measurement is outside the standard range, reselect mainshaft C-ring.



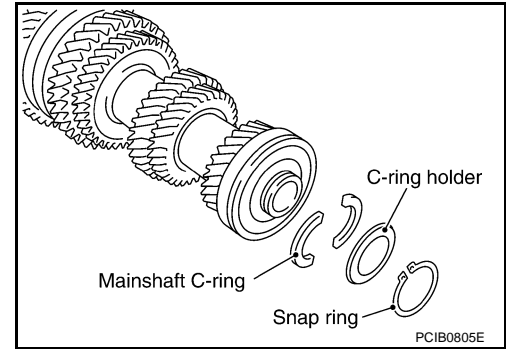
MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

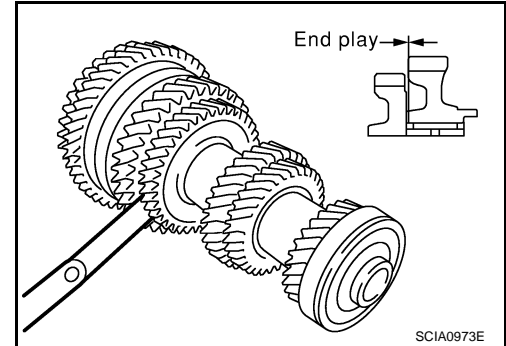
19. Install C-ring holder and then install snap ring.

CAUTION:
Do not reuse snap ring.



20. Check end play of 1st and 2nd main gears.

End play standard value : Refer to [TM-83, "End Play"](#).

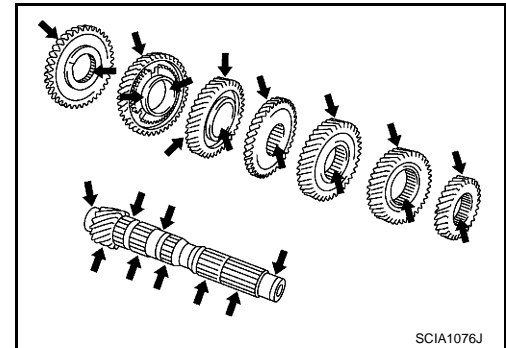


Inspection

MAINSHAFT AND GEAR

Check items below. If necessary, replace them with new ones.

- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the shaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the gears.

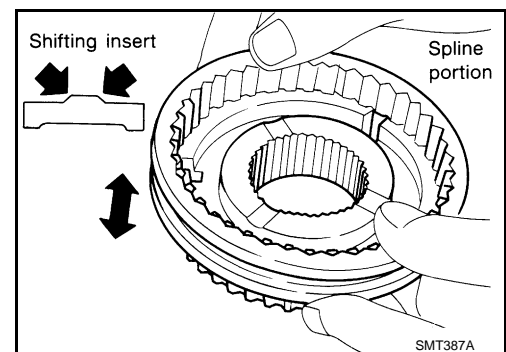


SYNCHRONIZER

Synchronizer Hub and Coupling Sleeve

Check items below. If necessary, replace them with new ones.

- Damage and unusual wear on contact surfaces of coupling sleeve, synchronizer hub and shifting insert.
- Coupling sleeve and synchronizer hub must move smoothly.



Baulk Ring and Spread Spring

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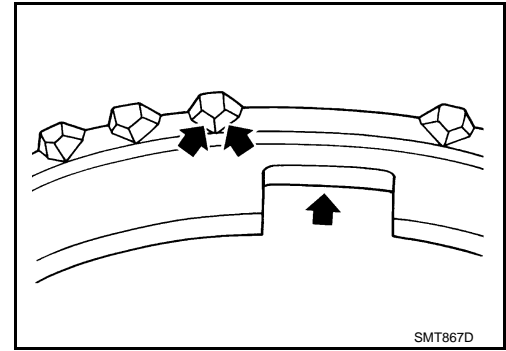
MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

Check items below. If necessary, replace them with new ones.

- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.

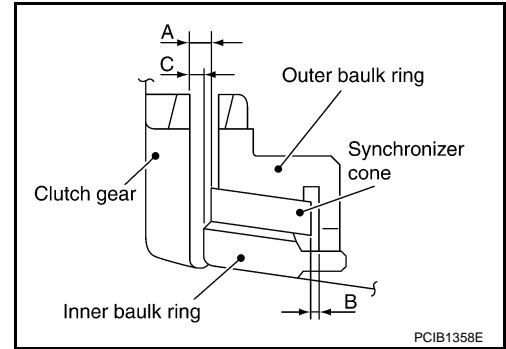


Baulk Ring Clearance for Triple Cone Synchronizer (1st and 2nd)

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

CAUTION:

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

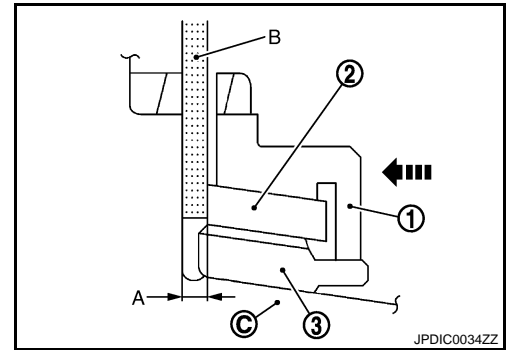


1. Measure the clearance "A" at two points or more diagonally opposite using a feeler gauge (B) when pressing outer baulk ring (1), synchronizer cone (2), and inner baulk ring (3) toward gear taper cone (C). Then calculate mean value.

Clearance "A"

Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).

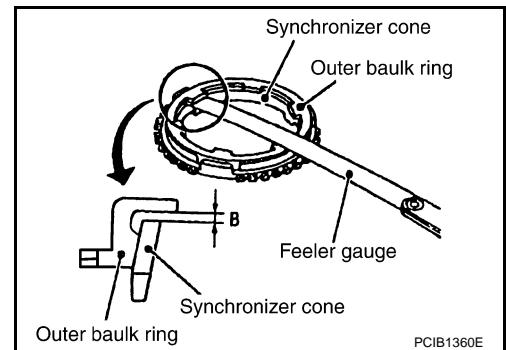


2. Measure the clearance "B" at two points or more diagonally opposite using a feeler gauge. Then calculate mean value.

Clearance "B"

Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).



MAINSHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

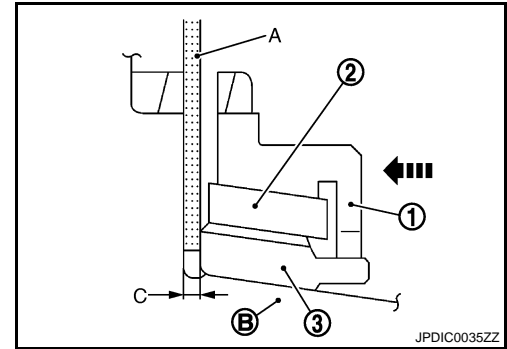
[6MT: RS6F52A]

3. Measure the clearance "C" at two points or more diagonally opposite using a feeler gauge (A) when pressing outer baulk ring (1), synchronizer cone (2), and inner baulk ring (3) toward gear taper cone (B). Then calculate mean value.

Clearance "C"

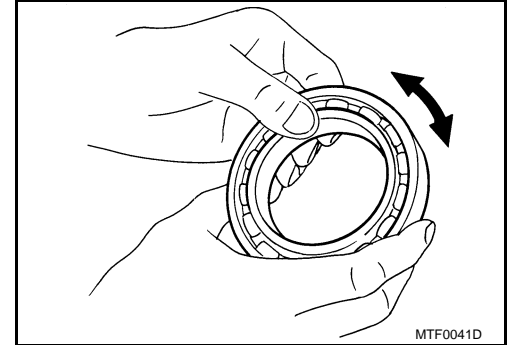
Standard value : Refer to [TM-83, "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83, "Baulk Ring Clearance"](#).



BEARING

Check bearing for damage and rough rotation. If necessary, replace with new one.



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REVERSE IDLER SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

REVERSE IDLER SHAFT AND GEAR

Exploded View

INFOID:000000001344719

Refer to [TM-28, "Exploded View"](#).

Disassembly

INFOID:000000001344720

1. Remove reverse idler gear (Rear), reverse coupling sleeve, and reverse insert spring simultaneously.
2. Remove reverse idler gear needle bearing.
3. Remove thrust needle bearing.
4. Remove reverse baulk ring.
5. Remove reverse idler gear (Front).
6. Remove reverse idler gear needle bearing.
7. Remove thrust needle bearing.
8. Remove retaining pin from reverse idler shaft.

Assembly

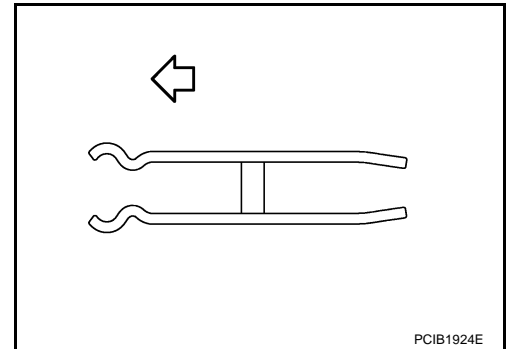
INFOID:000000001344721

Assembly is in the reverse order of disassembly.

⇐: Front

CAUTION:

- Be careful with orientation of reverse insert spring.
- Do not reuse retaining pin.



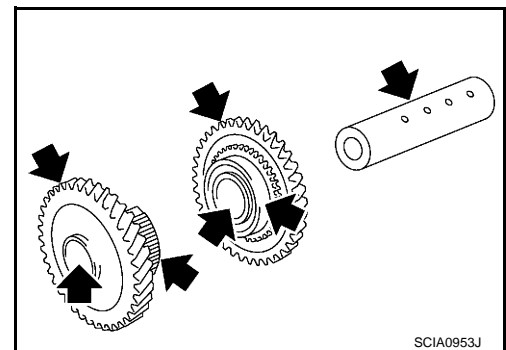
INFOID:000000001344722

Inspection

REVERSE IDLER SHAFT AND GEAR

Check items below. If necessary, replace them with new ones.

- Damage, peeling, dent, uneven wear, bending, and other non-standard conditions of the shaft.
- Excessive wear, damage, peeling, and other non-standard conditions of the gears.



SYNCHRONIZER

Synchronizer Hub and Coupling Sleeve

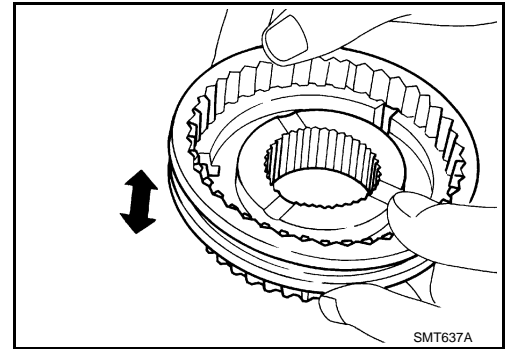
REVERSE IDLER SHAFT AND GEAR

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

Check items below. If necessary, replace them with new ones.

- Damage and unusual wear on contact surfaces of coupling sleeve, synchronizer hub of reverse idler gear (Rear), and insert spring.
- Coupling sleeve and synchronizer hub of reverse idler gear (Rear) must move smoothly.



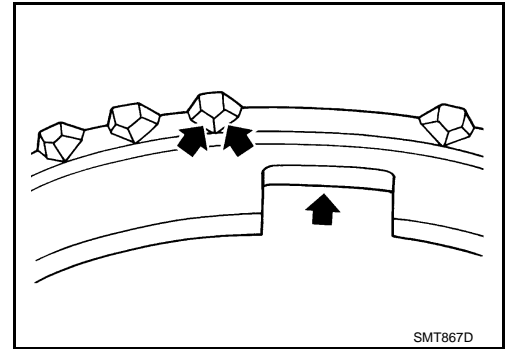
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TM

Baulk Ring

Check items below. If necessary, replace them with new ones.

- If any crack, damage, or excessive wear is found on cam face of baulk ring or working face of insert, replace it.



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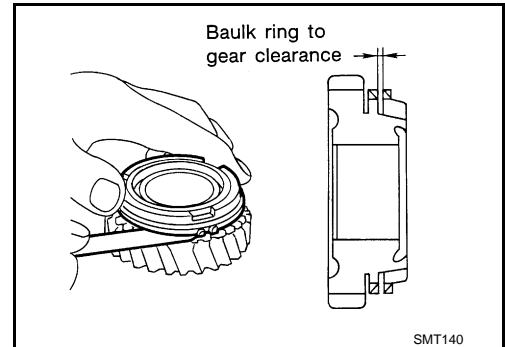
Baulk Ring Clearance for Single Cone Synchronizer (Reverse)

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

Clearance

Standard value : Refer to [TM-83. "Baulk Ring Clearance"](#).

Limit value : Refer to [TM-83. "Baulk Ring Clearance"](#).

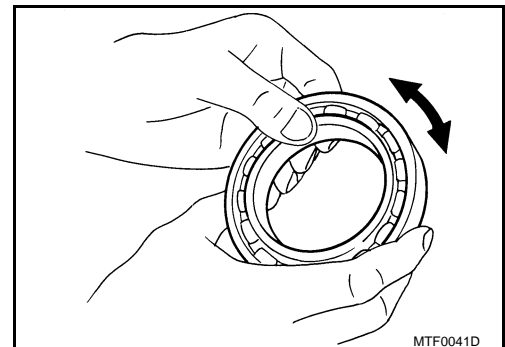


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BEARING

Check bearing for damage and rough rotation. If necessary, replace with new one.



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FINAL DRIVE

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

FINAL DRIVE

Exploded View

INFOID:000000001344723

Refer to [TM-28, "Exploded View"](#).

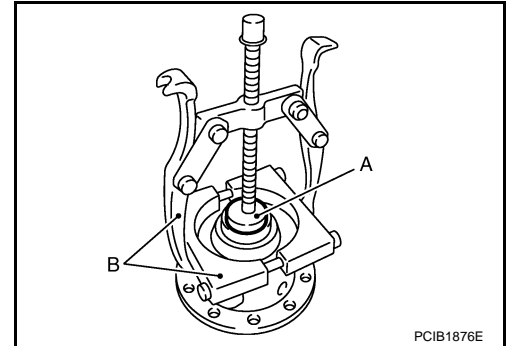
Disassembly

INFOID:000000001344724

1. Remove final gear mounting bolts and then separate the final gear from differential case.
2. Remove differential side bearing (clutch housing side) using Tool and pullers (B).

Tool number : ST33061000 (J-8107-2)

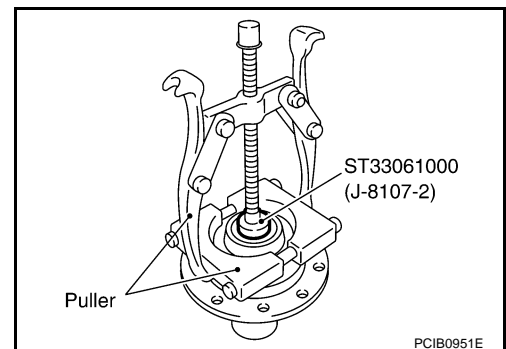
CAUTION:
Hook a puller on the cage of differential side bearing.



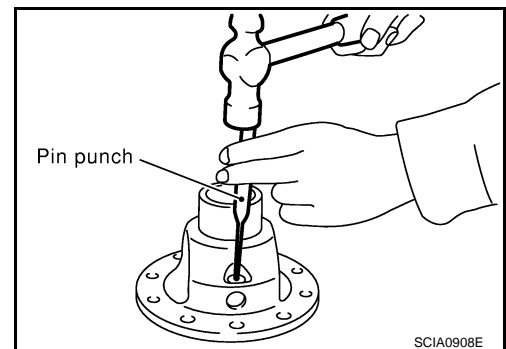
3. Remove speedometer drive gear.
4. Remove differential side bearing (transaxle case side) using Tool and pullers.

Tool number : ST33061000 (J-8107-2)

CAUTION:
Hook a puller on the inner race of differential side bearing.



5. Remove retaining pin from differential case using suitable tool and then remove pinion mate shaft.
6. Rotate pinion mate gears and remove pinion mate gears, pinion mate thrust washers, side gears, and side gear thrust washers from differential case.



Assembly

INFOID:000000001344725

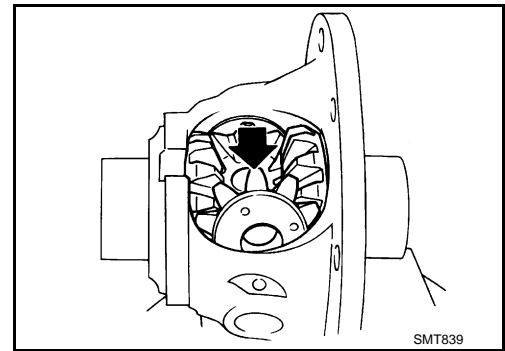
1. Apply gear oil to sliding area of differential case, each gear, and thrust washer.

FINAL DRIVE

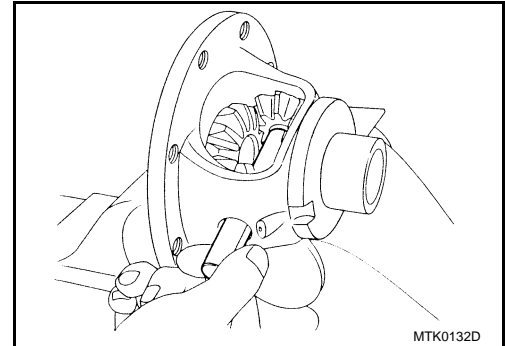
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

2. Install side gear thrust washers and side gears into differential case.
3. While rotating pinion mate thrust washers and pinion mate gears, aligning them diagonally, install them into differential case.

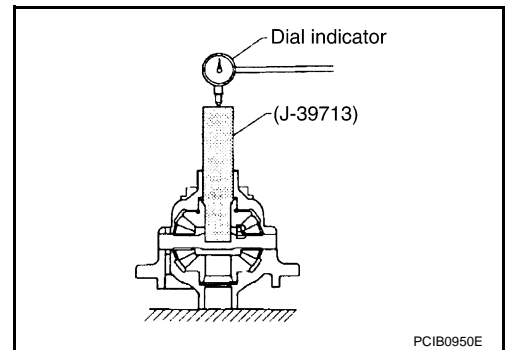


4. Insert pinion mate shaft into differential case.
CAUTION:
Do not damage pinion mate thrust washers.



5. Measure end play of side gears following the procedure below. Then select side gear thrust washer.
 - a. Put differential case vertically so that its side gear to be measured faces upward.
 - b. Place the Tool and a dial indicator onto side gears.

Tool number : — (J-39713)

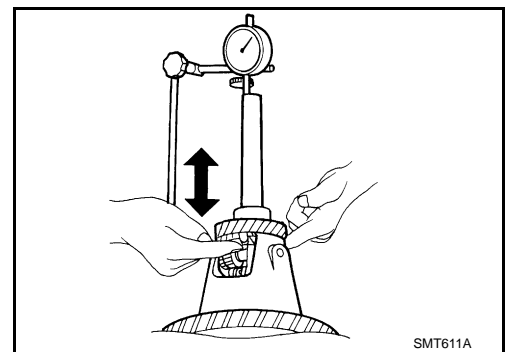


- c. Move side gears up and down to measure the clearance and select thrust washer so that it satisfies the standard value.

Allowable Clearance between side gear and differential case with thrust washer : Refer to [TM-84, "Differential Side Gear Clearance"](#).

CAUTION:

- There should be no resistance and gears should rotate freely.
- Place differential case upside down. Measure the end play for opposite side-gears likewise securely.
- Only one thrust washer can be selected.



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FINAL DRIVE

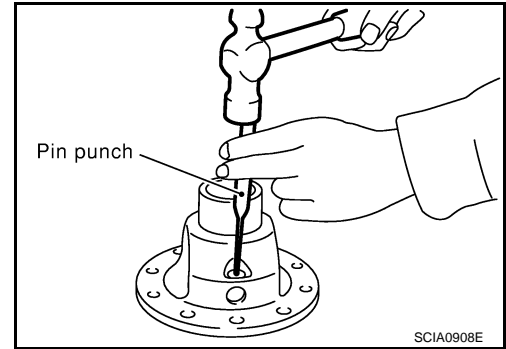
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

6. Install retaining pin into pinion mate shaft using suitable tool.

CAUTION:

Do not reuse retaining pin.

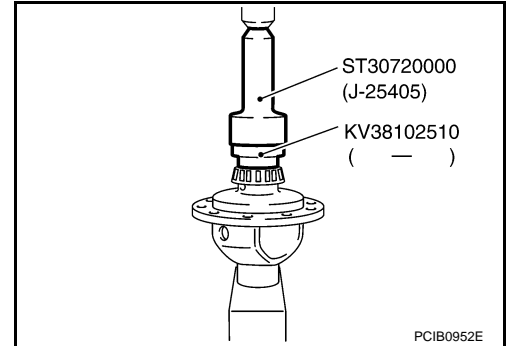


7. Press in differential side bearing (transaxle case side) to differential case using Tools.

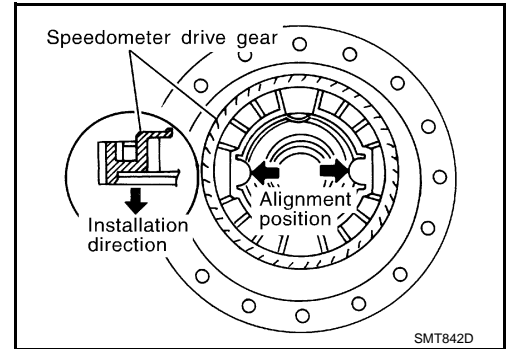
Tool numbers : ST30720000 (J-25405)
: KV38102510 (—)

CAUTION:

Replace differential side bearing and differential side bearing outer race as a set.



8. Align and install speedometer drive gear onto differential case.

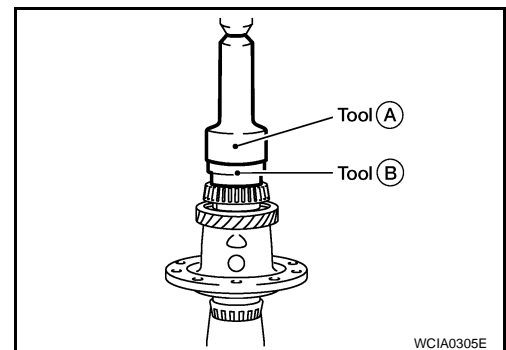


9. Press in differential side bearing (clutch housing side) to differential case using Tools (A) and (B).

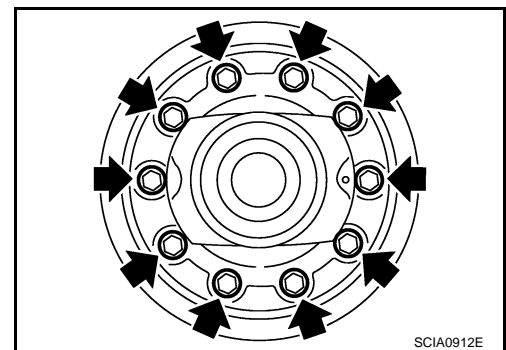
Tool numbers A: ST30720000 (J-25405)
B: KV38102510 (—)

CAUTION:

- Do not reuse differential side bearing and differential side bearing outer race.
- Replace differential side bearing and differential side bearing outer race as a set.



10. Install final gear into differential case and tighten final gear bolts to the specified torque.



FINAL DRIVE

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

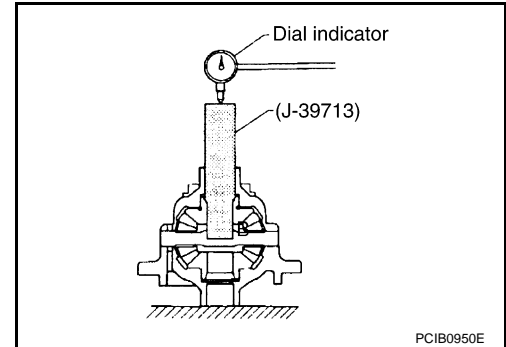
Inspection

INFOID:000000001344726

INSPECTION BEFORE DISASSEMBLY

- Check the clearance between side gear and differential case as follows.
1. Clean final drive assembly sufficiently to prevent side gear thrust washer, differential case, side gear, and other parts from sticking by gear oil.
 2. Put differential case vertically so that side gear to be measured faces upward.
 3. Place Tool and a dial indicator onto side gear.

Tool number : — (J-39713)



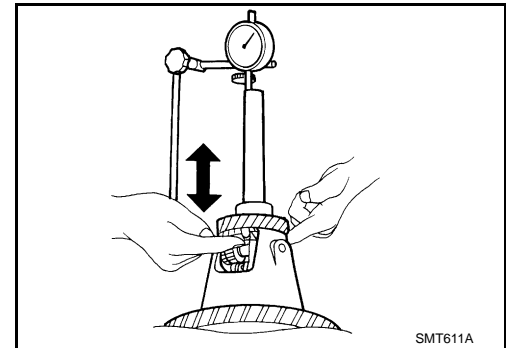
4. Move side gear up and down, and measure the clearance.

Allowable Clearance between side gear and differential case with thrust washer : Refer to [TM-84, "Differential Side Gear Clearance"](#).

CAUTION:

There should be no resistance and gears should rotate freely.

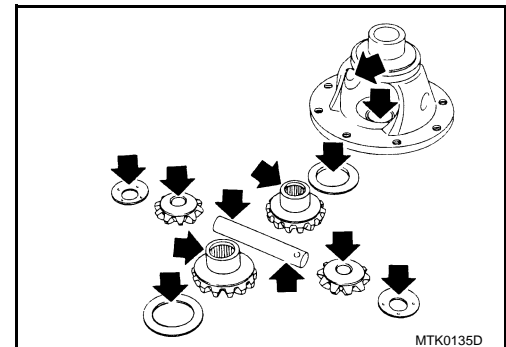
5. If not within specification, adjust the clearance by changing side gear thrust washer thickness.
6. Turn differential case upside down and measure the clearance between side gear and differential case on the other side in the same way.



INSPECTION AFTER DISASSEMBLY

Gear, Washer, Shaft, And Case

- Check side gears, side gear thrust washers, pinion mate shaft, pinion mate gears, pinion mate thrust washers and differential case. If necessary, replace with a new one.



Bearing

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FINAL DRIVE

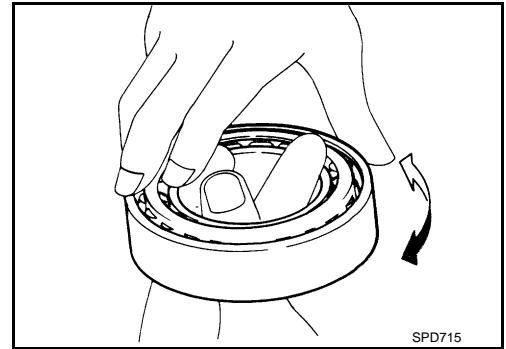
< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

- Check for bearing damage and rough rotation. If necessary, replace with a new one.

CAUTION:

When replacing tapered roller bearing, replace outer and inner races as a set.



SPD715

SHIFT FORK AND FORK ROD

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

SHIFT FORK AND FORK ROD

Exploded View

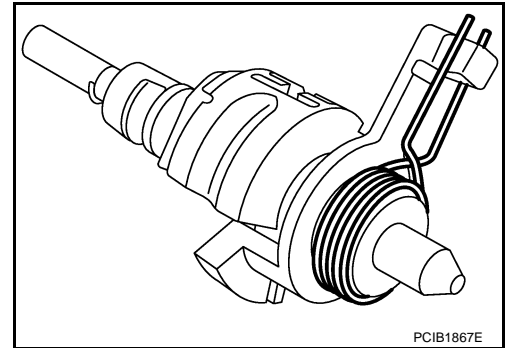
INFOID:000000001344727

Refer to [TM-28](#), "Exploded View".

Disassembly

INFOID:000000001344728

1. Remove return spring to striking rod assembly.



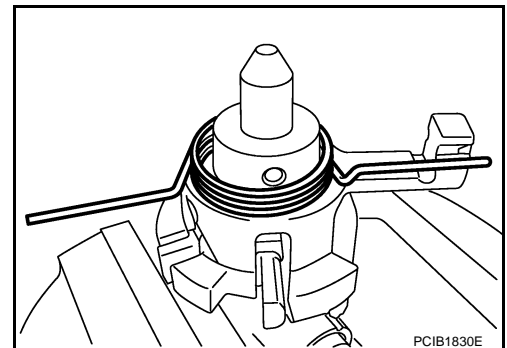
Assembly

INFOID:000000001344729

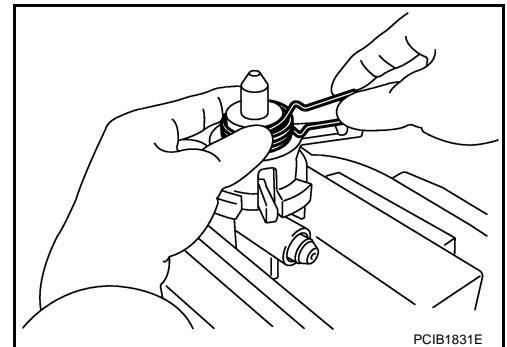
1. Temporarily install return spring to striking rod assembly.

CAUTION:

Be careful with the orientation of return spring.

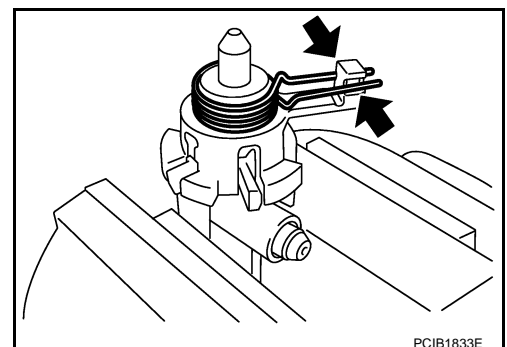


2. Attach one end of the return spring to striking interlock of striking rod assembly while holding return spring.



CAUTION:

- When installing, check that return spring is securely seated in the groove of striking interlock of striking rod assembly.



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SHIFT FORK AND FORK ROD

< DISASSEMBLY AND ASSEMBLY >

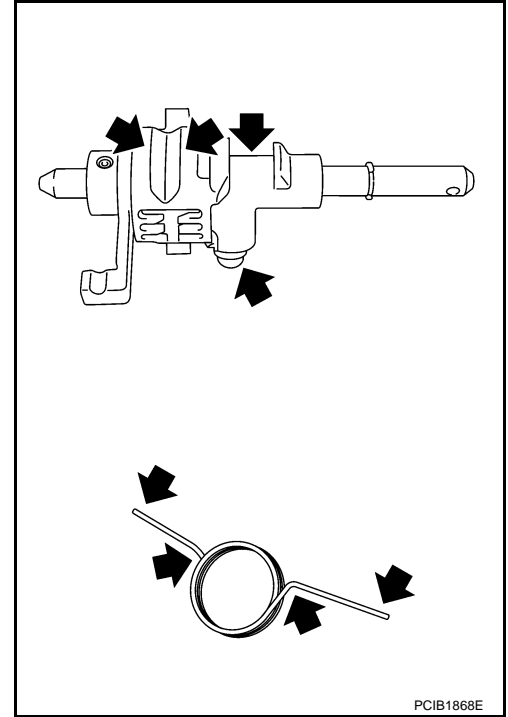
[6MT: RS6F52A]

INFOID:000000001344730

Inspection

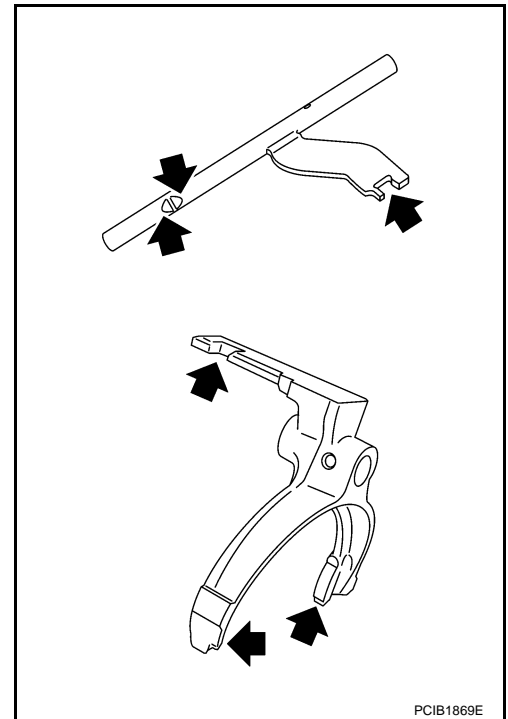
STRIKING ROD ASSEMBLY AND RETURN SPRING

- Check contact surfaces and sliding area for wear, damage, bending, etc. If necessary, replace parts.



FORK ROD AND SHIFT FORK

- Check contact surfaces and sliding area for wear, damage, bending, etc. If necessary, replace parts.



SHIFT FORK

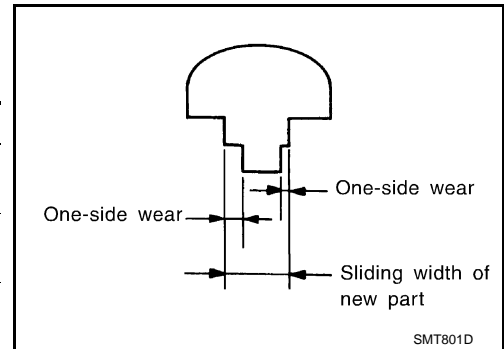
SHIFT FORK AND FORK ROD

< DISASSEMBLY AND ASSEMBLY >

[6MT: RS6F52A]

- Check if the width of shift fork hook (sliding area with coupling sleeve) is within allowable specification below.

Item	One-side wear specification	Sliding width of new part
1st-2nd	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
3rd-4th	0.2 mm (0.008 in)	7.80 - 7.93 mm (0.3071 - 0.3122 in)
5th-6th	0.2 mm (0.008 in)	6.10 - 6.23 mm (0.2402 - 0.2453 in)
Reverse	0.2 mm (0.008 in)	12.80 - 12.93 mm (0.5039 - 0.5091 in)



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SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[6MT: RS6F52A]

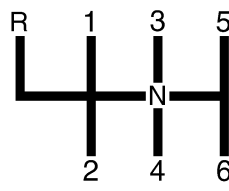
SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

INFOID:000000001344731

TRANSAXLE

Engine type		QR25DE	VQ35DE	
Transaxle model		RS6F52A		
Model code number		JA60A	JA60B	
Number of speed		6		
Synchromesh type		Warner		
Shift pattern		 PCIB1769E		
Gear ratio	1st	3.500	3.154	
	2nd	1.950		
	3rd	1.393		
	4th	1.056		
	5th	0.810		
	6th	0.673	0.630	
	Reverse	3.375	3.002	
Number of teeth	Input gear	1st	14	13
		2nd	20	
		3rd	28	
		4th	36	
		5th	42	
		6th	49	46
		Reverse	14	13
	Main gear	1st	49	41
		2nd	39	
		3rd	39	
		4th	38	
		5th	34	
		6th	33	29
		Reverse	38	
	Reverse idler gear	Front	37	
Rear		38		
Oil level	mm (in)	61.0 - 67.0 (2.402 - 2.638)	66.5 - 71.5 (2.618 - 2.815)	
Oil capacity (Reference)	ℓ (US pt, Imp pt)	1.7 (3-5/8, 3)		
Remarks	Reverse synchronizer	Installed		
	Double-cone synchronizer	3rd		
	Triple-cone synchronizer	1st and 2nd		

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[6MT: RS6F52A]

FINAL GEAR

Engine type		QR25DE	VQ35DE
Transaxle model		RS6F52A	
Model code number		JA60A	JA60B
Final gear ratio		3.813	4.133
Number of teeth	Final gear/Pinion	61/16	62/15
	Side gear/Pinion mate gear	14/10	

End Play

INFOID:000000001344732

Unit: mm (in)

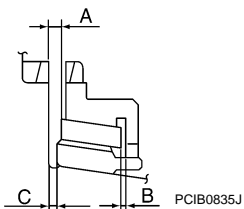
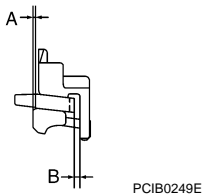
Items	Standard value
1st main gear	0.20 - 0.30 (0.0079 - 0.0118)
2nd main gear	0.06 - 0.16 (0.0024 - 0.0063)
6th main gear	0 - 0.1 (0 - 0.004)
3rd input gear	0.18 - 0.31 (0.0071 - 0.0122)
4th input gear	0.20 - 0.30 (0.0079 - 0.0118)
5th input gear	0.06 - 0.16 (0.0024 - 0.0063)
6th input gear	0.06 - 0.16 (0.0024 - 0.0063)
Reverse idler gear	0.04 - 0.10 (0.0016 - 0.0039)
6th input gear bushing	0 - 0.1 (0 - 0.004)
Input shaft	0 - 0.06 (0 - 0.0024)
Mainshaft	0 - 0.06 (0 - 0.0024)
Mainshaft C-ring	0 - 0.06 (0 - 0.0024)
Striking rod	0.05 - 0.152 (0.0020 - 0.0060)

Baulk Ring Clearance

INFOID:000000001344733

Unit: mm (in)

Measurement point	Standard value	Limit value
3rd (Double-cone synchronizer)	Clearance between synchronizer cone and inner baulk ring end face "A"	0.6 - 0.8 (0.024 - 0.031) 0.2 (0.008)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	0.6 - 1.1 (0.024 - 0.043) 0.2 (0.008)
1st and 2nd (Triple-cone synchronizer)	Clearance between synchronizer cone and clutch gear end face "A"	0.6 - 1.2 (0.024 - 0.047) 0.3 (0.012)
	Clearance between outer baulk ring pawl and synchronizer cone "B"	0.6 - 1.1 (0.024 - 0.043) 0.2 (0.008)
	Clearance between inner baulk ring and clutch gear end face "C"	0.7 - 1.1 (0.028 - 0.043) 0.3 (0.012)
4th		0.9 - 1.45 (0.035 - 0.057) 0.7 (0.028)



SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

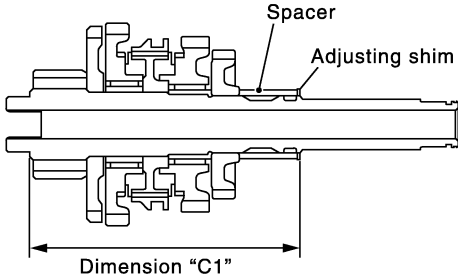
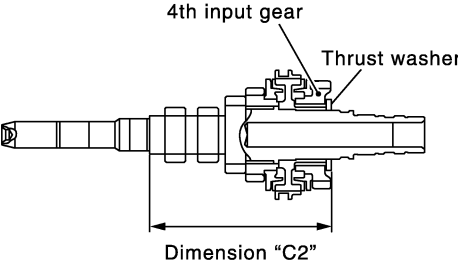
[6MT: RS6F52A]

Measurement point	Standard value	Limit value
5th	0.95 - 1.4 (0.037 - 0.055)	0.7 (0.028)
6th	0.95 - 1.4 (0.037 - 0.055)	0.7 (0.028)
Reverse	0.95 - 1.4 (0.037 - 0.055)	0.7 (0.028)

Dimension

INFOID:000000001344734

Unit: mm (in)

Measurement point	Standard value
Mainshaft: Dimension "C1"  <p style="text-align: center;">SCIA1009E</p>	173.85 - 173.95 (6.844 - 6.848)
Input shaft: Dimension "C2"  <p style="text-align: center;">SCIA1008E</p>	154.7 - 154.8 (6.091 - 6.094)

Differential Side Bearing Preload

INFOID:000000001344735

Unit: mm (in)

Differential side bearing preload: L*	0.15 - 0.21 (0.0059 - 0.0083)
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*: Install shims which are "deflection of differential case" + "L" in thickness.

Differential Side Gear Clearance

INFOID:000000001344736

Unit: mm (in)

Allowable clearance between side gear and differential case with thrust washer	0.1 - 0.2 (0.004 - 0.008)
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

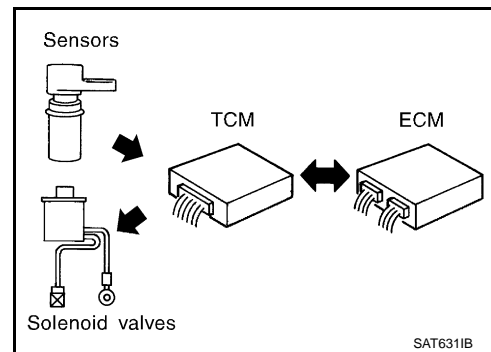
INFOID:000000001344737

INTRODUCTION

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

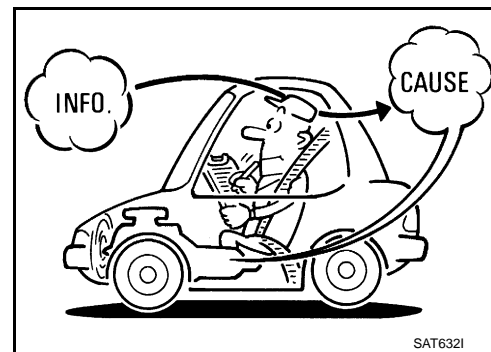
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the CVT system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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



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

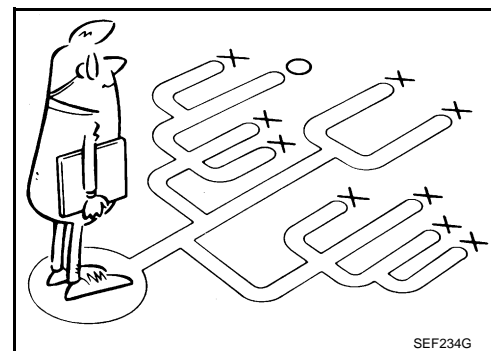
A visual check only may not find the cause of the errors. A road test with CONSULT-III (or GST) or a circuit tester connected should be performed. Follow the "DETAILED FLOW".



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such errors, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Work Sheet" as shown on the example (Refer to [TM-86](#)) should be used.

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

Also check related Service bulletins.



DETAILED FLOW

1. COLLECT THE INFORMATION FROM THE CUSTOMER

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using diagnosis worksheet. Refer to [TM-86, "Diagnostic Work Sheet"](#).

>> GO TO 2.

2. CHECK SYMPTOM 1

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

- Fail-safe. Refer to [TM-214, "Fail-safe"](#).
- CVT fluid inspection. Refer to [TM-235, "Inspection"](#).
- Line pressure test. Refer to [TM-242, "Inspection and Judgment"](#).

DIAGNOSIS AND REPAIR WORKFLOW

[CVT: RE0F09B]

< BASIC INSPECTION >

- Stall test. Refer to [TM-240, "Inspection and Judgment"](#).

>> GO TO 3.

3.CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is detected.
 - Record DTC.
 - Erase DTC. Refer to [TM-117, "Diagnosis Description"](#).

Is any DTC detected?

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

4.PERFORM DIAGNOSTIC PROCEDURE

Perform "Diagnostic Procedure" for the displayed DTC.

>> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE" for the displayed DTC.

Is DTC detected?

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

6.CHECK SYMPTOM 2

Try to confirm the symptom described by the customer.

Is any malfunction present?

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

7.RODE TEST

1. Perform "RODE TEST". Refer to [TM-244, "Description"](#).

>> GO TO 8.

8.CHECK SYMPTOM 3

Try to confirm the symptom described by the customer.

Is any malfunction present?

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

Diagnostic Work Sheet

INFOID:000000001344738

INFORMATION FROM CUSTOMER

KEY POINTS

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

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

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CVT: RE0F09B]

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

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DIAGNOSTIC WORK SHEET

1	<input type="checkbox"/> Read the item on cautions concerning fail-safe and understand the customer's complaint.		TM-214
2	<input type="checkbox"/> CVT fluid inspection, stall test and line pressure test		—
		<input type="checkbox"/> CVT fluid inspection	TM-235
		<input type="checkbox"/> Leak (Repair leak location.)	
		<input type="checkbox"/> State	
		<input type="checkbox"/> Amount	
	<input type="checkbox"/> Stall test	TM-240, TM-242	
	<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse brake <input type="checkbox"/> Forward clutch <input type="checkbox"/> Steel belt		
	<input type="checkbox"/> Engine <input type="checkbox"/> Line pressure low <input type="checkbox"/> Primary pulley <input type="checkbox"/> Secondary pulley		
	<input type="checkbox"/> Line pressure inspection - Suspected part:		
3	<input type="checkbox"/> Perform self-diagnosis.		TM-119
	Enter checks for detected items.		
4	<input type="checkbox"/> Perform road test.		TM-244
	4-1.	Check before engine is started	TM-244
	4-2.	Check at idle	TM-245
	4-3.	Cruise test	TM-246
5	<input type="checkbox"/> Inspect each system for items found to be NG in the self-diagnosis and repair or replace the malfunctioning parts.		
6	<input type="checkbox"/> Perform all road tests and enter the checks again for the required items.		TM-244
7	<input type="checkbox"/> For any remaining NG items, perform the "diagnosis procedure" and repair or replace the malfunctioning parts.		
8	<input type="checkbox"/> Erase the results of the self-diagnosis from the TCM and the ECM.		—

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INSPECTION AND ADJUSTMENT

< BASIC INSPECTION >

[CVT: RE0F09B]

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Precaution for TCM and CVT Assembly Replacement

INFOID:000000001344739

CAUTION:

- Check if new data (Unit ID) are entered correctly after replacing CVT assembly and erasing data in TCM. (Connect CONSULT-III, and then turn ignition switch OFF.)
- When replacing CVT assembly or TCM, refer to the pattern table below and erase the EEPROM in the TCM if necessary.

EEPROM ERASING PATTERNS

CVT assembly	TCM	Erasing EEPROM in TCM	Remarks
Replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state. (CVT assembly must be replaced first.)
Not replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state.
Replaced	Not replaced	Required	Required because data has been written in the EEPROM in the TCM and because the TCM cannot write data from the ROM assembly in the transmission.

METHOD FOR ERASING THE EEPROM IN THE TCM

1. Turn ignition switch ON.
2. Move selector lever to "R" position.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".
4. Press the brake pedal and turn the brake switch ON.
5. Press the accelerator pedal (0.5/8 - 4/8 throttle) not to exceed the half, and hold it in the half or less open position. (This will set the closed throttle position signal to OFF and the wide open throttle position signal to OFF.)
6. Perform "ERASE".
7. Wait 3 seconds and then release the accelerator pedal.
8. Turn ignition switch OFF.

METHOD FOR WRITING DATA FROM THE ROM ASSEMBLY IN THE TRANSAXLE

In the following procedure, the TCM reads data from the ROM assembly and writes it to the EEPROM in the TCM.

1. Erase the EEPROM in the TCM.
2. Move selector lever to "P" position.
3. Turn ignition switch ON.

CHECK METHOD

- Standard: About 2 seconds after the ignition switch ON, the CVT indicator lamp lights up for 2 seconds.
- Non-standard: Even after the ignition switch ON, the CVT indicator lamp does not light up after 2 seconds or illuminates immediately.

CAUTION:

Perform in the "P" or "N" position.

Action for Non-standard

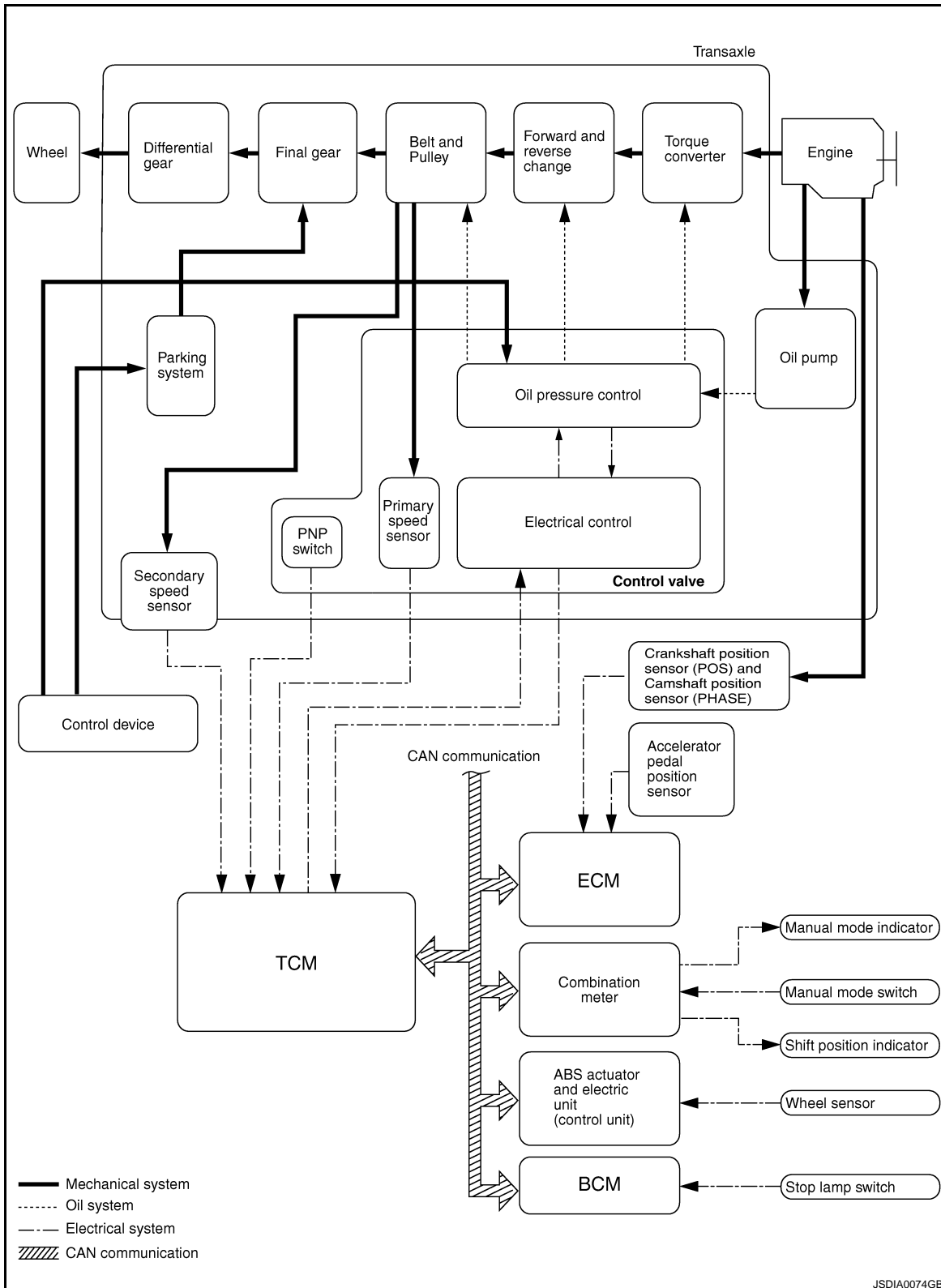
- Replace the CVT assembly.
- Replace the TCM.

FUNCTION DIAGNOSIS

CVT SYSTEM

System Diagram

INFOID:000000001344740



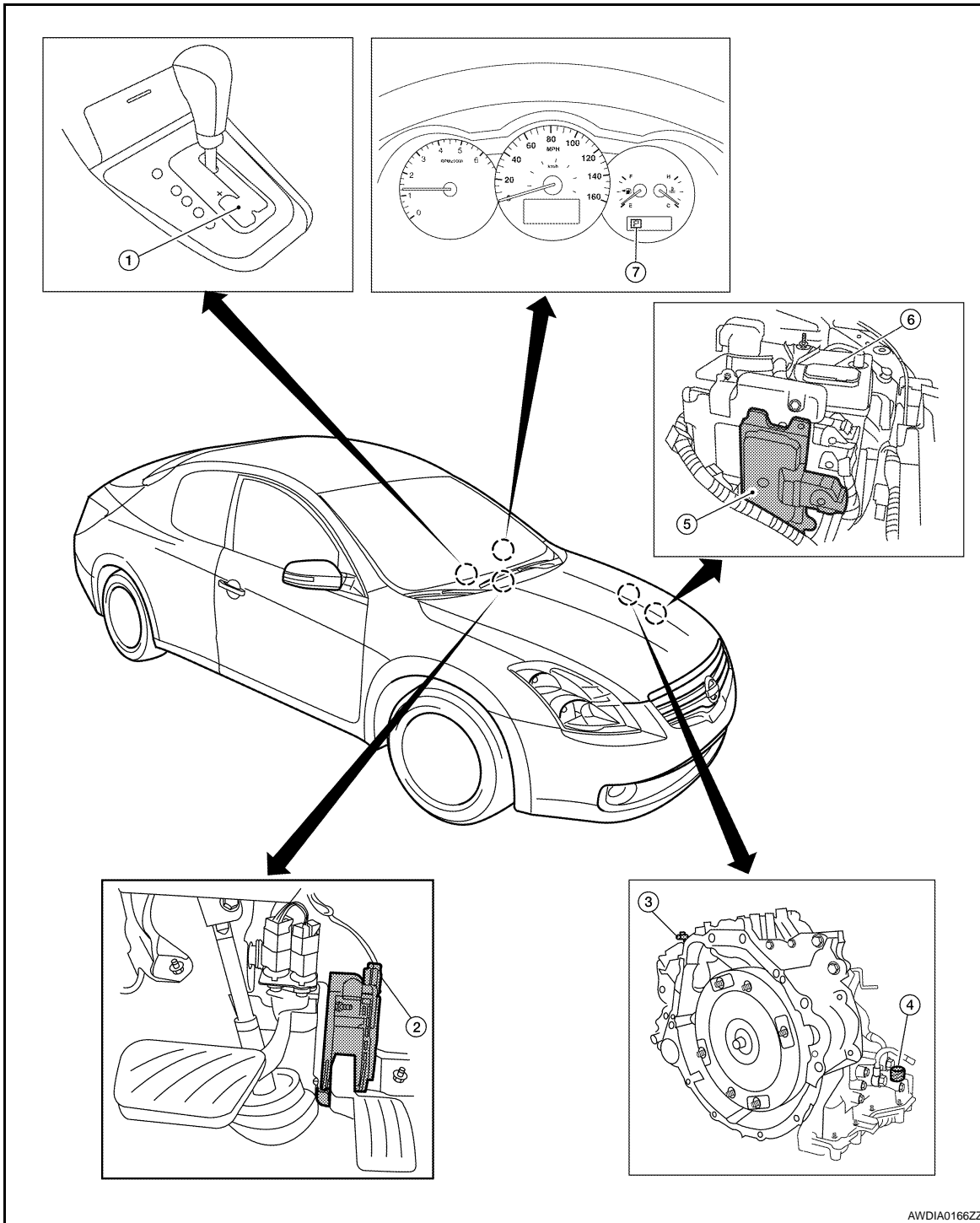
CVT SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Coupe

INFOID:000000001344741



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1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

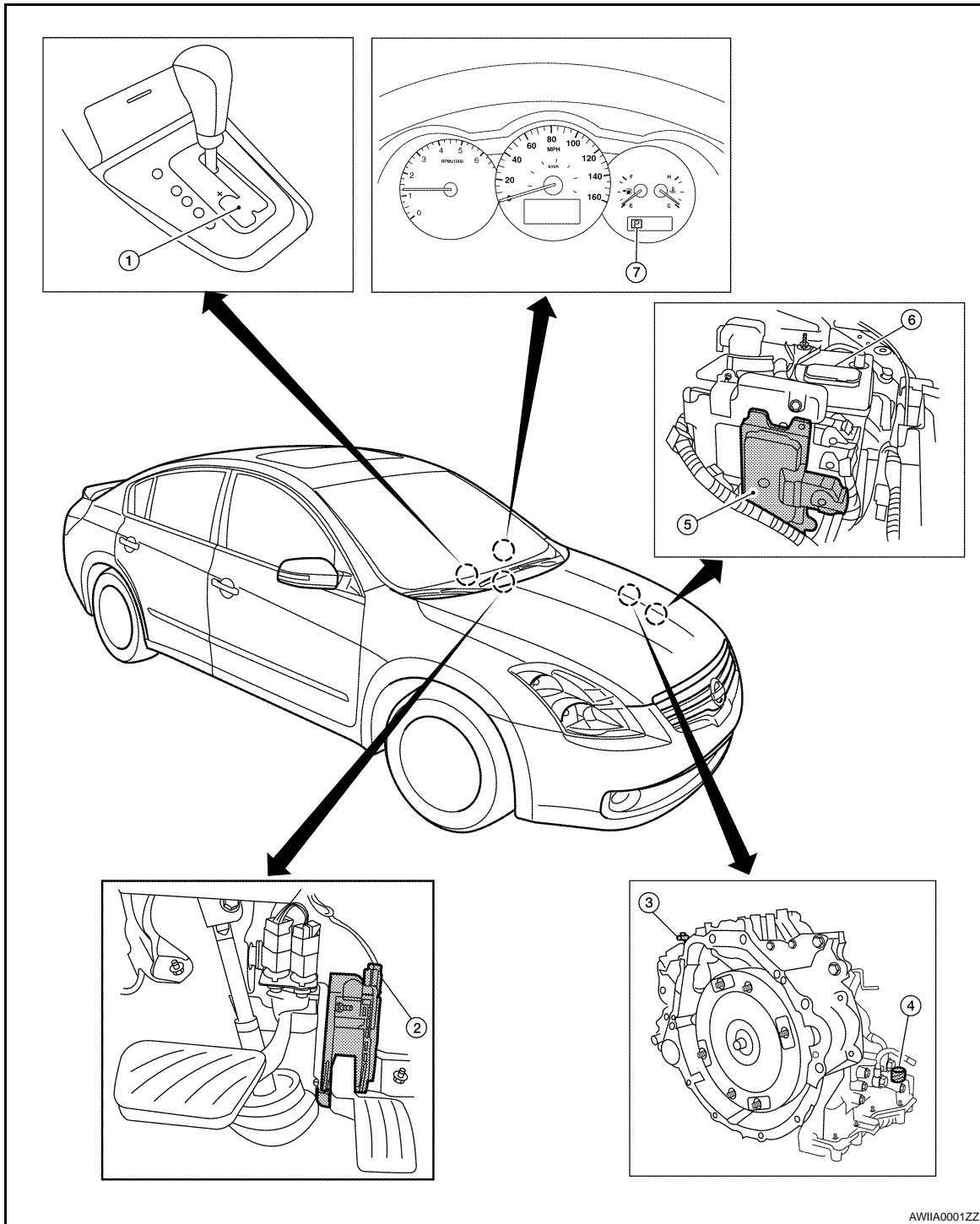
CVT SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Sedan

INFOID:000000003220095



1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

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MECHANICAL SYSTEM

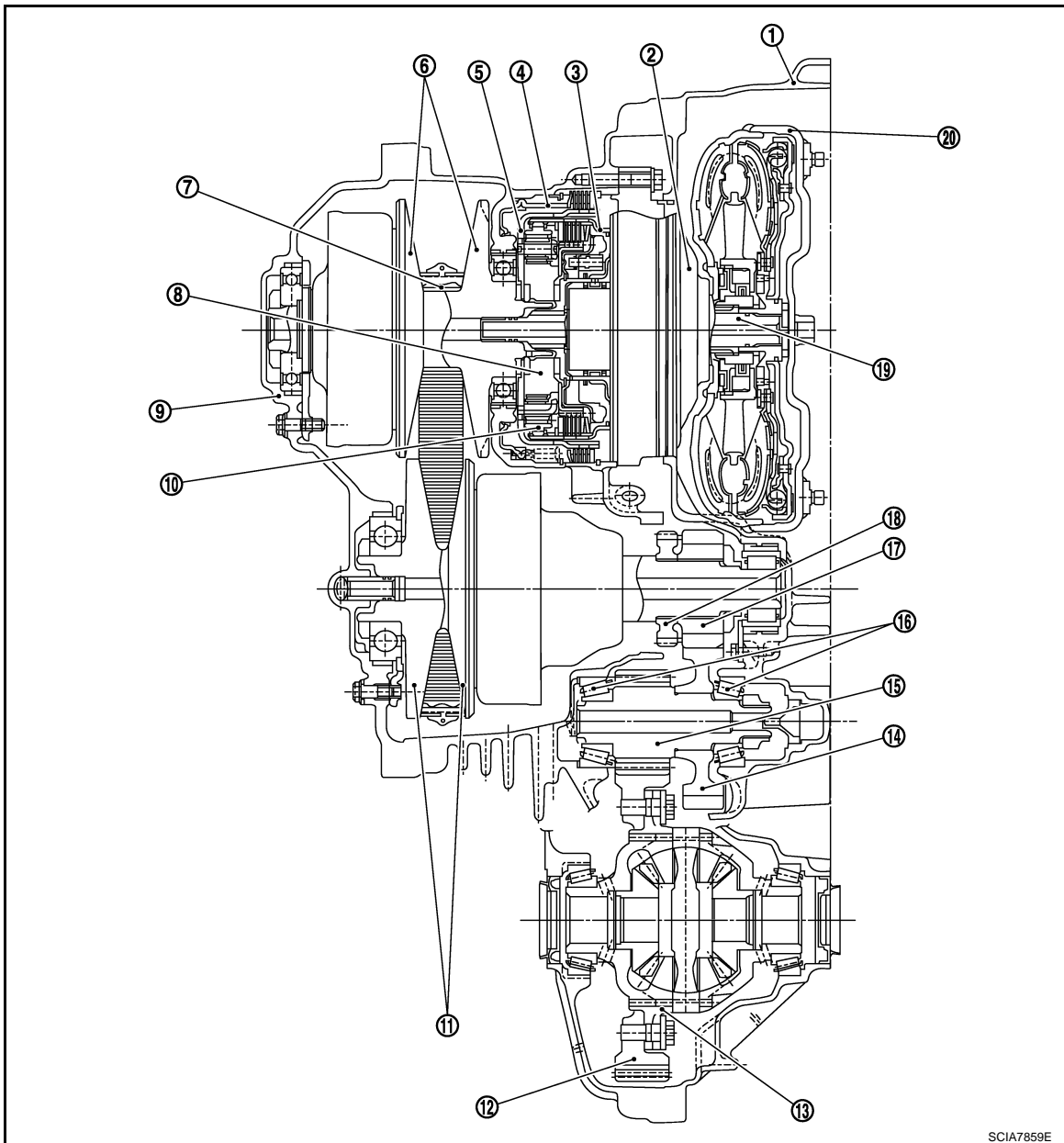
< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

MECHANICAL SYSTEM

Cross-Sectional View

INFOID:000000001344742



SCIA7859E

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

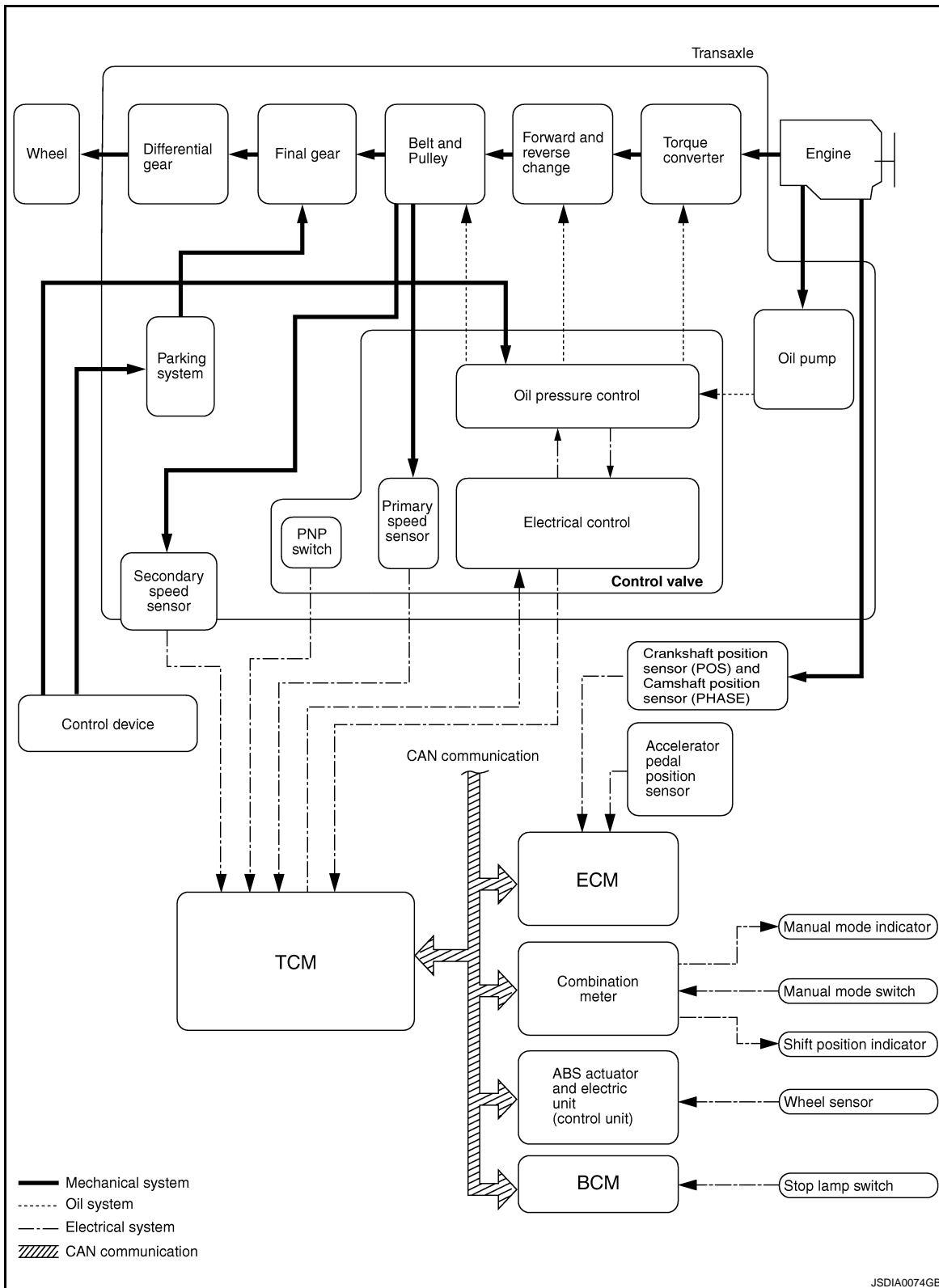
MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

System Diagram

INFOID:000000001344743



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System Description

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Transmits the power from the engine to the drive wheel.

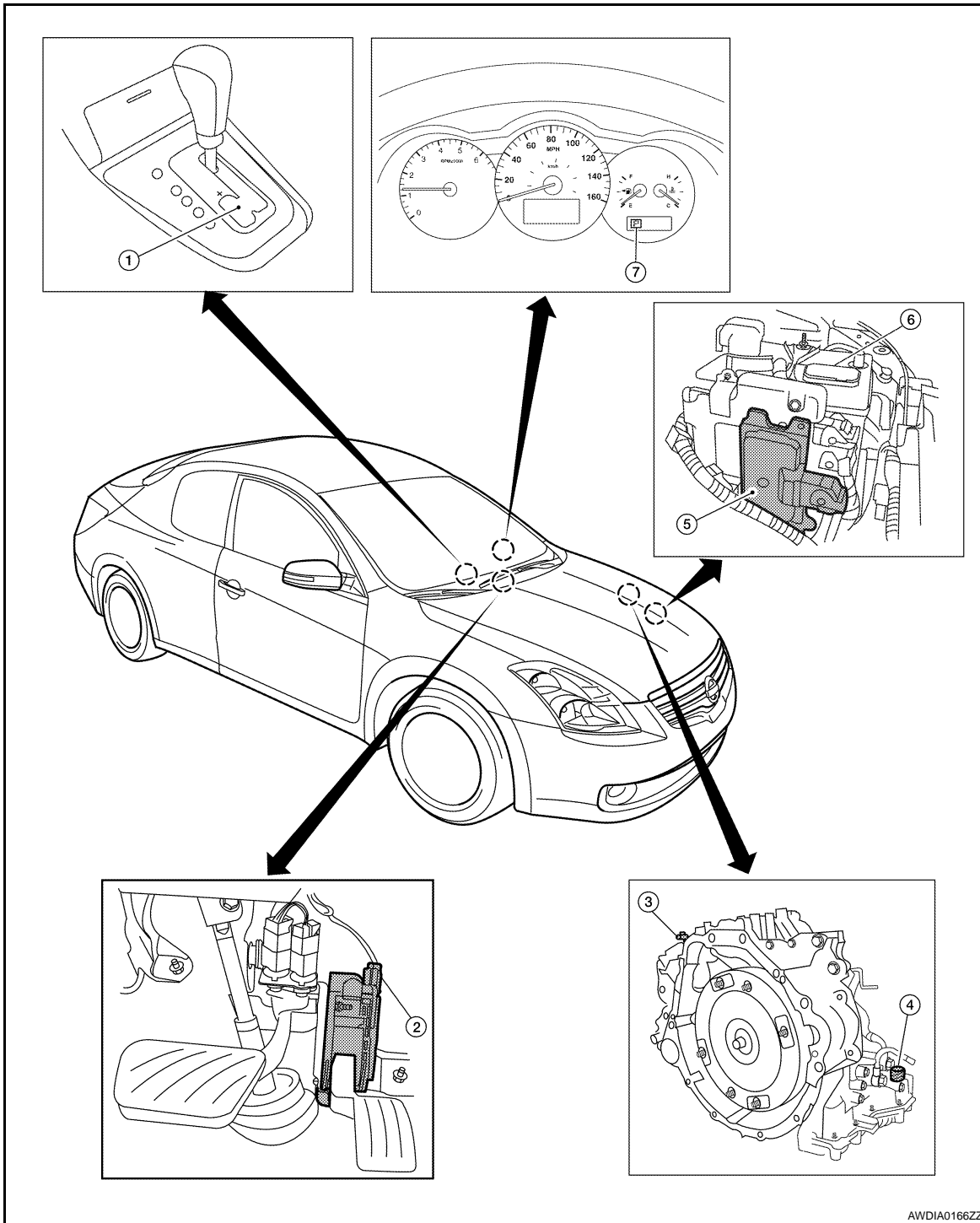
MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Coupe

INFOID:000000003220103



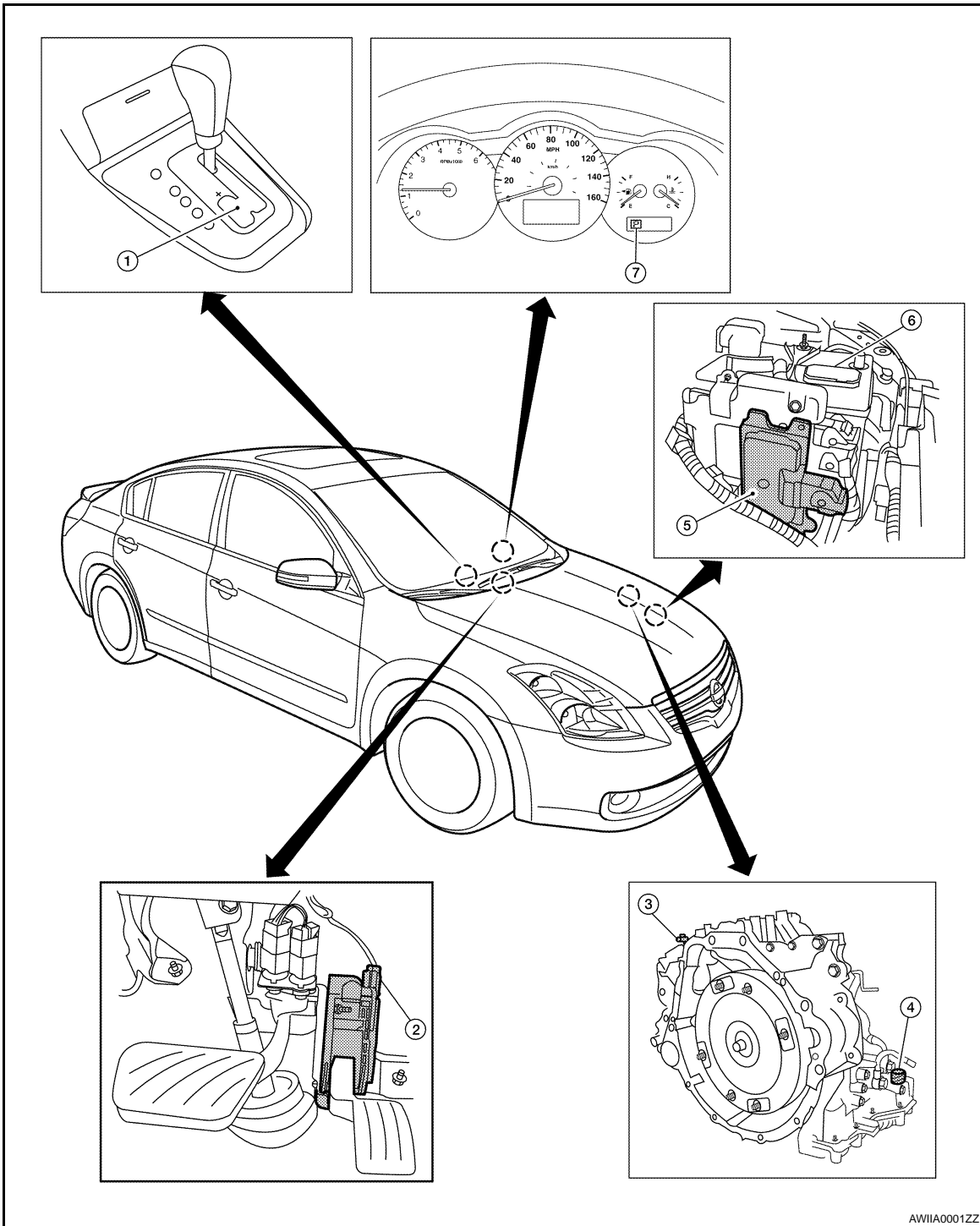
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1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

Component Parts Location - Sedan

INFOID:000000003220108

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- | | | |
|---|--|---------------------------|
| 1. Control device assembly (Manual mode select switch and manual mode position select switch) | 2. Accelerator pedal position (APP) sensor | 3. Secondary speed sensor |
| 4. CVT unit harness connector | 5. TCM | 6. Battery |
| 7. Shift position indicator
Manual mode indicator | | |

Component Description

INFOID:000000001344746

MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

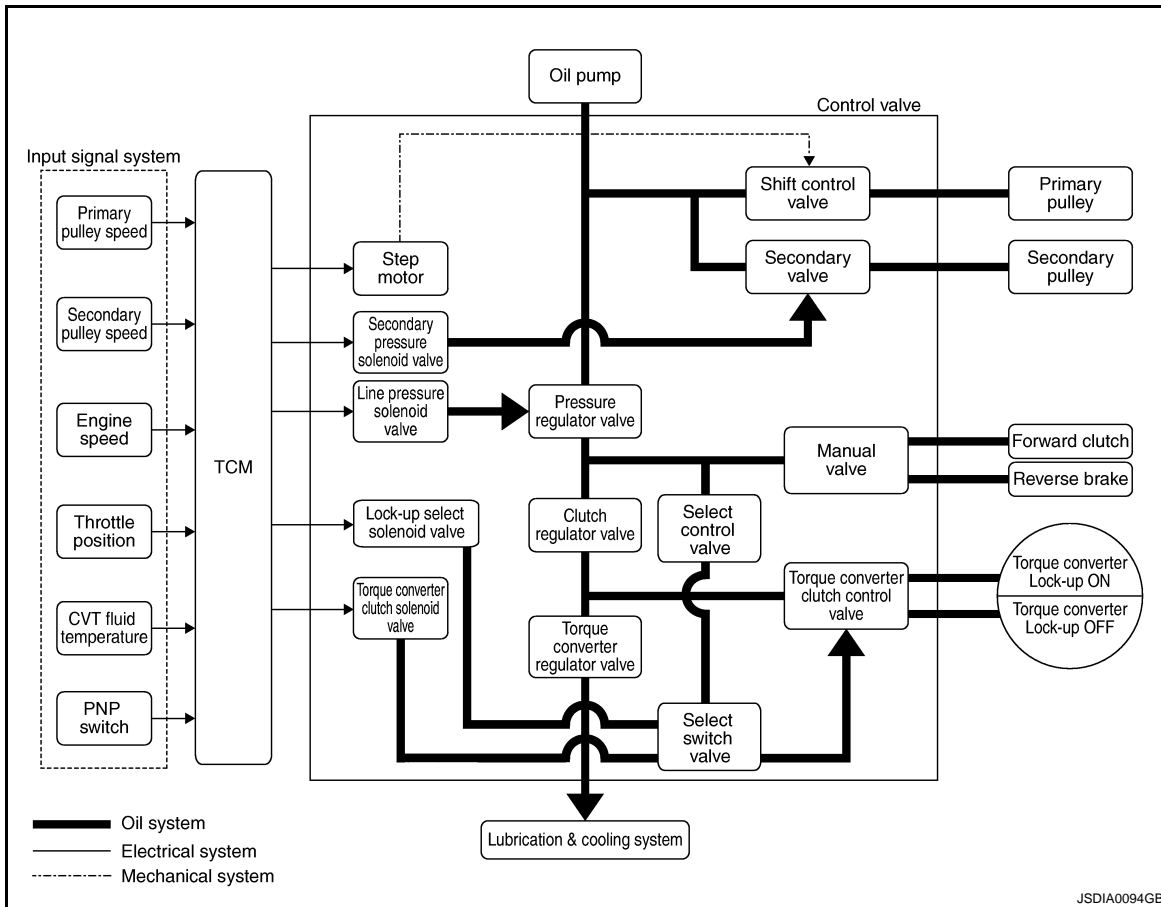
[CVT: RE0F09B]

Item	Function
Torque converter	The torque converter is the device that increases the engine torque as well as the conventional A/T and transmits it to the transaxle.
Oil pump	It is a parachoid type oil pump with the flow control valve directly controlled by the engine. Discharged oil from oil pump is transmitted to the control valve. It is used as the oil of primary and secondary pulley operation and the oil of clutch operation and the lubricant for each part.
Planetary gear	Perform the transmission of drive power and the switching of forward/backward movement.
Forward clutch	
Reverse brake	
Primary pulley	It is composed of a pair of pulleys (the groove width is changed freely in the axial direction) and the steel belt (the steel star wheels are placed continuously and the belt is guided with the multilayer steel rings on both sides). The groove width changes according to wrapping radius of steel belt and pulley from low status to over-drive status continuously with non-step. It is controlled with the oil pressures of primary pulley and secondary pulley.
Secondary pulley	
Steel belt	
Output gear	The drive power from the secondary pulley returns the deceleration gears [primary deceleration (output gear/idler gear pair) and secondary deceleration (reduction gear/final gear pair)]. It is transmitted from differential to drive wheel.
Idler gear	
Reduction gear	
Final gear	
Differential	
Manual shaft	
Parking rod	The parking rod rotates the parking pole and the parking pole engages with the parking gear when the manual shaft is in P position. As a result the parking gear and the output axis are fixed.
Parking pawl	
Parking gear	

HYDRAULIC CONTROL SYSTEM

System Diagram

INFOID:000000001344747



System Description

INFOID:000000001344748

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

LINE PRESSURE AND SECONDARY PRESSURE CONTROL

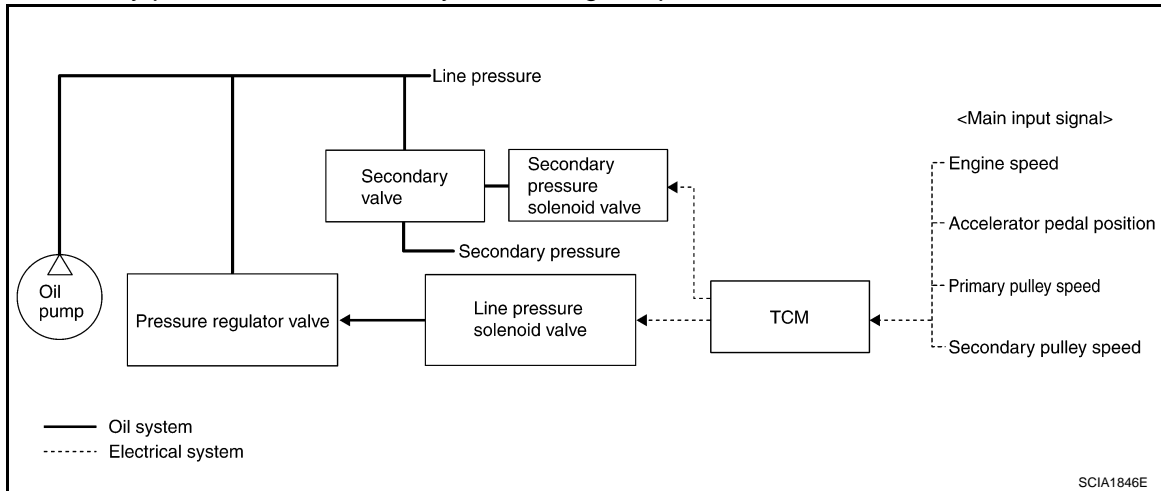
- When an input torque signal equivalent to the engine drive force is sent from the ECM to the TCM, the TCM controls the line pressure solenoid valve and secondary pressure solenoid valve.

HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

- 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. Secondary pressure is controlled by decreasing line pressure.



Nomal Control

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

Feedback Control

When controlling the normal fluid pressure or the selected fluid pressure, the secondary pressure can be set more accurately by using the fluid pressure sensor to detect the secondary pressure and controlling the feedback.

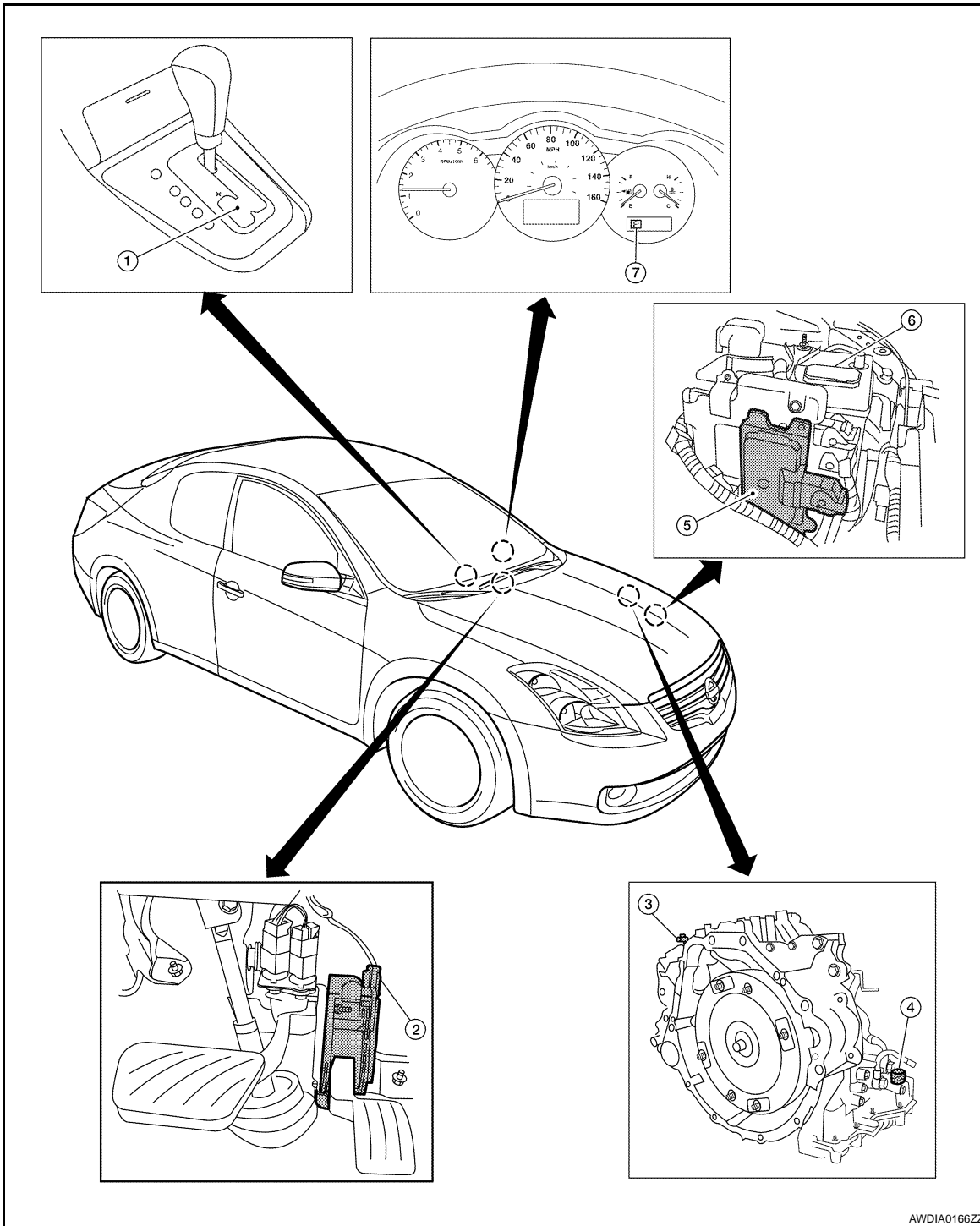
HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Coupe

INFOID:000000003220104



1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

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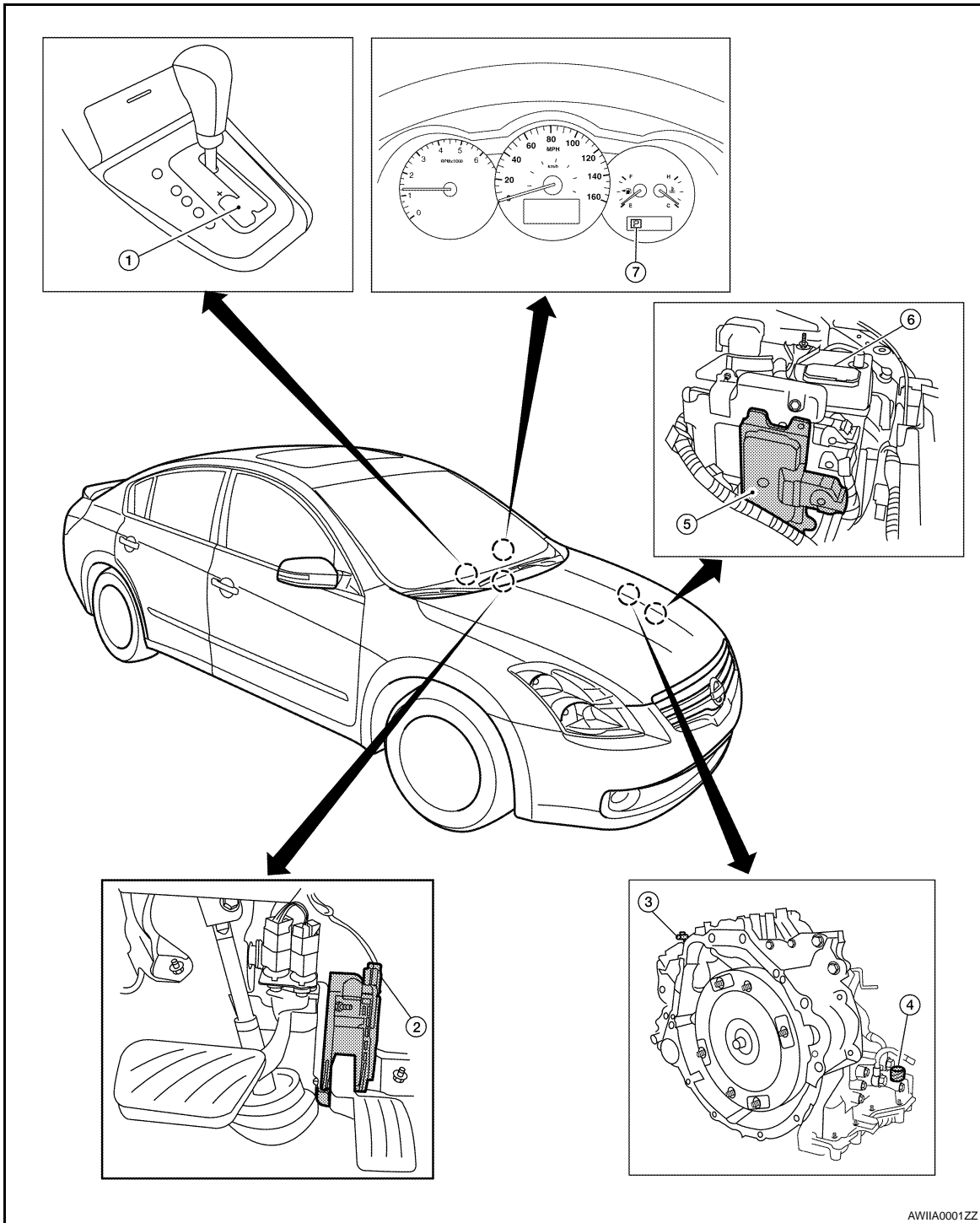
HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Sedan

INFOID:000000003220109



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|---|--|---------------------------|
| 1. Control device assembly (Manual mode select switch and manual mode position select switch) | 2. Accelerator pedal position (APP) sensor | 3. Secondary speed sensor |
| 4. CVT unit harness connector | 5. TCM | 6. Battery |
| 7. Shift position indicator
Manual mode indicator | | |

HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Description

INFOID:000000001344750

TRANSAXLE ASSEMBLY

Name	Function
Torque converter regulator valve	Optimizes the supply pressure for the torque converter depending on driving conditions.
Pressure regulator valve	Optimizes the discharge pressure from the oil pump depending on driving conditions.
TCC control valve	<ul style="list-style-type: none"> Activates or deactivate the lock-up. Lock-up smoothly by opening lock-up operation excessively.
TCC solenoid valve	TM-143
Shift control valve	Controls flow-in/out of line pressure from the primary pulley depending on the stroke difference between the stepping motor and the primary pulley.
Secondary valve	Controls the line pressure from the secondary pulley depending on operating conditions.
Clutch regulator valve	Adjusts the clutch operating pressure depending on operating conditions.
Secondary pressure solenoid valve	TM-154
Line pressure solenoid valve	TM-147
Step motor	TM-183
Manual valve	Transmits the clutch operating pressure to each circuit in accordance with the selected position.
Select control valve	Engages forward clutch, reverse brake smoothly depending on select operation.
Select switch valve	Switches torque converter clutch solenoid valve control pressure use to torque converter clutch control valve or select control valve.
Lockup select solenoid valve	TM-180
Primary speed sensor	TM-134
Secondary speed sensor	TM-137
PNP switch	TM-129
Primary pulley	TM-95
Secondary pulley	
Forward clutch	
Torque converter	

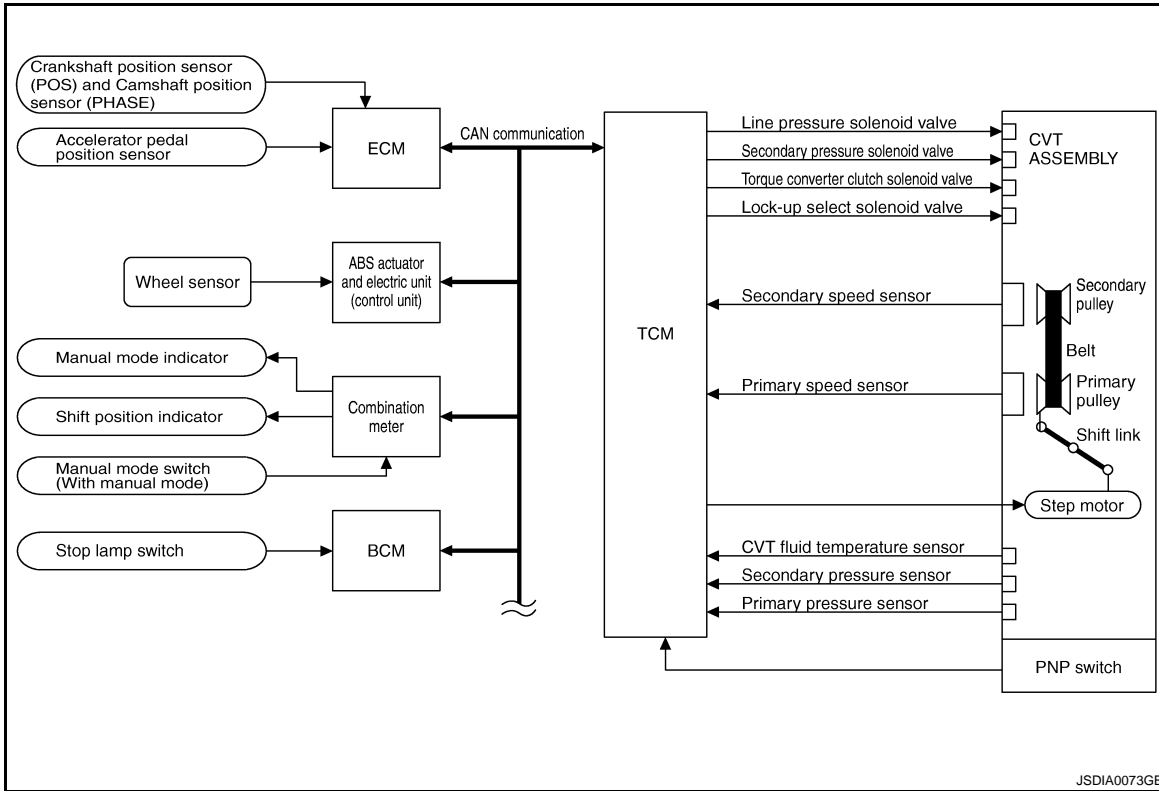
EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	Judges the vehicle driving status according to the signal from each sensor and controls the non-step transmission mechanism properly.
Accelerator pedal position sensor	TM-174

CONTROL SYSTEM

System Diagram

INFOID:000000001344751



System Description

INFOID:000000001344752

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

CONTROL SYSTEM OUTLINE

The function of the TCM is to:

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

SENSORS (or SIGNALS)		TCM		ACTUATORS
PNP switch Accelerator pedal position signal Closed throttle position signal Engine speed signal CVT fluid temperature sensor Vehicle speed signal Manual mode signal Stop lamp switch signal Primary speed sensor Secondary speed sensor Primary pressure sensor Secondary pressure sensor	⇒	Shift control Line pressure control Primary pressure control Secondary pressure control Lock-up control Engine brake control Vehicle speed control Fail-safe control Self-diagnosis CONSULT-III communication line Duet-EA control CAN system On board diagnosis	⇒	Step motor Torque converter clutch solenoid valve Lock-up select solenoid valve Line pressure solenoid valve Secondary pressure solenoid valve Manual mode indicator Shift position indicator CVT indicator lamp Starter relay

INPUT/OUTPUT SIGNAL OF TCM

CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Control item		Fluid pressure control	Select control	Shift control	Lock-up control	CAN communication control	Fail-safe function ^(*2)
Input	PNP switch	X	X	X	X	X	X
	Accelerator pedal position signal ^(*1)	X	X	X	X	X	X
	Closed throttle position signal ^(*1)	X		X	X	X	
	Engine speed signal ^(*1)	X	X		X	X	X
	CVT fluid temperature sensor	X	X	X	X		X
	Manual mode signal ^(*1)	X		X	X	X	X
	Stop lamp switch signal ^(*1)	X		X	X	X	
	Primary speed sensor	X		X	X	X	X
	Secondary speed sensor	X	X	X	X	X	X
	Primary pressure sensor	X		X			
	Secondary pressure sensor	X		X			X
	TCM power supply voltage signal	X	X	X	X	X	X
Output	Step motor			X			X
	TCC solenoid valve		X		X		X
	Lock-up select solenoid valve		X		X		X
	Line pressure solenoid valve	X	X	X			X
	Secondary pressure solenoid valve	X		X			X

*1: Input by CAN communications.

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

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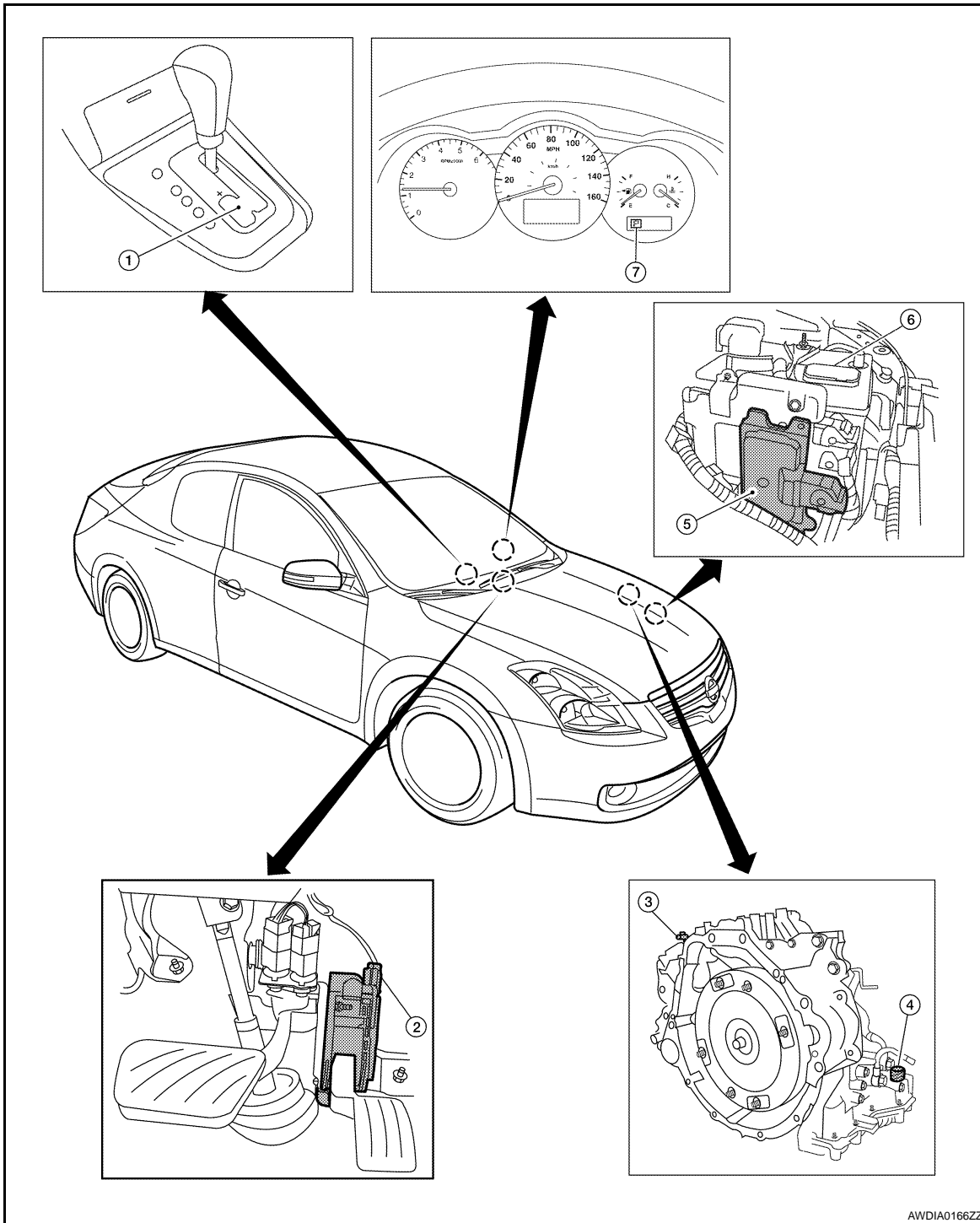
CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Coupe

INFOID:000000003220105



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1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

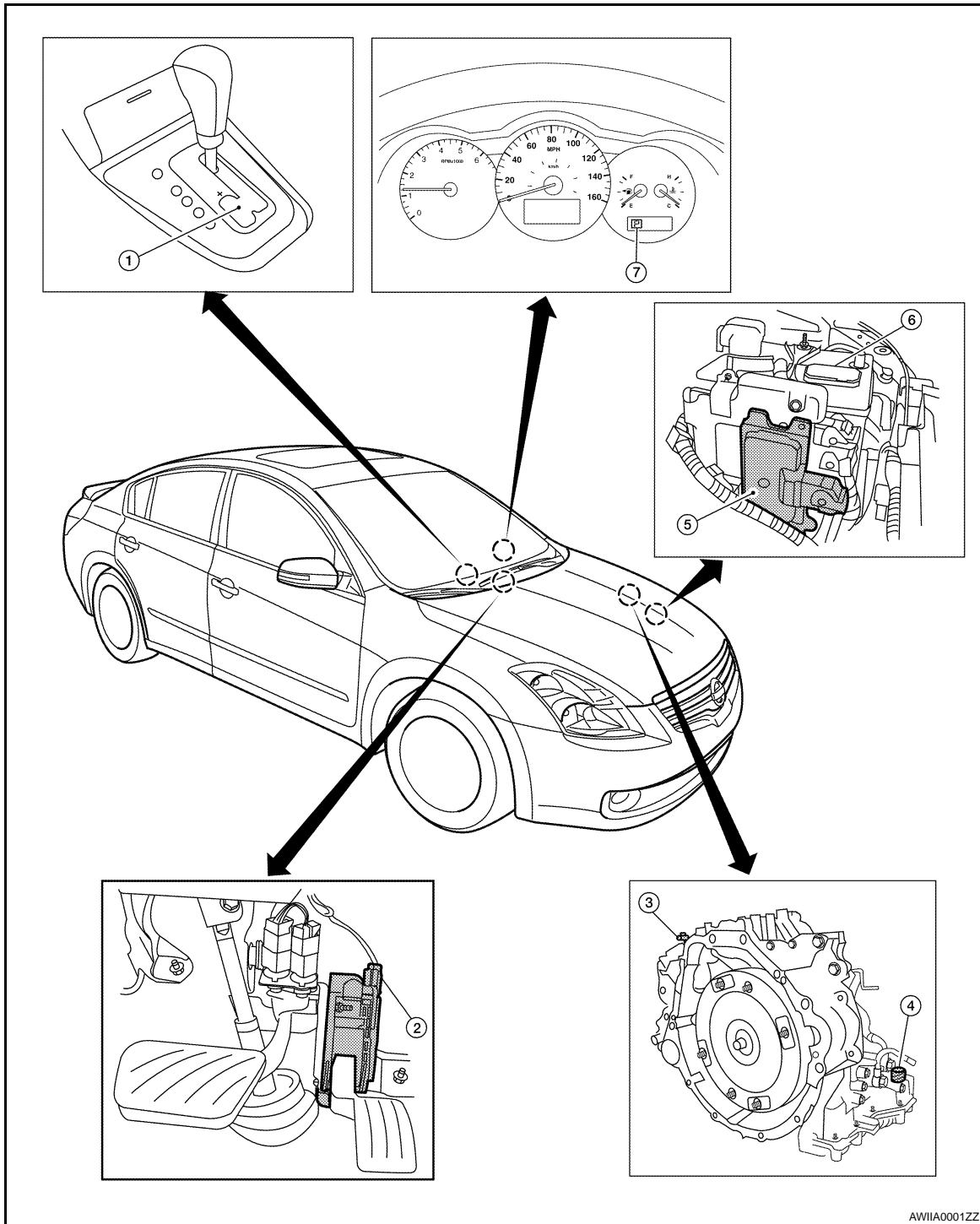
CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Sedan

INFOID:000000003220110



1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

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CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Description

INFOID:000000001344754

TRANSAXLE ASSEMBLY

Name	Function
PNP switch	TM-129
CVT fluid temperature sensor	TM-132
Primary speed sensor	TM-134
Secondary speed sensor	TM-137
Primary pressure sensor	TM-137
Secondary pressure sensor	TM-159
Step motor	TM-183
TCC solenoid valve	TM-143
Lock-up select solenoid valve	TM-180
Line pressure solenoid valve	TM-147
Secondary pressure solenoid valve	TM-154

EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	Optimally controls continuously variable transmission system by judging driving conditions based on signals from each sensor.
Stop lamp switch	TM-126

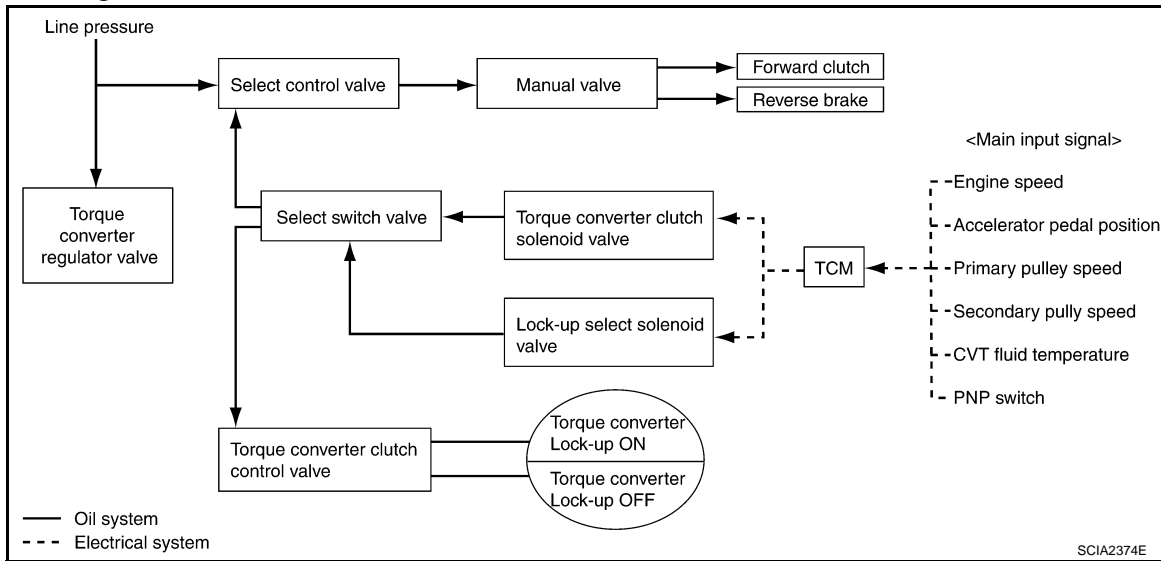
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

LOCK-UP AND SELECT CONTROL SYSTEM

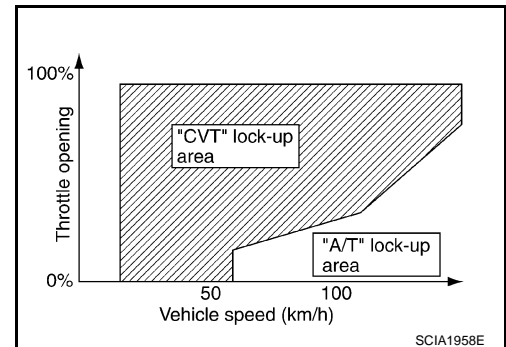
System Diagram



System Description

INFOID:000000001344756

- The torque converter clutch piston in the torque converter is engaged to eliminate torque converter slip to increase power transmission efficiency.
- The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM. The torque converter clutch engages or releases the torque converter clutch piston.
- When shifting between “N” (“P”) ↔ “D” (“R”), torque converter clutch solenoid controls engagement power of forward clutch and reverse brake.
- The lock-up applied gear range was expanded by locking up the torque converter at a lower vehicle speed than conventional CVT models.



TORQUE CONVERTER CLUTCH AND SELECT CONTROL VALVE CONTROL

Lock-up Released

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

Lock-up Applied

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

Select Control

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

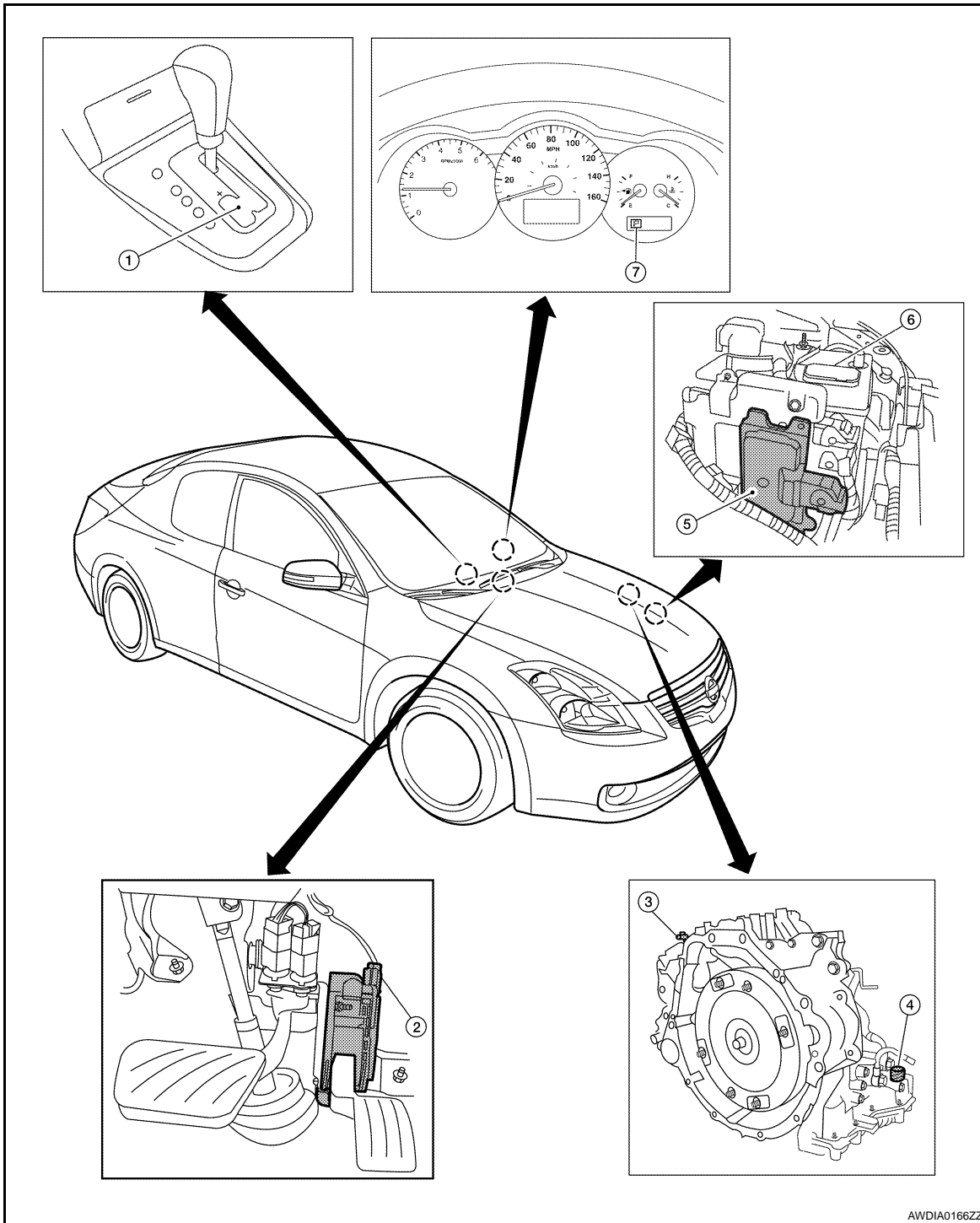
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Coupe

INFOID:000000003220106



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1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor
4. CVT unit harness connector
5. TCM
6. Battery
7. Shift position indicator
Manual mode indicator

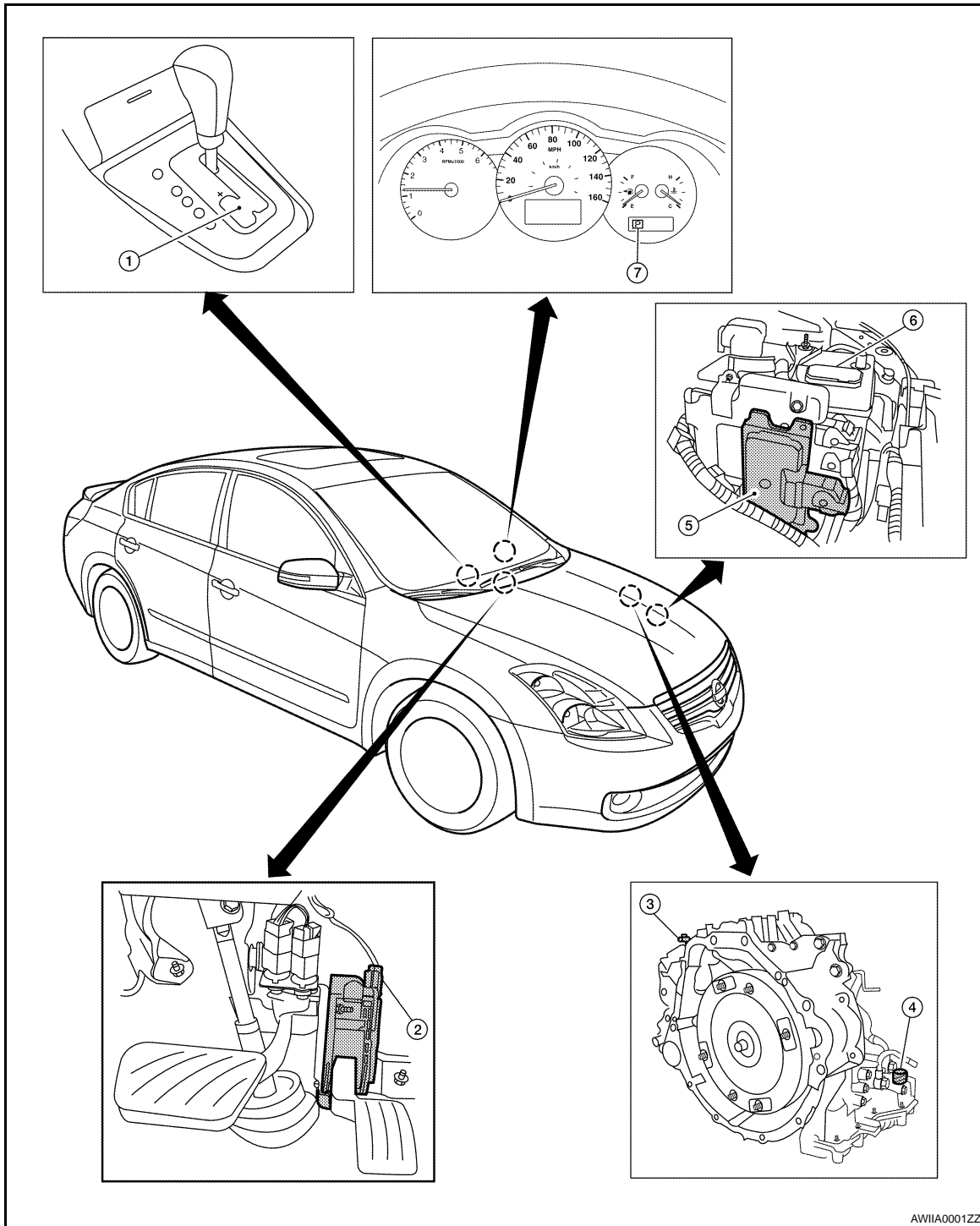
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Parts Location - Sedan

INFOID:000000003220111



- | | | |
|---|--|---------------------------|
| 1. Control device assembly (Manual mode select switch and manual mode position select switch) | 2. Accelerator pedal position (APP) sensor | 3. Secondary speed sensor |
| 4. CVT unit harness connector | 5. TCM | 6. Battery |
| 7. Shift position indicator
Manual mode indicator | | |

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LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Description

INFOID:000000001344758

TRANSAXLE ASSEMBLY

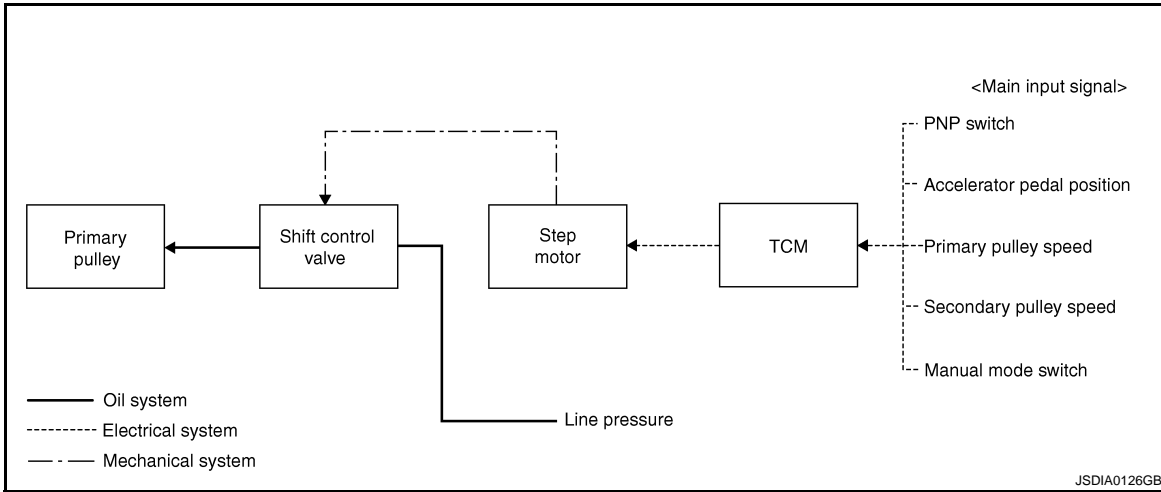
Name	Function	
Torque converter regulator valve		
TCC control valve		
Select control valve		TM-101
Select switch valve		
Manual valve		
TCC solenoid valve	TM-143	
Lock-up select solenoid valve	TM-180	
Primary speed sensor	TM-134	
Secondary speed sensor	TM-137	
CVT fluid temperature sensor	TM-132	
PNP switch	TM-129	
Forward clutch	TM-101	
Reverse brake		
Torque converter		

EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	TM-101
Accelerator pedal position sensor	TM-174

SHIFT MECHANISM

System Diagram



NOTE:

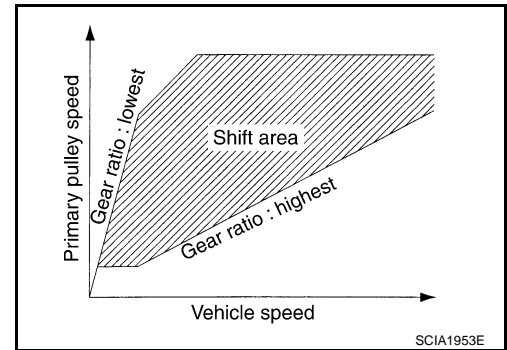
The gear ratio is set for every position separately.

System Description

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

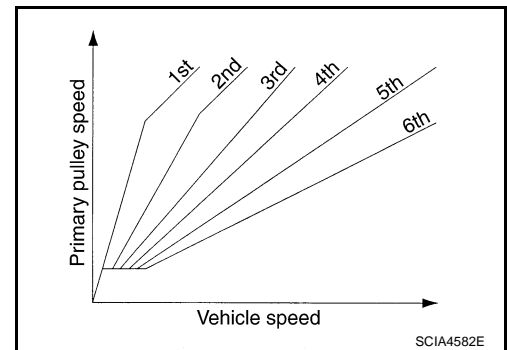
“D” POSITION

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



“M” POSITION

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



DOWNHILL ENGINE BRAKE CONTROL (AUTO ENGINE BRAKE CONTROL)

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

ACCELERATION CONTROL

SHIFT MECHANISM

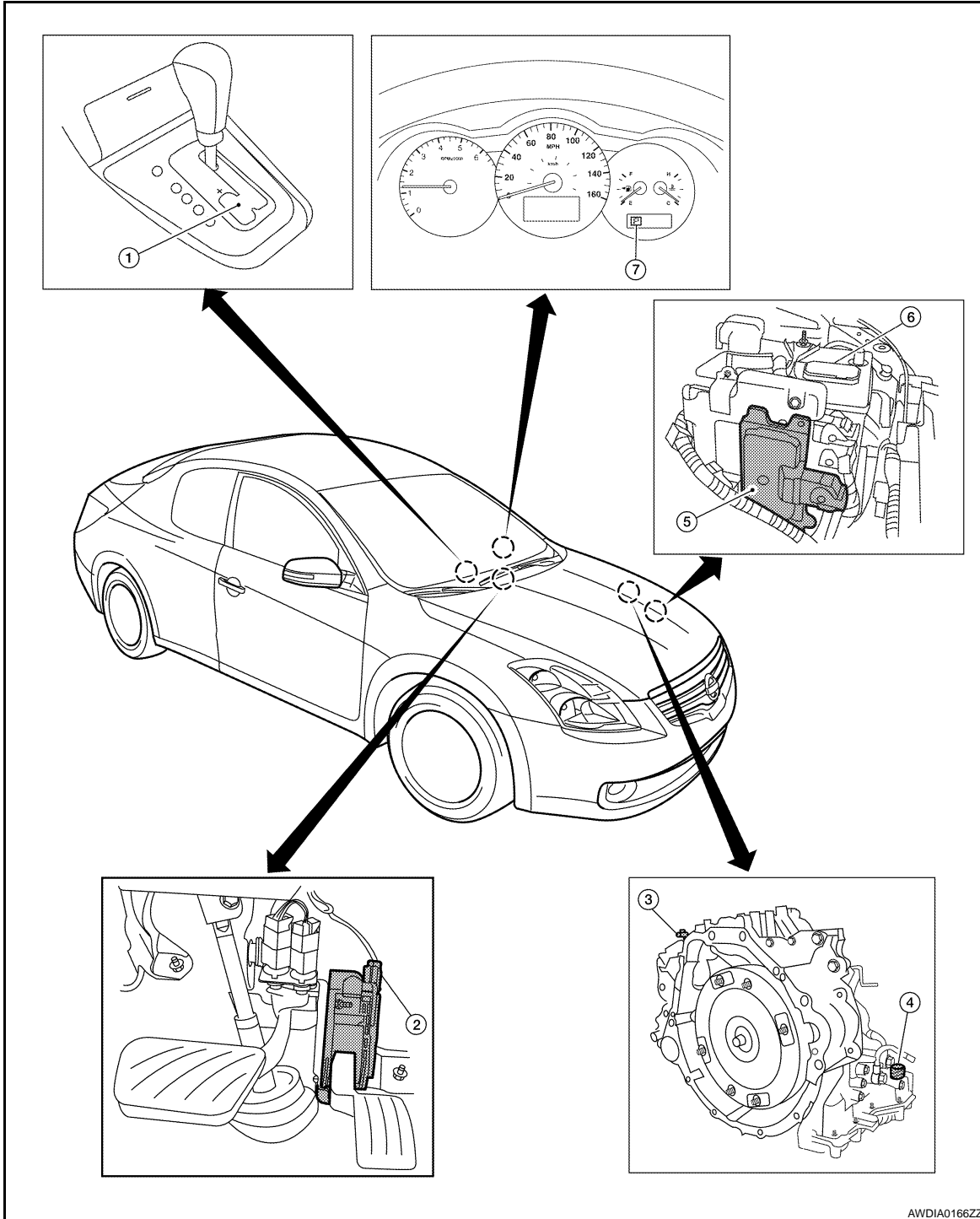
< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

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

Component Parts Location - Coupe

INFOID:000000003220107



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1. Control device assembly (Manual mode select switch and manual mode position select switch)
2. Accelerator pedal position (APP) sensor
3. Secondary speed sensor

SHIFT MECHANISM

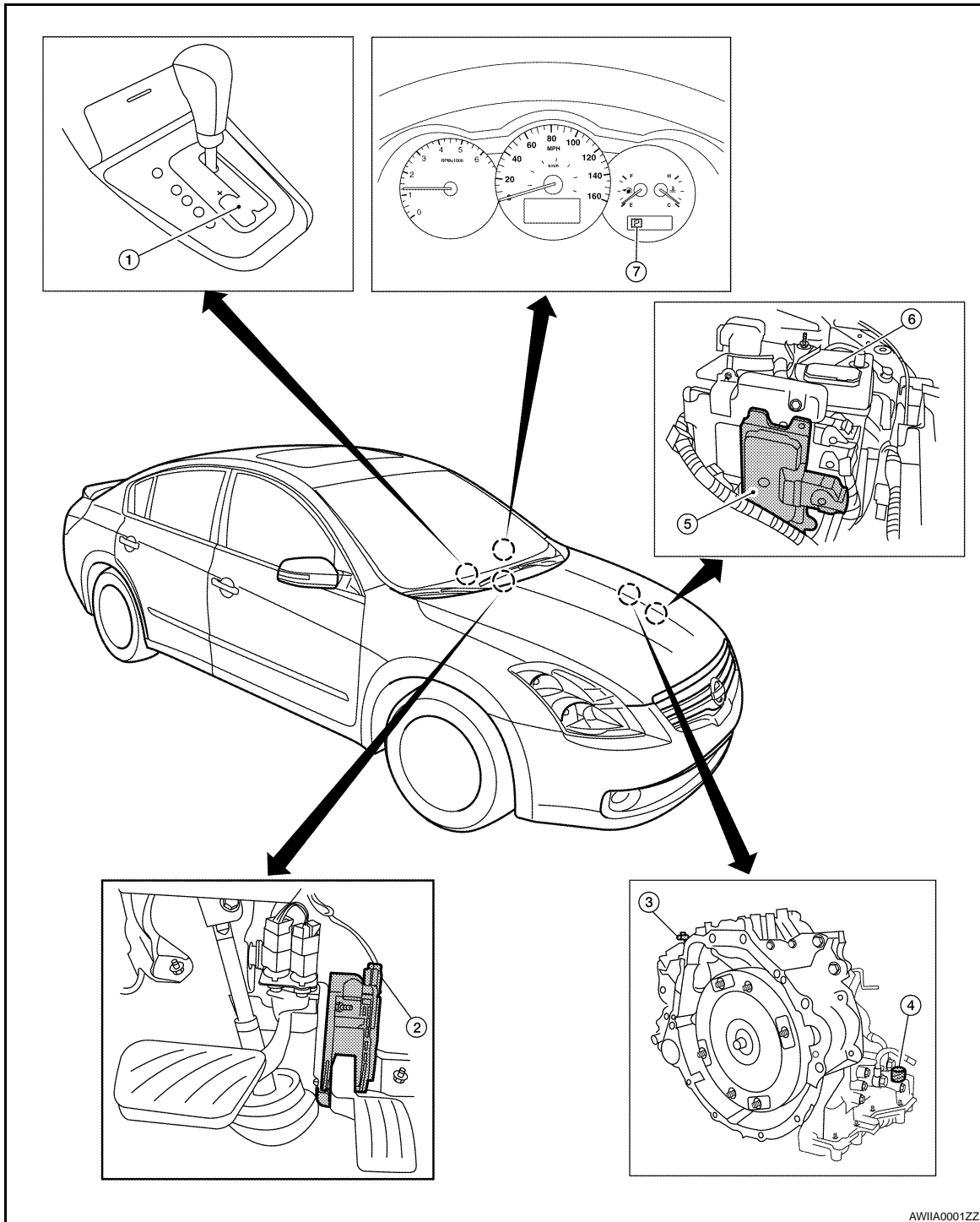
[CVT: RE0F09B]

< FUNCTION DIAGNOSIS >

- 4. CVT unit harness connector
- 5. TCM
- 6. Battery
- 7. Shift position indicator
Manual mode indicator

Component Parts Location - Sedan

INFOID:000000003220112



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- 1. Control device assembly (Manual mode select switch and manual mode position select switch)
- 2. Accelerator pedal position (APP) sensor
- 3. Secondary speed sensor
- 4. CVT unit harness connector
- 5. TCM
- 6. Battery
- 7. Shift position indicator
Manual mode indicator

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SHIFT MECHANISM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component Description

INFOID:000000001344762

TRANSAXLE ASSEMBLY

Item	Functoin
PNP switch	TM-129
Primary speed sensor	TM-134
Secondary speed sensor	TM-137
Step motor	TM-183
Shift control valve	TM-101
Primary pulley	TM-95
Secondary pulley	TM-95

EXCEPT TRANSAXLE ASSEMBLY

Item	Functoin
TCM	TM-101

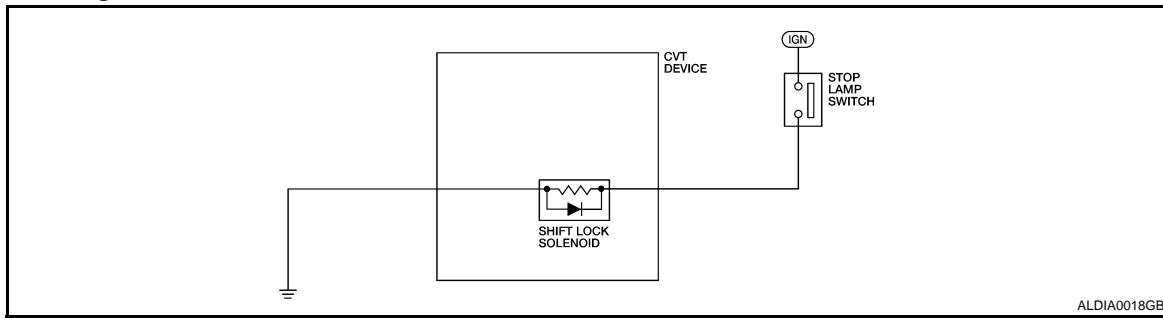
SHIFT LOCK SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

SHIFT LOCK SYSTEM

System Diagram



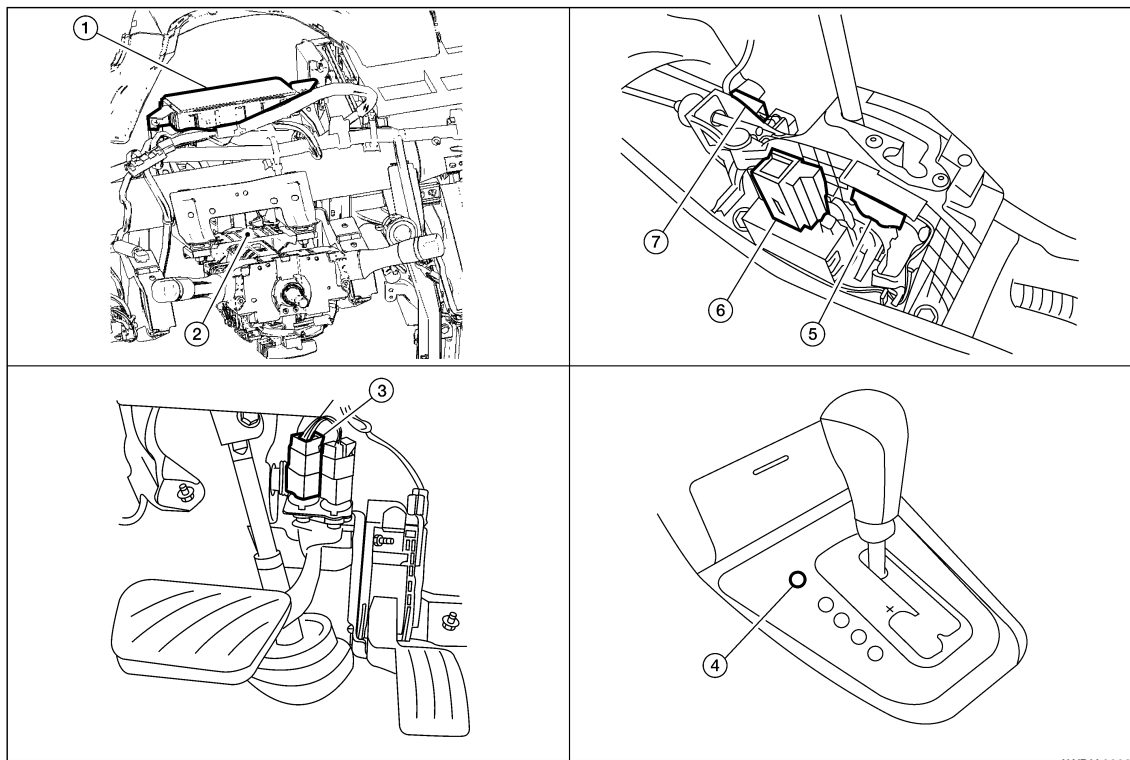
System Description

INFOID:000000001344764

The selector lever cannot be shifted from "P" position to any other position unless the ignition switch is in the ON position and the brake pedal is depressed.

Component Parts Location

INFOID:000000001344765



- | | | |
|--|--|---|
| 1. BCM (view with instrument panel re-
moved) | 2. Steering column | 3. Stop lamp switch |
| 4. Shift lock release button | 5. Detention switch (for manual shift) | 6. Shift lock solenoid/Detent switch
(key) |
| 7. CVT device connector | | |

Component Description

INFOID:000000001344766

SHIFT LOCK SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Component		Function
CVT device	Shift lock solenoid	TM-115, "System Description"
	Lock plate	The lock plate restricts the position pin stroke by selector button operation according to the shift lock unit status.
	Position pin	The position pin, linking with the selector button, restricts the selector lever movement.
	Shift lock release button	Pressing the shift lock release button cancels the shift lock forcibly.
Stop lamp switch		BRC-38, "Component Function Check"

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000001344767

DESCRIPTION

The CVT system has two self-diagnostic systems.

The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory, and the TCM memory.

The second is the TCM original self-diagnosis performed by the TCM. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to [TM-119](#), "[CONSULT-III Function \(TRANSMISSION\)](#)".

OBD-II FUNCTION

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

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

ONE OR TWO TRIP DETECTION LOGIC OF OBD-II

One Trip Detection Logic

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

Two Trip Detection Logic

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

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

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

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

How to Read DTC and 1st Trip DTC

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

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

These DTC are prescribed by SAE J2012.

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

- **1st trip DTC No. is the same as DTC No.**
- **Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST, they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal.**

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

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

Freeze Frame Data and 1st Trip Freeze Frame Data

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

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST. For details, refer to [EC-1123](#), "[CONSULT-III Function](#)".

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

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 Fuel Injection System Function — DTC: P0171, P0172, P0174, P0175
2		Except the above items (Includes CVT related items)
3	1st trip freeze frame data	

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

How to Erase DTC

- The diagnostic trouble code can be erased by CONSULT-III, GST or ECM DIAGNOSTIC TEST MODE as described following.
- **If the battery cable is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erase the DTC, using CONSULT-III or GST is easier and quicker than switching the mode selector on the ECM.**
- The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-1502. "DTC Index"](#).
- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

How to Erase DTC (With CONSULT-III)

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

How to Erase DTC (With GST)

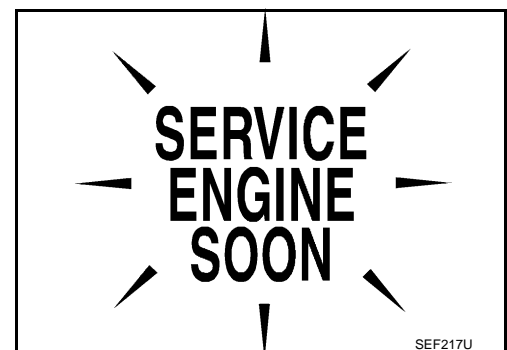
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
2. Select Mode 4 with GST (Generic Scan Tool). For details, refer to [EC-1132. "Diagnosis Tool Function"](#).

MALFUNCTION INDICATOR LAMP (MIL)

Description

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
 - If the MIL does not light up, refer to [MWI-28. "WARNING LAMPS/INDICATOR LAMPS : System Diagram"](#).
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



DIAGNOSIS SYSTEM (TCM)

CONSULT-III Function (TRANSMISSION)

INFOID:000000001344768

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

FUNCTION

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-III.
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.
Data monitor	Input/Output data in the TCM can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
CALIB data	Characteristic information for TCM and CVT assembly can be read. Do not use, but displayed.
Function test	Performed by CONSULT-III instead of a technician to determine whether each system is "OK" or "NG".
ECU part number	TCM part number can be read.

WORK SUPPORT MODE

Display Item List

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

Engine Brake Adjustment

“ENGINE BRAKE LEVEL”

0 : Initial set value (Engine brake level control is activated)

OFF : Engine brake level control is deactivated.

CAUTION:

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

Check CVT Fluid Deterioration Date

“CVTF DETERIORATION DATE”

More than 210000 : It is necessary to change CVT fluid.

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

CAUTION:

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

SELF-DIAGNOSTIC RESULT MODE

After performing self-diagnosis, place check marks for results on the [TM-86. "Diagnostic Work Sheet"](#). Reference pages are provided following the items.

Display Items List

Refer to [TM-216. "DTC Index"](#).

DATA MONITOR MODE

Display Items List

DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

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

Monitored item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
VSP SENSOR (km/h)	X	—	▼	Output speed sensor (secondary speed sensor)
ESTM VSP SIG (km/h)	X	—	▼	—
PRI SPEED SEN (rpm)	X	—	▼	—
ENG SPEED SIG (rpm)	X	—	▼	—
SEC HYDR SEN (V)	X	—	▼	—
PRI HYDR SEN (V)	X	—	▼	—
ATF TEMP SEN (V)	X	—	▼	CVT fluid temperature sensor
VIGN SEN (V)	X	—	▼	—
VEHICLE SPEED (km/h)	—	X	▼	Vehicle speed recognized by the TCM.
PRI SPEED (rpm)	—	X	▼	Primary pulley speed
SEC SPEED (rpm)	—	—	▼	Secondary pulley speed
ENG SPEED (rpm)	—	X	▼	—
SLIP REV (rpm)	—	X	▼	Difference between engine speed and primary pulley speed.
GEAR RATIO	—	X	▼	—
G SPEED (G)	—	—	▼	—
ACC PEDAL OPEN (0.0/8)	X	X	▼	Degree of opening for accelerator recognized by the TCM. For fail-safe operation, the specific value used for control is displayed.
TRQ RTO	—	—	▼	—
SEC PRESS (MPa)	—	X	▼	—
PRI PRESS (MPa)	—	X	▼	—
ATFTEMP COUNT	—	X	▼	Means CVT fluid temperature. Actual oil temperature °C (°F) cannot be checked unless a numeric value is converted. Refer to TM-232 .
DSR REV (rpm)	—	—	▼	—
DGEAR RATIO	—	—	▼	—
DSTM STEP (step)	—	—	▼	—
STM STEP (step)	—	X	▼	—
LU PRS (MPa)	—	—	▼	—
LINE PRS (MPa)	—	—	▼	—
TGT SEC PRESS (MPa)	—	—	▼	—
ISOLT1 (A)	—	X	▼	Torque converter clutch solenoid valve output current
ISOLT2 (A)	—	X	▼	Pressure control solenoid valve A (line pressure solenoid valve) output current
ISOLT3 (A)	—	X	▼	Pressure control solenoid valve B (secondary pressure solenoid valve) output current

DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Monitored item (Unit)	Monitor item selection			Remarks
	ECU IN- PUT SIG- NALS	MAIN SIG- NALS	SELEC- TION FROM MENU	
SOLMON1 (A)	X	X	▼	Torque converter clutch solenoid valve monitor current
SOLMON2 (A)	X	X	▼	Pressure control solenoid valve A (line pressure solenoid valve) monitor current
SOLMON3 (A)	X	X	▼	Pressure control solenoid valve B (secondary pressure solenoid valve) monitor current
INH SW3M (On/Off)	X	—	▼	PNP switch 3 ON-OFF status monitor
INH SW4 (On/Off)	X	—	▼	PNP switch 4 ON-OFF status
INH SW3 (On/Off)	X	—	▼	PNP switch 3 ON-OFF status
INH SW2 (On/Off)	X	—	▼	PNP switch 2 ON-OFF status
INH SW1 (On/Off)	X	—	▼	PNP switch 1 ON-OFF status
BRAKE SW (On/Off)	X	X	▼	Stop lamp switch (Signal input with CAN communications)
FULL SW (On/Off)	X	X	▼	Signal input with CAN communications
IDLE SW (On/Off)	X	X	▼	
SPORT MODE SW (On/Off)	X	X	▼	Not mounted but displayed.
STRDWSW (On/Off)	X	—	▼	
STRUPSW (On/Off)	X	—	▼	
DOWNLVR (On/Off)	X	—	▼	—
UPLVR (On/Off)	X	—	▼	—
NONMMODE (On/Off)	X	—	▼	—
MMODE (On/Off)	X	—	▼	—
INDLRNG (On/Off)	—	—	▼	Not mounted but displayed.
INDDRNG (On/Off)	—	—	▼	"D" position indicator output
INDNRNG (On/Off)	—	—	▼	"N" position indicator output
INDRRNG (On/Off)	—	—	▼	"R" position indicator output
INDPRNG (On/Off)	—	—	▼	"P" position indicator output
CVT LAMP (On/Off)	—	—	▼	—
SPORT MODE IND (On/Off)	—	—	▼	Not mounted but displayed.
MMODE IND (On/Off)	—	—	▼	—
SMCOIL D (On/Off)	—	—	▼	Step motor coil "D" energizing status
SMCOIL C (On/Off)	—	—	▼	Step motor coil "C" energizing status
SMCOIL B (On/Off)	—	—	▼	Step motor coil "B" energizing status
SMCOIL A (On/Off)	—	—	▼	Step motor coil "A" energizing status
LUSEL SOL OUT (On/Off)	—	—	▼	—
REV LAMP (On/Off)	—	X	▼	—
STRTR RLY OUT (On/Off)	—	—	▼	Starter relay

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DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F09B]

Monitored item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
LUSEL SOL MON (On/Off)	—	—	▼	—
STRTR RLY MON (On/Off)	—	—	▼	Starter relay
VDC ON (On/Off)	X	—	▼	—
TCS ON (On/Off)	X	—	▼	—
ABS ON (On/Off)	X	—	▼	—
ACC ON (On/Off)	X	—	▼	Not mounted but displayed.
RANGE	—	X	▼	Indicates position is recognized by TCM. Indicates a specific value required for control when fail-safe function is activated.
M GEAR POS	—	X	▼	—
Voltage (V)	—	—	▼	Displays the value measured by the voltage probe.
Frequency (Hz)	—	—	▼	The value measured by the pulse probe is displayed.
DUTY-HI (high) (%)	—	—	▼	
DUTY-LOW (low) (%)	—	—	▼	
PLS WIDTH-HI (ms)	—	—	▼	
PLS WIDTH-LOW (ms)	—	—	▼	

Diagnostic Tool Function

INFOID:000000001344769

 OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)

Refer to [EC-1110. "Diagnosis Description"](#).

COMPONENT DIAGNOSIS

U1000 CAN COMM CIRCUIT

Description

INFOID:000000001344770

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.

DTC Logic

INFOID:000000001693508

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
U1000	CAN COMM CIRCUIT	When TCM is not transmitting or receiving CAN communication signal for 2 seconds or more.	Harness or connectors (CAN communication line is open or short-ed.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

1. Turn ignition switch ON.
2. Start engine and wait for at least 6 seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

With GST

Follow the procedure "With CONSULT-III".

Is "U1000 CAN COMM CIRCUIT" detected?

- YES >> Go to [TM-123, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693509

1. CHECK CAN COMMUNICATION CIRCUIT

With CONSULT-III

1. Turn ignition switch ON and start engine.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "U1000 CAN COMM CIRCUIT" indicated?

- YES >> Go to LAN section. Refer to [LAN-25, "CAN System Specification Chart"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

P0615 START SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0615 START SIGNAL

Description

INFOID:000000001344773

- TCM controls starter relay in IPDM E/R.
- TCM switches starter relay ON at "P" or "N" position and allows to crank engine.
- Then it prohibits cranking other than at "P" or "N" position.

DTC Logic

INFOID:000000001642387

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0615	STARTER RELAY/CIRC	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.)	<ul style="list-style-type: none"> • Harness or connectors (Starter relay and TCM circuit is open or shorted.) • Starter relay circuit

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

1. Turn ignition switch ON.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P0615 STARTER RELAY/CIRC" detected?

- YES >> Go to [TM-124, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

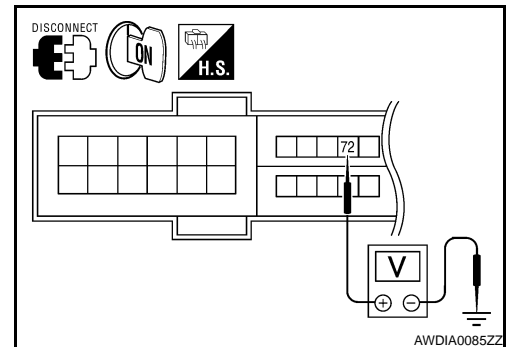
Diagnosis Procedure

INFOID:000000001344775

1. CHECK STARTER RELAY SIGNAL

1. Turn ignition switch ON.
2. Disconnect TCM harness connector and IPDM E/R harness connector F10.
3. Check voltage between IPDM E/R harness connector F10 terminal 72 and ground.

IPDM E/R harness connector		Ground	Voltage (Approx.)
Connector	Terminal		Battery voltage
F10	72		



Is the inspection result normal?

- YES >> Check starter relay and starter control relay. Refer to [PCS-10, "Diagnosis Description"](#).
 NO >> GO TO 2.

2. CHECK HARNESS BETWEEN TCM AND IPDM E/R (PART 1)

P0615 START SIGNAL

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Check continuity between TCM harness connector F16 (A) terminal 20 and IPDM E/R harness connector F10 (B) terminal 72.

TCM harness connector		IPDM E/R harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	20	F10 (B)	72	Existed

Is the inspection result normal?

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

3. CHECK HARNESS BETWEEN TCM AND IPDM E/R 2 (PART 2)

Check continuity between TCM harness connector F16 terminal 20 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		Not existed
F16	20		

Is the inspection result normal?

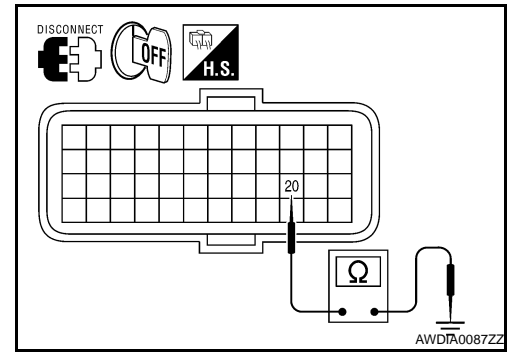
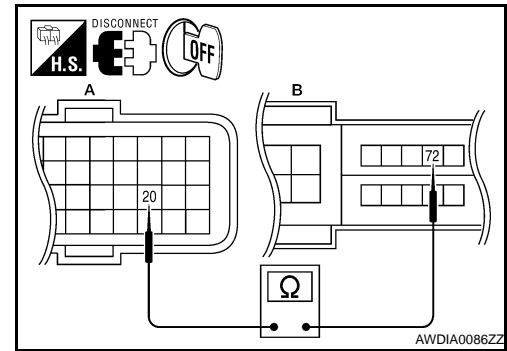
- YES >> GO TO 4.
 NO >> Repair or replace damaged parts.

4. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.



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P0703 STOP LAMP SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0703 STOP LAMP SWITCH

Description

INFOID:000000001693510

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

DTC Logic

INFOID:000000001693511

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0703	BRAKE SW/CIRC	When the brake switch does not switch to ON or OFF.	<ul style="list-style-type: none"> • Harness or connectors <ul style="list-style-type: none"> - (Stop lamp switch, and BCM circuit are open or shorted.) - (CAN communication line is open or shorted.) • Stop lamp switch

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Start engine.
3. Start vehicle for at least 3 consecutive seconds.
4. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P0703 BRAKE SW/CIRC" detected?

YES >> Go to [TM-126, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

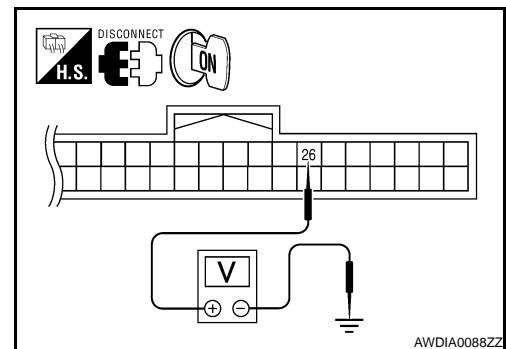
Diagnosis Procedure

INFOID:000000001693512

1.CHECK STOP LAMP SWITCH CIRCUIT

1. Check and adjust the installation position of stop lamp switch. Refer to [BR-12, "Inspection and Adjustment"](#).
2. Disconnect BCM harness connector M18.
3. Check voltage between BCM harness connector M18 terminal 26 and ground.

BCM harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
M18	26		Depressed brake pedal	Battery voltage
			Released brake pedal	0 V



Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

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

P0703 STOP LAMP SWITCH

[CVT: RE0F09B]

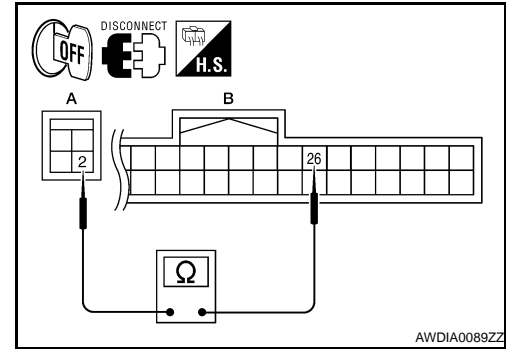
< COMPONENT DIAGNOSIS >

1. Disconnect stop lamp switch harness connector.
2. Check continuity between stop lamp switch harness connector E38 (A) terminal 2 and BCM harness connector M18 (B) terminal 26.

Stop lamp switch harness connector		BCM harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E38 (A)	2	M18 (B)	26	Existed

Is the inspection result normal?

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



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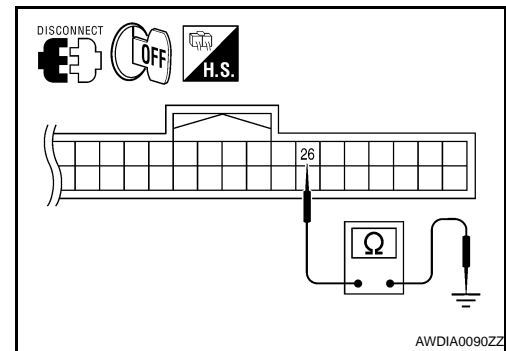
3.CHECK HARNESS BETWEEN STOP LAMP SWITCH AND BCM (PART 2)

Check continuity between BCM harness connector M18 terminal 26 and ground.

BCM harness connector		Ground	Continuity
Connector	Terminal		
M18	26		Not existed

Is the inspection result normal?

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



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4.CHECK STOP LAMP SWITCH

Check stop lamp switch. Refer to [TM-127, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between battery and stop lamp switch
 - 10A fuse (No. 7, located in fuse block)
- NO >> Repair or replace stop lamp switch.

5.CHECK BCM

Ⓜ With CONSULT-III

1. Turn ignition switch OFF.
2. Connect BCM connector.
3. Turn ignition switch ON.
4. Select "BRAKE SW 1" in "DATA MONITOR" of "BCM" and verify the proper operation of ON/OFF. Refer to [BCS-41, "Reference Value"](#).

Is the inspection result normal?

- YES >> GO TO 6.
 NO >> Replace BCM. Refer to [BCS-88, "Removal and Installation"](#).

6.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Stop Lamp Switch)

INFOID:000000001693513

1.CHECK STOP LAMP SWITCH

P0703 STOP LAMP SWITCH

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

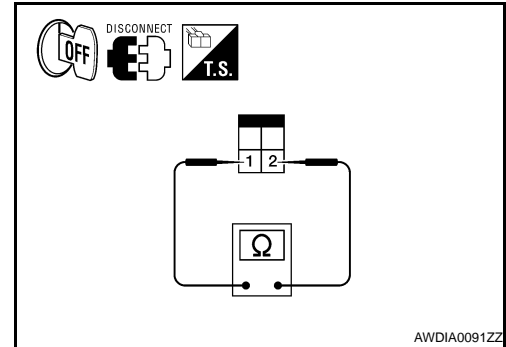
Check continuity between stop lamp switch terminals 1 and 2.

Stop lamp switch terminal		Condition	Continuity
1	2	Depressed brake pedal	Existed
		Released brake pedal	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch. [BR-16. "Exploded View"](#).



P0705 PARK/NEUTRAL POSITION SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0705 PARK/NEUTRAL POSITION SWITCH

Description

INFOID:000000001344780

- The PNP switch is included in the control valve assembly.
- The PNP switch includes 4 transmission position switches.
- TCM judges the selector lever position by the PNP switch signal.

Shift position	PNP switch 1	PNP switch 2	PNP switch 3	PNP switch 4	PNP switch 3 (monitor)
P	OFF	OFF	OFF	OFF	OFF
R	ON	OFF	OFF	ON	OFF
N	ON	ON	OFF	OFF	OFF
D	ON	ON	ON	ON	ON

DTC Logic

INFOID:000000001645275

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0705	PNP SW/CIRC	TCM does not receive the correct voltage signal (based on the gear position) from the switch.	<ul style="list-style-type: none"> • Harness or connectors (PNP switches circuit is open or shorted.) • PNP switch

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

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

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0705 PNP SW/CIRC" detected?

- YES >> Go to [TM-129, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344782

1. CHECK CVT POSITION

1. Disconnect CVT unit harness connector.
2. Remove control cable from manual lever. Refer to [TM-251, "Exploded View"](#).
3. Check PNP switch. Refer to [TM-130, "Component Inspection"](#).

Is the inspection result normal?

- YES >> Adjust CVT position. Refer to [TM-248, "Inspection and Adjustment"](#).
- NO >> GO TO 2.

P0705 PARK/NEUTRAL POSITION SWITCH

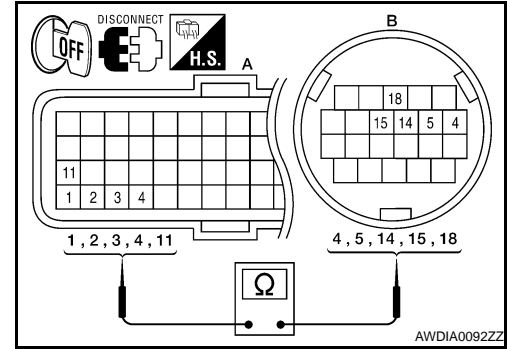
< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

2. CHECK HARNESS BETWEEN TCM AND PNP SWITCH (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector F16 (A) terminal 1, 2, 3, 4, 11 and CVT unit harness connector F46 (B) terminal 5, 14, 15, 18, 4.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	1	F46 (B)	5	Existed
	2		14	Existed
	3		15	Existed
	4		18	Existed
	11		4	Existed



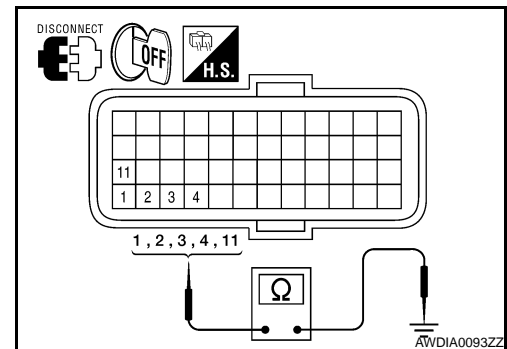
Is the inspection result normal?

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

3. CHECK HARNESS BETWEEN TCM AND PNP SWITCH (PART 2)

Check continuity between TCM harness connector F16 terminal 1, 2, 3, 4, 11 and ground.

TCM harness connector		Continuity	
Connector	Terminal		
F16	1	Ground	Not existed
	2		
	3		
	4		
	11		



Is the inspection result normal?

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

4. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

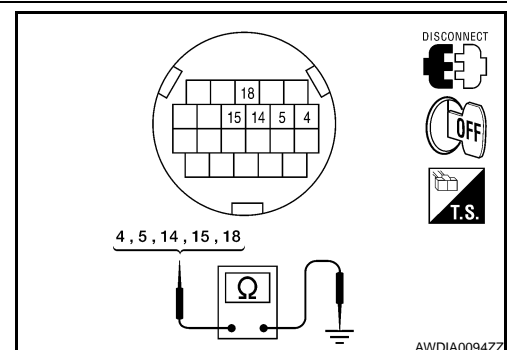
- YES >> Replace the TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection

INFOID:000000001344783

1. CHECK PNP SWITCH

Check the continuity of the PNP switch by changing selector lever to various positions and checking continuity between CVT unit terminals and ground.



P0705 PARK/NEUTRAL POSITION SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Shift position	CVT unit terminal		Continuity
P	4	Ground	Not existed
	5		
	18		
	14		
	15		
R	4		Existed
	15		
N	4		Existed
	5		
D	4		Existed
	5		
	18		
	14		
	15		
L	5		Existed
	18		
	14		

Is the inspection result normal?

YES >> **INSPECTION END**

NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

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P0710 CVT FLUID TEMPERATURE SENSOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0710 CVT FLUID TEMPERATURE SENSOR

Description

INFOID:000000001344784

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

DTC Logic

INFOID:000000001693514

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0710	ATF TEMP SEN/CIRC	During running, the CVT fluid temperature sensor signal voltage is excessively high or low.	<ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is open or shorted.) • CVT fluid temperature sensor

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 10 minutes (Total).

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0710 ATF TEMP SEN/CIRC" detected?

- YES >> Go to [TM-132, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693515

1.CHECK CVT FLUID TEMPERATURE SENSOR CIRCUIT

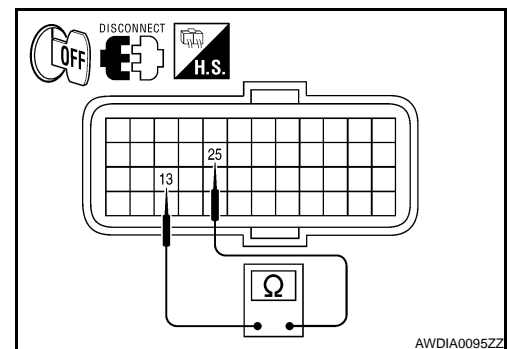
1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 13 and 25.

TCM harness connector		Temperature °C (°F)	Resistance (Approx.)
Connector	Terminal		
F16	13	20 (68)	6.5 kΩ
	25	80 (176)	0.9 kΩ

Is the inspection result normal?

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

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



P0710 CVT FLUID TEMPERATURE SENSOR

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 13, 25 and CVT unit harness connector F46 (B) terminal 17, 19.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	13	F46 (B)	17	Existed
	25		19	

Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 13, 25 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	13		Not existed
	25		

Is the inspection result normal?

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

4.CHECK CVT FLUID TEMPERATURE SENSOR

Check CVT fluid temperature sensor. Refer to [TM-133, "Component Inspection \(CVT Fluid Temperature Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (CVT Fluid Temperature Sensor)

INFOID:000000001693516

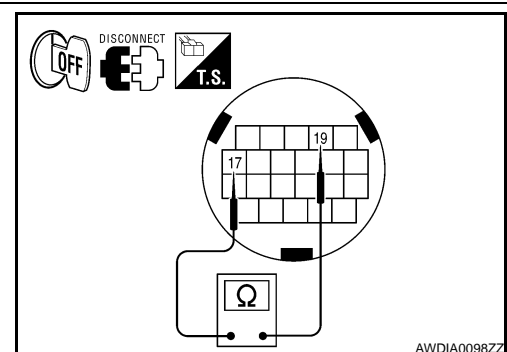
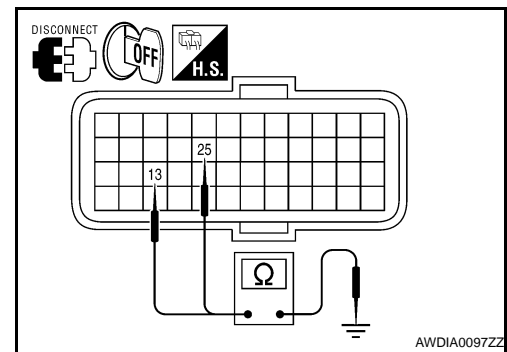
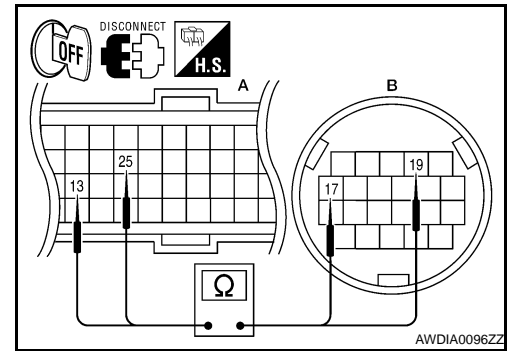
1.CHECK CVT FLUID TEMPERATURE SENSOR

Check resistance between CVT unit terminal 17 and 19.

CVT unit terminal		Temperature °C (°F)	Resistance (Approx.)
17	19	20 (68)	6.5 kΩ
		80 (176)	0.9 kΩ

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

Description

INFOID:000000001344788

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

DTC Logic

INFOID:000000001645277

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0715	INPUT SPD SEN/CIRC	<ul style="list-style-type: none">Input speed sensor (primary speed sensor) signal is not input due to an open circuit.An unexpected signal is input when vehicle is being driven.	<ul style="list-style-type: none">Harness or connectors (Sensor circuit is open or shorted.)Input speed sensor (primary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0715 INPUT SPD SEN/CIRC" detected?

- YES >> Go to [TM-134, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344790

1. CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)

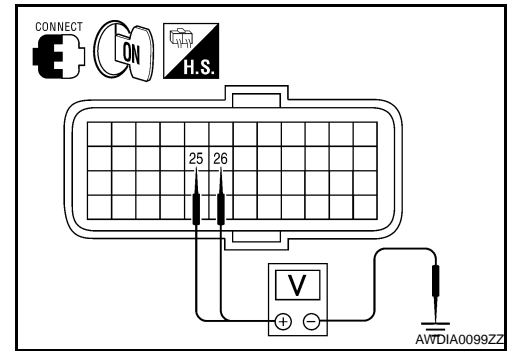
P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

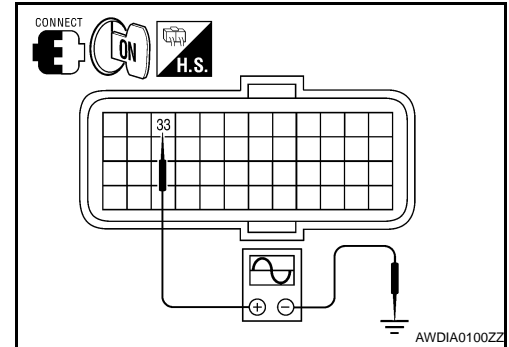
1. Start engine.
2. Check voltage between TCM harness connector F16 terminal 25 and 26.

TCM harness connector			Data (Approx.)
Connector	Terminal		
F16	25	26	5.0 V



3. If OK, check the pulse when vehicle cruises.

TCM harness connector		Condition	Voltage (Approx.)
Con-connector	Terminal		
F16	33	When running at 20 km/h (12 MPH) in "M1" position with the closed throttle position signal OFF, use the CONSULT-III pulse frequency measuring function.	660 Hz



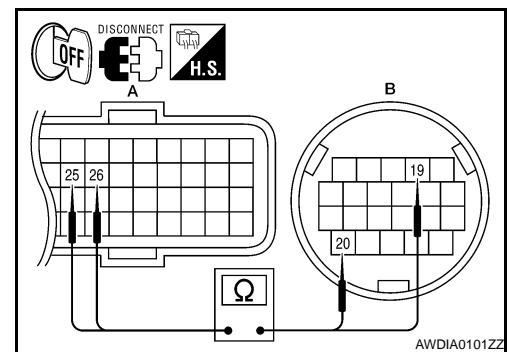
Is the inspection result normal?

- OK >> GO TO 7.
- NG - 1 >> Battery voltage is not supplied: GO TO 2.
- NG - 2 >> Battery voltage is supplied, but there is a malfunction in the frequency: GO TO 4.

2. CHECK HARNESS BETWEEN TCM AND CVT UNIT HARNESS CONNECTOR (SENSOR POWER AND SENSOR GROUND) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector and CVT unit harness connector.
3. Check continuity between TCM harness connector F16 (A) terminal 25 and 26 and CVT unit harness connector F46 (B) terminal 19 and 20.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	25	F46 (B)	19	Existed
	26		20	Existed



Is the inspection result normal?

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

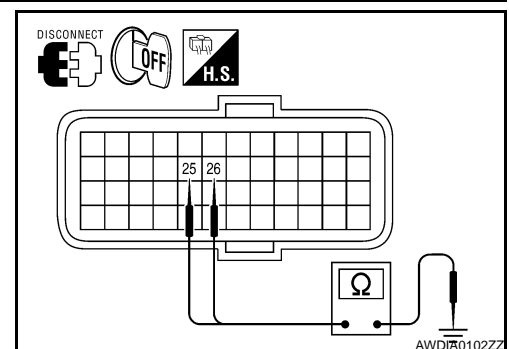
3. CHECK HARNESS BETWEEN TCM AND CVT UNIT HARNESS CONNECTOR (SENSOR POWER AND SENSOR GROUND) (PART 2)

Check continuity between TCM harness connector F16 terminal 25 and 26 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	25		Not existed
	26		

Is the inspection result normal?

- YES >> GO TO 6.



P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

NO >> Repair or replace damaged parts.

4. CHECK HARNESS BETWEEN TCM AND CVT UNIT HARNESS CONNECTOR [INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)] (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector and CVT unit harness connector.
3. Check continuity between TCM harness connector F16 (A) terminal 33 and CVT unit harness connector F46 (B) terminal 22.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	33	F46 (B)	22	Existed

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5. CHECK HARNESS BETWEEN TCM AND CVT UNIT HARNESS CONNECTOR [INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)] (PART 2)

Check continuity between TCM harness connector F16 terminal 33 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	33		Not existed

Is the inspection result normal?

YES >> GO TO 6.

>> Repair or replace damaged parts.

6. CHECK THE TCM SHORT

Replace same type TCM, perform self-diagnosis check. Erase self-diagnostic results and then drive the vehicle [10 km/h (6 MPH) or more], perform self-diagnosis check. Refer to [TM-134, "DTC Logic"](#).

Is the "P0715 INPUT SPD SEN/CIRC" detected again?

YES >> GO TO 7.

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

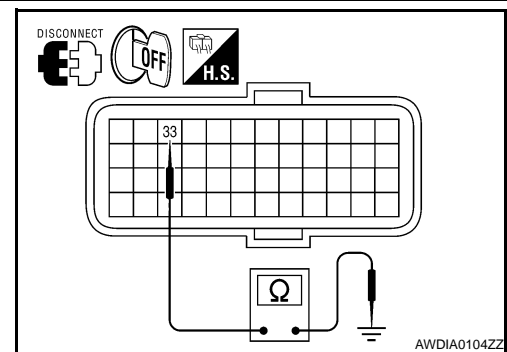
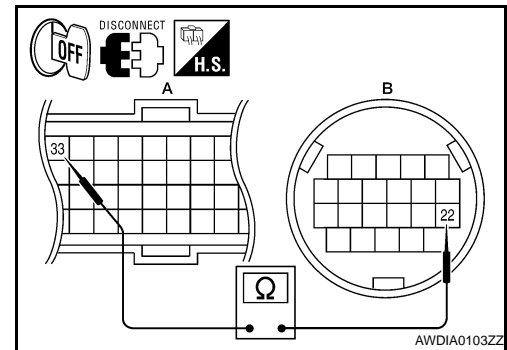
7. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

NO >> Repair or replace damaged parts.



P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

Description

INFOID:000000001344791

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

DTC Logic

INFOID:000000001693517

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0720	VEH SPD SEN/CIR AT	<ul style="list-style-type: none"> Signal from vehicle speed sensor CVT [output speed sensor (secondary speed sensor)] not input due to open or short circuit. An unexpected signal input during running 	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Output speed sensor (secondary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 12 consecutive seconds.

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0720 VEH SPD SEN/CIR AT" detected?

- YES >> Go to [TM-137, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

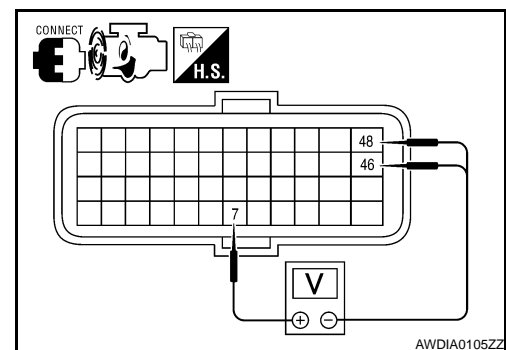
INFOID:000000001693518

1. CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR)

With CONSULT-III

- Start engine.
- Check voltage between TCM harness connector F16 terminal 7 and 46 and 7 and 48.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	7	46	Battery voltage
		48	



P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

3. If OK, check the pulse when vehicle cruises.

TCM harness connector		Condition	Data (Approx.)
Connector	Terminal		
F16	34	When running at 20 km/h (12 MPH) in "D" position, use the CONSULT-III pulse frequency measuring function.	400 Hz

Is the inspection result normal?

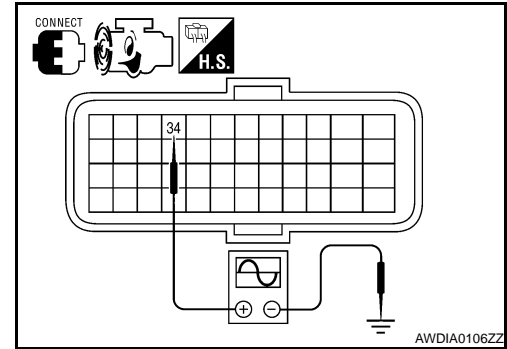
YES >> GO TO 11.

NO >> GO TO 2.

2. CHECK POWER AND SENSOR GROUND

1. Turn ignition switch OFF.
2. Disconnect output speed sensor (secondary speed sensor) harness connector.
3. Turn ignition switch ON.
4. Check voltage between output speed sensor (secondary speed sensor) harness connector F23 terminal 1 and 3.

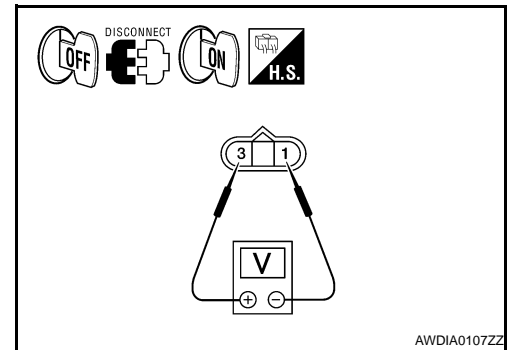
Output speed sensor (secondary speed sensor) harness connector			Voltage (Approx.)
Connector	Terminal		
F23	1	3	Battery voltage



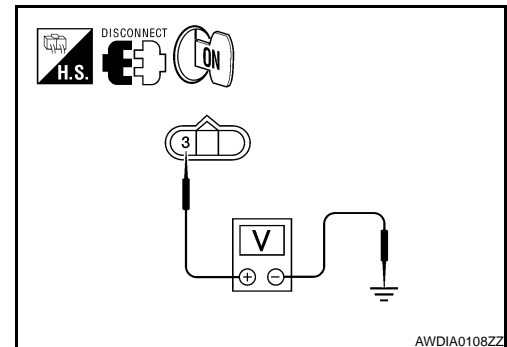
AWDIA0106ZZ

5. Check voltage between output speed sensor (secondary speed sensor) harness connector F23 terminal 3 and ground.

Output speed sensor (secondary speed sensor) harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
F23	3		Battery voltage



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AWDIA0108ZZ

Is the inspection result normal?

YES >> GO TO 3.

NO-1 >> Battery voltage is not supplied between terminals 1 and 3, terminals 3 and ground: GO TO 6.

NO-2 >> Battery voltage is not supplied between terminals 1 and 3 only: GO TO 8.

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

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector F16 terminal 7 and ground.

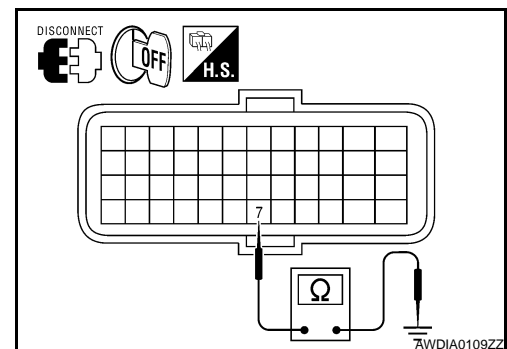
TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	7		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

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



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P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

[CVT: RE0F09B]

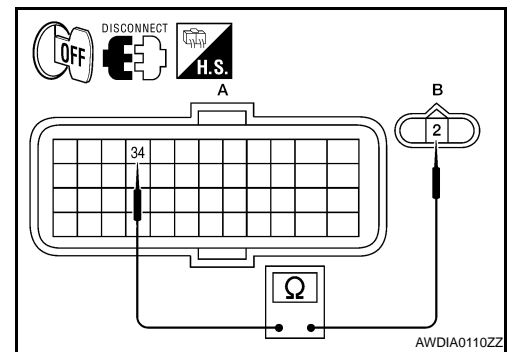
< COMPONENT DIAGNOSIS >

Check continuity between TCM harness connector F16 (A) terminal 34 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 2.

TCM harness connector		Output speed sensor (secondary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	34	F23 (B)	2	Existed

Is the inspection result normal?

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



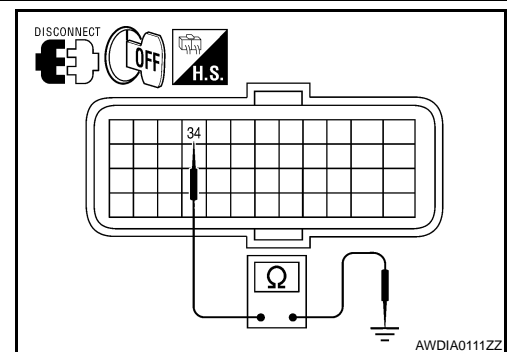
5. CHECK HARNESS BETWEEN TCM AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (PART 2)

Check continuity between TCM harness connector F16 terminal 34 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	34		Not existed

Is the inspection result normal?

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



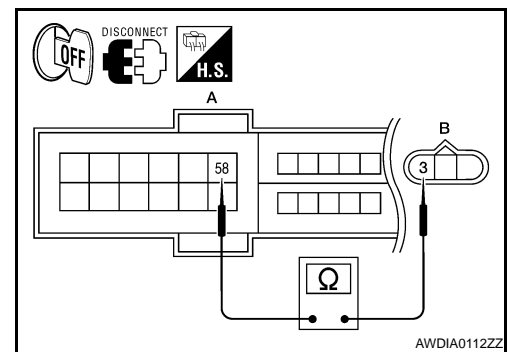
6. CHECK HARNESS BETWEEN IPDM E/R AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (POWER) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector F10.
3. Check continuity between IPDM E/R harness connector F10 (A) terminal 58 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 3.

IPDM E/R harness connector		Output speed sensor (secondary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F10 (A)	58	F23 (B)	3	Existed

Is the inspection result normal?

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



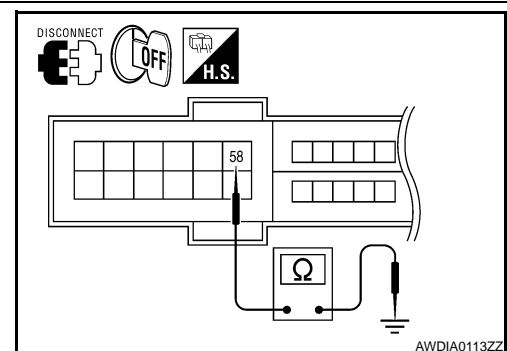
7. CHECK HARNESS BETWEEN IPDM E/R AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (POWER) (PART 2)

Check continuity between IPDM E/R harness connector F10 terminal 58 and ground.

IPDM E/R harness connector		Ground	Continuity
Connector	Terminal		
F10	58		Not existed

Is the inspection result normal?

- YES >> Check the following. If NG, repair or replace damaged parts.



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

P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

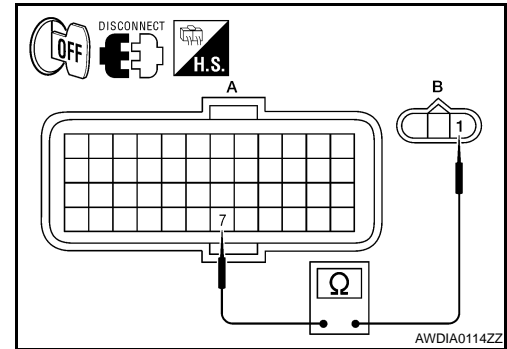
- Harness for short or open between ignition switch and IPDM E/R
- 10A fuse (No. 34, located in IPDM E/R)
- Ignition switch

NO >> Repair or replace damaged parts.

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

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector F16 (A) terminal 7 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 1.

TCM harness connector		Output speed sensor (secondary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	7	F23 (B)	1	Existed



Is the inspection result normal?

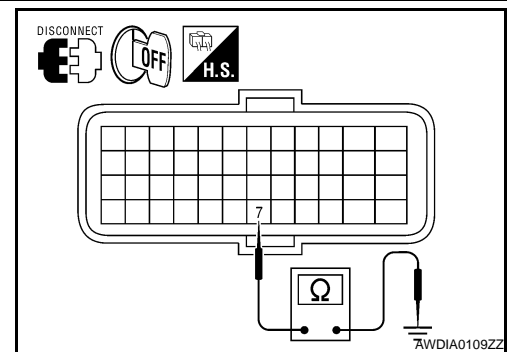
YES >> GO TO 9.

NO >> Repair or replace damaged parts.

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

Check continuity between TCM harness connector F16 terminal 7 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	7		Not existed



Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace damaged parts.

10. CHECK TCM

1. Replace same type TCM. Refer to [TM-249, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-137, "DTC Logic"](#).

Is "P0720 VEH SPD SEN/CIR AT" detected?

YES >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

NO >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

11. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0725 ENGINE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0725 ENGINE SPEED SIGNAL

Description

INFOID:000000001344794

The engine speed signal is sent from the ECM to the TCM by CAN communication line.

DTC Logic

INFOID:000000001693519

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0725	ENGINE SPEED SIG	<ul style="list-style-type: none">TCM does not receive the CAN communication signal from the ECM.Engine speed is too low while driving.	Harness or connectors (The ECM to the TCM circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

④With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 10 consecutive seconds.

PRI SPEED SEN : More than 1000 rpm

Is "P0725 ENGINE SPEED SIG" detected?

- YES >> Go to [TM-141, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693520

1.CHECK DTC WITH ECM

④With CONSULT-III

- Turn ignition switch ON.
- Perform "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC detected item. Refer to [EC-1502, "DTC Index"](#).

2.CHECK DTC WITH TCM

④With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P0725 ENGINE SPEED SIG" detected?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0730 BELT DAMAGE

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

P0730 BELT DAMAGE

Description

INFOID:000000001344797

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

DTC Logic

INFOID:000000001693521

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0730	BELT DAMG	Unexpected gear ratio detected.	Transaxle assembly

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

TEST START FROM 0 km/h (0 MPH)

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

Is "P0730 BELT DAMG" detected?

- YES >> Go to [TM-142, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693522

1. CHECK DTC

Ⓟ With CONSULT-III

1. Turn ignition switch ON.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Are any DTC displayed?

- YES-1 >> DTC for "P0730 BELT DAMG" is displayed: Go to replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).
YES-2 >> DTC except for "P0730 BELT DAMG" is displayed: Go to check DTC detected item. Refer to [TM-216, "DTC Index"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

Description

INFOID:000000001344800

- The torque converter clutch solenoid valve is activated by the TCM in response to signals sent from the vehicle speed and accelerator pedal position sensors. Lock-up piston operation will then be controlled.
- Lock-up operation, however, is prohibited when CVT fluid temperature is too low.
- When the accelerator pedal is depressed (less than 2.0/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.

DTC Logic

INFOID:000000001693523

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0740	TCC SOLENOID/CIRC	Normal voltage not applied to solenoid due to open or short circuit.	<ul style="list-style-type: none"> • Torque converter clutch solenoid valve • Harness or connectors (Solenoid circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Wait at least 10 consecutive seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0740 TCC SOLENOID/CIRC" detected?

- YES >> Go to [TM-143, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693524

1. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT

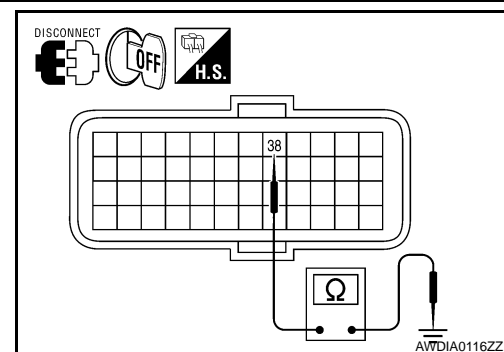
1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 38 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	38		3.0 – 9.0 Ω

Is the inspection result normal?

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

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



P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 38 and CVT unit harness connector F46 (B) terminal 12.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	38	F46 (B)	12	Existed

Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 38 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	38		Not existed

Is the inspection result normal?

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

4.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check torque converter clutch solenoid valve. Refer to [TM-144, "Component Inspection \(Torque Converter Clutch Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> Repair or replace damaged parts.

Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000001693525

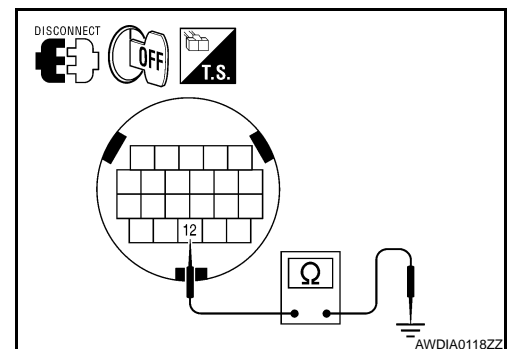
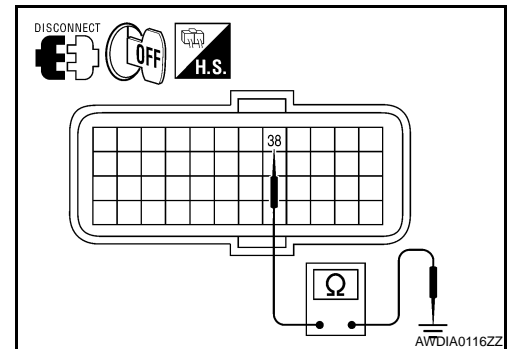
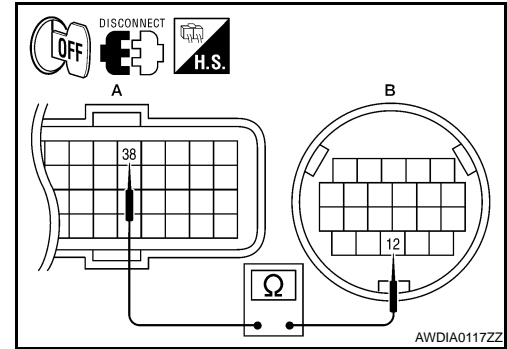
1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit terminal 12 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
12		

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



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

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

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

Description

INFOID:000000001344804

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

DTC Logic

INFOID:000000001693528

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0744	A/T TCC S/V FNCTN	<ul style="list-style-type: none">• CVT cannot perform lock-up even if electrical circuit is good.• TCM detects as irregular by comparing difference value with slip rotation.• There is big difference engine speed and primary speed when TCM lock-up signal is on.	<ul style="list-style-type: none">• Torque converter clutch solenoid valve• Hydraulic control circuit

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following condition for at least 30 seconds.

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

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0744 A/T TCC S/V FNCTN" detected?

- YES >> Go to [TM-145, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693529

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-242, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-242, "Inspection and Judgment"](#).

2. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit harness connector.
3. Check torque converter clutch solenoid valve. Refer to [TM-146, "Component Inspection \(Torque Converter Clutch Solenoid Valve\)"](#).

Is the inspection result normal?

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

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

- YES >> GO TO 3.
- NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

3.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-146, "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

4.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-145, "DTC Logic"](#).

Is the inspection result normal?

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

5.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-134, "DTC Logic"](#).

Is the inspection result normal?

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

6.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000001733170

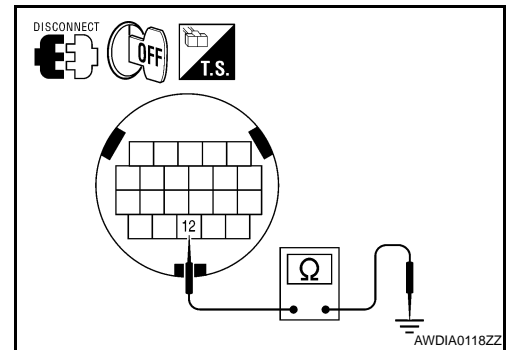
1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit terminal 12 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
12		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000001693531

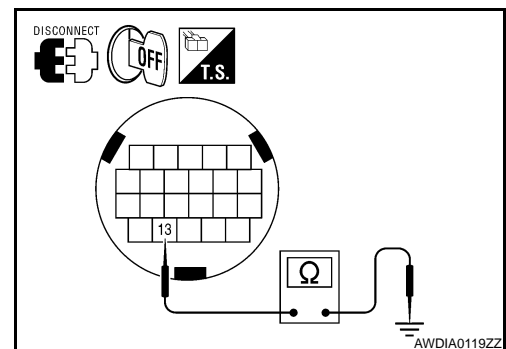
1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit terminal	Ground	Resistance (Approx.)
13		6.0 – 19.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P0745 LINE PRESSURE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0745 LINE PRESSURE SOLENOID VALVE

Description

INFOID:000000001344807

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

DTC Logic

INFOID:000000001693538

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0745	L/PRESS SOL/CIRC	<ul style="list-style-type: none"> Normal voltage not applied to solenoid due to open or short circuit. TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> Harness or connectors (Solenoid circuit is open or shorted.) Pressure control solenoid valve A (line pressure solenoid valve)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Start engine and wait at least 5 seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0745 L/PRESS SOL/CIRC" detected?

- YES >> Go to [TM-147, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693539

1. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE) CIRCUIT

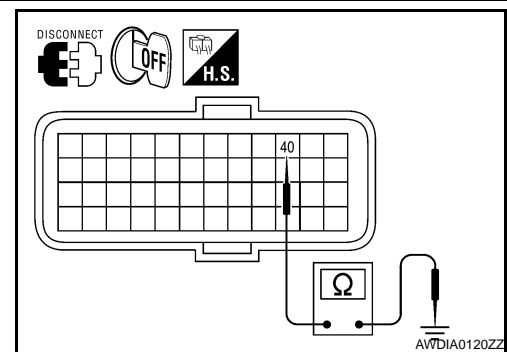
- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check resistance between TCM harness connector F16 terminal 40 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	40		3.0 – 9.0 Ω

Is the inspection result normal?

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

2. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)] (PART 1)



P0745 LINE PRESSURE SOLENOID VALVE

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit connector.
2. Check continuity between TCM harness connector F16 (A) terminal 40 and CVT unit harness connector F46 (B) terminal 2.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	40	F46 (B)	2	Existed

Is the inspection result normal?

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

3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)] (PART 2)

Check continuity between TCM vehicle side harness connector F16 terminal 40 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	40		Not existed

Is the inspection result normal?

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

4. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-148, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#)

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

5. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001693540

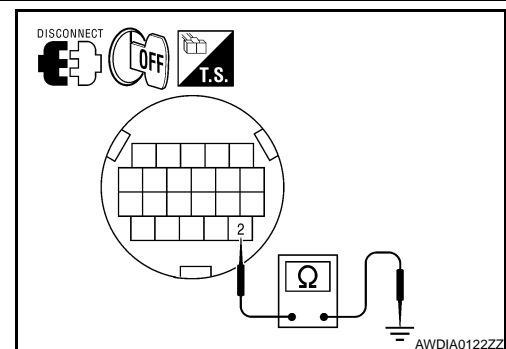
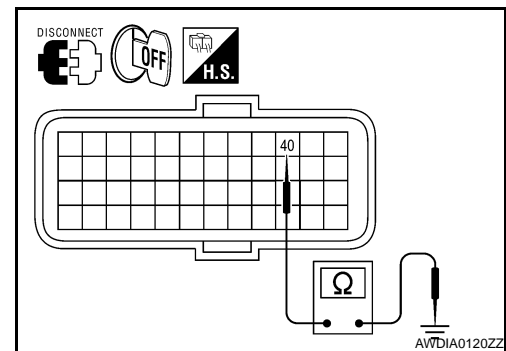
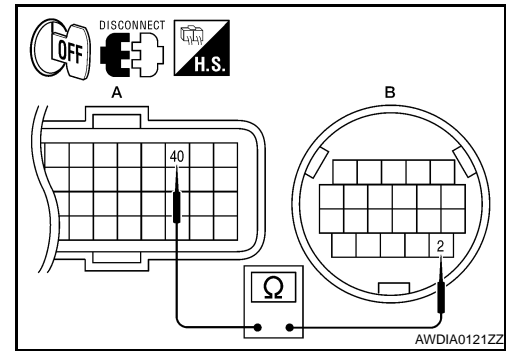
1. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344811

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

DTC Logic

INFOID:000000001693541

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0746	PRS CNT SOL/A FCTN	Unexpected gear ratio was detected in the low side due to excessively low line pressure.	<ul style="list-style-type: none">Line pressure control systemOutput speed sensor (secondary speed sensor)Input speed sensor (primary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

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

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0746 PRS CNT SOL/A FCTN" detected?

- YES >> Go to [TM-149, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693542

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-242, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-242, "Inspection and Judgment"](#).

2. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

- Turn ignition switch OFF.
- Disconnect CVT unit harness connector.

P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

3. Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-150, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

3.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-137, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-134, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001733171

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

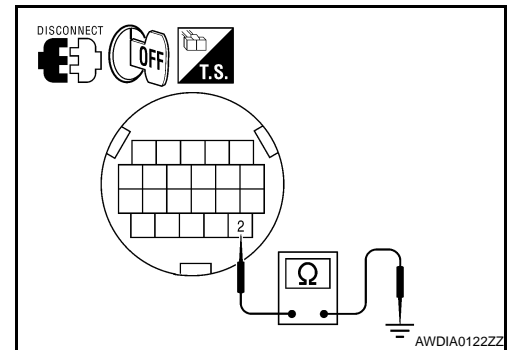
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344814

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

DTC Logic

INFOID:000000001693544

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0776	PRS CNT SOL/B FCTN	Secondary pressure is too high or too low compared with the commanded value while driving.	<ul style="list-style-type: none">• Harness or connectors (Solenoid circuit is open or shorted.)• Pressure control solenoid valve B (secondary pressure solenoid valve system)• Transmission fluid pressure sensor A (secondary pressure sensor)• Line pressure control system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 30 consecutive seconds.

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0776 PRS CNT SOL/B FCTN" detected?

- YES >> Go to [TM-151, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693545

1.CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-242, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-242, "Inspection and Judgment"](#).

2.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit harness connector.

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

3. Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-152. "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

3.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-152. "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).

4.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-159. "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001733172

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

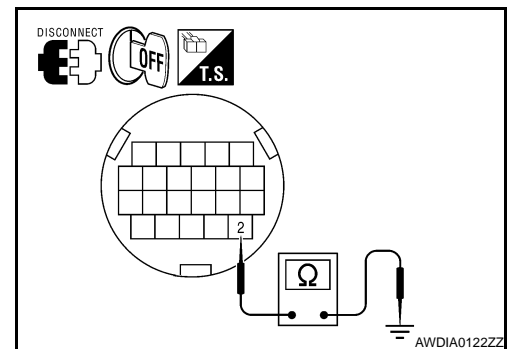
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001693547

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

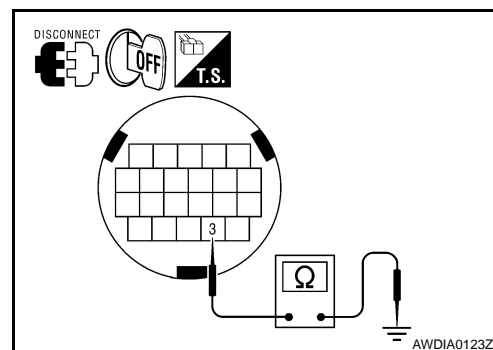
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254](#), "[Exploded View](#)".



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P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344817

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

DTC Logic

INFOID:000000001693550

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0778	PRS CNT SOL/B CIRC	<ul style="list-style-type: none"> Normal voltage not applied to solenoid due to cut line, short, or the like. TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> Harness or connectors (Solenoid circuit is open or shorted.) Pressure control solenoid valve B (secondary pressure solenoid valve)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

- Start engine.
- Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0778 PRS CNT SOL/B CIRC" detected?

- YES >> Go to [TM-154, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693551

1. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE) CIRCUIT

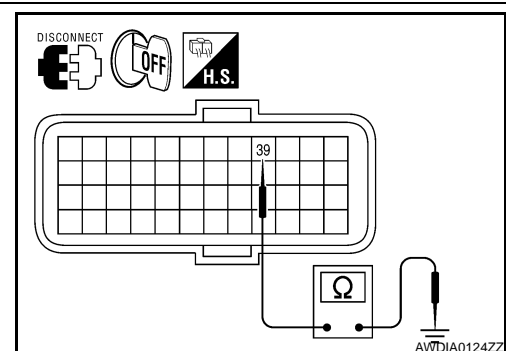
- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check resistance between TCM harness connector F16 terminal 39 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	39		3.0 – 9.0 Ω

Is the inspection result normal?

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

2. CHECK HARNESS BETWEEN TCM AND PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE) (PART 1)



P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 39 and CVT unit harness connector F46 (B) terminal 3.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	39	F46 (B)	3	Existed

Is the inspection result normal?

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

3.CHECK HARNESS BETWEEN TCM AND PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE) (PART 2)

Check continuity between TCM harness connector F16 terminal 39 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	39		Not existed

Is the inspection result normal?

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

4.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-155, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001733175

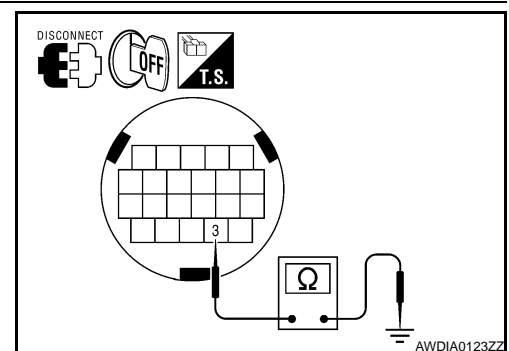
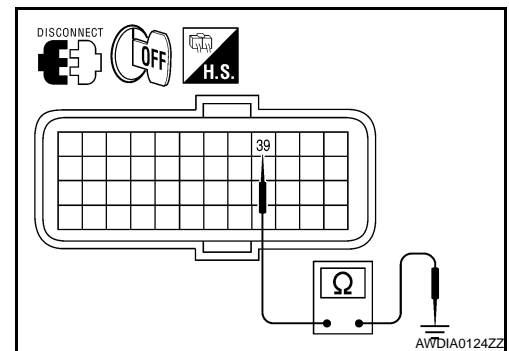
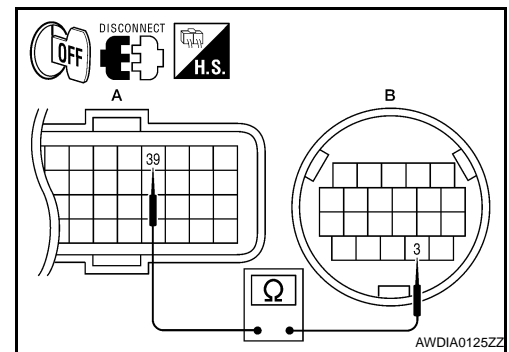
1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P0826 MANUAL MODE SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0826 MANUAL MODE SWITCH

Description

INFOID:000000001344821

Manual mode switch is installed in CVT control device. The manual mode switch sends shift up and shift down switch signals to TCM.

TCM sends the switch signals to combination meter via CAN communication line. Then manual mode switch position is indicated on the CVT position indicator.

DTC Logic

INFOID:000000001693553

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0826	MANUAL MODE SWITCH	When an impossible pattern of switch signals is detected, a malfunction is detected.	<ul style="list-style-type: none"> • Harness or connectors - (These switches circuit is open or shorted.) - (TCM, and combination meter circuit are open or shorted.) - (CAN communication line is open or shorted.) • Manual mode select switch (Built into control device) • Manual mode position select switch (Built into control device)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.

MMODE : On

Is "P0826 MANUAL MODE SWITCH" detected?

YES >> Go to [TM-156, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693554

1. CHECK MANUAL MODE SWITCH SIGNALS

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Check the ON/OFF operations of each monitor item.

Item name	Condition	Display value
MMODE	Manual shift gate position (neutral)	On
	Other than the above	Off
NONMMODE	Manual shift gate position (neutral, +side, -side)	Off
	Other than the above	On

P0826 MANUAL MODE SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Item name	Condition	Display value
UPLVR	Selector lever: + side	On
	Other than the above	Off
DOWNLVR	Selector lever: - side	On
	Other than the above	Off

⊗ Without CONSULT-III

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

Is the inspection result normal?

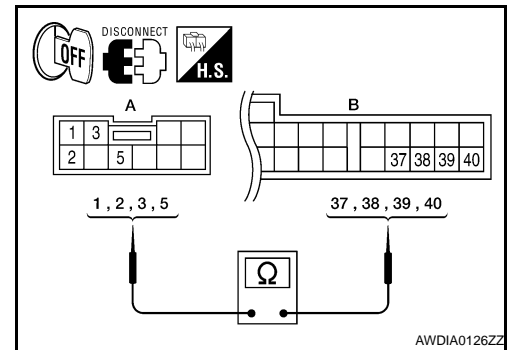
YES >> GO TO 7.

NO >> GO TO 2.

2. CHECK HARNESS BETWEEN CVT DEVICE AND COMBINATION METER (PART 1)

- Turn ignition switch OFF.
- Disconnect CVT device harness connector and combination meter harness connector.
- Check continuity between CVT device harness connector M23 (A) terminal 1, 2, 3 and 5 and combination meter harness connector M24 (B) terminal 40, 38, 39 and 37.

CVT device harness connector		Combination meter harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M23 (A)	1	M24 (B)	40	Existed
	2		38	
	3		39	
	5		37	



Is the inspection result normal?

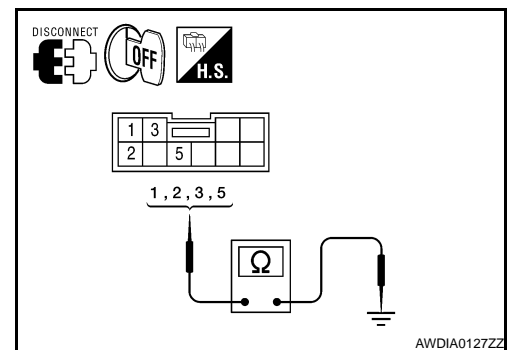
YES >> GO TO 3.

NO >> Repair or replace damaged parts.

3. CHECK HARNESS BETWEEN CVT DEVICE AND COMBINATION METER (PART 2)

Check continuity between CVT device harness connector M23 terminal 1, 2, 3, and 5 and ground.

CVT device harness connector		Continuity
Connector	Terminal	
M23	1	Ground
	2	
	3	
	5	



Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4. CHECK GROUND CIRCUIT (PART 1)

P0826 MANUAL MODE SWITCH

[CVT: RE0F09B]

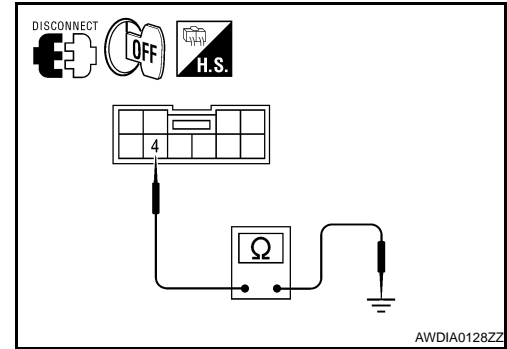
< COMPONENT DIAGNOSIS >

Check continuity between CVT device harness connector M23 terminal 4 and ground.

CVT device harness connector		Ground	Continuity
Connector	Terminal		
M23	4		Existed

Is the inspection result normal?

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



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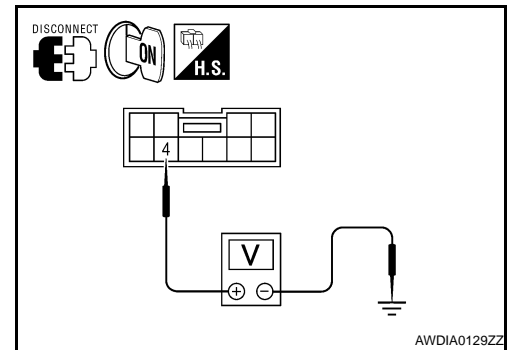
5. CHECK GROUND CIRCUIT (PART 2)

- Turn ignition switch ON.
- Check voltage between CVT device harness connector M23 terminal 4 and ground.

CVT device harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M23	4		0 V

Is the inspection result normal?

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



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6. CHECK MANUAL MODE SWITCH

Check manual mode switch. Refer to [TM-158, "Component Inspection \(Manual Mode Switch\)"](#).

Is the inspection result normal?

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

7. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> Repair or replace damaged parts.

Component Inspection (Manual Mode Switch)

INFOID:000000001693555

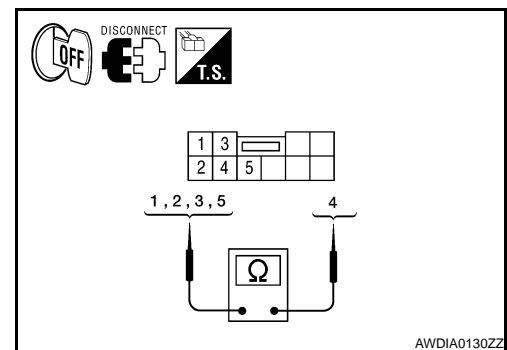
1. CHECK MANUAL MODE SWITCH

Check continuity between CVT device terminals.

CVT device terminals		Condition	Continuity
5	4	Manual shift gate position (neutral)	Not existed
		Other than the above	Existed
1	4	Manual shift gate position (neutral)	Existed
		Other than the above	Not existed
3	4	Selector lever: UP (+ side)	Existed
		Other than the above	Not existed
2	4	Selector lever: DOWN (- side)	Existed
		Other than the above	Not existed

Is the inspection result normal?

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



AWDIA0130ZZ

P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

Description

INFOID:000000001344825

The transmission fluid pressure sensor A (secondary pressure sensor) detects secondary pressure of CVT and sends TCM the signal.

DTC Logic

INFOID:000000001693557

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0840	TR PRS SENS/A CIRC	Signal voltage of the transmission fluid pressure sensor A (secondary pressure sensor) is too high or too low while driving.	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Transmission fluid pressure sensor A (secondary pressure sensor)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Make sure that output voltage of CVT fluid temperature sensor is within the range below.

ATF TEMP SEN : 1.0 – 2.0 V

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

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

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0840 TR PRS SENS/A CIRC" detected?

- YES >> Go to [TM-159, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693558

1. CHECK INPUT SIGNAL

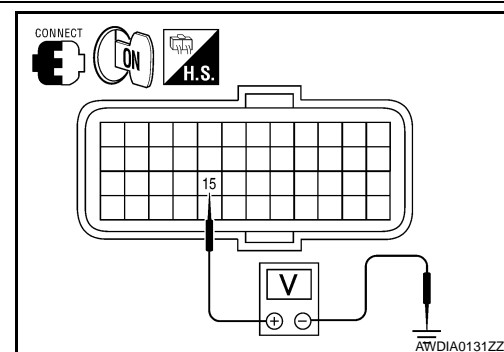
- Start engine.
- Check voltage between TCM harness connector F16 terminal 15 and ground.

TCM harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F16	15		"N" position idle	1.0 V

Is the inspection result normal?

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

2. CHECK POWER AND SENSOR GROUND



P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

[CVT: RE0F09B]

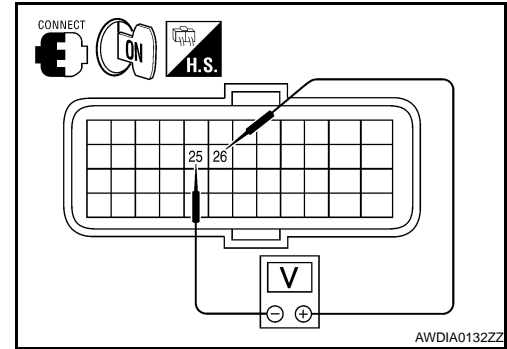
< COMPONENT DIAGNOSIS >

Check voltage between TCM harness connector F16 terminal 25 and 26.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	25	26	5.0 V

Is the inspection result normal?

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



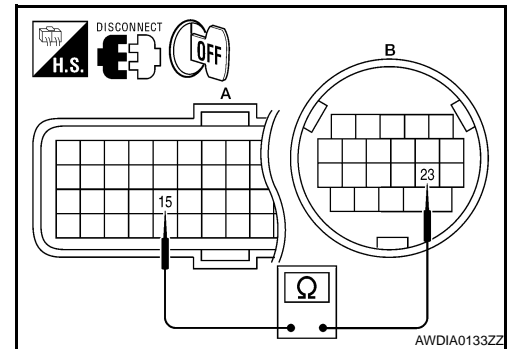
3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR)] (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM harness connector and CVT unit harness connector.
- Check continuity between TCM harness connector F16 (A) terminal 15 and CVT unit harness connector F46 (B) terminal 23.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	15	F46 (B)	23	Existed

Is the inspection result normal?

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



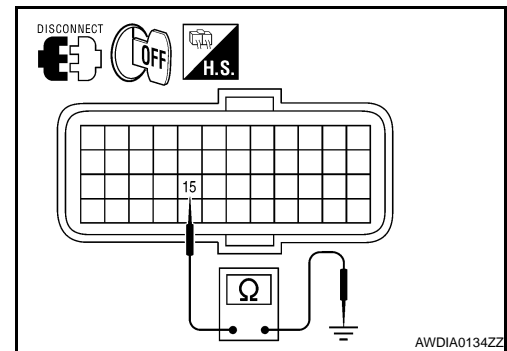
4. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR)] (PART 2)

Check continuity between TCM harness connector F16 terminal 15 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	15		Not existed

Is the inspection result normal?

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



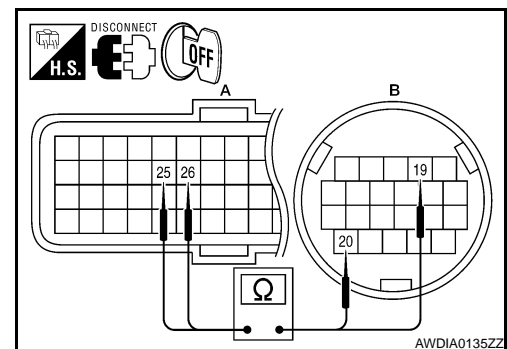
5. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM harness connector and CVT unit harness connector.
- Check continuity between TCM harness connector F16 (A) terminal 25, 26 and CVT unit harness connector F46 (B) terminal 19, 20.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	25	F46 (B)	19	Existed
	26		20	

Is the inspection result normal?

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



P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

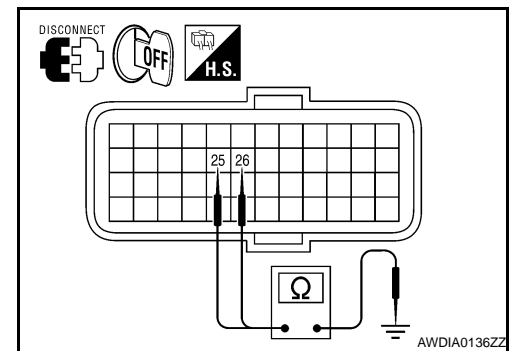
< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

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

Check continuity between TCM harness connector F16 terminal 25, 26 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	25		Not existed
	26		



Is the inspection result normal?

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

7. CHECK TCM

1. Replace same type TCM. Refer to [TM-249. "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-159. "DTC Logic"](#).

Is "P0840 TR PRS SENS/A CIRC" detected?

- YES >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).
- NO >> Replace TCM. Refer to [TM-249. "Exploded View"](#).

8. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

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P0841 PRESSURE SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0841 PRESSURE SENSOR FUNCTION

Description

INFOID:000000001344828

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

DTC Logic

INFOID:000000001693559

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0841	PRESS SEN/FNCTN	Correlation between the values of the transmission fluid pressure sensor A (secondary pressure sensor) and the transmission fluid pressure sensor B (primary pressure sensor) is out of specification.	<ul style="list-style-type: none">• Harness or connectors (Sensor circuit is open or shorted.)• Transmission fluid pressure sensor A (secondary pressure sensor)• Transmission fluid pressure sensor B (primary pressure sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 12 consecutive seconds.

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

Is "P0841 PRESS SEN/FNCTN" detected?

- YES >> Go to [TM-162, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693560

1.CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-242, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> .GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-242, "Inspection and Judgment"](#).

2.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-159, "Description"](#).

Is the inspection result normal?

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

3.CHECK TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor B (primary pressure sensor) system. Refer to [TM-165, "Description"](#).

P0841 PRESSURE SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Is the inspection result normal?

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

4.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit harness connector.
3. Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-163, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

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

5.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-163, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

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

6.CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-183, "Description"](#).

Is the inspection result normal?

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

7.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001733173

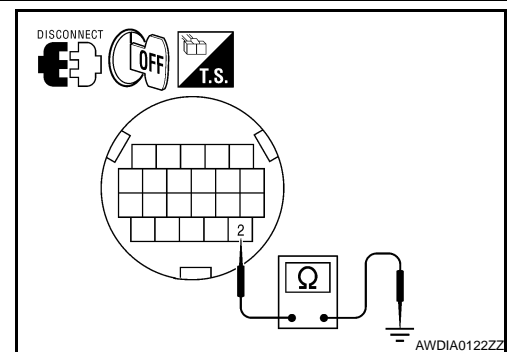
1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001733176

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0841 PRESSURE SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

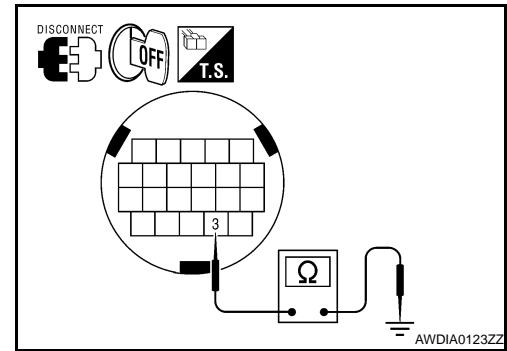
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254](#),
["Exploded View"](#).



P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

Description

INFOID:000000001344831

The transmission fluid pressure sensor B (primary pressure sensor) detects primary pressure of CVT and sends TCM the signal.

DTC Logic

INFOID:000000001693563

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0845	TR PRS SENS/B CIRC	Signal voltage of the transmission fluid pressure sensor B (primary pressure sensor) is too high or too low while driving.	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Transmission fluid pressure sensor B (primary pressure sensor)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Make sure that output voltage of line temperature sensor is within the range below.

ATF TEMP SEN : 1.0 – 2.0 V

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

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

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0845 TR PRS SENS/B CIRC" detected?

YES >> Go to [TM-165, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693564

1. CHECK INPUT SIGNAL

- Start engine.
- Check voltage between TCM harness connector F16 terminal 14 and ground.

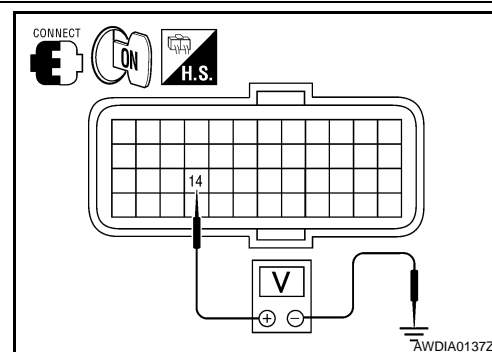
TCM harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F16	14		"N" position idle	0.7 – 3.5 V

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 2.

2. CHECK SENSOR POWER AND SENSOR GROUND



P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

[CVT: RE0F09B]

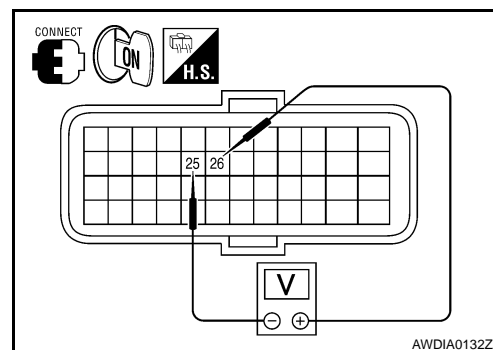
< COMPONENT DIAGNOSIS >

Check voltage between TCM harness connector F16 terminal 25 and 26.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	25	26	5.0 V

Is the inspection result normal?

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



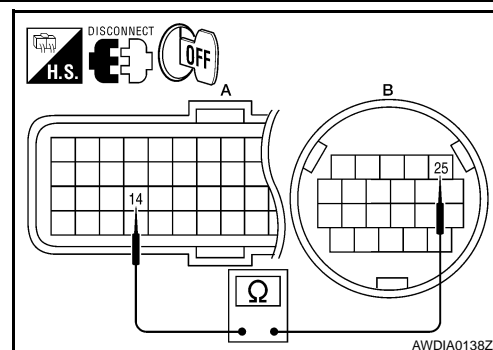
3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR)] (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM harness connector and CVT unit harness connector.
- Check continuity between TCM harness connector F16 (A) terminal 14 and CVT unit harness connector F46 (B) terminal 25.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	14	F46 (B)	25	Existed

Is the inspection result normal?

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



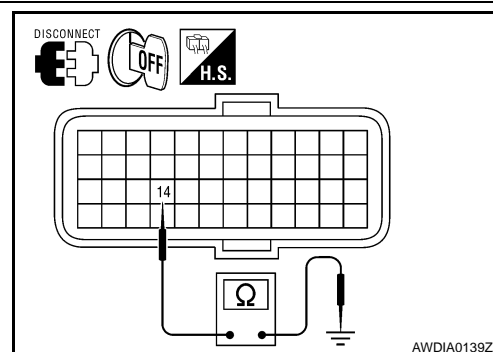
4. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR)] (PART 2)

Check continuity between TCM harness connector F16 terminal 14 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	14		Not existed

Is the inspection result normal?

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



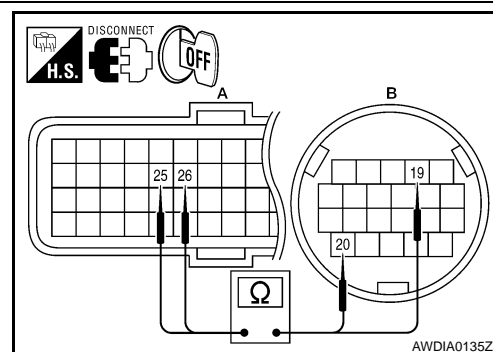
5. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM harness connector and CVT unit harness connector.
- Check continuity between TCM harness connector F16 (A) terminal 25, 26 and CVT unit harness connector F46 (B) terminal 19, 20.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	25	F46 (B)	19	Existed
	26		20	

Is the inspection result normal?

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



P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

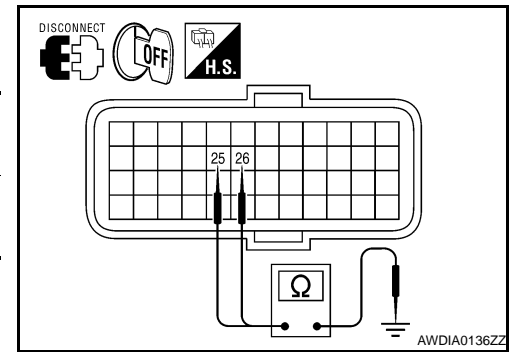
< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

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

Check continuity between TCM harness connector F16 terminal 25, 26 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	25		Not existed
	26		



Is the inspection result normal?

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

7. CHECK TCM

1. Replace same type TCM. Refer to [TM-249. "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-165. "DTC Logic"](#).

Is "P0840 TR PRS SENS/A CIRC" detected?

- YES >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).
- NO >> Replace TCM. Refer to [TM-249. "Exploded View"](#).

8. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

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P0868 SECONDARY PRESSURE DOWN

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P0868 SECONDARY PRESSURE DOWN

Description

INFOID:000000001344834

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

DTC Logic

INFOID:000000001693565

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0868	SEC/PRESS DOWN	Secondary fluid pressure is too low compared with the commanded value while driving.	<ul style="list-style-type: none">• Harness or connectors (Solenoid circuit is open or shorted.)• Pressure control solenoid valve B (secondary pressure solenoid valve) system• Transmission fluid pressure sensor A (secondary pressure sensor)• Line pressure control system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

④ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

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

ACC PEDAL OPEN : 0.5/8 – 1.0/8

RANGE : "D" position

Is "P0868 SEC/PRESS DOWN" detected?

YES >> Go to [TM-168. "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693566

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-242. "Inspection and Judgment"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace damaged parts. Refer to [TM-242. "Inspection and Judgment"](#).

2. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit harness connector.

P0868 SECONDARY PRESSURE DOWN

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

3. Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-169, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Repair or replace damaged parts.

3.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-169, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-159, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001733174

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

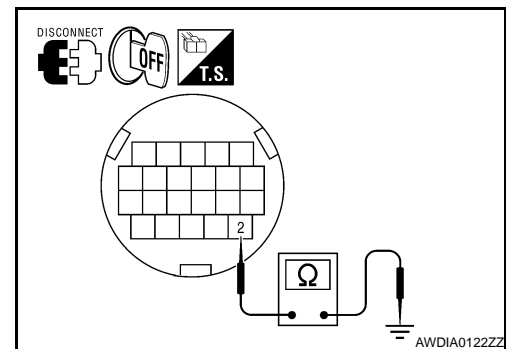
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001733177

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0868 SECONDARY PRESSURE DOWN

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

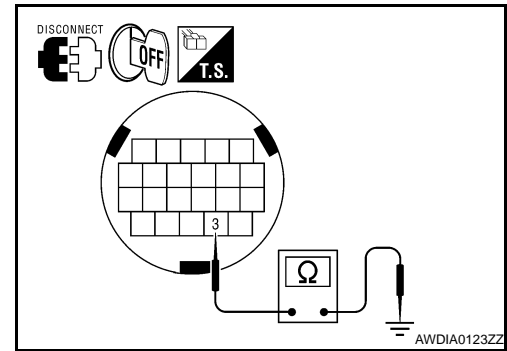
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-254](#),
["Exploded View"](#).



P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

Description

INFOID:000000001695885

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

NOTE:

Since "P1701 TCM-POWER SUPPLY" will be indicated when replacing TCM, perform diagnosis after erasing "SELF-DIAG RESULTS"

DTC Logic

INFOID:000000001693569

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1701	TCM-POWER SUPPLY	<ul style="list-style-type: none"> When the power supply to the TCM is cut OFF, for example because the battery is removed, and the self-diagnosis memory function stops. This is not a malfunction message (Whenever shutting OFF a power supply to the TCM, this message appears on the screen). 	Harness or connectors (Battery or ignition switch and TCM circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Wait for at least 2 consecutive seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1701 TCM-POWER SUPPLY" detected?

- YES >> Go to [TM-171, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

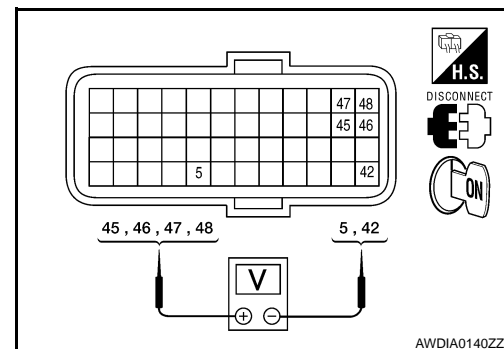
Diagnosis Procedure

INFOID:000000001693570

1. CHECK TCM POWER SOURCE

- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check voltage between TCM harness connector F16 terminal 46, 48, 45, 47 and 5, 42.

TCM harness connector		Condition	Voltage (Approx.)
Connector	Terminal		
F16	46	Ignition switch ON	Battery voltage
	48	Ignition switch OFF	0 V
		Ignition switch ON	Battery voltage
	45	Ignition switch OFF	0 V
47		Always	Battery voltage



P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Is the inspection result normal?

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

2.CHECK TCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between TCM harness connector F16 terminal 5, 42 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	5		Existed
	42		

Is the inspection result normal?

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

3.CHECK TCM POWER CIRCUIT

Check voltage between TCM harness connector F16 terminal 46, 48, 45, 47 and ground.

TCM harness connector		Condition	Voltage (Approx.)
Connector	Terminal		
F16	46	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
	48	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
45	Always	Battery voltage	
47			

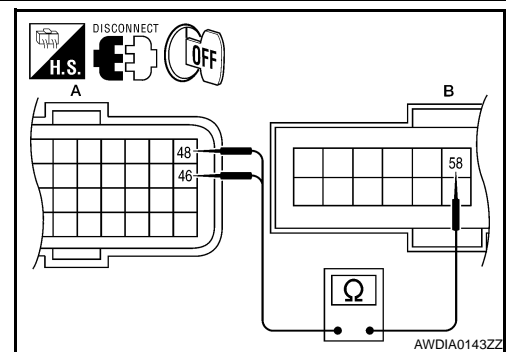
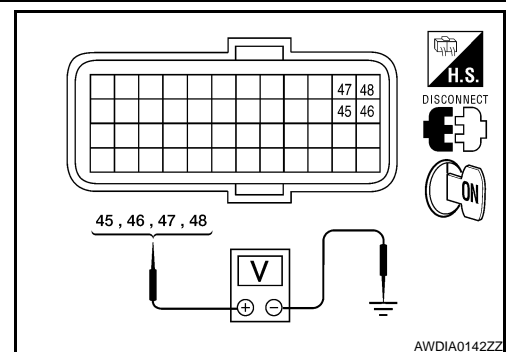
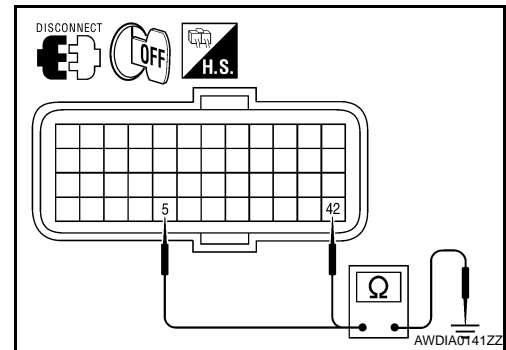
Is the inspection result normal?

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

4.CHECK HARNESS BETWEEN TCM AND IPDM E/R AND BETWEEN TCM AND BATTERY (PART 1)

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector F10.
3. Check continuity between TCM harness connector F16 (A) terminal 46, 48 and IPDM E/R harness connector F10 (B) terminal 58.

TCM harness connector		IPDM E/R harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	46	F10 (B)	58	Existed
	48			



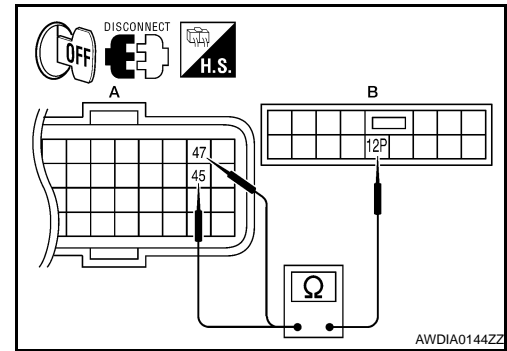
P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

4. Disconnect fuse block J/B harness connector E6.
5. Check continuity between TCM harness connector F16 terminal 45, 47 and fuse block J/B harness connector E6 terminal 12P.

TCM harness connector		Fuse block J/B harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	45	E6 (B)	12P	Existed
	47			



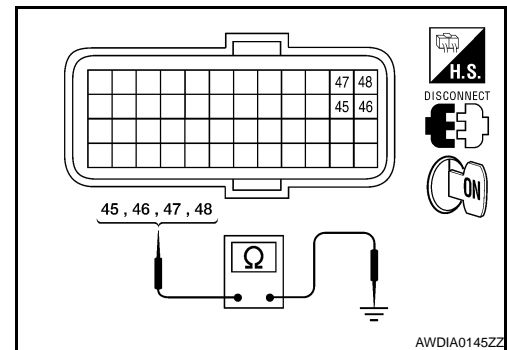
Is the inspection result normal?

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

5. CHECK HARNESS BETWEEN TCM AND IPDM E/R AND BETWEEN TCM AND BATTERY (PART 2)

Check continuity between TCM harness connector F16 terminal 45, 46, 47, 48 and ground.

TCM harness connector		Continuity
Connector	Terminal	
F16	45	Ground
	46	
	47	
	48	



Is the inspection result normal?

- YES >> Check the following. If NG, repair or replace damaged parts.
- 10A fuse (No. 34, located in IPDM E/R)
 - 10A fuse (No. 11, located in fuse block)
 - Ignition switch. Refer to [PG-72, "Wiring Diagram — Battery Power Supply —"](#).
- NO >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

P1705 THROTTLE POSITION SENSOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1705 THROTTLE POSITION SENSOR

Description

INFOID:000000001344840

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

DTC Logic

INFOID:000000001693571

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1705	TP SEN/CIRC A/T	TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.	<ul style="list-style-type: none">ECMHarness or connectors (CAN communication line is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Depress accelerator pedal fully and release it, then wait for 5 seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1705 TP SEN/CIRC A/T" detected?

- YES >> Go to [TM-174, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693572

1. CHECK DTC WITH ECM

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Perform "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC Detected Item. Refer to [EC-1502, "DTC Index"](#).

2. CHECK DTC WITH TCM

Ⓜ With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1705 TP SEN/CIRC A/T" detected?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> GO TO 3.

3. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1722 ESTM VEHICLE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1722 ESTM VEHICLE SPEED SIGNAL

Description

INFOID:000000001344843

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

DTC Logic

INFOID:000000001693573

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1722	ESTM VEH SPD SIG	<ul style="list-style-type: none">CAN communication with the ABS actuator and the electric unit (control unit) is malfunctioning.There is a great difference between the vehicle speed signal from the ABS actuator and the electric unit (control unit), and the vehicle speed sensor signal.	<ul style="list-style-type: none">Harness or connectors (Sensor circuit is open or shorted.)ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

Is "P1722 ESTM VEH SPD SIG" detected?

- YES >> Go to [TM-175, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693574

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

Ⓜ With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "ABS".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC detected item. Refer to [BRC-120, "DTC No. Index"](#) (TCS/ABS), [BRC-222, "DTC No. Index"](#) (VDC/TCS/ABS).

2.CHECK DTC WITH TCM

Ⓜ With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1722 ESTM VEH SPD SIG" detected?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

P1722 ESTM VEHICLE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P1723 CVT SPEED SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1723 CVT SPEED SENSOR FUNCTION

Description

INFOID:000000001344846

The vehicle speed sensor CVT [output speed sensor (secondary speed sensor)] detects the revolution of parking gear and generates a pulse signal. The pulse signal is sent to the TCM, which converts it into vehicle speed.

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

DTC Logic

INFOID:000000001693575

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1723	CVT SPD SEN/FNCTN	A rotation sensor error is detected because the gear does not change in accordance with the position of the stepping motor. CAUTION: One of the "P0720 VEH SPD SEN/CIR AT", the "P0715 INPUT SPD SEN/CIRC" or the "P0725 ENGINE SPEED SIG" is displayed with the DTC at the same time.	<ul style="list-style-type: none">• Harness or connectors (Sensor circuit is open or shorted.)• Output speed sensor (secondary speed sensor)• Input speed sensor (primary speed sensor)• Engine speed signal system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

④ With CONSULT-III

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

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

Is "P1723 CVT SPD SEN/FNCTN" detected?

- YES >> Go to [TM-177, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693576

1. CHECK STEP MOTOR FUNCTION

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1778 STEP MOTR/FNC" detected?

- YES >> Repair or replace damaged parts. Refer to [TM-186, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-137, "DTC Logic"](#).

Is the inspection result normal?

P1723 CVT SPEED SENSOR FUNCTION

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

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

3.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-134, "DTC Logic"](#).

Is the inspection result normal?

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

4.CHECK ENGINE SPEED SIGNAL SYSTEM

Check engine speed signal system. Refer to [TM-141, "DTC Logic"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace damaged parts. Refer to [EC-1438, "Description"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P1726 ELECTRIC THROTTLE CONTROL SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1726 ELECTRIC THROTTLE CONTROL SYSTEM

Description

INFOID:000000001344849

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

DTC Logic

INFOID:000000001693577

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1726	ELEC TH CONTROL	The electronically controlled throttle for ECM is malfunctioning.	Harness or connectors (Sensor circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1.CHECK DTC DETECTION

④With CONSULT-III

1. Start engine and let it idle for 5 seconds.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1726 ELEC TH CONTROL" detected?

- YES >> Go to [TM-179. "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693578

1.CHECK DTC WITH ECM

④With CONSULT-III

1. Turn ignition switch ON.
2. Select "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC Detected Item. Refer to [EC-1502. "DTC Index"](#).

2.CHECK DTC WITH TCM

④With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1726 ELEC TH CONTROL" detected?

- YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1740 LOCK-UP SELECT SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1740 LOCK-UP SELECT SOLENOID VALVE

Description

INFOID:000000001344852

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

DTC Logic

INFOID:000000001693579

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1740	LU-SLCT SOL/CIRC	<ul style="list-style-type: none"> • Normal voltage not applied to solenoid due to cut line, short, or the like. • TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> • Harness or connectors (Solenoid circuit is open or shorted.) • Lock-up select solenoid valve

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

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

RANGE : "D" or "N" position

(At each time, wait for 5 seconds.)

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P1740 LU-SLCT SOL/CIRC" detected?

YES >> Go to [TM-180, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693580

1. CHECK LOCK-UP SELECT SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 37 and ground.

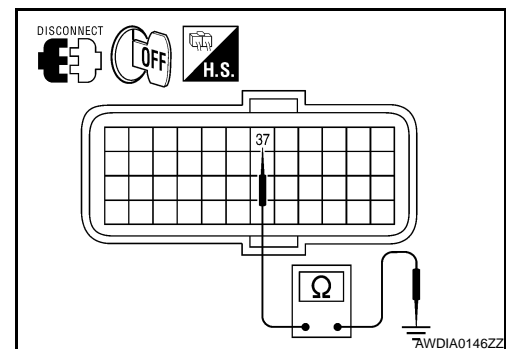
TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	37		6.0 – 19.0 Ω

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

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



P1740 LOCK-UP SELECT SOLENOID VALVE

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 37 and CVT unit harness connector F46 (B) terminal 13.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	37	F46 (B)	13	Existed

Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 37 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	37		Not existed

Is the inspection result normal?

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

4.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-181, "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000001733178

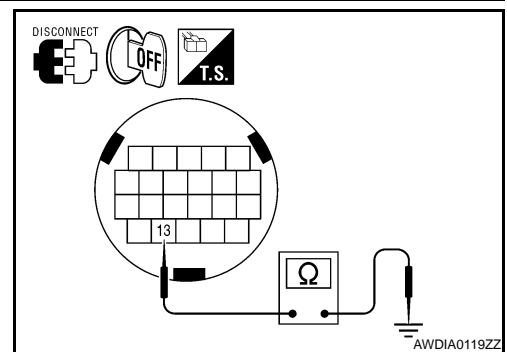
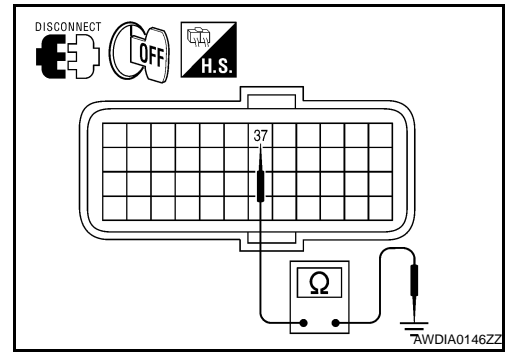
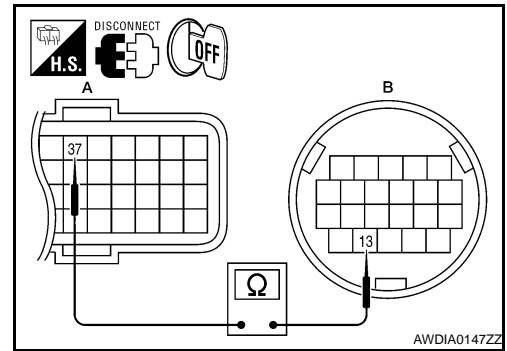
1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit connector terminal and ground.

CVT unit terminal	Ground	Resistance (Approx.)
13		6.0 – 19.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-254, "Exploded View"](#).



P1745 LINE PRESSURE CONTROL

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1745 LINE PRESSURE CONTROL

Description

INFOID:000000001344856

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

DTC Logic

INFOID:000000001693582

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1745	L/PRESS CONTROL	TCM detects the unexpected line pressure.	TCM

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

Is "P1745 L/PRESS CONTROL" detected?

- YES >> Go to [TM-182, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693583

1. CHECK DTC

Ⓟ With CONSULT-III

1. Start engine.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1745 L/PRESS CONTROL" displayed?

- YES >> Replace TCM. Refer to [TM-249, "Removal and Installation"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

P1777 STEP MOTOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1777 STEP MOTOR

Description

INFOID:000000001344859

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

DTC Logic

INFOID:000000001693584

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1777	STEP MOTR CIRC	Each coil of the step motor is not energized properly due to an open or a short.	<ul style="list-style-type: none"> Harness or connectors (Step motor circuit is open or shorted.) Step motor

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Start engine.
- Drive vehicle for at least 5 consecutive seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P1777 STEP MOTR CIRC" detected?

- YES >> Go to [TM-183, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

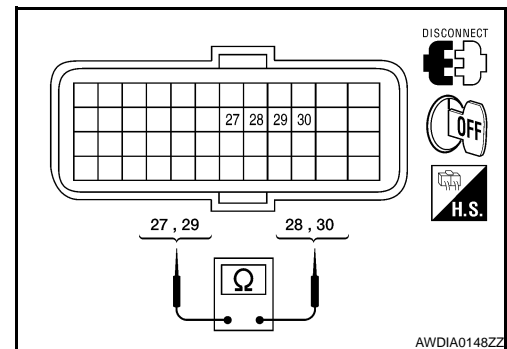
Diagnosis Procedure

INFOID:000000001693585

1. CHECK STEP MOTOR CIRCUIT

- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check resistance between TCM harness connector F16 terminal 27, 29 and 28, 30.

TCM harness connector			Resistance (Approx.)
Connector	Terminal		
F16	27	28	30.0 Ω
	29	30	



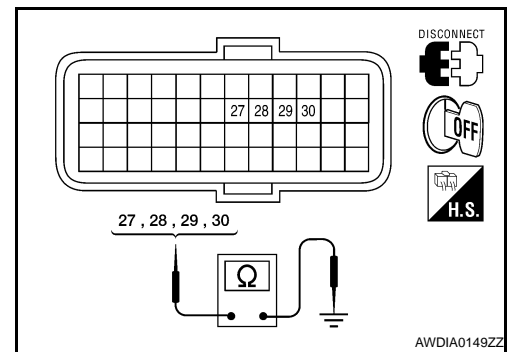
P1777 STEP MOTOR

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

- Check resistance between TCM harness connector F16 terminal 27, 28, 29, 30 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	27	Ground	15.0 Ω
	28		
	29		
	30		



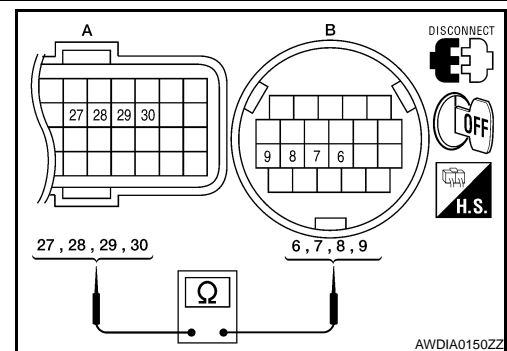
Is the inspection result normal?

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

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

- Disconnect CVT unit harness connector.
- Check continuity between TCM harness connector F16 (A) terminal 27, 28, 29, 30 and CVT unit harness connector F46 (B) terminal 9, 8, 7, 6.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	27	F46 (B)	9	Existed
	28		8	
	29		7	
	30		6	



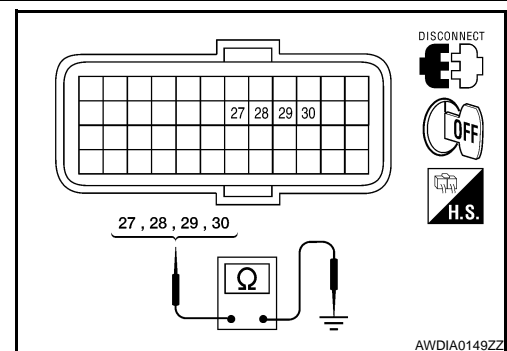
Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 27, 28, 29, 30 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	27	Ground	Not existed
	28		
	29		
	30		



Is the inspection result normal?

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

4.CHECK STEP MOTOR

Check step motor. Refer to [TM-185. "Component Inspection \(Step Motor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

P1777 STEP MOTOR

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

- YES >> Replace TCM. Refer to [TM-249. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

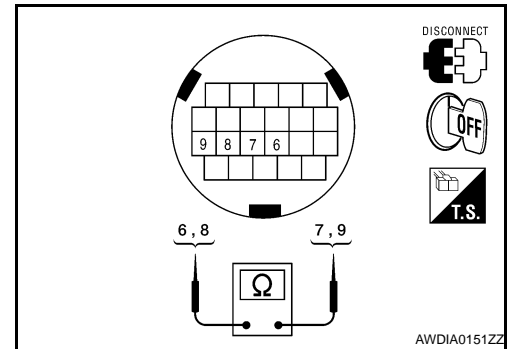
Component Inspection (Step Motor)

INFOID:000000001693586

1. CHECK STEP MOTOR

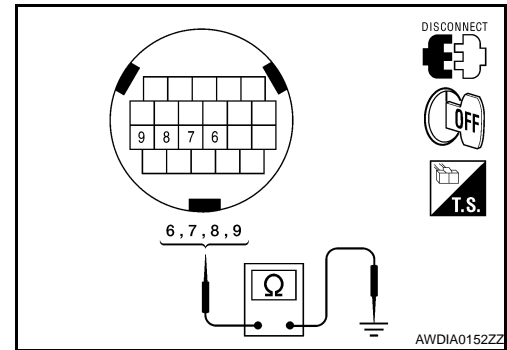
1. Check resistance between CVT unit terminal 6, 8 and 7, 9.

CVT unit terminals		Resistance (Approx.)
6	7	30.0 Ω
8	9	



2. Check resistance between CVT unit terminal 6, 7, 8, 9 and ground.

CVT unit terminal		Resistance (Approx.)
6	Ground	15.0 Ω
7		
8		
9		



Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-254. "Exploded View"](#).

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P1778 STEP MOTOR - FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

P1778 STEP MOTOR - FUNCTION

Description

INFOID:000000001344863

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

DTC Logic

INFOID:000000001693587

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1778	STEP MOTR/FNC	There is a great difference between the number of steps for the stepping motor and for the actual gear ratio.	Step motor

DTC CONFIRMATION PROCEDURE

CAUTION:

- Always drive vehicle at a safe speed.
- Before starting "DTC CONFIRMATION PROCEDURE", confirm "Hi" or "Mid" or "Low" fixation by "PRI SPEED" and "VEHICLE SPEED" on "DATA MONITOR MODE".
- If hi-gear fixation occurred, go to [TM-186, "Diagnosis Procedure"](#).

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

TEST START FROM 0 km/h (0 MPH)

CONSTANT ACCELERATION : Keep 30 sec or more

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

ACC PEDAL OPEN : More than 1.0/8

RANGE : "D" position

ENG SPEED : 450 rpm or more

Ⓟ With GST

Follow the procedure "With CONSULT-III".

Is "P1778 STEP MOTR/FNC" detected?

YES >> Go to [TM-186, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001693588

1. CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-183, "Description"](#).

Is the inspection result normal?

P1778 STEP MOTOR - FUNCTION

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

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

A

2.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-134, "Description"](#).

B

Is the inspection result normal?

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

C

3.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-137, "Description"](#).

TM

Is the inspection result normal?

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

E

4.DETECT MALFUNCTIONING ITEMS

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

F

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-249, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

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SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

SHIFT LOCK SYSTEM

Description

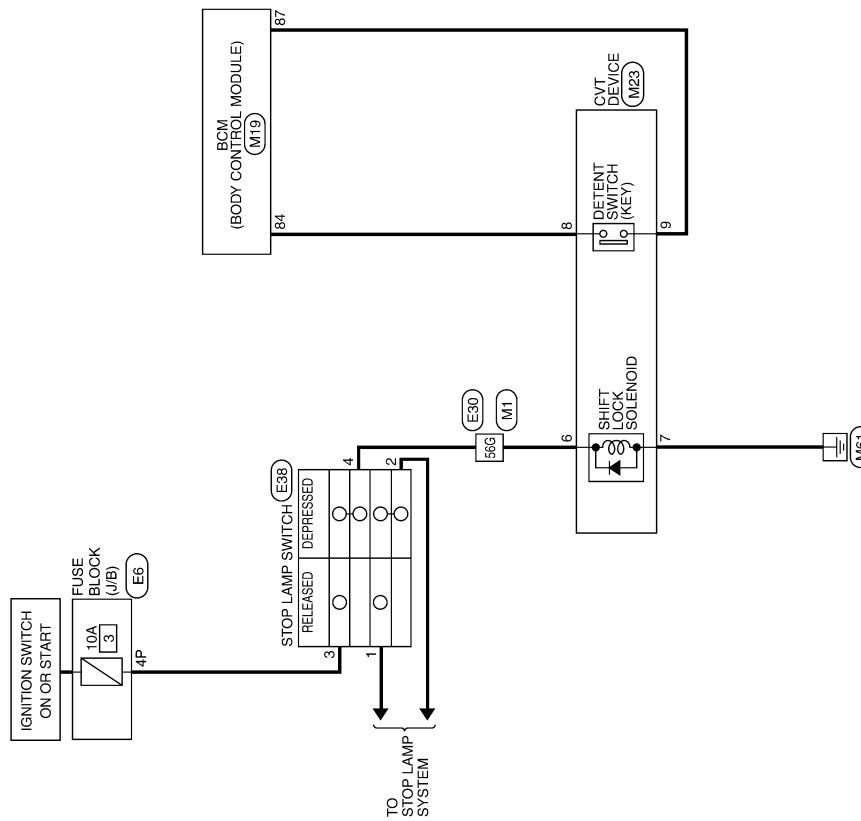
INFOID:000000001344866

The selector lever cannot be shifted from "P" position to any other position unless the ignition switch is in the ON position and the brake pedal is depressed.

Wiring Diagram - CVT SHIFT LOCK SYSTEM - Coupe

INFOID:000000003220359

CVT SHIFT LOCK SYSTEM (VQ35DE)

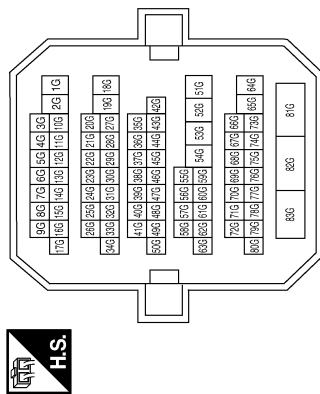


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SHIFT LOCK SYSTEM

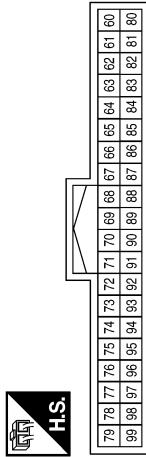
CVT SHIFT LOCK SYSTEM (VQ35DE) CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



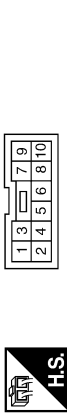
Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



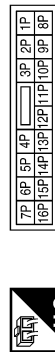
Terminal No.	Color of Wire	Signal Name
84	Y/R	AT_DEVICE_OUT
87	G/B	SHIFT_P

Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



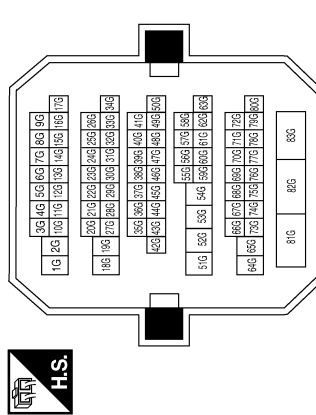
Terminal No.	Color of Wire	Signal Name
1	LG/R	MT-MODE
2	BR	M-DOWN
3	W	M-UP
4	B	GND
5	G	AT-MODE
6	R/W	S/LOCK_SOL_GND
7	B	S/LOCK_SOL_INPUT
8	Y/R	DETENT_KEY_SW
9	G/B	DETENT_KEY_SW

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
4P	G/R	-

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

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SHIFT LOCK SYSTEM

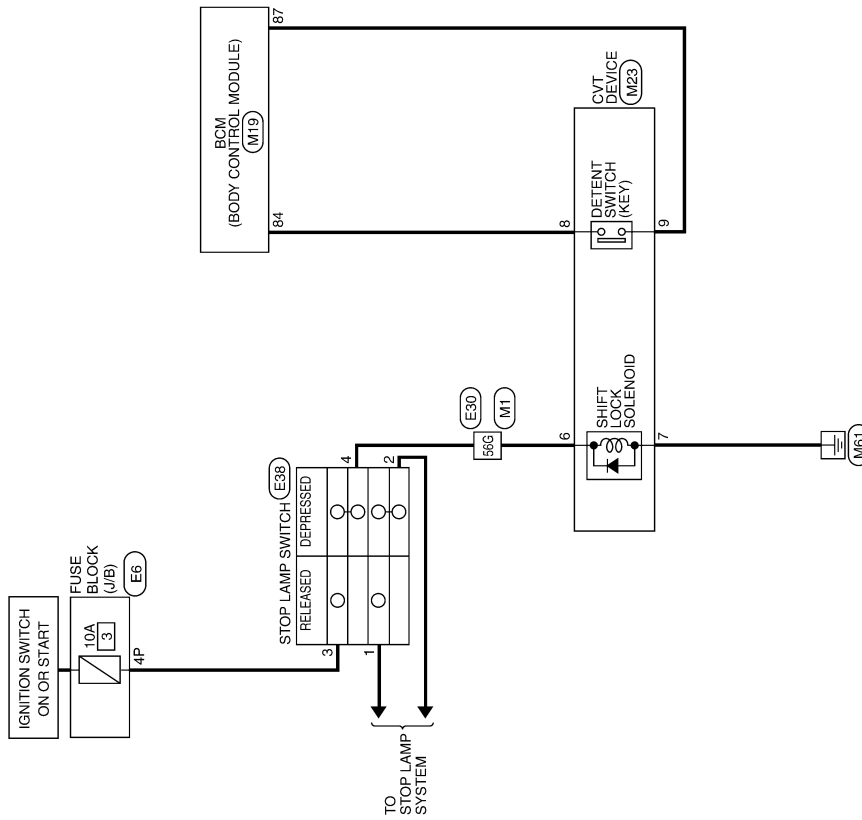
< COMPONENT DIAGNOSIS >

[CVT: RE0F09B]

Wiring Diagram - CVT SHIFT LOCK SYSTEM - Sedan

INFOID:000000001344867

CVT SHIFT LOCK SYSTEM - VQ35DE

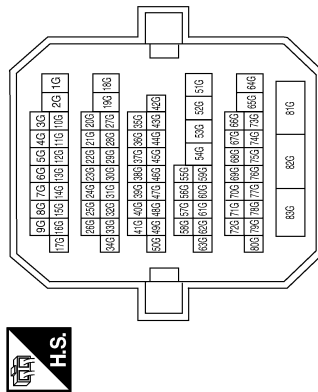


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SHIFT LOCK SYSTEM

CVT SHIFT LOCK SYSTEM - VQ35DE CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



SHIFT LOCK SYSTEM

[CVT: RE0F09B]

< COMPONENT DIAGNOSIS >

- Selector lever can be moved from "P" position with ignition key in ON position and brake pedal released.

1. CHECK POWER SOURCE

1. Disconnect CVT device harness connector.
2. Turn ignition switch ON (Do not start engine).
3. Check voltage between CVT device harness connector M23 terminal 6 and ground.

Voltage:

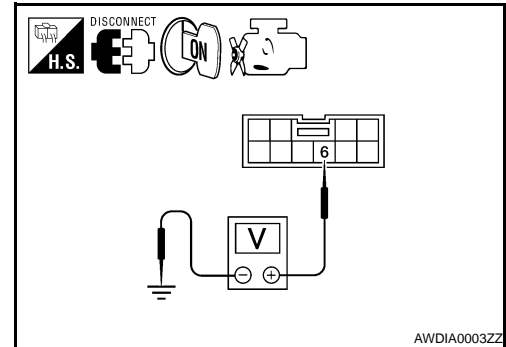
Brake pedal depressed: Battery voltage

Brake pedal released: 0V

OK or NG

OK >> GO TO 4.

NG >> GO TO 2.



2. CHECK POWER SOURCE AT STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Turn ignition switch ON (Do not start engine).
4. Check voltage between stop lamp switch harness connector E38 terminal 3 and ground.

Voltage:

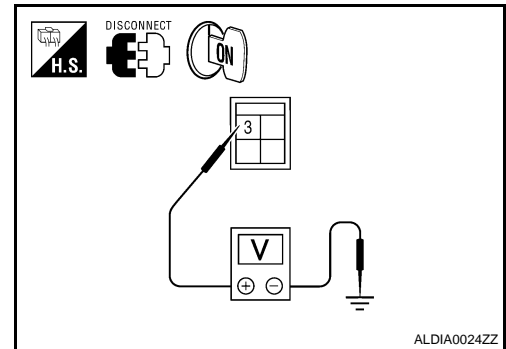
Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check the following items for damage, repair or replace damaged parts:

- 10A fuse [No. 3, located in the fuse block (J/B)].
- Harness for open between ignition switch and stop lamp switch harness connector.
- Ignition switch, refer to XX POWER SUPPLY ROUTING CIRCUIT.



3. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector E38.
3. Check continuity between stop lamp switch terminals 3 and 4.

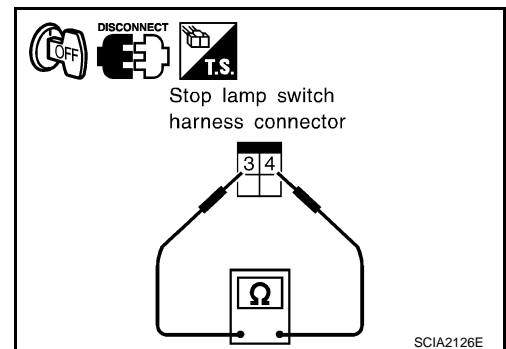
Condition	Continuity
Manually depress stop lamp switch	YES
Stop lamp switch released	NO

OK or NG

OK >> Adjust stop lamp switch. Refer to XX BRAKE PEDAL - ADJUSTMENT.

NG >> Replace stop lamp switch.

4. CHECK GROUND CIRCUIT



SHIFT LOCK SYSTEM

[CVT: RE0F09B]

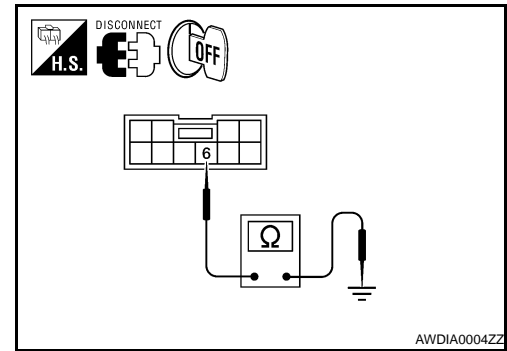
< COMPONENT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Check continuity between CVT device harness connector M23 terminal 6 and ground.

Continuity should exist.

OK or NG

- OK >> Replace shift lock solenoid and park position switch assembly.
- NG >> Repair open circuit in harness or connectors.



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ECU DIAGNOSIS**TCM****Reference Value**

INFOID:000000001344869

VALUES ON THE DIAGNOSIS TOOL

Item name	Condition	Display value (Approx.)
VSP SENSOR	During driving	Approximately matches the speedometer reading.
ESTM VSP SIG	During driving	Approximately matches the speedometer reading.
PRI SPEED SEN	During driving (lock-up ON)	Approximately matches the engine speed.
ENG SPEED SIG	Engine running	Closely matches the tachometer reading.
SEC HYDR SEN	"N" position idle	0.8 - 1.0 V
PRI HYDR SEN	"N" position idle	0.7 - 3.5 V
ATFTEMP COUNT*	When CVT fluid temperature is 20°C (68°F).	47
	When CVT fluid temperature is 80°C (176°F).	161
VIGN SEN	Ignition switch: ON	Battery voltage
VEHICLE SPEED	During driving	Approximately matches the speedometer reading.
PRI SPEED	During driving (lock-up ON)	Approximately matches the engine speed.
SEC SPEED	During driving	45 X Approximately matches the speedometer reading.
ENG SPEED	Engine running	Closely matches the tachometer reading.
GEAR RATIO	During driving	2.37 - 0.43
ACC PEDAL OPEN	Released accelerator pedal - Fully depressed accelerator pedal	0.0/8 - 8.0/8
SEC PRESS	"N" position idle	0.5 - 0.9 MPa
PRI PRESS	"N" position idle	0.3 - 0.9 MPa
STM STEP	During driving	-20 step – 190 step
ISOLT1	Lock-up OFF	0.0 A
	Lock-up ON	0.7 A
ISOLT2	Release your foot from the accelerator pedal.	0.8 A
	Press the accelerator pedal all the way down.	0.0 A
ISOLT3	Secondary pressure low - Secondary pressure high.	0.8 - 0.0 A
SOLMON1	Lock-up OFF	0.0 A
	Lock-up ON	0.6 - 0.7 A
SOLMON2	"N" position idle	0.8 A
	When stalled	0.3 - 0.6 A
SOLMON3	"N" position idle	0.6 - 0.7 A
	When stalled	0.4 - 0.6 A
INH SW3M	Selector lever in "D" position	ON
	Selector lever in "P", "R" and "N" positions	OFF
INH SW4	Selector lever in "R" and "D" positions	ON
	Selector lever in "P" and "N" positions	OFF

TCM

< ECU DIAGNOSIS >

[CVT: RE0F09B]

Item name	Condition	Display value (Approx.)	
INH SW3	Selector lever in "D" position	ON	A
	Selector lever in "P", "R" and "N" positions	OFF	
INH SW2	Selector lever in "N" and "D" positions	ON	B
	Selector lever in "P" and "R" positions	OFF	
INH SW1	Selector lever in "R", "N" and "D" positions	ON	C
	Selector lever in "P" position	OFF	
BRAKE SW	Depressed brake pedal	ON	
	Released brake pedal	OFF	TM
FULL SW	Fully depressed accelerator pedal	ON	
	Released accelerator pedal	OFF	
IDLE SW	Released accelerator pedal	ON	E
	Fully depressed accelerator pedal	OFF	
DOWNLVR	Selector lever: - side	ON	F
	Other than the above	OFF	
UPLVR	Selector lever: + side	ON	G
	Other than the above	OFF	
NONMMODE	Manual shift gate position (neutral, +side, -side)	OFF	
	Other than the above	ON	H
MMODE	Manual shift gate position (neutral)	ON	
	Other than the above	OFF	I
INDDRNG	Selector lever in "D" position	ON	
	Selector lever in other positions	OFF	J
INDNRNG	Selector lever in "N" position	ON	
	Selector lever in other positions	OFF	K
INDRRNG	Selector lever in "R" position	ON	
	Selector lever in other positions	OFF	L
INDPRNG	Selector lever in "P" position	ON	
	Selector lever in other positions	OFF	M
SMCOIL D	During driving	Changes ON ⇔ OFF.	
SMCOIL C	During driving	Changes ON ⇔ OFF.	
SMCOIL B	During driving	Changes ON ⇔ OFF.	
SMCOIL A	During driving	Changes ON ⇔ OFF.	
LUSEL SOL OUT	Selector lever in "P" and "N" positions	ON	N
	Wait at least for 5 seconds with the selector lever in "R" and "D" positions	OFF	
STRTR RLY OUT	Selector lever in "P" and "N" positions	ON	O
	Selector lever in other positions	OFF	
STRTR RLY MON	Selector lever in "P" and "N" positions	ON	P
	Selector lever in other positions	OFF	
VDC ON	VDC operate	ON	
	Other conditions	OFF	
TCS ON	TCS operate	ON	
	Other conditions	OFF	
ABS ON	ABS operate	ON	
	Other conditions	OFF	

TCM

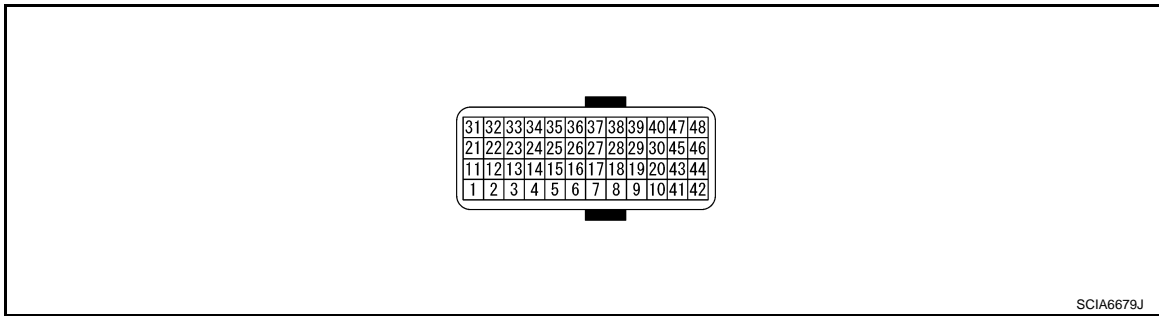
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[CVT: RE0F09B]

Item name	Condition	Display value (Approx.)
RANGE	Selector lever in "N" and "P" position.	N·P
	Selector lever in "R" position.	R
	Selector lever in "D" position.	D
M GEAR POS	During driving	1, 2, 3, 4, 5, 6

* Means CVT fluid temperature. Actual oil temperature °C (°F) cannot be checked unless a numeric value is converted. Refer to [TM-232](#), "[ATFTEMP COUNT Conversion Table](#)".

TERMINAL LAYOUT



PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition	Value (Approx.)
+	-	Signal name	Input/Output		
1 (P/B)	Ground	PNP switch 2	Output	Selector lever in "N", "D" positions	0 V
				Selector lever in other positions	10.0 V – Battery voltage
2 (P/L)	Ground	PNP switch 3	Output	Selector lever in "D" position	0 V
				Selector lever in other positions	8.0 V – Battery voltage
3 (G/O)	Ground	PNP switch 4	Output	Selector lever in "R", "D" positions	0 V
				Selector lever in other positions	10.0 V – Battery voltage
4 (GR)	Ground	PNP switch 3 (monitor)	Output	Selector lever in "D" position	0 V
				Selector lever in other positions	8.0 V – Battery voltage
5 (B)	Ground	Ground	Output	Always	0 V
6 (O)	Ground	K-LINE	Inout/Output	—	—
7 (W)	Ground	Sensor ground	Input	Always	0 V
8 (G/W)	—	CLOCK	—	—	—
9 (L/R)	—	CHIP SELECT	—	—	—
10 (BR/R)	—	DATA I/O	—	—	—

TCM

< ECU DIAGNOSIS >

[CVT: RE0F09B]

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/Output			
11 (BR/W)	Ground	PNP switch 1	Output	Ignition switch ON	Selector lever in "R", "N", "D" positions	0 V
					Selector lever in other position	Battery voltage
13 (V)	Ground	CVT fluid temperature sensor	Output	Ignition switch ON	When CVT fluid temperature is 20°C (68°F)	2.0 V
					When CVT fluid temperature is 80°C (176°F)	1.0 V
14 (R/W)	Ground	Transmission fluid pressure sensor B (Primary pressure sensor)	Input	"N" position idle	0.7 – 3.5 V	
15 (V/W)	Ground	Transmission fluid pressure sensor A (Secondary pressure sensor)	Input		1.0 V	
19 (G/B)	Ground	Back-up lamp relay	Input	Ignition switch ON	Selector lever in "R" position	0 V
					Selector lever in other positions	Battery voltage
20 (R/B)	Ground	Starter relay	Input	Ignition switch ON	Selector lever in "N", "P" positions	Battery voltage
					Selector lever in other positions	0 V
25 (W/R)	Ground	Sensor ground	Input	Always		0 V
26 (L/O)	Ground	Sensor power	Input	Ignition switch ON	—	5.0 V
				Ignition switch OFF	—	0 V
27 (R/G)	Ground	Step motor D	Input	Within 2 seconds after ignition switch ON, the time measurement by using the pulse width measurement function (Hi level) of CONSULT-III.*1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector.	10.0 msec	
28 (R)	Ground	Step motor C	Input		30.0 msec	
29 (O/B)	Ground	Step motor B	Input		10.0 msec	
30 (G/R)	Ground	Step motor A	Input		30.0 msec	
31 (P)	—	CAN-L	Inout/Output	—		—
32 (L)	—	CAN-H	Inout/Output	—		—
33 (LG)	Ground	Input speed sensor (Primary speed sensor)	Input	When driving ["M1" position, 20 km/h (12 MPH)]		660 Hz
34 (LG/R)	Ground	Output speed sensor (Secondary speed sensor)	Input	When driving ["D" position, 20 km/h (12 MPH)]		400 Hz
37 (L/B)	Ground	Lock-up select solenoid valve	Output	Ignition switch ON	Selector lever in "P", "N" positions	Battery voltage
					Wait at least for 5 seconds with the selector lever in "R", "D" positions.	0 V
38 (L/W)	Ground	Torque converter clutch solenoid valve	Output	When vehicle cruises in "D" position	When CVT performs lock-up	6.0 V
					When CVT does not perform lock-up	1.0 V

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< ECU DIAGNOSIS >

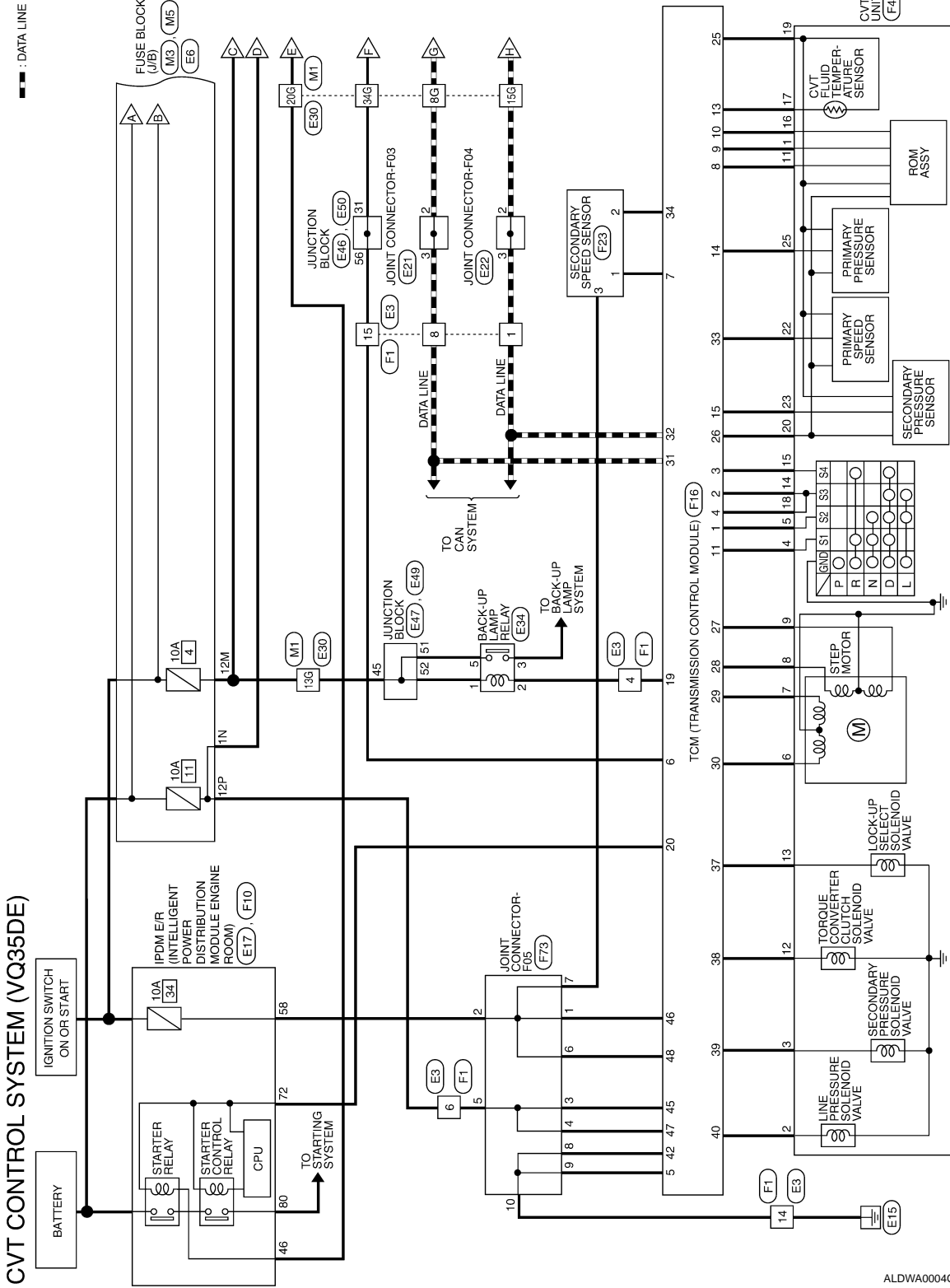
[CVT: RE0F09B]

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/Output			
39 (W/B)	Ground	Pressure control solenoid valve B (Secondary pressure solenoid valve)	Output	"P", "N" position idle	Release your foot from the accelerator pedal.	5.0 – 7.0 V
					Press the accelerator pedal all the way down.	3.0 – 4.0 V
40 (R/Y)	Ground	Pressure control solenoid valve A (Line pressure solenoid valve)	Output		Release your foot from the accelerator pedal.	5.0 – 7.0 V
					Press the accelerator pedal all the way down.	1.0 – 3.0 V
42 (B)	Ground	Ground	Output	Always		0 V
45 (L/R)	Ground	Power supply (memory back-up)	Input	Always		Battery voltage
46 (Y)	Ground	Power supply	Input	Ignition switch ON	—	Battery voltage
				Ignition switch OFF	—	0 V
47 (L/R)	Ground	Power supply (memory back-up)	Input	Always		Battery voltage
48 (Y)	Ground	Power supply	Input	Ignition switch ON	—	Battery voltage
				Ignition switch OFF	—	0 V

*1: A circuit tester cannot be used to test this item.

Wiring Diagram—CVT CONTROL SYSTEM—Coupe

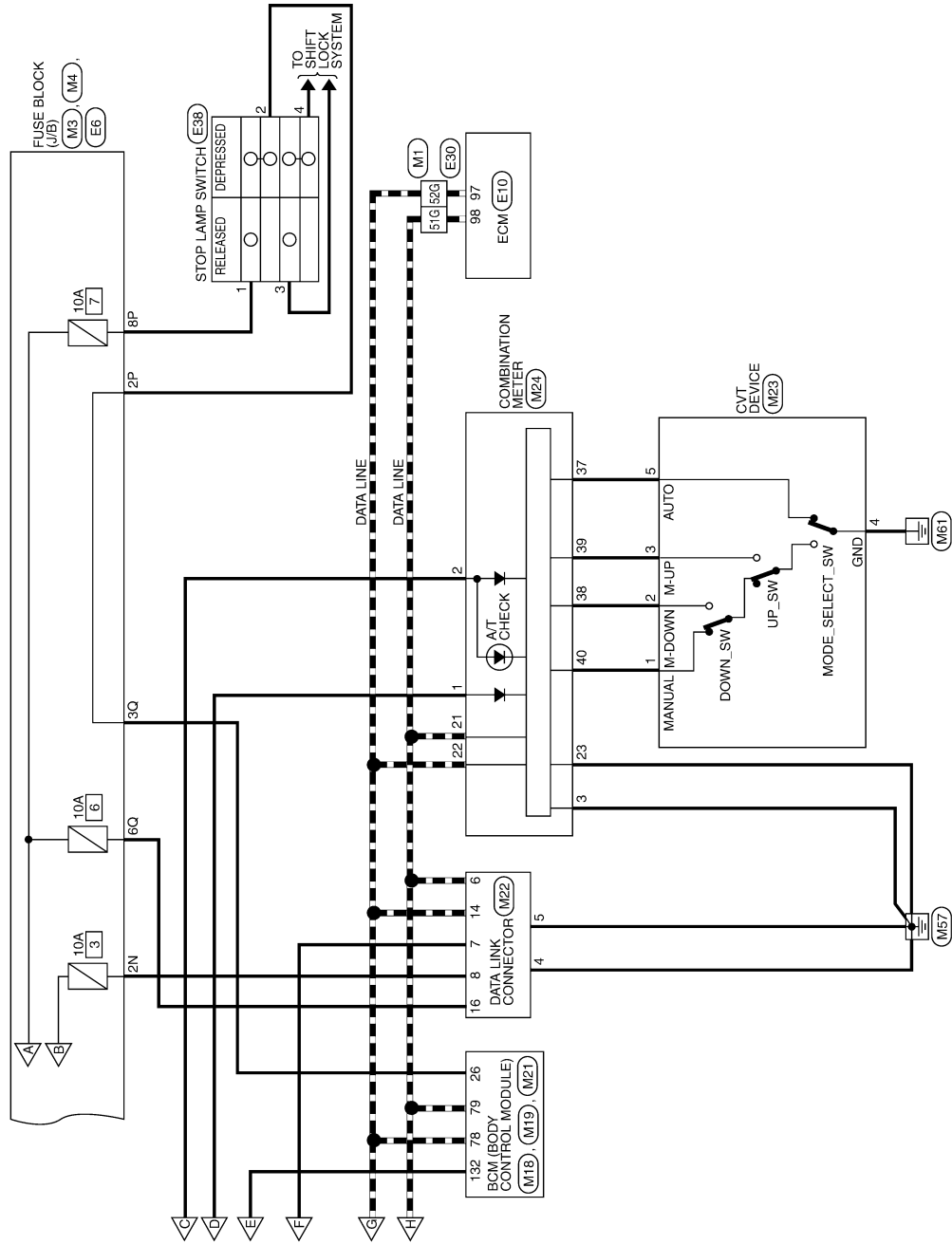
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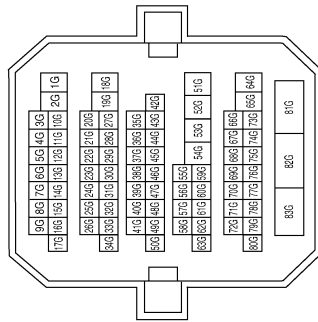
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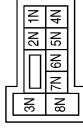
CVT CONTROL SYSTEM (VQ35DE) CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



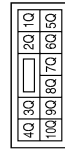
Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



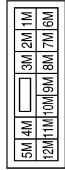
Terminal No.	Color of Wire	Signal Name
2N	G	-

Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



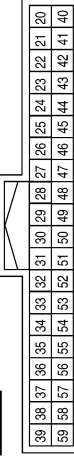
Terminal No.	Color of Wire	Signal Name
3Q	O/L	-
6Q	Y/R	-

Connector No.	M5
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



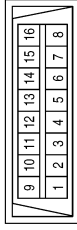
Terminal No.	Color of Wire	Signal Name
12M	P	-

Connector No.	M18
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GREEN



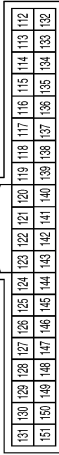
Terminal No.	Color of Wire	Signal Name
26	O/L	STOP_LAMP_HIGH_SW

Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE



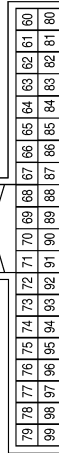
Terminal No.	Color of Wire	Signal Name
4	B	GND
5	B	GND
6	L	CAN-H
7	O	K-LINE
8	G	IGN_SW
14	P	CAN-L
16	Y/R	BATT

Connector No.	M21
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GREEN



Terminal No.	Color of Wire	Signal Name
132	R	ST_CONT_USM

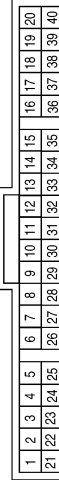
Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
78	P	CAN-L
79	L	CAN-H

Terminal No.	Color of Wire	Signal Name
1	W/L	BAT
2	O	IGN
3	B	GND
4	B	GND
14	V/Y	ACC
21	L	CAN-H
22	P	CAN-L
23	B	GND
37	G	NOT M RANGE
38	BR	AT SHIFT DOWN
39	W	AT SHIFT UP
40	LG/R	M RANGE

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

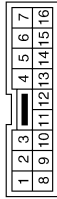


Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	LG/R	MT_MODE
2	BR	M_DOWN
3	W	M_UP
4	B	GND
5	G	AT_MODE

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



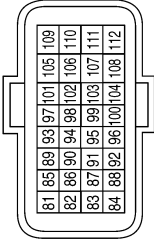
Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



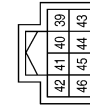
Terminal No.	Color of Wire	Signal Name
1P	SB	-
4P	G/R	-
6P	Y	-
8P	Y/R	-
12P	L/R	-

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
97	P	CAN-L
98	L	CAN-H

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
41	B	S-GND
46	R	START_CONT

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	L	-
3	L	-

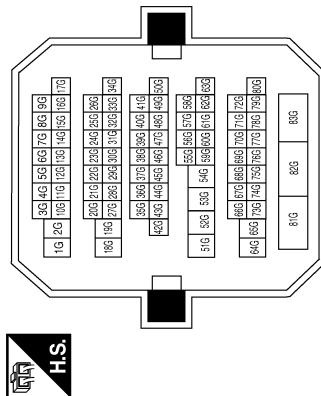
Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	P	-
3	P	-

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Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	E34
Connector Name	BACK-UP LAMP RELAY
Connector Color	BLUE



Terminal No.	Color of Wire	Signal Name
1	O/B	-
2	G/B	-
3	P/B	-
5	O	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

Connector No.	E46
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
31	O	-

Connector No.	E47
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
45	O	-

Connector No.	E49
Connector Name	JUNCTION BLOCK
Connector Color	BROWN



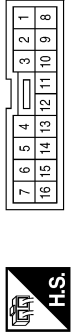
Terminal No.	Color of Wire	Signal Name
51	O	-
52	O/B	-

Connector No.	E50
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56	O	—

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	—
4	G/B	—
6	L/R	—
8	P	—
14	B	—
15	O	—

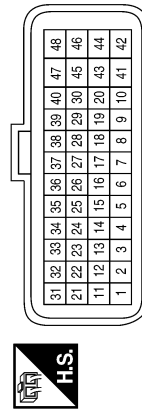
Connector No.	F10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



53	54	55	56	57	58	69	70	71	72	73	74	75	76	77	78	81	82
47	48	49	50	51	52	59	60	61	62	63	64	65	66	67	68	79	80

Terminal No.	Color of Wire	Signal Name
58	Y	AT_ECU
72	R/B	NPSW
74	Y	START_IG-EGI
80	B/W	STARTER_MOTOR

Connector No.	F16
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	P/B	R_RANGE_SW
2	P/L	N_RANGE_SW
3	G/O	D_RANGE_SW
4	GR	L_RANGE_SW
5	B	GND
6	O	K-LINE

Terminal No.	Color of Wire	Signal Name
7	W	SENSOR_GND
8	G/W	CLOCK (SEL2)
9	L/R	CHIP_SELECT (SEL1)
10	BR/R	DATA_I/O (SEL3)
11	BR/W	P_RANGE_SW
13	V	ATF_TEMP_SENS
14	LG	PRI_OIL_PRESS_SENS
15	V/W	SEC_OIL_PRESS_SENS
19	G/B	REV_LAMP_RLY
20	R/B	ST_RLY
25	W/R	SENSOR_GND
26	L/O	SENS_POWER_SOURCE
27	R/G	S/M-D
28	R	S/M-C
29	O/B	S/M-B
30	G/R	S/M-A

Terminal No.	Color of Wire	Signal Name
31	P	CAN-L
32	L	CAN-H
33	LG	PRI_SPEED_SENSOR
34	LG/R	SEC_SPEED_SENSOR
37	L/B	L/U&SEL-ON/OFF_SOL
38	L/W	L/U&SEL-LINER_SOL
39	W/B	SEC-LINER-SOL
40	R/Y	PL_LINER_SOL
42	B	GND
45	L/R	BATT
46	Y	VIGN
47	L/R	BATT
48	Y	VIGN

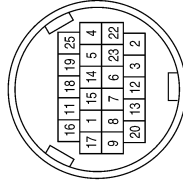
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Connector No.	F23
Connector Name	SECONDARY SPEED SENSOR
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	W	SENSOR_GND
2	LG/R	SEC_SPEED_SENSOR
3	Y	VIGN

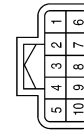
Connector No.	F46
Connector Name	CVT UNIT
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	L/R	CHIP SELECT
2	R/Y	PL LINEAR SOL
3	W/B	SEC LINEAR SOL
4	BR/W	INH SW 1
5	P/B	INH SW 2
6	G/R	S/M-COIL A
7	O/B	S/M-COIL B

Terminal No.	Color of Wire	Signal Name
8	R	S/M-COIL C
9	R/G	S/M-COIL D
11	G/W	CLOCK
12	G	L/U&SELECT-LINEAR SOL
13	L/W	L/U&SELECT-ON/OFF SOL
14	P/L	INH SW 3
15	G/O	INH SW 4
16	BR/R	DATA I/O
17	V	ATF TEMP SENSOR
18	GR	INH SW 3 M
19	W/R	SENSOR GND
20	L/O	SENSOR POWER SOURCE
22	LG	PRI SPEED SENSOR
23	V/W	SEC OIL PRESSURE SENSOR
25	R/W	PRI OIL PRESSURE SENSOR

Connector No.	F73
Connector Name	JOINT CONNECTOR-F05
Connector Color	BLACK

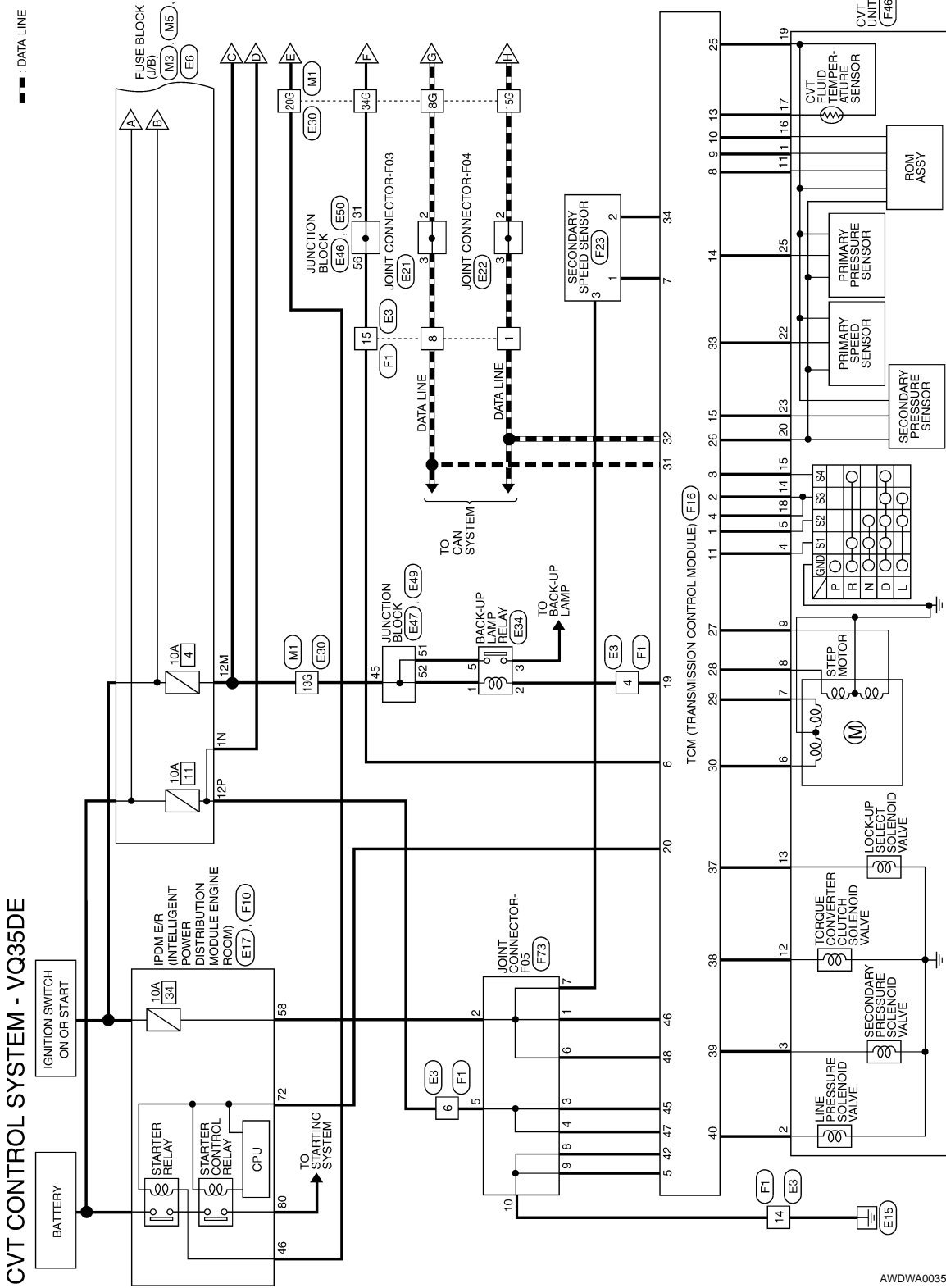


Terminal No.	Color of Wire	Signal Name
1	Y	-
2	Y	-
3	L/R	-
4	L/R	-
5	L/R	-
6	Y	-
7	Y	-
8	B	-
9	B	-
10	B	-

Wiring Diagram—CVT CONTROL SYSTEM—Sedan

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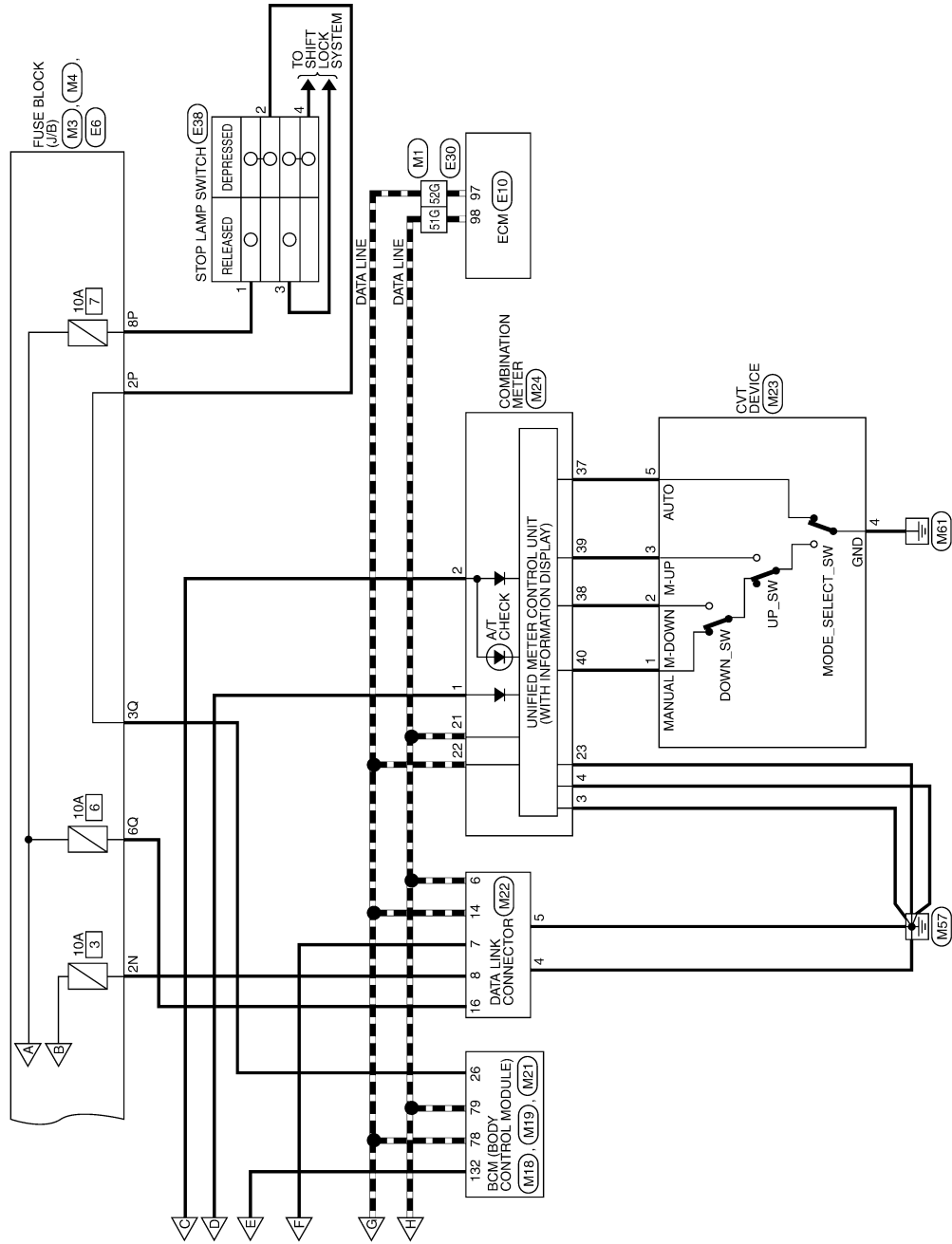
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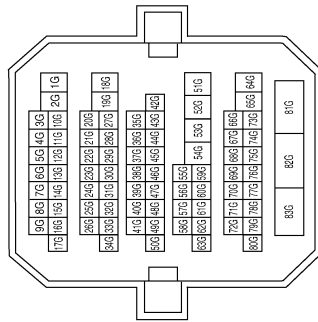
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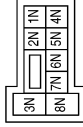
CVT CONTROL SYSTEM - VQ35DE CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



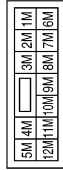
Terminal No.	2N	Color of Wire	G	Signal Name	-
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Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



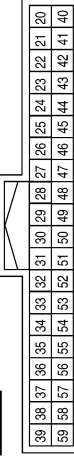
Terminal No.	3Q	Color of Wire	O/L	Signal Name	-
6Q	Y/R				-

Connector No.	M5
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



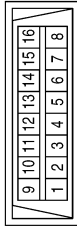
Terminal No.	12M	Color of Wire	O	Signal Name	-
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Connector No.	M18
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GREEN



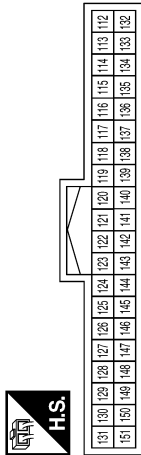
Terminal No.	26	Color of Wire	O/L	Signal Name	STOP_LAMP_HIGH_SW
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Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE



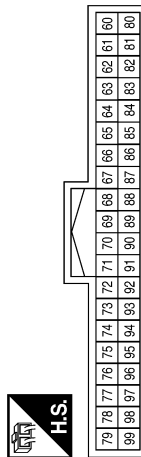
Terminal No.	Color of Wire	Signal Name
4	B	GND
5	B	GND
6	L	CAN-H
7	O	K-LINE
8	G	IGN_SW
14	P	CAN-L
16	Y/R	BATT

Connector No.	M21
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GRAY



Terminal No.	Color of Wire	Signal Name
132	R	ST_CONT_USM

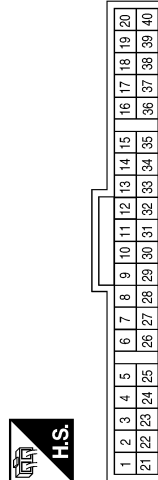
Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
78	P	CAN-L
79	L	CAN-H

Terminal No.	Color of Wire	Signal Name
1	W/L	BAT
2	O	IGN
3	B	GND
4	B	GND
14	V/Y	ACC
21	L	CAN-H
22	P	CAN-L
23	B	GND
37	G	NOT M RANGE
38	BR	AT SHIFT DOWN
39	W	AT SHIFT UP
40	LG/R	M RANGE

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE

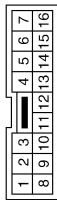


Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	LG/R	MT_MODE
2	BR	M_DOWN
3	W	M_UP
4	B	GND
5	G	AT_MODE

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



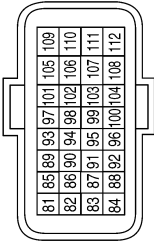
Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



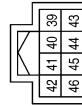
Terminal No.	Color of Wire	Signal Name
1P	SB	-
4P	G/R	-
6P	Y	-
8P	Y/R	-
12P	L/R	-

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
97	P	CAN-L
98	L	CAN-H

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
41	B	S-GND
46	R	START_CONT

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	L	-
3	L	-

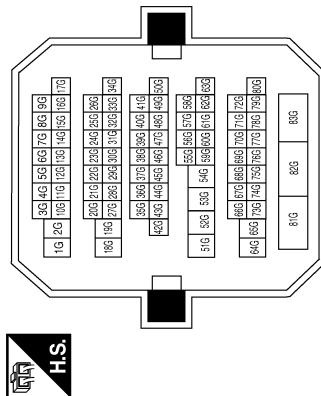
Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	P	-
3	P	-

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N
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P

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	E34
Connector Name	BACK-UP LAMP RELAY
Connector Color	BLUE



Terminal No.	Color of Wire	Signal Name
1	O/B	-
2	G/B	-
3	P/B	-
5	O	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

Connector No.	E46
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
31	O	-

Connector No.	E47
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
45	O	-

Connector No.	E49
Connector Name	JUNCTION BLOCK
Connector Color	BROWN



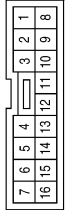
Terminal No.	Color of Wire	Signal Name
51	O	-
52	O/B	-

Connector No.	E50
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56	O	—

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	—
4	G/B	—
6	L/R	—
8	P	—
14	B	—
15	O	—

Connector No.	F10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



53	54	55	56	57	58	69	70	71	72	73	74	75	76	77	78	81	82
47	48	49	50	51	52	59	60	61	62	63	64	65	66	67	68	79	80

Terminal No.	Color of Wire	Signal Name
58	Y	AT_ECU
72	R/B	NPSW
74	Y	START_IG-EGI
80	B/W	STARTER_MOTOR

Connector No.	F16
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK



51	52	33	34	35	36	37	38	39	40	47	48
21	22	23	24	25	26	27	28	29	30	45	46
11	12	13	14	15	16	17	18	19	20	43	44
1	2	3	4	5	6	7	8	9	10	41	42

Terminal No.	Color of Wire	Signal Name
1	P/B	R_RANGE_SW
2	P/L	N_RANGE_SW
3	G/O	D_RANGE_SW
4	GR	L_RANGE_SW
5	B	GND
6	O	K-LINE

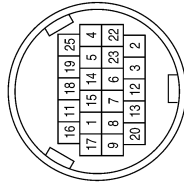
Terminal No.	Color of Wire	Signal Name
7	W	SENSOR_GND
8	G/W	CLOCK (SEL2)
9	L/R	CHIP_SELECT (SEL1)
10	BR/R	DATA_I/O (SEL3)
11	BR/W	P_RANGE_SW
13	V	ATF_TEMP_SENS
14	R/W	PRI_OIL_PRESS_SENS
15	V/W	SEC_OIL_PRESS_SENS
19	G/B	REV_LAMP_RLY
20	R/B	ST-RLY
25	W/R	SENSOR_GND
26	L/O	SENS_POWER_SOURCE
27	R/G	S/M-D
28	R	S/M-C
29	O/B	S/M-B
30	G/R	S/M-A

Terminal No.	Color of Wire	Signal Name
31	P	CAN-L
32	L	CAN-H
33	LG	PRI_SPEED_SENSOR
34	LG/R	SEC_SPEED_SENSOR
37	L/B	LU&SEL-ON/OFF_SOL
38	L/W	LU&SEL-LINER_SOL
39	W/B	SEC-LINER-SOL
40	R/Y	PL_LINER_SOL
42	B	GND
45	L/R	BATT
46	Y	VIGN
47	L/R	BATT
48	Y	VIGN

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Terminal No.	Color of Wire	Signal Name
1	L/R	CHIP SELECT
2	R/Y	PL LINEAR SOL
3	W/B	SEC LINEAR SOL
4	BR/W	INH SW 1
5	P/B	INH SW 2
6	G/R	S/M-COIL A
7	O/B	S/M-COIL B
8	R	S/M-COIL C
9	R/G	S/M-COIL D
11	G/W	CLOCK
12	L/W	L/U&SELECT-LINEAR SOL
13	L/B	L/U&SELECT-ON/OFF SOL
14	P/L	INH SW 3
15	G/O	INH SW 4
16	BR/R	DATA I/O
17	V	ATF TEMP SENSOR
18	GR	INH SW 3 M
19	W/R	SENSOR GND
20	L/O	SENSOR POWER SOURCE
22	LG	PRI SPEED SENSOR
23	V/W	SEC OIL PRESSURE SENSOR
25	R/W	PRI OIL PRESSURE SENSOR

Connector No.	F46
Connector Name	CVT UNIT
Connector Color	BLACK



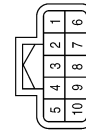
Connector No.	F23
Connector Name	SECONDARY SPEED SENSOR
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	W	SENSOR_GND
2	LG/R	SEC_SPEED_SENSOR
3	Y	VIGN

Terminal No.	Color of Wire	Signal Name
1	Y	-
2	Y	-
3	L/R	-
4	L/R	-
5	L/R	-
6	Y	-
7	Y	-
8	B	-
9	B	-
10	B	-

Connector No.	F73
Connector Name	JOINT CONNECTOR-F05
Connector Color	BLACK



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INFOID:000000001344871

Fail-safe

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.

FAIL-SAFE FUNCTION

If any malfunction occurs in a sensor or solenoid, this function controls the CVT to make driving possible.

Output Speed Sensor (Secondary Speed Sensor)

The shift pattern is changed in accordance with throttle position when an unexpected signal is sent from the output speed sensor (secondary speed sensor) to the TCM. The manual mode position is inhibited, and the transaxle is put in "D".

A

Input Speed Sensor (Primary Speed Sensor)

The shift pattern is changed in accordance with throttle position and secondary speed (vehicle speed) when an unexpected signal is sent from the input speed sensor (primary speed sensor) to the TCM. The manual mode position is inhibited, and the transaxle is put in "D".

B

PNP Switch

If an unexpected signal is sent from the PNP switch to the TCM, the transaxle is put in "D".

C

Manual Mode Switch

If an unexpected signal is sent from the manual mode switch to the TCM, the transaxle is put in "D".

TM

CVT Fluid Temperature Sensor

If an unexpected signal is sent from the CVT fluid temperature sensor to the TCM, the gear ratio in use before receiving the unexpected signal is maintained or the gear ratio is controlled to keep engine speed under 2,800 rpm.

E

Transmission Fluid Pressure Sensor A (Secondary Pressure Sensor)

- If an unexpected signal is sent from the transmission fluid pressure sensor A (secondary pressure sensor) to the TCM, the secondary pressure feedback control is stopped and the offset value obtained before the non-standard condition occurs is used to control line pressure.
- If transmission fluid pressure sensor A (secondary pressure sensor) error signal is input to TCM, secondary pressure feedback control stops, but line pressure is controlled normally.

F

G

Pressure Control Solenoid A (Line Pressure Solenoid)

If an unexpected signal is sent from the solenoid to the TCM, the pressure control solenoid A (line pressure solenoid) is turned OFF to achieve the maximum fluid pressure.

H

Pressure Control Solenoid B (Secondary Pressure Solenoid)

If an unexpected signal is sent from the solenoid to the TCM, the pressure control solenoid B (secondary pressure solenoid) is turned OFF to achieve the maximum fluid pressure.

I

Torque Converter Clutch Solenoid

If an unexpected signal is sent from the solenoid to the TCM, the torque converter clutch solenoid is turned OFF to cancel the lock-up.

J

Step Motor

If an unexpected signal is sent from the step motor to the TCM, the step motor coil phases "A" through "D" are all turned OFF to hold the gear ratio used right before the non-standard condition occurred.

K

CVT Lock-up Select Solenoid

If an unexpected signal is sent from the solenoid to the TCM, the CVT lock-up select solenoid is turned OFF to cancel the lock-up.

L

TCM Power Supply (Memory Back-up)

Transaxle assembly is protected by limiting the engine torque when the memory back-up power supply (for controlling) from the battery is not supplied to TCM. Normal status is restored when turning the ignition switch OFF to ON after the normal power supply.

M

N

DTC Inspection Priority Chart

INFOID:000000001344872

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

O

NOTE:

If DTC "U1000 CAN COMM CIRCUIT" is displayed with other DTCs, first perform the trouble diagnosis for "DTC U1000 CAN COMMUNICATION LINE". Refer to [TM-123](#).

P

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

DTC Index

NOTE:

If DTC “U1000 CAN COMM CIRCUIT” is displayed with other DTCs, first perform the trouble diagnosis for “DTC U1000 CAN COMMUNICATION LINE”. Refer to [TM-123](#).

OBD-II (DTC)	TCM self-diagnosis	Items (CONSULT-III screen terms)	Reference page
MIL*1, “ENGINE” with CONSULT-III GST*2	“TRANSMISSION” with CONSULT-III		
—	P0615	STARTER RELAY/CIRC	TM-124
—	P0703	BRAKE SW/CIRC	TM-126
P0705	P0705	PNP SW/CIRC	TM-129
P0710	P0710	ATF TEMP SEN/CIRC	TM-132
P0715	P0715	INPUT SPD SEN/CIRC	TM-134
P0720	P0720	VEH SPD SEN/CIR AT	TM-137
—	P0725	ENGINE SPEED SIG	TM-141
—	P0730	BELT DAMG	TM-142
P0740	P0740	TCC SOLENOID/CIRC	TM-143
P0744	P0744	A/T TCC S/V FNCTN	TM-145
P0745	P0745	L/PRESS SOL/CIRC	TM-147
P0746	P0746	PRS CNT SOL/A FCTN	TM-149
P0776	P0776	PRS CNT SOL/B FCTN	TM-151
P0778	P0778	PRS CNT SOL/B CIRC	TM-154
—	P0826	MANUAL MODE SWITCH	TM-156
P0840	P0840	TR PRS SENS/A CIRC	TM-159
—	P0841	PRESS SEN/FNCTN	TM-162
P0845	P0845	TR PRS SENS/B CIRC	TM-165
—	P0868	SEC/PRESS DOWN	TM-168
—	P1701	TCM-POWER SUPPLY	TM-171
—	P1705	TP SEN/CIRC A/T	TM-174
—	P1722	ESTM VEH SPD SIG	TM-175
—	P1723	CVT SPD SEN/FNCTN	TM-177
—	P1726	ELEC TH CONTROL	TM-179
P1740	P1740	LU-SLCT SOL/CIRC	TM-180
—	P1745	L/PRESS CONTROL	TM-182
P1777	P1777	STEP MOTR CIRC	TM-183
P1778	P1778	STEP MOTR/FNC	TM-186
U1000	U1000	CAN COMM CIRCUIT	TM-123

- *1: Refer to [TM-117](#), “[Diagnosis Description](#)”.
- *2: These numbers are prescribed by SAE J2012.

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

SYMPTOM DIAGNOSIS

SYSTEM SYMPTOM

Symptom Table

INFOID:000000001344874

The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
1	Shift Shock	Large shock. ("N" → "D" position)	ON vehicle	1. Engine idle speed	EC-1020
				2. Engine speed signal	TM-141
				3. Accelerator pedal position sensor	TM-174
				4. CVT position	TM-248
				5. CVT fluid temperature sensor	TM-132
				6. CAN communication line	TM-123
				7. CVT fluid level and state	TM-235
				8. Line pressure test	TM-242
				9. Torque converter clutch solenoid valve	TM-143
				10. Lock-up select solenoid valve	TM-180
				11. PNP switch	TM-129
			OFF vehicle	12. Forward clutch	TM-254
				13. Control valve	
2	Shift Shock	Large shock. ("N" → "R" position)	ON vehicle	1. Engine idle speed	EC-1020
				2. Engine speed signal	TM-141
				3. Accelerator pedal position sensor	TM-174
				4. CVT position	TM-248
				5. CVT fluid temperature sensor	TM-132
				6. CAN communication line	TM-123
				7. CVT fluid level and state	TM-235
				8. Line pressure test	TM-242
				9. Torque converter clutch solenoid valve	TM-143
				10. Lock-up select solenoid valve	TM-180
				11. PNP switch	TM-129
			OFF vehicle	12. Reverse brake	TM-254
				13. Control valve	
3	Shift Shock	Shock is too large for lock-up.	ON vehicle	1. CVT position	TM-248
				2. Engine speed signal	TM-141
				3. CAN communication line	TM-123
				4. CVT fluid level and state	TM-235
			OFF vehicle	5. Torque converter	TM-254
				6. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
4	Slips/Will Not Engage	Vehicle cannot be started from "D" position.	ON vehicle	1. CVT fluid level and state	TM-235
				2. CVT position	TM-248
				3. CAN communication line	TM-123
				4. Line pressure test	TM-242
				5. Stall test	TM-240
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Accelerator pedal position sensor	TM-174
				10. CVT fluid temperature sensor	TM-132
				11. Secondary pressure sensor	TM-159
				12. Power supply	TM-171
			OFF vehicle	13. Oil pump assembly	TM-254
				14. Forward clutch	
				15. Control valve	
				16. Parking components	
5	Slips/Will Not Engage	Vehicle cannot be started from "R" position.	ON vehicle	1. CVT fluid level and state	TM-235
				2. CVT position	TM-248
				3. CAN communication line	TM-123
				4. Line pressure test	TM-242
				5. Stall test	TM-240
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Accelerator pedal position sensor	TM-174
				10. CVT fluid temperature sensor	TM-132
				11. Secondary pressure sensor	TM-159
				12. Power supply	TM-171
			OFF vehicle	13. Oil pump assembly	TM-254
				14. Reverse brake	
				15. Control valve	
				16. Parking components	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
6	Slips/Will Not Engage	Does not lock-up.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Engine speed signal	TM-141
				4. Primary speed sensor	TM-134
				5. Torque converter clutch solenoid valve	TM-143
				6. CAN communication line	TM-123
				7. Stall test	TM-240
				8. Step motor	TM-183
				9. PNP switch	TM-129
				10. Lock-up select solenoid valve	TM-180
				11. CVT fluid temperature sensor	TM-132
				12. Secondary speed sensor	TM-137
				13. Secondary pressure sensor	TM-159
			OFF vehicle	14. Torque converter	TM-254
				15. Oil pump assembly	
				16. Control valve	
7	Slips/Will Not Engage	Does not hold lock-up condition.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Engine speed signal	TM-141
				4. Primary speed sensor	TM-134
				5. Torque converter clutch solenoid valve	TM-143
				6. CAN communication line	TM-123
				7. Stall test	TM-240
				8. Step motor	TM-183
				9. PNP switch	TM-129
				10. Lock-up select solenoid valve	TM-180
				11. CVT fluid temperature sensor	TM-132
				12. Secondary speed sensor	TM-137
				13. Secondary pressure sensor	TM-159
			OFF vehicle	14. Torque converter	TM-254
				15. Oil pump assembly	
				16. Control valve	

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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
8		Lock-up is not released.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Engine speed signal	TM-141
				4. Primary speed sensor	TM-134
				5. Torque converter clutch solenoid valve	TM-143
				6. CAN communication line	TM-123
				7. Stall test	TM-240
			OFF vehicle	8. Torque converter	TM-254
				9. Oil pump assembly	
				10. Control valve	
9	Slips/Will Not Engage	With selector lever in "D" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Stall test	TM-240
				4. Accelerator pedal position sensor	TM-174
				5. CAN communication line	TM-123
				6. PNP switch	TM-129
				7. CVT position	TM-248
				8. Step motor	TM-183
				9. Primary speed sensor	TM-134
				10. Secondary speed sensor	TM-137
				11. Accelerator pedal position sensor	TM-174
				12. Primary pressure sensor	TM-165
				13. Secondary pressure sensor	TM-159
				14. CVT fluid temperature sensor	TM-132
				15. Power supply	TM-171
			OFF vehicle	16. Torque converter	TM-254
				17. Oil pump assembly	
				18. Forward clutch	
				19. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
10	Slips/Will Not Engage	With selector lever in "R" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Stall test	TM-240
				4. Accelerator pedal position sensor	TM-174
				5. CAN communication line	TM-123
				6. PNP switch	TM-129
				7. CVT position	TM-248
				8. Step motor	TM-183
				9. Primary speed sensor	TM-134
				10. Secondary speed sensor	TM-137
				11. Accelerator pedal position sensor	TM-174
				12. Primary pressure sensor	TM-165
				13. Secondary pressure sensor	TM-159
				14. CVT fluid temperature sensor	TM-132
				15. Power supply	TM-171
			OFF vehicle	16. Torque converter	TM-254
				17. Oil pump assembly	
				18. Reverse brake	
				19. Control valve	
11	Slips at lock-up.		ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Engine speed signal	TM-141
				4. Primary speed sensor	TM-134
				5. Torque converter clutch solenoid valve	TM-143
				6. CAN communication line	TM-123
				7. Stall test	TM-240
				8. Step motor	TM-183
				9. PNP switch	TM-129
				10. Lock-up select solenoid valve	TM-180
				11. CVT fluid temperature sensor	TM-132
				12. Secondary speed sensor	TM-137
				13. Secondary pressure sensor	TM-159
			OFF vehicle	14. Torque converter	TM-254
				15. Oil pump assembly	
				16. Control valve	

A
B
C
TM
E
F
G
H
I
J
K
L
M
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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
12	Other	No creep at all.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Accelerator pedal position sensor	TM-174
				4. PNP switch	TM-129
				5. CAN communication line	TM-123
				6. Stall test	TM-240
				7. CVT position	TM-248
				8. Step motor	TM-183
				9. Primary speed sensor	TM-134
				10. Secondary speed sensor	TM-137
				11. Accelerator pedal position sensor	TM-174
				12. CVT fluid temperature sensor	TM-132
				13. Primary pressure sensor	TM-165
				14. Secondary pressure sensor	TM-159
				15. Power supply	TM-171
			OFF vehicle	16. Torque converter	TM-254
				17. Oil pump assembly	
				18. Gear system	
				19. Forward clutch	
				20. Reverse brake	
				21. Control valve	
13	Other	Vehicle cannot run in all positions.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. PNP switch	TM-129
				4. Stall test	TM-240
				5. CVT position	TM-248
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Accelerator pedal position sensor	TM-174
				10. CVT fluid temperature sensor	TM-132
				11. Secondary pressure sensor	TM-159
				12. Power supply	TM-171
			OFF vehicle	13. Torque converter	TM-254
				14. Oil pump assembly	
				15. Gear system	
				16. Forward clutch	
				17. Reverse brake	
				18. Control valve	
				19. Parking components	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
14	Other	With selector lever in "D" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. PNP switch	TM-129
				4. Stall test	TM-240
				5. CVT position	TM-248
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Accelerator pedal position sensor	TM-174
				10. CVT fluid temperature sensor	TM-132
				11. Secondary pressure sensor	TM-159
				12. Power supply	TM-171
			OFF vehicle	13. Torque converter	TM-254
				14. Oil pump assembly	
				15. Gear system	
				16. Forward clutch	
				17. Control valve	
				18. Parking components	
15	Other	With selector lever in "R" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. PNP switch	TM-129
				4. Stall test	TM-240
				5. CVT position	TM-248
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Accelerator pedal position sensor	TM-174
				10. CVT fluid temperature sensor	TM-132
				11. Secondary pressure sensor	TM-159
				12. Power supply	TM-171
			OFF vehicle	13. Torque converter	TM-254
				14. Oil pump assembly	
				15. Gear system	
				16. Reverse brake	
				17. Control valve	
				18. Parking components	

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

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
16	Other	Judder occurs during lock-up.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. Primary speed sensor	TM-134
				4. Secondary speed sensor	TM-137
				5. Accelerator pedal position sensor	TM-174
				6. CAN communication line	TM-123
				7. Torque converter clutch solenoid valve	TM-143
			OFF vehicle	8. Torque converter	TM-254
				9. Control valve	
17	Other	Strange noise in "D" position.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. CAN communication line	TM-123
			OFF vehicle	4. Torque converter	TM-254
				5. Oil pump assembly	
				6. Gear system	
				7. Forward clutch	
				8. Control valve	
				9. Bearing	
18	Other	Strange noise in "R" position.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. CAN communication line	TM-123
			OFF vehicle	4. Torque converter	TM-254
				5. Oil pump assembly	
				6. Gear system	
				7. Reverse brake	
				8. Control valve	
19	Other	Strange noise in "N" position.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. CAN communication line	TM-123
			OFF vehicle	4. Torque converter	TM-254
				5. Oil pump assembly	
				6. Gear system	
				7. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
20		Vehicle does not decelerate by engine brake.	ON vehicle	1. CVT fluid level and state	TM-235
				2. CVT position	TM-248
				3. CAN communication line	TM-123
				4. Step motor	TM-183
				5. Primary speed sensor	TM-134
				6. Secondary speed sensor	TM-137
				7. Line pressure test	TM-242
				8. Engine speed signal	TM-141
				9. Accelerator pedal position sensor	TM-174
			OFF vehicle	10. Control valve	TM-254
21	Other	Maximum speed low.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Line pressure test	TM-242
				3. Accelerator pedal position sensor	TM-174
				4. CAN communication line	TM-123
				5. Stall test	TM-240
				6. Step motor	TM-183
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Primary pressure sensor	TM-165
				10. Secondary pressure sensor	TM-159
				11. CVT fluid temperature sensor	TM-132
			OFF vehicle	12. Torque converter	TM-254
				13. Oil pump assembly	
				14. Gear system	
				15. Forward clutch	
				16. Control valve	
22		With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled.	ON vehicle	1. PNP switch	TM-129
				2. CVT position	TM-248
			OFF vehicle	3. Parking components	TM-254
			23		Vehicle runs with CVT in "P" position.
2. CVT fluid level and state	TM-235				
3. CVT position	TM-248				
OFF vehicle	4. Parking components	TM-254			
	5. Gear system				
	6. Control valve				

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

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
24		Vehicle runs with CVT in "N" position.	ON vehicle	1. PNP switch	TM-129
				2. CVT fluid level and state	TM-235
				3. CVT position	TM-248
			OFF vehicle	4. Gear system	TM-254
				5. Forward clutch	
				6. Reverse brake	
				7. Control valve	
25		Engine stall.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. Primary speed sensor	TM-134
				4. Torque converter clutch solenoid valve	TM-143
				5. CAN communication line	TM-123
				6. Stall test	TM-240
				7. Secondary pressure sensor	TM-159
			OFF vehicle	8. Torque converter	TM-254
				9. Control valve	
26	Other	Engine stalls when selector lever shifted "N" → "D" or "R".	ON vehicle	1. CVT fluid level and state	TM-235
				2. Engine speed signal	TM-141
				3. Primary speed sensor	TM-134
				4. Torque converter clutch solenoid valve	TM-143
				5. CAN communication line	TM-123
				6. Stall test	TM-240
			OFF vehicle	7. Torque converter	TM-254
				8. Control valve	
27		Engine speed does not return to idle.	ON vehicle	1. CVT fluid level and state	TM-235
				2. Accelerator pedal position sensor	TM-174
				3. Secondary speed sensor	TM-137
				4. CAN communication line	TM-123
			OFF vehicle	5. Control valve	TM-254
28		CVT does not shift.	ON vehicle	1. CVT fluid level and state	TM-235
				2. CVT position	TM-248
				3. Line pressure test	TM-242
				4. Engine speed signal	TM-141
				5. Accelerator pedal position sensor	TM-174
				6. CAN communication line	TM-123
				7. Primary speed sensor	TM-134
				8. Secondary speed sensor	TM-137
				9. Step motor	TM-183
			OFF vehicle	10. Control valve	TM-254
				11. Oil pump assembly	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F09B]

No.	Item	Symptom	Condition	Diagnostic Item	Reference page
29	Other	Engine does not start in "N" or "P" position.	ON vehicle	1. Ignition switch and starter	PG-72, STR-3
				2. CVT position	TM-248
				3. PNP switch	TM-129
30		Engine starts in positions other than "N" or "P".	ON vehicle	1. Ignition switch and starter	PG-72, STR-3
				2. CVT position	TM-248
				3. PNP switch	TM-129
31		When brake pedal is depressed with ignition switch ON, selector lever cannot be shifted from "P" position to other position.	ON vehicle	1. Stop lamp switch	TM-188
				2. Shift lock solenoid	
				3. Control device	
32	When brake pedal is not depressed with ignition switch ON, selector lever can be shifted from "P" position to other position.		ON vehicle	1. Stop lamp switch	TM-188
				2. Shift lock solenoid	
				3. Control device	
33	Cannot be changed to manual mode.	ON vehicle	1. Manual mode switch	TM-123	
			2. CAN communication line		
			3. Combination meter		MWI-172

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

PRECAUTION

PRECAUTIONS

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

INFOID:000000001344875

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

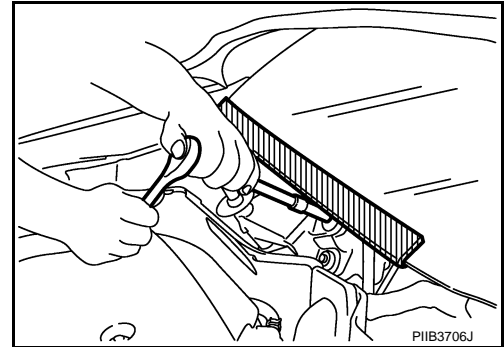
WARNING:

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

Precaution for Procedure without Cowl Top Cover

INFOID:000000001344876

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000001344877

NOTE:

- This Procedure is applied only to models with Intelligent Key system and NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NVIS/IVIS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

PRECAUTIONS

< PRECAUTION >

[CVT: RE0F09B]

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.
5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT-III.

Precaution for On Board Diagnosis (OBD) System of CVT and Engine

INFOID:000000001344878

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

Precaution for TCM and CVT Assembly Replacement

INFOID:000000001344879

CAUTION:

- Check if new data (Unit ID) are entered correctly after replacing CVT assembly and erasing data in TCM. (Connect CONSULT-III, and then turn ignition switch OFF.)
- When replacing CVT assembly or TCM, refer to the pattern table below and erase the EEPROM in the TCM if necessary.

EEPROM ERASING PATTERNS

CVT assembly	TCM	Erasing EEPROM in TCM	Remarks
Replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state. (CVT assembly must be replaced first.)
Not replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state.
Replaced	Not replaced	Required	Required because data has been written in the EEPROM in the TCM and because the TCM cannot write data from the ROM assembly in the transmission.

Removal and Installation Procedure for CVT Unit Connector

INFOID:000000001344880

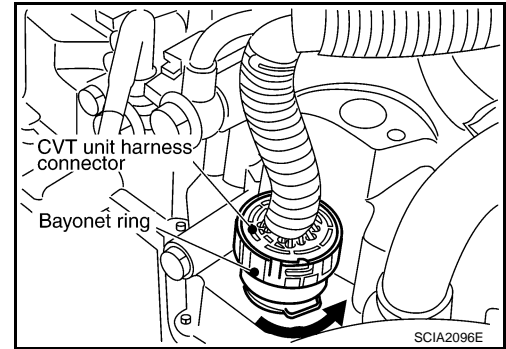
REMOVAL

PRECAUTIONS

[CVT: RE0F09B]

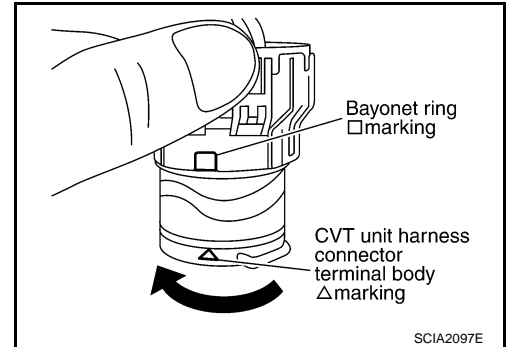
< PRECAUTION >

Rotate bayonet ring counterclockwise, pull out CVT unit harness connector upward and remove it.

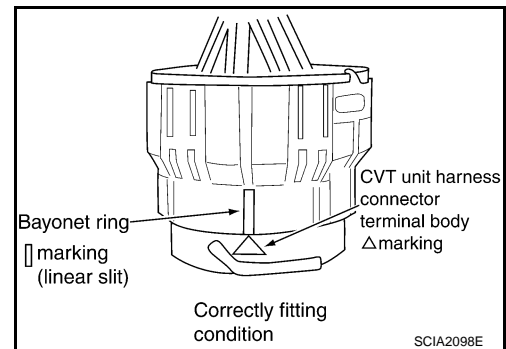


INSTALLATION

1. Align CVT unit harness connector terminal body marking with bayonet ring marking, insert CVT unit harness connector, and then rotate bayonet ring clockwise.

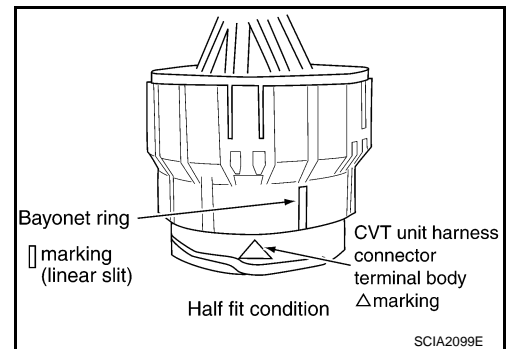


2. Rotate bayonet ring clockwise until CVT unit harness connector terminal body marking is aligned with the bayonet ring marking (linear slit) as shown.



CAUTION:

- Securely align Δ marking on CVT unit harness connector terminal body with bayonet ring slit. Then, be careful not to make a half fit condition as shown.
- Do not mistake the slit of bayonet ring for other dent portion.



Precaution

INFOID:000000001344881

NOTE:

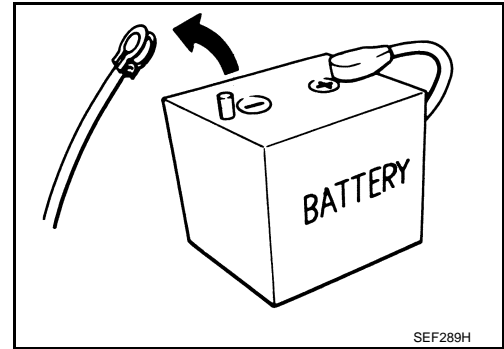
If any malfunction occurs in the RE0F09B model transaxle, replace the entire transaxle assembly.

PRECAUTIONS

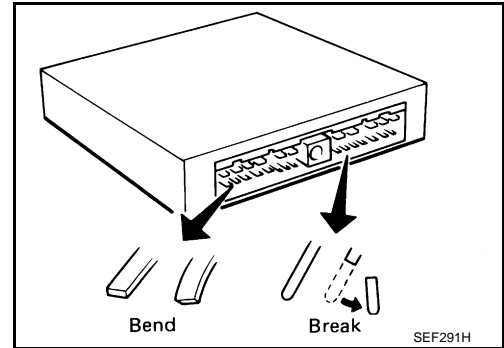
[CVT: RE0F09B]

< PRECAUTION >

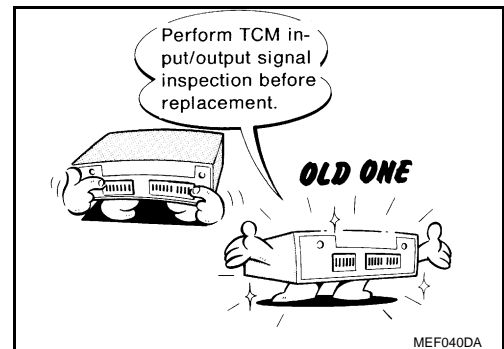
- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery cable. Because battery voltage is applied to TCM even if ignition switch is turned OFF.



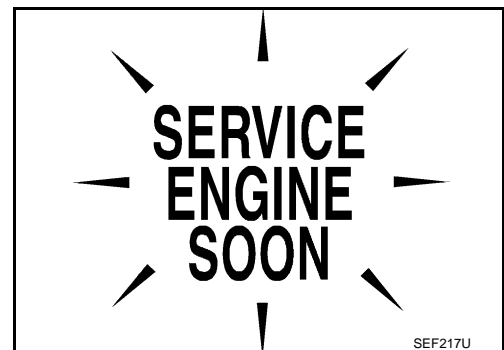
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break).
When connecting pin connectors make sure that there are not any bends or breaks on TCM pin terminal.



- Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. [TM-194, "Reference Value"](#).



- After performing each TROUBLE DIAGNOSIS, perform “DTC Confirmation Procedure”.
If the repair is completed the DTC should not be displayed in the “DTC Confirmation Procedure”.
- Always use the specified brand of CVT fluid. Refer to [TM-256, "General Specification"](#).
- Use lint-free paper, not cloth rags, during work.
- After replacing the CVT fluid, dispose of the waste oil using the methods prescribed by law, ordinance, etc.



Service Notice or Precaution

INFOID:000000001344882

CVT FLUID COOLER SERVICE

If CVT fluid contains friction material (clutches, brakes, etc.), or if a CVT is replaced, inspect and clean the CVT fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using cleaning solvent and compressed air after repair. For CVT fluid cooler cleaning procedure, refer to [TM-237, "Cleaning"](#). For radiator replacement, refer to [CO-36, "Removal and Installation"](#).

OBD-II SELF-DIAGNOSIS

PRECAUTIONS

[CVT: RE0F09B]

< PRECAUTION >

- CVT self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the malfunction indicator lamp (MIL). Refer to the table on [TM-119, "CONSULT-III Function \(TRANSMISSION\)"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

Always perform the procedure on [TM-117, "Diagnosis Description"](#) to complete the repair and avoid unnecessary blinking of the MIL.

For details of OBD-II, refer to [EC-1110, "Diagnosis Description"](#).

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-124](#).**

ATFTEMP COUNT Conversion Table

INFOID:000000001635642

ATFTEMP COUNT	Temperature °C (°F)	ATFTEMP COUNT	Temperature °C (°F)
4	-30 (-22)	177	90 (194)
8	-20 (-4)	183	95 (203)
13	-10 (14)	190	100 (212)
17	-5 (23)	196	105 (221)
21	0 (32)	201	110 (230)
27	5 (41)	206	115 (239)
32	10 (50)	210	120 (248)
39	15 (59)	214	125 (257)
47	20 (68)	218	130 (266)
55	25 (77)	221	135 (275)
64	30 (86)	224	140 (284)
73	35 (95)	227	145 (293)
83	40 (104)	229	150 (302)
93	45 (113)	231	155 (311)
104	50 (122)	233	160 (320)
114	55 (131)	235	165 (329)
124	60 (140)	236	170 (338)
134	65 (149)	238	175 (347)
143	70 (158)	239	180 (356)
152	75 (167)	241	190 (374)
161	80 (176)	243	200 (392)
169	85 (185)	—	—

PREPARATION

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[CVT: RE0F09B]

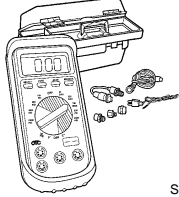
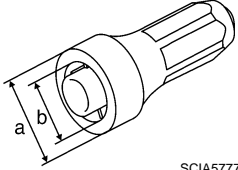
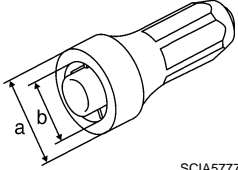
PREPARATION

PREPARATION

Special Service Tool

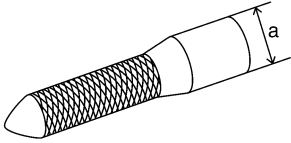

INFOID:000000001344883

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

Tool number (Kent-Moore No.) Tool name	Description
<p>— (OTC3492) Oil pressure gauge set</p>  <p>SCIA7531E</p>	<p>Measuring line pressure</p>
<p>— (J-47244) Drift a: 65.83 mm (2.59 in) dia. b: 53.85 mm (2.12 in) dia.</p>  <p>SCIA5777E</p>	<p>Installing differential side oil seal</p> <ul style="list-style-type: none"> • Transaxle case side (left)
<p>ST33400001 (J-47005) Drift a: 69.85 mm (2.75 in) dia. b: 49.53 mm (1.95 in) dia.</p>  <p>SCIA5777E</p>	<p>Installing differential side oil seal</p> <ul style="list-style-type: none"> • Converter housing side (right)

Commercial Service Tool

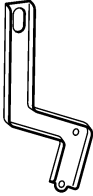
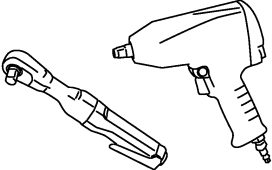
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Tool number Tool name	Description
<p>31197CA000 Drive plate location guide a: 14 mm (0.55 in) dia.</p>  <p>SCIA2013E</p>	<p>Installing transaxle assembly</p>
<p>31093CA000 Slinger</p>  <p>SCIA2014E</p>	<p>Removing and installing transaxle assembly</p>

PREPARATION

< PREPARATION >

[CVT: RE0F09B]

Tool number Tool name	Description
31092CA000 Slinger  SCIA2015E	Removing and installing transaxle assembly
Power tool  PBIC0190E	Loosening nuts and bolts

ON-VEHICLE MAINTENANCE

CVT FLUID

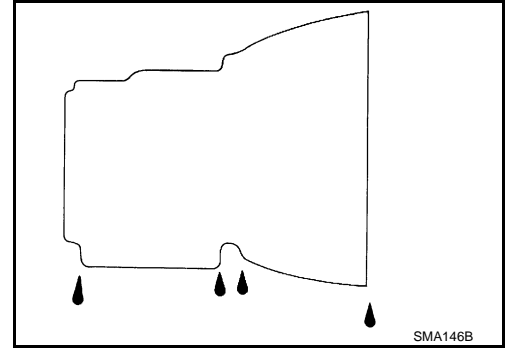
Inspection

INFOID:000000001344885

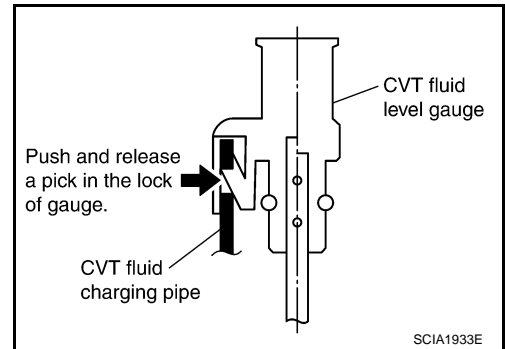
CHECKING CVT FLUID

Fluid level should be checked with the fluid warmed up to 50 to 80°C (122 to 176°F). The fluid level check procedure is as follows:

1. Check for fluid leakage.
2. With the engine warmed up, drive the vehicle in an urban area. When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
3. Park the vehicle on a level surface.
4. Apply parking brake firmly.
5. With engine at idle, while depressing brake pedal, move shift selector throughout the entire shift range.



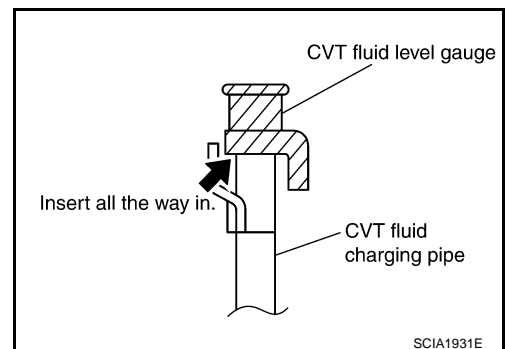
6. Pull out the CVT fluid level gauge from the CVT fluid charging pipe after pressing the tab on the CVT fluid level gauge to release the lock.



7. Wipe fluid off the CVT fluid level gauge. Insert the CVT fluid level gauge rotating 180° from the originally installed position, then securely push the CVT fluid level gauge until it meets the top end of the CVT fluid charging pipe.

CAUTION:

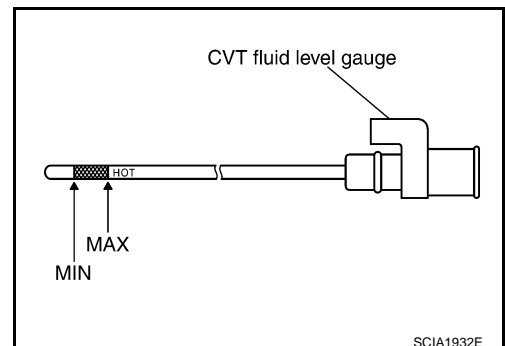
When wiping away the CVT fluid level gauge, always use lint-free paper, not a cloth rag.



8. Place the selector lever in "P" or "N" and make sure the fluid level is within the specified range.

CAUTION:

When reinstalling CVT fluid level gauge, insert it into the CVT fluid charging pipe and rotate it to the original installation position until it is securely locked.



CVT FLUID CONDITION

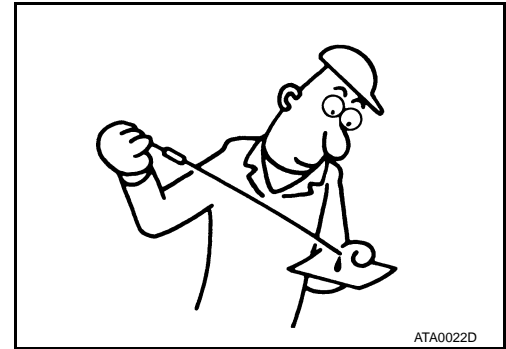
CVT FLUID

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

Check CVT fluid condition.

- If CVT fluid is very dark or smells burned, check operation of CVT. Flush cooling system after repair of CVT.
- If CVT fluid contains frictional material (clutches, brakes, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of CVT. Refer to [CO-36. "Removal and Installation"](#) and [TM-237. "Cleaning"](#).

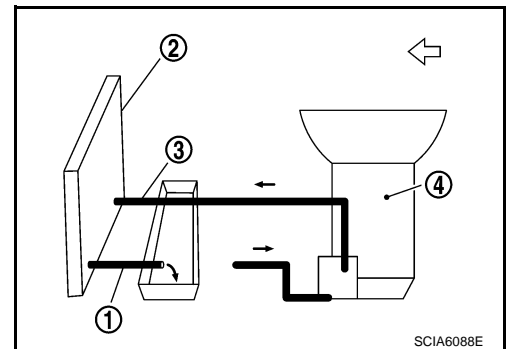


Fluid status	Conceivable cause	Required operation
Varnished (viscous varnish state)	Clutch, brake scorched	Replace the CVT fluid and check the CVT main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.)
Milky white or cloudy	Water in the fluid	Replace the CVT fluid and check for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

Changing

INFOID:000000001344886

1. Warm up CVT fluid by driving the vehicle for 10 minutes.
 - ⇐: Vehicle front
 - Radiator (2)
 - CVT fluid cooler hose (inlet side) (3)
 - Transaxle assembly (4)
2. Drain CVT fluid from CVT fluid cooler hose (outlet side) (1) and refill with new CVT fluid at CVT fluid charging pipe with the engine running at idle speed.
3. Refill until new CVT fluid comes out from CVT fluid cooler hose (outlet side) (1).
About 30 to 50% extra fluid will be required for this procedure.



CVT fluid: Refer to [TM-256. "General Specification"](#).

Fluid capacity: Refer to [TM-256. "General Specification"](#).

CAUTION:

- Use only Genuine NISSAN CVT Fluid NS-2. Do not mix with other fluid.
 - Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the warranty.
 - When filling CVT fluid, take care not to scatter heat generating parts such as exhaust.
 - Delete CVT fluid deterioration date with CONSULT-III after changing CVT fluid. Refer to [TM-119. "CONSULT-III Function \(TRANSMISSION\)"](#).
4. Check fluid level and condition. Refer to [TM-235. "Inspection"](#).

FLUID COOLER CLEANING

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

FLUID COOLER CLEANING

Cleaning

INFOID:000000001344887

Whenever an automatic transaxle is repaired, overhauled, or replaced, the CVT fluid cooler mounted in the radiator must be inspected and cleaned.

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

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

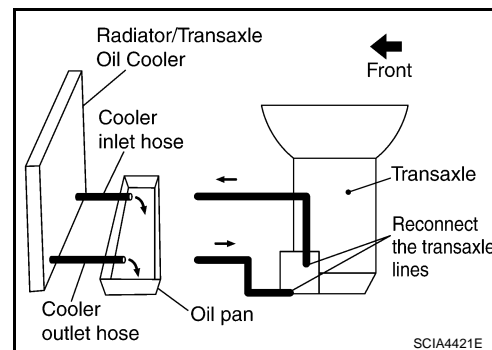
CVT FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or bypass valve.

NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any CVT fluid that remains in the cooler hoses to drain into the oil pan.

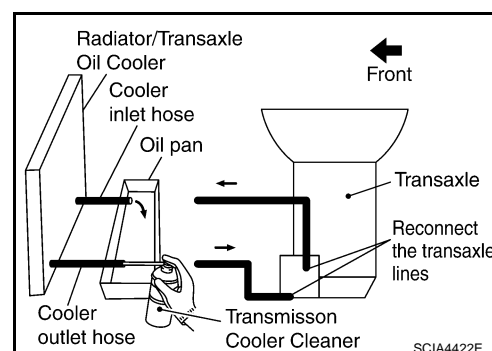


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- 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 CVT fluid flows out of the cooler inlet hose for 5 seconds.



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

9. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining CVT fluid.

10. Repeat steps 5 through 9 three additional times.

11. Position an oil pan under the banjo bolts that connect the CVT fluid cooler steel lines to the transaxle.

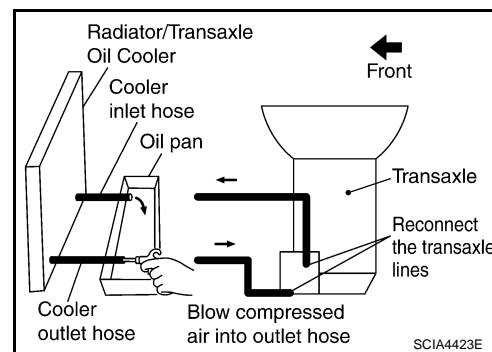
12. Remove the banjo bolts.

13. Flush each steel line from the cooler side back toward the transaxle by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.

14. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through each steel line from the cooler side back toward the transaxle for 10 seconds to force out any remaining CVT fluid.

15. Ensure all debris is removed from the steel cooler lines.

16. Ensure all debris is removed from the banjo bolts and fittings.



FLUID COOLER CLEANING

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

17. Perform "CVT FLUID COOLER DIAGNOSIS PROCEDURE".

CVT FLUID COOLER DIAGNOSIS PROCEDURE

NOTE:

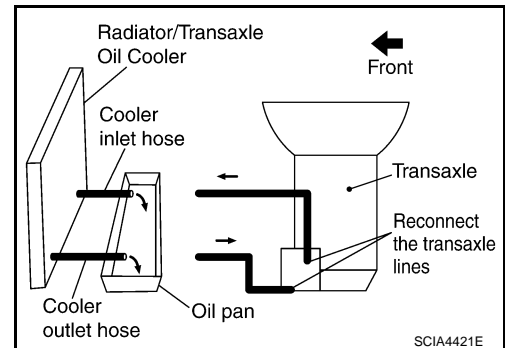
Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

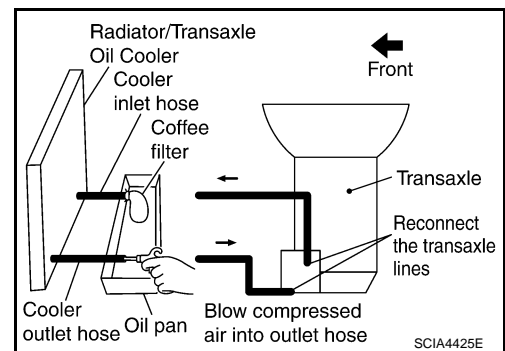
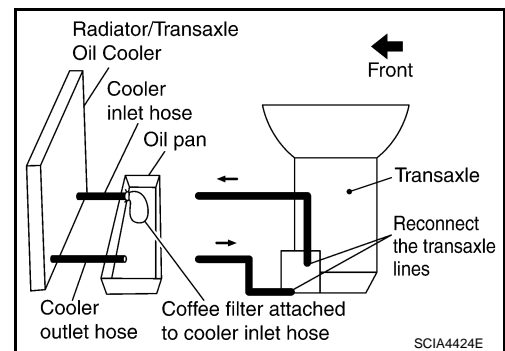
CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- 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 CVT fluid flows out of the cooler inlet hose for 5 seconds.
5. Tie a common white, basket-type coffee filter to the end of the cooler inlet hose.

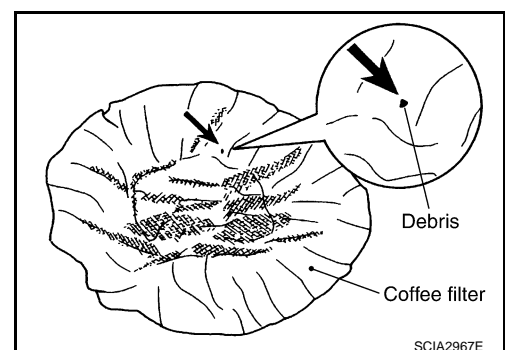


6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through the cooler outlet hose to force any remaining CVT fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform "CVT FLUID COOLER INSPECTION PROCEDURE".



CVT FLUID COOLER INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
 - a. If small metal debris less than 1 mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the CVT fluid cooler/radiator can be re-used and the procedure is ended.

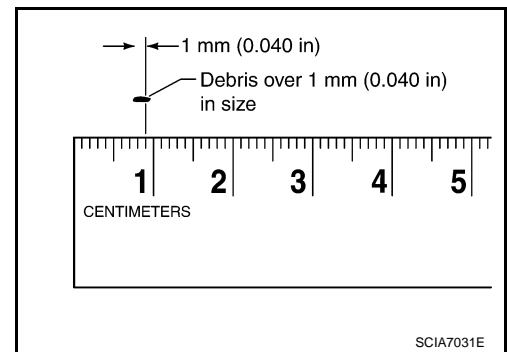


FLUID COOLER CLEANING

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

- b. If one or more pieces of debris are found that are over 1 mm (0.040 in) in size and/or peeled clutch facing material is found in the coffee filter, the fluid cooler is not serviceable. The radiator/ fluid cooler must be replaced and the inspection procedure is ended.



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CVT FLUID COOLER FINAL INSPECTION

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

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STALL TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

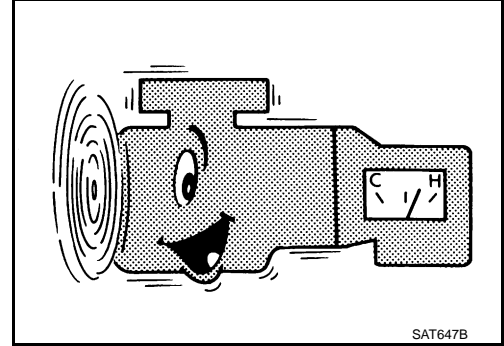
STALL TEST

Inspection and Judgment

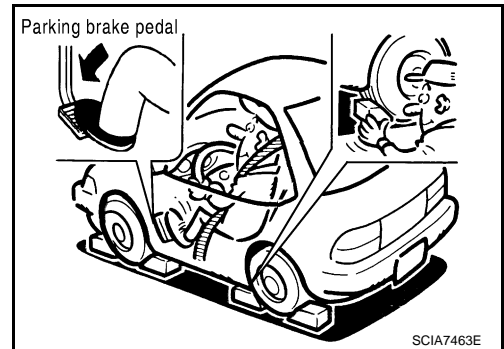
INFOID:000000001344888

INSPECTION

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



3. Securely engage the parking brake so that the tires do not turn.
4. Install a tachometer where it can be seen by driver during test.
 - It is good practice to mark the point of specified engine rpm on indicator.
5. Start engine, apply foot brake, and place selector lever in "D" position.



6. While holding down the foot brake, gradually press down the accelerator pedal.
7. Quickly read off the stall speed, and then quickly remove your foot from the accelerator pedal.

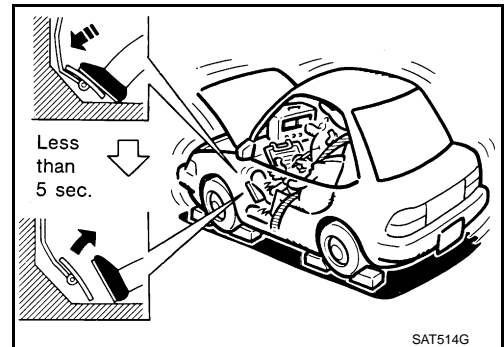
CAUTION:

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

Stall speed: Refer to [TM-256, "Stall Speed"](#).

8. Move the selector lever to the "N" position.
9. Cool down the CVT fluid.

CAUTION:
Run the engine at idle for at least 1 minute.
10. Repeat steps 6 through 9 with selector lever in "R" position.



JUDGMENT

STALL TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

	Selector lever position		Expected problem location
	"D"	"R"	
Stall rotation	H	O	<ul style="list-style-type: none"> • Forward clutch
	O	H	<ul style="list-style-type: none"> • Reverse brake
	L	L	<ul style="list-style-type: none"> • Engine and torque converter one-way clutch
	H	H	<ul style="list-style-type: none"> • Line pressure low • Primary pulley • Secondary pulley • Steel belt

O: Stall speed within standard value position.

H: Stall speed is higher than standard value.

L: Stall speed is lower than standard value.

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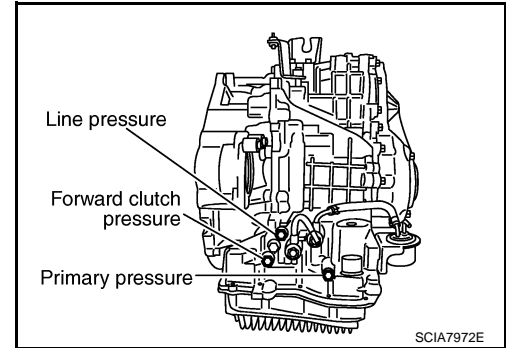
LINE PRESSURE TEST

Inspection and Judgment

INFOID:000000001344889

INSPECTION

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

NOTE:

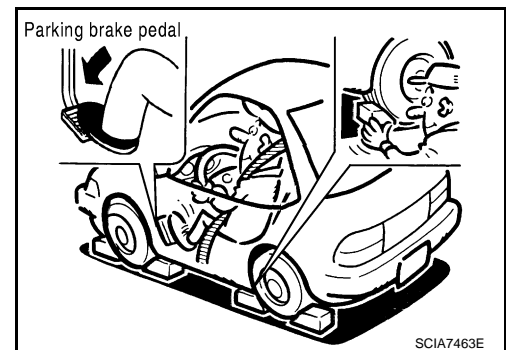
The CVT fluid temperature rises in the range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.

3. After warming up CVT, remove the oil pressure detection plug and install the oil pressure gauge [special service tool: — (OTC3492)].

CAUTION:

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

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



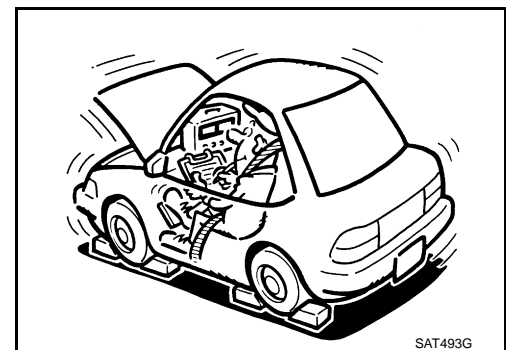
5. Start the engine, and then measure the line pressure at both idle and the stall speed.

CAUTION:

- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed. Refer to [TM-256, "Stall Speed"](#).

Line pressure: Refer to [TM-256, "Line Pressure"](#).

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



 : 7.5 N·m (0.77 kg·m, 66 in·lb)

CAUTION:

- Do not reuse O-ring.

LINE PRESSURE TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

- Apply CVT fluid to O-ring.

Line Pressure

Engine speed	Line pressure kPa (kg/cm ² , psi)
	"R", "D" positions
At idle	750 (7.65, 108.8)
At stall	5,700 (58.14, 826.5)* ¹

*¹: Reference values

JUDGMENT

Judgment	Possible cause
Idle speed	Low for all positions ("P", "R", "N", "D") Possible causes include malfunctions in the pressure supply system and low oil pump output. For example <ul style="list-style-type: none"> • Oil pump wear • Pressure regulator valve or plug sticking or spring fatigue • Oil strainer ⇒ oil pump ⇒ pressure regulator valve passage oil leak • Engine idle speed too low
	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. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • CVT fluid temperature sensor malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (sticking in OFF state, filter clog, cut line) • Pressure regulator valve or plug sticking
Stall speed	Line pressure does not rise higher than the line pressure for idle. Possible causes include a sensor malfunction or malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • TCM malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (shorting, sticking in ON state) • Pressure regulator valve or plug sticking
	The pressure rises, but does not enter the standard position. Possible causes include malfunctions in the pressure supply system and malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (sticking, filter clog) • Pressure regulator valve or plug sticking
	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.

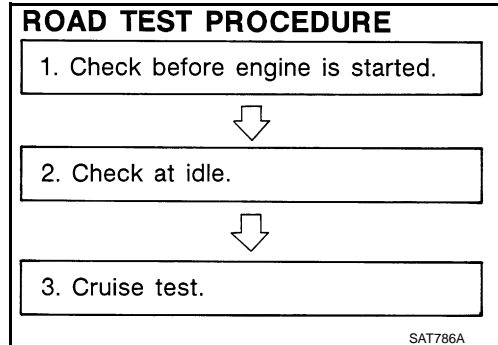
ROAD TEST

Description

INFOID:000000001344890

DESCRIPTION

- The purpose of the test is to determine overall performance of CVT and analyze causes of problems.
- The road test consists of the following three parts:
 1. "Check Before Engine Is Started" [TM-244](#).
 2. "Check at Idle" [TM-245](#).
 3. "Cruise Test" [TM-246](#).



- Before road test, familiarize yourself with all test procedures and items to check.
- Perform tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test.



CONSULT-III SETTING PROCEDURE

- Using CONSULT-III, perform a cruise test and record the result.
 - Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.
1. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.
 2. Touch "MAIN SIGNALS" to set recording condition.
 3. See "Numerical Display", "Barchart Display" or "Line Graph Display".
 4. Touch "START".
 5. When performing cruise test. Refer to [TM-246. "Cruise Test"](#).
 6. After finishing cruise test part, touch "RECORD".
 7. Touch "STORE".
 8. Touch "BACK".
 9. Touch "DISPLAY".
 10. Touch "PRINT".
 11. Check the monitor data printed out.

Check before Engine Is Started

INFOID:000000001344891

1. CHECK CVT INDICATOR LAMP

1. Park vehicle on flat surface.
2. Move selector lever to "P" position.
3. Turn ignition switch OFF. Wait at least 5 seconds.
4. Turn ignition switch ON. (Do not start engine.)

Does shift position indicator come on for about 2 seconds?

- YES >>
1. Turn ignition switch OFF.
 2. Perform self-diagnosis and note NG items.
Refer to [TM-119. "CONSULT-III Function \(TRANSMISSION\)"](#).
 3. Go to [TM-245. "Check at Idle"](#).

ROAD TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

NO >> Stop "Road Test". Refer to [TM-217, "Symptom Table"](#).

Check at Idle

INFOID:000000001344892

1.CHECK STARTING THE ENGINE

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

Is engine started?

YES >> GO TO 2.

NO >> Stop "Road Test". Refer to [TM-217, "Symptom Table"](#).

2.CHECK STARTING THE ENGINE

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

Is engine started?

YES >> Stop "Road Test". Refer to [TM-217, "Symptom Table"](#).

NO >> GO TO 3.

3.CHECK "P" POSITION FUNCTION

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

Does vehicle move when it is pushed forward or backward?

YES >> Refer to [TM-217, "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 4.

4.CHECK "N" POSITION FUNCTION

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

Does vehicle move forward or backward?

YES >> Refer to [TM-217, "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 5.

5.CHECK SHIFT SHOCK

1. Apply foot brake.
2. Move selector lever to "R" position.

Is there large shock when changing from "N" to "R" position?

YES >> Refer to [TM-217, "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 6.

6.CHECK "R" POSITION FUNCTION

Release foot brake for several seconds.

Does vehicle creep backward when foot brake is released?

YES >> GO TO 7.

NO >> Refer to [TM-217, "Symptom Table"](#). Continue "Road Test".

7.CHECK "D" POSITION FUNCTION

Move selector lever to "D" position and check if vehicle creeps forward.

Does vehicle creep forward in all positions?

YES >> Go to [TM-246, "Cruise Test"](#).

NO >> Stop "Road Test". Refer to [TM-217, "Symptom Table"](#).

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Cruise Test

1. CHECK VEHICLE SPEED WHEN SHIFTING GEARS — PART 1

1. Drive vehicle for approximately 10 minutes to warm engine oil and CVT fluid up to operating temperature.

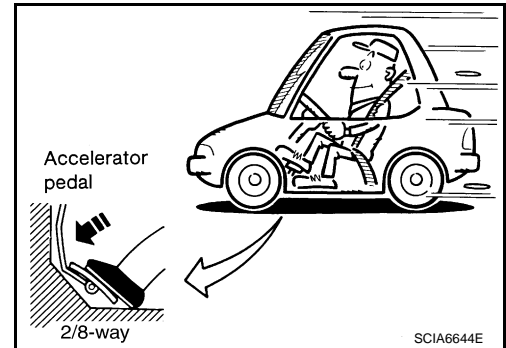
CVT fluid operating temperature: 50 – 80°C (122 – 176°F)

2. Park vehicle on flat surface.
3. Move selector lever to “P” position.
4. Start engine.
5. Move selector lever to “D” position.
6. Accelerate vehicle to 2/8-way throttle depressing accelerator pedal constantly.

Ⓜ Read vehicle speed and engine speed. Refer to [TM-256, "Vehicle Speed When Shifting Gears"](#)

OK or NG

- OK >> GO TO 2.
 NG >> Refer to [TM-217, "Symptom Table"](#). Continue “Road Test”.



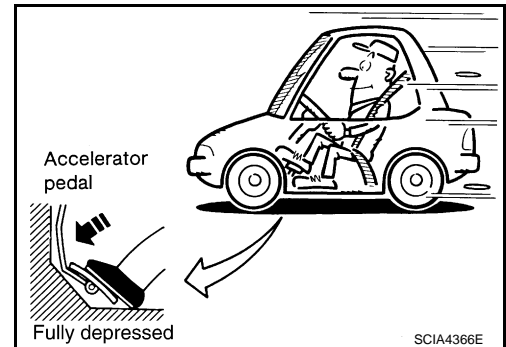
2. CHECK VEHICLE SPEED WHEN SHIFTING GEARS — PART 2

1. Park vehicle on flat surface.
2. Move selector lever to “D” position.
3. Accelerate vehicle to full depression depressing accelerator pedal constantly.

Ⓜ Read vehicle speed and engine speed. Refer to [TM-256, "Vehicle Speed When Shifting Gears"](#)

OK or NG

- OK >> GO TO 3.
 NG >> Refer to [TM-217, "Symptom Table"](#). Continue “Road Test”.



3. CHECK MANUAL MODE FUNCTION

Move to manual mode from “D” position.

Does it switch to manual mode?

- YES >> GO TO 4.
 NO >> Refer to [TM-217, "Symptom Table"](#). Continue “Road Test”.

4. CHECK SHIFT-UP FUNCTION

During manual mode driving, is upshift from M1 → M2 → M3 → M4 → M5 → M6 performed?

Ⓜ Read the gear position. Refer to [TM-119, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is upshifting correctly performed?

- YES >> GO TO 5.
 NO >> Refer to [TM-217, "Symptom Table"](#). Continue “Road Test”.

5. CHECK SHIFT-DOWN FUNCTION

During manual mode driving, is downshift from M6 → M5 → M4 → M3 → M2 → M1 performed?

Ⓜ Read the gear position. Refer to [TM-119, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is downshifting correctly performed?

- YES >> GO TO 6.
 NO >> Refer to [TM-217, "Symptom Table"](#). Continue “Road Test”.

ROAD TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F09B]

6. CHECK ENGINE BRAKE FUNCTION

Check engine brake.

Does engine braking effectively reduce speed in M1 position?

- YES >> 1. Stop the vehicle.
2. Perform self-diagnosis. Refer to [TM-119, "CONSULT-III Function \(TRANSMISSION\)"](#).
- NO >> Refer to [TM-217, "Symptom Table"](#). then continue trouble diagnosis.

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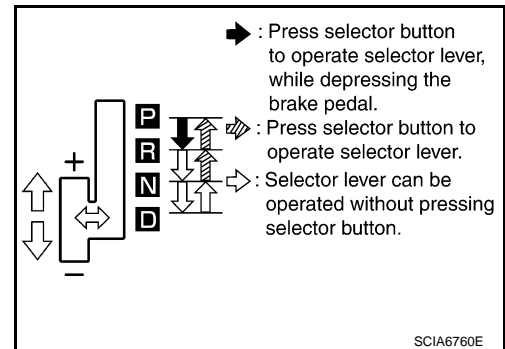
CVT POSITION

Inspection and Adjustment

INFOID:000000001344894

INSPECTION

1. Place selector lever in "P" position, and turn ignition switch ON (engine stop).
2. Make sure that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also make sure 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 that the actual position of the selector lever matches the position shown by the shift position indicator and the manual lever on the transaxle.
5. The method of operating the selector lever to individual positions correctly should be as shown.
6. When selector button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Confirm the back-up lamps illuminate only when selector lever is placed in the "R" position. Confirm the back-up lamps do not illuminate when the selector lever is pushed toward the "R" position when in the "P" or "N" position.
8. Confirm the engine can only be started with the selector lever in the "P" and "N" positions.
9. Make sure transaxle is locked completely in "P" position.
10. When selector lever is set to manual shift gate, make sure that manual mode is displayed on combination meter.
Shift selector lever to "+" and "-" sides, and check that set shift position changes.



ADJUSTMENT

CAUTION:**Apply parking brake before adjustment.**

1. Loosen the control cable nut.
2. Place the manual lever and the selector lever in "P" position.
3. Tighten control cable nut to specified torque.

Control cable nut: Refer to [TM-251, "Exploded View"](#).

CAUTION:

Secure the manual lever when tightening control cable nut. Make sure the manual lever stays in the "P" position.

4. Check the operation of the CVT.

TRANSMISSION CONTROL MODULE

< ON-VEHICLE REPAIR >

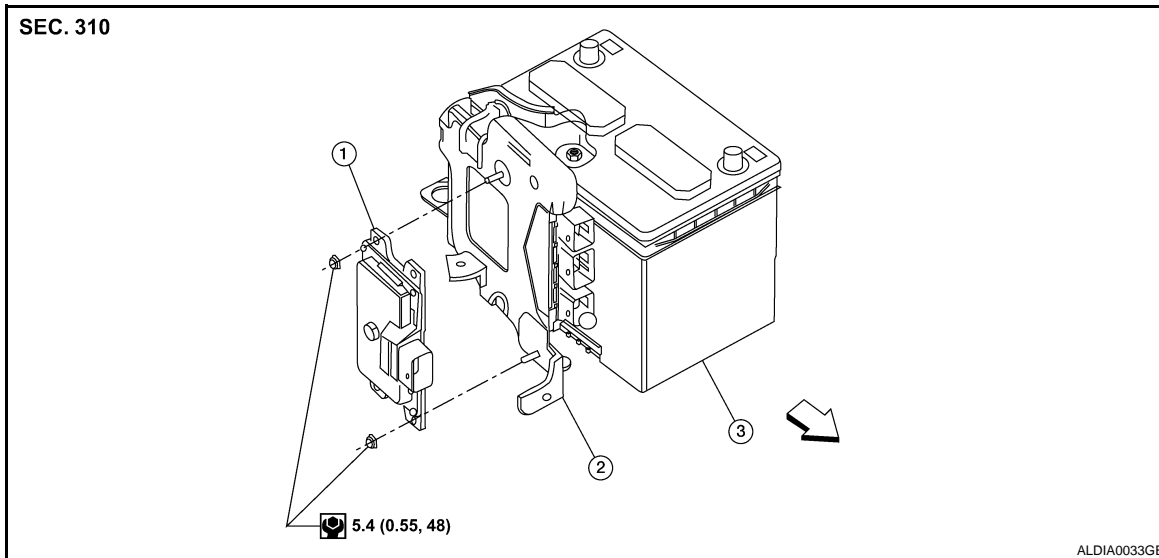
[CVT: RE0F09B]

ON-VEHICLE REPAIR

TRANSMISSION CONTROL MODULE

Exploded View

INFOID:000000001344895



1. TCM

2. Bracket

3. Battery

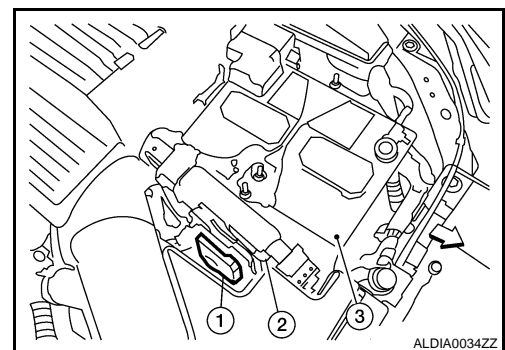
⇐: Front

Removal and Installation

INFOID:000000001344896

REMOVAL

1. Disconnect the battery negative terminal. Refer to [PG-132, "Removal and Installation"](#).
2. Remove the fresh air intake tube (upper) [EM-25, "Removal and Installation"](#).
3. Disconnect the TCM harness connector.
4. Remove the TCM (1) from the bracket (2).
 - ⇐: Front
 - Battery (3)



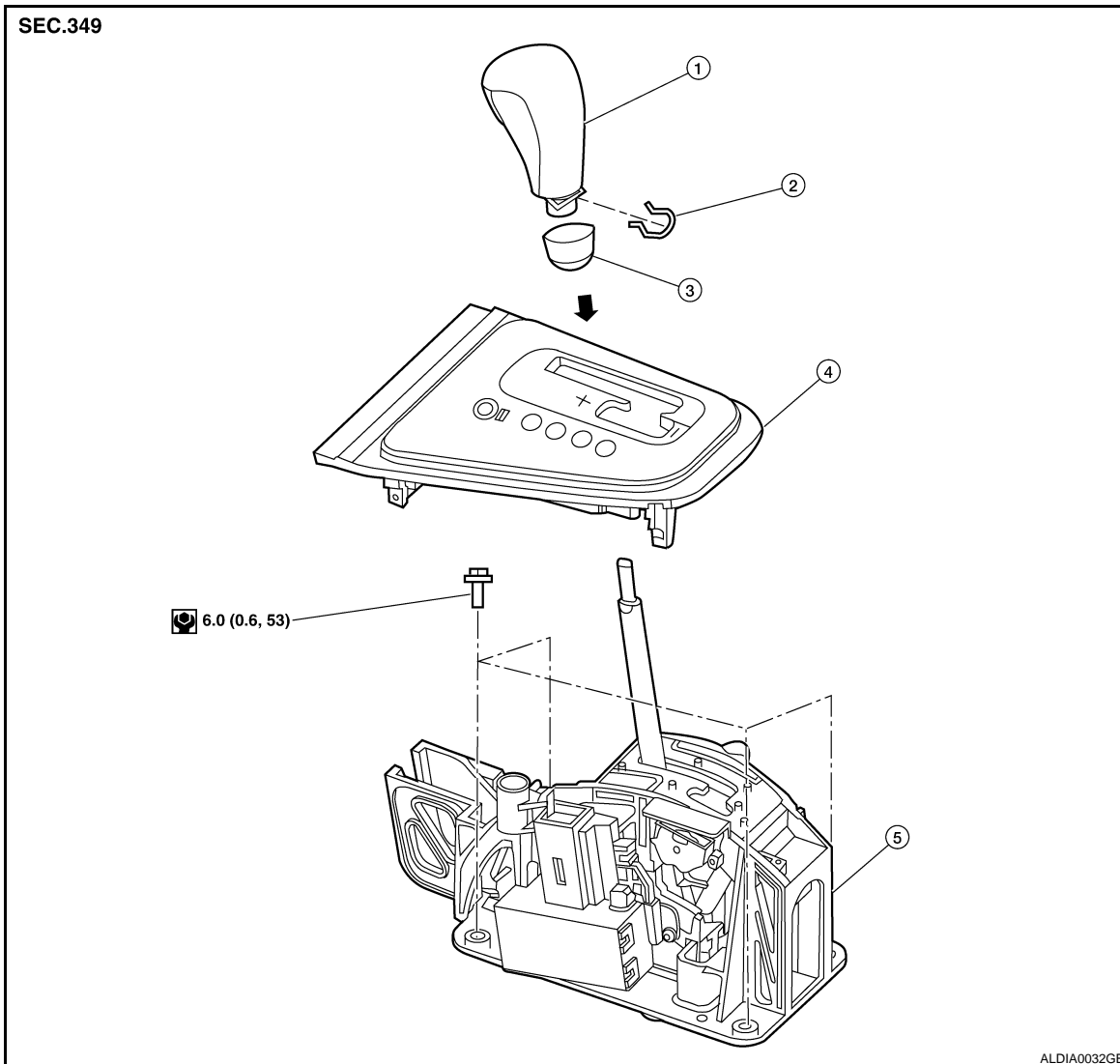
INSTALLATION

Installation is in the reverse order of removal.

CONTROL DEVICE

Exploded View

INFOID:000000001344897



- | | | |
|----------------------------------|----------------------------|---------------|
| 1. Control lever knob | 2. Lock pin | 3. Knob cover |
| 4. Control device selector plate | 5. Control device assembly | |

Removal and Installation

INFOID:000000001344898

REMOVAL

1. Remove the center console assembly. Refer to [IP-17, "Disassembly and Assembly"](#).
2. Disconnect the control cable from the control device assembly.
3. Disconnect the CVT device harness connector from the control device assembly.
4. Remove the control device assembly bolts and the control device assembly.

INSTALLATION

Installation is in the reverse order of removal.

- When installing the control cable to the control device assembly, make sure that the control cable is fully pressed in with the ribbed surface facing upward.
- After installation is completed, adjust and check CVT position. Refer to [TM-248, "Inspection and Adjustment"](#).

CONTROL CABLE

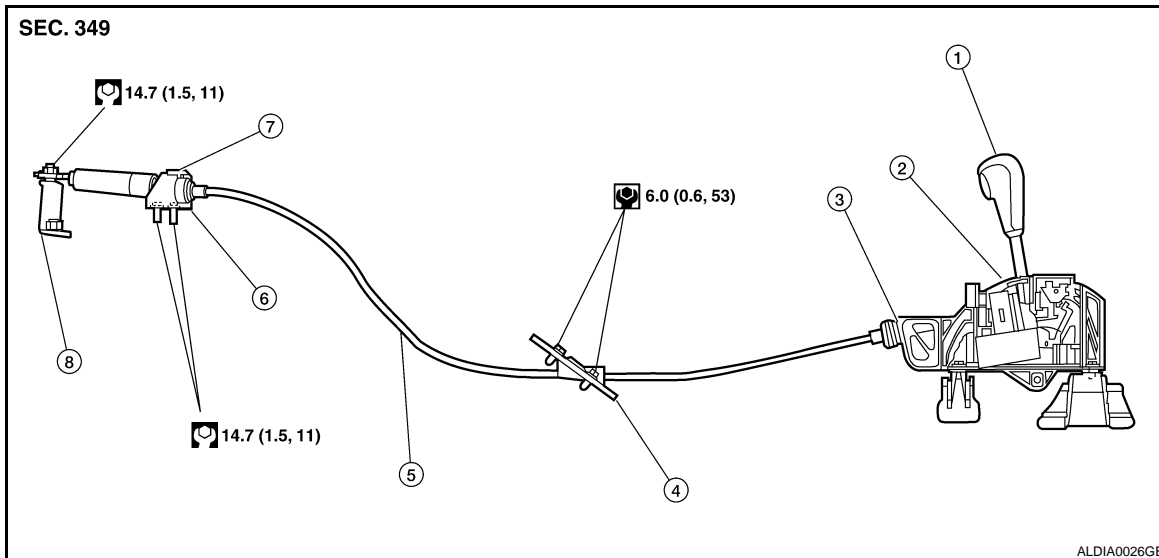
< ON-VEHICLE REPAIR >

[CVT: RE0F09B]

CONTROL CABLE

Exploded View

INFOID:000000001344899



- | | | |
|---------------------|----------------------------|-------------------------|
| 1. Control lever | 2. Control device assembly | 3. Control cable socket |
| 4. Retainer grommet | 5. Control cable | 6. Bracket |
| 7. Lock plate | 8. Manual lever | |

Removal and Installation

INFOID:000000001344900

REMOVAL

1. Shift control lever to "P".
2. Remove the air filter assembly. Refer to [EM-25, "Removal and Installation"](#).
3. Remove the control cable nut and control cable from the manual lever.
4. Remove the lock plate and the control cable from the bracket.
5. Remove the center console. Refer to [IP-17, "Disassembly and Assembly"](#).
6. Remove the bracket covering the retainer grommet.
7. Remove the retainer grommet bolts and the retainer grommet.
8. Remove the control cable from the control device assembly.
9. Remove the control cable from the vehicle.

INSTALLATION

Installation is in the reverse order of removal.

- When installing the control cable to the control device assembly, make sure that the control cable socket is fully pressed into the control device assembly, and the control cable end is fully pressed in with the ribbed surface facing upward.
- After installation is complete, adjust and check the CVT position. Refer to [TM-248, "Inspection and Adjustment"](#).

AIR BREATHER HOSE

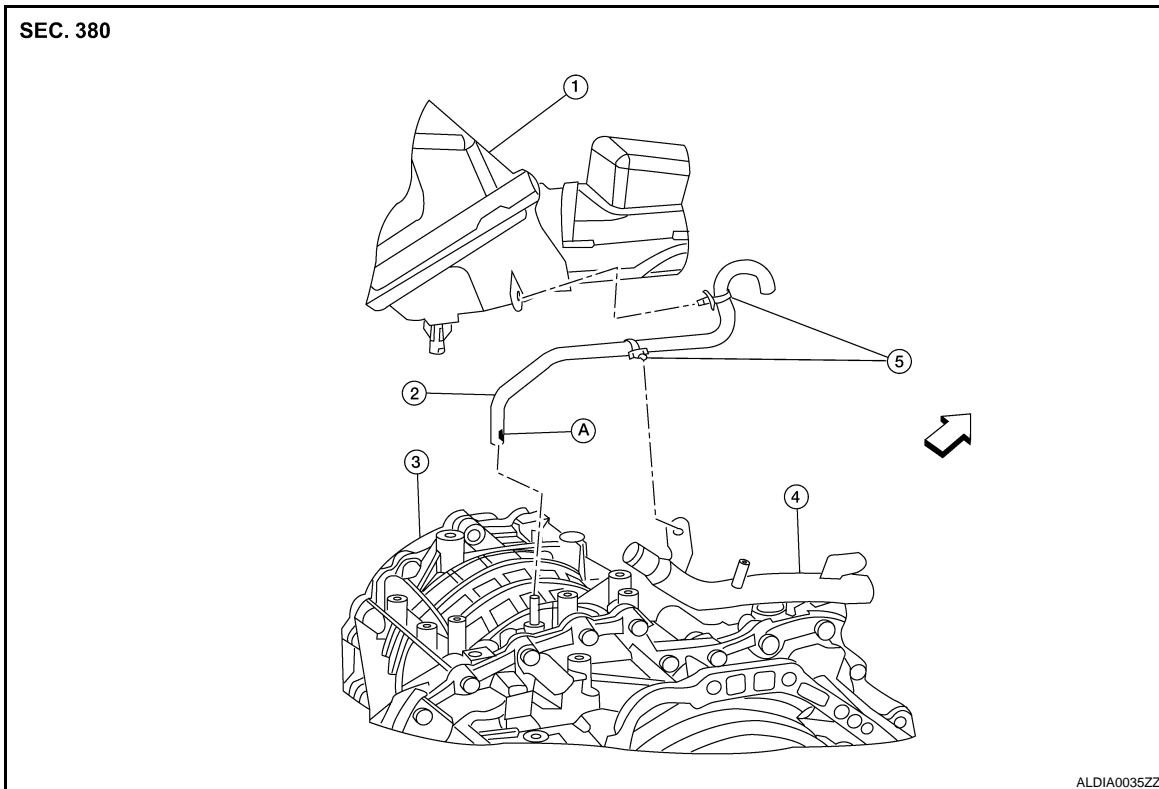
< ON-VEHICLE REPAIR >

[CVT: RE0F09B]

AIR BREATHER HOSE

Exploded View

INFOID:000000001344901



1. Air cleaner
4. Heater pipe
←: Front

2. Air breather hose
5. Clip

3. Transaxle assembly
A. Paint mark

Removal and Installation

INFOID:000000001344902

CAUTION:

- Install air breather hose with paint mark facing front.
- Insert air breather hose onto air breather tube until overlap area reaches the spool.
- Install air breather hose to heater pipe and air cleaner case by fully inserting the clip.
- Make sure there are no pinched or restricted areas on air breather hose caused by bending or winding when installing it.

DIFFERENTIAL SIDE OIL SEAL

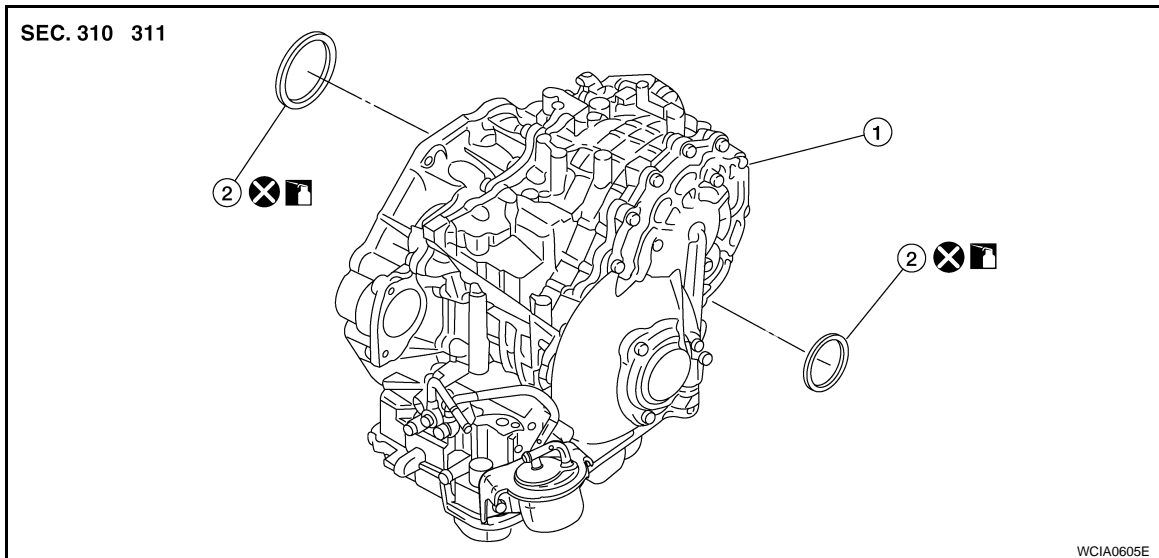
< ON-VEHICLE REPAIR >

[CVT: RE0F09B]

DIFFERENTIAL SIDE OIL SEAL

Exploded View

INFOID:000000001344903



1. Transaxle assembly

2. Differential side oil seal



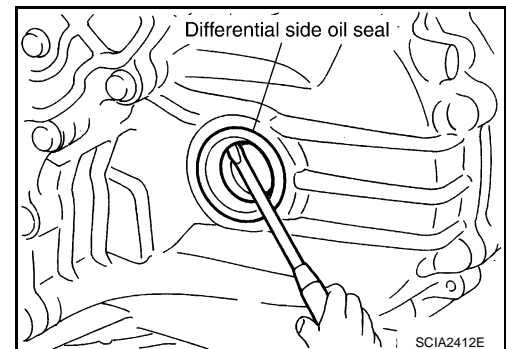
:NISSAN CVT Fluid NS-2

Removal and Installation

INFOID:000000001344904

REMOVAL

1. Remove drive shaft assembly. Refer to [FAX-9, "Removal and Installation \(Left Side\)"](#) and [FAX-10, "Removal and Installation \(Right Side\)"](#).
2. Remove the differential side oil seal using suitable tool
CAUTION:
Do not scratch transaxle case or converter housing.



INSTALLATION

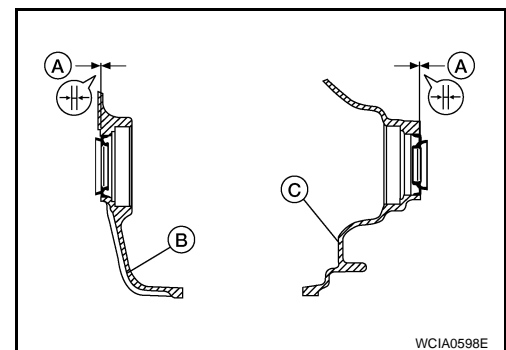
1. Drive the new differential side oil seal into the transaxle case side (B) and converter housing side (C) until it is flush using suitable tool.

Dimension A : 0 ± 0.5 mm (0 ± 0.02 in)

CAUTION:

- Do not reuse differential side oil seals.
- Apply specified NISSAN CVT fluid to side oil seals.

2. Install drive shaft assembly. Refer to [FAX-9, "Removal and Installation \(Left Side\)"](#) and [FAX-10, "Removal and Installation \(Right Side\)"](#).
3. Check CVT fluid level. Refer to [TM-235, "Inspection"](#).



TRANSAXLE ASSEMBLY

< REMOVAL AND INSTALLATION >

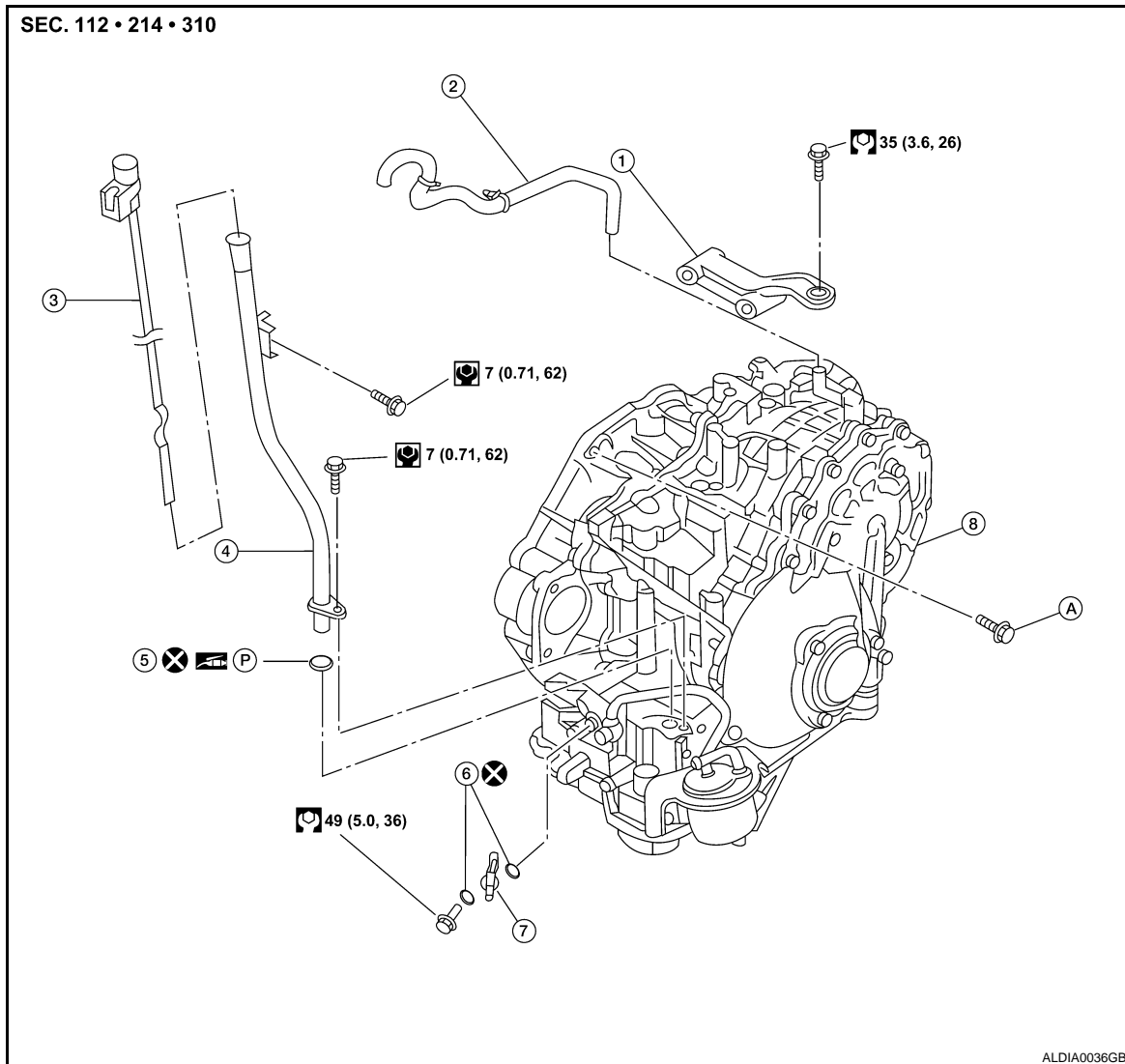
[CVT: RE0F09B]

REMOVAL AND INSTALLATION

TRANSAXLE ASSEMBLY

Exploded View

INFOID:000000001344905



- | | | |
|----------------------------|-----------------------|--|
| 1. Rear gusset | 2. Air breather hose | 3. CVT fluid level gauge |
| 4. CVT fluid charging pipe | 5. O-ring | 6. Copper washer |
| 7. Fluid cooler tube | 8. Transaxle assembly | A. Refer to TM-254, "Removal and Installation" . |

Removal and Installation

INFOID:000000001344906

REMOVAL

1. Remove the engine and transaxle as an assembly. Refer to [EM-72, "Removal and Installation"](#).
NOTE:
Using paint, put matching marks on the drive plate and torque converter when removing the torque converter to drive plate nuts.
2. Disconnect the electrical connectors from the following:
 - CVT unit harness connector. Refer to [TM-229, "Removal and Installation Procedure for CVT Unit Connector"](#).
 - Secondary speed sensor

TRANSAXLE ASSEMBLY

[CVT: RE0F09B]

< REMOVAL AND INSTALLATION >

3. Remove the harness from the transaxle.
4. Remove the transaxle to engine and engine to transaxle bolts.
5. Remove the CVT fluid charging pipe.
6. Separate the transaxle from the engine.
7. If necessary, remove the following from the CVT:
 - Fluid cooler tube
 - Air breather hose
 - Brackets

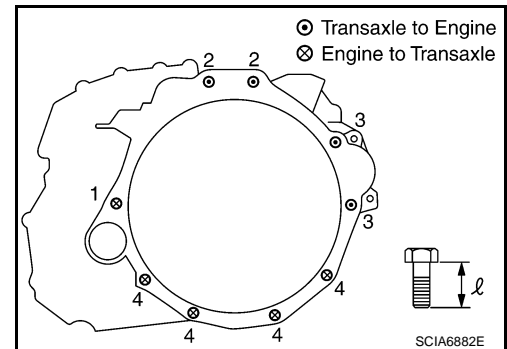
INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

- When replacing an engine or transaxle you must make sure any dowels are installed correctly during re-assembly
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drive train components.
- Do not reuse O-rings.
- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the nuts for the torque converter while securing the crankshaft pulley bolt, be sure to confirm the tightening torque of the crankshaft pulley bolt. Refer to [EM-52, "Removal and Installation"](#).
- After converter is installed to drive plate, rotate crankshaft several turns to check that CVT rotates freely without binding.
- When installing the CVT to the engine, align the matching mark on the drive plate with the matching mark on the torque converter.
- When installing CVT assembly to the engine assembly, attach the bolts in accordance with the following standard.

Bolt No.	1	2	3	4
Number of bolts	1	2	2	4
Bolt length "ℓ"mm (in)	55 (2.17)	34 (1.54)	108 (4.25)	45 (1.77)
Tightening torque N·m (kg·m, ft·lb)	75 (7.7, 55)			43 (4.4, 32)



- When installing the drive plate to torque converter nuts, tighten them temporarily. then tighten the nuts to the specified torque.
- After completing installation, check for fluid leakage, fluid level, and the positions of CVT. Refer to [TM-235, "Inspection"](#) and [TM-248, "Inspection and Adjustment"](#).
- When replacing the CVT assembly, erase EEP ROM in TCM.

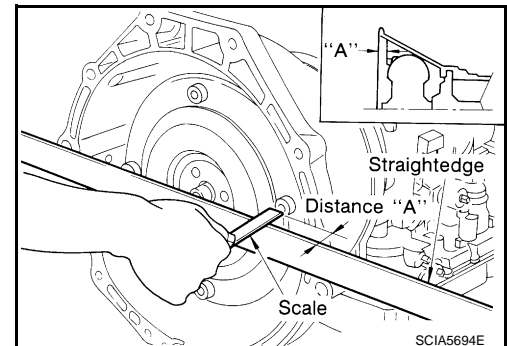
Inspection

INFOID:000000001344907

Installation and Inspection of Torque Converter

- After inserting the torque converter to the CVT, be sure to check distance "A" to ensure it is within specifications.

Distance "A" : 14.0 mm (0.55 in) or more



SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F09B]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:000000001344908

Applied model		VQ35DE engine
		2WD
CVT model		RE0F09B
CVT assembly	Model code number	1XE0A
Transmission gear ratio	D position	Variable
	Reverse	1.750
	Final drive	5.173
Recommended fluid		NISSAN CVT Fluid NS-2*1
Fluid capacity		10.2 liter (10-6/8 US qt, 9 Imp qt)

CAUTION:

- Use only Genuine NISSAN CVT Fluid NS-2. Do not mix with other fluid.
- Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the warranty.

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

Vehicle Speed When Shifting Gears

INFOID:000000001344909

Numerical value data are reference values.

Engine type	Throttle position	Shift pattern	Engine speed (rpm)	
			At 40 km/h (25 MPH)	At 60 km/h (37 MPH)
VQ35DE	8/8	"D" position	2,900 – 4,100	3,900 – 5,600
	2/8		900 – 2,000	1,000 – 2,000

CAUTION:

Lock-up clutch is engaged when vehicle speed is approximately 18 km/h (11 MPH) to 90 km/h (56 MPH).

Stall Speed

INFOID:000000001344910

Stall speed	2,700 – 3,250 rpm
-------------	-------------------

Line Pressure

INFOID:000000001344911

Engine speed	Line pressure kPa (kg/cm ² , psi)
	"R", "D" positions
At idle	750 (7.65, 108.8)
At stall	5,700 (58.14, 826.5)*1

*1: Reference values

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F09B]

Solenoid Valves

INFOID:000000001344912

Name	Resistance (Approx.)	Terminal
Pressure control solenoid valve B (secondary pressure solenoid valve)	3.0 – 9.0 Ω	3
Pressure control solenoid valve A (line pressure solenoid valve)		2
Torque converter clutch solenoid valve		12
Lock-up select solenoid valve	6 – 19 Ω	13

CVT Fluid Temperature Sensor

INFOID:000000001344913

Name	Condition	CONSULT-III "DATA MONITOR" (Approx.)	Resistance (Approx.)
ATF TEMP SEN	20°C (68°F)	1.8 – 2.0 V	6.5 kΩ
	80°C (176°F)	0.6 – 1.0 V	0.9 kΩ

Primary Speed Sensor

INFOID:000000001344914

Name	Condition	Data (Approx.)
Primary speed sensor	When driving ["M1" position, 20 km/h (12 MPH)]	660 Hz

Secondary Speed Sensor

INFOID:000000001344915

Name	Condition	Data (Approx.)
Secondary speed sensor	When driving ["D" position, 20 km/h (12 MPH)]	400 Hz

Removal and Installation

INFOID:000000001344916

Distance between end of converter housing and torque converter	14.0 mm (0.55 in) or more
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BASIC INSPECTION

DIAGNOSIS AND REPAIR WORKFLOW

Work Flow

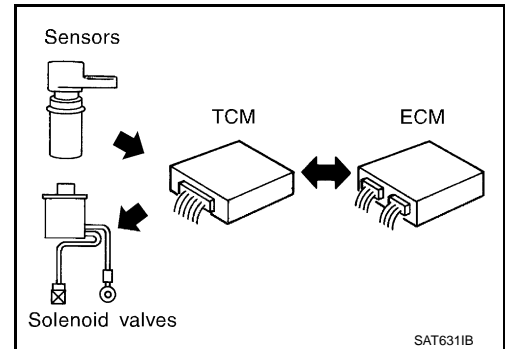
INFOID:000000001344917

INTRODUCTION

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

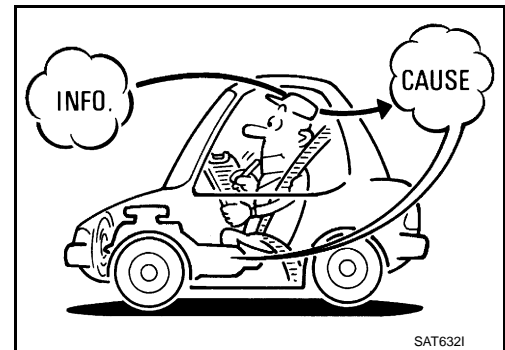
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the CVT system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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



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

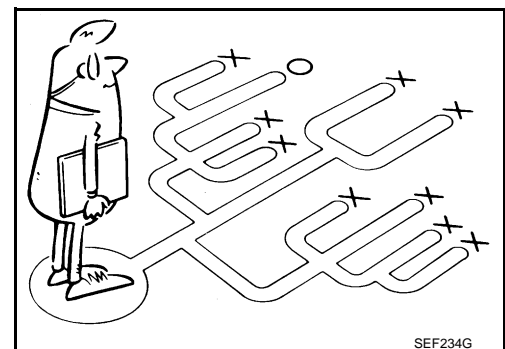
A visual check only may not find the cause of the errors. A road test with CONSULT-III (or GST) or a circuit tester connected should be performed. Follow the "DETAILED FLOW".



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such errors, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Work Sheet" as shown on the example (Refer to [TM-259](#)) should be used.

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

Also check related Service bulletins.



DETAILED FLOW

1. COLLECT THE INFORMATION FROM THE CUSTOMER

Get the detailed information from the customer about the symptom (the condition and the environment when the incident/malfunction occurred) using diagnosis worksheet. Refer to [TM-259, "Diagnostic Work Sheet"](#).

>> GO TO 2.

2. CHECK SYMPTOM 1

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

- Fail-safe. Refer to [TM-392, "Fail-safe"](#).
- CVT fluid inspection. Refer to [TM-411, "Inspection"](#).
- Line pressure test. Refer to [TM-418, "Inspection and Judgment"](#).

DIAGNOSIS AND REPAIR WORKFLOW

< BASIC INSPECTION >

[CVT: RE0F10A]

- Stall test. Refer to [TM-416, "Inspection and Judgment"](#).

>> GO TO 3.

3.CHECK DTC

1. Check DTC.
2. Perform the following procedure if DTC is detected.
 - Record DTC.
 - Erase DTC.

Is any DTC detected?

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

4.PERFORM DIAGNOSTIC PROCEDURE

Perform "Diagnostic Procedure" for the displayed DTC.

>> GO TO 5.

5.PERFORM DTC CONFIRMATION PROCEDURE

Perform "DTC CONFIRMATION PROCEDURE" for the displayed DTC.

Is DTC detected?

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

6.CHECK SYMPTOM 2

Try to confirm the symptom described by the customer.

Is any malfunction present?

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

7.RODE TEST

Perform "RODE TEST". Refer to [TM-420, "Description"](#).

>> GO TO 8.

8.CHECK SYMPTOM 3

Try to confirm the symptom described by the customer.

Is any malfunction present?

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

Diagnostic Work Sheet

INFOID:000000001344918

INFORMATION FROM CUSTOMER

KEY POINTS

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

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

INSPECTION AND ADJUSTMENT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT

ADDITIONAL SERVICE WHEN REPLACING CONTROL UNIT : Service After Replacing TCM and Transaxle Assembly

INFOID:000000001344919

SERVICE AFTER REPLACING TCM AND TRANSAXLE ASSEMBLY

Perform the applicable service in the following sheet when replacing TCM or transaxle assembly.

CAUTION:

- Do not start the engine until the service is completed.
- “TCM-POWER SUPPLY [P1701]” may be indicated soon after replacing TCM or transaxle assembly (after erasing the memory at the pattern B). Restart the self-diagnosis after erasing the self-diagnosis result. Check that no error is detected.

TCM	CVT assembly	Service pattern
Replace the new unit.	Do not replace the unit.	“PATTERN A”
Do not replace the unit.	Replace the new or old unit.	“PATTERN B”
Replace the old unit.	Do not replace the unit.	
	Replace the new or old unit.	
Replace the new unit.	Replace the new or old unit.	“PATTERN C”

NOTE:

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

PATTERN A

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

PATTERN B

1. Turn ignition switch ON after replacing each part.
2. Start engine.
 - CAUTION:**
Do not start the driving.
3. Select “DATA MONITOR”.
4. Warm up transaxle assembly until “ATFTEMP COUNT” indicates 47 [approximately 20°C (68°F)] or more. Turn ignition switch OFF.
5. Turn ignition switch ON.
 - CAUTION:**
Do not start engine.
6. Perform “SELF-DIAG RESULTS” mode for “TRANSMISSION”.
7. Shift the selector lever to “R” position.
8. Depress slightly the accelerator pedal (Pedal angle: 2/8) while depressing the brake pedal.
9. Perform “ERASE”.
10. Shift selector lever to “R” position after replacing TCM. Turn ignition switch OFF.
11. Wait approximately 10 minutes after turning ignition switch OFF.
12. Turn ignition switch ON while shifting selector lever to “R” position.
 - CAUTION:**
Do not start engine.
13. Select “Special function”.
14. Check that the value on “CALIBRATION DATA” is same as the data after erasing “Calibration Data”.

INSPECTION AND ADJUSTMENT

[CVT: RE0F10A]

< BASIC INSPECTION >

- Restart the procedure from step 3 if the values are not same.
15. Shift selector lever to “P” position.
 16. Check that the shift position indicator in the combination meter turns ON (It indicates approximately 1 or 2 seconds after shifting the selector lever to “P” position.)
 - Check the following items if the shift position indicator does not turn ON. Repair or replace the shift position indicator if necessary.
 - The harness between TCM and ROM ASSY in the transaxle assembly is open or short.
 - Cable disconnected, loosen, or bent from the connector housing.
 - Power supply and ground of TCM. Refer to [TM-346](#).

Calibration Data

Data after deletion

Item name	Display value	Item name	Display value
UNIT CLB ID 1	0000	GAIN PL	256
UNIT CLB ID 2	0000	OFFSET PL	40
UNIT CLB ID 3	0000	OFFSET2 PL	0
UNIT CLB ID 4	0000	MAP NO SEC	32
UNIT CLB ID 5	0000	GAIN SEC	256
UNIT CLB ID 6	0000	OFFSET SEC	40
MAP NO LU	33	OFFSET2 SEC	0
GAIN LU	256	MAP NO SL	32
OFFSET LU	40	GAIN SL	256
OFFSET2 LU	0	OFFSET SL	40
MAP NO PL	32	OFFSET2 SL	0

PATTERN C

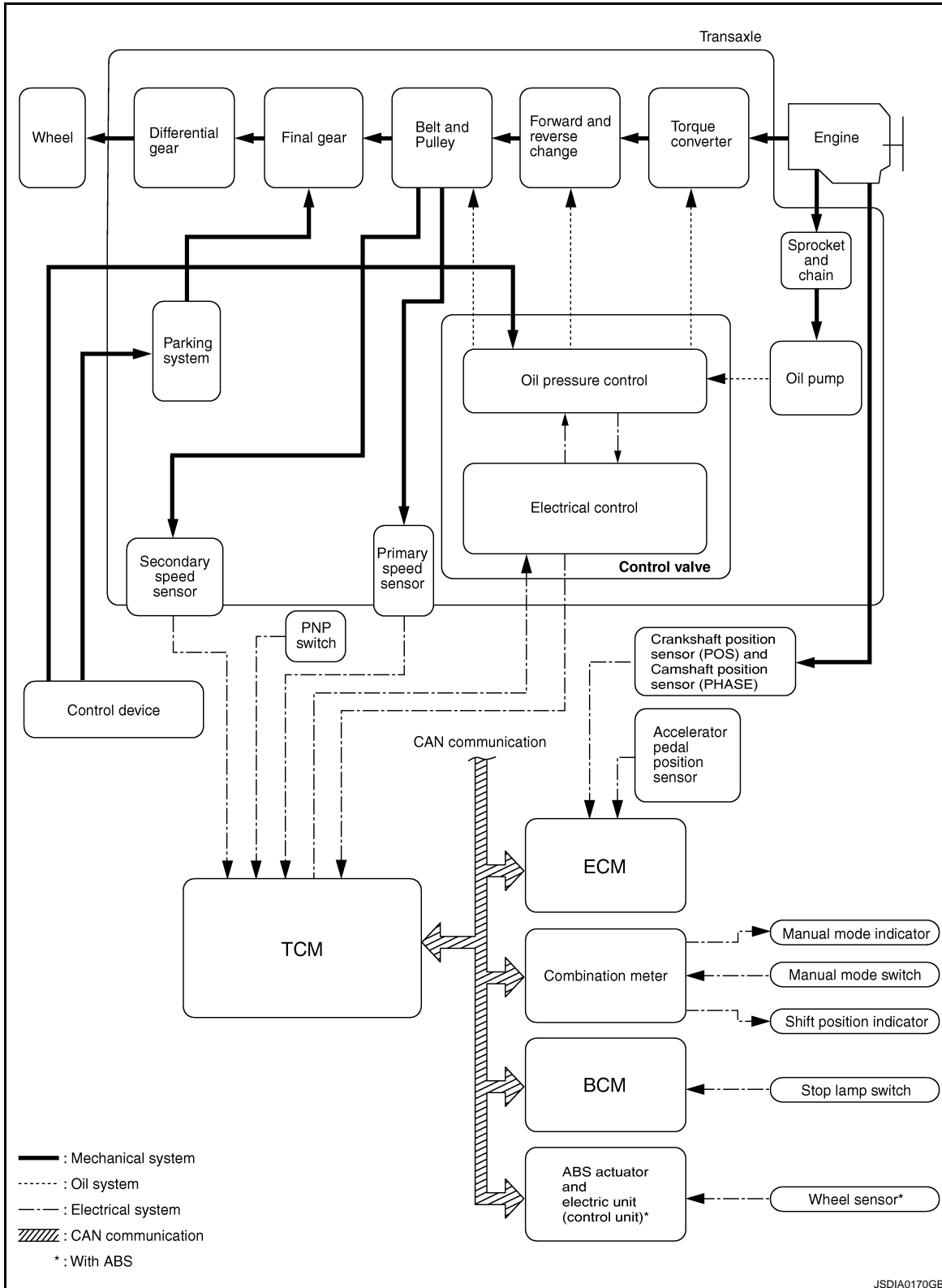
1. Replace transaxle assembly first, and then replace TCM.
2. Perform the service of “PATTERN A”.
(Perform the service of “PATTERN B” if TCM is replaced first.)

FUNCTION DIAGNOSIS

CVT SYSTEM

System Diagram

INFOID:000000001344920



JSDIA0170GB

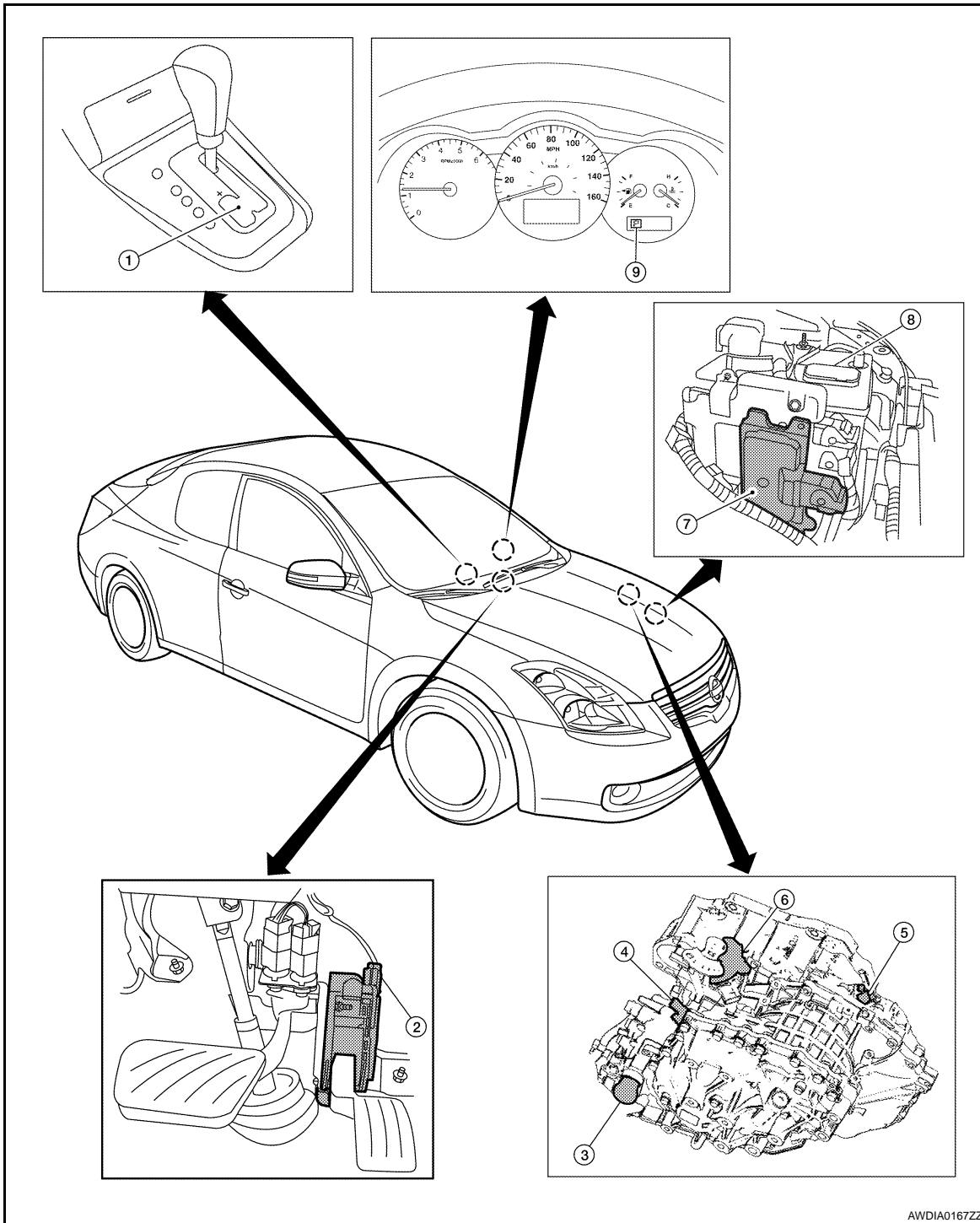
CVT SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Coupe

INFOID:000000001344921



AWDIA0167ZZ

- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

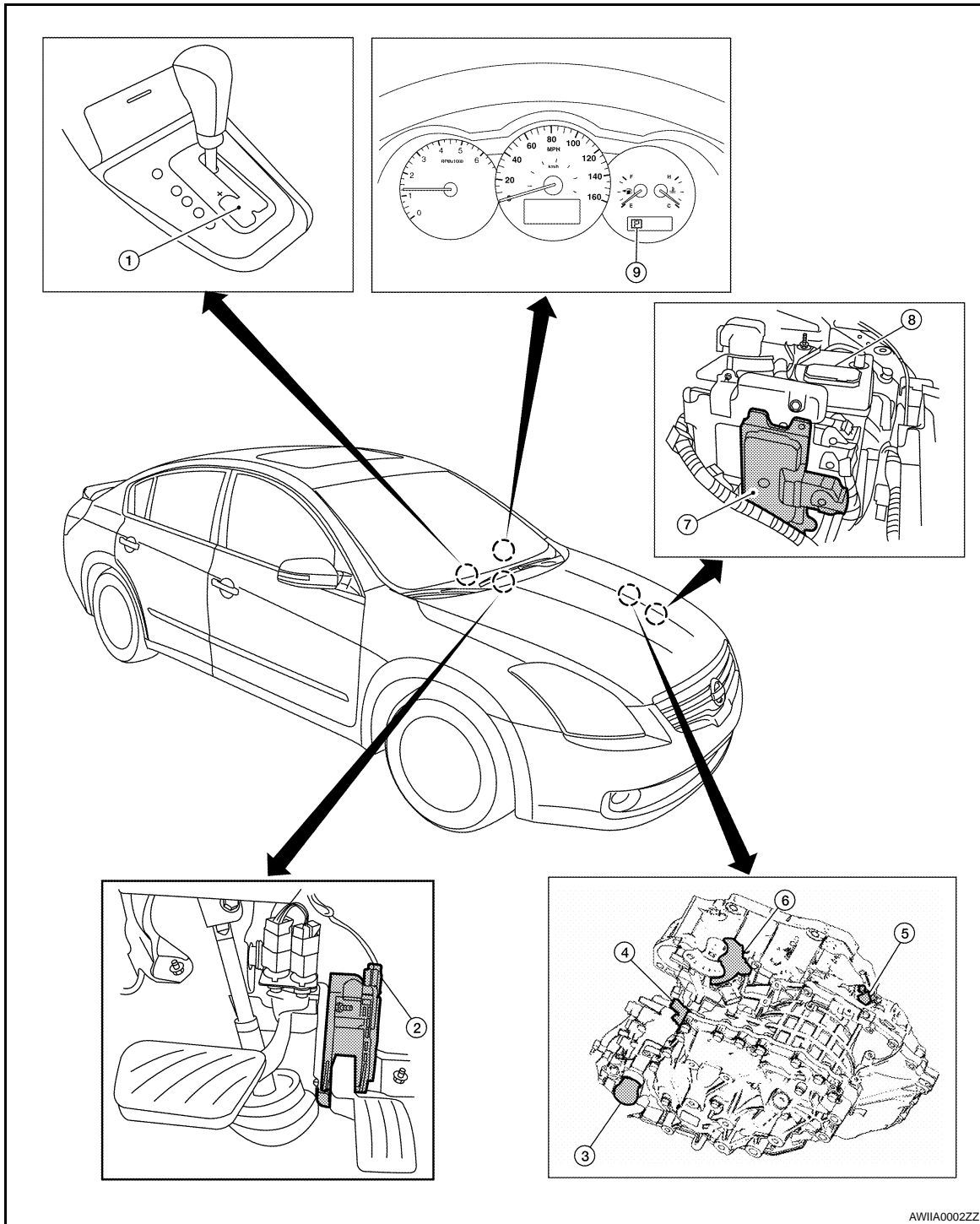
CVT SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220467



- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

AWIA0002ZZ

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MECHANICAL SYSTEM

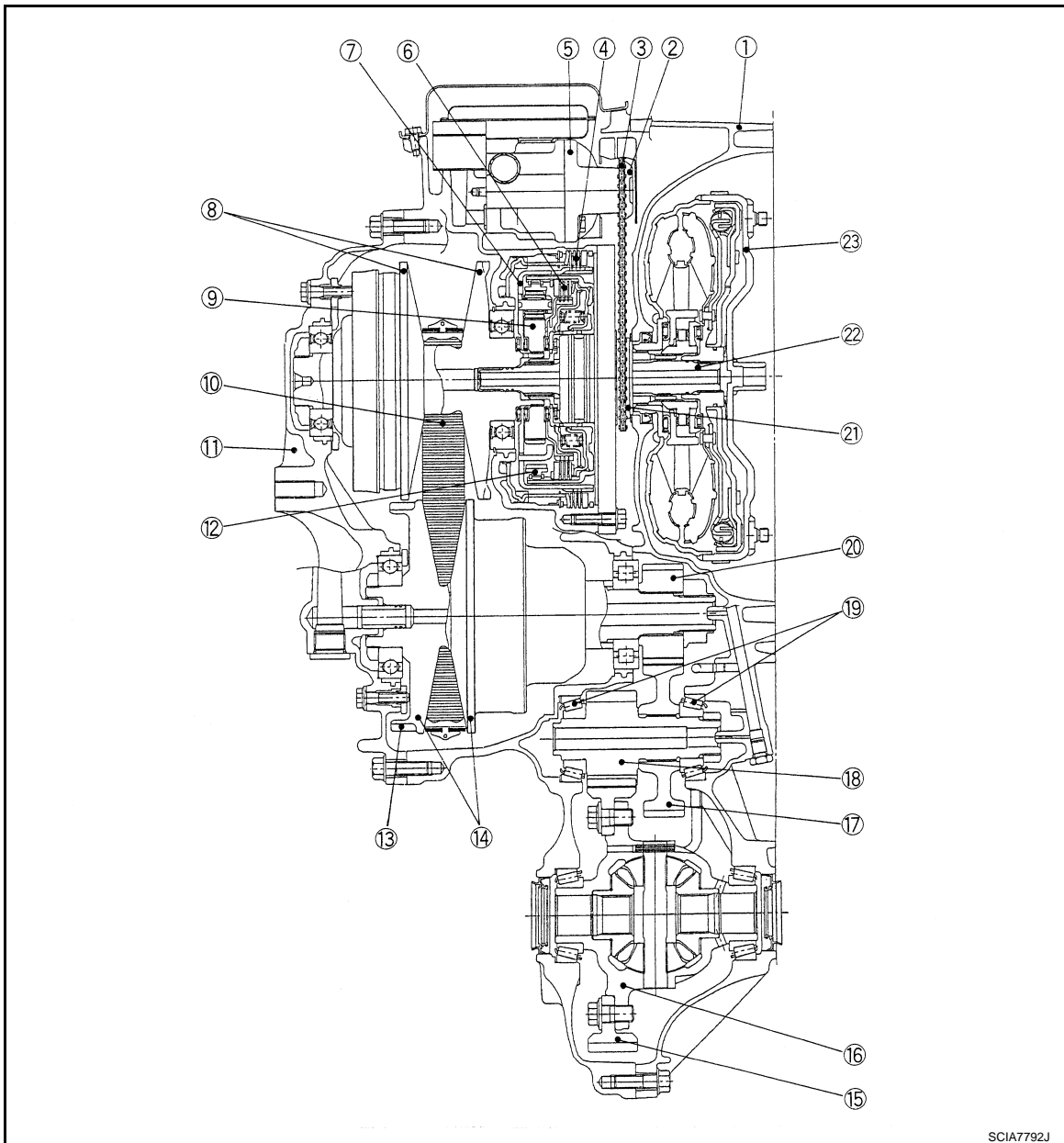
< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

MECHANICAL SYSTEM

Cross-Sectional View

INFOID:000000001344922



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

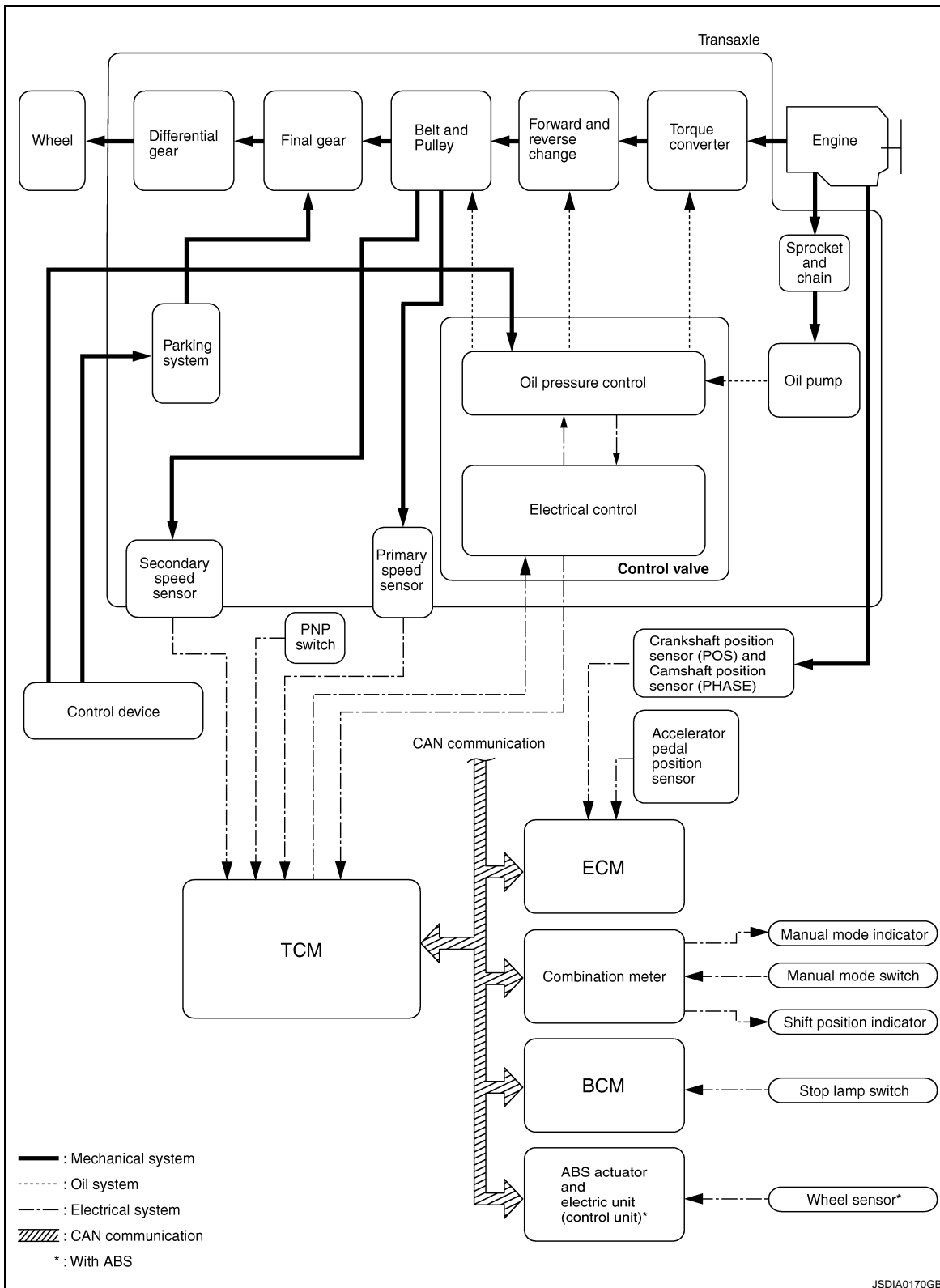
MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

System Diagram

INFOID:000000001344923



System Description

Transmits the power from the engine to the drive wheel.

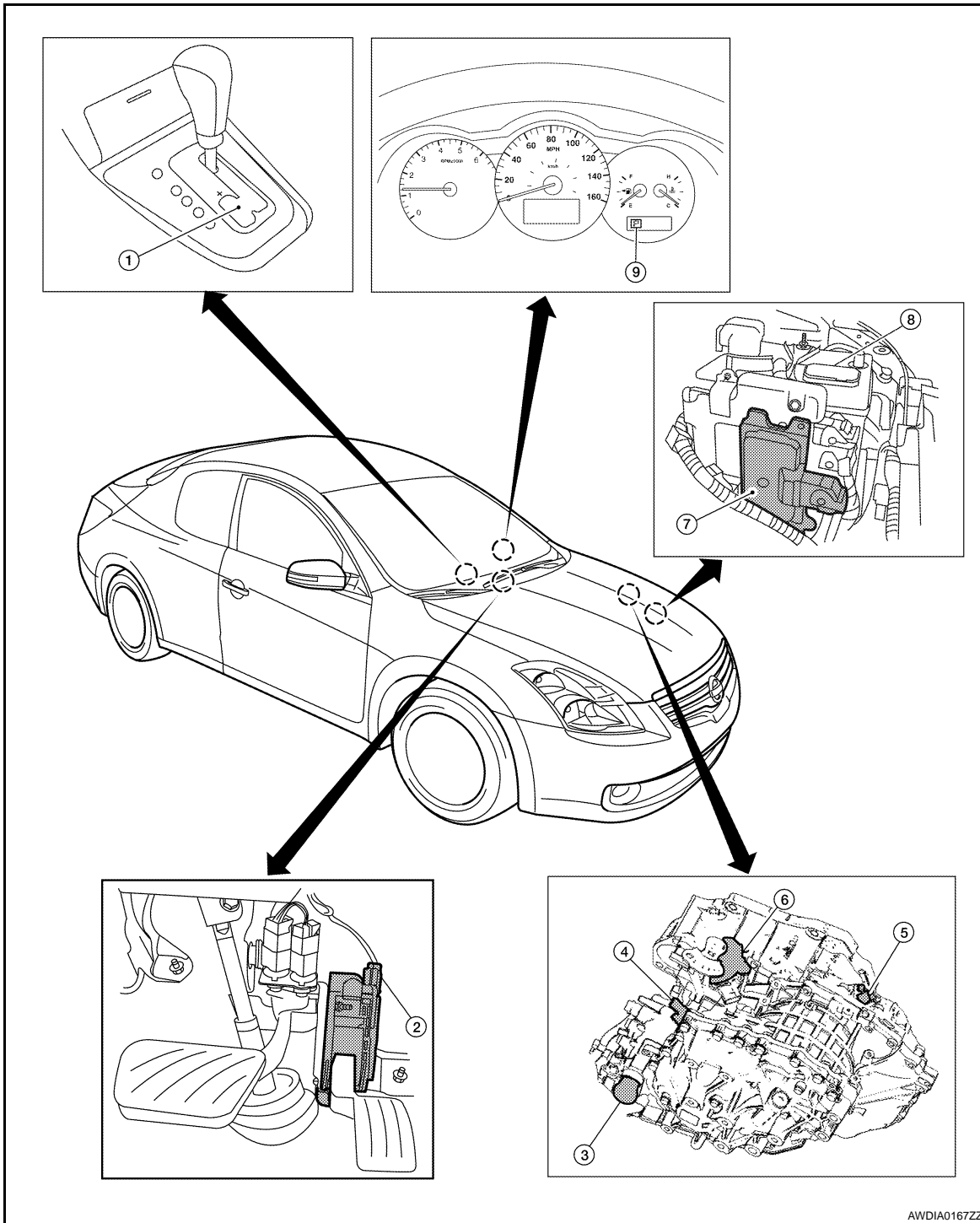
MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Coupe

INFOID:000000003220557



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- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

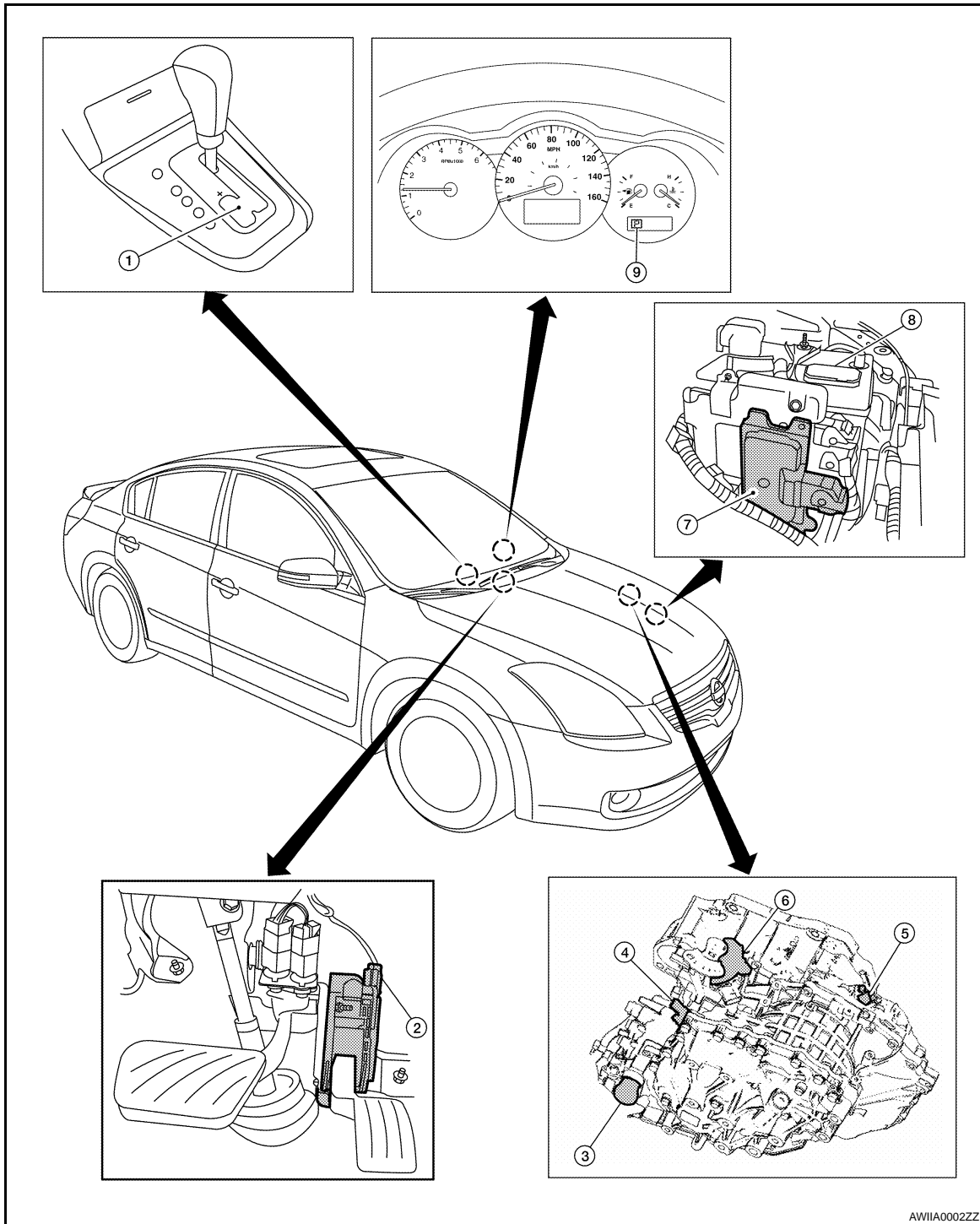
MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220563



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

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MECHANICAL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Description

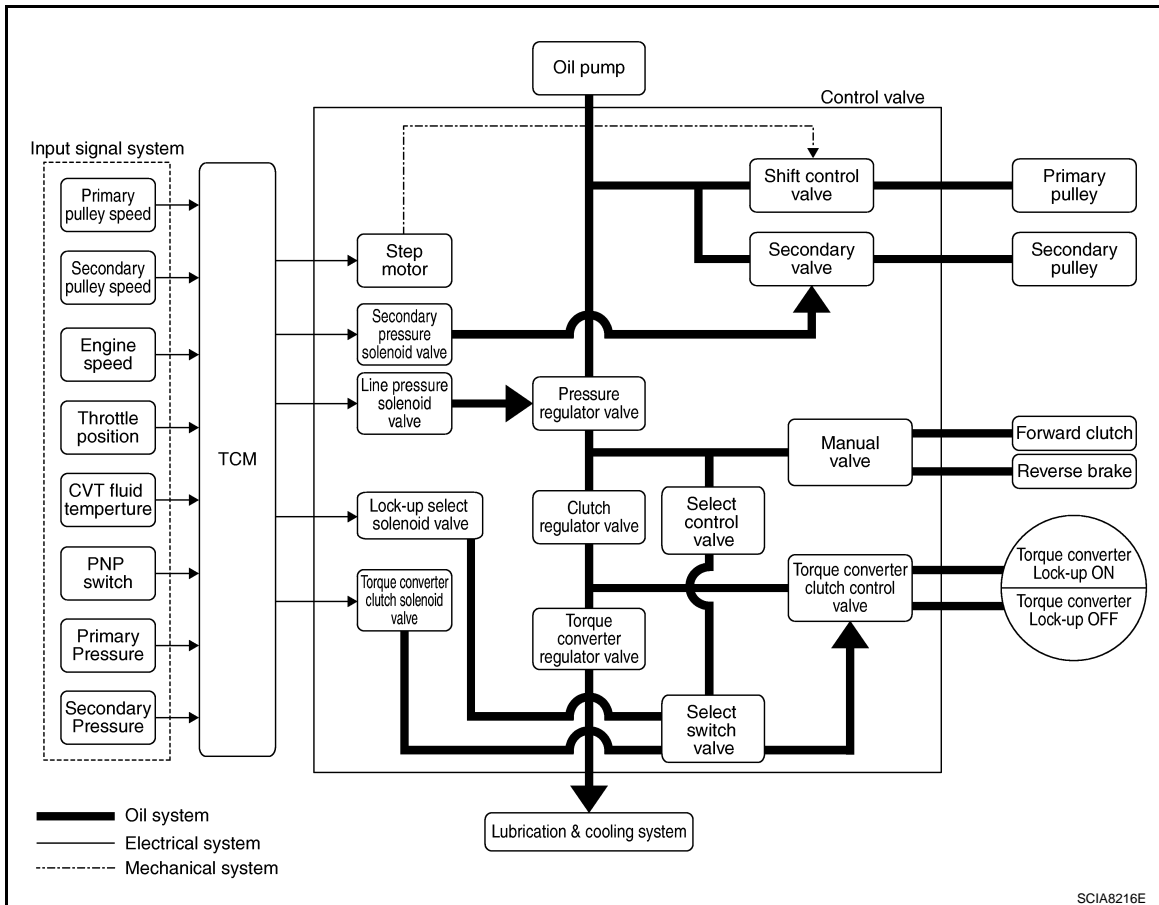
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Item	Function
Torque converter	The torque converter is the device that increases the engine torque as well as the conventional A/T and transmits it to the transaxle.
Oil pump	The efficiency of pump discharge rate at low-rpm and the optimization at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

HYDRAULIC CONTROL SYSTEM

System Diagram

INFOID:000000001344927



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System Description

INFOID:000000001344928

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

LINE PRESSURE AND SECONDARY PRESSURE CONTROL

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

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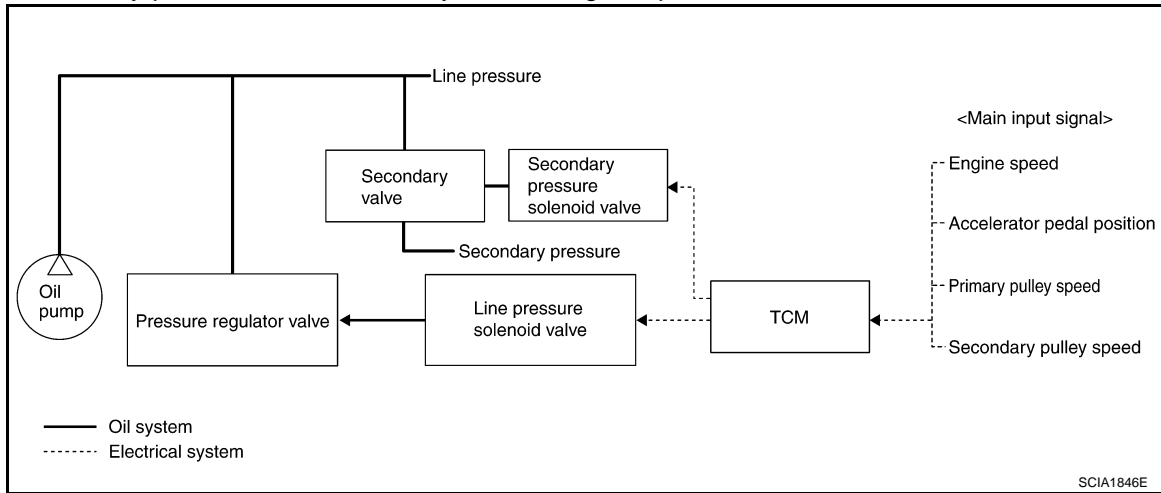
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HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

- 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. Secondary pressure is controlled by decreasing line pressure.



Normal Control

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

Feedback Control

When controlling the normal fluid pressure or the selected fluid pressure, the secondary pressure can be set more accurately by using the fluid pressure sensor to detect the secondary pressure and controlling the feedback.

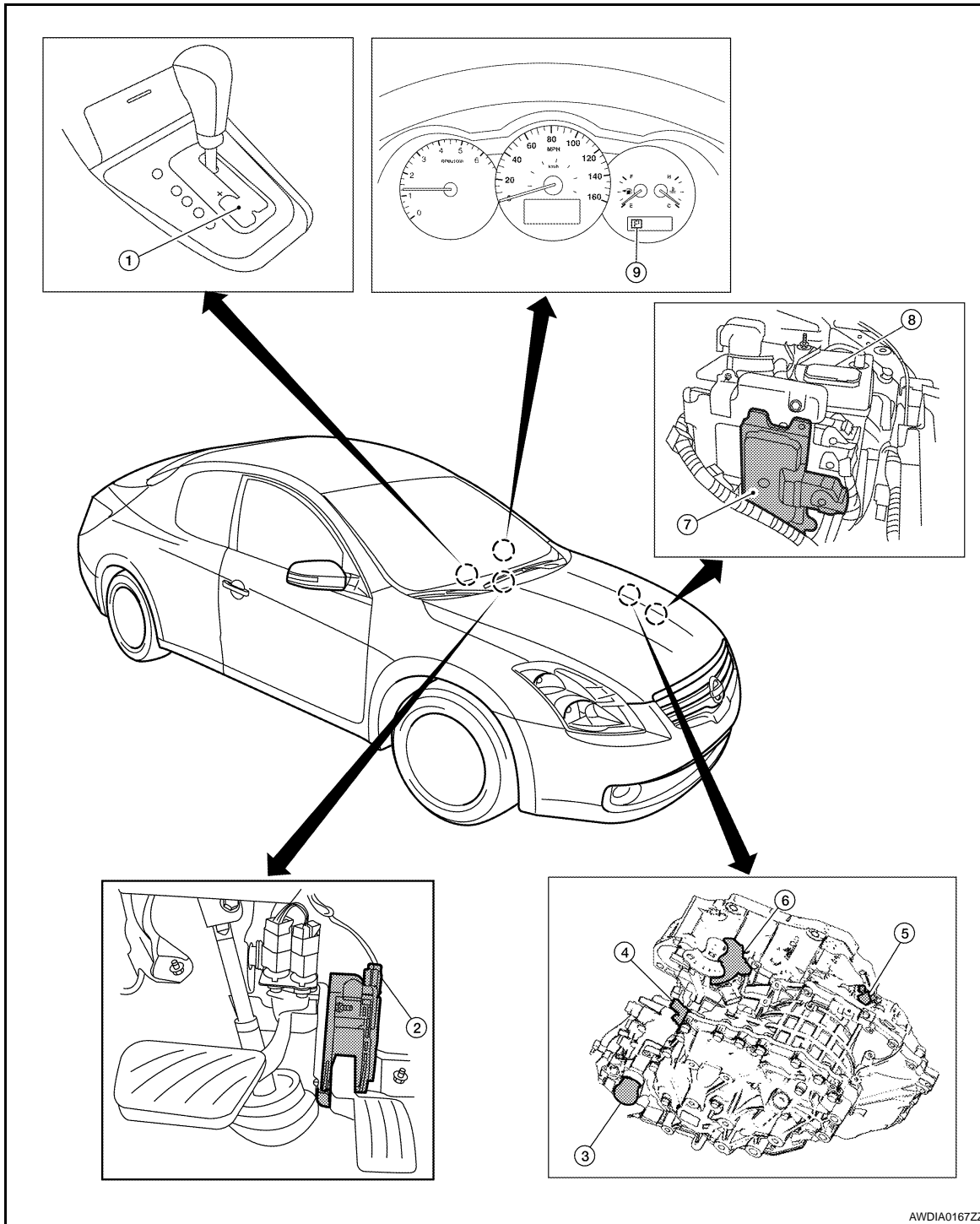
HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Coupe

INFOID:000000003220558



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

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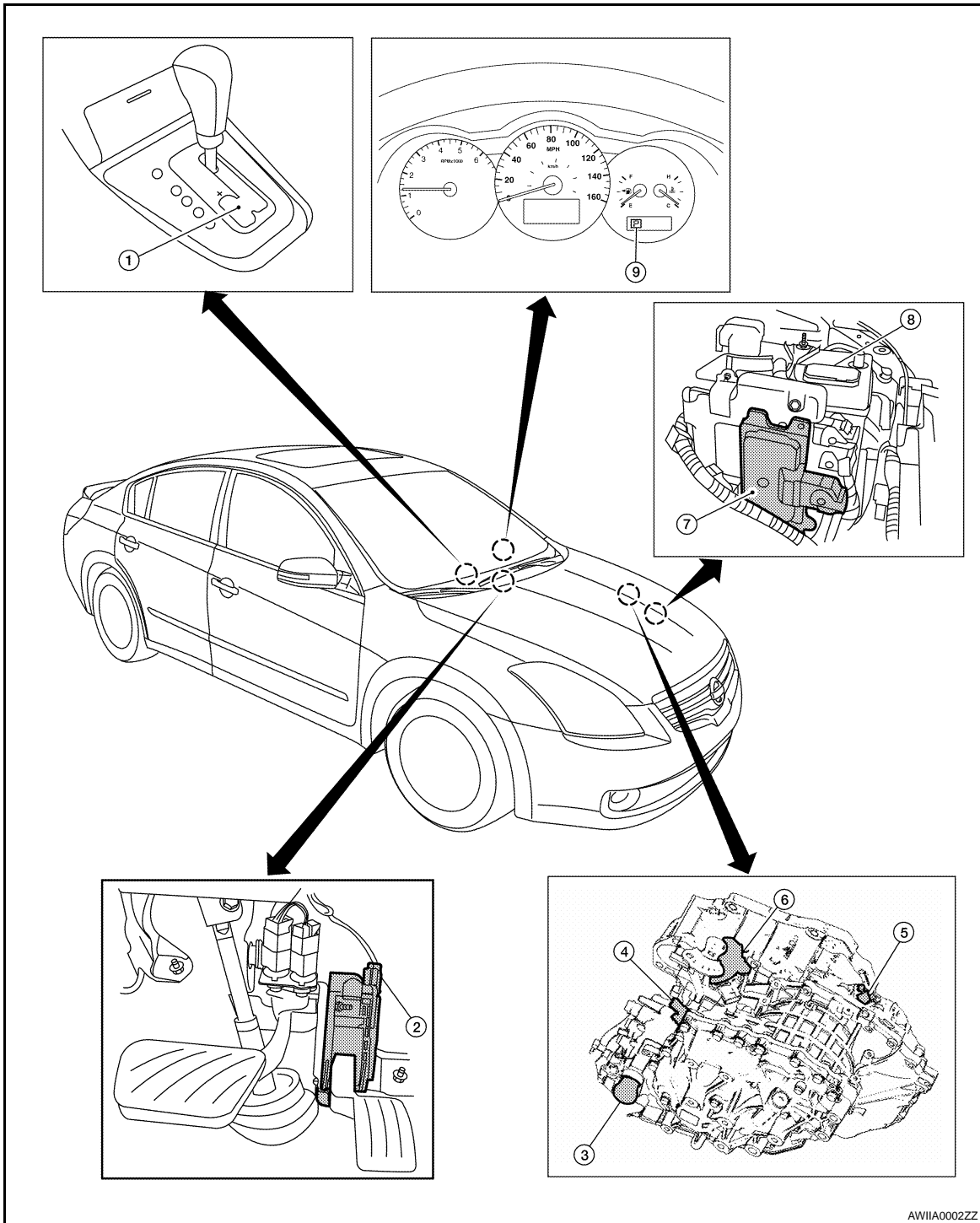
HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220564



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

Component Description

INFOID:000000001344930

TRANSAXLE ASSEMBLY

HYDRAULIC CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Name	Function
Torque converter regulator valve	Optimizes the supply pressure for the torque converter depending on driving conditions.
Pressure regulator valve	Optimizes the discharge pressure from the oil pump depending on driving conditions.
TCC control valve	<ul style="list-style-type: none"> • Activates or deactivate the lock-up. • Lock-up smoothly by opening lock-up operation excessively.
TCC solenoid valve	TM-320
Shift control valve	Controls flow-in/out of line pressure from the primary pulley depending on the stroke difference between the stepping motor and the primary pulley.
Secondary valve	Controls the line pressure from the secondary pulley depending on operating conditions.
Clutch regulator valve	Adjusts the clutch operating pressure depending on operating conditions.
Secondary pressure solenoid valve	TM-329
Line pressure solenoid valve	TM-322
Step motor	TM-358
Manual valve	Transmits the clutch operating pressure to each circuit in accordance with the selected position.
Select control valve	Engages forward clutch, reverse brake smoothly depending on select operation.
Select switch valve	Switches torque converter clutch solenoid valve control pressure use to torque converter clutch control valve or select control valve.
Lock-up select solenoid valve	TM-355
Primary speed sensor	TM-307
Secondary speed sensor	TM-312
PNP switch	TM-307
Primary pulley	TM-270
Secondary pulley	
Forward clutch	
Torque converter	

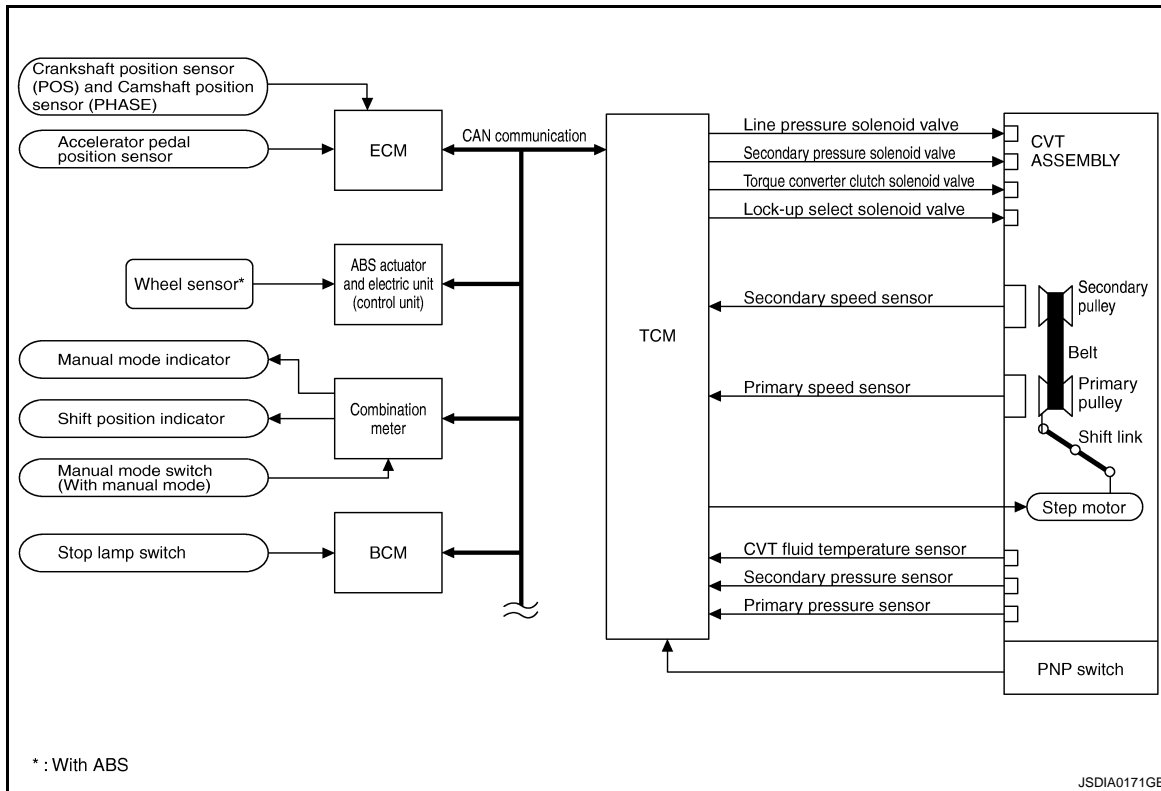
EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	Judges the vehicle driving status according to the signal from each sensor and controls the non-step transmission mechanism properly.
Accelerator pedal position sensor	TM-349

CONTROL SYSTEM

System Diagram

INFOID:000000001344931



System Description

INFOID:000000001344932

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

TCM FUNCTION

The function of the TCM is to:

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

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

*: Without manual mode.

INPUT/OUTPUT SIGNAL OF TCM

CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

	Control item	Fluid pressure control	Select control	Shift control	Lock-up control	CAN communication control	Fail-safe function ^(*2)	
Input	PNP switch	X	X	X	X	X	X	A
	Accelerator pedal position signal ^(*1)	X	X	X	X	X	X	B
	Closed throttle position signal ^(*1)	X		X	X	X		C
	Engine speed signal ^(*1)	X	X		X	X	X	C
	CVT fluid temperature sensor	X	X	X	X		X	
	Manual mode signal ^(*1)	X		X	X	X	X	TM
	Stop lamp switch signal ^(*1)	X		X	X	X		
	Primary speed sensor	X		X	X	X	X	E
	Secondary speed sensor	X	X	X	X	X	X	
	Primary pressure sensor	X		X				
	Secondary pressure sensor	X		X			X	F
Output	Step motor			X			X	
	TCC solenoid valve		X		X		X	G
	Lock-up select solenoid valve		X		X		X	
	Line pressure solenoid valve	X	X	X			X	
	Secondary pressure solenoid valve	X		X			X	H

*1: Input by CAN communications.

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

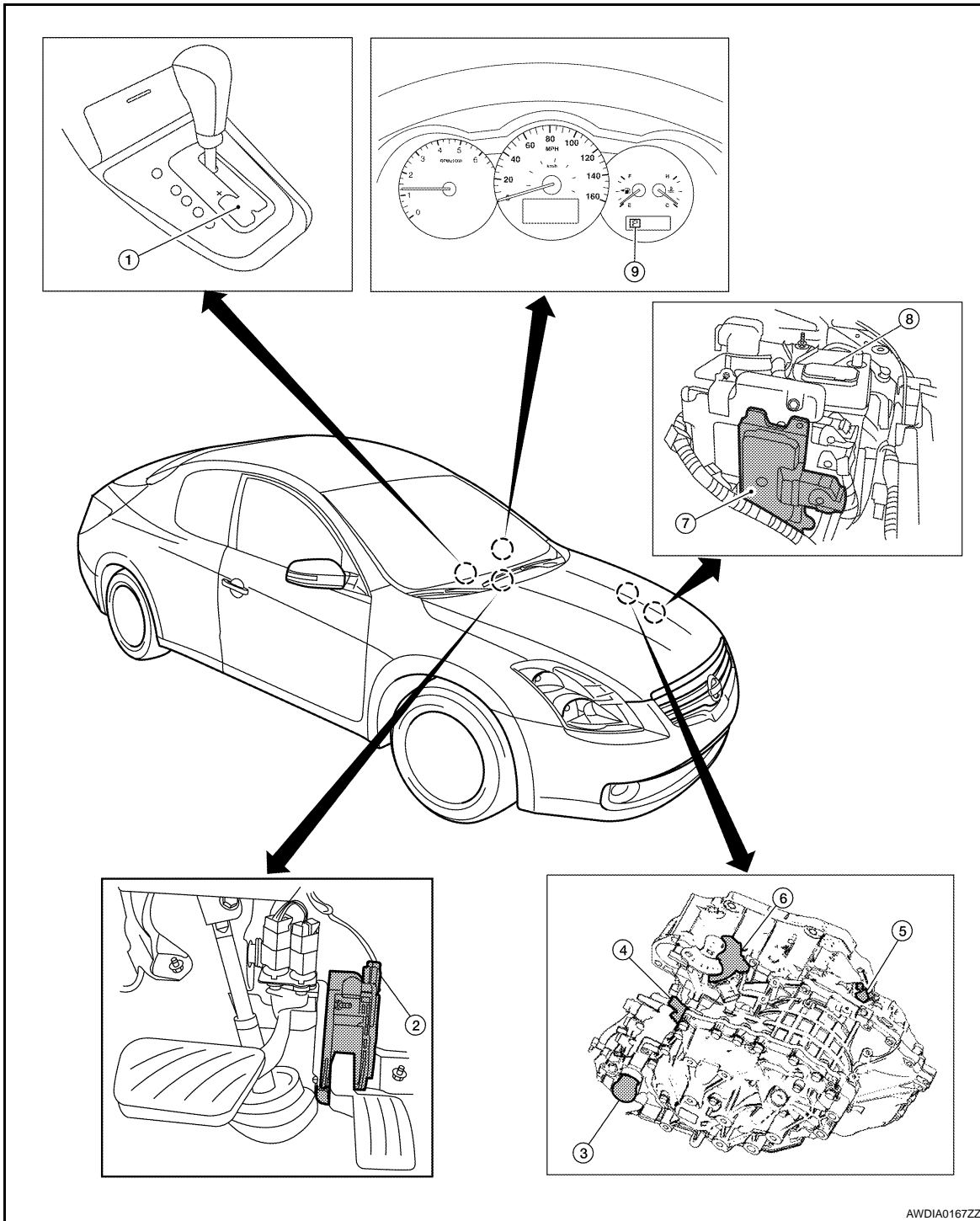
CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Coupe

INFOID:000000003220559



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- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

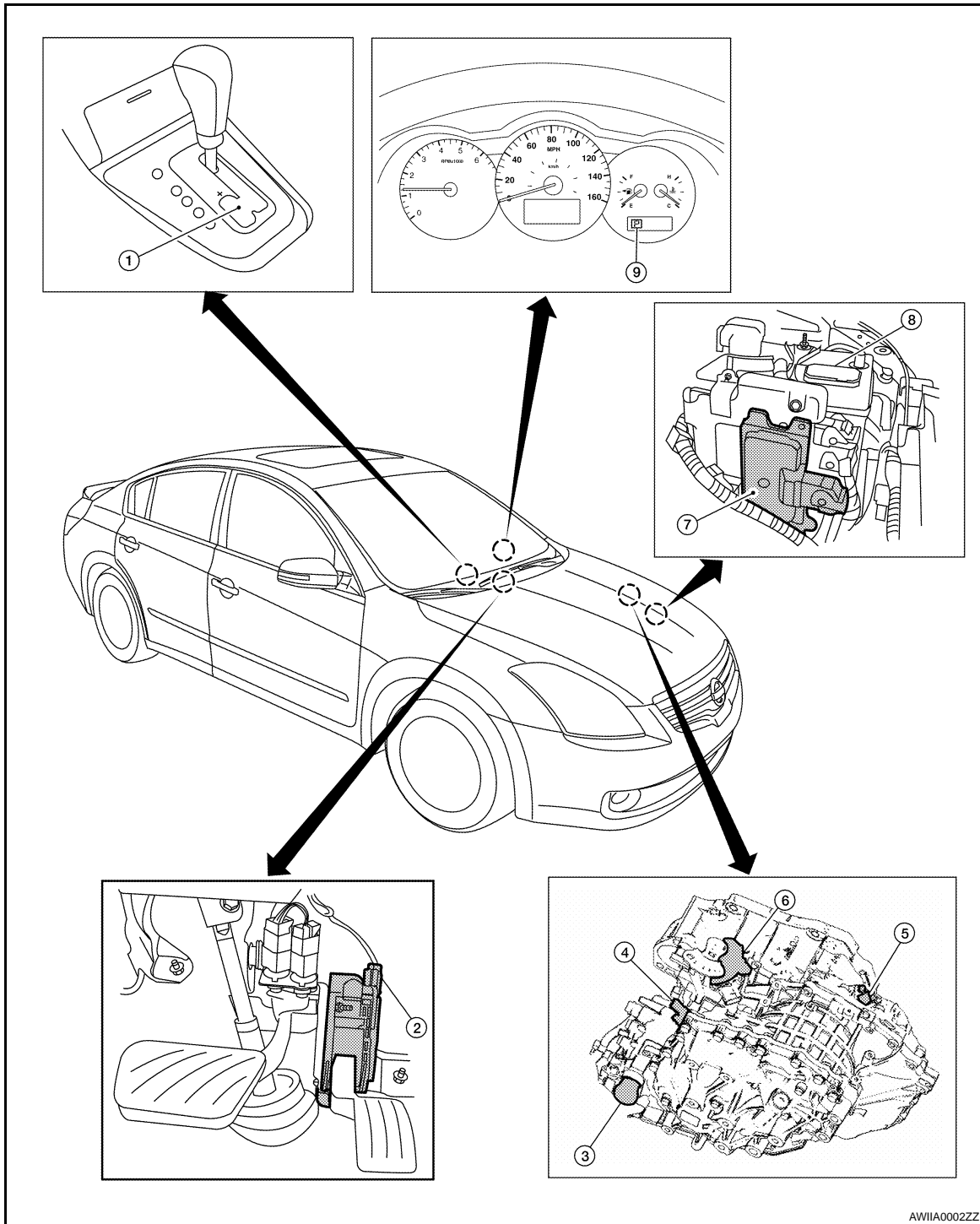
CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220565



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

Component Description

INFOID:000000001344934

TRANSAXLE ASSEMBLY

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CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Name	Function
PNP switch	TM-302
CVT fluid temperature sensor	TM-305
Primary speed sensor	TM-307
Secondary speed sensor	TM-312
Primary pressure sensor	TM-340
Secondary pressure sensor	TM-334
Step motor	TM-358
TCC solenoid valve	TM-318
Lock-up select solenoid valve	TM-355
Line pressure solenoid valve	TM-322
Secondary pressure solenoid valve	TM-326

EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	Optimally controls continuously variable transmission system by judging driving conditions based on signals from each sensor.
Stop lamp switch	TM-299

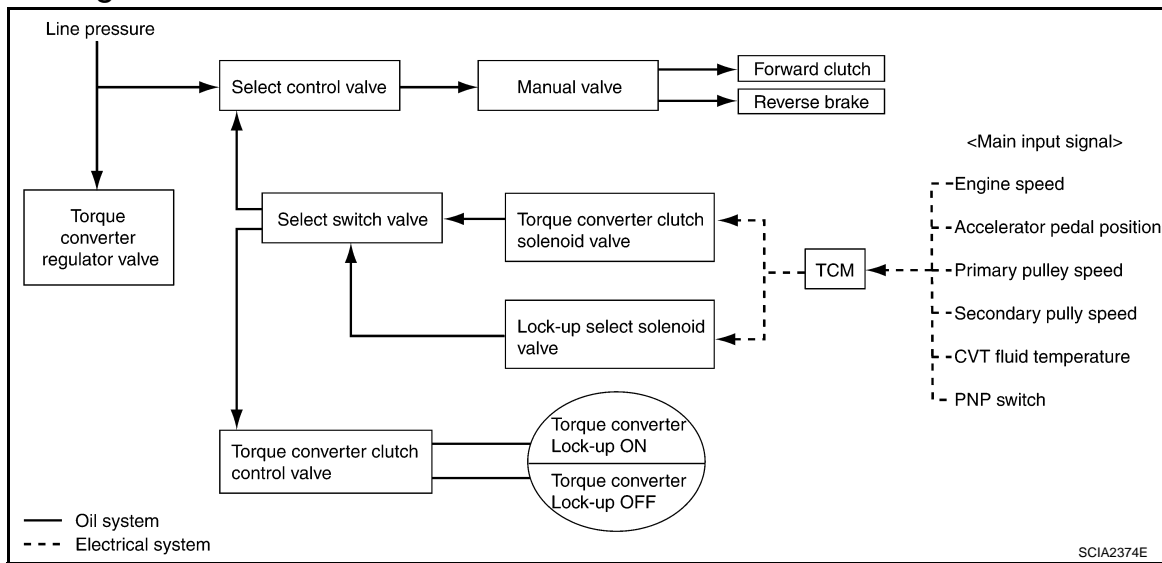
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

LOCK-UP AND SELECT CONTROL SYSTEM

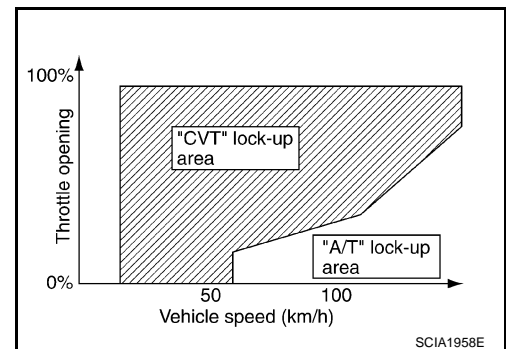
System Diagram



System Description

INFOID:000000001344936

- The torque converter clutch piston in the torque converter is engaged to eliminate torque converter slip to increase power transmission efficiency.
- The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM. The torque converter clutch engages or releases the torque converter clutch piston.
- When shifting between “N” (“P”) ⇔ “D” (“R”), torque converter clutch solenoid controls engagement power of forward clutch and reverse brake.
- The lock-up applied gear range was expanded by locking up the torque converter at a lower vehicle speed than conventional CVT models.



TORQUE CONVERTER CLUTCH AND SELECT CONTROL VALVE CONTROL

Lock-up Released

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

Lock-up Applied

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

Select Control

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

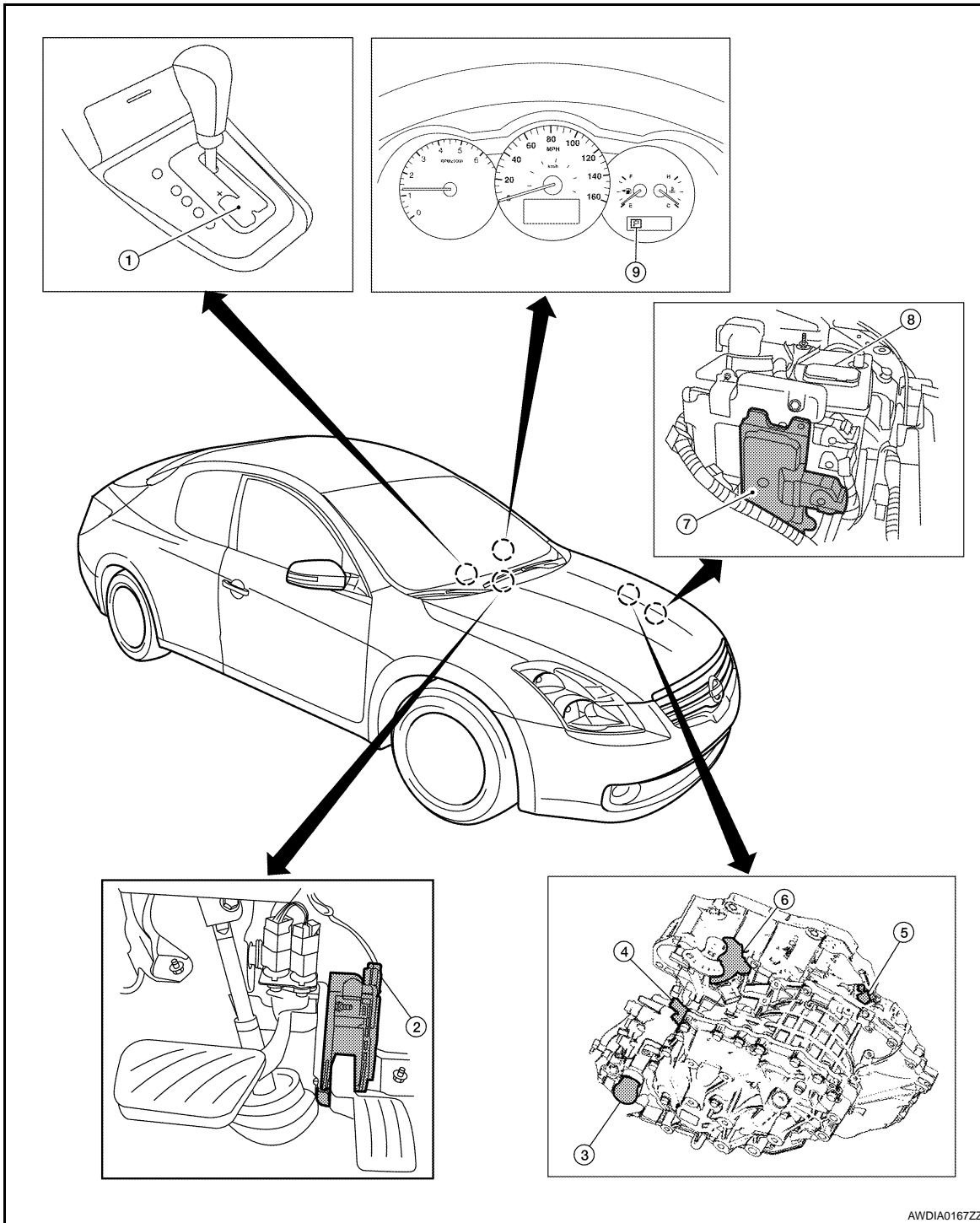
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Coupe

INFOID:000000003220560



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

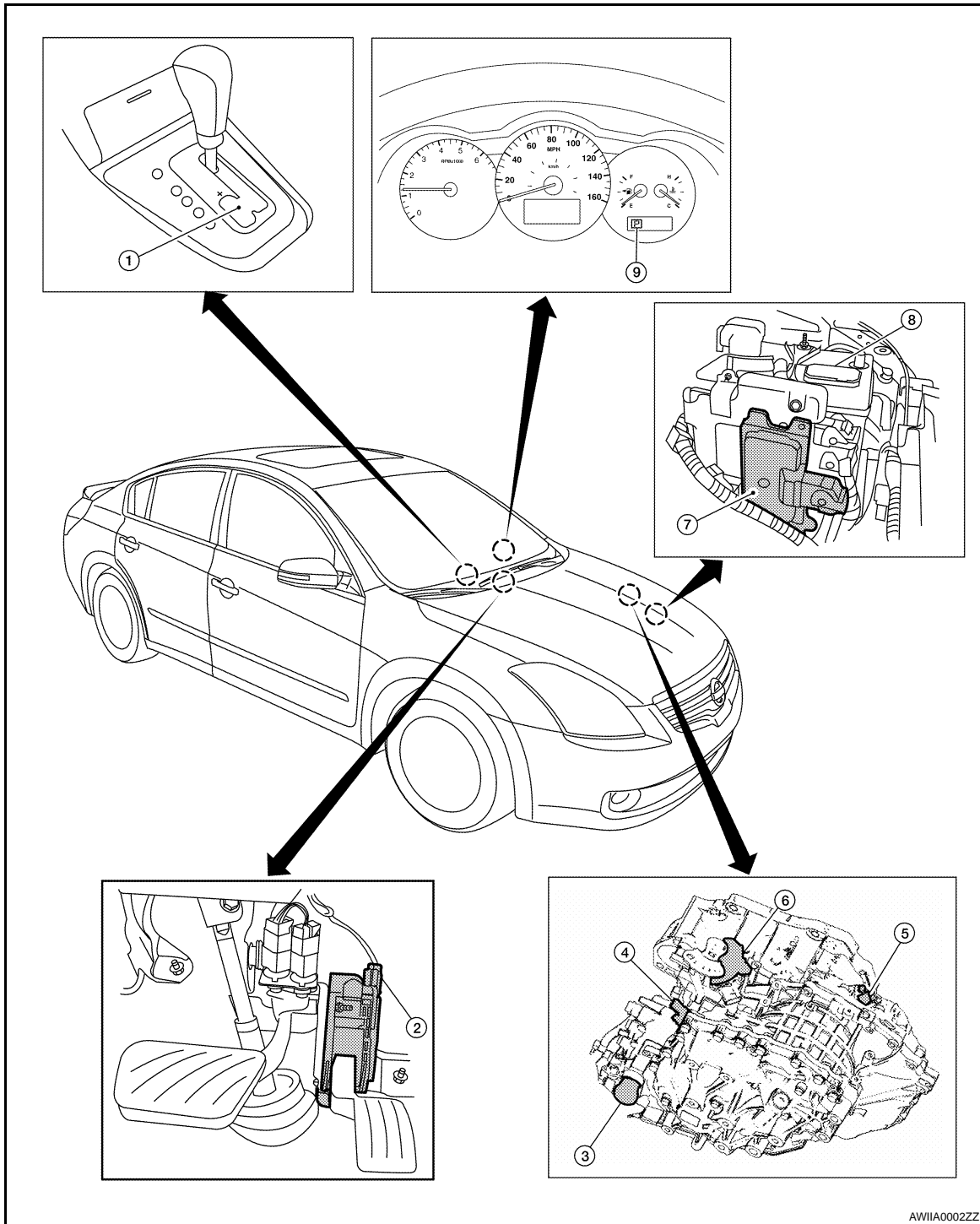
LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220566



- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

Component Description

INFOID:000000001344938

TRANSAXLE ASSEMBLY

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LOCK-UP AND SELECT CONTROL SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

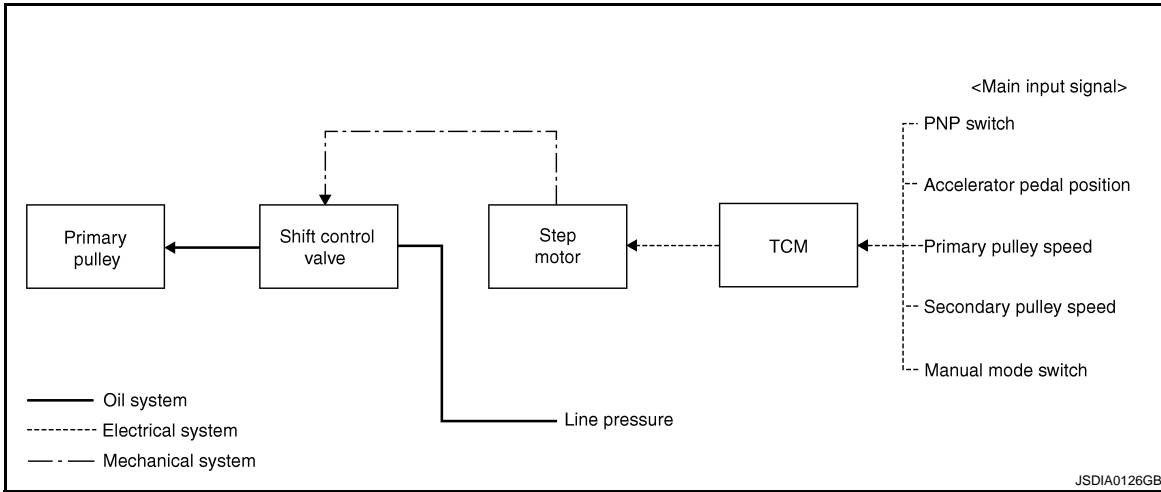
Name	Function	
Torque converter regulator valve		
TCC control valve		
Select control valve		TM-274
Select switch valve		
Manual valve		
TCC solenoid valve	TM-318	
Lock-up select solenoid valve	TM-355	
Primary speed sensor	TM-307	
Secondary speed sensor	TM-312	
CVT fluid temperature sensor	TM-305	
PNP switch	TM-302	
Forward clutch	TM-270	
Reverse brake		
Torque converter		

EXCEPT TRANSAXLE ASSEMBLY

Name	Function
TCM	TM-279
Accelerator pedal position sensor	TM-349

SHIFT MECHANISM

System Diagram



NOTE:

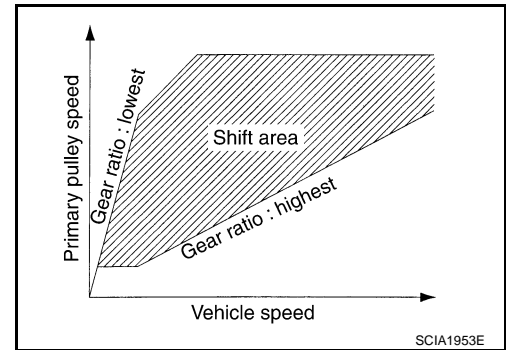
The gear ratio is set for every position separately.

System Description

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

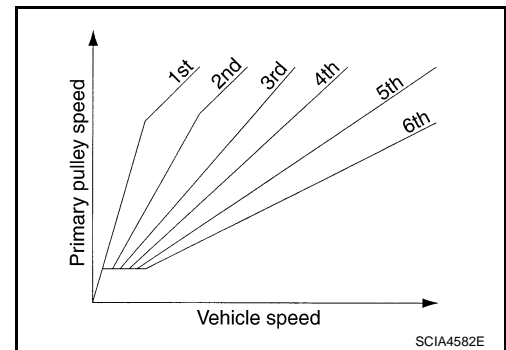
“D” POSITION

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



“M” POSITION

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



DOWNHILL ENGINE BRAKE CONTROL (AUTO ENGINE BRAKE CONTROL)

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

ACCELERATION CONTROL

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SHIFT MECHANISM

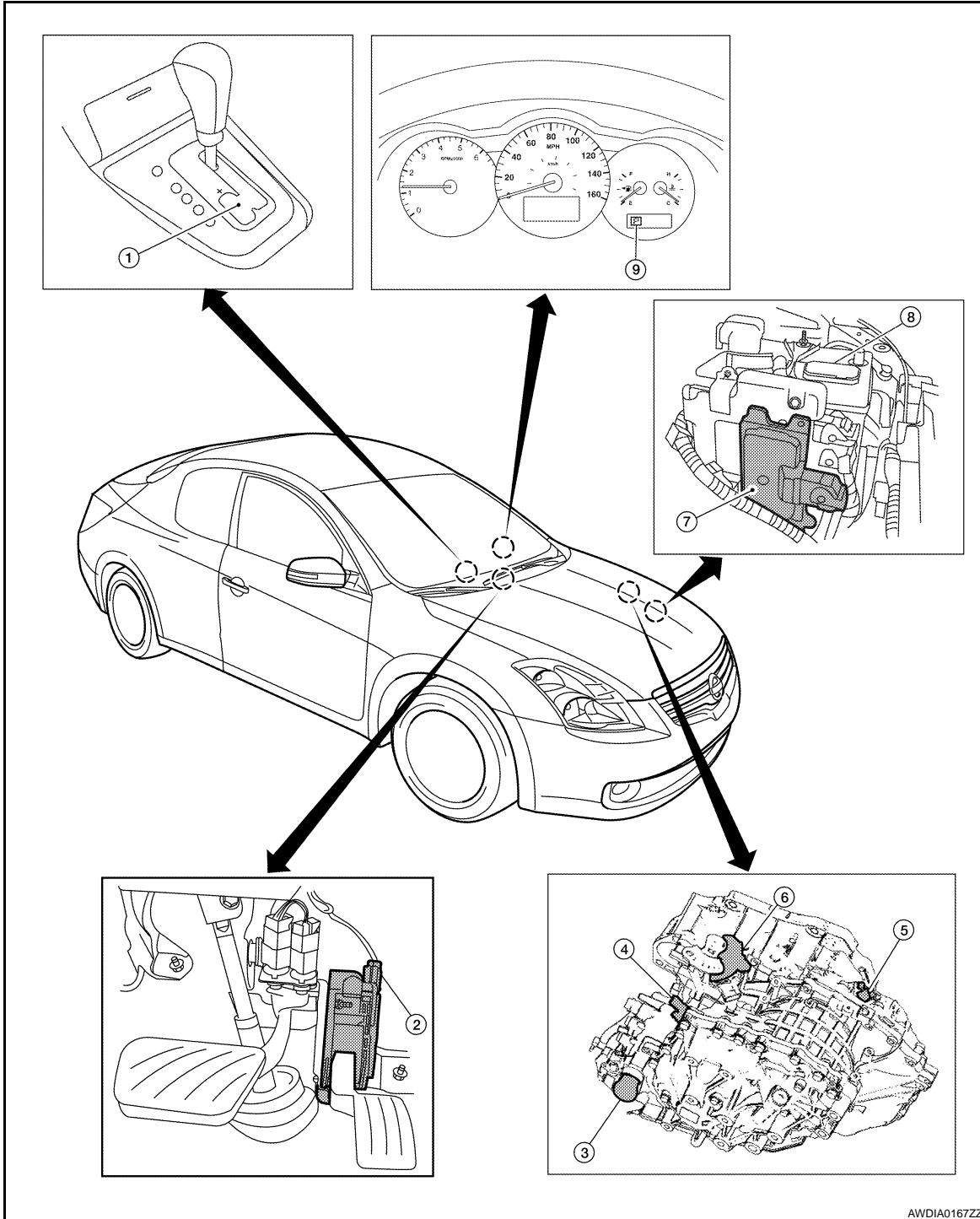
< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

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

Component Parts Location - Coupe

INFOID:000000003220561



- | | | |
|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

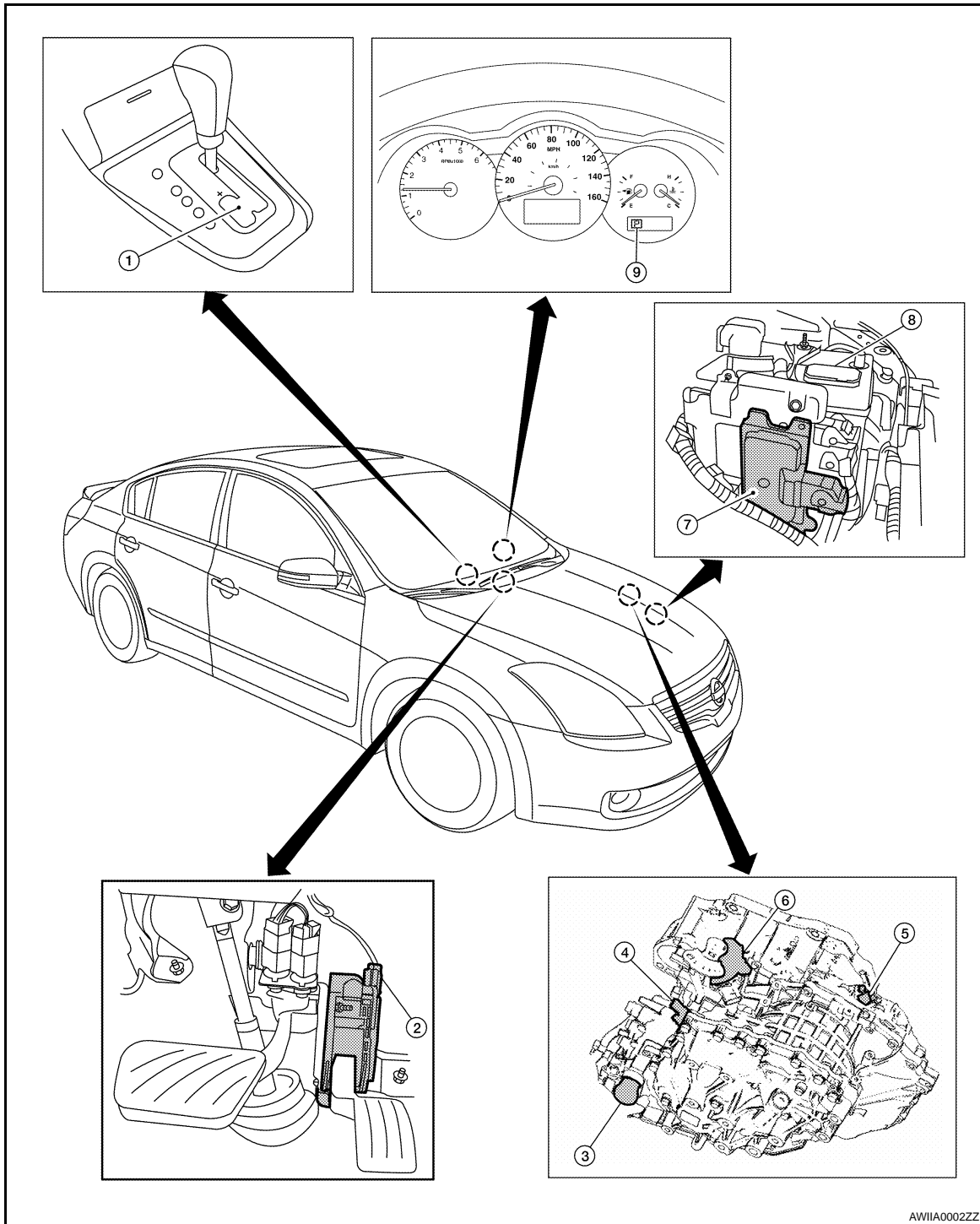
SHIFT MECHANISM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component Parts Location - Sedan

INFOID:000000003220567



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|----------------------------|--------------------------------------|--|
| 1. Control device assembly | 2. Accelerator pedal position sensor | 3. CVT unit harness connector |
| 4. Primary speed sensor | 5. Secondary speed sensor | 6. PNP switch |
| 7. TCM | 8. Battery | 9. Shift position indicator
Manual mode indicator |

Component Description

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TRANSAXLE ASSEMBLY

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SHIFT MECHANISM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Item	Function
PNP switch	TM-302
Primary speed sensor	TM-307
Secondary speed sensor	TM-312
Step motor	TM-358
Shift control valve	TM-274
Primary pulley	TM-270
Secondary pulley	TM-270

EXCEPT TRANSAXLE ASSEMBLY

Item	Function
TCM	TM-279

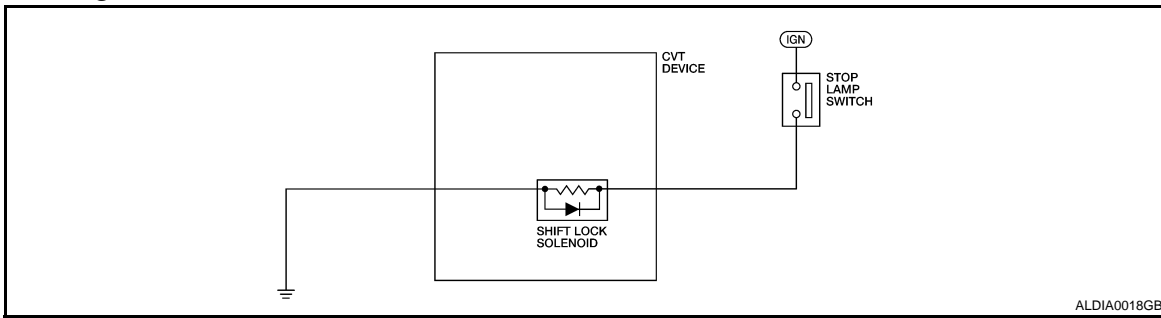
SHIFT LOCK SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

SHIFT LOCK SYSTEM

System Diagram



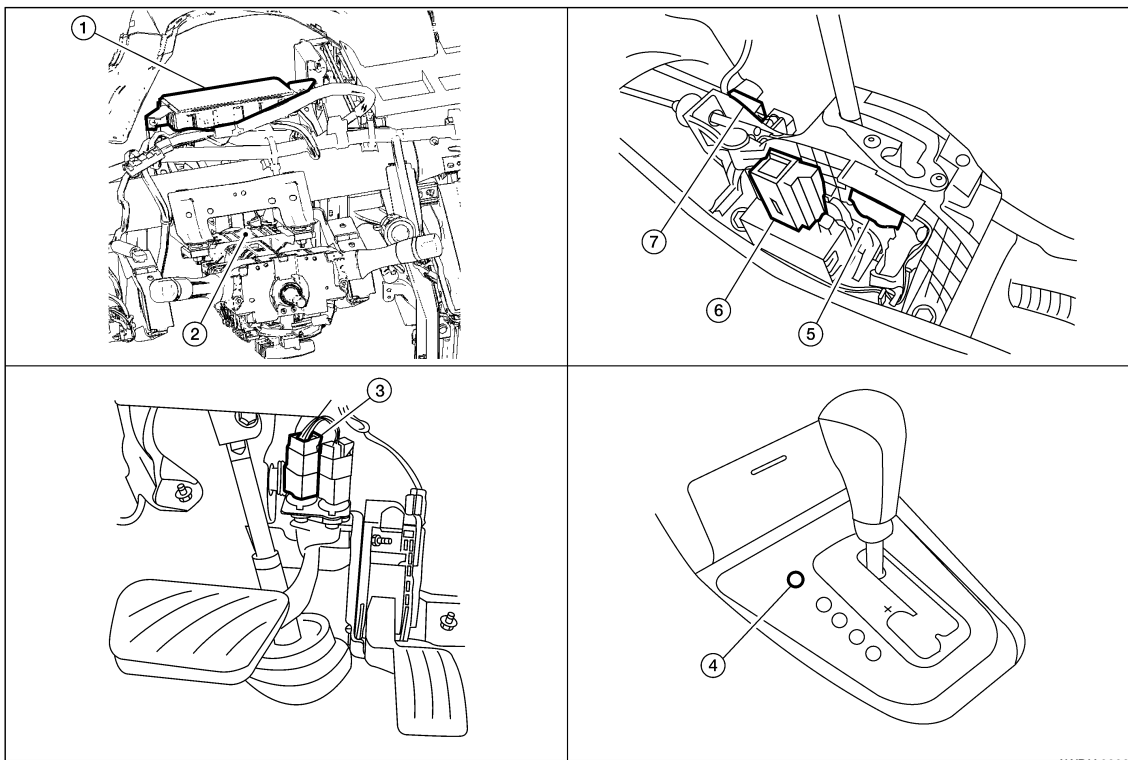
System Description

INFOID:000000001344944

The selector lever cannot be shifted from "P" position to any other position unless the ignition switch is in the ON position and the brake pedal is depressed.

Component Parts Location

INFOID:000000001344945



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| 1. BCM (view with instrument panel re-
moved) | 2. Steering column | 3. Stop lamp switch |
| 4. Shift lock release button | 5. Detention switch (for manual shift) | 6. Shift lock solenoid/Detent switch
(key) |
| 7. CVT device connector | | |

Component Description

INFOID:000000001344946

SHIFT LOCK SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Component		Function
CVT device	Shift lock solenoid	TM-289, "System Description"
	Lock plate	The lock plate restricts the position pin stroke by selector button operation according to the shift lock unit status.
	Position pin	The position pin, linking with the selector button, restricts the selector lever movement.
	Shift lock release button	Pressing the shift lock release button cancels the shift lock forcibly.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

Diagnosis Description

INFOID:000000001344947

DESCRIPTION

The CVT system has two self-diagnostic systems.

The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory, and the TCM memory.

The second is the TCM original self-diagnosis performed by the TCM. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to [TM-293, "CONSULT-III Function \(TRANSMISSION\)"](#).

OBD-II FUNCTION

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

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

ONE OR TWO TRIP DETECTION LOGIC OF OBD-II

One Trip Detection Logic

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

Two Trip Detection Logic

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

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

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

OBD-II DIAGNOSTIC TROUBLE CODE (DTC)

How to Read DTC and 1st Trip DTC

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

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

These DTC are prescribed by SAE J2012.

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

- **1st trip DTC No. is the same as DTC No.**
- **Output of the diagnostic trouble code indicates that the indicated circuit has a malfunction. However, in case of the Mode II and GST, they do not indicate whether the malfunction is still occurring or occurred in the past and returned to normal.**

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

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

Freeze Frame Data and 1st Trip Freeze Frame Data

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

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-III or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-III screen, not on the GST. For details, refer to [EC-125, "CONSULT-III Function"](#) (for California), [EC-638, "CONSULT-III Function"](#) (except for California).

ON BOARD DIAGNOSTIC (OBD) SYSTEM

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

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

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

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

How to Erase DTC

- The diagnostic trouble code can be erased by CONSULT-III, GST or ECM DIAGNOSTIC TEST MODE as described following.
- **If the battery cable is disconnected, the diagnostic trouble code will be lost within 24 hours.**
- **When you erase the DTC, using CONSULT-III or GST is easier and quicker than switching the mode selector on the ECM.**
- The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-125, "CONSULT-III Function"](#) (for California), [EC-987, "DTC Index"](#) (except for California).
- **Diagnostic trouble codes (DTC)**
- **1st trip diagnostic trouble codes (1st trip DTC)**
- **Freeze frame data**
- **1st trip freeze frame data**
- **System readiness test (SRT) codes**
- **Test values**

How to Erase DTC (With CONSULT-III)

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

How to Erase DTC (With GST)

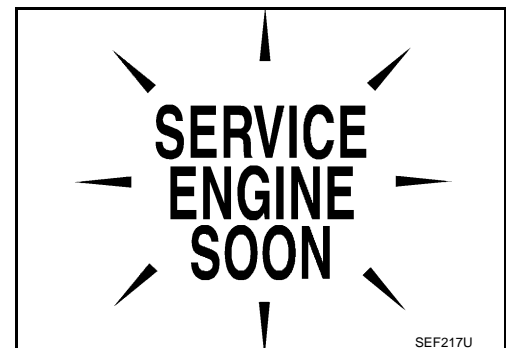
1. If the ignition switch stays ON after repair work, be sure to turn ignition switch OFF once. Wait at least 10 seconds and then turn it ON (engine stopped) again.
2. Select Mode 4 with GST (Generic Scan Tool). For details, refer to [EC-125, "CONSULT-III Function"](#) (for California), [EC-638, "CONSULT-III Function"](#) (except for California).

MALFUNCTION INDICATOR LAMP (MIL)

Description

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
 - If the MIL does not light up, refer to [MWI-28, "WARNING LAMPS/INDICATOR LAMPS : System Diagram"](#) (for California), [MWI-28, "WARNING LAMPS/INDICATOR LAMPS : System Diagram"](#) (except for California).
2. When the engine is started, the MIL should go off.
If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



DIAGNOSIS SYSTEM (TCM)

CONSULT-III Function (TRANSMISSION)

INFOID:000000001344948

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

FUNCTION

Diagnostic test mode	Function
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-III.
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.
Data monitor	Input/Output data in the TCM can be read.
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.
CALIB data	Characteristic information for TCM and CVT assembly can be read. Do not use, but displayed.
Function test	Performed by CONSULT-III instead of a technician to determine whether each system is "OK" or "NG".
ECU part number	TCM part number can be read.

WORK SUPPORT MODE

Display Item List

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

Engine Brake Adjustment

“ENGINE BRAKE LEVEL”

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

CAUTION:

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

Check CVT Fluid Deterioration Date

“CVTF DETERIORATION DATE”

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

CAUTION:

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

SELF-DIAGNOSTIC RESULT MODE

After performing self-diagnosis, place check marks for results on the [TM-259, "Diagnostic Work Sheet"](#). Reference pages are provided following the items.

Display Items List

Refer to [TM-394, "DTC Index"](#).

DATA MONITOR MODE

Display Items List

DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

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

Monitored item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
VSP SENSOR (km/h)	X	—	▼	Output speed sensor (secondary speed sensor)
ESTM VSP SIG (km/h)	X	—	▼	Models without ABS dose not indicate.
PRI SPEED SEN (rpm)	X	—	▼	—
ENG SPEED SIG (rpm)	X	—	▼	—
SEC HYDR SEN (V)	X	—	▼	—
PRI HYDR SEN (V)	X	—	▼	—
ATF TEMP SEN (V)	X	—	▼	CVT fluid temperature sensor
VIGN SEN (V)	X	—	▼	—
VEHICLE SPEED (km/h)	—	X	▼	Vehicle speed recognized by the TCM.
PRI SPEED (rpm)	—	X	▼	Primary pulley speed
SEC SPEED (rpm)	—	—	▼	Secondary pulley speed
ENG SPEED (rpm)	—	X	▼	—
SLIP REV (rpm)	—	X	▼	Difference between engine speed and primary pulley speed.
GEAR RATIO	—	X	▼	—
G SPEED (G)	—	—	▼	—
ACC PEDAL OPEN (0.0/8)	X	X	▼	Degree of opening for accelerator recognized by the TCM. For fail-safe operation, the specific value used for control is displayed.
TRQ RTO	—	—	▼	—
SEC PRESS (MPa)	—	X	▼	—
PRI PRESS (MPa)	—	X	▼	—
ATFTEMP COUNT	—	X	▼	Means CVT fluid temperature. Actual oil temperature °C (°F) cannot be checked unless a numeric value is converted. Refer to TM-409 .
DSR REV (rpm)	—	—	▼	—
DGEAR RATIO	—	—	▼	—
DSTM STEP (step)	—	—	▼	—
STM STEP (step)	—	X	▼	—
LU PRS (MPa)	—	—	▼	—
LINE PRS (MPa)	—	—	▼	—
TGT SEC PRESS (MPa)	—	—	▼	—
ISOLT1 (A)	—	X	▼	Torque converter clutch solenoid valve output current
ISOLT2 (A)	—	X	▼	Pressure control solenoid valve A (line pressure solenoid valve) output current
ISOLT3 (A)	—	X	▼	Pressure control solenoid valve B (secondary pressure solenoid valve) output current

DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Monitored item (Unit)	Monitor item selection			Remarks	
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
SOLMON1 (A)	X	X	▼	Torque converter clutch solenoid valve monitor current	A
SOLMON2 (A)	X	X	▼	Pressure control solenoid valve A (line pressure solenoid valve) monitor current	B
SOLMON3 (A)	X	X	▼	Pressure control solenoid valve B (secondary pressure solenoid valve) monitor current	C
P POSITION SW (On/Off)	X	—	▼	—	TM
R POSITION SW (On/Off)	X	—	▼	—	
N POSITION SW (On/Off)	X	—	▼	—	E
D POSITION SW (On/Off)	X	—	▼	—	
L POSITION SW (On/Off)	X	—	▼	—	F
BRAKE SW (On/Off)	X	X	▼	Stop lamp switch (Signal input with CAN communications)	
FULL SW (On/Off)	X	X	▼	Signal input with CAN communications	G
IDLE SW (On/Off)	X	X	▼		H
SPORT MODE SW (On/Off)	X	X	▼		
STRDWSW (On/Off)	X	—	▼	Not mounted but displayed.	
STRUPSW (On/Off)	X	—	▼		I
DOWNLVR (On/Off)	X	—	▼		J
UPLVR (On/Off)	X	—	▼		
NONMMODE (On/Off)	X	—	▼		K
MMODE (On/Off)	X	—	▼		
INDLRNG (On/Off)	—	—	▼	—	
INDDRNG (On/Off)	—	—	▼	"D" position indicator output	
INDNRNG (On/Off)	—	—	▼	"N" position indicator output	L
INDRRNG (On/Off)	—	—	▼	"R" position indicator output	
INDPRNG (On/Off)	—	—	▼	"P" position indicator output	M
CVT LAMP (On/Off)	—	—	▼	—	
SPORT MODE IND (On/Off)	—	—	▼	—	N
MMODE IND (On/Off)	—	—	▼	—	
SMCOIL D (On/Off)	—	—	▼	Step motor coil "D" energizing status	O
SMCOIL C (On/Off)	—	—	▼	Step motor coil "C" energizing status	
SMCOIL B (On/Off)	—	—	▼	Step motor coil "B" energizing status	
SMCOIL A (On/Off)	—	—	▼	Step motor coil "A" energizing status	P
LUSEL SOL OUT (On/Off)	—	—	▼	—	
REV LAMP (On/Off)	—	X	▼	—	
LUSEL SOL MON (On/Off)	—	—	▼	—	
VDC ON (On/Off)	X	—	▼	—	

DIAGNOSIS SYSTEM (TCM)

< FUNCTION DIAGNOSIS >

[CVT: RE0F10A]

Monitored item (Unit)	Monitor item selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
TCS ON (On/Off)	X	—	▼	—
ABS ON (On/Off)	X	—	▼	Models without ABS dose not indicate.
ACC ON (On/Off)	X	—	▼	Not mounted but displayed.
RANGE	—	X	▼	Indicates position is recognized by TCM. Indicates a specific value required for control when fail-safe function is activated.
M GEAR POS	—	X	▼	—
Voltage (V)	—	—	▼	Displays the value measured by the voltage probe.
Frequency (Hz)	—	—	▼	The value measured by the pulse probe is displayed.
DUTY-HI (high) (%)	—	—	▼	
DUTY-LOW (low) (%)	—	—	▼	
PLS WIDTH-HI (ms)	—	—	▼	
PLS WIDTH-LOW (ms)	—	—	▼	

Diagnostic Tool Function

INFOID:000000001344949

OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)

Refer to [EC-134, "Diagnosis Tool Function"](#) (for California), [EC-647, "Diagnosis Tool Function"](#) (except for California)

COMPONENT DIAGNOSIS

U1000 CAN COMM CIRCUIT

Description

INFOID:000000001344950

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

DTC Logic

INFOID:000000001344951

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
U1000	CAN COMM CIRCUIT	When TCM is not transmitting or receiving CAN communication signal for 2 seconds or more.	Harness or connectors (CAN communication line is open or short-ed.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

 With CONSULT-III

1. Turn ignition switch ON.
2. Start engine and wait for at least 6 seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

 With GST

Follow the procedure "With CONSULT-III".

Is "U1000 CAN COMM CIRCUIT" detected?

- YES >> Go to [TM-297, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344952

1. CHECK CAN COMMUNICATION CIRCUIT

 With CONSULT-III

1. Turn ignition switch ON and start engine.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "U1000 CAN COMM CIRCUIT" indicated?

- YES >> Go to LAN section. Refer to [LAN-25, "CAN System Specification Chart"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

U1010 CONTROL UNIT (CAN)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

U1010 CONTROL UNIT (CAN)

Description

INFOID:000000001344953

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

DTC Logic

INFOID:000000001344954

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
U1010	CONTROL UNIT (CAN)	When detecting error during the initial diagnosis of CAN controller to TCM.	Harness or connectors (CAN communication line is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

 With CONSULT-III

1. Turn ignition switch ON.
2. Start engine and wait for at least 6 seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

 With GST

Follow the procedure "With CONSULT-III".

Is "U1010 CONTROL UNIT (CAN)" detected?

- YES >> Go to [TM-298, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344955

1. CHECK CAN COMMUNICATION CIRCUIT

 With CONSULT-III

1. Turn ignition switch ON and start engine.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "U1010 CONTROL UNIT (CAN)" indicated?

- YES >> Go to LAN section. Refer to [LAN-25, "CAN System Specification Chart"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

P0703 STOP LAMP SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0703 STOP LAMP SWITCH

Description

INFOID:000000001344956

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

DTC Logic

INFOID:000000001344957

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0703	BRAKE SW/CIRC	When the brake switch does not switch to ON or OFF.	<ul style="list-style-type: none"> • Harness or connectors - (Stop lamp switch, and BCM circuit are open or shorted.) - (CAN communication line is open or shorted.) • Stop lamp switch

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Start engine.
3. Start vehicle for at least 3 consecutive seconds.
4. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P0703 BRAKE SW/CIRC" detected?

YES >> Go to [TM-299, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

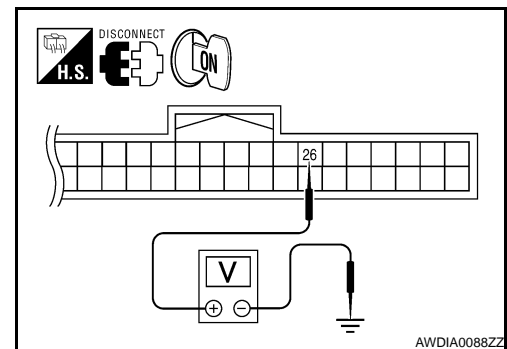
Diagnosis Procedure

INFOID:000000001344958

1.CHECK STOP LAMP SWITCH CIRCUIT

1. Check and adjust the installation position of stop lamp switch. Refer to [BR-12, "Inspection and Adjustment"](#).
2. Disconnect BCM connector M18.
3. Check voltage between BCM harness connector M18 terminal 26 and ground.

BCM harness connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
M18	26		Depressed brake pedal	Battery voltage
			Released brake pedal	0 V



Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

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

P0703 STOP LAMP SWITCH

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect stop lamp switch connector.
2. Check continuity between stop lamp switch harness connector E38 (A) terminal 2 and BCM harness connector M18 (B) terminal 26.

Stop lamp switch harness connector		BCM harness connector		Continuity
Connector	Terminal	Connector	Terminal	
E38 (A)	2	M18 (B)	26	Existed

Is the inspection result normal?

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

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

Check continuity between BCM harness connector M18 terminal 26 and ground.

BCM harness connector		Ground	Continuity
Connector	Terminal		
M18	26		Not existed

Is the inspection result normal?

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

4.CHECK STOP LAMP SWITCH

Check stop lamp switch. Refer to [TM-300, "Component Inspection \(Stop Lamp Switch\)"](#).

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between battery and stop lamp switch
 - 10A fuse (No. 7, located in fuse block)
- NO >> Repair or replace stop lamp switch.

5.CHECK BCM

④ With CONSULT-III

1. Turn ignition switch OFF.
2. Connect BCM connector M18.
3. Turn ignition switch ON.
4. Select "BRAKE SW 1" in "DATA MONITOR" of "BCM" and verify the proper operation of ON/OFF. Refer to [BCS-41, "Reference Value"](#).

Is the inspection result normal?

- YES >> GO TO 6.
 NO >> Replace BCM. Refer to [BCS-88, "Removal and Installation"](#).

6.DETECT MALFUNCTIONING ITEMS

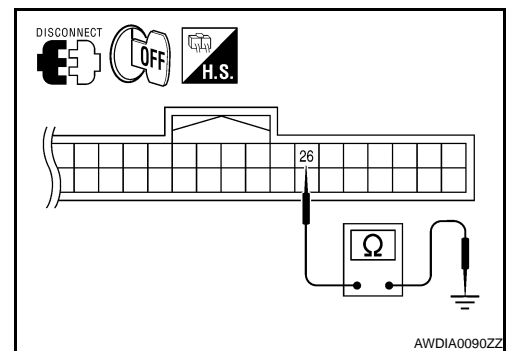
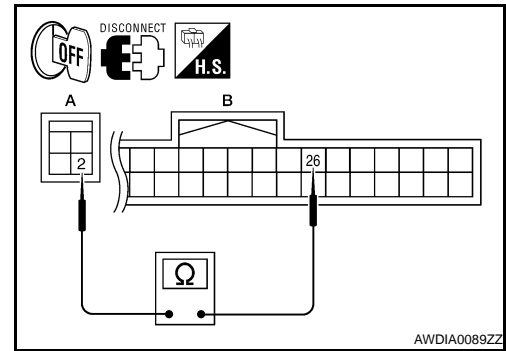
Check TCM connector pin terminals for damage or loose connection with harness connector.

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Stop Lamp Switch)

1.CHECK STOP LAMP SWITCH



INFOID:000000001344959

P0703 STOP LAMP SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

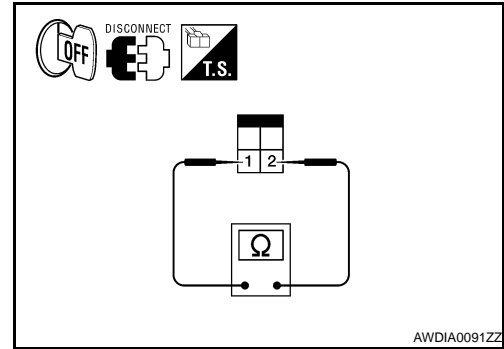
Check continuity between stop lamp switch terminals.

Stop lamp switch terminal		Condition	Continuity
1	2	Depressed brake pedal	Existed
		Released brake pedal	Not existed

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace stop lamp switch. [BR-16. "Exploded View"](#).



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P0705 PARK/NEUTRAL POSITION SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0705 PARK/NEUTRAL POSITION SWITCH

Description

INFOID:000000001344960

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

DTC Logic

INFOID:000000001344961

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0705	PNP SW/CIRC	TCM does not receive the correct voltage signal (based on the gear position) from the switch.	<ul style="list-style-type: none"> • Harness or connectors (PNP switches circuit is open or shorted.) • PNP switch

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

 With CONSULT-III

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

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

 With GST

Follow the procedure "With CONSULT-III".

Is "P0705 PNP SW/CIRC" detected?

- YES >> Go to [TM-302, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344962

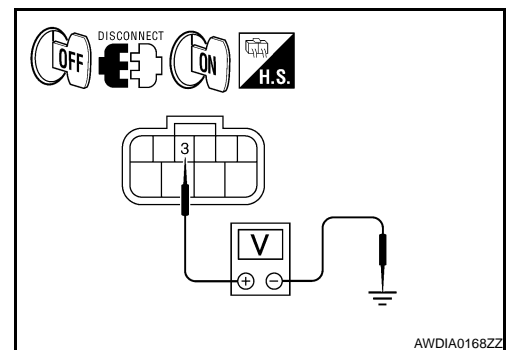
1. CHECK POWER SOURCE

1. Turn ignition switch OFF.
2. Disconnect PNP switch connector.
3. Turn ignition switch ON.
4. Check voltage between PNP switch harness connector F25 terminal 3 and ground.

PNP switch harness connector		Ground	Voltage (Approx.)
Connector	Terminal		Battery voltage
F25	3		

Is the inspection result normal?

- YES >> GO TO 2.
- NO >> Check the following.
- Harness for short or open between ignition switch and PNP switch
 - 10A fuse (No. 4, located in fuse block)



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P0705 PARK/NEUTRAL POSITION SWITCH

< COMPONENT DIAGNOSIS >

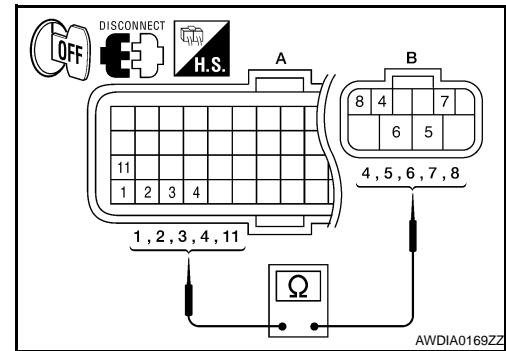
[CVT: RE0F10A]

- Ignition switch

2.CHECK HARNESS BETWEEN TCM AND PNP SWITCH (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM harness connector F16 (A) terminal 1, 2, 3, 4, 11 and PNP switch harness connector F25 (B) terminal 5, 6, 7, 8, 4.

TCM harness connector		PNP switch harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	1	F25 (B)	5	Existed
	2		6	
	3		7	
	4		8	
	11		4	



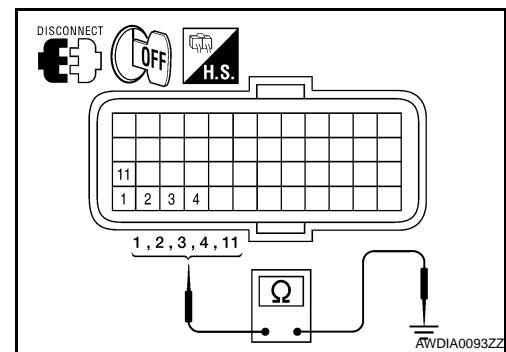
Is the inspection result normal?

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

3.CHECK HARNESS BETWEEN TCM AND PNP SWITCH (PART 2)

Check continuity between TCM harness connector F16 terminal 1, 2, 3, 4, 11 and ground.

TCM harness connector		Continuity
Connector	Terminal	
F16	1	Ground
	2	
	3	
	4	
	11	



Is the inspection result normal?

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

4.CHECK CVT POSITION

1. Remove control cable from manual lever. Refer to [TM-428, "Exploded View"](#).
2. Check continuity PNP switch connector terminals. Refer to [TM-303, "Component Inspection \(Park/Neutral Position Switch\)"](#)

Is the inspection result normal?

- YES >> Adjust CVT position. Refer to [TM-424, "Inspection and Adjustment"](#).
 NO >> GO TO 5.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Park/Neutral Position Switch)

INFOID:000000001344963

1.CHECK PNP SWITCH

1. Adjust PNP switch position. Refer to [TM-424, "Inspection and Adjustment"](#).

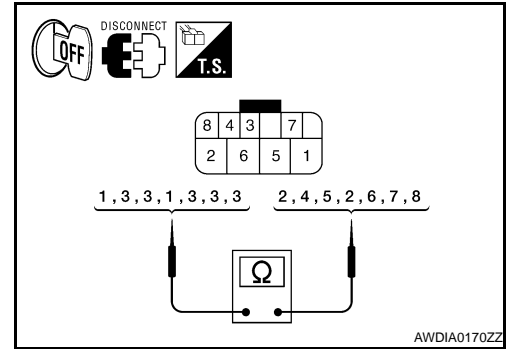
P0705 PARK/NEUTRAL POSITION SWITCH

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

2. Check continuity between PNP switch terminals.

PNP switch terminal		Condition	Continuity
1	2	Manual lever in "P" position	Existed
3	4		
3	5	Manual lever in "R" position	
1	2	Manual lever in "N" position	
3	6		
3	7	Manual lever in "D" position	
3	8	Manual lever in "L" position	



Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace PNP switch. Refer to [TM-432. "Exploded View"](#).

P0710 CVT FLUID TEMPERATURE SENSOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0710 CVT FLUID TEMPERATURE SENSOR

Description

INFOID:000000001344964

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

DTC Logic

INFOID:000000001344965

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0710	ATF TEMP SEN/CIRC	During running, the CVT fluid temperature sensor signal voltage is excessively high or low.	<ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is open or shorted.) • CVT fluid temperature sensor

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 10 minutes (Total).

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

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0710 ATF TEMP SEN/CIRC" detected?

- YES >> Go to [TM-305, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344966

1.CHECK CVT FLUID TEMPERATURE SENSOR CIRCUIT

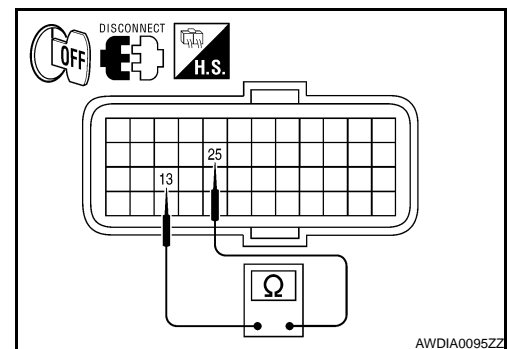
1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check resistance between TCM harness connector F16 terminal 13, 25.

TCM harness connector		Temperature °C (°F)	Resistance (Approx.)
Connector	Terminal		
F16	13	20 (68)	6.5 kΩ
	25	80 (176)	0.9 kΩ

Is the inspection result normal?

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

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



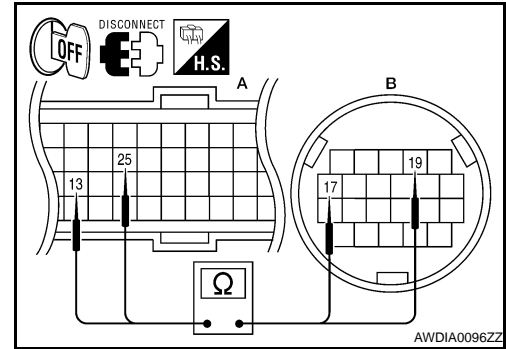
P0710 CVT FLUID TEMPERATURE SENSOR

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit connector.
2. Check continuity between TCM harness connector F16 (A) terminal 13, 25 and CVT unit harness connector F46 (B) terminal 17, 19.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	13	F46 (B)	17	Existed
	25		19	



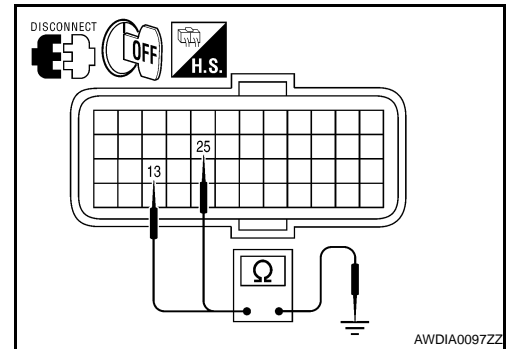
Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 13, 25 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	13		Not existed
	25		



Is the inspection result normal?

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

4.CHECK CVT FLUID TEMPERATURE SENSOR

Check CVT fluid temperature sensor. Refer to [TM-306, "Component Inspection \(CVT Fluid Temperature Sensor\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

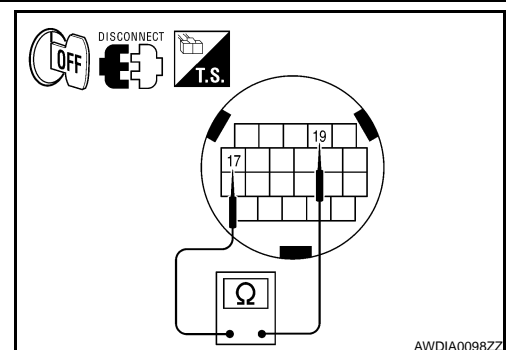
Component Inspection (CVT Fluid Temperature Sensor)

INFOID:000000001344967

1.CHECK CVT FLUID TEMPERATURE SENSOR

Check resistance between CVT unit terminals.

CVT unit terminal		Temperature °C (°F)	Resistance (Approx.)
17	19	20 (68)	6.5 kΩ
		80 (176)	0.9 kΩ



Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-425, "Exploded View"](#).

P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

Description

INFOID:000000001344968

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

DTC Logic

INFOID:000000001344969

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0715	INPUT SPD SEN/CIRC	<ul style="list-style-type: none"> Input speed sensor (primary speed sensor) signal is not input due to an open circuit. An unexpected signal is input when vehicle is being driven. 	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Input speed sensor (primary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0715 INPUT SPD SEN/CIRC" detected?

- YES >> Go to [TM-307, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344970

1. CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR)

With CONSULT-III

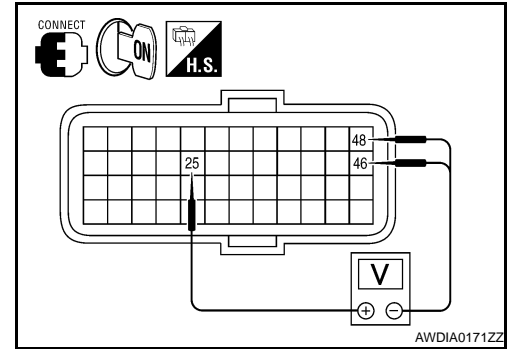
P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

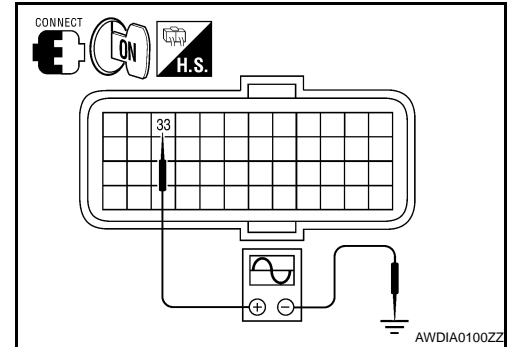
1. Start engine.
2. Check voltage between TCM harness connector F16 terminal 25, 46 and 48.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	25	46	Battery voltage
		48	



3. If OK, check pulse when vehicle cruises.

TCM harness connector		Condition	Data (Approx.)
Connector	Terminal		
F16	33	When running at 20 km/h (12 MPH) in "M1" position, use the CONSULT-III pulse frequency measuring function.	730 Hz



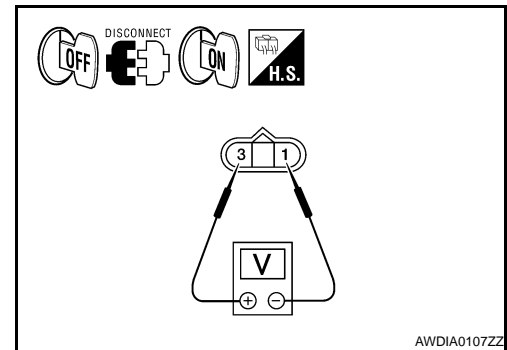
Is the inspection result normal?

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

2. CHECK POWER AND SENSOR GROUND

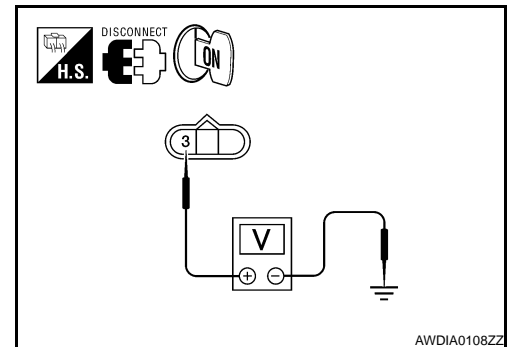
1. Turn ignition switch OFF.
2. Disconnect input speed sensor (primary speed sensor) harness connector.
3. Turn ignition switch ON.
4. Check voltage between input speed sensor (primary speed sensor) harness connector F8 terminal 1 and 3.

Input speed sensor (primary speed sensor) harness connector			Voltage (Approx.)
Connector	Terminal		
F8	1	3	Battery voltage



5. Check voltage between input speed sensor (primary speed sensor) harness connector F8 terminal 3 and ground.

Input speed sensor (primary speed sensor) harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
F8	3		Battery voltage



Is the inspection result normal?

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

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

P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

[CVT: RE0F10A]

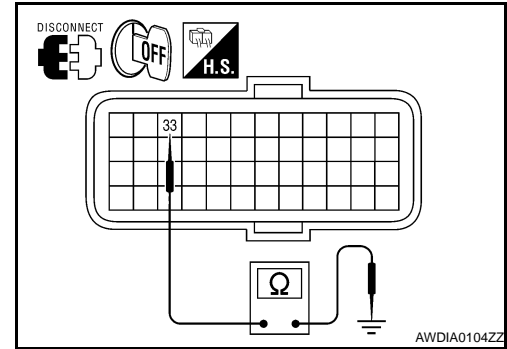
< COMPONENT DIAGNOSIS >

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector and CVT unit harness connector.
3. Check continuity between TCM harness connector F16 terminal 33 and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F16	33		Not existed

Is the inspection result normal?

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



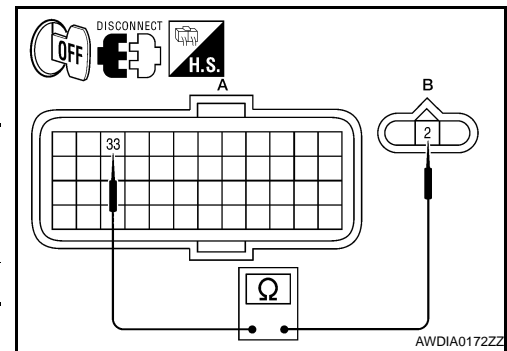
4. CHECK HARNESS BETWEEN TCM AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (PART 1)

Check continuity between TCM harness connector F16 (A) terminal 33 and input speed sensor (primary speed sensor) harness connector F8 (B) terminal 2.

TCM harness connector		Input speed sensor (primary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	33	F8	2	Existed

Is the inspection result normal?

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



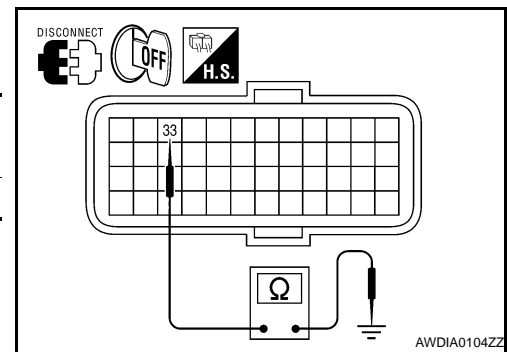
5. CHECK HARNESS BETWEEN TCM AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (PART 2)

Check continuity between TCM harness connector F16 terminal 33 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	33		Not existed

Is the inspection result normal?

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

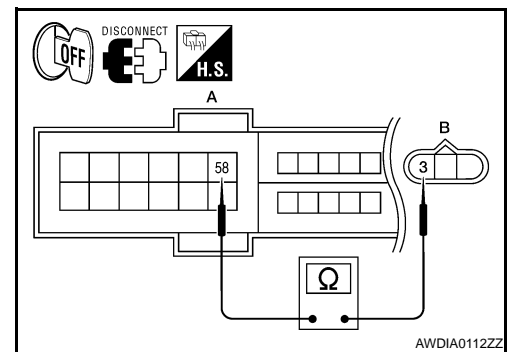


6. CHECK HARNESS BETWEEN IPDM E/R AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (POWER) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R connector F10.
3. Check continuity between IPDM E/R harness connector F10 terminal 58 and input speed sensor (primary speed sensor) harness connector F8 terminal 3.

IPDM E/R harness connector		Input speed sensor (primary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F10	58	F8	3	Existed

Is the inspection result normal?



A
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P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

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

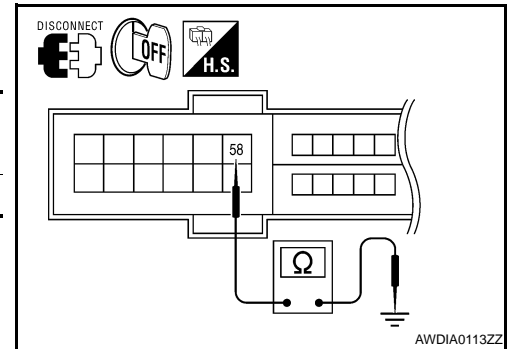
7. CHECK HARNESS BETWEEN IPDM E/R AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (POWER) (PART 2)

Check continuity between IPDM E/R harness connector F10 terminal 58 and ground.

IPDM E/R harness connector		Ground	Continuity
Connector	Terminal		Not existed
F10	58		

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between ignition switch and IPDM E/R
 - 10A fuse (No. 34, located in IPDM E/R)
 - Ignition switch
- NO >> Repair or replace damaged parts.



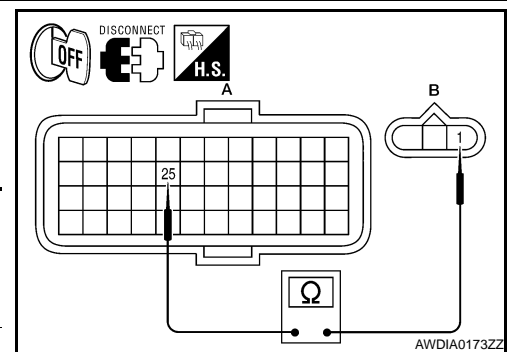
8. CHECK HARNESS BETWEEN TCM AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (SENSOR GROUND) (PART 1)

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM harness connector F16 terminal 25 (A) and input speed sensor (primary speed sensor) harness connector F8 (B) terminal 1.

TCM harness connector		Input speed sensor (primary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	25	F8 (B)	1	Existed

Is the inspection result normal?

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



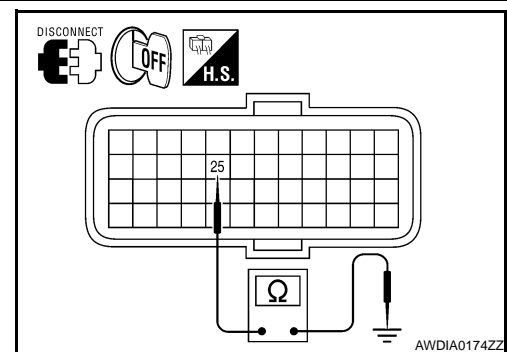
9. CHECK HARNESS BETWEEN TCM AND INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) (SENSOR GROUND) (PART 2)

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 terminal 25 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		Not existed
F16	25		

Is the inspection result normal?

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



10. CHECK CVT UNIT CIRCUIT

P0715 INPUT SPEED SENSOR (PRI SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

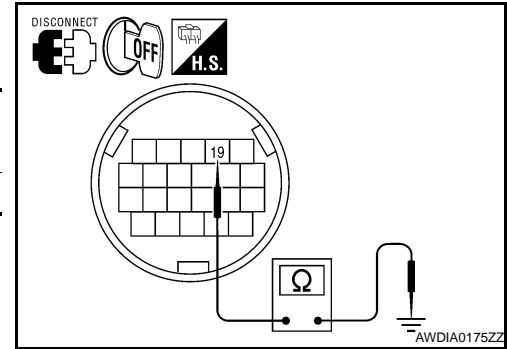
Check continuity between CVT unit harness connector F46 terminal 19 and ground.

CVT unit harness connector		Ground	Continuity
Connector	Terminal		
F46	19		Not existed

Is the inspection result normal?

YES >> GO TO 11.

NO >> Repair or replace damaged parts.



11. CHECK TCM

1. Replace same type TCM. Refer to [TM-425, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-307, "DTC Logic"](#).

Is "P0715 INPUT SPD SEN/CIRC" detected?

YES >> Replace input speed sensor (primary speed sensor). Refer to [TM-433, "Removal and Installation"](#).

NO >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

12. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

Description

INFOID:000000001344971

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

DTC Logic

INFOID:000000001344972

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0720	VEH SPD SEN/CIR AT	<ul style="list-style-type: none"> Signal from vehicle speed sensor CVT [output speed sensor (secondary speed sensor)] not input due to open or short circuit. An unexpected signal input during running 	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Output speed sensor (secondary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 12 consecutive seconds.

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0720 VEH SPD SEN/CIR AT" detected?

- YES >> Go to [TM-312, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

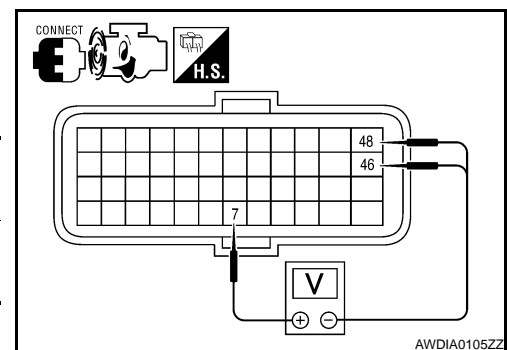
INFOID:000000001344973

1. CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR)

With CONSULT-III

- Start engine.
- Check voltage between TCM harness connector F16 terminal 7, 46 and 7, 48.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	7	46	Battery voltage
		48	



P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

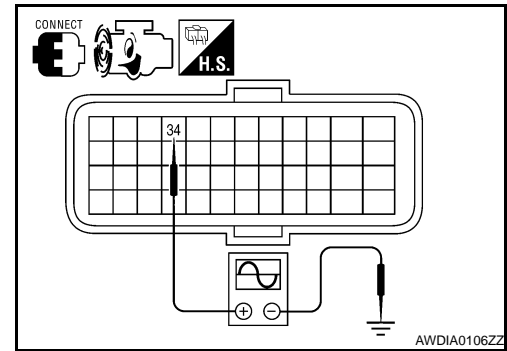
3. If OK, check pulse when vehicle cruises.

TCM harness connector		Condition	Data (Approx.)
Connector	Terminal		
F16	34	When running at 20 km/h (12 MPH) in "D" position, use the CONSULT-III pulse frequency measuring function.	480 Hz

Is the inspection result normal?

YES >> GO TO 11.

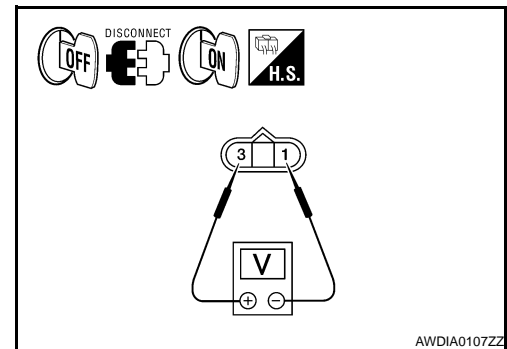
NO >> GO TO 2.



2. CHECK POWER AND SENSOR GROUND

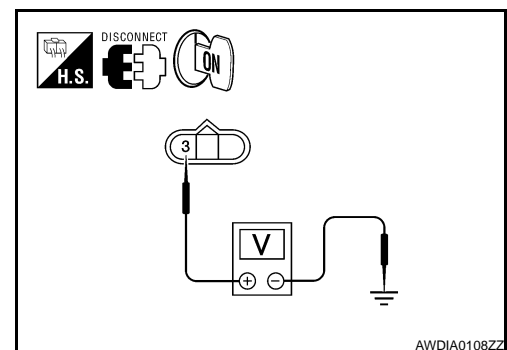
1. Turn ignition switch OFF.
2. Disconnect output speed sensor (secondary speed sensor) harness connector.
3. Turn ignition switch ON.
4. Check voltage between output speed sensor (secondary speed sensor) harness connector F23 terminal 1 and 3.

Output speed sensor (secondary speed sensor) harness connector			Voltage (Approx.)
Connector	Terminal		
F23	1	3	Battery voltage



5. Check voltage between output speed sensor (secondary speed sensor) harness connector F23 terminal 3 and ground.

Output speed sensor (secondary speed sensor) harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
F23	3		Battery voltage



Is the inspection result normal?

YES >> GO TO 3.

NO-1 >> Battery voltage is not supplied between terminals 1 and 3, terminals 3 and ground: GO TO 6.

NO-2 >> Battery voltage is not supplied between terminals 1 and 3 only: GO TO 8.

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

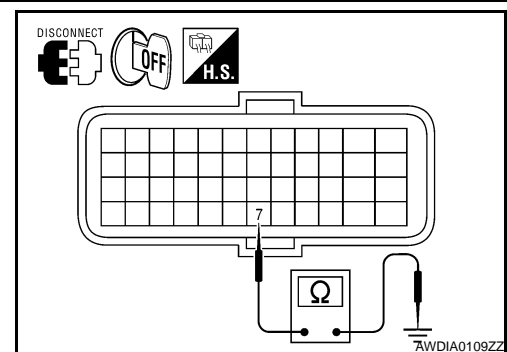
1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector F16 terminal 7 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	7		Not existed

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.



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

P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

[CVT: RE0F10A]

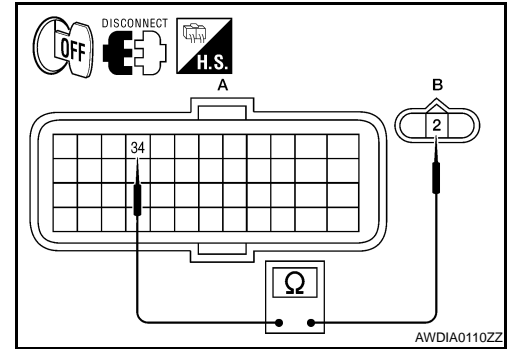
< COMPONENT DIAGNOSIS >

Check continuity between TCM harness connector F16 (A) terminal 34 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 2.

TCM harness connector		Output speed sensor (secondary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	34	F23 (B)	2	Existed

Is the inspection result normal?

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



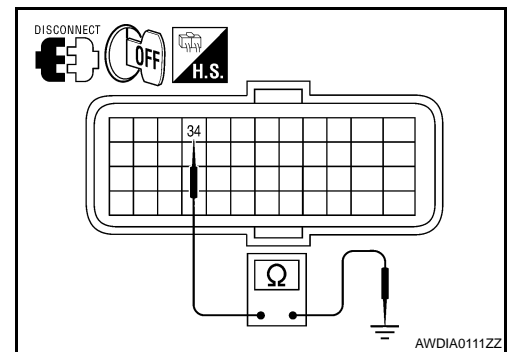
5. CHECK HARNESS BETWEEN TCM AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (PART 2)

Check continuity between TCM harness connector F16 terminal 34 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	34		Not existed

Is the inspection result normal?

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



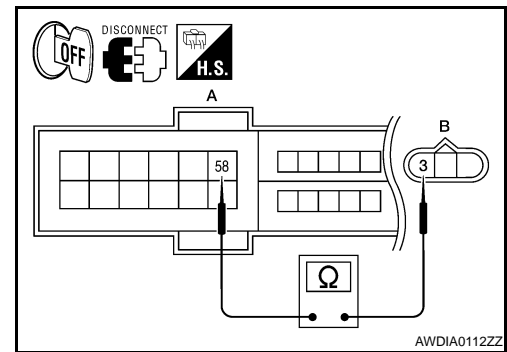
6. CHECK HARNESS BETWEEN IPDM E/R AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (POWER) (PART 1)

- Turn ignition switch OFF.
- Disconnect IPDM E/R connector F10.
- Check continuity between IPDM E/R harness connector F10 (A) terminal 58 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 3.

IPDM E/R harness connector		Output speed sensor (secondary speed sensor) harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F10 (A)	58	F23 (B)	3	Existed

Is the inspection result normal?

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



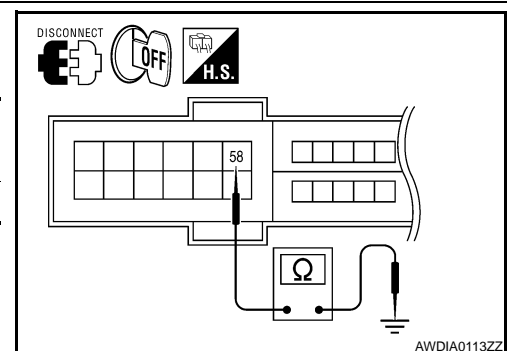
7. CHECK HARNESS BETWEEN IPDM E/R AND OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) (POWER) (PART 2)

Check continuity between IPDM E/R harness connector F10 terminal 58 and ground.

IPDM E/R harness connector		Ground	Continuity
Connector	Terminal		
F10	58		Not existed

Is the inspection result normal?

- YES >> Check the following.
- Harness for short or open between ignition switch and IPDM E/R



P0720 VEHICLE SPEED SENSOR CVT (SECONDARY SPEED SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

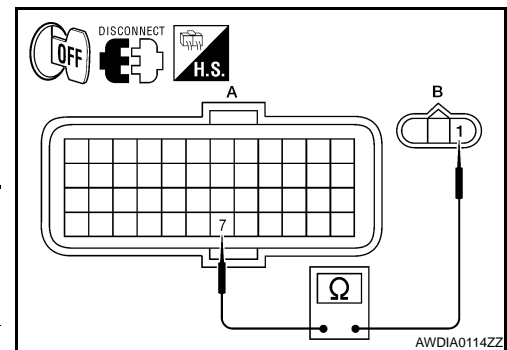
- 10A fuse (No. 34, located in IPDM E/R)
- Ignition switch

NO >> Repair or replace damaged parts.

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

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between TCM harness connector F16 (A) terminal 7 and output speed sensor (secondary speed sensor) harness connector F23 (B) terminal 1.

TCM vehicle side harness connector		Output speed sensor (secondary speed sensor) vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	7	F23	1	Existed



Is the inspection result normal?

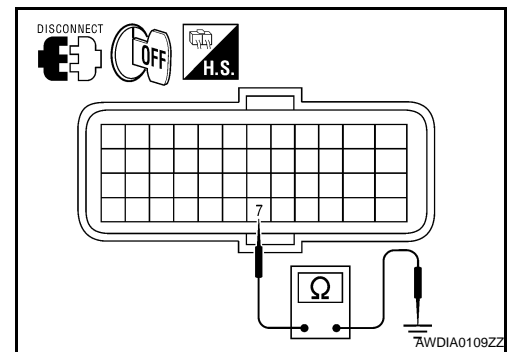
YES >> GO TO 9.

NO >> Repair or replace damaged parts.

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

Check continuity between TCM harness connector F16 terminal 7 and ground.

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F16	7		Not existed



Is the inspection result normal?

YES >> GO TO 10.

NO >> Repair or replace damaged parts.

10. CHECK TCM

1. Replace same type TCM. Refer to [TM-425. "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-312. "DTC Logic"](#).

Is "P0720 VEH SPD SEN/CIR AT" detected?

YES >> Replace output speed sensor (secondary speed sensor). Refer to [TM-434. "Removal and Installation"](#).

NO >> Replace TCM. Refer to [TM-425. "Exploded View"](#).

11. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0725 ENGINE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0725 ENGINE SPEED SIGNAL

Description

INFOID:000000001344974

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

DTC Logic

INFOID:000000001344975

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0725	ENGINE SPEED SIG	<ul style="list-style-type: none">TCM does not receive the CAN communication signal from the ECM.Engine speed is too low while driving.	Harness or connectors (The ECM to the TCM circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

④With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 10 consecutive seconds.

PRI SPEED SEN : More than 1000 rpm

Is "P0725 ENGINE SPEED SIG" detected?

- YES >> Go to [TM-316, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344976

1.CHECK DTC WITH ECM

④With CONSULT-III

- Turn ignition switch ON.
- Perform "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC detected item. Refer to [EC-515, "DTC Index"](#) (for California), [EC-987, "DTC Index"](#) (except for California).

2.CHECK DTC WITH TCM

④With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P0725 ENGINE SPEED SIG" detected?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P0730 BELT DAMAGE

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0730 BELT DAMAGE

Description

INFOID:000000001344977

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

DTC Logic

INFOID:000000001344978

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0730	BELT DAMG	Unexpected gear ratio detected.	Transaxle assembly

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

TEST START FROM 0 km/h (0 MPH)

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

Is "P0730 BELT DAMG" detected?

- YES >> Go to [TM-317. "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344979

1. CHECK DTC

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Are any DTC displayed?

- YES-1 >> DTC for "P0730 BELT DAMG" is displayed: Go to replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).
 YES-2 >> DTC except for "P0730 BELT DAMG" is displayed: Go to check DTC detected item. Refer to [TM-394. "DTC Index"](#).
 NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

Description

INFOID:000000001344980

- The torque converter clutch solenoid valve is activated by the TCM in response to signals sent from the vehicle speed and accelerator pedal position sensors. Lock-up piston operation will then be controlled.
- Lock-up operation, however, is prohibited when CVT fluid temperature is too low.
- When the accelerator pedal is depressed (less than 2.0/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.

DTC Logic

INFOID:000000001344981

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0740	TCC SOLENOID/CIRC	Normal voltage not applied to solenoid due to open or short circuit.	<ul style="list-style-type: none"> • Torque converter clutch solenoid valve • Harness or connectors (Solenoid circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

1. Turn ignition switch ON.
2. Wait at least 10 consecutive seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0740 TCC SOLENOID/CIRC" detected?

YES >> Go to [TM-318, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344982

1. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 38 and ground.

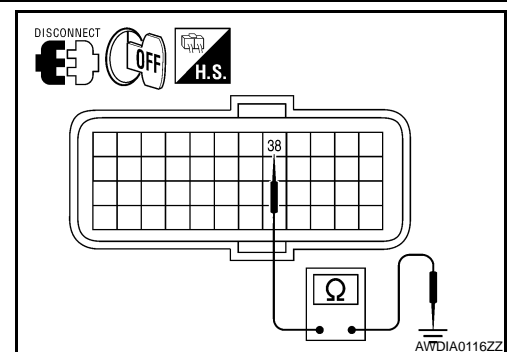
TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	38		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

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



P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 38 and CVT unit harness connector F46 (B) terminal 12.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	38	F46 (B)	12	Existed

Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 38 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	38		Not existed

Is the inspection result normal?

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

4.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check torque converter clutch solenoid valve. Refer to [TM-319, "Component Inspection \(Torque Converter Clutch Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000001344983

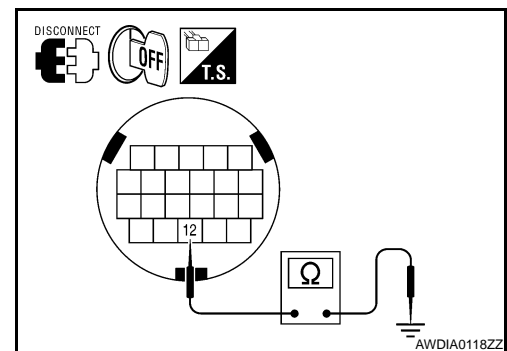
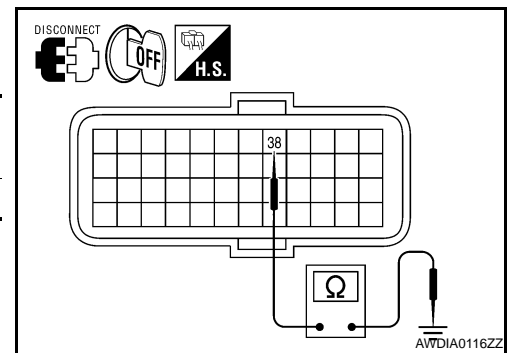
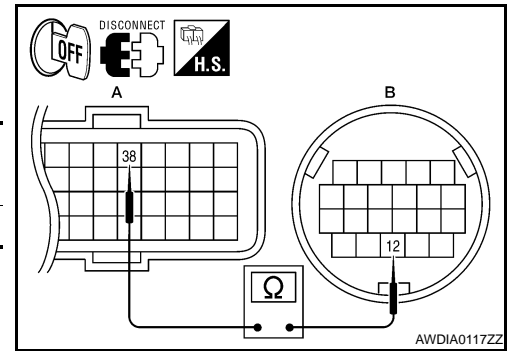
1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit terminal 12 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
12		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



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

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

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

Description

INFOID:000000001344984

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

DTC Logic

INFOID:000000001344985

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0744	A/T TCC S/V FNCTN	<ul style="list-style-type: none">• CVT cannot perform lock-up even if electrical circuit is good.• TCM detects as irregular by comparing difference value with slip rotation.• There is big difference engine speed and primary speed when TCM lock-up signal is on.	<ul style="list-style-type: none">• Torque converter clutch solenoid valve• Hydraulic control circuit

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following condition for at least 30 seconds.

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

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0744 A/T TCC S/V FNCTN" detected?

- YES >> Go to [TM-320, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344986

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-418, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-418, "Inspection and Judgment"](#).

2. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check torque converter clutch solenoid valve. Refer to [TM-321, "Component Inspection \(Torque Converter Clutch Solenoid Valve\)"](#).

Is the inspection result normal?

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

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

- YES >> GO TO 3.
- NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

3.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-321, "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
- NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

4.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-312, "DTC Logic"](#).

Is the inspection result normal?

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

5.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-307, "DTC Logic"](#).

Is the inspection result normal?

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

6.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection (Torque Converter Clutch Solenoid Valve)

INFOID:000000001683772

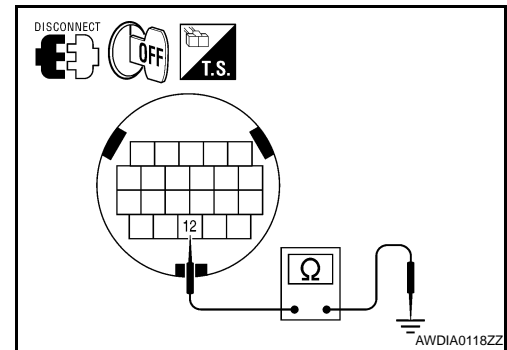
1.CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

Check resistance between CVT unit terminal 12 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
12		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000001683773

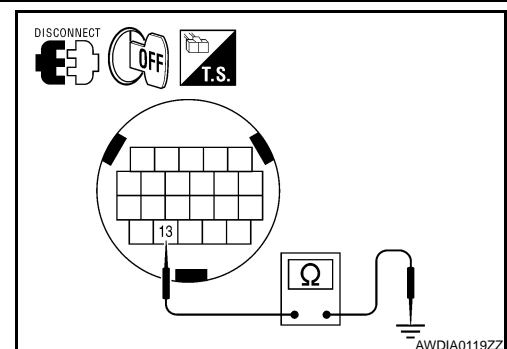
1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit terminal 13 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
13		17.0 – 38.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



P0745 LINE PRESSURE SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0745 LINE PRESSURE SOLENOID VALVE

Description

INFOID:000000001344987

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

DTC Logic

INFOID:000000001344988

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0745	L/PRESS SOL/CIRC	<ul style="list-style-type: none"> Normal voltage not applied to solenoid due to open or short circuit. TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> Harness or connectors (Solenoid circuit is open or shorted.) Pressure control solenoid valve A (line pressure solenoid valve)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Start engine and wait at least 5 seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0745 L/PRESS SOL/CIRC" detected?

YES >> Go to [TM-322, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344989

1. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE) CIRCUIT

- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check resistance between TCM harness connector F16 terminal 40 and ground.

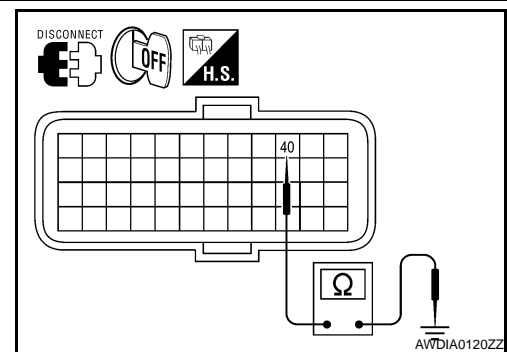
TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	40		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

2. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)] (PART 1)



P0745 LINE PRESSURE SOLENOID VALVE

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 40 and CVT unit harness connector F46 (B) terminal 2.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	40	F46 (B)	2	Existed

Is the inspection result normal?

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

3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)] (PART 2)

Check continuity between TCM harness connector F16 terminal 40 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	40		Not existed

Is the inspection result normal?

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

4. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-323, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#)

Is the inspection result normal?

- YES >> GO TO 3.
NO >> Replace transaxle assembly. Refer to [TM-425, "Exploded View"](#).

5. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001344990

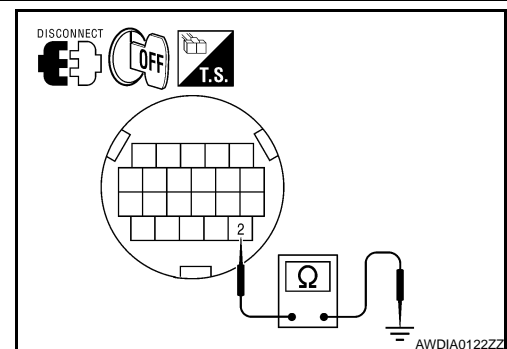
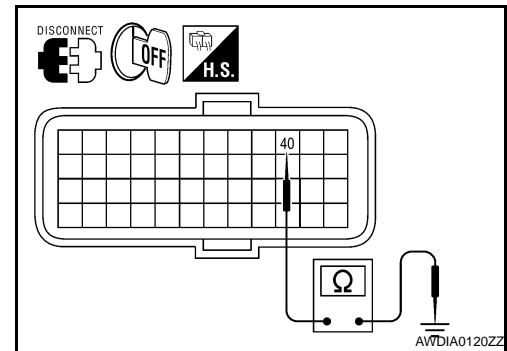
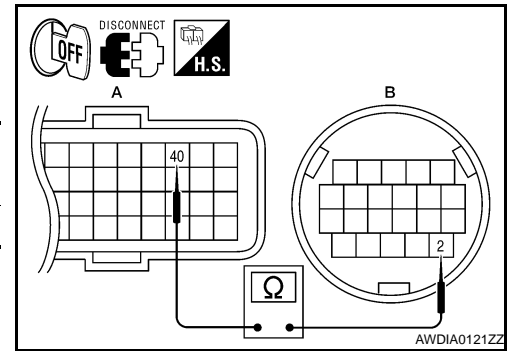
1. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344991

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

DTC Logic

INFOID:000000001344992

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0746	PRS CNT SOL/A FCTN	Unexpected gear ratio was detected in the low side due to excessively low line pressure.	<ul style="list-style-type: none">Line pressure control systemOutput speed sensor (secondary speed sensor)Input speed sensor (primary speed sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

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

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

Ⓟ With GST

Follow the procedure "With CONSULT-III".

Is "P0746 PRS CNT SOL/A FCTN" detected?

- YES >> Go to [TM-324, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344993

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-418, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-418, "Inspection and Judgment"](#).

2. CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

- Turn ignition switch OFF.
- Disconnect CVT unit connector.

P0746 PRESSURE CONTROL SOLENOID A PERFORMANCE (LINE PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

3. Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-325. "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

3.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-312. "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-307. "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001683774

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

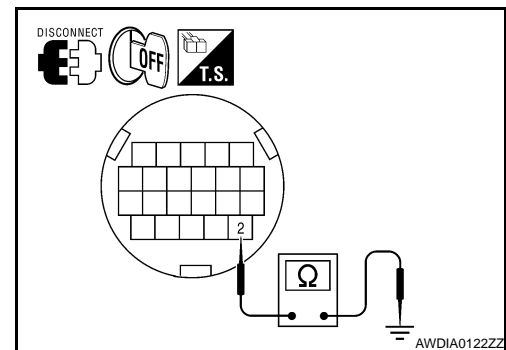
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).



P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344994

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

DTC Logic

INFOID:000000001344995

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0776	PRS CNT SOL/B FCTN	Secondary pressure is too high or too low compared with the commanded value while driving.	<ul style="list-style-type: none">• Harness or connectors (Solenoid circuit is open or shorted.)• Pressure control solenoid valve B (secondary pressure solenoid valve system)• Transmission fluid pressure sensor A (secondary pressure sensor)• Line pressure control system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 30 consecutive seconds.

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

With GST

Follow the procedure "With CONSULT-III".

Is "P0776 PRS CNT SOL/B FCTN" detected?

- YES >> Go to [TM-326, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344996

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-418, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Repair or replace damaged parts. Refer to [TM-418, "Inspection and Judgment"](#).

2. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

3. Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-327, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

3.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-327, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

4.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-334, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001683775

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

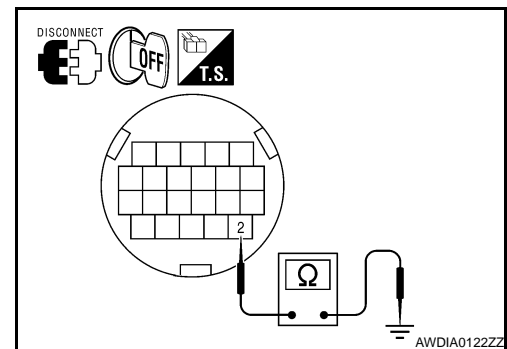
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001683776

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0776 PRESSURE CONTROL SOLENOID B PERFORMANCE (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

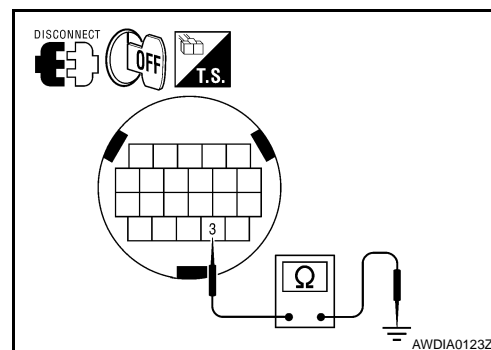
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436](#), "[Exploded View](#)".



P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

Description

INFOID:000000001344997

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

DTC Logic

INFOID:000000001344998

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0778	PRS CNT SOL/B CIRC	<ul style="list-style-type: none"> Normal voltage not applied to solenoid due to cut line, short, or the like. TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> Harness or connectors (Solenoid circuit is open or shorted.) Pressure control solenoid valve B (secondary pressure solenoid valve)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Start engine.
- Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P0778 PRS CNT SOL/B CIRC" detected?

- YES >> Go to [TM-329, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001344999

1. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE) CIRCUIT

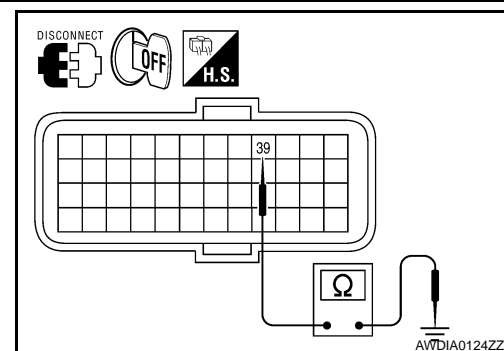
- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check resistance between TCM harness connector F16 terminal 39 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	39		3.0 – 9.0 Ω

Is the inspection result normal?

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

2. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)] (PART 1)



P0778 PRESSURE CONTROL SOLENOID B ELECTRICAL (SEC PRESSURE SOLENOID VALVE)

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 39 and CVT unit harness connector F46 (B) terminal 3.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	39	F46 (B)	3	Existed

Is the inspection result normal?

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

3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)] (PART 2)

Check continuity between TCM harness connector F16 terminal 39 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	39		Not existed

Is the inspection result normal?

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

4. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-330, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

- YES >> GO TO 5.
NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

5. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001345000

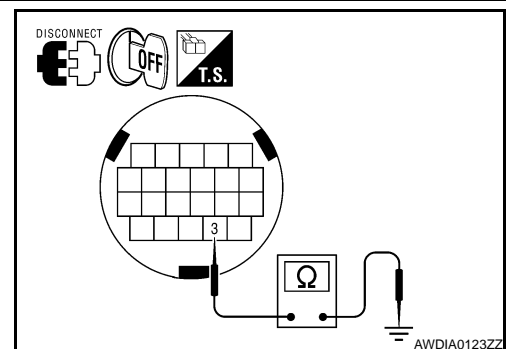
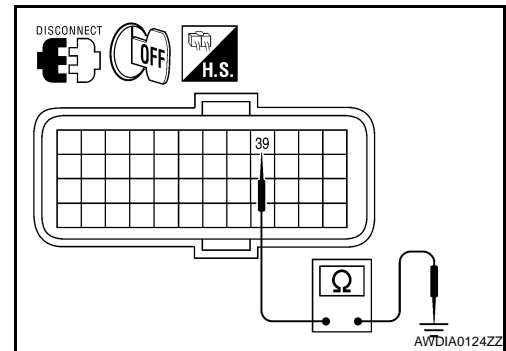
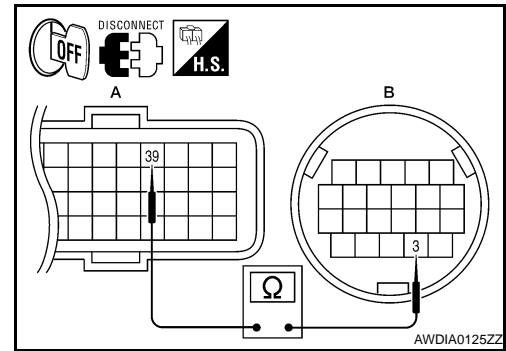
1. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



P0826 MANUAL MODE SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0826 MANUAL MODE SWITCH

Description

INFOID:000000001345001

Manual mode switch is installed in shift control device. The manual mode switch sends shift up and shift down switch signals to TCM with CAN communication. TCM sends the switch signals to combination meter via CAN communication line. Then manual mode switch position is indicated on the shift position indicator.

DTC Logic

INFOID:000000001345002

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0826	MANUAL MODE SWITCH	When an impossible pattern of switch signals is detected, a malfunction is detected.	<ul style="list-style-type: none"> • Harness or connectors - (These switches circuit is open or shorted.) - (TCM, and combination meter circuit are open or shorted.) - (CAN communication line is open or shorted.) • Manual mode select switch (Built into control device) • Manual mode position select switch (Built into control device)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.

MMODE : On

Is "P0826 MANUAL MODE SWITCH" detected?

- YES >> Go to [TM-331, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345003

1. CHECK MANUAL MODE SWITCH SIGNALS

Ⓜ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Check the ON/OFF operations of each monitor item.

Item name	Condition	Display value
MMODE	Manual shift gate position (neutral)	On
	Other than the above	Off
NONMMODE	Manual shift gate position (neutral, +side, -side)	Off
	Other than the above	On

P0826 MANUAL MODE SWITCH

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

Item name	Condition	Display value
UPLVR	Selector lever: + side	On
	Other than the above	Off
DOWNLVR	Selector lever: – side	On
	Other than the above	Off

⊗ Without CONSULT-III

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

Is the inspection result normal?

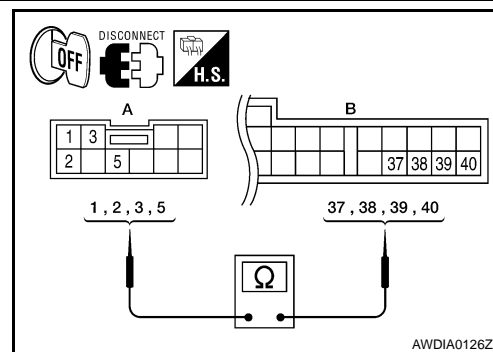
YES >> GO TO 7.

NO >> GO TO 2.

2. CHECK HARNESS BETWEEN CVT DEVICE AND COMBINATION METER (PART 1)

- Turn ignition switch OFF.
- Disconnect control device harness connector and combination meter harness connector.
- Check continuity between CVT device harness connector M23 (A) terminals 1, 2, 3, 5 and combination meter harness connector M24 (B) terminals 40, 38, 39, 37.

CVT device harness connector		Combination meter harness connector		Continuity
Connector	Terminal	Connector	Terminal	
M23 (A)	1	M24 (B)	40	Existed
	2		38	
	3		39	
	5		37	



Is the inspection result normal?

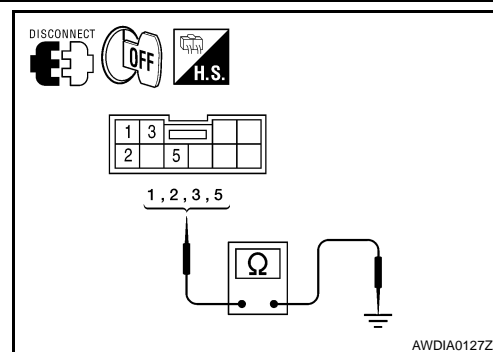
YES >> GO TO 3.

NO >> Repair or replace damaged parts.

3. CHECK HARNESS BETWEEN CVT DEVICE AND COMBINATION METER (PART 2)

Check continuity between CVT device harness connector M23 terminals 1, 2, 3, 5 and ground.

CVT device harness connector		Ground	Continuity
Connector	Terminal		
M23	1	Ground	Not existed
	2		
	3		
	5		



Is the inspection result normal?

YES >> GO TO 4.

NO >> Repair or replace damaged parts.

4. CHECK GROUND CIRCUIT (PART 1)

P0826 MANUAL MODE SWITCH

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

Check continuity between CVT device harness connector M23 terminal 4 and ground.

CVT device vehicle side harness connector		Ground	Continuity
Connector	Terminal		
M23	4		Existed

Is the inspection result normal?

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

5.CHECK GROUND CIRCUIT (PART 2)

1. Turn ignition switch ON.
2. Check voltage between CVT device harness connector M23 terminal 4 and ground.

CVT device harness connector		Ground	Voltage (Approx.)
Connector	Terminal		
M23	4		0 V

Is the inspection result normal?

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

6.CHECK MANUAL MODE SWITCH

Check manual mode switch. Refer to [TM-333, "Component Inspection \(Manual Mode Switch\)"](#).

Is the inspection result normal?

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

7.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection (Manual Mode Switch)

INFOID:000000001345004

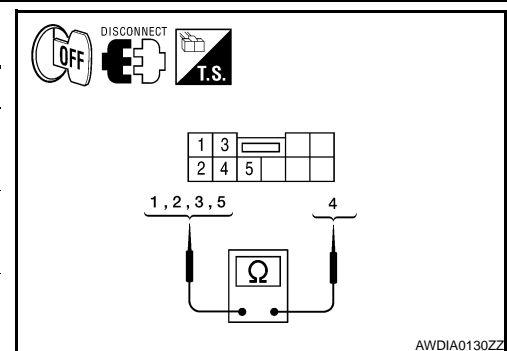
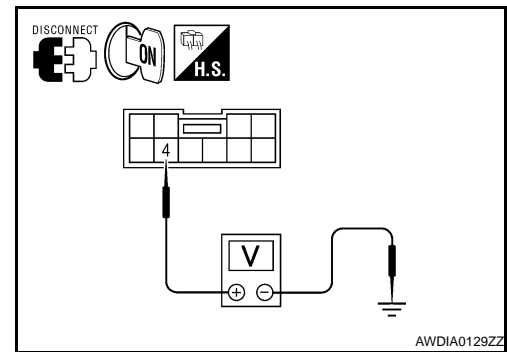
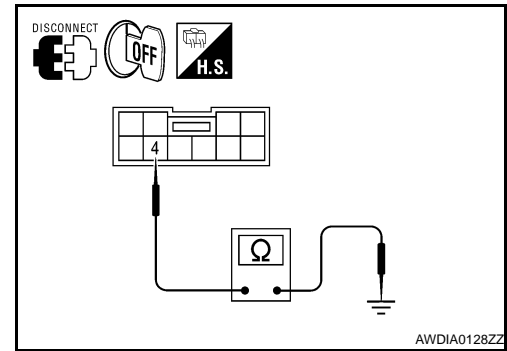
1.CHECK MANUAL MODE SWITCH

Check continuity between CVT device terminals.

CVT device terminal		Condition	Continuity
5	4	Manual shift gate position (neutral)	Not existed
		Other than the above	Existed
1	4	Manual shift gate position (neutral)	Existed
		Other than the above	Not existed
3	4	Selector lever: UP (+ side)	Existed
		Other than the above	Not existed
2	4	Selector lever: DOWN (- side)	Existed
		Other than the above	Not existed

Is the inspection result normal?

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



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P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

Description

INFOID:000000001345005

The transmission fluid pressure sensor A (secondary pressure sensor) detects secondary pressure of CVT and sends TCM the signal.

DTC Logic

INFOID:000000001345006

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0840	TR PRS SENS/A CIRC	Signal voltage of the transmission fluid pressure sensor A (secondary pressure sensor) is too high or too low while driving.	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Transmission fluid pressure sensor A (secondary pressure sensor)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1.CHECK DTC DETECTION

Ⓟ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Make sure that output voltage of CVT fluid temperature sensor is within the range below.

ATF TEMP SEN : 1.0 – 2.0 V

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

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

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0840 TR PRS SENS/A CIRC" detected?

YES >> Go to [TM-334, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345007

1.CHECK INPUT SIGNAL

- Start engine.
- Check voltage between TCM harness connector F16 terminal 15 and ground.

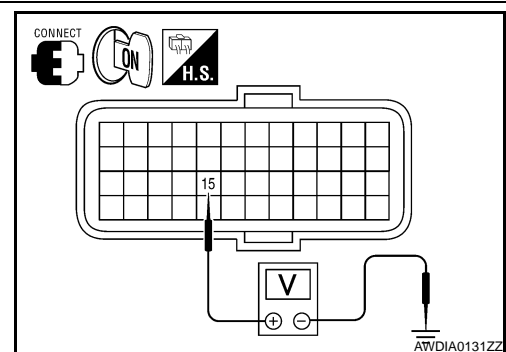
TCM connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F16	15		"N" position idle	1.0 V

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 2.

2.CHECK POWER AND SENSOR GROUND



P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

[CVT: RE0F10A]

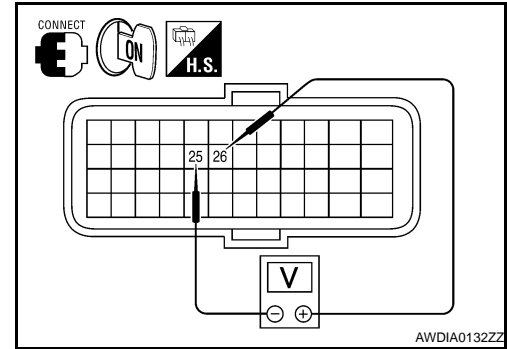
< COMPONENT DIAGNOSIS >

Check voltage between TCM harness connector F16 terminals 25 and 26.

TCM harness connector			Voltage (Approx.)
Connector	Terminal		
F16	25	26	5.0 V

Is the inspection result normal?

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



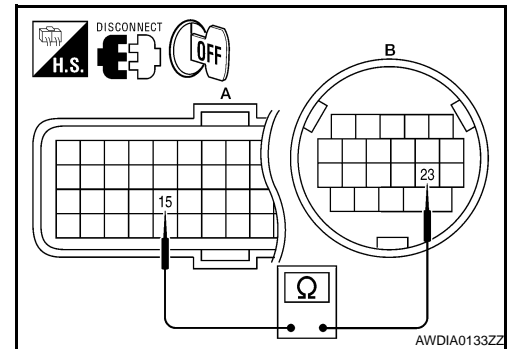
3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR)] (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM harness connector and CVT unit connector.
- Check continuity between TCM harness connector F16 (A) terminal 15 and CVT unit harness connector F46 (B) terminal 23.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	15	F46	23	Existed

Is the inspection result normal?

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



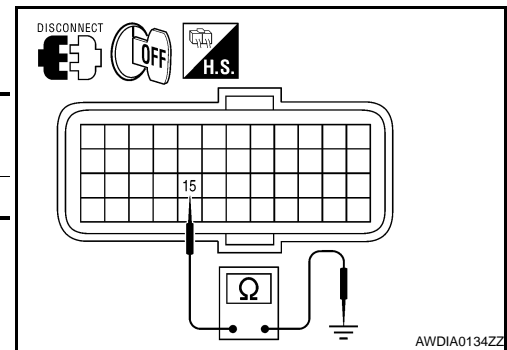
4. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR)] (PART 2)

Check continuity between TCM harness connector F16 terminal 15 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	15		Not existed

Is the inspection result normal?

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



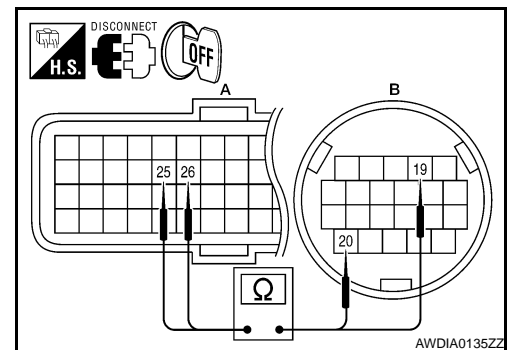
5. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM connector and CVT unit connector.
- Check continuity between TCM harness connector F16 (A) terminals 25, 26 and CVT unit harness connector F46 (B) terminals 19, 20.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	25	F46	19	Existed
	26		20	

Is the inspection result normal?

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



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

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P0840 TRANSMISSION FLUID PRESSURE SENSOR A (SEC PRESSURE SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

2)

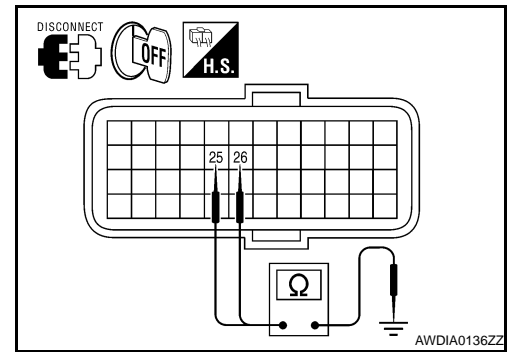
Check continuity between TCM harness connector F16 terminals 25, 26 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	25		Not existed
	26		

Is the inspection result normal?

YES >> GO TO 7.

NO >> Repair or replace damaged parts.



7. CHECK TCM

1. Replace same type TCM. Refer to [TM-425, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-334, "DTC Logic"](#).

Is "P0840 TR PRS SENS/A CIRC" detected?

YES >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

NO >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

8. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

NO >> Repair or replace damaged parts.

P0841 PRESSURE SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0841 PRESSURE SENSOR FUNCTION

Description

INFOID:000000001345008

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

DTC Logic

INFOID:000000001345009

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0841	PRESS SEN/FNCTN	Correlation between the values of the transmission fluid pressure sensor A (secondary pressure sensor) and the transmission fluid pressure sensor B (primary pressure sensor) is out of specification.	<ul style="list-style-type: none"> • Harness or connectors (Sensor circuit is open or shorted.) • Transmission fluid pressure sensor A (secondary pressure sensor) • Transmission fluid pressure sensor B (primary pressure sensor)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

④ With CONSULT-III

1. Turn ignition switch ON.
2. Select "DATA MONITOR".
3. Start engine and maintain the following conditions for at least 12 consecutive seconds.

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

Is "P0841 PRESS SEN/FNCTN" detected?

- YES >> Go to [TM-337, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345010

1.CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-418, "Inspection and Judgment"](#).

Is the inspection result normal?

- YES >> GO TO 2.
 NO >> Repair or replace damaged parts. Refer to [TM-418, "Inspection and Judgment"](#).

2.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-334, "Description"](#).

Is the inspection result normal?

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

3.CHECK TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor B (primary pressure sensor) system. Refer to [TM-340, "Description"](#).

P0841 PRESSURE SENSOR FUNCTION

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

Is the inspection result normal?

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

4.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.
3. Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-338. "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

5.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-338. "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

- YES >> GO TO 6.
- NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

6.CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-358. "Description"](#).

Is the inspection result normal?

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

7.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001685885

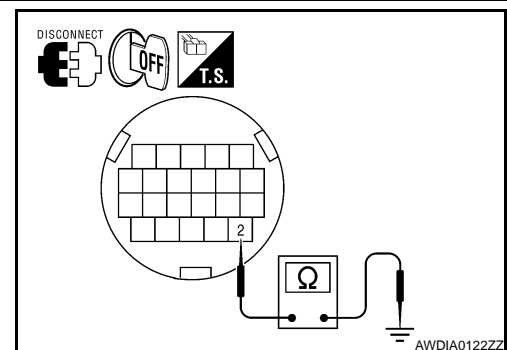
1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001685886

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0841 PRESSURE SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

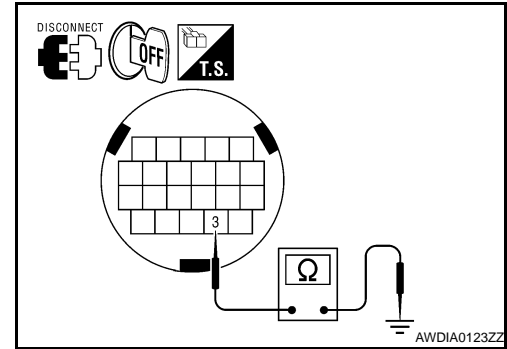
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436](#),
"Exploded View".



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P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

Description

INFOID:000000001345011

The transmission fluid pressure sensor B (primary pressure sensor) detects primary pressure of CVT and sends TCM the signal.

DTC Logic

INFOID:000000001345012

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0845	TR PRS SENS/B CIRC	Signal voltage of the transmission fluid pressure sensor B (primary pressure sensor) is too high or too low while driving.	<ul style="list-style-type: none"> Harness or connectors (Sensor circuit is open or shorted.) Transmission fluid pressure sensor B (primary pressure sensor)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Make sure that output voltage of line temperature sensor is within the range below.

ATF TEMP SEN : 1.0 – 2.0 V

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

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

Ⓢ With GST

Follow the procedure "With CONSULT-III".

Is "P0845 TR PRS SENS/B CIRC" detected?

YES >> Go to [TM-340, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345013

1. CHECK INPUT SIGNAL

- Start engine.
- Check voltage between TCM connector terminal and ground.

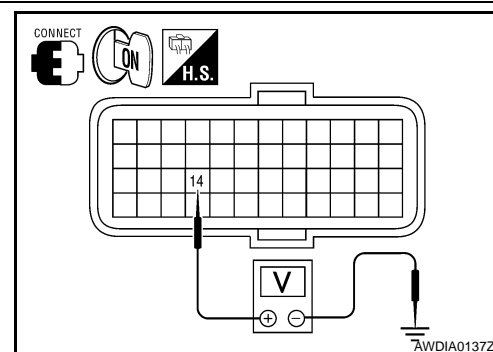
TCM connector		Ground	Condition	Voltage (Approx.)
Connector	Terminal			
F16	14		"N" position idle	0.7 – 3.5 V

Is the inspection result normal?

YES >> GO TO 8.

NO >> GO TO 2.

2. CHECK SENSOR POWER AND SENSOR GROUND



P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

[CVT: RE0F10A]

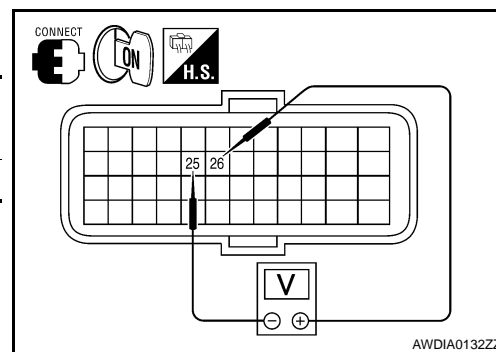
< COMPONENT DIAGNOSIS >

Check voltage between TCM connector terminals.

TCM connector			Voltage (Approx.)
Connector	Terminal		
F16	25	26	5.0 V

Is the inspection result normal?

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



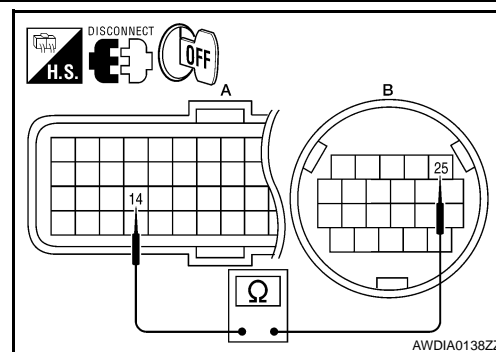
3. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR)] (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM connector and CVT unit connector.
- Check continuity between TCM harness connector F16 (A) terminal 14 and CVT unit harness connector F46 (B) terminal 25.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	14	F46	25	Existed

Is the inspection result normal?

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



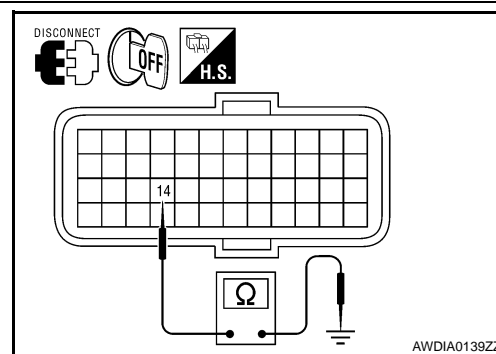
4. CHECK HARNESS BETWEEN TCM AND CVT UNIT [TRANSMISSION FLUID PRESSURE SENSOR B (PRIMARY PRESSURE SENSOR)] (PART 2)

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

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F16	14		Not existed

Is the inspection result normal?

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



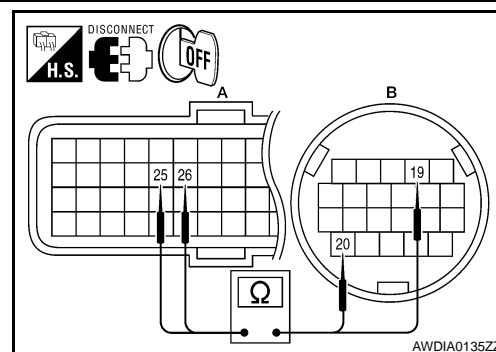
5. CHECK HARNESS BETWEEN TCM AND CVT UNIT (SENSOR POWER AND SENSOR GROUND) (PART 1)

- Turn ignition switch OFF.
- Disconnect TCM connector and CVT unit connector.
- Check continuity between TCM harness connector F16 terminals 25, 26 and CVT unit harness connector F46 terminals 19, 20.

TCM vehicle side harness connector		CVT unit vehicle side harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16	25	F46	19	Existed
	26		20	

Is the inspection result normal?

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



P0845 TRANSMISSION FLUID PRESSURE SENSOR B (PRI PRESSURE SENSOR)

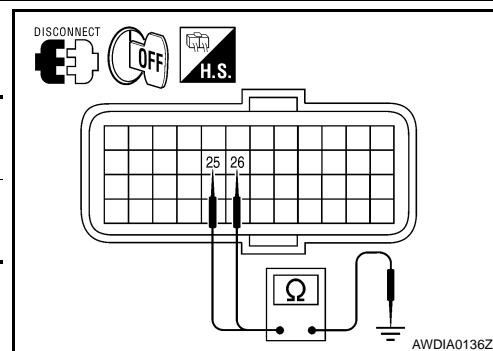
< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

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

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

TCM vehicle side harness connector		Ground	Continuity
Connector	Terminal		
F16	25		Not existed
	26		



Is the inspection result normal?

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

7. CHECK TCM

1. Replace same type TCM. Refer to [TM-425, "Exploded View"](#).
2. Connect each connector.
3. Perform "DTC CONFIRMATION PROCEDURE". Refer to [TM-340, "DTC Logic"](#).

Is "P0840 TR PRS SENS/A CIRC" detected?

- YES >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).
- NO >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

8. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
- NO >> Repair or replace damaged parts.

P0868 SECONDARY PRESSURE DOWN

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P0868 SECONDARY PRESSURE DOWN

Description

INFOID:000000001345014

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

DTC Logic

INFOID:000000001345015

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P0868	SEC/PRESS DOWN	Secondary fluid pressure is too low compared with the commanded value while driving.	<ul style="list-style-type: none">• Harness or connectors (Solenoid circuit is open or shorted.)• Pressure control solenoid valve B (secondary pressure solenoid valve) system• Transmission fluid pressure sensor A (secondary pressure sensor)• Line pressure control system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

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

ACC PEDAL OPEN : 0.5/8 – 1.0/8

RANGE : "D" position

Is "P0868 SEC/PRESS DOWN" detected?

YES >> Go to [TM-343. "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345016

1. CHECK LINE PRESSURE

Perform line pressure test. Refer to [TM-418. "Inspection and Judgment"](#).

Is the inspection result normal?

YES >> GO TO 2.

NO >> Repair or replace damaged parts. Refer to [TM-418. "Inspection and Judgment"](#).

2. CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

1. Turn ignition switch OFF.
2. Disconnect CVT unit connector.

P0868 SECONDARY PRESSURE DOWN

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

3. Check pressure control solenoid valve B (secondary pressure solenoid valve). Refer to [TM-344, "Component Inspection \[Pressure Control Solenoid Valve B \(Secondary Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 3.

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

3.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

Check pressure control solenoid valve A (line pressure solenoid valve). Refer to [TM-344, "Component Inspection \[Pressure Control Solenoid Valve A \(Line Pressure Solenoid Valve\)\]"](#).

Is the inspection result normal?

YES >> GO TO 4.

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).

4.CHECK TRANSMISSION FLUID PRESSURE SENSOR A (SECONDARY PRESSURE SENSOR) SYSTEM

Check transmission fluid pressure sensor A (secondary pressure sensor) system. Refer to [TM-334, "DTC Logic"](#).

Is the inspection result normal?

YES >> GO TO 5.

NO >> Repair or replace damaged parts.

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

NO >> Repair or replace damaged parts.

Component Inspection [Pressure Control Solenoid Valve A (Line Pressure Solenoid Valve)]

INFOID:000000001686035

1.CHECK PRESSURE CONTROL SOLENOID VALVE A (LINE PRESSURE SOLENOID VALVE)

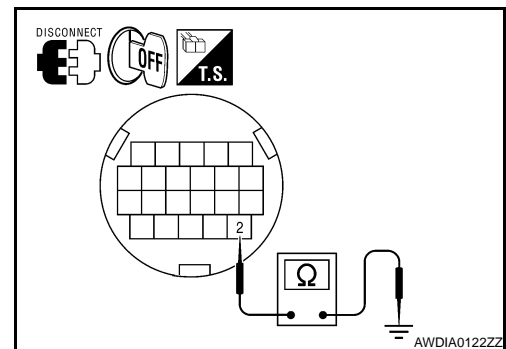
Check resistance between CVT unit terminal 2 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
2		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436, "Exploded View"](#).



Component Inspection [Pressure Control Solenoid Valve B (Secondary Pressure Solenoid Valve)]

INFOID:000000001686036

1.CHECK PRESSURE CONTROL SOLENOID VALVE B (SECONDARY PRESSURE SOLENOID VALVE)

P0868 SECONDARY PRESSURE DOWN

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

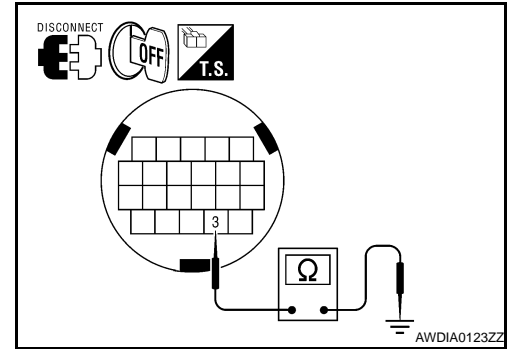
Check resistance between CVT unit terminal 3 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
3		3.0 – 9.0 Ω

Is the inspection result normal?

YES >> INSPECTION END

NO >> Replace transaxle assembly. Refer to [TM-436](#),
"Exploded View".



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P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

Description

INFOID:000000001345017

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

NOTE:

Since "P1701 TCM-POWER SUPPLY" will be indicated when replacing TCM, perform diagnosis after erasing "SELF-DIAG RESULTS"

DTC Logic

INFOID:000000001345018

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1701	TCM-POWER SUPPLY	<ul style="list-style-type: none"> When the power supply to the TCM is cut OFF, for example because the battery is removed, and the self-diagnosis memory function stops. This is not a malfunction message (Whenever shutting OFF a power supply to the TCM, this message appears on the screen). 	Harness or connectors (Battery or ignition switch and TCM circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

- Turn ignition switch ON.
- Wait for at least 2 consecutive seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1701 TCM-POWER SUPPLY" detected?

- YES >> Go to [TM-346, "Diagnosis Procedure"](#).
 NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

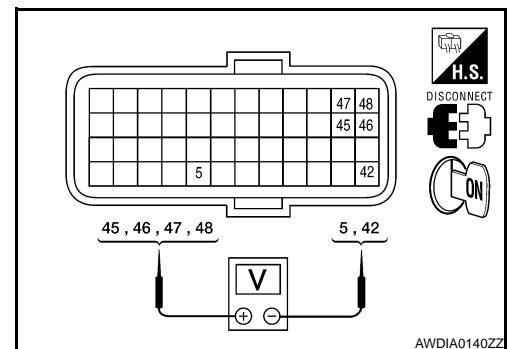
Diagnosis Procedure

INFOID:000000001345019

1. CHECK TCM POWER SOURCE

- Turn ignition switch OFF.
- Disconnect TCM harness connector.
- Check voltage between TCM harness connector F16 terminal 46, 48, 45, 47 and 5, 42.

TCM harness connector		Condition	Voltage (Approx.)
Connector	Terminal		
F16	46	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
	48	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
45	Always	Battery voltage	
47			



P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

Is the inspection result normal?

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

2. CHECK TCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Check continuity between TCM harness connector F16 terminal 5, 42 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	5		Existed
	42		

Is the inspection result normal?

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

3. CHECK TCM POWER CIRCUIT

Check voltage between TCM harness connector F16 terminal 46, 48, 45, 47 and ground.

TCM vehicle side harness connector		Condition	Voltage (Approx.)
Connector	Terminal		
F16	46	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
	48	Ignition switch ON	Battery voltage
		Ignition switch OFF	0 V
45	Always	Battery voltage	
47			

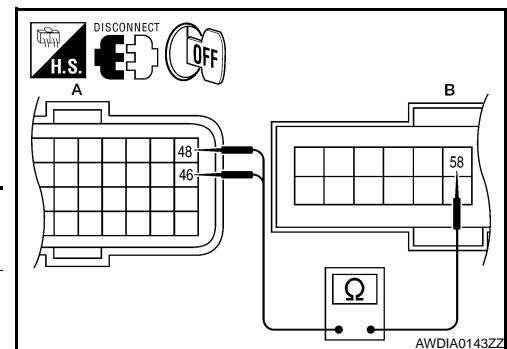
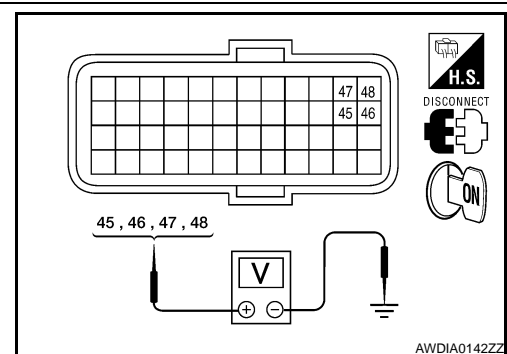
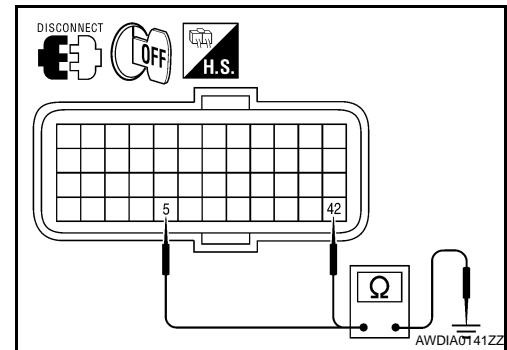
Is the inspection result normal?

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

4. CHECK HARNESS BETWEEN TCM AND IPDM E/R AND BETWEEN TCM AND BATTERY (PART 1)

1. Turn ignition switch OFF.
2. Disconnect IPDM E/R harness connector F10.
3. Check continuity between TCM harness connector F16 (A) terminal 46, 48 and IPDM E/R harness connector F10 (B) terminal 58.

TCM harness connector		IPDM E/R harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	46	F10 (B)	58	Existed
	48			



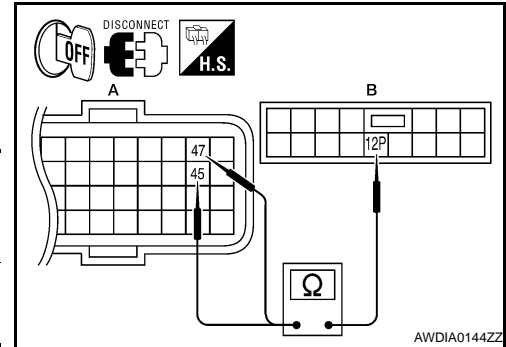
P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

4. Disconnect fuse block J/B harness connector.
5. Check continuity between TCM harness connector F16 (A) terminal 45, 47 and fuse block J/B harness connector E6 terminal 12P.

TCM harness connector		Fuse block J/B harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	45	E6 (B)	12P	Existed
	47			



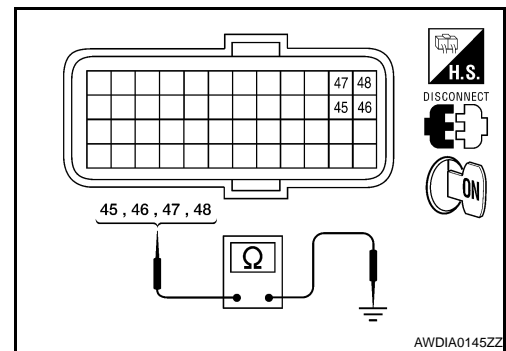
Is the inspection result normal?

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

5. CHECK HARNESS BETWEEN TCM AND IPDM E/R AND BETWEEN TCM AND BATTERY (PART 2)

Check continuity between TCM harness connector F16 terminal 45, 46, 47, 48 and ground.

TCM harness connector		Continuity
Connector	Terminal	
F16	45	Ground
	46	
	47	
	48	
		Not existed



Is the inspection result normal?

- YES >> Check the following.
- 10A fuse (No. 34, located in IPDM E/R)
 - 10A fuse [No. 11, located in fuse block (J/B)]
 - Ignition switch. Refer to [PG-72](#).
- NO >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
 NO >> Repair or replace damaged parts.

P1705 THROTTLE POSITION SENSOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1705 THROTTLE POSITION SENSOR

Description

INFOID:000000001345020

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

DTC Logic

INFOID:000000001345021

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1705	TP SEN/CIRC A/T	TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.	<ul style="list-style-type: none">ECMHarness or connectors (CAN communication line is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1.CHECK DTC DETECTION

ⓂWith CONSULT-III

- Turn ignition switch ON.
- Depress accelerator pedal fully and release it, then wait for 5 seconds.
- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1705 TP SEN/CIRC A/T" detected?

- YES >> Go to [TM-349, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345022

1.CHECK DTC WITH ECM

ⓂWith CONSULT-III

- Turn ignition switch ON.
- Perform "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC Detected Item. Refer to [EC-515, "DTC Index"](#) (for california), [EC-987, "DTC Index"](#) (except for california).

2.CHECK DTC WITH TCM

ⓂWith CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1705 TP SEN/CIRC A/T" detected?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1722 ESTM VEHICLE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1722 ESTM VEHICLE SPEED SIGNAL

Description

INFOID:000000001345023

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

DTC Logic

INFOID:000000001345024

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1722	ESTM VEH SPD SIG	<ul style="list-style-type: none">CAN communication with the ABS actuator and the electric unit (control unit) is malfunctioning.There is a great difference between the vehicle speed signal from the ABS actuator and the electric unit (control unit), and the vehicle speed sensor signal.	<ul style="list-style-type: none">Harness or connectors (Sensor circuit is open or shorted.)ABS actuator and electric unit (control unit)

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1.CHECK DTC DETECTION

Ⓜ With CONSULT-III

- Turn ignition switch ON.
- Select "DATA MONITOR".
- Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

Is "P1722 ESTM VEH SPD SIG" detected?

- YES >> Go to [TM-350, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345025

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

Ⓜ With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "ABS".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC detected item. Refer to [BRC-120, "DTC No. Index"](#) (TCS/ABS), [BRC-222, "DTC No. Index"](#) (VDC/TCS/ABS).

2.CHECK DTC WITH TCM

Ⓜ With CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1722 ESTM VEH SPD SIG" detected?

- YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

P1722 ESTM VEHICLE SPEED SIGNAL

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

Is the inspection result normal?

YES >> Replace TCM. Refer to [TM-425, "Exploded View"](#).

NO >> Repair or replace damaged parts.

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P1723 CVT SPEED SENSOR FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1723 CVT SPEED SENSOR FUNCTION

Description

INFOID:000000001345026

The vehicle speed sensor CVT [output speed sensor (secondary speed sensor)] detects the revolution of parking gear and generates a pulse signal. The pulse signal is sent to the TCM, which converts it into vehicle speed.

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

DTC Logic

INFOID:000000001345027

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1723	CVT SPD SEN/FNCTN	A rotation sensor error is detected because the gear does not change in accordance with the position of the stepping motor. CAUTION: One of the "P0720 VEH SPD SEN/CIR AT", the "P0715 INPUT SPD SEN/CIRC" or the "P0725 ENGINE SPEED SIG" is displayed with the DTC at the same time.	<ul style="list-style-type: none">• Harness or connectors (Sensor circuit is open or shorted.)• Output speed sensor (secondary speed sensor)• Input speed sensor (primary speed sensor)• Engine speed signal system

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓟ With CONSULT-III

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

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

Is "P1723 CVT SPD SEN/FNCTN" detected?

- YES >> Go to [TM-352, "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345028

1. CHECK STEP MOTOR FUNCTION

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1778 STEP MOTR/FNC" detected?

- YES >> Repair or replace damaged parts. Refer to [TM-361, "DTC Logic"](#).
NO >> GO TO 2.

2. CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-312, "DTC Logic"](#).

Is the inspection result normal?

P1723 CVT SPEED SENSOR FUNCTION

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

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

3.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-307. "DTC Logic"](#).

Is the inspection result normal?

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

4.CHECK ENGINE SPEED SIGNAL SYSTEM

Check engine speed signal system. Refer to [TM-316. "DTC Logic"](#).

Is the inspection result normal?

- YES >> GO TO 5.
- NO >> Repair or replace damaged parts. Refer to [EC-460. "Description"](#) (for California), [EC-937. "Description"](#) (except for California).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

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P1726 ELECTRIC THROTTLE CONTROL SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1726 ELECTRIC THROTTLE CONTROL SYSTEM

Description

INFOID:000000001345029

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

DTC Logic

INFOID:000000001345030

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1726	ELEC TH CONTROL	The electronically controlled throttle for ECM is malfunctioning.	Harness or connectors (Sensor circuit is open or shorted.)

DTC CONFIRMATION PROCEDURE

NOTE:

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

1.CHECK DTC DETECTION

ⓅWith CONSULT-III

1. Start engine and let it idle for 5 seconds.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1726 ELEC TH CONTROL" detected?

- YES >> Go to [TM-354. "Diagnosis Procedure"](#).
NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345031

1.CHECK DTC WITH ECM

ⓅWith CONSULT-III

1. Turn ignition switch ON.
2. Select "SELF-DIAG RESULTS" mode for "ENGINE".

Is the inspection result normal?

- YES >> GO TO 2.
NO >> Check DTC Detected Item. Refer to [EC-515. "DTC Index"](#) (for California), [EC-987. "DTC Index"](#) (except for California).

2.CHECK DTC WITH TCM

ⓅWith CONSULT-III

Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Is "P1726 ELEC TH CONTROL" detected?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
NO >> GO TO 3.

3.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
NO >> Repair or replace damaged parts.

P1740 LOCK-UP SELECT SOLENOID VALVE

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1740 LOCK-UP SELECT SOLENOID VALVE

Description

INFOID:000000001345032

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

DTC Logic

INFOID:000000001345033

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1740	LU-SLCT SOL/CIRC	<ul style="list-style-type: none"> • Normal voltage not applied to solenoid due to cut line, short, or the like. • TCM detects as irregular by comparing target value with monitor value. 	<ul style="list-style-type: none"> • Harness or connectors (Solenoid circuit is open or shorted.) • Lock-up select solenoid valve

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

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

RANGE : "D" or "N" position

(At each time, wait for 5 seconds.)

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P1740 LU-SLCT SOL/CIRC" detected?

YES >> Go to [TM-355. "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42. "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345034

1. CHECK LOCK-UP SELECT SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 37 and ground.

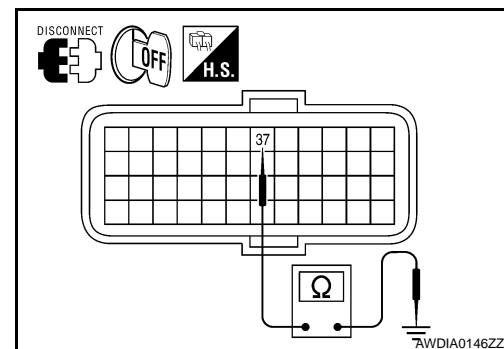
TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	37		17.0 – 38.0 Ω

Is the inspection result normal?

YES >> GO TO 5.

NO >> GO TO 2.

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



P1740 LOCK-UP SELECT SOLENOID VALVE

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 37 and CVT unit harness connector F46 (B) terminal 13.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	37	F46 (B)	13	Existed

Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 37 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	37		Not existed

Is the inspection result normal?

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

4.CHECK LOCK-UP SELECT SOLENOID VALVE

Check lock-up select solenoid valve. Refer to [TM-356. "Component Inspection \(Lock-up Select Solenoid Valve\)"](#).

Is the inspection result normal?

- YES >> GO TO 5.
 NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
 NO >> Repair or replace damaged parts.

Component Inspection (Lock-up Select Solenoid Valve)

INFOID:000000001345035

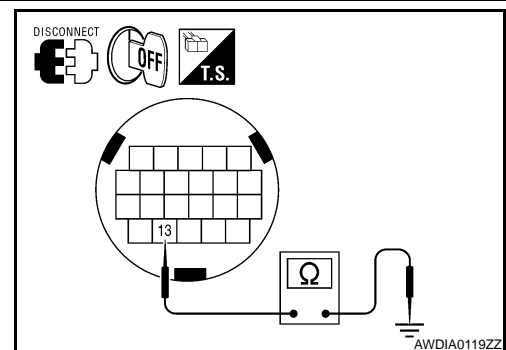
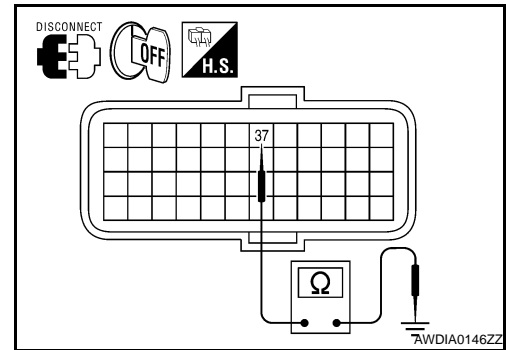
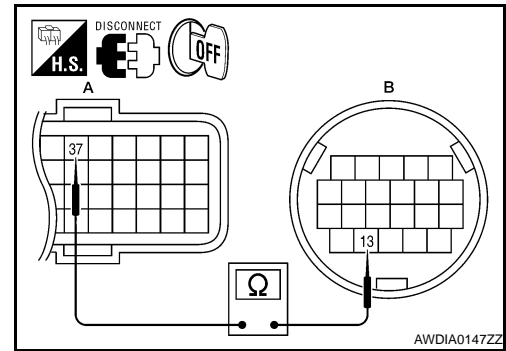
1.CHECK LOCK-UP SELECT SOLENOID VALVE

Check resistance between CVT unit terminal 13 and ground.

CVT unit terminal	Ground	Resistance (Approx.)
13		

Is the inspection result normal?

- YES >> INSPECTION END
 NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).



P1745 LINE PRESSURE CONTROL

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1745 LINE PRESSURE CONTROL

Description

INFOID:000000001345036

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

DTC Logic

INFOID:000000001345037

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1745	L/PRESS CONTROL	TCM detects the unexpected line pressure.	TCM

DTC CONFIRMATION PROCEDURE

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

Is "P1745 L/PRESS CONTROL" detected?

- YES >> Go to [TM-357, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345038

1. CHECK DTC

Ⓜ With CONSULT-III

1. Start engine.
2. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

is "P1745 L/PRESS CONTROL" displayed?

- YES >> Replace TCM. Refer to [TM-425, "Removal and Installation"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

P1777 STEP MOTOR

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1777 STEP MOTOR

Description

INFOID:000000001345039

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

DTC Logic

INFOID:000000001345040

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1777	STEP MOTR CIRC	Each coil of the step motor is not energized properly due to an open or a short.	<ul style="list-style-type: none"> • Harness or connectors (Step motor circuit is open or shorted.) • Step motor

DTC CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

1. CHECK DTC DETECTION

Ⓜ With CONSULT-III

1. Start engine.
2. Drive vehicle for at least 5 consecutive seconds.
3. Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

Ⓜ With GST

Follow the procedure "With CONSULT-III".

Is "P1777 STEP MOTR CIRC" detected?

YES >> Go to [TM-358, "Diagnosis Procedure"](#).

NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

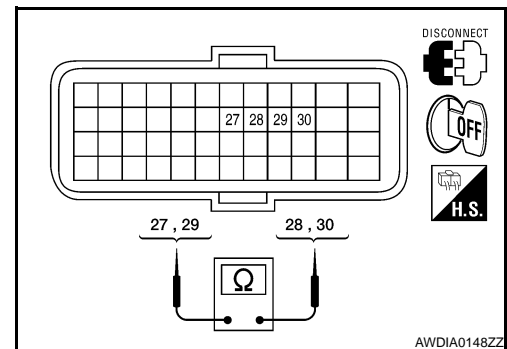
Diagnosis Procedure

INFOID:000000001345041

1. CHECK STEP MOTOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM harness connector.
3. Check resistance between TCM harness connector F16 terminal 27, 29 and 28, 30.

TCM harness connector			Resistance (Approx.)
Connector	Terminal		
F16	27	28	30.0 Ω
	29	30	



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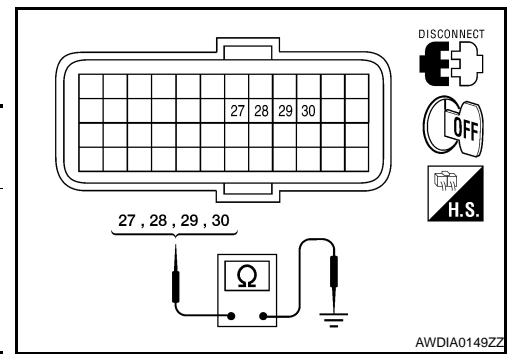
P1777 STEP MOTOR

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

4. Check resistance between TCM harness connector F16 terminal 27, 28, 29, 30 and ground.

TCM harness connector		Ground	Resistance (Approx.)
Connector	Terminal		
F16	27	Ground	15.0 Ω
	28		
	29		
	30		



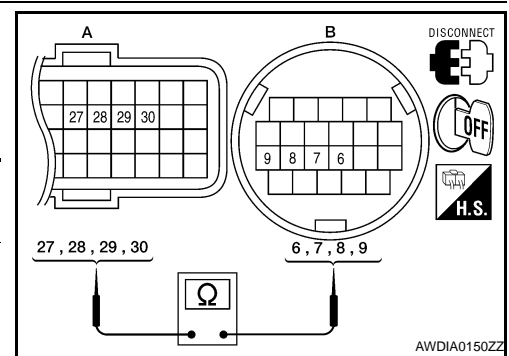
Is the inspection result normal?

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

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

1. Disconnect CVT unit harness connector.
2. Check continuity between TCM harness connector F16 (A) terminal 27, 28, 29, 30 and CVT unit harness connector F46 (B) terminal 9, 8, 7, 6.

TCM harness connector		CVT unit harness connector		Continuity
Connector	Terminal	Connector	Terminal	
F16 (A)	27	F46 (B)	9	Existed
	28		8	
	29		7	
	30		6	



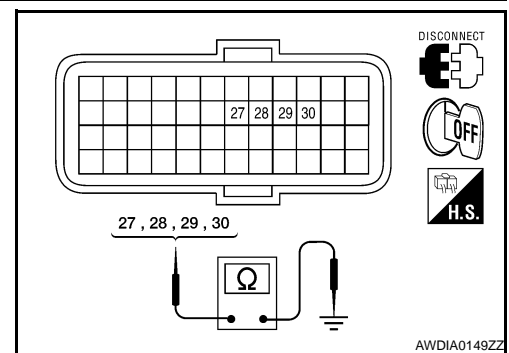
Is the inspection result normal?

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

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

Check continuity between TCM harness connector F16 terminal 27, 28, 29, 30 and ground.

TCM harness connector		Ground	Continuity
Connector	Terminal		
F16	27	Ground	Not existed
	28		
	29		
	30		



Is the inspection result normal?

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

4.CHECK STEP MOTOR

Check step motor. Refer to [TM-360. "Component Inspection \(Step Motor\)"](#).

Is the inspection result normal?

- YES >> GO TO 4.
NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

5.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

P1777 STEP MOTOR

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

INFOID:000000001345042

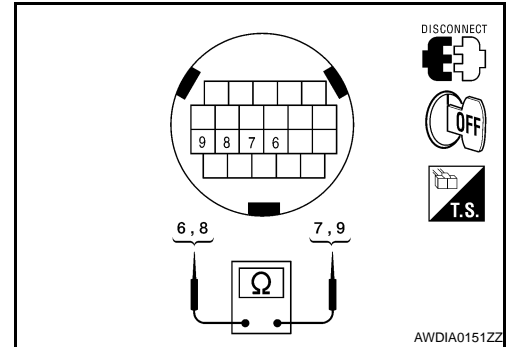
- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

Component Inspection (Step Motor)

1. CHECK STEP MOTOR

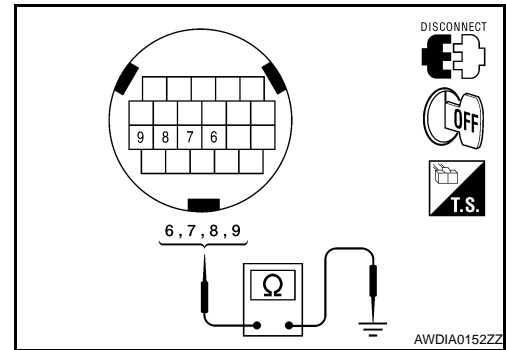
1. Check resistance between CVT unit terminal 6, 8 and 7, 9.

CVT unit terminal		Resistance (Approx.)
6	7	30.0 Ω
8	9	



2. Check resistance between CVT unit terminal 6, 7, 8, 9 and ground.

CVT unit terminal		Resistance (Approx.)
6	Ground	15.0 Ω
7		
8		
9		



Is the inspection result normal?

- YES >> INSPECTION END
- NO >> Replace transaxle assembly. Refer to [TM-436. "Exploded View"](#).

P1778 STEP MOTOR - FUNCTION

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

P1778 STEP MOTOR - FUNCTION

Description

INFOID:000000001345043

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

DTC Logic

INFOID:000000001345044

DTC DETECTION LOGIC

DTC	Item (CONSULT-III screen term)	Malfunction is detected when...	Possible cause
P1778	STEP MOTR/FNC	There is a great difference between the number of steps for the stepping motor and for the actual gear ratio.	Step motor

DTC CONFIRMATION PROCEDURE

CAUTION:

- **Always drive vehicle at a safe speed.**
- **Before starting "DTC CONFIRMATION PROCEDURE", confirm "Hi" or "Mid" or "Low" fixation by "PRI SPEED" and "VEHICLE SPEED" on "DATA MONITOR MODE".**
- **If hi-gear fixation occurred, go to [TM-361, "Diagnosis Procedure"](#).**

NOTE:

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

1. CHECK DTC DETECTION

④ With CONSULT-III

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

ATF TEMP SEN : 1.0 – 2.0 V

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

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

TEST START FROM 0 km/h (0 MPH)

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

④ With GST

Follow the procedure "With CONSULT-III".

Is "P1778 STEP MOTR/FNC" detected?

- YES >> Go to [TM-361, "Diagnosis Procedure"](#).
- NO >> Check intermittent incident. Refer to [GI-42, "Intermittent Incident"](#).

Diagnosis Procedure

INFOID:000000001345045

1. CHECK STEP MOTOR SYSTEM

Check step motor system. Refer to [TM-358, "Description"](#).

Is the inspection result normal?

P1778 STEP MOTOR - FUNCTION

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

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

2.CHECK INPUT SPEED SENSOR (PRIMARY SPEED SENSOR) SYSTEM

Check input speed sensor (primary speed sensor) system. Refer to [TM-307. "Description"](#).

Is the inspection result normal?

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

3.CHECK OUTPUT SPEED SENSOR (SECONDARY SPEED SENSOR) SYSTEM

Check output speed sensor (secondary speed sensor) system. Refer to [TM-312. "Description"](#).

Is the inspection result normal?

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

4.DETECT MALFUNCTIONING ITEMS

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

Is the inspection result normal?

- YES >> Replace TCM. Refer to [TM-425. "Exploded View"](#).
- NO >> Repair or replace damaged parts.

SHIFT POSITION INDICATOR CIRCUIT

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

SHIFT POSITION INDICATOR CIRCUIT

Description

INFOID:000000001674041

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

Component Function Check

INFOID:000000001674042

1. CHECK SHIFT POSITION INDICATOR

CAUTION:

Always drive vehicle at a safe speed.

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

Is the inspection result normal?

YES >> INSPECTION END

NO >> Go to [TM-363, "Diagnosis Procedure"](#).

Diagnosis Procedure

INFOID:000000001674043

1. CHECK INPUT SIGNALS

 With CONSULT-III

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

Is the inspection result normal?

YES >> INSPECTION END

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

- Check manual mode switch. Refer to [TM-333, "Component Inspection \(Manual Mode Switch\)"](#).

- Check CVT main system (Fail-safe function actuated).

- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

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

- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

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

- Perform "SELF-DIAG RESULTS" mode for "TRANSMISSION".

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

- Check combination meter. Refer to [MWI-38, "CONSULT-III Function \(METER/M&A\)"](#).

SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

SHIFT LOCK SYSTEM

Description

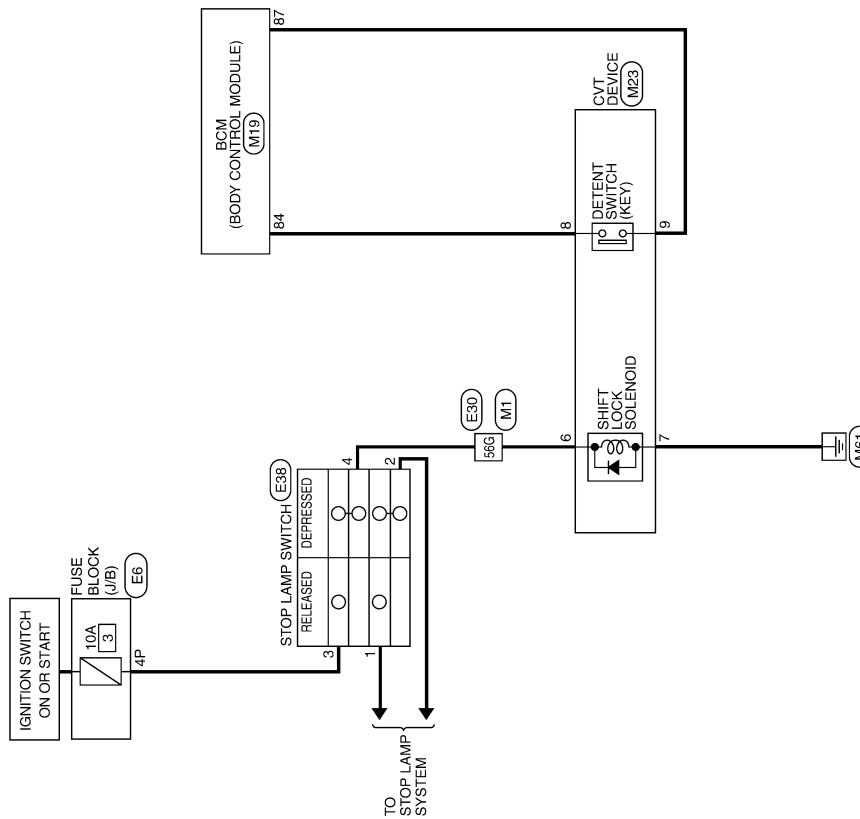
INFOID:000000001345046

The selector lever cannot be shifted from "P" position to any other position unless the ignition switch is in the ON position and the brake pedal is depressed.

Wiring Diagram - CVT SHIFT LOCK SYSTEM - Coupe

INFOID:000000003220887

CVT SHIFT LOCK SYSTEM (QR25DE)



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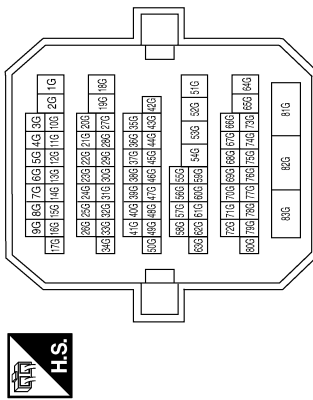
SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

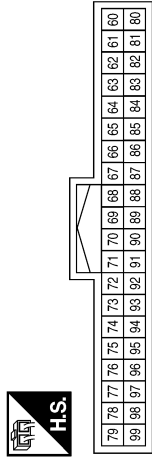
CVT SHIFT LOCK SYSTEM (QR25DE) CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



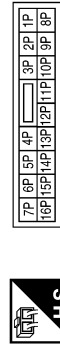
Terminal No.	Color of Wire	Signal Name
84	Y/R	AT_DEVICE_OUT
87	G/B	SHIFT_P

Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



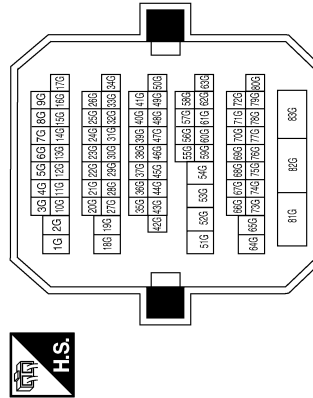
Terminal No.	Color of Wire	Signal Name
1	LG/R	MT-MODE
2	BR	M-DOWN
3	W	M-UP
4	B	GND
5	G	AT-MODE
6	R/W	S/LOCK_SOL_GND
7	B	S/LOCK_SOL_INPUT
8	Y/R	DETENT_KEY_SW
9	G/B	DETENT_KEY_SW

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
4P	G/R	-

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

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SHIFT LOCK SYSTEM

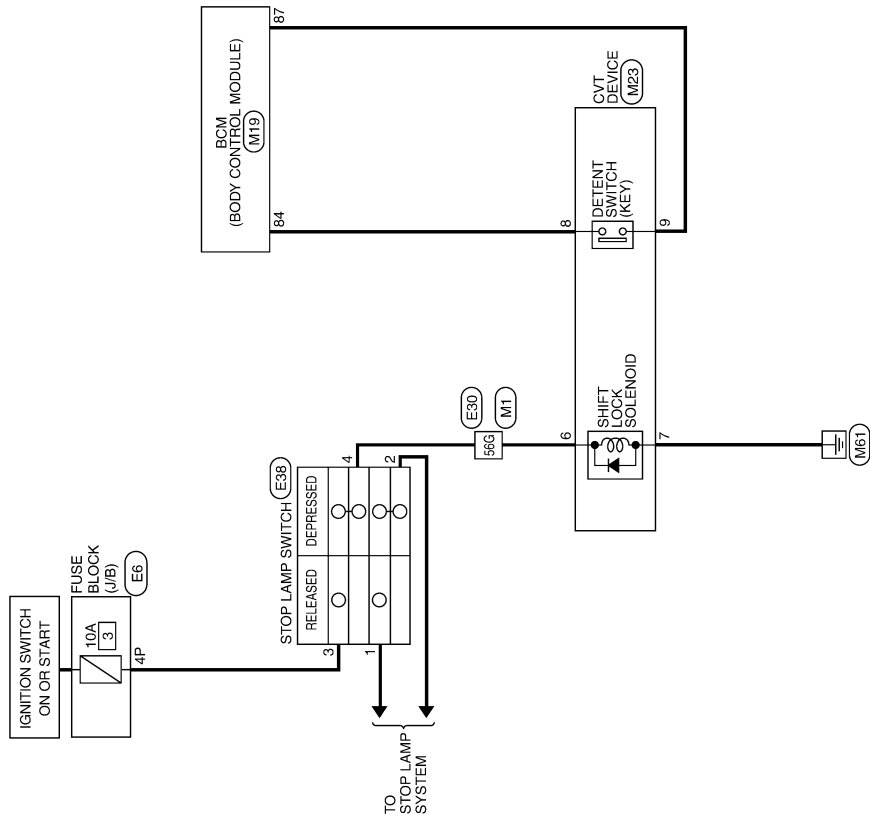
< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

Wiring Diagram - CVT SHIFT LOCK SYSTEM - Sedan

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CVT SHIFT LOCK SYSTEM - QR25DE



AWDWA0037G

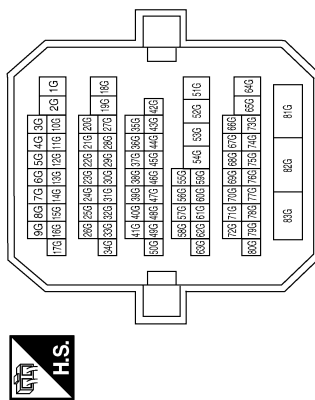
SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

[CVT: RE0F10A]

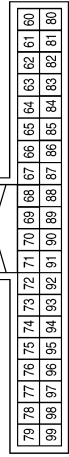
CVT SHIFT LOCK SYSTEM - QR25DE CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



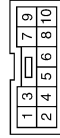
Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
84	Y/R	AT_DEVICE_OUT
87	G/B	SHIFT_P

Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



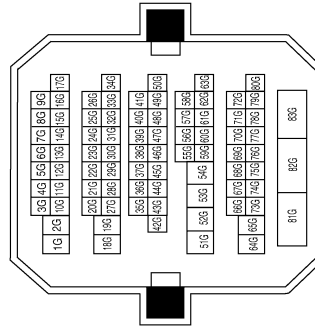
Terminal No.	Color of Wire	Signal Name
1	LG/R	MT-MODE
2	BR	M-DOWN
3	W	M-UP
4	B	GND
5	G	AT-MODE
6	R/W	S/LOCK_SOL_GND
7	B	S/LOCK_SOL_INPUT
8	Y/R	DETENT_KEY_SW
9	G/B	DETENT_KEY_SW

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
4P	G/R	-

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56G	R/W	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

Diagnosis Procedure

DIAGNOSTIC PROCEDURE

SYMPTOM 1:

- Selector lever cannot be moved from "P" position with ignition switch in ON position and brake pedal depressed.

SYMPTOM 2:

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SHIFT LOCK SYSTEM

[CVT: RE0F10A]

< COMPONENT DIAGNOSIS >

- Selector lever can be moved from "P" position with ignition key in ON position and brake pedal released.

1. CHECK POWER SOURCE

1. Disconnect CVT device harness connector.
2. Turn ignition switch ON (Do not start engine).
3. Check voltage between CVT device harness connector M23 terminal 6 and ground.

Voltage:

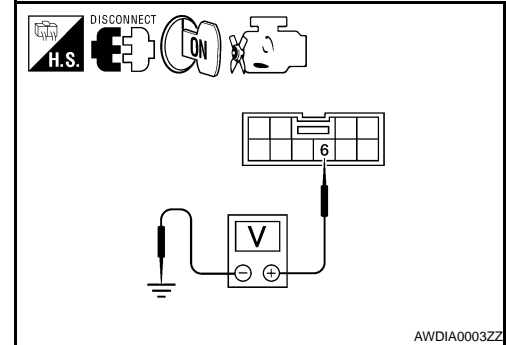
Brake pedal depressed: Battery voltage

Brake pedal released: 0V

OK or NG

OK >> GO TO 4.

NG >> GO TO 2.



2. CHECK POWER SOURCE AT STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector.
3. Turn ignition switch ON (Do not start engine).
4. Check voltage between stop lamp switch harness connector E38 terminal 3 and ground.

Voltage:

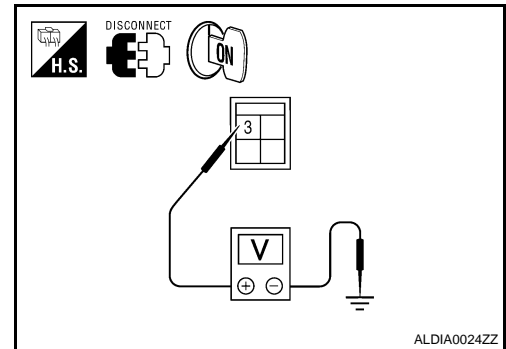
Battery voltage

OK or NG

OK >> GO TO 3.

NG >> Check the following items for damage, repair or replace damaged parts:

- 10A fuse [No. 3, located in the fuse block (J/B)].
- Harness for open between ignition switch and stop lamp switch harness connector.
- Ignition switch, refer to [PG-82, "Wiring Diagram — Ignition Power Supply —"](#).



3. CHECK STOP LAMP SWITCH

1. Turn ignition switch OFF.
2. Disconnect stop lamp switch harness connector E38.
3. Check continuity between stop lamp switch terminals 3 and 4.

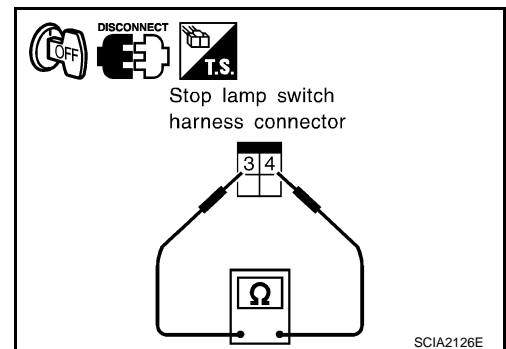
Condition	Continuity
Manually depress stop lamp switch	YES
Stop lamp switch released	NO

OK or NG

OK >> Adjust stop lamp switch. Refer to [BR-12, "Inspection and Adjustment"](#).

NG >> Replace stop lamp switch.

4. CHECK GROUND CIRCUIT



SHIFT LOCK SYSTEM

< COMPONENT DIAGNOSIS >

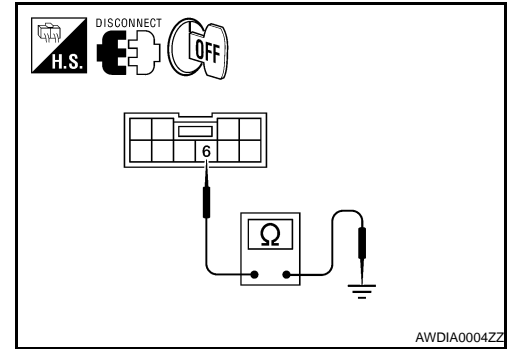
[CVT: RE0F10A]

1. Turn ignition switch OFF.
2. Check continuity between CVT device harness connector M23 terminal 6 and ground.

Continuity should exist.

OK or NG

- OK >> Replace shift lock solenoid and park position switch assembly.
- NG >> Repair open circuit in harness or connectors.



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ECU DIAGNOSIS**TCM****Reference Value**

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VALUES ON THE DIAGNOSIS TOOL

Item name	Condition	Display value (Approx.)
VSP SENSOR	During driving	Approximately matches the speedometer reading.
ESTM VSP SIG [†]	During driving	Approximately matches the speedometer reading.
PRI SPEED SEN	During driving (lock-up ON)	Approximately matches the engine speed.
ENG SPEED SIG	Engine running	Closely matches the tachometer reading.
SEC HYDR SEN	"N" position idle	1.0 V
PRI HYDR SEN	"N" position idle	0.7 - 3.5 V
ATF TEMP SEN	When CVT fluid temperature is 20°C (68°F)	2.0 V
	When CVT fluid temperature is 80°C (176°F)	1.0 V
VIGN SEN	Ignition switch: ON	Battery voltage
VEHICLE SPEED	During driving	Approximately matches the speedometer reading.
PRI SPEED	During driving (lock-up ON)	Approximately matches the engine speed.
SEC SPEED	During driving	45 X Approximately matches the speedometer reading.
ENG SPEED	Engine running	Closely matches the tachometer reading.
GEAR RATIO	During driving	2.34 – 0.39
ACC PEDAL OPEN	Released accelerator pedal - Fully depressed accelerator pedal	0.0/8 – 8.0/8
SEC PRESS	"N" position idle	1.3 MPa
PRI PRESS	"N" position idle	0.6 – 0.8 MPa
STM STEP	During driving	0 step – 177 step
ISOLT1	Lock-up "OFF"	0.0 A
	Lock-up "ON"	0.7 A
ISOLT2	Release your foot from the accelerator pedal.	0.8 A
	Press the accelerator pedal all the way down.	0.0 A
ISOLT3	Secondary pressure low - Secondary pressure high	0.8 – 0.0 A
SOLMON1	Lock-up "OFF"	0.0 A
	Lock-up "ON"	0.7 A
SOLMON2	"N" position idle	0.8 A
	When stalled	0.3 – 0.6 A
SOLMON3	"N" position idle	0.6 – 0.7 A
	When stalled	0.4 – 0.6 A
P POSITION SW	Selector lever in "P" position	On
	When setting selector lever to other positions.	Off
R POSITION SW	Selector lever in "R" position	On
	When setting selector lever to other positions.	Off

TCM

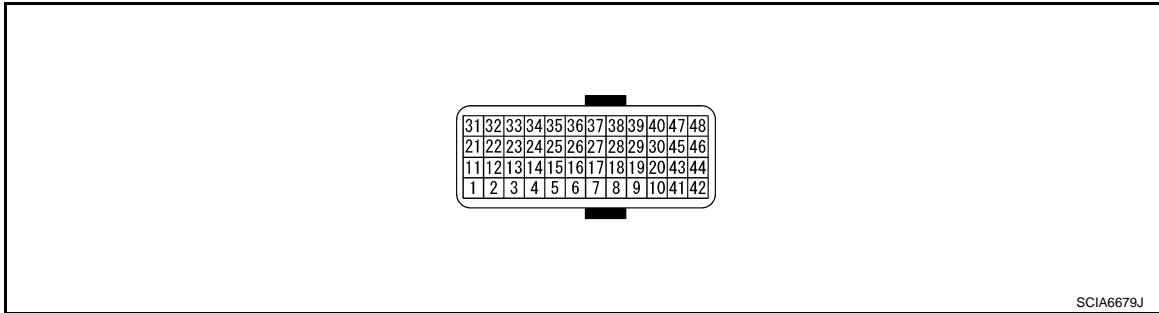
< ECU DIAGNOSIS >

[CVT: RE0F10A]

Item name	Condition	Display value (Approx.)
N POSITION SW	Selector lever in "N" position	On
	When setting selector lever to other positions.	Off
D POSITION SW	Selector lever in "D" position	On
	When setting selector lever to other positions.	Off
BRAKE SW	Depressed brake pedal	On
	Released brake pedal	Off
FULL SW	Fully depressed accelerator pedal	On
	Released accelerator pedal	Off
IDLE SW	Released accelerator pedal	On
	Fully depressed accelerator pedal	Off
INDDRNG	Selector lever in "D" position	On
	When setting selector lever to other positions.	Off
INDNRNG	Selector lever in "N" position	On
	When setting selector lever to other positions.	Off
INDRRNG	Selector lever in "R" position	On
	When setting selector lever to other positions.	Off
INDPRNG	Selector lever in "P" position	On
	When setting selector lever to other positions.	Off
SMCOIL D	During driving	Changes On ⇔ Off
SMCOIL C	During driving	Changes On ⇔ Off
SMCOIL B	During driving	Changes On ⇔ Off
SMCOIL A	During driving	Changes On ⇔ Off
LUSEL SOL OUT	Selector lever in "P", "N" positions	On
	Wait at least for 5 seconds with the selector lever in "R", "D" position	Off
LUSEL SOL MON	Selector lever in "P", "N" positions	On
	Wait at least for 5 seconds with the selector lever in "R", "D" or position	Off
ABS ON*	ABS operate	On
	Other conditions	Off
RANGE	Selector lever in "N" or "P" position	N·P
	Selector lever in "R" position	R
	Selector lever in "D" position	D
DOWNLVR	Selector lever: - side	On
	Other than the above	Off
UPLVR	Selector lever: + side	On
	Other than the above	Off
NONMMODE	Manual shift gate position (neutral, +side, -side)	Off
	Other than the above	On
MMODE	Manual shift gate position (neutral)	On
	Other than the above	Off
M GEAR POS	During driving	1, 2, 3, 4, 5, 6

*: Models without ABS does not indicate.

TERMINAL LAYOUT



SCIA6679J

PHYSICAL VALUES

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/Output			
1 (P/B)	Ground	R RANGE SW	Output	Ignition switch ON	Selector lever in "R" position	Battery voltage
					When setting selector lever to other positions	0 V
2 (P/L)	Ground	N RANGE SW	Output		Selector lever in "N" position	Battery voltage
					When setting selector lever to other positions	0 V
3 (G/O)	Ground	D RANGE SW	Output		Selector lever in "D" positions	Battery voltage
					When setting selector lever to other positions	0 V
4 (GR)	Ground	L RANGE SW	Output		Selector lever in "L" position	Battery voltage
					When setting selector lever to other positions	0 V
5 (B)	Ground	Ground	Output		Always	0 V
6 (O)	Ground	K-LINE	Input/Output		—	—
7 (W)	Ground	Sensor ground	Input		Always	0 V
8 (G/W)	—	CLOCK	—		—	—
9 (L/R)	—	CHIP SELECT	—	—	—	
10 (BR/R)	—	DATA I/O	—	—	—	
11 (BR/W)	Ground	P RANGE SW	Output	Ignition switch ON	Selector lever in "P" position	Battery voltage
					When setting selector lever to other positions	0 V
13 (V)	Ground	CVT fluid temperature sensor	Output	Ignition switch ON	When CVT fluid temperature is 20°C (68°F)	2.0 V
					When CVT fluid temperature is 80°C (176°F)	1.0 V

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< ECU DIAGNOSIS >

[CVT: RE0F10A]

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/Output			
14 (LG)	Ground	Transmission fluid pressure sensor B (primary pressure sensor)	Input	"N" position idle		0.7 – 3.5 V
15 (V/W)	Ground	Transmission fluid pressure sensor A (secondary pressure sensor)	Input			1.0 V
25 (W/R)	Ground	Sensor ground	Input	Always		0 V
26 (L/O)	Ground	Sensor power	Input	Ignition switch ON	—	5.0 V
				Ignition switch OFF	—	0 V
27 (R/G)	Ground	Step motor D	Input	Within 2 seconds after ignition switch ON, the time measurement by using the pulse width measurement function (Hi level) of CONSULT-III.*1		10.0 msec
28 (R)	Ground	Step motor C	Input			30.0 msec
29 (O/B)	Ground	Step motor B	Input			10.0 msec
30 (G/R)	Ground	Step motor A	Input			30.0 msec
31 (P)	—	CAN-L	Input/Output	—		—
32 (L)	—	CAN-H	Input/Output	—		—
33 (LG/W)	Ground	Input speed sensor (primary speed sensor)	Input	When driving ["M1" position, 20 km/h (12 MPH)]		730 Hz
34 (LG/R)	Ground	Output speed sensor (secondary speed sensor)	Input	When driving ["D" position, 20 km/h (12 MPH)]		480 Hz
37 (L/W)	Ground	Lock-up select solenoid valve	Output	Ignition switch ON	Selector lever in "P" or "N" positions	Battery voltage
					Wait at least for 5 seconds with the selector lever in "R" or "D" positions	0 V
38 (G)	Ground	Torque converter clutch solenoid valve	Output	When vehicle cruises in "D" position	When CVT performs lock-up	6.0 V
					When CVT does not perform lock-up	1.0 V
39 (W/B)	Ground	Pressure control solenoid valve B (secondary pressure solenoid valve)	Output	"P" or "N" position idle	Release your foot from the accelerator pedal	5.0 – 7.0 V
					Press the accelerator pedal all the way down	3.0 – 4.0 V
40 (R/Y)	Ground	Pressure control solenoid valve A (line pressure solenoid valve)	Output		Release your foot from the accelerator pedal	5.0 – 7.0 V
					Press the accelerator pedal all the way down	1.0 – 3.0 V
42 (B)	Ground	Ground	Output	Always		0 V
45 (L/R)	Ground	Power supply (memory back-up)	Input	Always		Battery voltage
46 (Y)	Ground	Power supply	Input	Ignition switch ON	—	Battery voltage
				Ignition switch OFF	—	0 V
47 (L/R)	Ground	Power supply (memory back-up)	Input	Always		Battery voltage

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< ECU DIAGNOSIS >

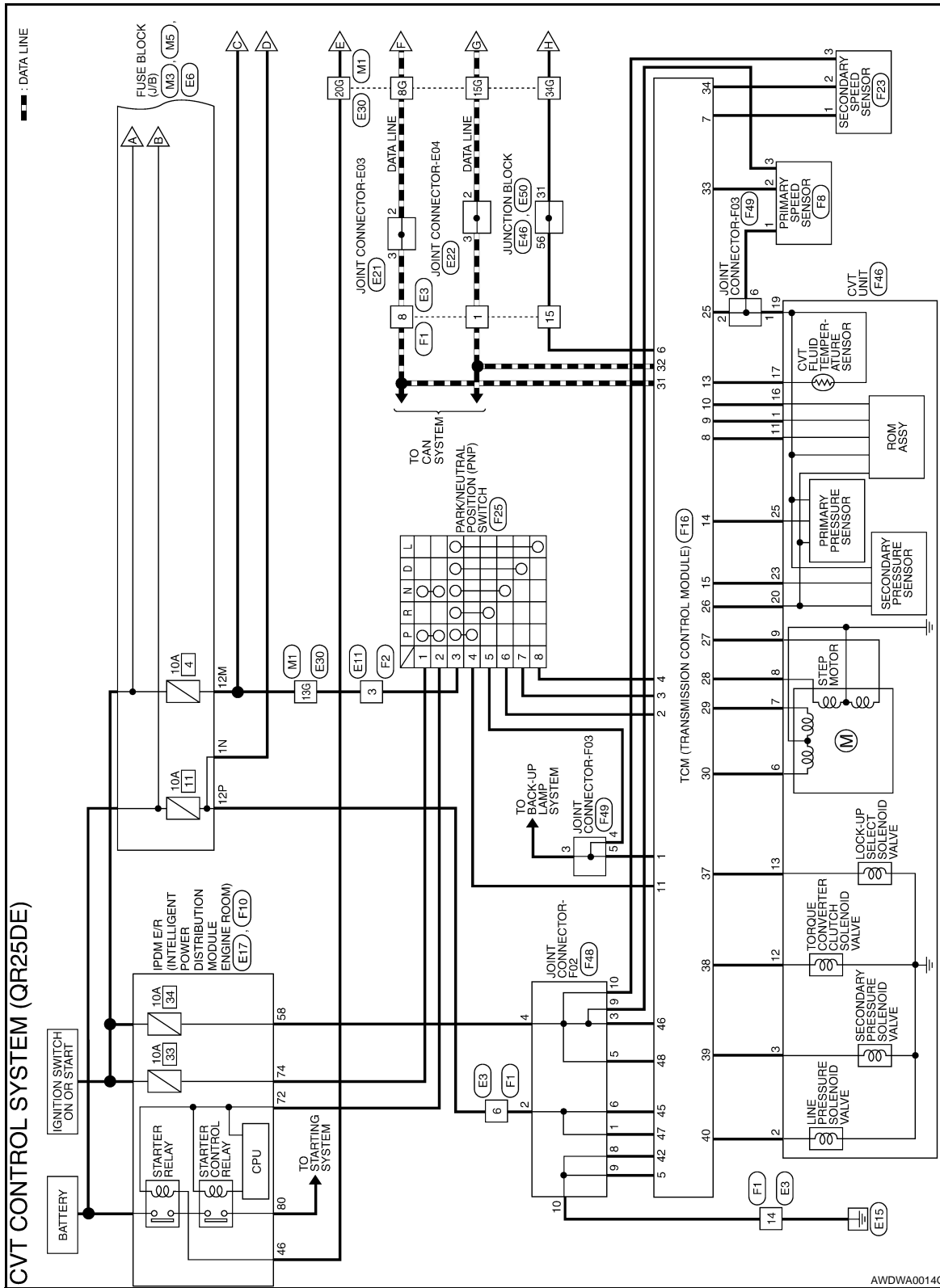
[CVT: RE0F10A]

Terminal No. (Wire color)		Description		Condition		Value (Approx.)
+	-	Signal name	Input/Output			
48 (Y)	Ground	Power supply	Input	Ignition switch ON	—	Battery voltage
				Ignition switch OFF	—	0 V

*1: A circuit tester cannot be used to test this item.

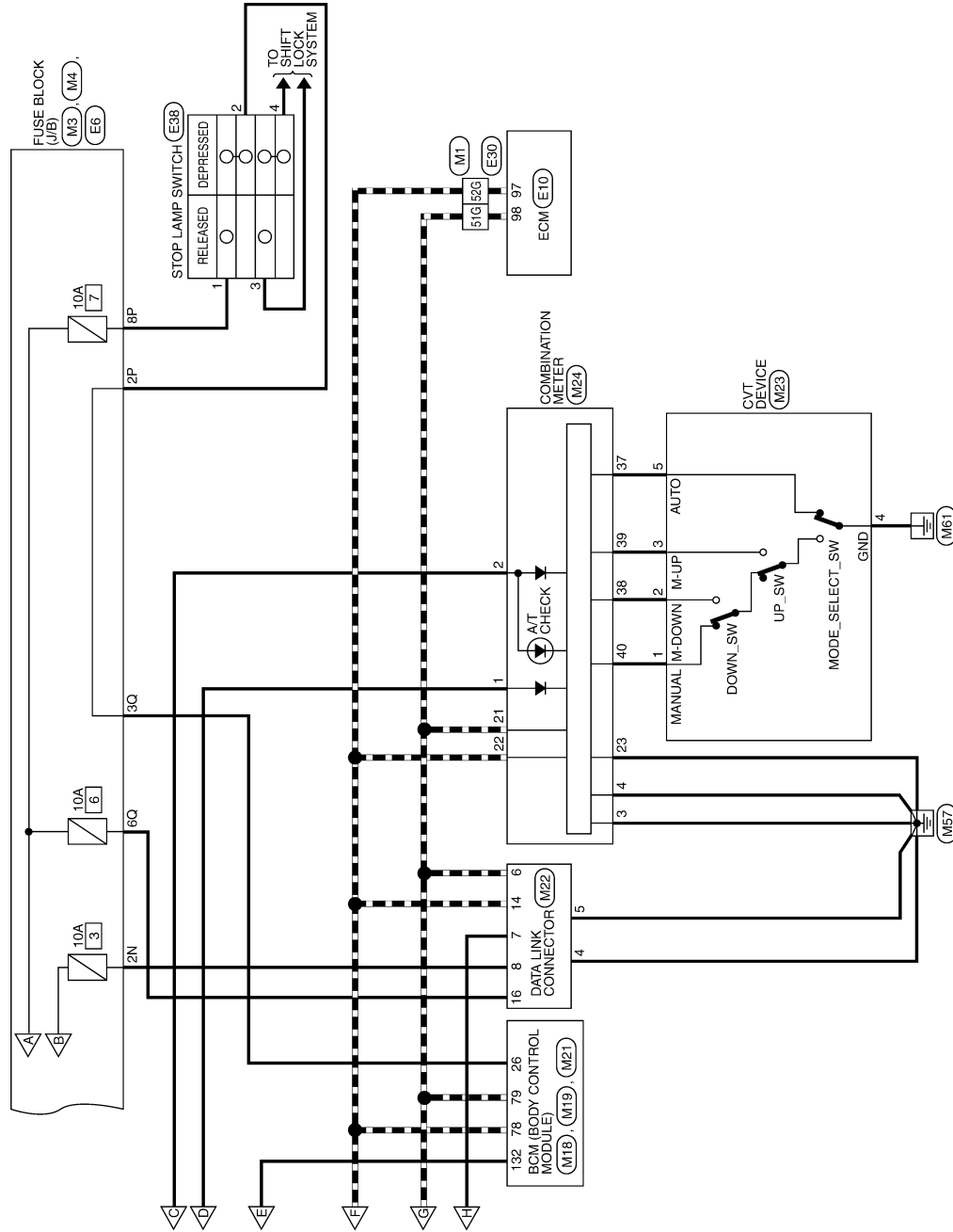
Wiring Diagram - CVT CONTROL SYSTEM - Coupe

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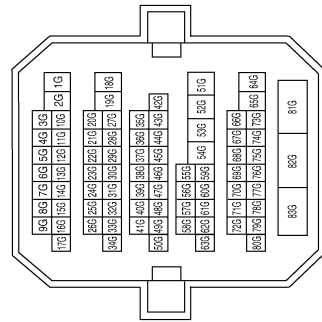
--- : DATA LINE



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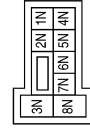
CVT CONTROL SYSTEM (QR25DE) CONNECTORS

Connector No.	M1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	M3
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



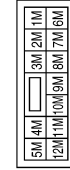
Terminal No.	2N	Color of wire	G	Signal Name	-
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Connector No.	M4
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



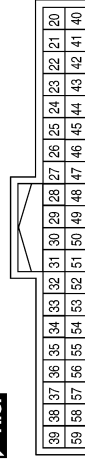
Terminal No.	3Q	Color of wire	O/L	Signal Name	-
6Q	Y/R				-

Connector No.	M5
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



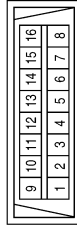
Terminal No.	12M	Color of wire	P	Signal Name	-
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Connector No.	M18
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GREEN



Terminal No.	26	Color of wire	O/L	Signal Name	STOP_LAMP_HIGH_SW
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Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
4	B	GND
5	B	GND
6	L	CAN-H
7	O	K-LINE
8	G	IGN_SW
14	P	CAN-L
16	Y/R	BATT

Connector No.	M21
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GREEN



131	132	128	127	126	125	124	123	122	121	120	119	118	117	116	115	114	113	112	151	150	149	148	147	146	145	144	143	142	141	140	139	138	137	136	135	134	133	132
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Terminal No.	Color of Wire	Signal Name
132	R	ST_CONT_USM

Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



79	78	77	76	75	74	73	72	71	70	69	68	67	66	65	64	63	62	61	60	99	98	97	96	95	94	93	92	91	90	89	88	87	86	85	84	83	82	81	80
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Terminal No.	Color of Wire	Signal Name
78	P	CAN-L
79	L	CAN-H

Terminal No.	Color of Wire	Signal Name
1	W/L	BAT
2	O	IGN
3	B	GND
4	B	GND
14	V/Y	ACC
21	L	CAN-H
22	P	CAN-L
23	B	GND
37	G	NOT M RANGE
38	BR	AT SHIFT DOWN
39	W	AT SHIFT UP
40	LG/R	M RANGE

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE



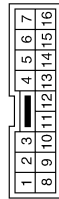
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
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Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	LG/R	MT_MODE
2	BR	M_DOWN
3	W	M_UP
4	B	GND
5	G	AT_MODE

Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



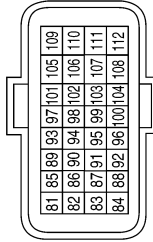
Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



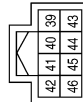
Terminal No.	Color of Wire	Signal Name
1P	SB	-
4P	G/R	-
6P	Y	-
8P	Y/R	-
12P	L/R	-

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
97	P	CAN-L
98	L	CAN-H

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



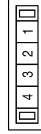
Terminal No.	Color of Wire	Signal Name
41	B	S-GND
46	R	START_CONT

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE



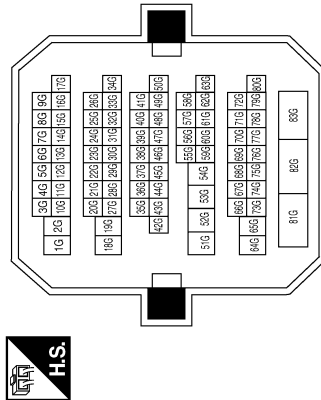
Terminal No.	Color of Wire	Signal Name
2	L	-
3	L	-

Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	P	-
3	P	-

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	R/W	-

Connector No.	E46
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



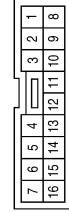
Terminal No.	Color of Wire	Signal Name
31	O	-

Connector No.	E50
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56	O	-

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



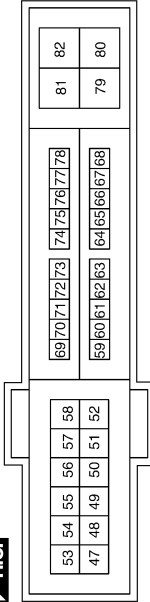
Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

Connector No.	F8
Connector Name	PRIMARY SPEED SENSOR
Connector Color	BLACK



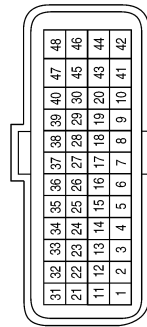
Terminal No.	Color of Wire	Signal Name
1	W/R	SENSOR_GND
2	LG/W	PRI_SPEED_SENSOR
3	Y	VIGN

Connector No.	F10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
58	Y	AT_ECU
72	R/B	NPSW
74	Y	START_I_G_EGI
80	B/W	STARTER_MOTOR

Connector No.	F16
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	P/B	R RANGE SW
2	P/L	N RANGE SW
3	G/O	D RANGE SW
4	GR	L RANGE SW
5	B	GND
6	O	K-LINE
7	W	SENSOR GND
8	GW	CLOCK (SEL2)
9	L/R	CHIP SELECT (SEL1)
10	BR/R	DATA I/O (SEL3)
11	BR/W	P RANGE SW
13	V	ATF TEMP SENS
14	LG	PRI OIL PRESS SENS
15	V/W	SEC OIL PRESS SENS
25	W/R	SENSOR GND
26	L/O	SENS POWER SOURCE
27	R/G	S/M-D

Terminal No.	Color of Wire	Signal Name
28	R	S/M-C
29	O/B	S/M-B
30	G/R	S/M-A
31	P	CAN-L
32	L	CAN-H
33	LG/W	PRI SPEED SENSOR
34	LG/R	SEC SPEED SENSOR
37	L/W	L/U&SELECT-ON/OFF SOL
38	G	L/U&SELECT-LINER SOL
39	W/B	SEC LINER SOL
40	R/Y	PL LINER SOL
42	B	GND
45	L/R	BATT
46	Y	VIGN
47	L/R	BATT
48	Y	VIGN

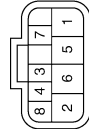
AWDIA0177GB

Connector No.	F23
Connector Name	SECONDARY SPEED SENSOR
Connector Color	BLACK



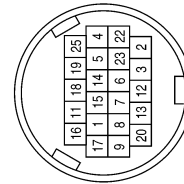
Terminal No.	Color of Wire	Signal Name
1	W	SENSOR_GND
2	LG/R	SEC_SPEED_SENSOR
3	Y	VIGN

Connector No.	F25
Connector Name	PARK/NEUTRAL POSITION (PNP) SWITCH
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	Y	IGN_P_N
2	R/B	P_N_OUTPUT
3	O	IGN
4	BR/W	P_OUTPUT
5	P/B	R_OUTPUT
6	P/L	N_OUTPUT
7	G/O	D_OUTPUT
8	G/R	L_OUTPUT

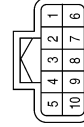
Connector No.	F46
Connector Name	CVT UNIT
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	L/R	CHIP_SELECT_(SEL1)
2	R/Y	PL_LINEAR_SOL
3	W/B	SEC_LINEAR_SOL
6	G/R	S/M-A

Terminal No.	Color of Wire	Signal Name
7	O/B	S/M-B
8	R	S/M-C
9	R/G	S/M-D
11	G/W	CLOCK_(SEL2)
12	G	L/U&SELECT-LINEAR_SOL
13	L/W	L/U&SELECT-ON/OFF_SOL
16	BR/R	DATA_I/O_(SEL3)
17	V	ATF_TEMP_SENSOR
19	W/R	SENSOR_GND
20	L/O	SENSOR_POWER_SOURCE
23	V/W	SEC_OIL_PRESSURE_SENSOR
25	LG	PRI_OIL_PRESSURE_SENSOR

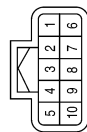
Connector No.	F48
Connector Name	JOINT-CONNECTOR-F02
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	L/R	-
2	L/R	-
3	Y	-
4	Y	-
5	Y	-
6	L/R	-
9	Y	-
10	Y	-

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Connector No.	F49
Connector Name	JOINT CONNECTOR-F03
Connector Color	BLACK

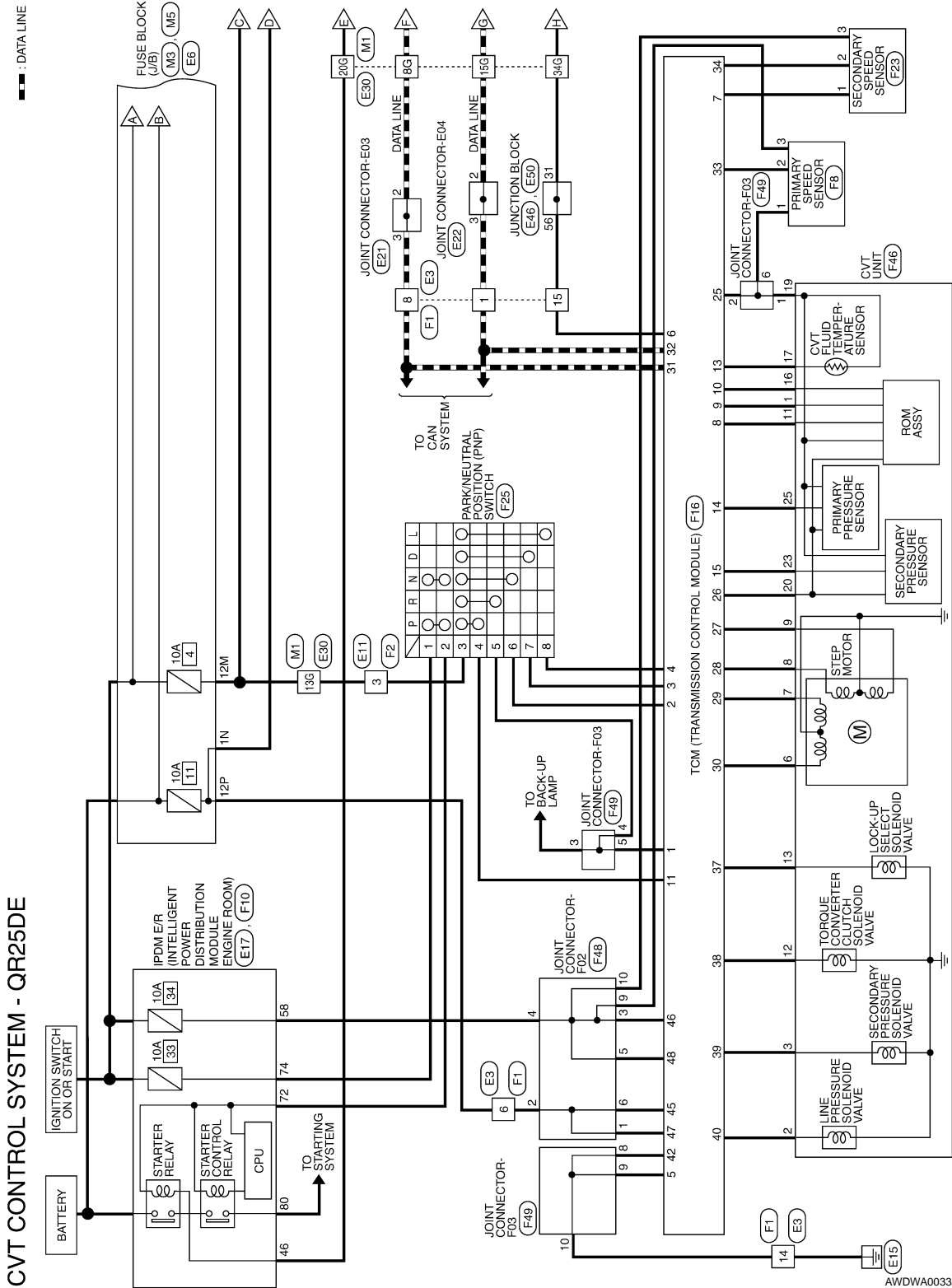


Terminal No.	Color of Wire	Signal Name
1	W/R	-
2	W/R	-
3	G/W	-
4	P/B	-
5	P/B	-
6	W/R	-
8	B	-
9	B	-
10	B	-

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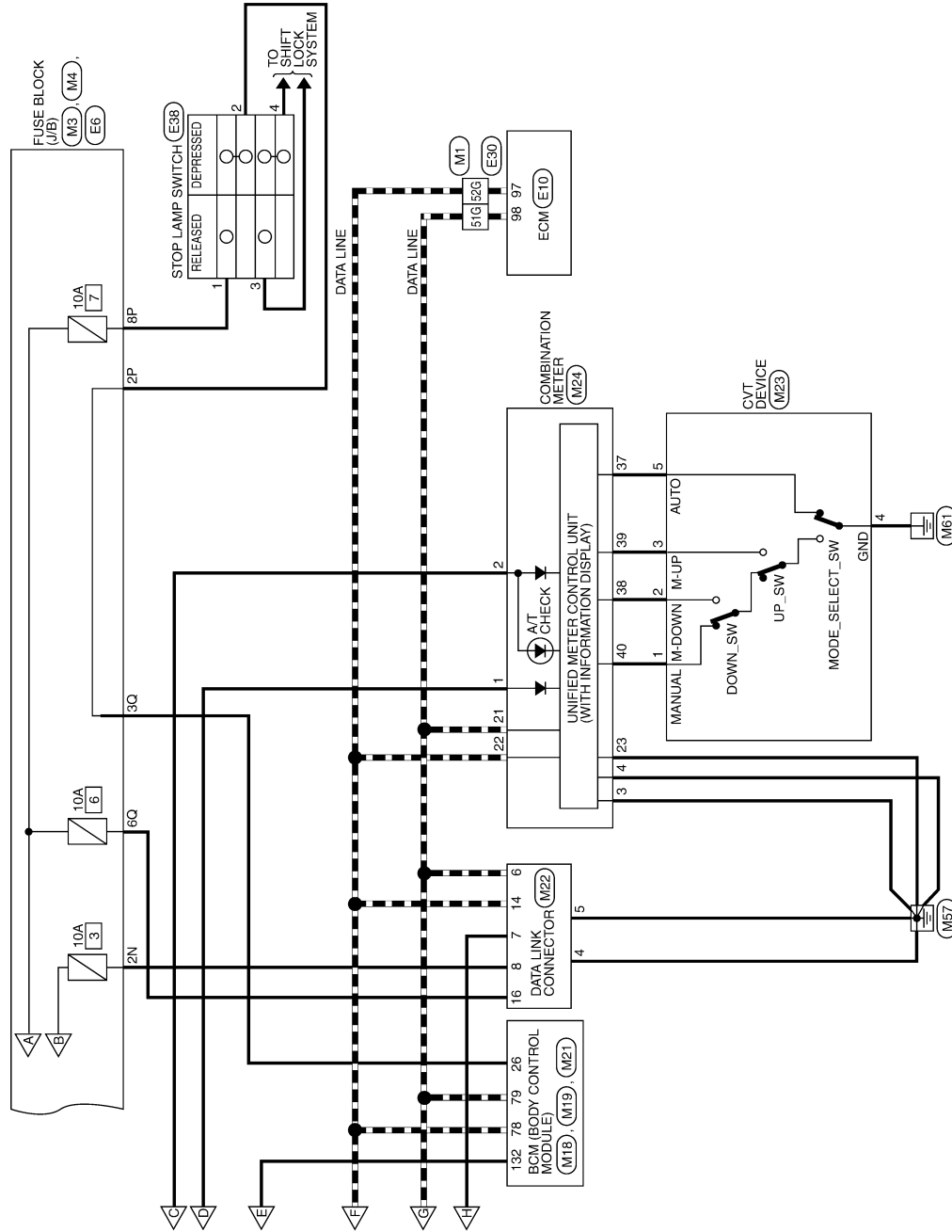
Wiring Diagram - CVT CONTROL SYSTEM - Sedan

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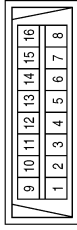
--- : DATA LINE



AWDWA0034G

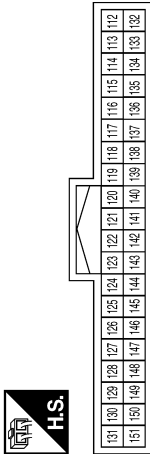
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Connector No.	M22
Connector Name	DATA LINK CONNECTOR
Connector Color	WHITE



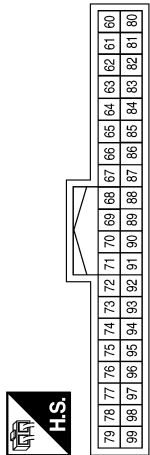
Terminal No.	Color of Wire	Signal Name
4	B	GND
5	B	GND
6	L	CAN-H
7	O	K-LINE
8	G	IGN_SW
14	P	CAN-L
16	Y/R	BATT

Connector No.	M21
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	GRAY



Terminal No.	Color of Wire	Signal Name
132	R	ST_CONT_USM

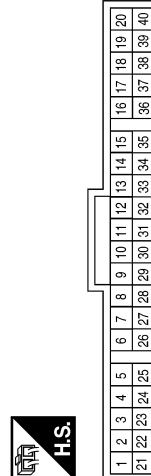
Connector No.	M19
Connector Name	BCM (BODY CONTROL MODULE)
Connector Color	BLACK



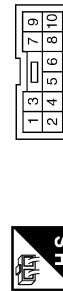
Terminal No.	Color of Wire	Signal Name
78	P	CAN-L
79	L	CAN-H

Terminal No.	Color of Wire	Signal Name
1	W/L	BAT
2	O	IGN
3	B	GND
4	B	GND
14	V/Y	ACC
21	L	CAN-H
22	P	CAN-L
23	B	GND
37	G	NOT M RANGE
38	BR	AT SHIFT DOWN
39	W	AT SHIFT UP
40	LG/R	M RANGE

Connector No.	M24
Connector Name	COMBINATION METER
Connector Color	WHITE



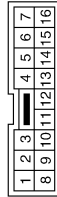
Connector No.	M23
Connector Name	CVT DEVICE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	LG/R	MT_MODE
2	BR	M_DOWN
3	W	M_UP
4	B	GND
5	G	AT_MODE

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Connector No.	E3
Connector Name	WIRE TO WIRE
Connector Color	WHITE



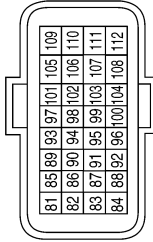
Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

Connector No.	E6
Connector Name	FUSE BLOCK (J/B)
Connector Color	WHITE



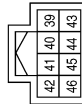
Terminal No.	Color of Wire	Signal Name
1P	SB	-
4P	G/R	-
6P	Y	-
8P	Y/R	-
12P	L/R	-

Connector No.	E10
Connector Name	ECM
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
97	P	CAN-L
98	L	CAN-H

Connector No.	E17
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
41	B	S-GND
46	R	START_CONT

Connector No.	E21
Connector Name	JOINT CONNECTOR-E03
Connector Color	WHITE



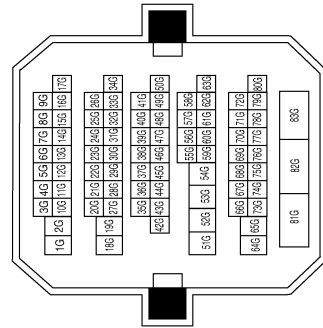
Terminal No.	Color of Wire	Signal Name
2	L	-
3	L	-

Connector No.	E22
Connector Name	JOINT CONNECTOR-E04
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
2	P	-
3	P	-

Connector No.	E30
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
8G	P	-
13G	O	-
15G	L	-
51G	L	-
52G	P	-

Connector No.	E38
Connector Name	STOP LAMP SWITCH
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	Y/R	-
2	R/G	-
3	G/R	-
4	RW	-

Connector No.	E46
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



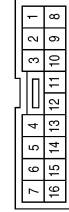
Terminal No.	Color of Wire	Signal Name
31	O	-

Connector No.	E50
Connector Name	JUNCTION BLOCK
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
56	O	-

Connector No.	F1
Connector Name	WIRE TO WIRE
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
1	L	-
4	G/B	-
6	L/R	-
8	P	-
14	B	-
15	O	-

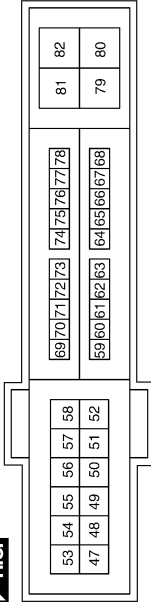
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Connector No.	F8
Connector Name	PRIMARY SPEED SENSOR
Connector Color	WHITE



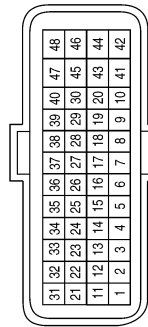
Terminal No.	Color of Wire	Signal Name
1	W/R	SENSOR_GND
2	LG/W	PRI_SPEED_SENSOR
3	Y	VIGN

Connector No.	F10
Connector Name	IPDM E/R (INTELLIGENT POWER DISTRIBUTION MODULE ENGINE ROOM)
Connector Color	WHITE



Terminal No.	Color of Wire	Signal Name
58	Y	AT_ECU
72	R/B	NPSW
74	Y	START_IG_EGI
80	B/W	STARTER_MOTOR

Connector No.	F16
Connector Name	TCM (TRANSMISSION CONTROL MODULE)
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	P/B	R RANGE SW
2	P/L	N RANGE SW
3	G/O	D RANGE SW
4	GR	L RANGE SW
5	B	GND
6	O	K-LINE
7	W	SENSOR GND
8	G/W	CLOCK (SEL2)
9	L/R	CHIP SELECT (SEL1)
10	BR/R	DATA I/O (SEL3)
11	BR/W	P RANGE SW
13	V	ATF TEMP SENS
14	R/W	PRI OIL PRESS SENS
15	V/W	SEC OIL PRESS SENS
25	W/R	SENSOR GND
26	L/O	SENS POWER SOURCE
27	R/G	S/M-D

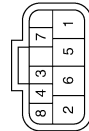
Terminal No.	Color of Wire	Signal Name
28	R	S/M-C
29	O/B	S/M-B
30	G/R	S/M-A
31	P	CAN-L
32	L	CAN-H
33	LG/W	PRI SPEED SENSOR
34	LG/R	SEC SPEED SENSOR
37	L/W	L/U&SELECT-ON/OFF SOL
38	G	L/U&SELECT-LINER SOL
39	W/B	SEC LINER SOL
40	R/Y	PL LINER SOL
42	B	GND
45	L/R	BATT
46	Y	VIGN
47	L/R	BATT
48	Y	VIGN

Connector No.	F23
Connector Name	SECONDARY SPEED SENSOR
Connector Color	BLACK



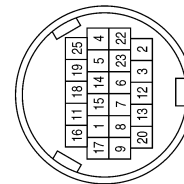
Terminal No.	Color of Wire	Signal Name
1	W	SENSOR_GND
2	LG/R	SEC_SPEED_SENSOR
3	Y	VIGN

Connector No.	F25
Connector Name	PARK/NEUTRAL POSITION (PNP) SWITCH
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	Y	IGN_P_N
2	R/B	P_N_OUTPUT
3	O	IGN
4	BR/W	P_OUTPUT
5	P/B	R_OUTPUT
6	P/L	N_OUTPUT
7	G/O	D_OUTPUT
8	G/R	L_OUTPUT

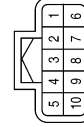
Connector No.	F46
Connector Name	CVT UNIT
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	L/R	CHIP_SELECT_(SEL1)
2	R/Y	PL_LINEAR_SOL
3	W/B	SEC_LINEAR_SOL
6	G/R	S/M-A

Terminal No.	Color of Wire	Signal Name
7	O/B	S/M-B
8	R	S/M-C
9	R/G	S/M-D
11	GW	CLOCK_(SEL2)
12	G	L/U&SELECT-LINEAR_SOL
13	L/W	L/U&SELECT-ON/OFF_SOL
16	BR/R	DATA_I/O_(SEL3)
17	V	ATF_TEMP_SENSOR
19	W/R	SENSOR_GND
20	L/O	SENSOR_POWER_SOURCE
23	V/W	SEC_OIL_PRESSURE_SENSOR
25	LG	PRI_OIL_PRESSURE_SENSOR

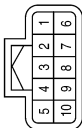
Connector No.	F48
Connector Name	JOINT-CONNECTOR-F02
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	L/R	-
2	L/R	-
3	Y	-
4	Y	-
5	Y	-
6	L/R	-
9	Y	-
10	Y	-

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Connector No.	F49
Connector Name	JOINT CONNECTOR-F03
Connector Color	BLACK



Terminal No.	Color of Wire	Signal Name
1	W/R	-
2	W/R	-
3	G/W	-
4	P/B	-
5	P/B	-
6	W/R	-
8	B	-
9	B	-
10	B	-



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Fail-safe

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.

FAIL-SAFE FUNCTION

If any malfunction occurs in a sensor or solenoid, this function controls the CVT to make driving possible.

Output Speed Sensor (Secondary Speed Sensor)

The shift pattern is changed in accordance with throttle position when an unexpected signal is sent from the output speed sensor (secondary speed sensor) to the TCM. The manual mode position is inhibited, and the transaxle is put in "D".

A

Input Speed Sensor (Primary Speed Sensor)

The shift pattern is changed in accordance with throttle position and secondary speed (vehicle speed) when an unexpected signal is sent from the input speed sensor (primary speed sensor) to the TCM. The manual mode position is inhibited, and the transaxle is put in "D".

B

PNP Switch

If an unexpected signal is sent from the PNP switch to the TCM, the transaxle is put in "D".

C

Manual Mode Switch

If an unexpected signal is sent from the manual mode switch to the TCM, the transaxle is put in "D".

TM

CVT Fluid Temperature Sensor

If an unexpected signal is sent from the CVT fluid temperature sensor to the TCM, the gear ratio in use before receiving the unexpected signal is maintained or the gear ratio is controlled to keep engine speed under 3,400 rpm.

E

Transmission Fluid Pressure Sensor A (Secondary Pressure Sensor)

- If an unexpected signal is sent from the transmission fluid pressure sensor A (secondary pressure sensor) to the TCM, the secondary pressure feedback control is stopped and the offset value obtained before the non-standard condition occurs is used to control line pressure.
- If transmission fluid pressure sensor A (secondary pressure sensor) error signal is input to TCM, secondary pressure feedback control stops, but line pressure is controlled normally.

F

Pressure Control Solenoid A (Line Pressure Solenoid)

If an unexpected signal is sent from the solenoid to the TCM, the pressure control solenoid A (line pressure solenoid) is turned OFF to achieve the maximum fluid pressure.

H

Pressure Control Solenoid B (Secondary Pressure Solenoid)

If an unexpected signal is sent from the solenoid to the TCM, the pressure control solenoid B (secondary pressure solenoid) is turned OFF to achieve the maximum fluid pressure.

I

Torque Converter Clutch Solenoid

If an unexpected signal is sent from the solenoid to the TCM, the torque converter clutch solenoid is turned OFF to cancel the lock-up.

J

Step Motor

If an unexpected signal is sent from the step motor to the TCM, the step motor coil phases "A" through "D" are all turned OFF to hold the gear ratio used right before the non-standard condition occurred.

K

CVT Lock-up Select Solenoid

If an unexpected signal is sent from the solenoid to the TCM, the CVT lock-up select solenoid is turned OFF to cancel the lock-up.

L

TCM Power Supply (Memory Back-up)

Transaxle assembly is protected by limiting the engine torque when the memory back-up power supply (for controlling) from the battery is not supplied to TCM. Normal status is restored when turning the ignition switch OFF to ON after the normal power supply.

M

DTC Inspection Priority Chart

INFOID:000000001345052

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

O

NOTE:

If DTC "U1000 CAN COMM CIRCUIT" is displayed with other DTCs, first perform the trouble diagnosis for "DTC U1000 CAN COMMUNICATION LINE". Refer to [TM-297](#).

P

Priority	Detected items (DTC)
1	<ul style="list-style-type: none"> • U1000 CAN COMM CIRCUIT • U1010 CONTROL UNIT (CAN)
2	Except above

DTC Index

NOTE:

If DTC "U1000 CAN COMM CIRCUIT" is displayed with other DTCs, first perform the trouble diagnosis for "DTC U1000 CAN COMMUNICATION LINE". Refer to [TM-297](#).

OBD-II (DTC)	TCM self-diagnosis	Items (CONSULT-III screen terms)	Reference
MIL* ¹ , "ENGINE" with CONSULT-III or GST* ²	"TRANSMISSION" with CONSULT-III		
—	P0703	BRAKE SW/CIRC	TM-299
P0705	P0705	PNP SW/CIRC	TM-302
P0710	P0710	ATF TEMP SEN/CIRC	TM-305
P0715	P0715	INPUT SPD SEN/CIRC	TM-307
P0720	P0720	VEH SPD SEN/CIR AT	TM-312
—	P0725	ENGINE SPEED SIG	TM-316
—	P0730	BELT DAMG	TM-317
P0740	P0740	TCC SOLENOID/CIRC	TM-318
P0744	P0744	A/T TCC S/V FNCTN	TM-320
P0745	P0745	L/PRESS SOL/CIRC	TM-322
P0746	P0746	PRS CNT SOL/A FCTN	TM-324
P0776	P0776	PRS CNT SOL/B FCTN	TM-326
P0778	P0778	PRS CNT SOL/B CIRC	TM-329
—	P0826	MANUAL MODE SWITCH	TM-331
P0840	P0840	TR PRS SENS/A CIRC	TM-334
—	P0841	PRESS SEN/FNCTN	TM-337
P0845	P0845	TR PRS SENS/B CIRC	TM-340
—	P0868	SEC/PRESS DOWN	TM-343
—	P1701	TCM-POWER SUPPLY	TM-346
—	P1705	TP SEN/CIRC A/T	TM-349
—	P1722* ³	ESTM VEH SPD SIG	TM-350
—	P1723	CVT SPD SEN/FNCTN	TM-352
—	P1726	ELEC TH CONTROL	TM-354
P1740	P1740	LU-SLCT SOL/CIRC	TM-355
—	P1745	L/PRESS CONTROL	TM-357
P1777	P1777	STEP MOTR CIRC	TM-358
P1778	P1778	STEP MOTR/FNC	TM-361
U1000	U1000	CAN COMM CIRCUIT	TM-297
U1010	U1010	CONTROL UNIT(CAN)	TM-298

- *1: Refer to [TM-291](#), "Diagnosis Description".
- *2: These numbers are prescribed by SAE J2012.
- *3: Models without ABS does not indicate.

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

SYMPTOM DIAGNOSIS

SYSTEM SYMPTOM

Symptom Table

INFOID:000000001345054

The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.

No.	Item	Symptom	Condition	Diagnostic Item	Reference
1	Shift Shock	Large shock. ("N"→"D" position)	ON vehicle	1. Engine idle speed	EC-28 (For California), EC-547 (Except for California)
				2. Engine speed signal	TM-316
				3. Accelerator pedal position sensor	TM-349
				4. CVT position	TM-424
				5. CVT fluid temperature sensor	TM-305
				6. CAN communication line	TM-297
				7. CVT fluid level and state	TM-411
				8. Line pressure test	TM-418
				9. Torque converter clutch solenoid valve	TM-318
				10. Lock-up select solenoid valve	TM-355
				11. PNP switch	TM-302
			OFF vehicle	12. Forward clutch	TM-436
				13. Control valve	
2	Shift Shock	Large shock. ("N"→"R" position)	ON vehicle	1. Engine idle speed	EC-28 (For California), EC-547 (Except for California)
				2. Engine speed signal	TM-316
				3. Accelerator pedal position sensor	TM-349
				4. CVT position	TM-424
				5. CVT fluid temperature sensor	TM-305
				6. CAN communication line	TM-297
				7. CVT fluid level and state	TM-411
				8. Line pressure test	TM-418
				9. Torque converter clutch solenoid valve	TM-318
				10. Lock-up select solenoid valve	TM-355
				11. PNP switch	TM-302
			OFF vehicle	12. Reverse brake	TM-436
				13. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
3		Shock is too large for lock-up.	ON vehicle	1. CVT position	TM-424
				2. Engine speed signal	TM-316
				3. CAN communication line	TM-297
				4. CVT fluid level and state	TM-411
			OFF vehicle	5. Torque converter	TM-436
				6. Control valve	
4	Slips/Will Not Engage	Vehicle cannot take off from "D" position.	ON vehicle	1. CVT fluid level and state	TM-411
				2. CVT position	TM-424
				3. CAN communication line	TM-297
				4. Line pressure test	TM-418
				5. Stall test	TM-416
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Accelerator pedal position sensor	TM-349
				10. CVT fluid temperature sensor	TM-305
				11. Secondary pressure sensor	TM-334
				12. Power supply	TM-346
			OFF vehicle	13. Oil pump assembly	TM-436
				14. Forward clutch	
				15. Control valve	
				16. Parking components	
5		Vehicle cannot take off from "R" position.	ON vehicle	1. CVT fluid level and state	TM-411
				2. CVT position	TM-424
				3. CAN communication line	TM-297
				4. Line pressure test	TM-418
				5. Stall test	TM-416
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Accelerator pedal position sensor	TM-349
				10. CVT fluid temperature sensor	TM-305
				11. Secondary pressure sensor	TM-334
				12. Power supply	TM-346
			OFF vehicle	13. Oil pump assembly	TM-436
				14. Reverse brake	
				15. Control valve	
				16. Parking components	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
6		Does not lock-up.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Engine speed signal	TM-316
				4. Primary speed sensor	TM-307
				5. Torque converter clutch solenoid valve	TM-318
				6. CAN communication line	TM-297
				7. Stall test	TM-416
				8. Step motor	TM-358
				9. PNP switch	TM-302
				10. Lock-up select solenoid valve	TM-355
				11. CVT fluid temperature sensor	TM-305
				12. Secondary speed sensor	TM-312
				13. Secondary pressure sensor	TM-334
			OFF vehicle	14. Torque converter	TM-436
				15. Oil pump assembly	
				16. Control valve	
7	Slips/Will Not Engage	Does not hold lock-up condition.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Engine speed signal	TM-316
				4. Primary speed sensor	TM-307
				5. Torque converter clutch solenoid valve	TM-318
				6. CAN communication line	TM-297
				7. Stall test	TM-416
				8. Step motor	TM-358
				9. PNP switch	TM-302
				10. Lock-up select solenoid valve	TM-355
				11. CVT fluid temperature sensor	TM-305
				12. Secondary speed sensor	TM-312
				13. Secondary pressure sensor	TM-334
			OFF vehicle	14. Torque converter	TM-436
				15. Oil pump assembly	
				16. Control valve	
8		Lock-up is not released.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Engine speed signal	TM-316
				4. Primary speed sensor	TM-307
				5. Torque converter clutch solenoid valve	TM-318
				6. CAN communication line	TM-297
				7. Stall test	TM-416
			OFF vehicle	8. Torque converter	TM-436
				9. Oil pump assembly	
				10. Control valve	

A
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C
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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
9	Slips/Will Not Engage	With selector lever in "D" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Stall test	TM-416
				4. Accelerator pedal position sensor	TM-349
				5. CAN communication line	TM-297
				6. PNP switch	TM-302
				7. CVT position	TM-424
				8. Step motor	TM-358
				9. Primary speed sensor	TM-307
				10. Secondary speed sensor	TM-312
				11. Accelerator pedal position sensor	TM-349
				12. Primary pressure sensor	TM-340
				13. Secondary pressure sensor	TM-334
				14. CVT fluid temperature sensor	TM-305
				15. Power supply	TM-346
			OFF vehicle	16. Torque converter	TM-436
				17. Oil pump assembly	
				18. Forward clutch	
				19. Control valve	
10	Slips/Will Not Engage	With selector lever in "R" position, acceleration is extremely poor.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Stall test	TM-416
				4. Accelerator pedal position sensor	TM-349
				5. CAN communication line	TM-297
				6. PNP switch	TM-302
				7. CVT position	TM-424
				8. Step motor	TM-358
				9. Primary speed sensor	TM-307
				10. Secondary speed sensor	TM-312
				11. Accelerator pedal position sensor	TM-349
				12. Primary pressure sensor	TM-340
				13. Secondary pressure sensor	TM-334
				14. CVT fluid temperature sensor	TM-305
				15. Power supply	TM-346
			OFF vehicle	16. Torque converter	TM-436
				17. Oil pump assembly	
				18. Reverse brake	
				19. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
11	Slips/Will Not Engage	Slips at lock-up.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Engine speed signal	TM-316
				4. Primary speed sensor	TM-307
				5. Torque converter clutch solenoid valve	TM-318
				6. CAN communication line	TM-297
				7. Stall test	TM-416
				8. Step motor	TM-358
				9. PNP switch	TM-302
				10. Lock-up select solenoid valve	TM-355
				11. CVT fluid temperature sensor	TM-305
				12. Secondary speed sensor	TM-312
				13. Secondary pressure sensor	TM-334
			OFF vehicle	14. Torque converter	TM-436
				15. Oil pump assembly	
				16. Control valve	
12	Other	No creep at all.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Accelerator pedal position sensor	TM-349
				4. PNP switch	TM-302
				5. CAN communication line	TM-297
				6. Stall test	TM-416
				7. CVT position	TM-424
				8. Step motor	TM-358
				9. Primary speed sensor	TM-307
				10. Secondary speed sensor	TM-312
				11. Accelerator pedal position sensor	TM-349
				12. CVT fluid temperature sensor	TM-305
				13. Primary pressure sensor	TM-340
				14. Secondary pressure sensor	TM-334
				15. Power supply	TM-346
			OFF vehicle	16. Torque converter	TM-436
				17. Oil pump assembly	
				18. Gear system	
				19. Forward clutch	
				20. Reverse brake	
				21. Control valve	

A
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C
TM
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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
13	Other	Vehicle cannot run in all positions.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. PNP switch	TM-302
				4. Stall test	TM-416
				5. CVT position	TM-424
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Accelerator pedal position sensor	TM-349
				10. CVT fluid temperature sensor	TM-305
				11. Secondary pressure sensor	TM-334
				12. Power supply	TM-346
			OFF vehicle	13. Torque converter	TM-436
				14. Oil pump assembly	
				15. Gear system	
				16. Forward clutch	
				17. Reverse brake	
				18. Control valve	
				19. Parking components	
14	Other	With selector lever in "D" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. PNP switch	TM-302
				4. Stall test	TM-416
				5. CVT position	TM-424
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Accelerator pedal position sensor	TM-349
				10. CVT fluid temperature sensor	TM-305
				11. Secondary pressure sensor	TM-334
				12. Power supply	TM-346
			OFF vehicle	13. Torque converter	TM-436
				14. Oil pump assembly	
				15. Gear system	
				16. Forward clutch	
				17. Control valve	
				18. Parking components	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
15		With selector lever in "R" position, driving is not possible.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. PNP switch	TM-302
				4. Stall test	TM-416
				5. CVT position	TM-424
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Accelerator pedal position sensor	TM-349
				10. CVT fluid temperature sensor	TM-305
				11. Secondary pressure sensor	TM-334
				12. Power supply	TM-346
			OFF vehicle	13. Torque converter	TM-436
				14. Oil pump assembly	
				15. Gear system	
				16. Reverse brake	
				17. Control valve	
				18. Parking components	
16	Other	Judder occurs during lock-up.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. Primary speed sensor	TM-307
				4. Secondary speed sensor	TM-312
				5. Accelerator pedal position sensor	TM-349
				6. CAN communication line	TM-297
				7. Torque converter clutch solenoid valve	TM-318
			OFF vehicle	8. Torque converter	TM-436
				9. Control valve	
17		Strange noise in "D" position.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. CAN communication line	TM-297
			OFF vehicle	4. Torque converter	TM-436
				5. Oil pump assembly	
				6. Gear system	
				7. Forward clutch	
				8. Control valve	
				9. Bearing	
18		Strange noise in "R" position.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. CAN communication line	TM-297
			OFF vehicle	4. Torque converter	TM-436
				5. Oil pump assembly	
				6. Gear system	
				7. Reverse brake	
				8. Control valve	

A
B
C
TM
E
F
G
H
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N
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P

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
19		Strange noise in "N" position.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. CAN communication line	TM-297
			OFF vehicle	4. Torque converter	TM-436
				5. Oil pump assembly	
				6. Gear system	
				7. Control valve	
20		Vehicle does not decelerate by engine brake.	ON vehicle	1. CVT fluid level and state	TM-411
				2. CVT position	TM-424
				3. CAN communication line	TM-297
				4. Step motor	TM-358
				5. Primary speed sensor	TM-307
				6. Secondary speed sensor	TM-312
				7. Line pressure test	TM-418
				8. Engine speed signal	TM-316
				9. Accelerator pedal position sensor	TM-349
			OFF vehicle	10. Control valve	TM-436
21	Other	Maximum speed low.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Line pressure test	TM-418
				3. Accelerator pedal position sensor	TM-349
				4. CAN communication line	TM-297
				5. Stall test	TM-416
				6. Step motor	TM-358
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Primary pressure sensor	TM-340
				10. Secondary pressure sensor	TM-334
				11. CVT fluid temperature sensor	TM-305
			OFF vehicle	12. Torque converter	TM-436
				13. Oil pump assembly	
				14. Gear system	
				15. Forward clutch	
				16. Control valve	
22		With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled.	ON vehicle	1. PNP switch	TM-302
				2. CVT position	TM-424
			OFF vehicle	3. Parking components	TM-436
23		Vehicle runs with CVT in "P" position.	ON vehicle	1. PNP switch	TM-302
				2. CVT fluid level and state	TM-411
				3. CVT position	TM-424
			OFF vehicle	4. Parking components	TM-436
				5. Gear system	
				6. Control valve	

SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
24		Vehicle runs with CVT in "N" position.	ON vehicle	1. PNP switch	TM-302
				2. CVT fluid level and state	TM-411
				3. CVT position	TM-424
			OFF vehicle	4. Gear system	TM-436
				5. Forward clutch	
				6. Reverse brake	
				7. Control valve	
25		Engine stall.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. Primary speed sensor	TM-307
				4. Torque converter clutch solenoid valve	TM-318
				5. CAN communication line	TM-297
				6. Stall test	TM-416
				7. Secondary pressure sensor	TM-334
			OFF vehicle	8. Torque converter	TM-436
				9. Control valve	
26	Other	Engine stalls when selector lever shifted "N"→"D" or "R".	ON vehicle	1. CVT fluid level and state	TM-411
				2. Engine speed signal	TM-316
				3. Primary speed sensor	TM-307
				4. Torque converter clutch solenoid valve	TM-318
				5. CAN communication line	TM-297
				6. Stall test	TM-416
			OFF vehicle	7. Torque converter	TM-436
				8. Control valve	
27		Engine speed does not return to idle.	ON vehicle	1. CVT fluid level and state	TM-411
				2. Accelerator pedal position sensor	TM-349
				3. Secondary speed sensor	TM-312
				4. CAN communication line	TM-297
			OFF vehicle	5. Control valve	TM-436
28		CVT does not shift	ON vehicle	1. CVT fluid level and state	TM-411
				2. CVT position	TM-424
				3. Line pressure test	TM-418
				4. Engine speed signal	TM-316
				5. Accelerator pedal position sensor	TM-349
				6. CAN communication line	TM-297
				7. Primary speed sensor	TM-307
				8. Secondary speed sensor	TM-312
				9. Step motor	TM-358
			OFF vehicle	10. Control valve	TM-436
				11. Oil pump assembly	
29		Engine does not start in "N" or "P" position.	ON vehicle	1. Ignition switch and starter	STR-3 , STR-27
				2. CVT position	TM-424
				3. PNP switch	TM-302

A
B
C
TM
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SYSTEM SYMPTOM

< SYMPTOM DIAGNOSIS >

[CVT: RE0F10A]

No.	Item	Symptom	Condition	Diagnostic Item	Reference
30	Other	Engine starts in positions other than "N" or "P".	ON vehicle	1. Ignition switch and starter	STR-3 , STR-27
				2. CVT position	TM-424
				3. PNP switch	TM-302
31		When brake pedal is depressed with ignition switch ON, selector lever cannot be shifted from "P" position to other position.	ON vehicle	1. Stop lamp switch	TM-364
				2. Shift lock solenoid	
				3. Control device	
32		When brake pedal is not depressed with ignition switch ON, selector lever can be shifted from "P" position to other position.	ON vehicle	1. Stop lamp switch	TM-364
				2. Shift lock solenoid	
				3. Control device	
33		Cannot be changed to manual mode.	ON vehicle	1. Manual mode switch	TM-297
	2. CAN communication line				
	3. Combination meter			MWI-172	

PRECAUTION

PRECAUTIONS

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

INFOID:000000001345055

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER", used along with a front seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. This system includes seat belt switch inputs and dual stage front air bag modules. The SRS system uses the seat belt switches to determine the front air bag deployment, and may only deploy one front air bag, depending on the severity of a collision and whether the front occupants are belted or unbelted. Information necessary to service the system safely is included in the SR and SB section of this Service Manual.

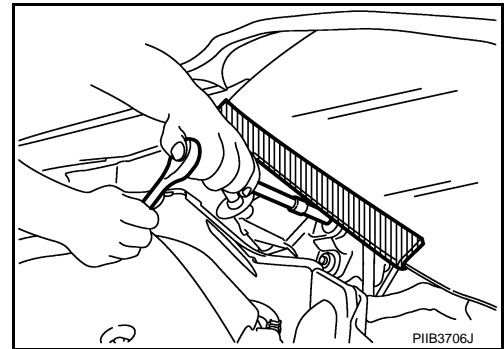
WARNING:

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

Precaution for Procedure without Cowl Top Cover

INFOID:000000001345056

When performing the procedure after removing cowl top cover, cover the lower end of windshield with urethane, etc.



Precaution Necessary for Steering Wheel Rotation After Battery Disconnect

INFOID:000000001345057

NOTE:

- This Procedure is applied only to models with Intelligent Key system and NVIS/IVIS (NISSAN/INFINITI VEHICLE IMMOBILIZER SYSTEM - NATS).
- Remove and install all control units after disconnecting both battery cables with the ignition knob in the "LOCK" position.
- Always use CONSULT-III to perform self-diagnosis as a part of each function inspection after finishing work. If DTC is detected, perform trouble diagnosis according to self-diagnostic results.

For models equipped with the Intelligent Key system and NVIS/IVIS, an electrically controlled steering lock mechanism is adopted on the key cylinder.

For this reason, if the battery is disconnected or if the battery is discharged, the steering wheel will lock and steering wheel rotation will become impossible.

If steering wheel rotation is required when battery power is interrupted, follow the procedure below before starting the repair operation.

OPERATION PROCEDURE

1. Connect both battery cables.

NOTE:

Supply power using jumper cables if battery is discharged.

PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

2. Use the Intelligent Key or mechanical key to turn the ignition switch to the "ACC" position. At this time, the steering lock will be released.
3. Disconnect both battery cables. The steering lock will remain released and the steering wheel can be rotated.
4. Perform the necessary repair operation.
5. When the repair work is completed, return the ignition switch to the "LOCK" position before connecting the battery cables. (At this time, the steering lock mechanism will engage.)
6. Perform a self-diagnosis check of all control units using CONSULT-III.

Precaution for On Board Diagnosis (OBD) System of CVT and Engine

INFOID:000000001345058

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

Precaution for TCM and CVT Assembly Replacement

INFOID:000000001345059

CAUTION:

- Check if new data (Unit ID) are entered correctly after replacing CVT assembly and erasing data in TCM. (Connect CONSULT-III, and then turn ignition switch OFF.)
- When replacing CVT assembly or TCM, refer to the pattern table below and erase the EEPROM in the TCM if necessary.

EEPROM ERASING PATTERNS

CVT assembly	TCM	Erasing EEPROM in TCM	Remarks
Replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state. (CVT assembly must be replaced first.)
Not replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state.
Replaced	Not replaced	Required	Required because data has been written in the EEPROM in the TCM and because the TCM cannot write data from the ROM assembly in the transmission.

Removal and Installation Procedure for CVT Unit Connector

INFOID:000000001345060

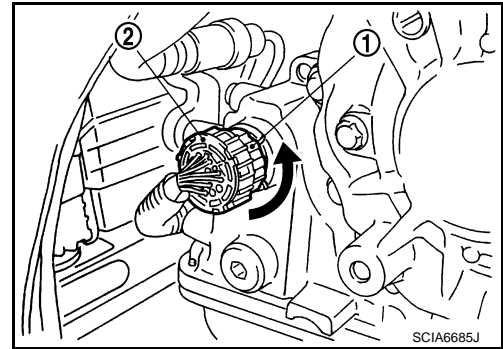
REMOVAL

PRECAUTIONS

[CVT: RE0F10A]

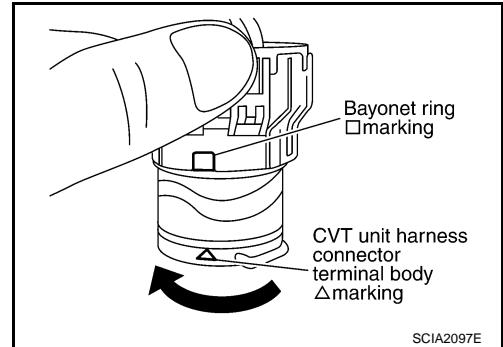
< PRECAUTION >

Rotate bayonet ring (1) counterclockwise, pull out CVT unit harness connector (2) upward and remove it.

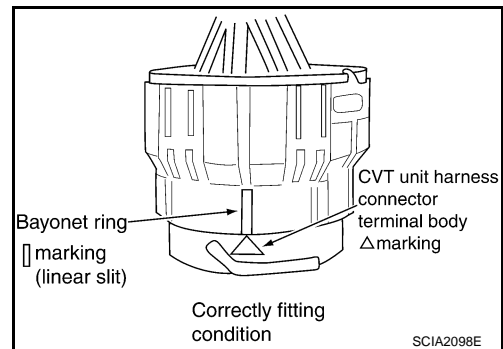


INSTALLATION

1. Align Δ marking on CVT unit harness connector terminal body with \square marking on bayonet ring, insert CVT unit harness connector, and then rotate bayonet ring clockwise.

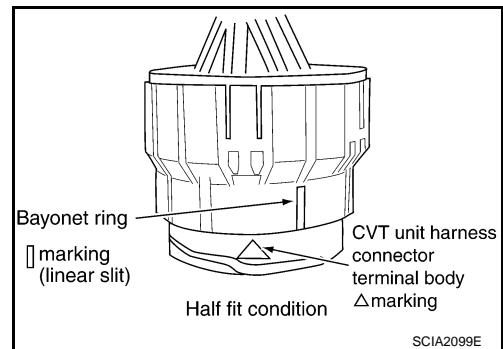


2. Rotate bayonet ring clockwise until Δ marking on CVT unit harness connector terminal body is aligned with the slit on bayonet ring as shown in the figure (correctly fitting condition), install CVT unit harness connector to CVT unit harness connector terminal body.



CAUTION:

- Securely align Δ marking on CVT unit harness connector terminal body with bayonet ring slit. Then, be careful not to make a half fit condition as shown in the figure.
- Do not mistake the slit of bayonet ring for other dent portion.



Precaution

INFOID:000000001345061

NOTE:

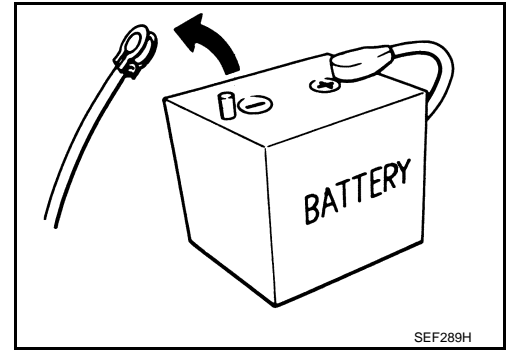
If any malfunction occurs in the RE0F10A model transaxle, replace the entire transaxle assembly.

PRECAUTIONS

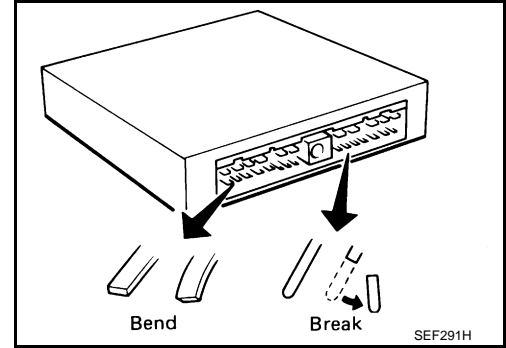
[CVT: RE0F10A]

< PRECAUTION >

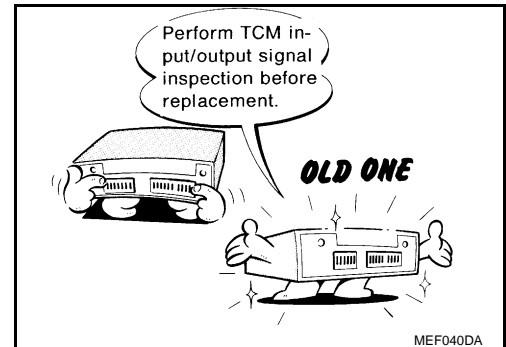
- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery cable. Because battery voltage is applied to TCM even if ignition switch is turned OFF.



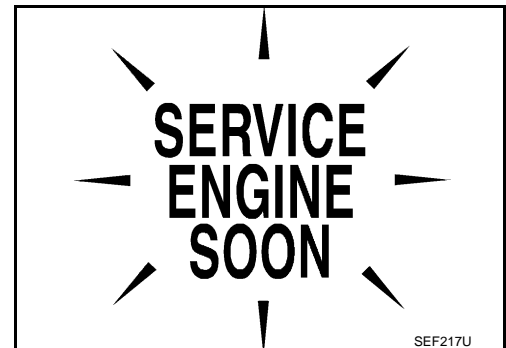
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break). When connecting pin connectors make sure that there are not any bends or breaks on TCM pin terminal.



- Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. [TM-370. "Reference Value"](#).



- After performing each TROUBLE DIAGNOSIS, perform "DTC CONFIRMATION PROCEDURE". If the repair is completed the DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE".
- Always use the specified brand of CVT fluid. Refer to [MA-12. "Fluids and Lubricants"](#).
- Use lint-free paper, not cloth rags, during work.
- After replacing the CVT fluid, dispose of the waste oil using the methods prescribed by law, ordinance, etc.



Service Notice or Precaution

INFOID:000000001345062

CVT FLUID COOLER SERVICE

If CVT fluid contains friction material (clutches, brakes, etc.), or if a CVT is replaced, inspect and clean the CVT fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using cleaning solvent and compressed air after repair. For CVT fluid cooler cleaning procedure, refer to [TM-413. "Cleaning"](#). For radiator replacement, refer to [CO-15. "Removal and Installation"](#).

OBD-II SELF-DIAGNOSIS

PRECAUTIONS

< PRECAUTION >

[CVT: RE0F10A]

- CVT self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the malfunction indicator lamp (MIL). Refer to the table on [TM-293, "CONSULT-III Function \(TRANSMISSION\)"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.

Always perform the procedure on [TM-291, "Diagnosis Description"](#) to complete the repair and avoid unnecessary blinking of the MIL.

For details of OBD-II, refer to [EC-112, "Diagnosis Description"](#) (for California), [EC-638, "CONSULT-III Function"](#) (except for California).

- **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-124](#).**

ATFTEMP COUNT Conversion Table

INFOID:000000001674100

ATFTEMP COUNT	Temperature °C (°F)	ATFTEMP COUNT	Temperature °C (°F)
4	-30 (-22)	177	90 (194)
8	-20 (-4)	183	95 (203)
13	-10 (14)	190	100 (212)
17	-5 (23)	196	105 (221)
21	0 (32)	201	110 (230)
27	5 (41)	206	115 (239)
32	10 (50)	210	120 (248)
39	15 (59)	214	125 (257)
47	20 (68)	218	130 (266)
55	25 (77)	221	135 (275)
64	30 (86)	224	140 (284)
73	35 (95)	227	145 (293)
83	40 (104)	229	150 (302)
93	45 (113)	231	155 (311)
104	50 (122)	233	160 (320)
114	55 (131)	235	165 (329)
124	60 (140)	236	170 (338)
134	65 (149)	238	175 (347)
143	70 (158)	239	180 (356)
152	75 (167)	241	190 (374)
161	80 (176)	243	200 (392)
169	85 (185)	—	—

PREPARATION

< PREPARATION >

[CVT: RE0F10A]

PREPARATION

PREPARATION

Special Service Tool

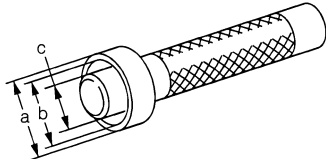
INFOID:000000001345063

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

Tool number (Kent-Moore No.) Tool name	Description
— (OTC3492) Oil pressure gauge set	Measuring line pressure
KV38100300 (—) Drift	Installing differential side oil seal a: ϕ 54 mm (2.13 in) b: ϕ 32 mm (1.26 in)



SCIA7531E

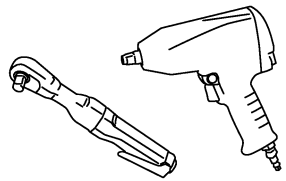


ZZA1046D

Commercial Service Tool

INFOID:000000001345064

Tool number Tool name	Description
Power tool	Loosening nuts and bolts



PBIC0190E

ON-VEHICLE MAINTENANCE

CVT FLUID

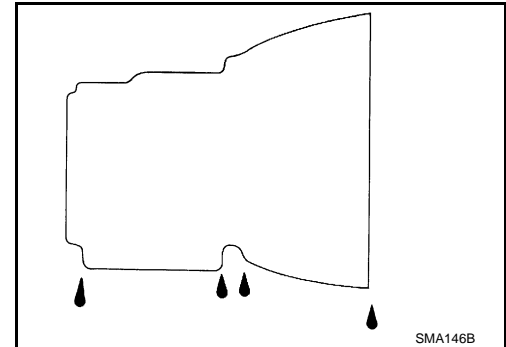
Inspection

INFOID:000000001345065

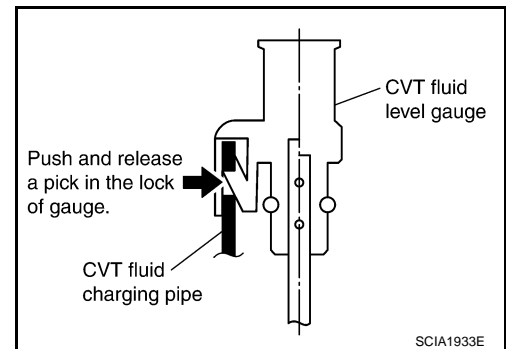
CHECKING CVT FLUID

Fluid level should be checked with the fluid warmed up to 50 to 80°C (122 to 176°F). The fluid level check procedure is as follows:

1. Check for fluid leakage.
2. With the engine warmed up, drive the vehicle in an urban area. When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
3. Park the vehicle on a level surface.
4. Apply parking brake firmly.
5. With engine at idle, while depressing brake pedal, move shift selector throughout the entire shift range.



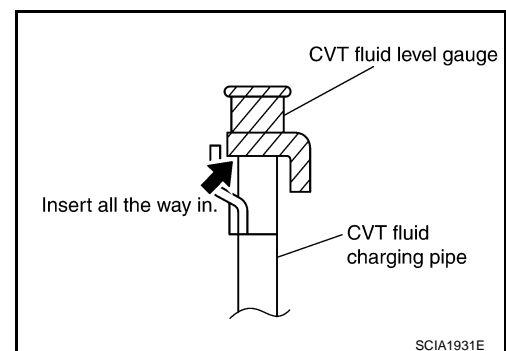
6. Pull out the CVT fluid level gauge from the CVT fluid charging pipe after pressing the tab on the CVT fluid level gauge to release the lock.



7. Wipe fluid off the CVT fluid level gauge. Insert the CVT fluid level gauge rotating 180° from the originally installed position, then securely push the CVT fluid level gauge until it meets the top end of the CVT fluid charging pipe.

CAUTION:

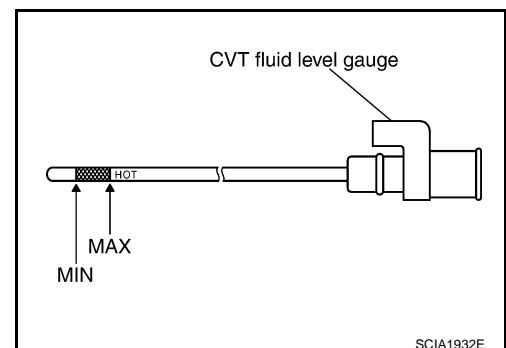
When wiping away the CVT fluid level gauge, always use lint-free paper, not a cloth rag.



8. Place the selector lever in "P" or "N" and make sure the fluid level is within the specified range.

CAUTION:

When reinstalling CVT fluid level gauge, insert it into the CVT fluid charging pipe and rotate it to the original installation position until it is securely locked.



CVT FLUID CONDITION

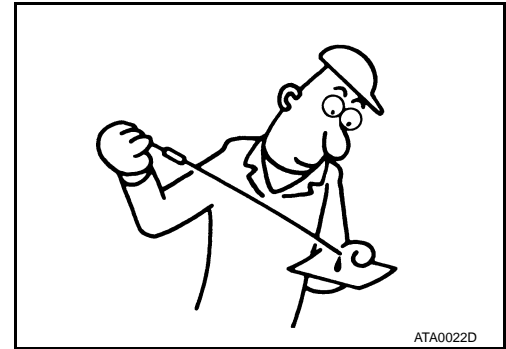
CVT FLUID

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

Check CVT fluid condition.

- If CVT fluid is very dark or smells burned, check operation of CVT. Flush cooling system after repair of CVT.
- If CVT fluid contains frictional material (clutches, brakes, etc.), replace radiator and flush cooler line using cleaning solvent and compressed air after repair of CVT. Refer to [CO-15, "Removal and Installation"](#) and [TM-413, "Cleaning"](#).



Fluid status	Conceivable cause	Required operation
Varnished (viscous varnish state)	CVT fluid become degraded due to high temperatures.	Replace the CVT fluid and check the CVT main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.)
Milky white or cloudy	Water in the fluid	Replace the CVT fluid and check for places where water is getting in.
Large amount of metal powder mixed in	Unusual wear of sliding parts within CVT	Replace the CVT fluid and check for improper operation of the CVT.

Changing

INFOID:000000001345066

1. Remove drain plug, and then drain CVT fluid from oil pan.
2. Install drain plug to oil pan.
CAUTION:
Do not reuse drain plug gasket.
3. Tighten drain plug to the specified torque. Refer to [TM-431, "Exploded View"](#).
4. Fill CVT fluid from CVT fluid charging pipe to the specified level.
5. With the engine warmed up, drive the vehicle in an urban area. When ambient temperature is 20°C (68°F), it takes about 10 minutes for the CVT fluid to warm up to 50 to 80°C (122 to 176°F).
6. Check CVT fluid level and condition.
7. Repeat steps 1 to 5 if CVT fluid has been contaminated.

CVT fluid : Refer to [TM-440, "General Specification"](#).

Fluid capacity : Refer to [TM-440, "General Specification"](#).

CAUTION:

- Use only Genuine NISSAN CVT Fluid NS-2. Do not mix with other fluid.
- Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the NISSAN new vehicle limited warranty.
- When filling CVT fluid, take care not to scatter heat generating parts such as exhaust.
- Sufficiently shake the container of CVT fluid before using.
- Delete CVT fluid deterioration date with CONSULT-III after changing CVT fluid. Refer to [TM-293, "CONSULT-III Function \(TRANSMISSION\)"](#).

CVT FLUID COOLER SYSTEM

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

CVT FLUID COOLER SYSTEM

Cleaning

INFOID:000000001345067

Whenever an automatic transaxle is repaired, overhauled, or replaced, the CVT fluid cooler mounted in the radiator must be inspected and cleaned.

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

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

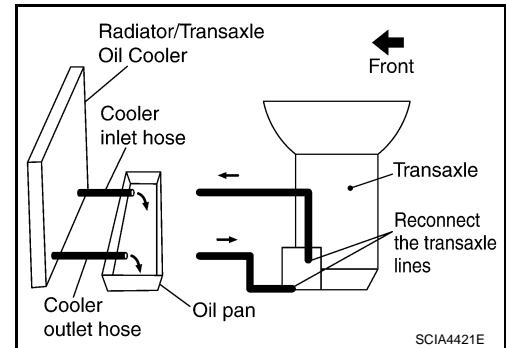
CVT FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or bypass valve.

NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any CVT fluid that remains in the cooler hoses to drain into the oil pan.

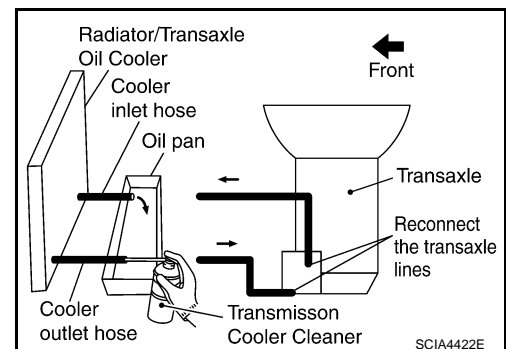


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- 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 CVT fluid flows out of the cooler inlet hose for 5 seconds.



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

9. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining CVT fluid.

10. Repeat steps 5 through 9 three additional times.

11. Position an oil pan under the banjo bolts that connect the CVT fluid cooler steel lines to the transaxle.

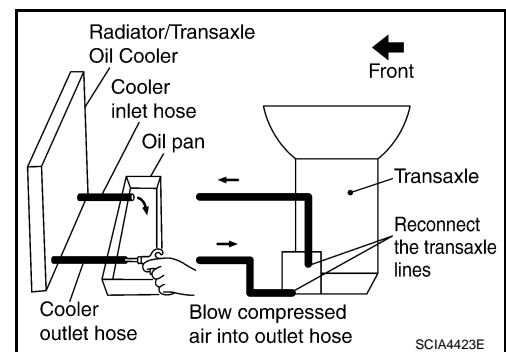
12. Remove the banjo bolts.

13. Flush each steel line from the cooler side back toward the transaxle by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.

14. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through each steel line from the cooler side back toward the transaxle for 10 seconds to force out any remaining CVT fluid.

15. Ensure all debris is removed from the steel cooler lines.

16. Ensure all debris is removed from the banjo bolts and fittings.



CVT FLUID COOLER SYSTEM

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

17. Perform "CVT FLUID COOLER DIAGNOSIS PROCEDURE".

CVT FLUID COOLER DIAGNOSIS PROCEDURE

NOTE:

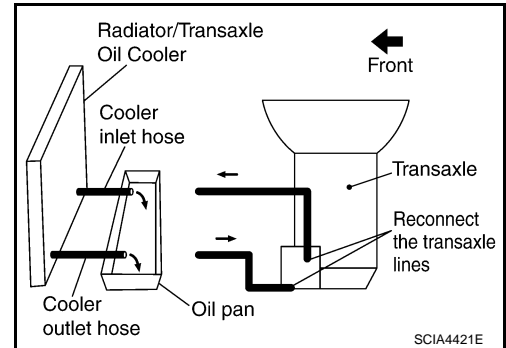
Insufficient cleaning of the cooler inlet hose exterior may lead to inaccurate debris identification.

1. Position an oil pan under the transaxle's inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

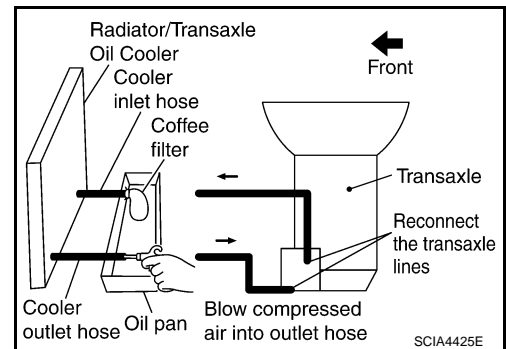
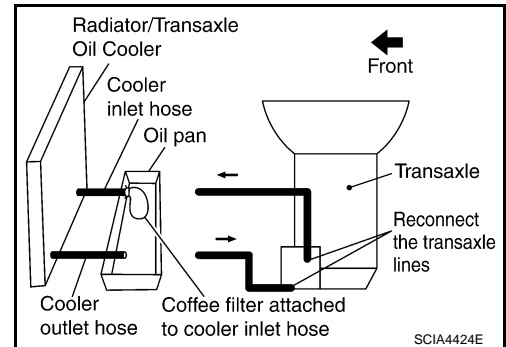
CAUTION:

- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray Transmission Cooler Cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- 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 CVT fluid flows out of the cooler inlet hose for 5 seconds.
5. Tie a common white, basket-type coffee filter to the end of the cooler inlet hose.

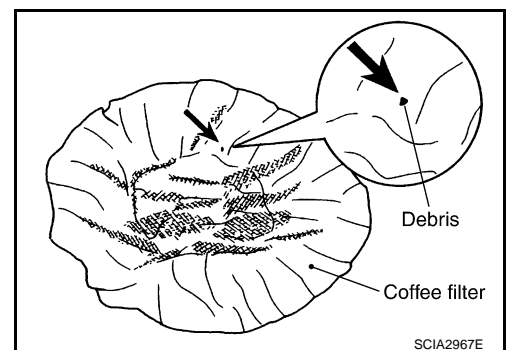


6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 to 9 kg/cm² (70 to 130 psi) through the cooler outlet hose to force any remaining CVT fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform "CVT FLUID COOLER INSPECTION PROCEDURE".



CVT FLUID COOLER INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
 - a. If small metal debris less than 1 mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the CVT fluid cooler/radiator can be re-used and the procedure is ended.

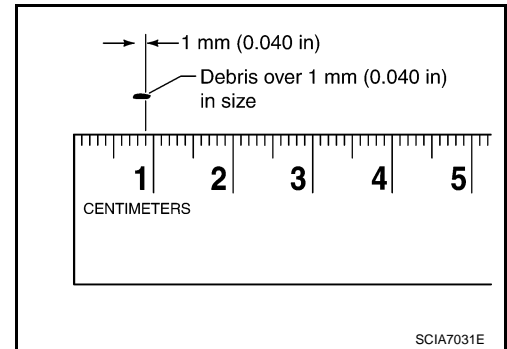


CVT FLUID COOLER SYSTEM

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

- b. If one or more pieces of debris are found that are over 1 mm (0.040 in) in size and/or peeled clutch facing material is found in the coffee filter, the fluid cooler is not serviceable. The radiator/ fluid cooler must be replaced and the inspection procedure is ended.



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CVT FLUID COOLER FINAL INSPECTION

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

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STALL TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

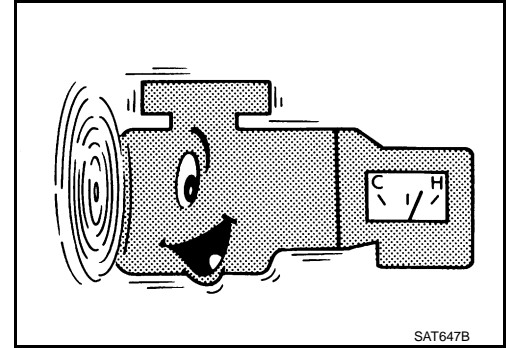
STALL TEST

Inspection and Judgment

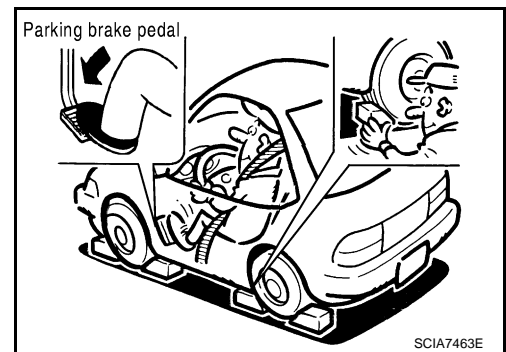
INFOID:000000001345068

INSPECTION

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

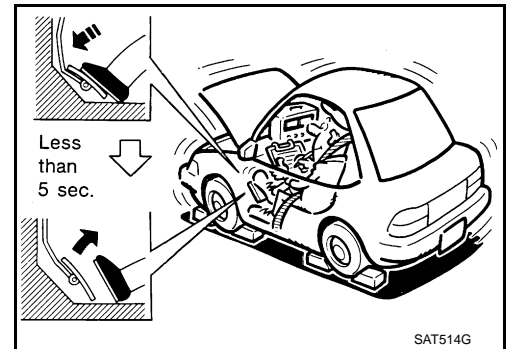


3. Securely engage the parking brake so that the tires do not turn.
4. Install a tachometer where it can be seen by driver during test.
 - It is good practice to mark the point of specified engine rpm on indicator.
5. Start engine, apply foot brake, and place selector lever in "D" position.



6. While holding down the foot brake, gradually press down the accelerator pedal.
7. Quickly read off the stall speed, and then quickly remove your foot from the accelerator pedal.

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



Stall speed : Refer to [TM-440, "Stall Speed"](#).

8. Move the selector lever to the "N" position.
9. Cool down the CVT fluid.

CAUTION:
Run the engine at idle for at least 1 minute.
10. Repeat steps 6 through 9 with selector lever in "R" position.

JUDGMENT

	Selector lever position		Expected problem location
	"D"	"R"	
Stall speed	H	O	• Forward clutch
	O	H	• Reverse brake
	L	L	• Engine and torque converter one-way clutch
	H	H	• Line pressure low • Primary pulley • Secondary pulley • Steel belt

STALL TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

O: Stall speed within standard value position.

H: Stall speed is higher than standard value.

L: Stall speed is lower than standard value.

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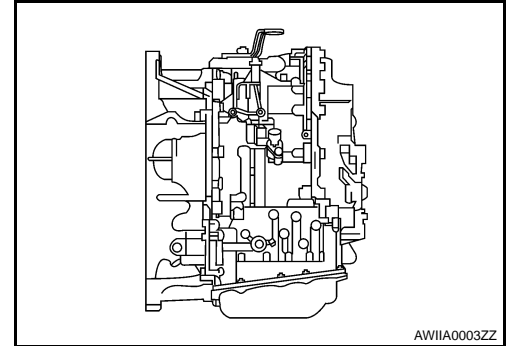
LINE PRESSURE TEST

Inspection and Judgment

INFOID:000000001345069

INSPECTION

Line Pressure Test Port (A)



Line Pressure Test Procedure

1. Inspect the amount of engine oil and replenish if necessary.
2. Drive the car for about 10 minutes to warm it up so that the CVT fluid reaches in the range of 50 to 80°C (122 to 176°F), then inspect the amount of CVT fluid and replenish if necessary.

NOTE:

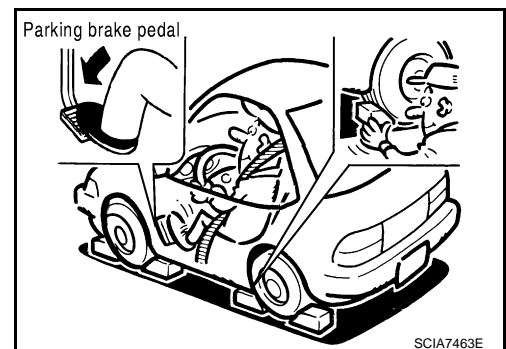
The CVT fluid temperature rises in the range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.

3. After warming up CVT, remove the oil pressure detection plug and install the oil pressure gauge [special service tool: — (OTC3492)].

CAUTION:

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

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



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

CAUTION:

- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed. Refer to [TM-440, "Stall Speed"](#).

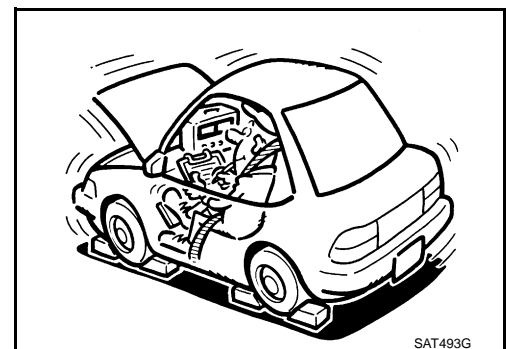
Line pressure : Refer to [TM-440, "Line Pressure"](#)

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

 : 7.5 N·m (0.77 kg·m, 66 in·lb)

CAUTION:

- Do not reuse O-ring.
- Apply CVT fluid to O-ring.



LINE PRESSURE TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

JUDGMENT

Judgment		Possible cause
Idle speed	Low for all positions ("P", "R", "N", "D")	Possible causes include malfunctions in the pressure supply system and low oil pump output. For example <ul style="list-style-type: none"> • Oil pump wear • Pressure regulator valve or plug sticking or spring fatigue • Oil strainer ⇒ oil pump ⇒ pressure regulator valve passage oil leak • Engine idle speed too low
	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. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • CVT fluid temperature sensor malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (sticking in OFF state, filter clog, cut line) • Pressure regulator valve or plug sticking
Stall speed	Line pressure does not rise higher than the line pressure for idle.	Possible causes include a sensor malfunction or malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • TCM malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (shorting, sticking in ON state) • Pressure regulator valve or plug sticking
	The pressure rises, but does not enter the standard position.	Possible causes include malfunctions in the pressure supply system and malfunction in the pressure adjustment function. For example <ul style="list-style-type: none"> • Accelerator pedal position signal malfunction • Pressure control solenoid A (line pressure solenoid) malfunction (sticking, filter clog) • Pressure regulator valve or plug sticking
	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.

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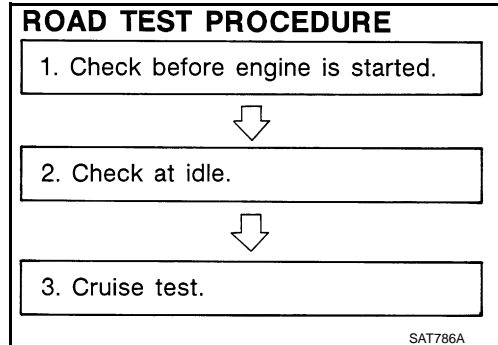
ROAD TEST

Description

INFOID:000000001345070

DESCRIPTION

- The purpose of the test is to determine overall performance of CVT and analyze causes of problems.
- The road test consists of the following three parts:
 1. "Check Before Engine Is Started"[TM-420](#).
 2. "Check at Idle"[TM-421](#).
 3. "Cruise Test"[TM-422](#).



- Before road test, familiarize yourself with all test procedures and items to check.
- Perform tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test.



CONSULT-III SETTING PROCEDURE

- Using CONSULT-III, perform a cruise test and record the result.
 - Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.
1. Touch "DATA MONITOR" on "SELECT DIAG MODE" screen.
 2. Touch "MAIN SIGNALS" to set recording condition.
 3. See "Numerical Display", "Barchart Display" or "Line Graph Display".
 4. Touch "START".
 5. When performing cruise test. Refer to [TM-422. "Cruise Test"](#).
 6. After finishing cruise test part, touch "RECORD".
 7. Touch "STORE".
 8. Touch "BACK".
 9. Touch "DISPLAY".
 10. Touch "PRINT".
 11. Check the monitor data printed out.

Check before Engine Is Started

INFOID:000000001345071

1. CHECK CVT INDICATOR LAMP

1. Park vehicle on flat surface.
2. Move selector lever to "P" position.
3. Turn ignition switch OFF. Wait at least 5 seconds.
4. Turn ignition switch ON. (Do not start engine.)

Does shift position indicator come on for about 2 seconds?

- YES >>
1. Turn ignition switch OFF.
 2. Perform self-diagnosis and note NG items.
Refer to [TM-293. "CONSULT-III Function \(TRANSMISSION\)"](#).
 3. Go to [TM-421. "Check at Idle"](#).

ROAD TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

NO >> Stop "Road Test". Refer to [TM-395. "Symptom Table"](#).

Check at Idle

INFOID:000000001345072

1.CHECK STARTING THE ENGINE

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

Is engine started?

YES >> GO TO 2.

NO >> Stop "Road Test". Refer to [TM-395. "Symptom Table"](#).

2.CHECK STARTING THE ENGINE

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

Is engine started?

YES >> Stop "Road Test". Refer to [TM-395. "Symptom Table"](#).

NO >> GO TO 3.

3.CHECK "P" POSITION FUNCTION

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

Does vehicle move when it is pushed forward or backward?

YES >> Refer to [TM-395. "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 4.

4.CHECK "N" POSITION FUNCTION

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

Does vehicle move forward or backward?

YES >> Refer to [TM-395. "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 5.

5.CHECK SHIFT SHOCK

1. Apply foot brake.
2. Move selector lever to "R" position.

Is there large shock when changing from "N" to "R" position?

YES >> Refer to [TM-395. "Symptom Table"](#). Continue "Road Test".

NO >> GO TO 6.

6.CHECK "R" POSITION FUNCTION

Release foot brake for several seconds.

Does vehicle creep backward when foot brake is released?

YES >> GO TO 7.

NO >> Refer to [TM-395. "Symptom Table"](#). Continue "Road Test".

7.CHECK "D" POSITION FUNCTION

Move selector lever to "D" position and check if vehicle creeps forward.

Does vehicle creep forward in all positions?

YES >> Go to [TM-422. "Cruise Test"](#).

NO >> Stop "Road Test". Refer to [TM-395. "Symptom Table"](#).

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ROAD TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

INFOID:000000001345073

Cruise Test

1. CHECK VEHICLE SPEED WHEN SHIFTING GEARS — PART 1

1. Drive vehicle for approximately 10 minutes to warm engine oil and CVT fluid up to operating temperature.

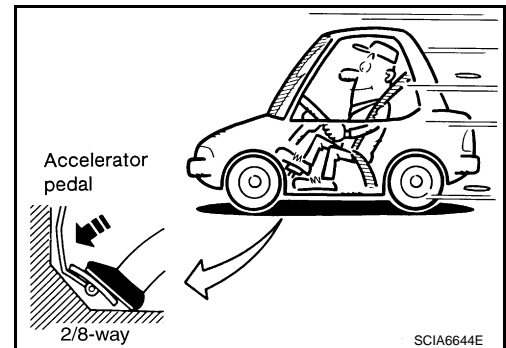
CVT fluid operating temperature: 50 – 80°C (122 – 176°F)

2. Park vehicle on flat surface.
3. Move selector lever to “P” position.
4. Start engine.
5. Move selector lever to “D” position.
6. Accelerate vehicle to 2/8-way throttle depressing accelerator pedal constantly.

Ⓜ Read vehicle speed and engine speed. Refer to [TM-440, "Vehicle Speed When Shifting Gears"](#).

OK or NG

- OK >> GO TO 2.
NG >> Refer to [TM-395, "Symptom Table"](#). Continue “Road Test”.



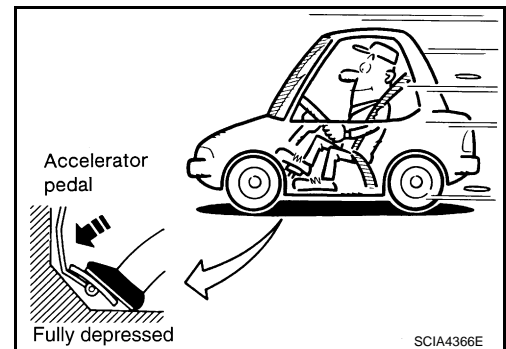
2. CHECK VEHICLE SPEED WHEN SHIFTING GEARS — PART 2

1. Park vehicle on flat surface.
2. Move selector lever to “D” position.
3. Accelerate vehicle to full depression depressing accelerator pedal constantly.

Ⓜ Read vehicle speed and engine speed. Refer to [TM-440, "Vehicle Speed When Shifting Gears"](#).

OK or NG

- OK >> GO TO 3.
NG >> Refer to [TM-395, "Symptom Table"](#). Continue “Road Test”.



3. CHECK MANUAL MODE FUNCTION

Move to manual mode from “D” position.

Does it switch to manual mode?

- YES >> GO TO 4.
NO >> Refer to [TM-395, "Symptom Table"](#). Continue “Road Test”.

4. CHECK SHIFT-UP FUNCTION

During manual mode driving, is upshift from M1 → M2 → M3 → M4 → M5 → M6 performed?

Ⓜ Read the gear position. Refer to [TM-293, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is upshifting correctly performed?

- YES >> GO TO 5.
NO >> Refer to [TM-395, "Symptom Table"](#). Continue “Road Test”.

5. CHECK SHIFT-DOWN FUNCTION

During manual mode driving, is downshift from M6 → M5 → M4 → M3 → M2 → M1 performed?

Ⓜ Read the gear position. Refer to [TM-293, "CONSULT-III Function \(TRANSMISSION\)"](#).

Is downshifting correctly performed?

- YES >> GO TO 6.
NO >> Refer to [TM-395, "Symptom Table"](#). Continue “Road Test”.

ROAD TEST

< ON-VEHICLE MAINTENANCE >

[CVT: RE0F10A]

6. CHECK ENGINE BRAKE FUNCTION

Check engine brake.

Does engine braking effectively reduce speed in M1 position?

YES >> 1. Stop the vehicle.

2. Perform self-diagnosis.

NO >> Refer to [TM-395, "Symptom Table"](#). then continue trouble diagnosis.

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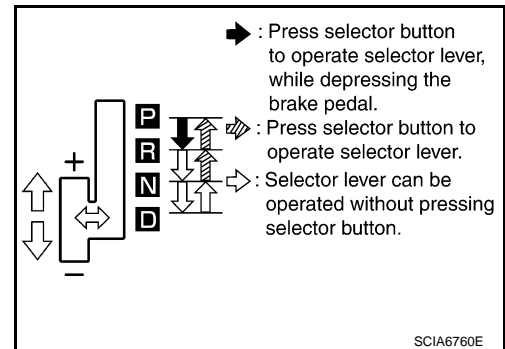
CVT POSITION

Inspection and Adjustment

INFOID:000000001345074

INSPECTION

1. Place selector lever in "P" position, and turn ignition switch ON (engine stop).
2. Make sure that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also make sure 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 that the actual position of the selector lever matches the position shown by the shift position indicator and the manual lever on the transaxle.
5. The method of operating the selector lever to individual positions correctly should be as shown.
6. When selector button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Confirm the back-up lamps illuminate only when selector lever is placed in the "R" position. Confirm the back-up lamps do not illuminate when the selector lever is pushed toward the "R" position when in the "P" or "N" position.
8. Confirm the engine can only be started with the selector lever in the "P" and "N" positions.
9. Make sure transaxle is locked completely in "P" position.
10. When selector lever is set to manual shift gate, make sure that manual mode is displayed on combination meter.
Shift selector lever to "+" and "-" sides, and check that set shift position changes.



ADJUSTMENT

CAUTION:**Apply parking brake before adjustment.**

1. Loosen the control cable nut.
2. Place the manual lever and the selector lever in "P" position.
3. Tighten control cable nut to specified torque.

Control cable nut: Refer to [TM-428, "Exploded View"](#).

CAUTION:

Secure the manual lever when tightening control cable nut. Make sure the manual lever stays in the "P" position.

4. Check the operation of the CVT.

TRANSMISSION CONTROL MODULE

< ON-VEHICLE REPAIR >

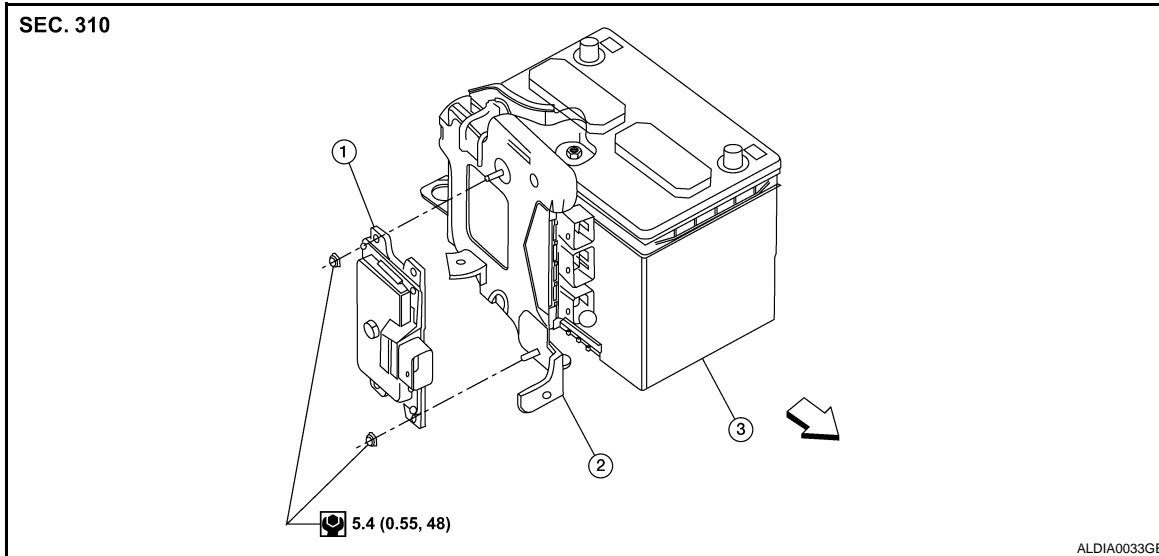
[CVT: RE0F10A]

ON-VEHICLE REPAIR

TRANSMISSION CONTROL MODULE

Exploded View

INFOID:000000001345075



1. TCM

2. Bracket

3. Battery

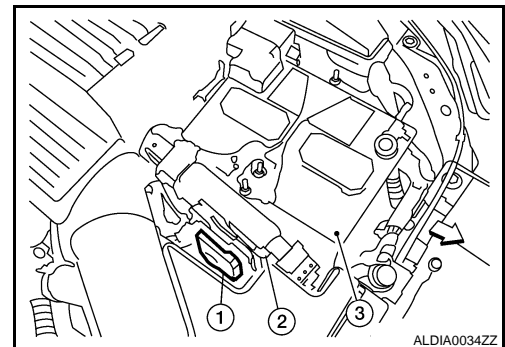
⇐: Front

Removal and Installation

INFOID:000000001345076

REMOVAL

1. Disconnect the battery negative terminal.
2. Remove the fresh air intake tube (upper).
3. Disconnect the TCM harness connector.
4. Remove the TCM (1) from the bracket (2).
 - ⇐: Front
 - Battery (3)



INSTALLATION

Installation is in the reverse order of removal.

CONTROL DEVICE

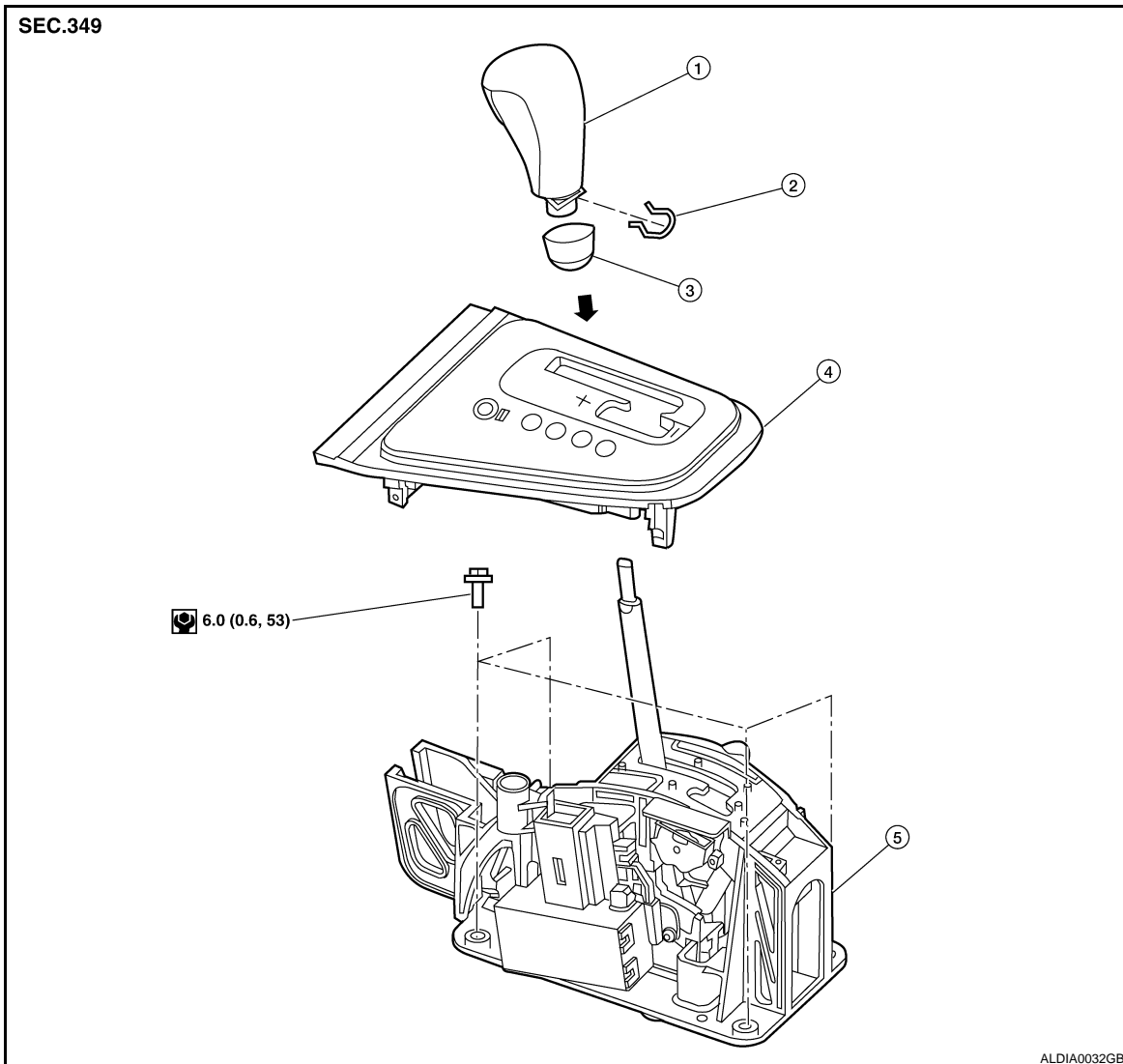
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

CONTROL DEVICE

Exploded View

INFOID:000000001345077



- | | | |
|----------------------------------|----------------------------|---------------|
| 1. Control lever knob | 2. Lock pin | 3. Knob cover |
| 4. Control device selector plate | 5. Control device assembly | |

Removal and Installation

INFOID:000000001345078

REMOVAL

1. Remove the center console assembly. Refer to [IP-11, "Removal and Installation"](#).
2. Disconnect the control cable from the control device assembly.
3. Disconnect the CVT device harness connector from the control device assembly.
4. Remove the control device assembly bolts and the control device assembly.

INSTALLATION

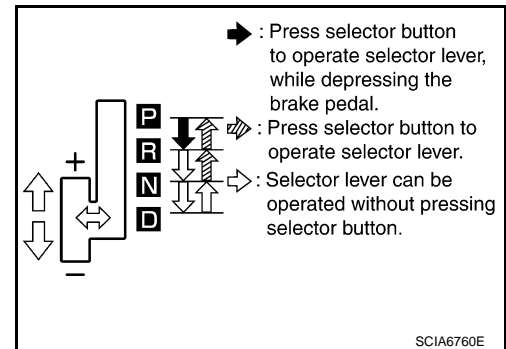
Installation is in the reverse order of removal.

- When installing the control cable to the control device assembly, make sure that the control cable is fully pressed in with the ribbed surface facing upward.
- After installation is completed, adjust and check CVT position. Refer to [TM-424, "Inspection and Adjustment"](#).

Inspection and Adjustment

INSPECTION

1. Place selector lever in "P" position, and turn ignition switch ON (engine stop).
2. Make sure that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also make sure 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 that the actual position of the selector lever matches the position shown by the shift position indicator and the manual lever on the transaxle.
5. The method of operating the selector lever to individual positions correctly should be as shown.
6. When selector button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Confirm the back-up lamps illuminate only when selector lever is placed in the "R" position. Confirm the back-up lamps do not illuminate when the selector lever is pushed toward the "R" position when in the "P" or "N" position.
8. Confirm the engine can only be started with the selector lever in the "P" and "N" positions.
9. Make sure transaxle is locked completely in "P" position.
10. When selector lever is set to manual shift gate, make sure that manual mode is displayed on combination meter.
Shift selector lever to "+" and "-" sides, and check that set shift position changes.



ADJUSTMENT

CAUTION:

Apply parking brake before adjustment.

1. Loosen the control cable nut.
2. Place the manual lever and the selector lever in "P" position.
3. Tighten control cable nut to specified torque.

Control cable nut: Refer to [TM-428, "Exploded View"](#).

CAUTION:

Secure the manual lever when tightening control cable nut. Make sure the manual lever stays in the "P" position.

4. Check the operation of the CVT. Refer to [TM-427, "Inspection and Adjustment"](#).

CONTROL CABLE

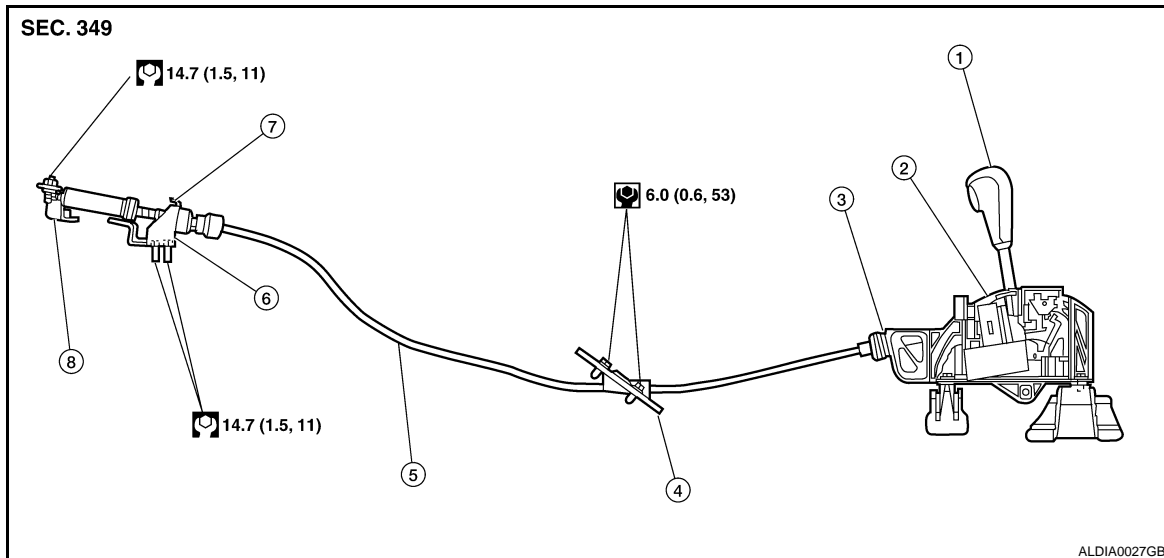
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

CONTROL CABLE

Exploded View

INFOID:000000001345080



- | | | |
|---------------------|----------------------------|-------------------------|
| 1. Control lever | 2. Control device assembly | 3. Control cable socket |
| 4. Retainer grommet | 5. Control cable | 6. Bracket |
| 7. Lock plate | 8. Manual lever | |

Removal and Installation

INFOID:000000001345081

REMOVAL

1. Shift control lever to "P".
2. Remove the air filter assembly. Refer to [EM-25, "Removal and Installation"](#).
3. Remove the control cable nut and control cable from the manual lever.
4. Remove the lock plate and the control cable from the bracket.
5. Remove the center console. Refer to [IP-11, "Removal and Installation"](#).
6. Remove the bracket covering the retainer grommet.
7. Remove the retainer grommet bolts and the retainer grommet.
8. Remove the control cable from the control device assembly.
9. Remove the control cable from the vehicle.

INSTALLATION

Installation is in the reverse order of removal.

- When installing the control cable to the control device assembly, make sure that the control cable socket is fully pressed into the control device assembly, and the control cable end is fully pressed in with the ribbed surface facing upward.
- After installation is complete, adjust and check the CVT position. Refer to [TM-427, "Inspection and Adjustment"](#).

DIFFERENTIAL SIDE OIL SEAL

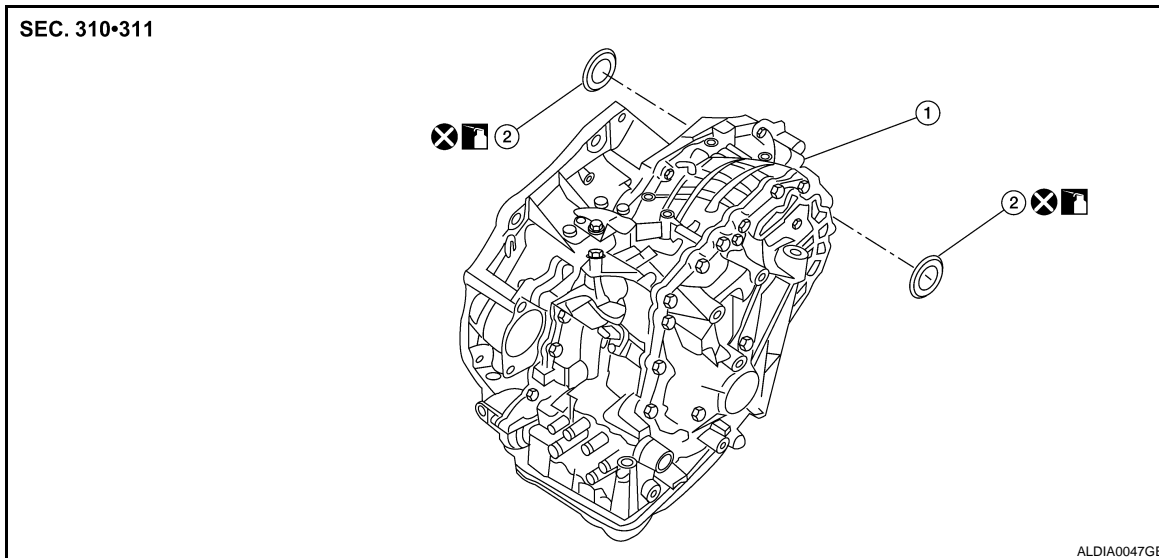
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

DIFFERENTIAL SIDE OIL SEAL

Exploded View

INFOID:000000001345082



1. CVT assembly

2. Differential side oil seal



:NISSAN CVT Fluid NS-2

Removal and Installation

INFOID:000000001345083

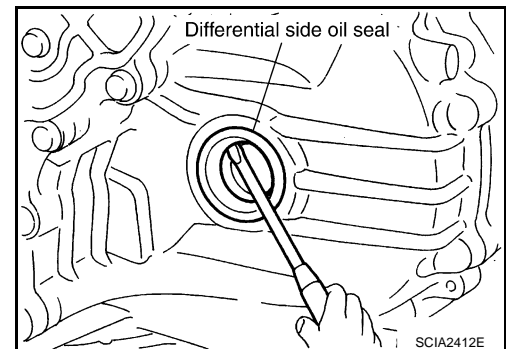
REMOVAL

1. Remove drive shaft assembly. Refer to [FAX-9, "Removal and Installation \(Left Side\)"](#) and [FAX-10, "Removal and Installation \(Right Side\)"](#).

2. Remove the differential side oil seal using suitable tool

CAUTION:

Do not scratch transaxle case or converter housing.



INSTALLATION

1. Drive the new differential side oil seal into the transaxle case side (B) and converter housing side (C) until it is flush using suitable tool.

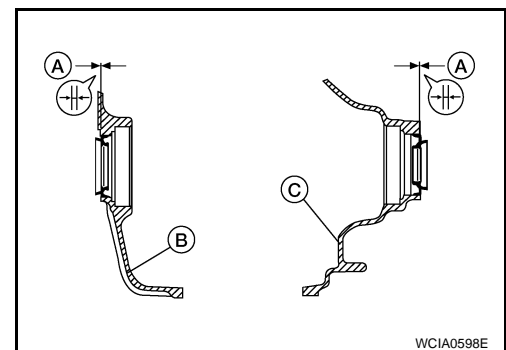
Dimension A : 1.8 ± 0.5 mm (0.071 ± 0.020 in)

CAUTION:

- Do not reuse differential side oil seals.
- Apply specified NISSAN CVT fluid to side oil seals.

2. Install drive shaft assembly. Refer to [FAX-9, "Removal and Installation \(Left Side\)"](#) and [FAX-10, "Removal and Installation \(Right Side\)"](#).

3. Check CVT fluid level. Refer to [TM-411, "Inspection"](#).



AIR BREATHER HOSE

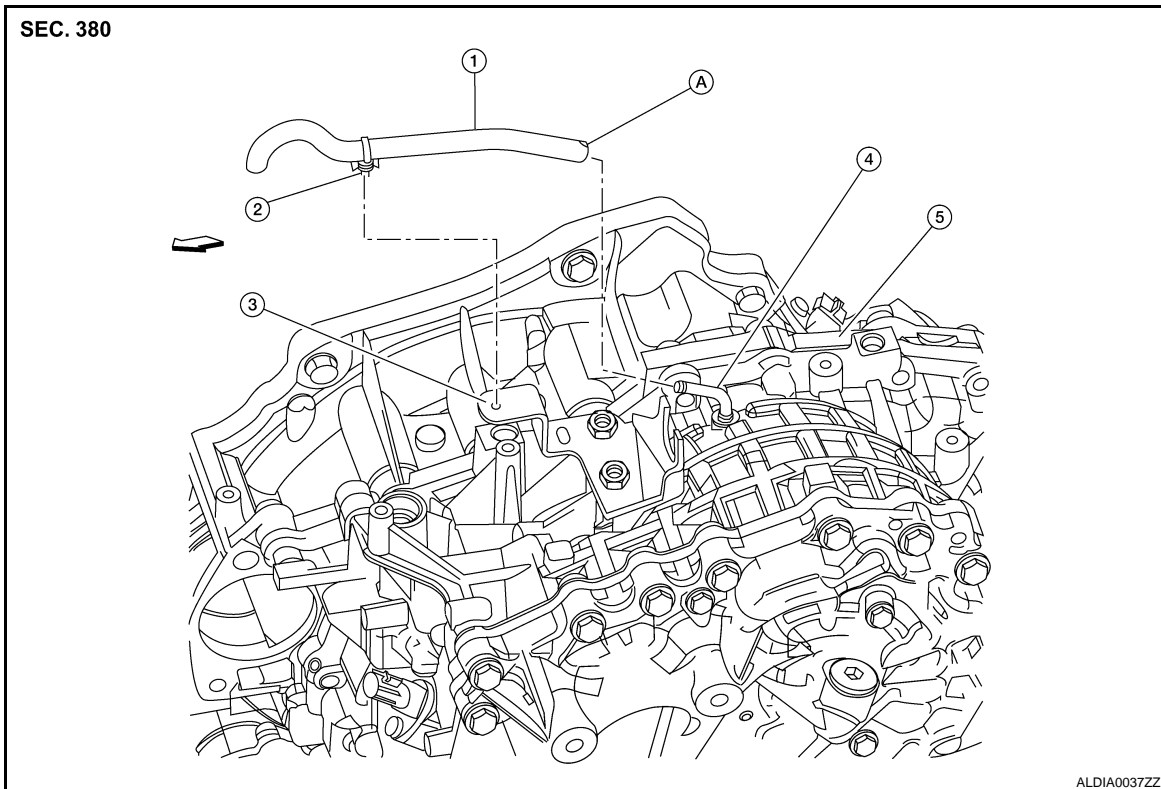
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

AIR BREATHER HOSE

Exploded View

INFOID:000000001345084



- | | | |
|----------------------|-----------------|---------------|
| 1. Air breather hose | 2. Clip | 3. Bracket |
| 4. Air breather tube | 5. CVT assembly | A. Paint mark |
| ←: Front | | |

Removal and Installation

INFOID:000000001345085

Refer to the figure for removal and installation.

CAUTION:

- Install air breather hose with paint mark facing upward.
- Insert air breather hose a minimum of 17mm (0.67 in) onto air breather tube (to end of air breather tubes radius end).
- Install air breather hose to bracket by fully inserting the clip.
- Make sure there are no pinched or restricted areas on air breather hose caused by bending or winding when installing it.

OIL PAN

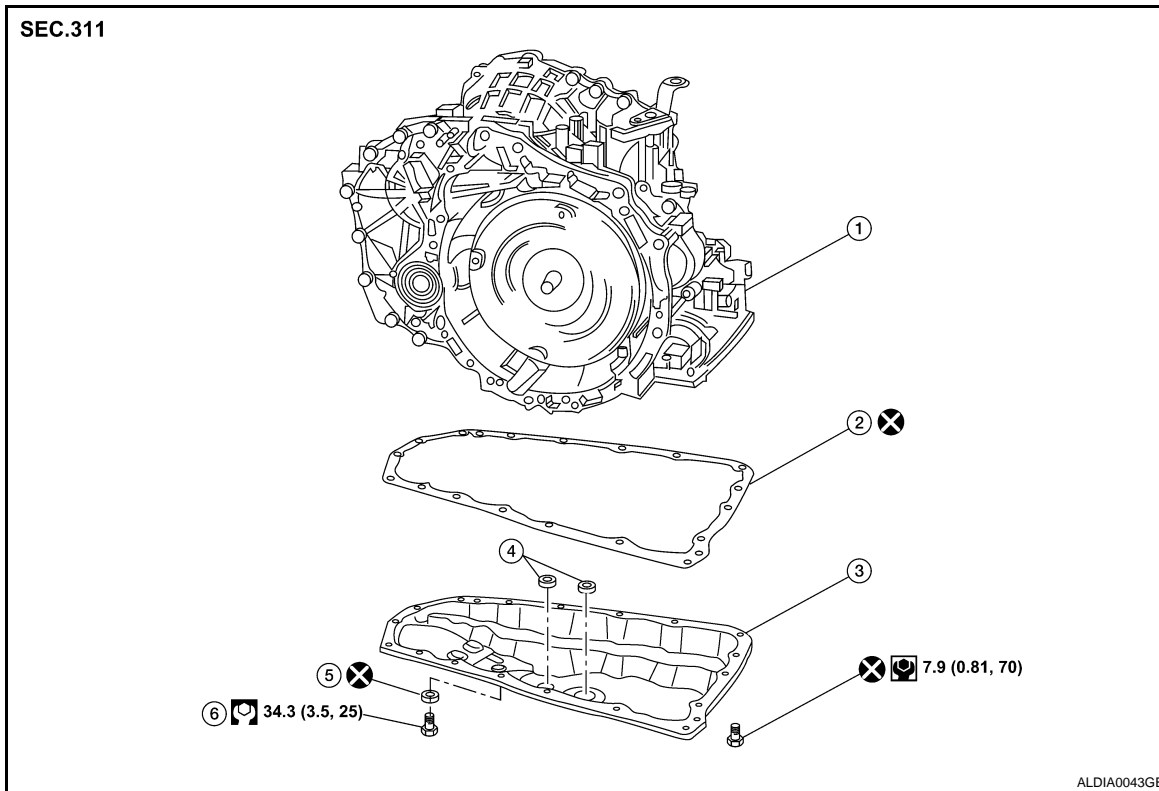
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

OIL PAN

Exploded View

INFOID:000000001345086



- | | | |
|-----------------|----------------------|---------------|
| 1. CVT assembly | 2. Oil pan gasket | 3. Oil pan |
| 4. Magnet | 5. Drain plug gasket | 6. Drain plug |

Removal and Installation

INFOID:000000001345087

Refer to the figure for removal and installation.

CAUTION:

- Check for foreign materials in the oil pan to help determine the cause of any malfunction. If the CVT fluid is very dark, smells burned, or contains foreign particles, frictional material (clutches) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves to stick and can inhibit pump pressure.
- Completely remove all moisture, oil, old gasket and any foreign material from the gasket mounting surface of the CVT case and oil pan.
- Do not reuse oil pan gasket and oil pan bolts.
- After installation is complete, fill CVT with recommended CVT fluid and check for CVT fluid leakage and CVT fluid level. Refer to [TM-412, "Changing"](#) and [TM-411, "Inspection"](#).

PARK/NEUTRAL POSITION (PNP) SWITCH

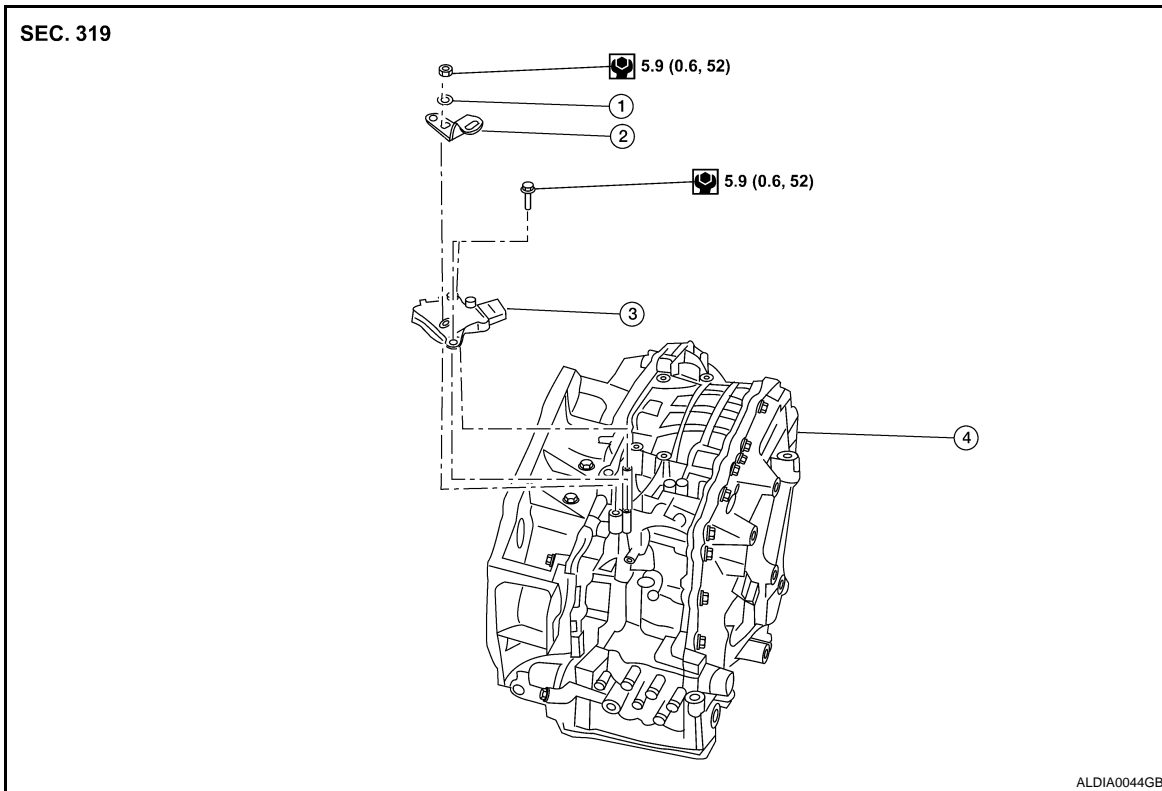
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

PARK/NEUTRAL POSITION (PNP) SWITCH

Exploded View

INFOID:000000001345088



1. Washer
2. Manual lever
3. PNP switch
4. CVT assembly

Removal and Installation

INFOID:000000001345089

Refer to the figure for removal and installation.

NOTE:

- Align PNP switch position when installing.
- After installation of PNP switch, check the continuity of PNP switch.
- After installation is complete, adjust and check CVT position. Refer to [TM-424, "Inspection and Adjustment"](#).

PRIMARY SPEED SENSOR

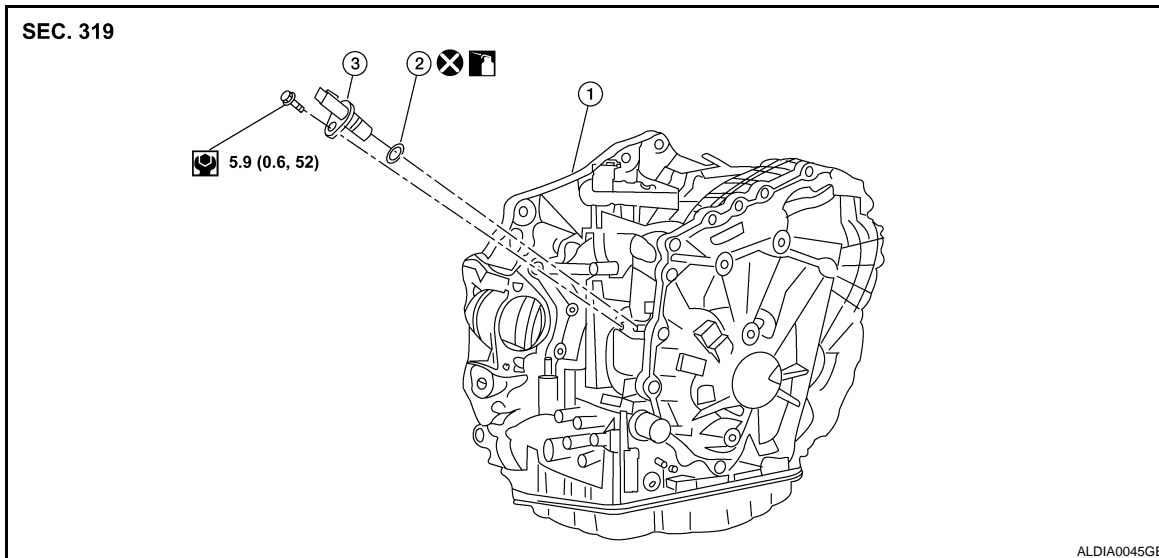
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

PRIMARY SPEED SENSOR

Exploded View

INFOID:000000001345090



1. CVT assembly

2. O-ring

3. Primary speed sensor

 Nissan CVT Fluid NS-2

Removal and Installation

INFOID:000000001345091

Refer to the figure for removal and installation.

CAUTION:

- Do not reuse O-ring.
- Apply CVT fluid to O-ring.
- After installation is complete, check for CVT fluid leakage and CVT fluid level. Refer to [TM-411](#), "[Inspection](#)".

SECONDARY SPEED SENSOR

< ON-VEHICLE REPAIR >

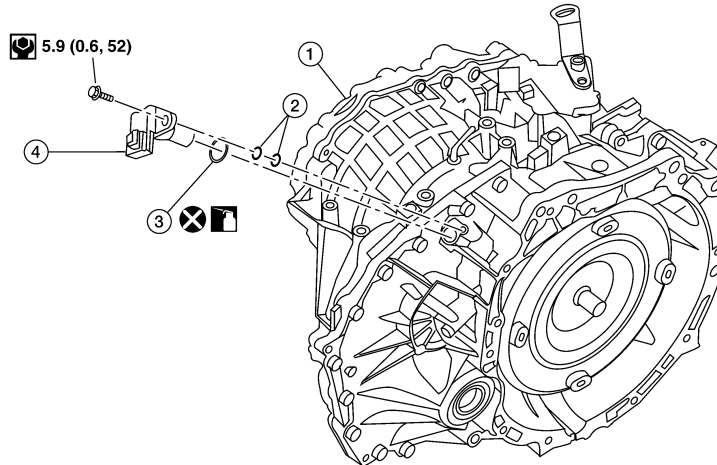
[CVT: RE0F10A]

SECONDARY SPEED SENSOR


Exploded View

INFOID:000000001345092

SEC. 319



AWDIA0303GB

- | | | |
|---------------------------|---|-----------|
| 1. CVT assembly | 2. Shims | 3. O-ring |
| 4. Secondary Speed Sensor |  : Nissan CVT Fluid NS-2 | |

Removal and Installation

INFOID:000000001345093

Refer to the figure for removal and installation.

CAUTION:

- Do not reuse O-ring.
- Apply CVT fluid to O-ring.
- Insert the shims.
- After installation is complete, check for CVT fluid leakage and CVT fluid level Refer to [TM-411, "Inspection"](#).

OIL PUMP FITTING BOLT

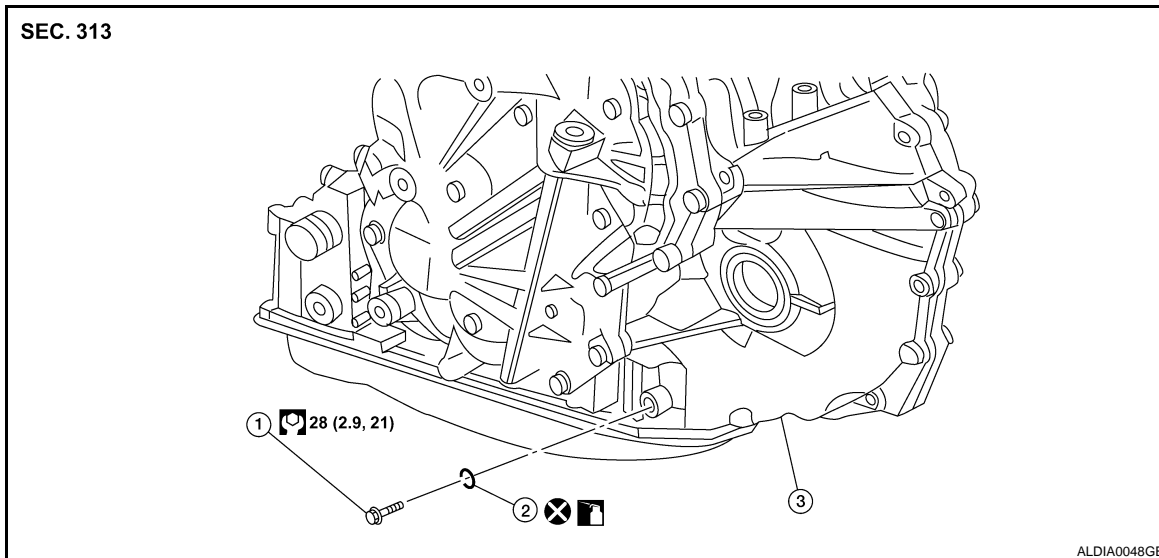
< ON-VEHICLE REPAIR >

[CVT: RE0F10A]

OIL PUMP FITTING BOLT

Exploded View


INFOID:000000001345094



1. Oil pump fitting bolt

2. O-ring

3. CVT assembly

 : Nissan CVT Fluid NS-2

Removal and Installation

INFOID:000000001345095

Refer to the figure for removal and installation.

CAUTION:

- Do not reuse O-ring.
- Apply CVT fluid to O-ring.
- After installation is complete, check for CVT fluid leakage and CVT fluid level. Refer to [TM-411, "Inspection"](#).

TRANSAXLE ASSEMBLY

< REMOVAL AND INSTALLATION >

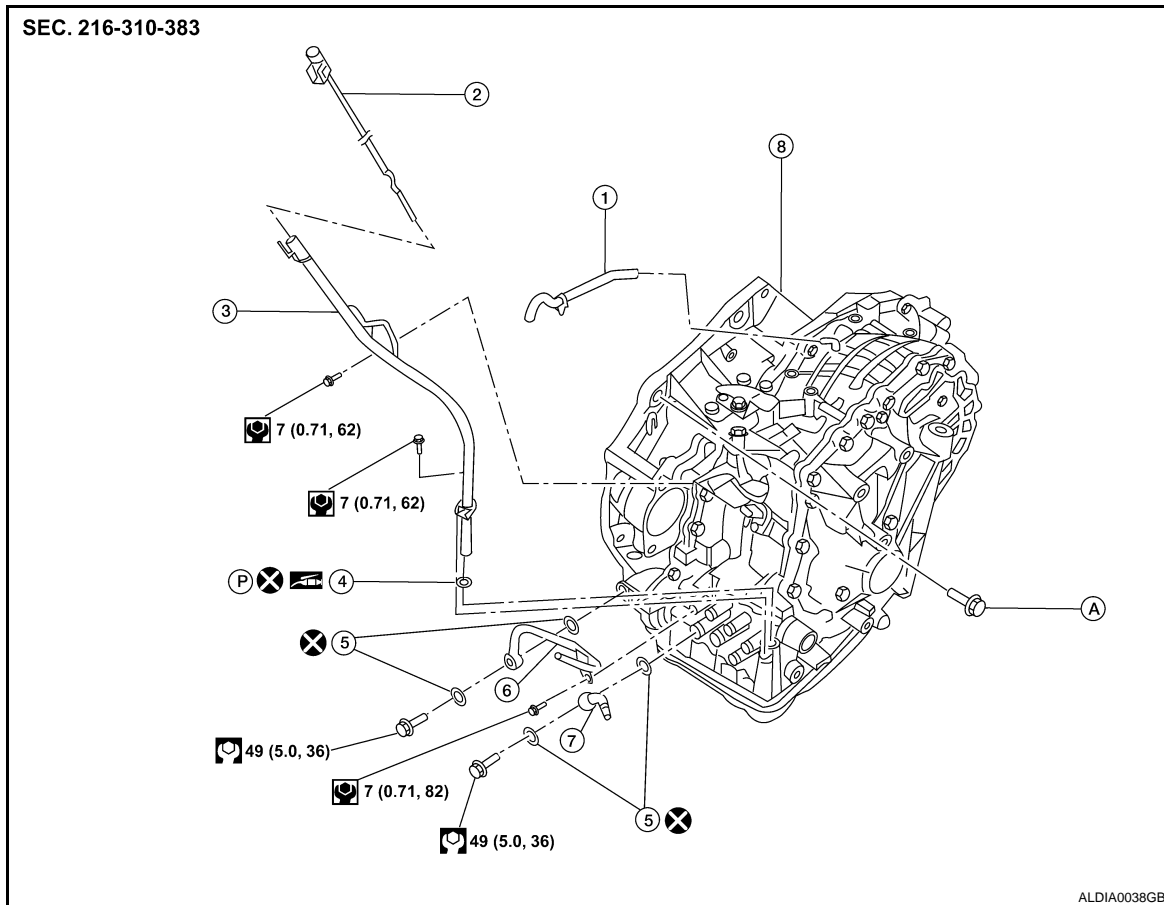
[CVT: RE0F10A]

REMOVAL AND INSTALLATION

TRANSAXLE ASSEMBLY

Exploded View

INFOID:000000001345096



- | | | |
|--|--------------------------|----------------------------|
| 1. Air breather hose | 2. CVT fluid level gauge | 3. CVT fluid charging pipe |
| 4. O-ring | 5. Copper washer | 6. Fluid cooler tube |
| 7. Fluid cooler tube | 8. CVT assembly | |
| A. Refer to TM-436, "Removal and Installation" . | | |

Removal and Installation

INFOID:000000001345097

REMOVAL

1. Remove the engine and transaxle as an assembly. Refer to [EM-72, "Removal and Installation"](#).

NOTE:

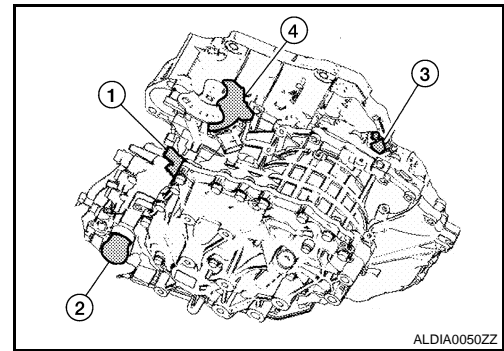
Using paint, put matching marks on the drive plate and torque converter when removing the torque converter to drive plate nuts.

TRANSAXLE ASSEMBLY

[CVT: RE0F10A]

< REMOVAL AND INSTALLATION >

2. Disconnect the electrical connectors from the following:
 - Primary speed sensor (1)
 - Secondary speed sensor (3)
 - CVT unit connector (2)
 - PNP switch (4)
3. Remove the harness from the CVT.
4. Remove the CVT to engine and engine to CVT bolts.
5. Separate the CVT from the engine.
6. If necessary, remove the following from the CVT:
 - Primary speed sensor
 - Secondary speed sensor
 - PNP switch
 - CVT fluid charging pipe
 - Water tube and hoses
 - Air breather hose
 - Any necessary brackets

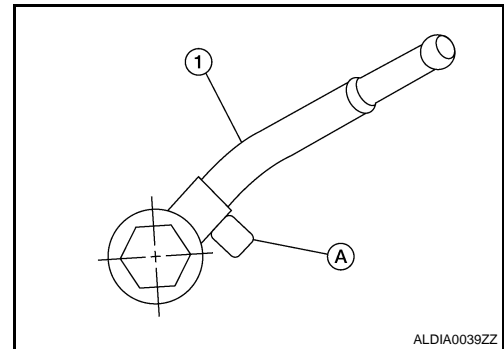


INSTALLATION

Installation is in the reverse order of removal.

CAUTION:

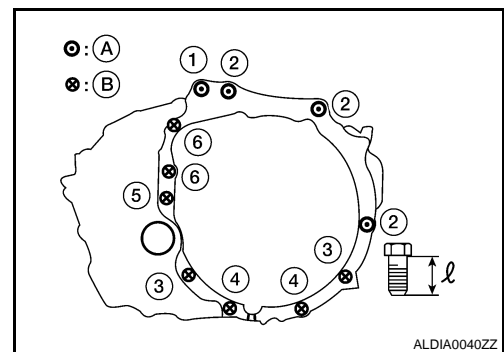
- When installing fluid cooler tube align the tube against the rib as shown.
- When replacing an engine or transaxle you must make sure any dowels are installed correctly during re-assembly.
- Improper alignment caused by missing dowels may cause vibration, oil leaks or breakage of drivetrain components.
- Do not reuse O-rings.
- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the nuts for the torque converter while securing the crankshaft pulley bolt, be sure to confirm the tightening torque of the crankshaft pulley bolt. Refer to [EM-52, "Removal and Installation"](#).
- After converter is installed to drive plate, rotate crankshaft several turns to check that CVT rotates freely without binding.
- When installing the CVT to the engine, align the matching mark on the drive plate with the matching mark on the torque converter.



When installing the CVT to the engine, attach the bolts in accordance with the following standard.

- A : Transaxle assembly to engine assembly.
- B : Engine assembly to transaxle assembly.

Bolt No.	1	2	3	4	5	6
Number of bolts	1	3	2	2	1	2
Bolt length "ℓ" mm (in)	45 (1.77)	45 (1.77)	45 (1.77)	35 (1.38)	45 (1.77)	45 (1.77)
Tightening torque N·m (kg·m, ft·lb)	35 (3.6, 26)	75 (7.7, 55)	43 (4.4, 32)	43 (4.4, 32)	48 (4.9, 35)	48 (4.9, 35)



- When installing the drive plate to torque converter nuts, tighten them temporarily. then tighten the nuts to the specified torque.
- After completing installation, check for fluid leakage, fluid level, and the positions of CVT. Refer to [TM-411, "Inspection"](#) and [TM-424, "Inspection and Adjustment"](#).
- When replacing the CVT assembly, erase EEP ROM in TCM.

TRANSAXLE ASSEMBLY

< REMOVAL AND INSTALLATION >

[CVT: RE0F10A]

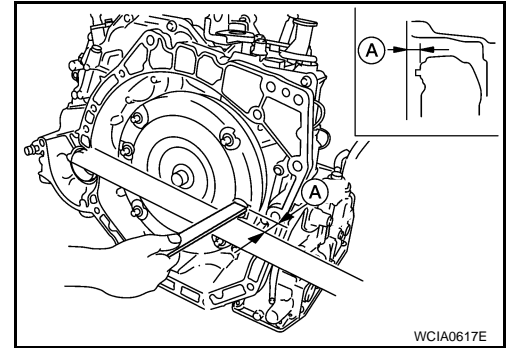
Inspection

INFOID:000000001345098

Installation and Inspection of Torque Converter

- After installing the torque converter to the CVT, be sure to check distance "A" to ensure it is within specifications.

Distance "A" : 14.4 mm (0.567 in)



TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL

< DISASSEMBLY AND ASSEMBLY >

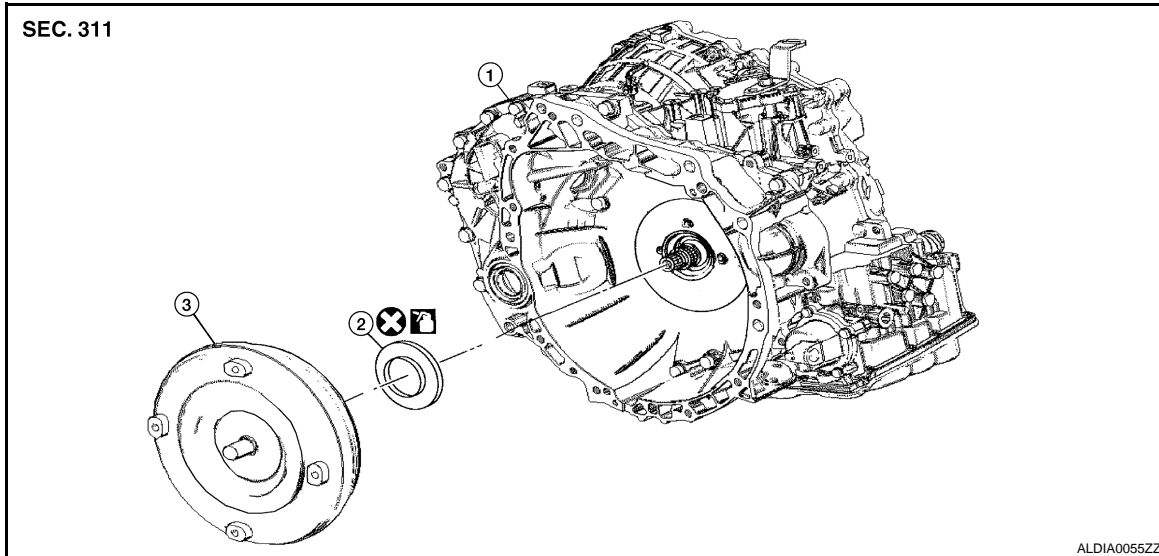
[CVT: RE0F10A]

DISASSEMBLY AND ASSEMBLY


TORQUE CONVERTER AND CONVERTER HOUSING OIL SEAL

Exploded View

INFOID:000000001345099



1. CVT assembly
2. Converter housing oil seal
3. Torque converter

 : Apply CVT Fluid. Refer to [MA-12, "Fluids and Lubricants"](#).

Disassembly

INFOID:000000001345100

1. Remove torque converter.
2. Remove the converter housing oil seal using suitable tool.

CAUTION:

Do not scratch converter housing.

Assembly

INFOID:000000001345101

1. Drive the converter housing oil seal in evenly using suitable tool.
 - CVT

CAUTION:

 - **Do not reuse converter housing oil seal.**
 - **Apply CVT fluid to converter housing oil seal.**
2. Install the torque converter.

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F10A]

SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specification

INFOID:000000001345102

Applied model		QR25DE engine
		2WD
CVT model		RE0F10A
CVT assembly	Model code number	1XF5A
Transmission gear ratio	D range	2.349 – 0.394
	Reverse	1.750
	Final drive	5.798
Recommended fluid		NISSAN CVT Fluid NS-2*1
Fluid capacity		8.3 liter (8-3/4 US qt, 7-1/4 Imp qt)

CAUTION:

- Use only Genuine NISSAN CVT Fluid NS-2. Do not mix with other fluid.
- Using CVT fluid other than Genuine NISSAN CVT Fluid NS-2 will deteriorate in driveability and CVT durability, and may damage the CVT, which is not covered by the NISSAN new vehicle limited warranty.

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

Vehicle Speed When Shifting Gears

INFOID:000000001345103

Numerical value data are reference values.

Engine type	Throttle position	Shift pattern	Engine speed (rpm)	
			At 40 km/h (25 MPH)	At 60 km/h (37 MPH)
QR25DE	8/8	"D" position	3,400 – 4,200	4,300 – 5,100
	2/8	"D" position	1,400 – 2,200	1,600 – 2,400

CAUTION:

Lock-up clutch is engaged when vehicle speed is approximately 18 km/h (11 MPH) to 90 km/h (56 MPH).

Stall Speed

INFOID:000000001345104

Stall speed	2,500 – 3,000 rpm
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Line Pressure

INFOID:000000001345105

Engine speed	Line pressure kPa (kg/cm ² , psi)
	"R" or "D" positions
At idle	750 (7.65, 108.8)
At stall	5,700 (58.14, 826.5)

SERVICE DATA AND SPECIFICATIONS (SDS)

< SERVICE DATA AND SPECIFICATIONS (SDS)

[CVT: RE0F10A]

Solenoid Valves

INFOID:000000001345106

Name	Resistance (Approx.)	Terminal
Pressure control solenoid valve B (secondary pressure solenoid valve)	3.0 – 9.0 Ω	3
Pressure control solenoid valve A (line pressure solenoid valve)		2
Torque converter clutch solenoid valve		12
Lock-up select solenoid valve	17.0 – 38.0 Ω	13

CVT Fluid Temperature Sensor

INFOID:000000001345107

Name	Condition	CONSULT-III "DATA MONITOR" (Approx.)	Resistance (Approx.)
ATF TEMP SEN	20°C (68°F)	2.0 V	6.5 kΩ
	80°C (176°F)	1.0 V	0.9 kΩ

Primary Speed Sensor

INFOID:000000001345108

Name	Condition	Data (Approx.)
Primary speed sensor	When driving ["M1" position, 20 km/h (12 MPH)]	730 Hz

Secondary Speed Sensor

INFOID:000000001345109

Name	Condition	Data (Approx.)
Secondary speed sensor	When driving ["D" position, 20 km/h (12 MPH)]	480 Hz

Removal and Installation

INFOID:000000001345110

Distance between end of converter housing and torque converter	14.4 mm (0.567 in)
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