

SECTION **AT**

AUTOMATIC TRANSMISSION

A
B
AT

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Alphabetical Index

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NOTE:

If DTC "U1000" is displayed with other DTCs, first perform the trouble diagnosis for "DTC U1000 CAN COMMUNICATION LINE". Refer to [AT-112](#).

Items (CONSULT-II screen terms)	DTC		Reference page
	OBD-II	Except OBD-II	
	CONSULT-II or GST*1	CONSULT-II "A/T" only	
A/T 1ST E/BRAKING	—	P1731	AT-154
ATF PRES SW 1/CIRC	—	P1841	AT-180
ATF PRES SW 3/CIRC	—	P1843	AT-182
ATF PRES SW 5/CIRC	—	P1845	AT-184
ATF PRES SW 6/CIRC	—	P1846	AT-186
A/T INTERLOCK	P1730	P1730	AT-151
A/T TCC S/V FNCTN	P0744	P0744	AT-133
ATF TEMP SEN/CIRC	P0710	P1710	AT-142
CAN COMM CIRCUIT	U1000	U1000	AT-112
D/C SOLENOID/CIRC	P1762	P1762	AT-164
D/C SOLENOID FNCTN	P1764	P1764	AT-166
ENGINE SPEED SIG	P0725	P0725	AT-129
FR/B SOLENOID/CIRC	P1757	P1757	AT-160
FR/B SOLENOID FNCT	P1759	P1759	AT-162
HLR/C SOL/CIRC	P1767	P1767	AT-168
HLR/C SOL FNCTN	P1769	P1769	AT-170
I/C SOLENOID/CIRC	P1752	P1752	AT-156
I/C SOLENOID FNCTN	P1754	P1754	AT-158
L/PRESS SOL/CIRC	P0745	P0745	AT-135
LC/B SOLENOID/CIRC	P1772	P1772	AT-172
LC/B SOLENOID FNCT	P1774	P1774	AT-174
MANU MODE SW/CIR	—	P1815	AT-176
PNP SW/CIRC	P0705	P0705	AT-120
STARTER RELAY/CIRC	—	P0615	AT-115
TCC SOLENOID/CIRC	P0740	P0740	AT-131
TCM	P0700	P0700	AT-119
TCM-RAM	—	P1702	AT-137
TCM-ROM	—	P1703	AT-138
TP SEN/CIRC A/T	P1705	P1705	AT-139
TURBINE REV S/CIRC	P1716	P1716	AT-147
VEH SPD SE/CIR-MTR	—	P1721	AT-149
VEH SPD SEN/CIR AT	P0720	P0720	AT-124

*1: These numbers are prescribed by SAE J2012.

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DTC No. Index

ACS005G8

NOTE:

If DTC “U1000” is displayed with other DTCs, first perform the trouble diagnosis for “DTC U1000 CAN COMMUNICATION LINE”. Refer to [AT-112](#).

DTC		Items (CONSULT-II screen terms)	Reference page
OBD-II	Except OBD-II		
CONSULT-II or GST*1	CONSULT-II “A/T” only		
—	P0615	STARTER RELAY/CIRC	AT-115
P0700	P0700	TCM	AT-119
P0705	P0705	PNP SW/CIRC	AT-120
P0710	P1710	ATF TEMP SEN/CIRC	AT-142
P0720	P0720	VEH SPD SEN/CIR AT	AT-124
P0725	P0725	ENGINE SPEED SIG	AT-129
P0740	P0740	TCC SOLENOID/CIRC	AT-131
P0744	P0744	A/T TCC S/V FNCTN	AT-133
P0745	P0745	L/PRESS SOL/CIRC	AT-135
—	P1702	TCM-RAM	AT-137
—	P1703	TCM-ROM	AT-138
P1705	P1705	TP SEN/CIRC A/T	AT-139
P1716	P1716	TURBINE REV S/CIRC	AT-147
—	P1721	VEH SPD SE/CIR-MTR	AT-149
P1730	P1730	A/T INTERLOCK	AT-151
—	P1731	A/T 1ST E/BRAKING	AT-154
P1752	P1752	I/C SOLENOID/CIRC	AT-156
P1754	P1754	I/C SOLENOID FNCTN	AT-158
P1757	P1757	FR/B SOLENOID/CIRC	AT-160
P1759	P1759	FR/B SOLENOID FNCT	AT-162
P1762	P1762	D/C SOLENOID/CIRC	AT-164
P1764	P1764	D/C SOLENOID FNCTN	AT-166
P1767	P1767	HLR/C SOL/CIRC	AT-168
P1769	P1769	HLR/C SOL FNCTN	AT-170
P1772	P1772	LC/B SOLENOID/CIRC	AT-172
P1774	P1774	LC/B SOLENOID FNCT	AT-174
—	P1815	MANU MODE SW/CIRC	AT-176
—	P1841	ATF PRES SW 1/CIRC	AT-180
—	P1843	ATF PRES SW 3/CIRC	AT-182
—	P1845	ATF PRES SW 5/CIRC	AT-184
—	P1846	ATF PRES SW 6/CIRC	AT-186
U1000	U1000	CAN COMM CIRCUIT	AT-112

*1: These numbers are prescribed by SAE J2012.

PRECAUTIONS

PRECAUTIONS

PF0:00001

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

ACS005G9

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

WARNING:

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

Precautions for Battery Service

ACS006CV

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

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

ACS005GB

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

CAUTION:

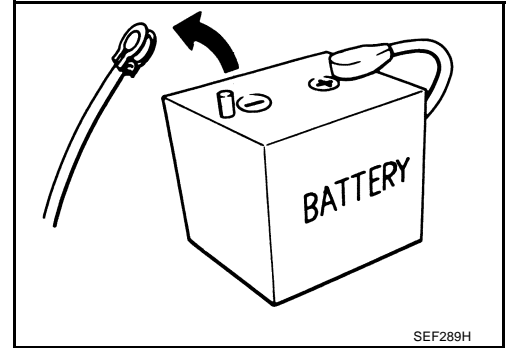
- Be sure to turn the ignition switch “OFF” and disconnect the negative battery cable before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. Will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose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

PRECAUTIONS

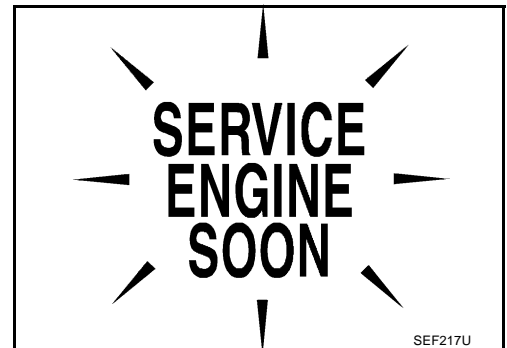
Precautions

ACS005GC

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



- After performing each TROUBLE DIAGNOSIS, perform "DTC Confirmation Procedure".
If the repair is completed the DTC should not be displayed in the "DTC Confirmation Procedure".



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

PRECAUTIONS

Service Notice or Precautions ATF COOLER SERVICE

ACS005GD

If A/T fluid contains frictional material (clutches, bands, etc.), or if an A/T is repaired, overhauled, or replaced, inspect and clean the A/T fluid cooler mounted in the radiator or replace the radiator. Flush cooler lines using cleaning solvent and compressed air after repair. For A/T fluid cooler cleaning procedure, refer to [AT-14, "A/T Fluid Cooler Cleaning"](#) . For radiator replacement, refer to [CO-13, "RADIATOR"](#) .

OBD-II SELF-DIAGNOSIS

- A/T self-diagnosis is performed by the TCM in combination with the ECM. The results can be read through the blinking pattern of the A/T CHECK indicator or the malfunction indicator lamp (MIL). Refer to the table on [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.
Always perform the procedure on [AT-39, "HOW TO ERASE DTC"](#) to complete the repair and avoid unnecessary blinking of the MIL.

For details of OBD-II, refer to [EC-46, "ON BOARD DIAGNOSTIC \(OBD\) SYSTEM"](#) .

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to [PG-65, "HARNESS CONNECTOR"](#) .**

Wiring Diagrams and Trouble Diagnosis

ACS005GE

When you read wiring diagrams, refer to the following:

- [GI-14, "How to Read Wiring Diagrams"](#).
- [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) for power distribution circuit.

When you perform trouble diagnosis, refer to the following:

- [GI-10, "How to Follow Trouble Diagnoses"](#).
- [GI-26, "How to Perform Efficient Diagnosis for an Electrical Incident"](#).

PREPARATION

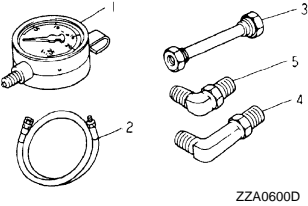
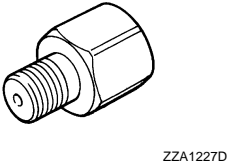
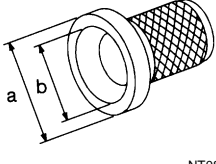
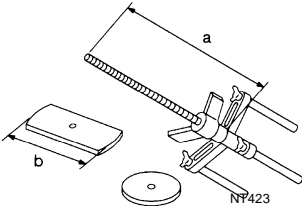
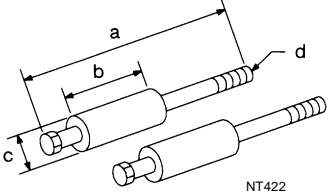
PREPARATION

PFP:00002

Special Service Tools

ACS008FO

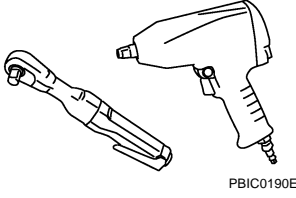
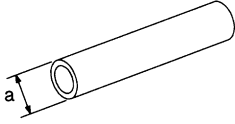
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

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

PREPARATION

Commercial Service Tools

ACS008FP

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

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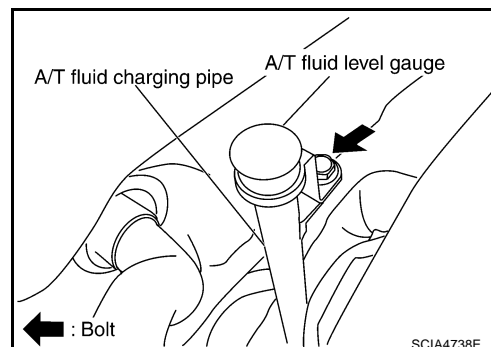
A/T FLUID

PFP:KLE40

Changing A/T Fluid

ACS005GH

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



A/T fluid: Genuine Nissan Matic J ATF

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

CAUTION:

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

Drain plug:

 : 34 N·m (3.5 kg·m, 25 ft·lb)

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

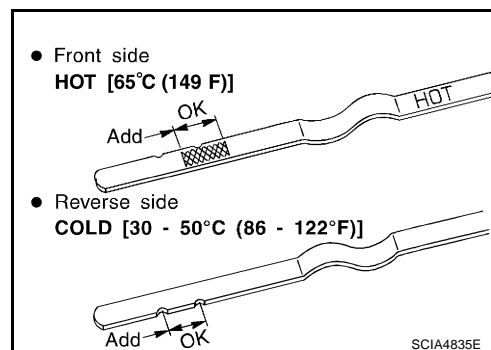
Level gauge bolt:

 : 5.1 N·m (0.52 kg·m, 45 in·lb)

Checking A/T Fluid

ACS005GI

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



CAUTION:

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

A/T FLUID

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

CAUTION:

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

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

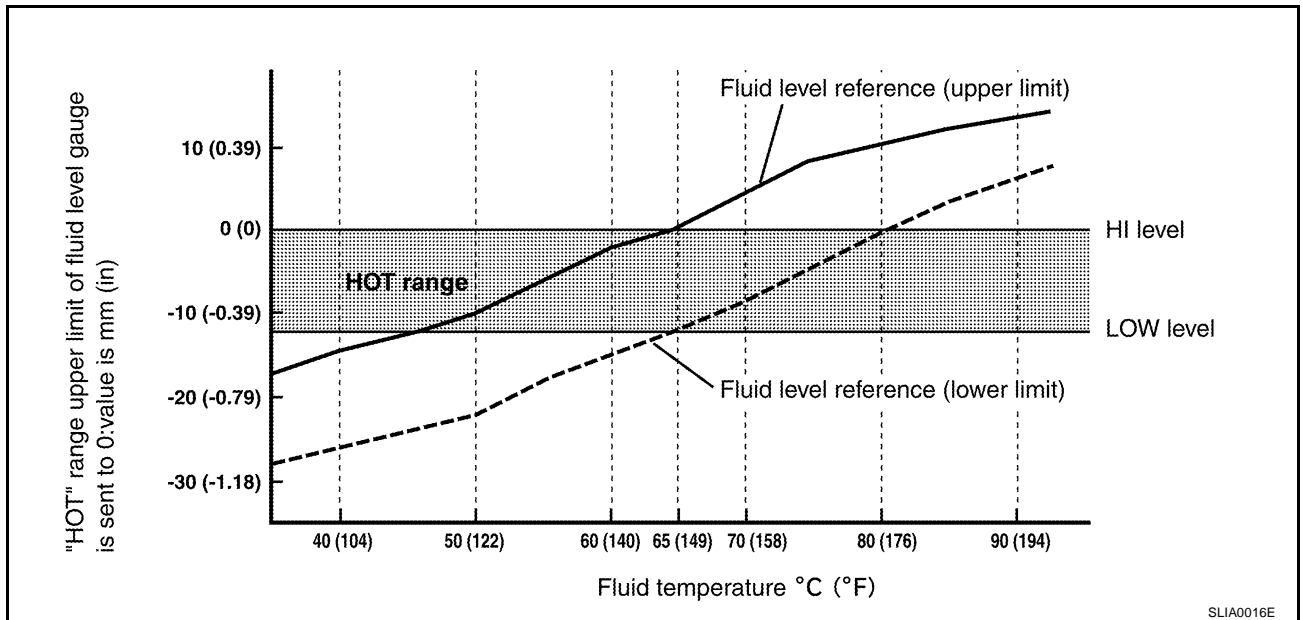
CAUTION:

Do not overfill.

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

NOTE:

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



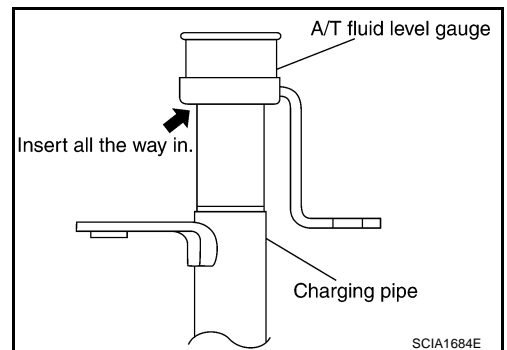
- a. Connect CONSULT-II to data link connector. Refer to [AT-95, "CONSULT-II SETTING PROCEDURE"](#) .
b. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
c. Read out the value of "ATF TEMP 1".
7. Recheck fluid level at fluid temperatures of approximately 65°C (149°F) using "HOT" range on A/T fluid level gauge.

CAUTION:

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

8. Check fluid condition.

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

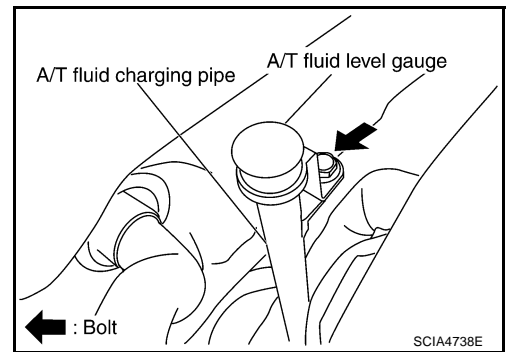


A/T FLUID

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

Level gauge bolt:

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



A/T Fluid Cooler Cleaning

ACS005GJ

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

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

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

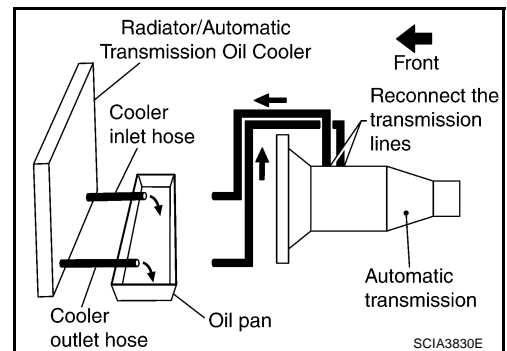
A/T FLUID COOLER CLEANING PROCEDURE

1. Position an oil pan under the automatic transmission's inlet and outlet cooler hoses.
2. Identify the inlet and outlet fluid cooler hoses.
3. Disconnect the fluid cooler inlet and outlet rubber hoses from the steel cooler tubes or bypass valve.

NOTE:

Replace the cooler hoses if rubber material from the hose remains on the tube fitting.

4. Allow any A/T fluid that remains in the cooler hoses to drain into the oil pan.

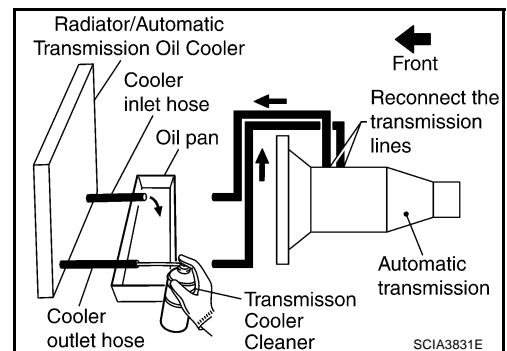


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

CAUTION:

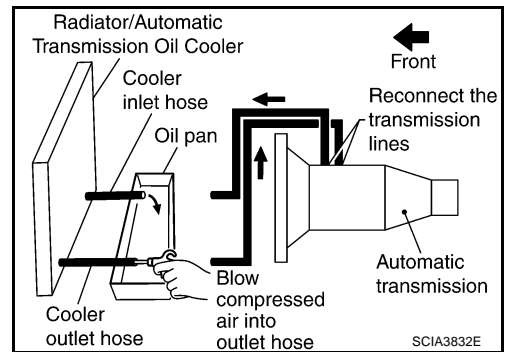
- Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.
- Spray cooler cleaner only with adequate ventilation.
- Avoid contact with eyes and skin.
- Do not breath vapors or spray mist.

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



A/T FLUID

7. Insert the tip of an air gun into the end of the cooler outlet hose.
8. Wrap a shop rag around the air gun tip and of the cooler outlet hose.
9. Blow compressed air regulated to 5 - 9 kg/cm² (70 - 130 psi) through the cooler outlet hose for 10 seconds to force out any remaining fluid.
10. Repeat steps 5 through 9 three additional times.
11. Position an oil pan under the banjo bolts that connect the fluid cooler steel lines to the transmission.
12. Remove the banjo bolts.
13. Flush each steel line from the cooler side back toward the transmission by spraying Transmission Cooler Cleaner in a continuous stream for 5 seconds.
14. Blow compressed air regulated to 5 - 9 kg/cm² (70 - 130 psi) through each steel line from the cooler side back toward the transmission for 10 seconds to force out any remaining fluid.
15. Ensure all debris is removed from the steel cooler lines.
16. Ensure all debris is removed from the banjo bolts and fittings.
17. Perform [AT-15, "A/T FLUID COOLER DIAGNOSIS PROCEDURE"](#) .



A/T FLUID COOLER DIAGNOSIS PROCEDURE

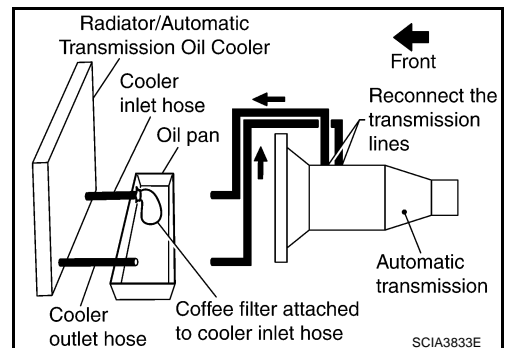
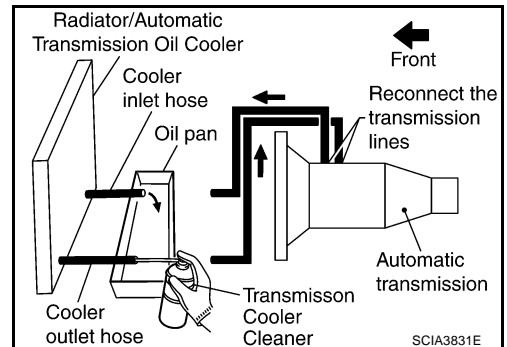
NOTE:

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

1. Position an oil pan under the automatic transmission's inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

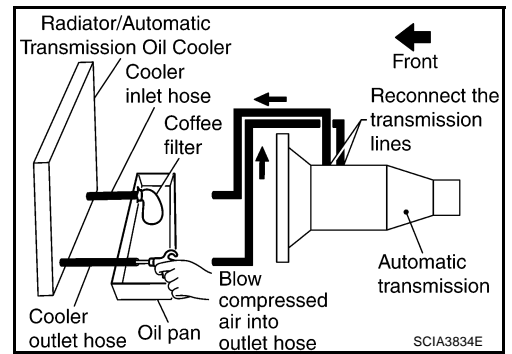
CAUTION:

- **Wear safety glasses and rubber gloves when spraying the Transmission Cooler Cleaner.**
 - **Spray cooler cleaner only with adequate ventilation.**
 - **Avoid contact with eyes and skin.**
 - **Do not breath vapors or spray mist.**
4. Hold the hose and can as high as possible and spray Transmission Cooler Cleaner in a continuous stream into the cooler outlet hose until fluid flows out of the cooler inlet hose for 5 seconds.
 5. Tie a common white, basket-type coffee filter to the end of the cooler inlet hose.



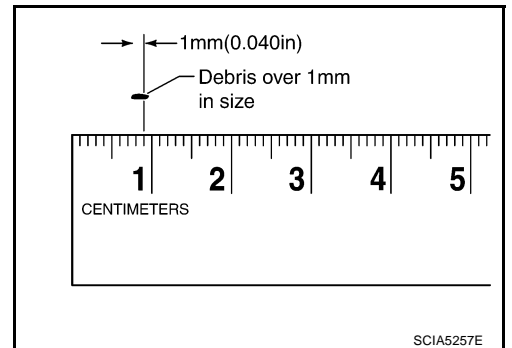
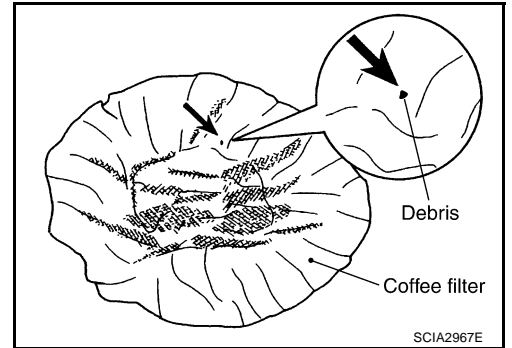
A/T FLUID

6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 - 9 kg/cm² (70 - 130 psi) through the cooler outlet hose to force any remaining A/T fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform [AT-16, "A/T FLUID COOLER INSPECTION PROCEDURE"](#).



A/T FLUID COOLER INSPECTION PROCEDURE

1. Inspect the coffee filter for debris.
 - a. If small metal debris less than 1mm (0.040 in) in size or metal powder is found in the coffee filter, this is normal. If normal debris is found, the A/T fluid cooler/radiator can be re-used and the procedure is ended.
 - b. If one or more pieces of debris are found that are over 1mm (0.040 in) size and/or peeled clutch facing material is found in the coffee filter, the fluid cooler is not serviceable. The A/T fluid cooler/radiator must be replaced and the inspection procedure is ended. Refer to [CO-13, "RADIATOR"](#) and [CO-17, "RADIATOR \(ALUMINUM TYPE\)"](#).



A/T FLUID COOLER FINAL INSPECTION

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

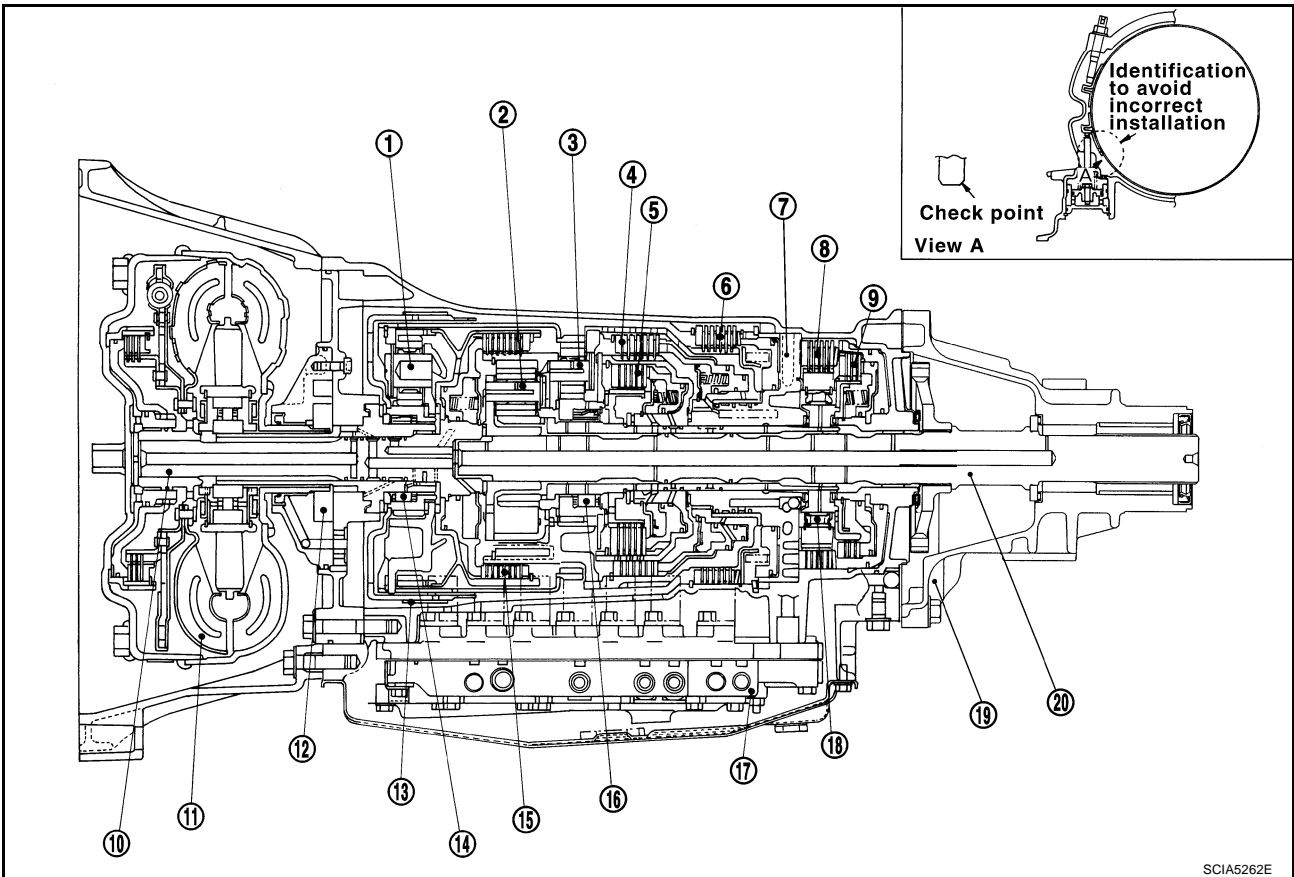
A/T CONTROL SYSTEM

A/T CONTROL SYSTEM

PFP:31036

Cross-Sectional View

ACS005GK



SCIA5262E

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

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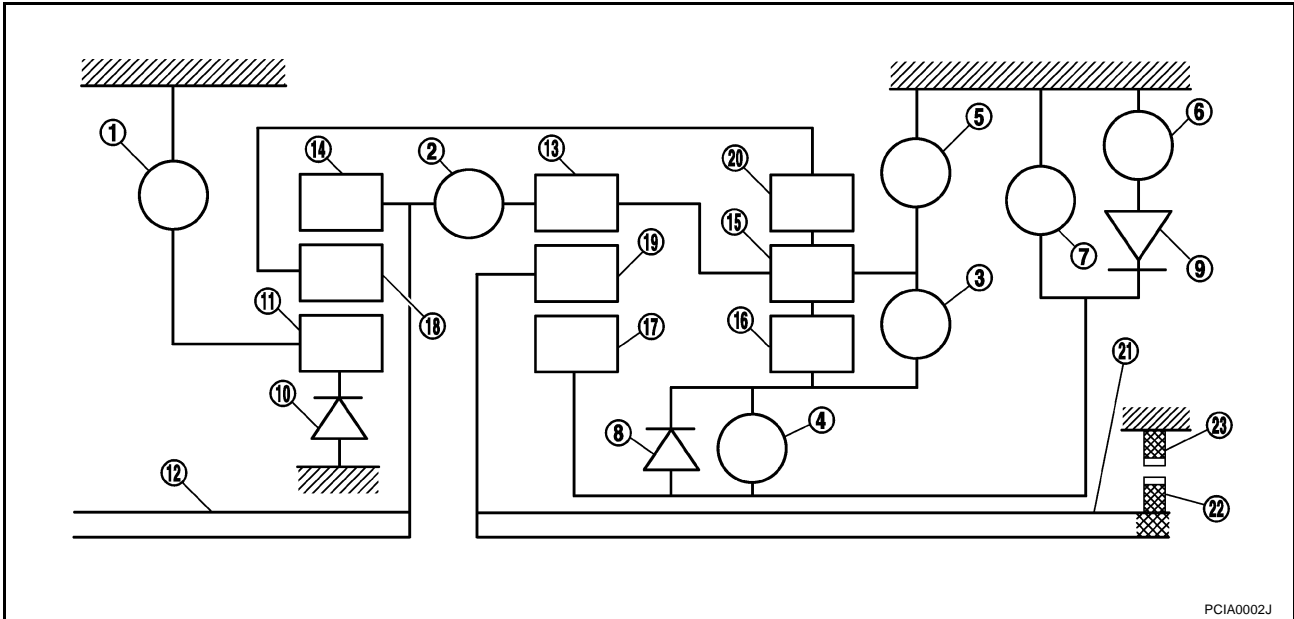
A/T CONTROL SYSTEM

ACS005GL

Shift Mechanism

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

CONSTRUCTION



PCIA0002J

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

FUNCTION OF CLUTCH AND BRAKE

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

A/T CONTROL SYSTEM

CLUTCH AND BAND CHART

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

○ – Operates

◎ – Operates during “progressive” acceleration.

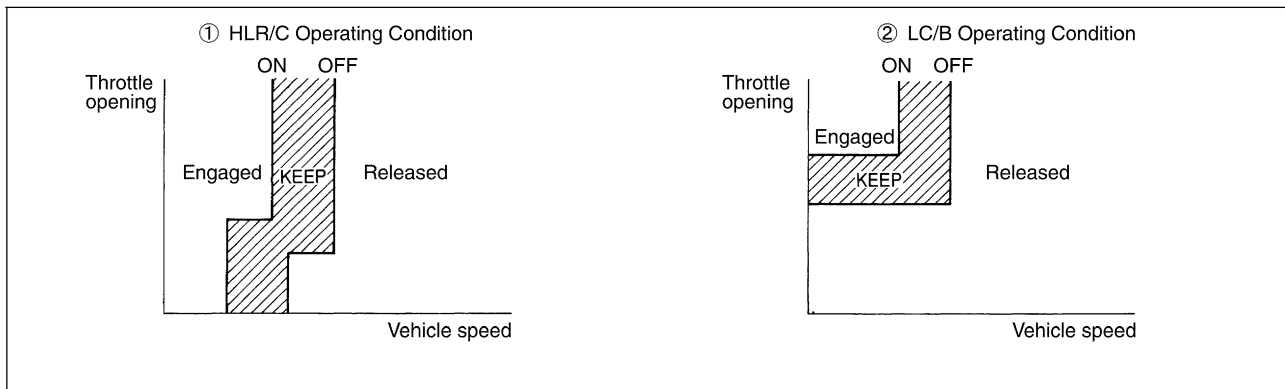
◇ – Operates and affects power transmission while coasting.

△ – Line pressure is applied but does not affect power transmission.

△ * – Operates under conditions shown in illustration ①.

△ ** – Operates under conditions shown in illustration ②. Delay control is applied during D (4,3,2,1) → N shift.

* : Down shift automatically according to the vehicle speed.



SCIA6226E

A/T CONTROL SYSTEM

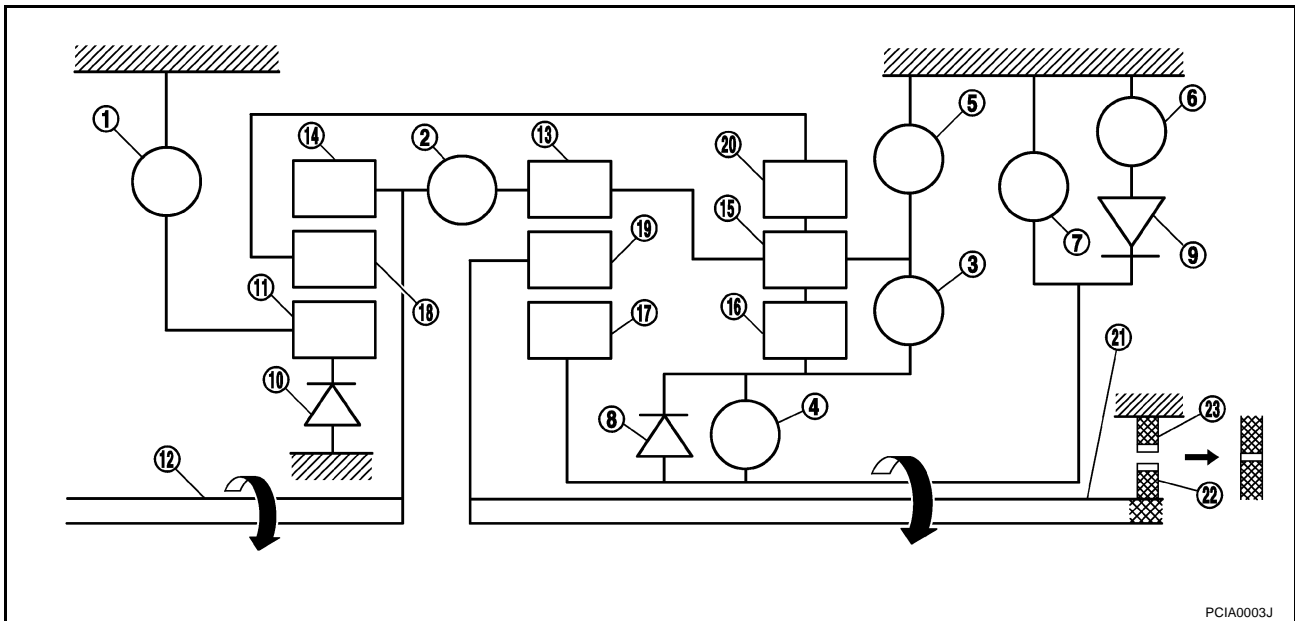
POWER TRANSMISSION

“N” position

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

“P” position

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

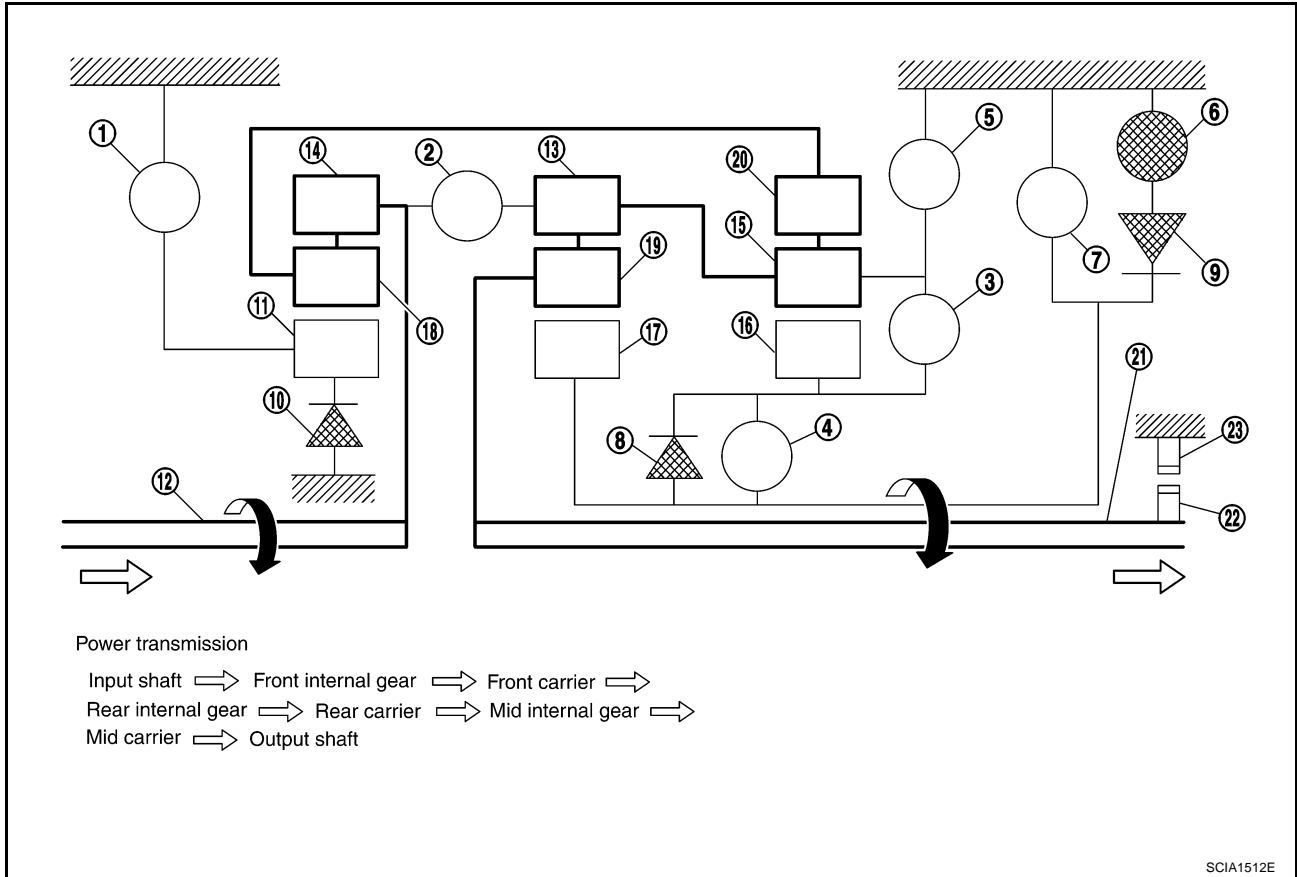


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|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st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

A/T CONTROL SYSTEM

“D1 ” position

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



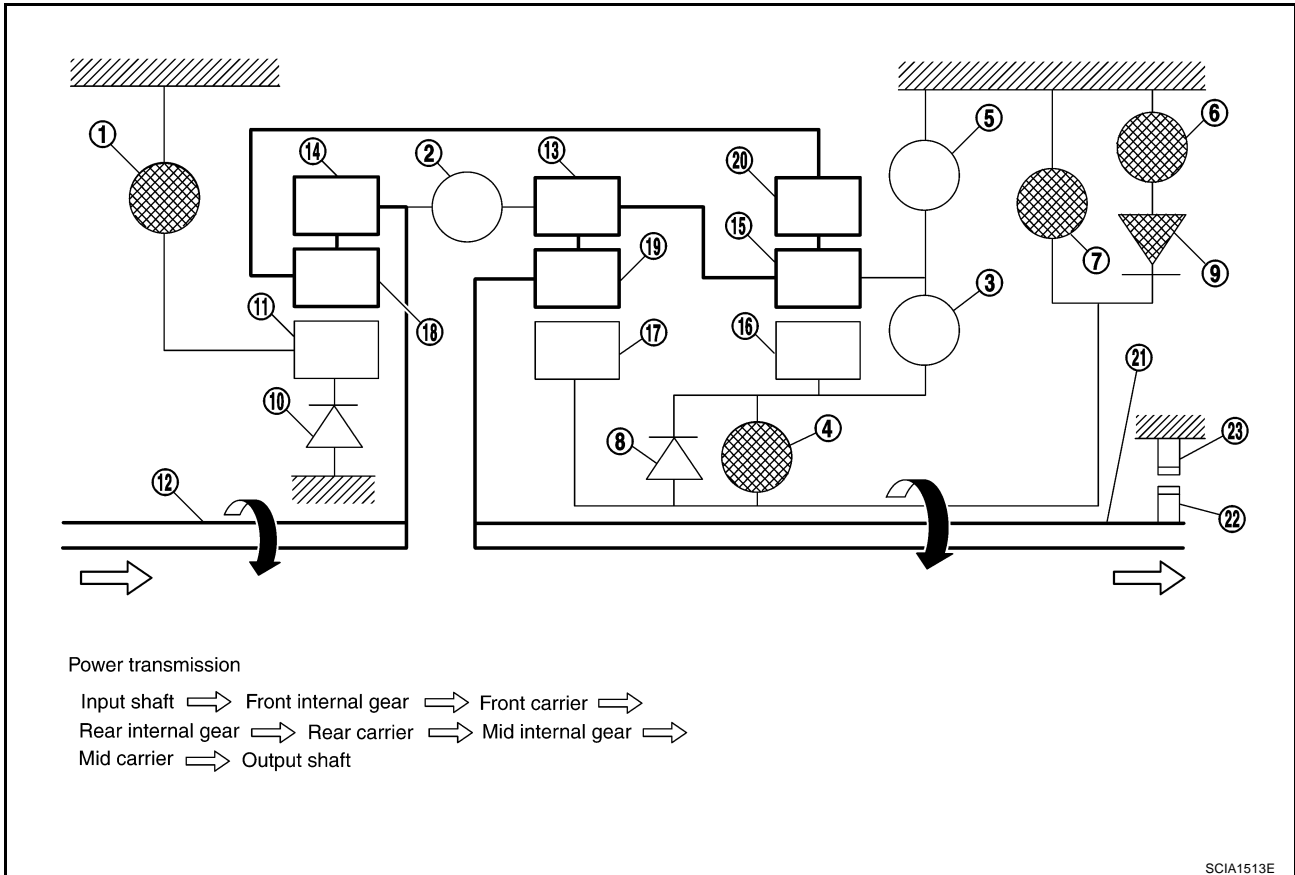
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|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st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

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A/T CONTROL SYSTEM

“M1” position

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

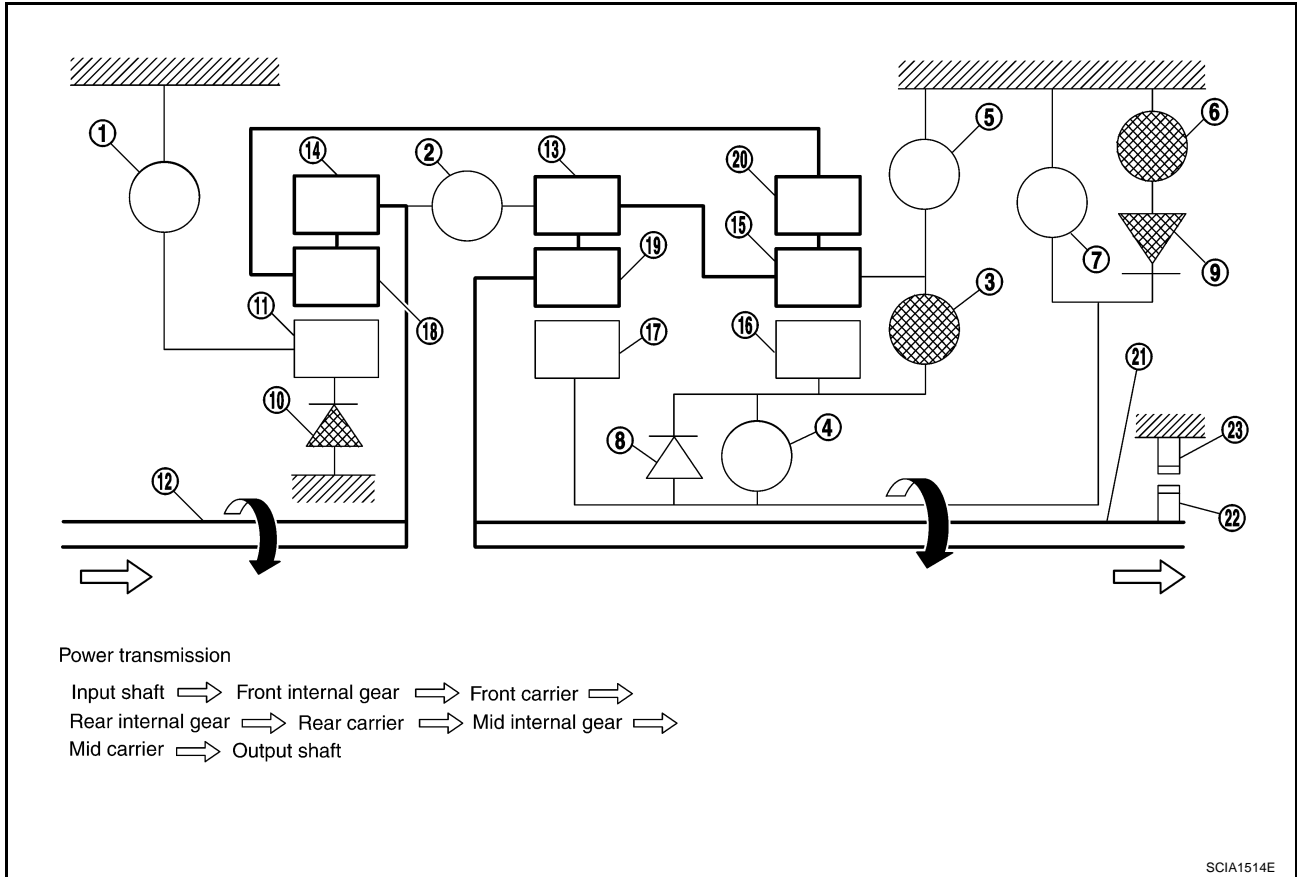


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|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st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

A/T CONTROL SYSTEM

“D2 ” position

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



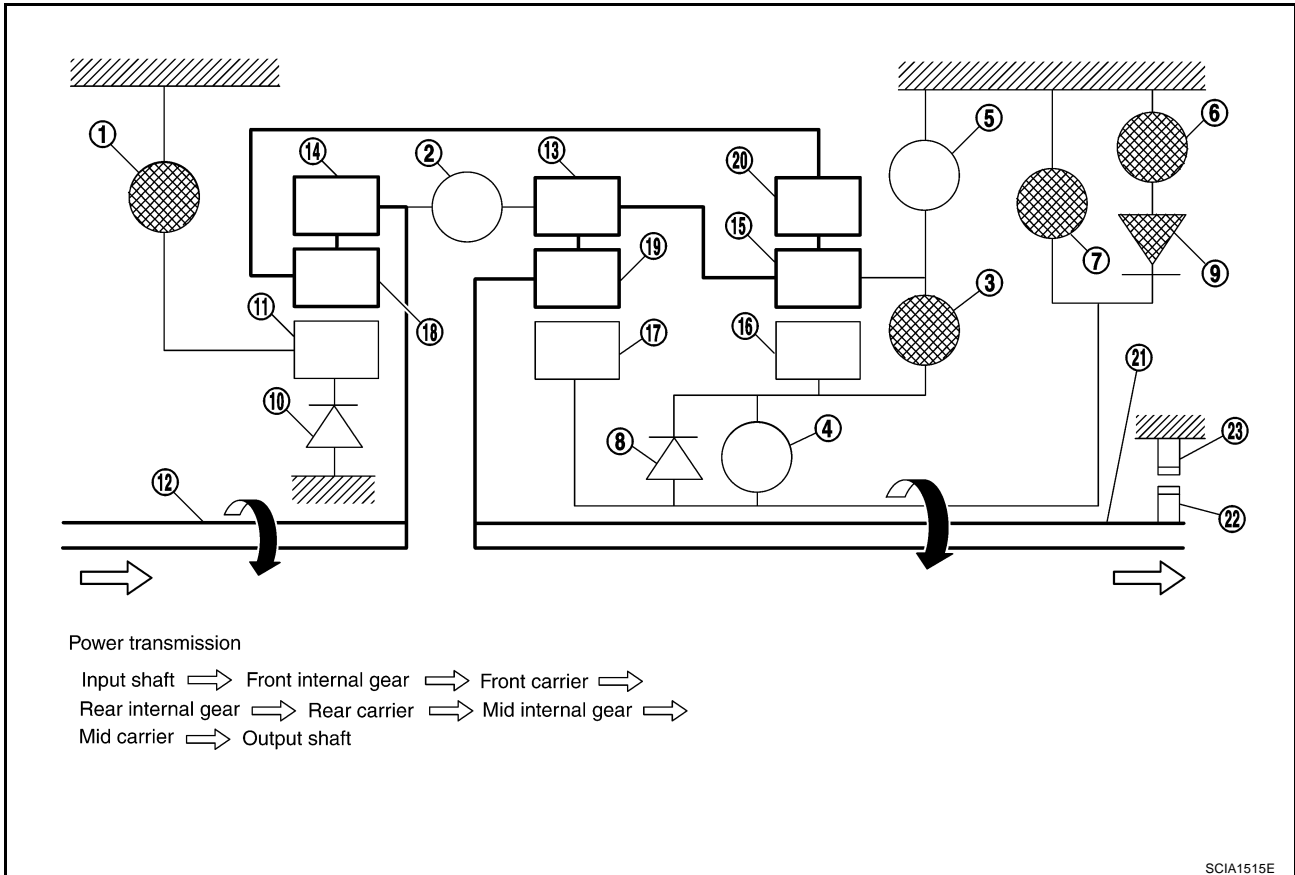
- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

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A/T CONTROL SYSTEM

“M2” position

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

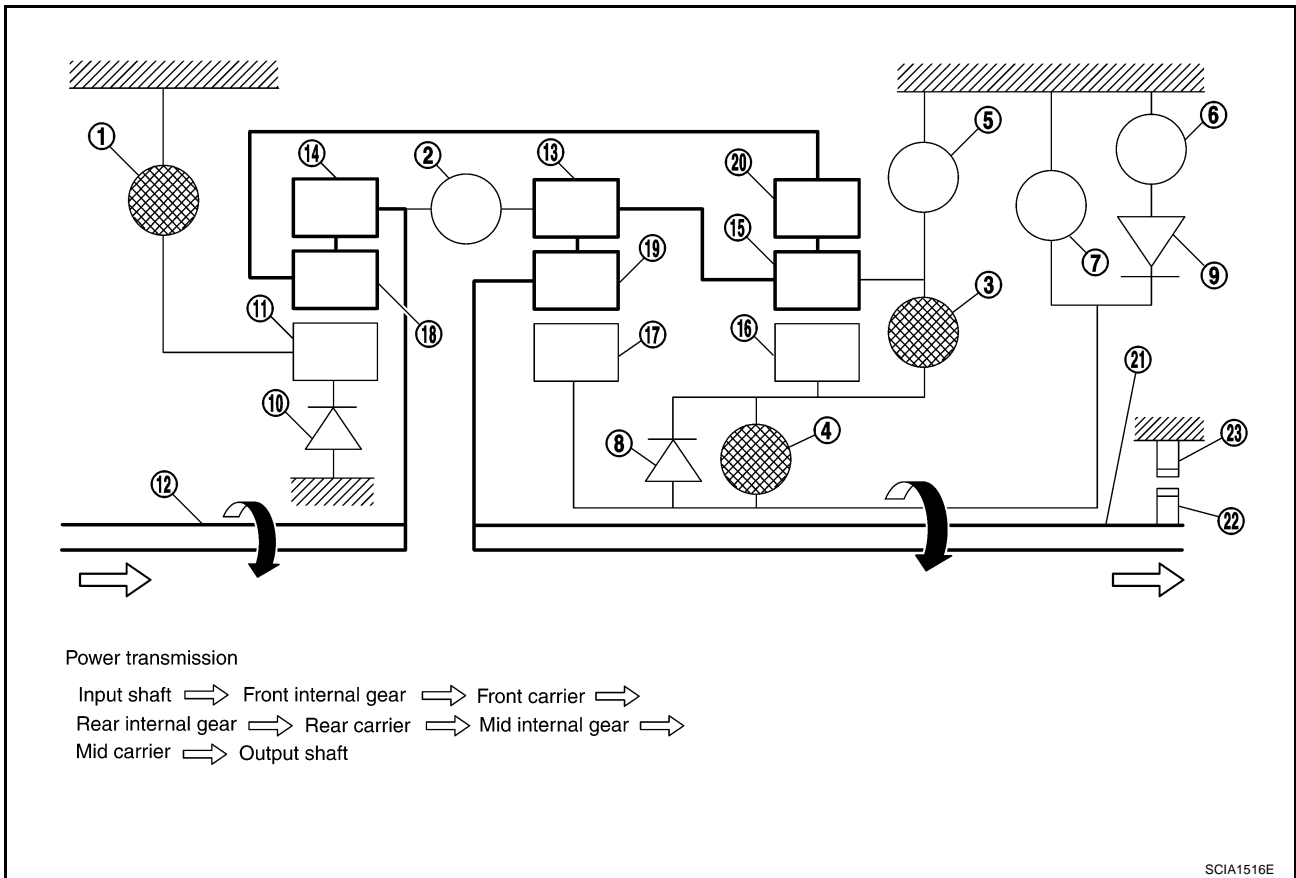


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“D3” and “M3” positions

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



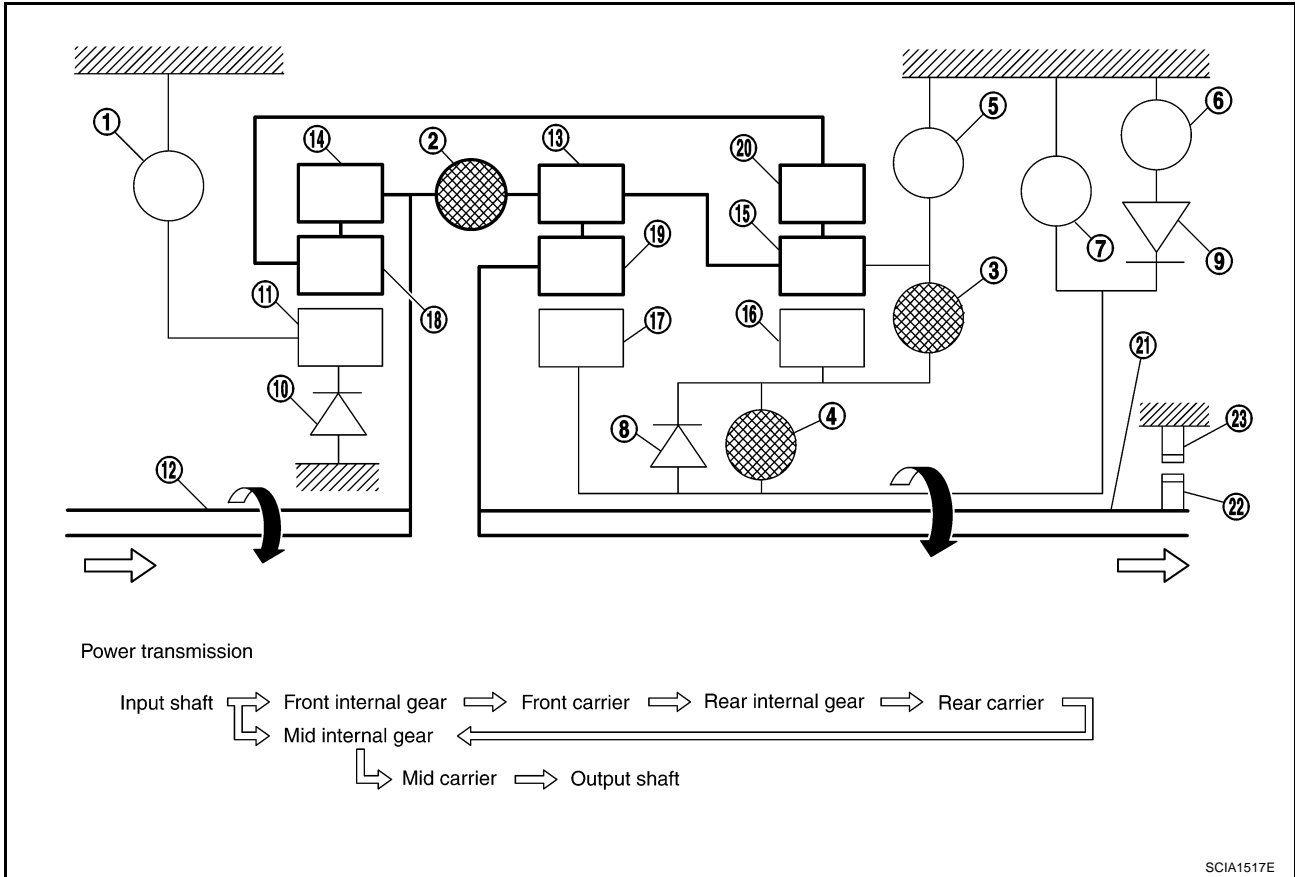
- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

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A/T CONTROL SYSTEM

“D4 ” and “M4” positions

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

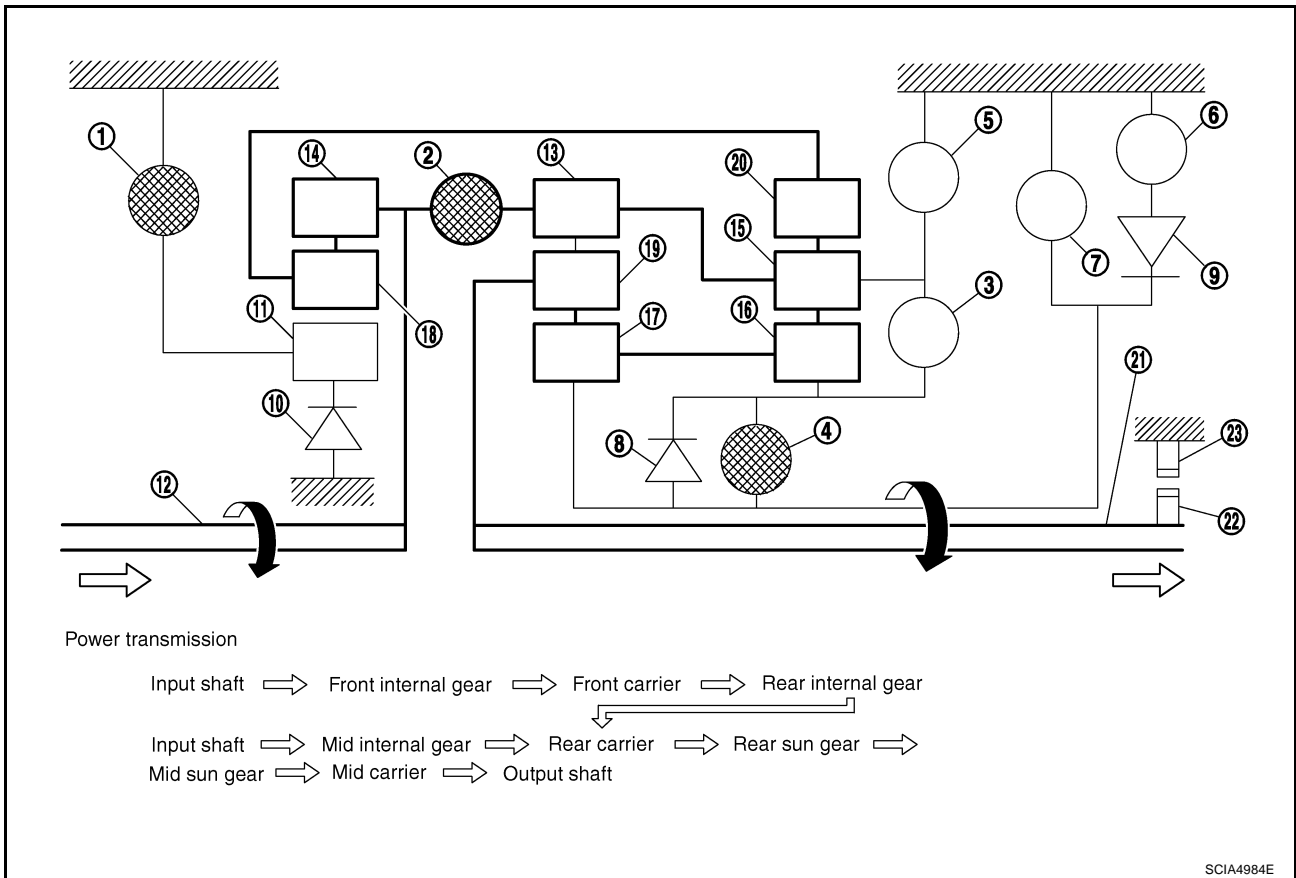


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“D5” and “M5” positions

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



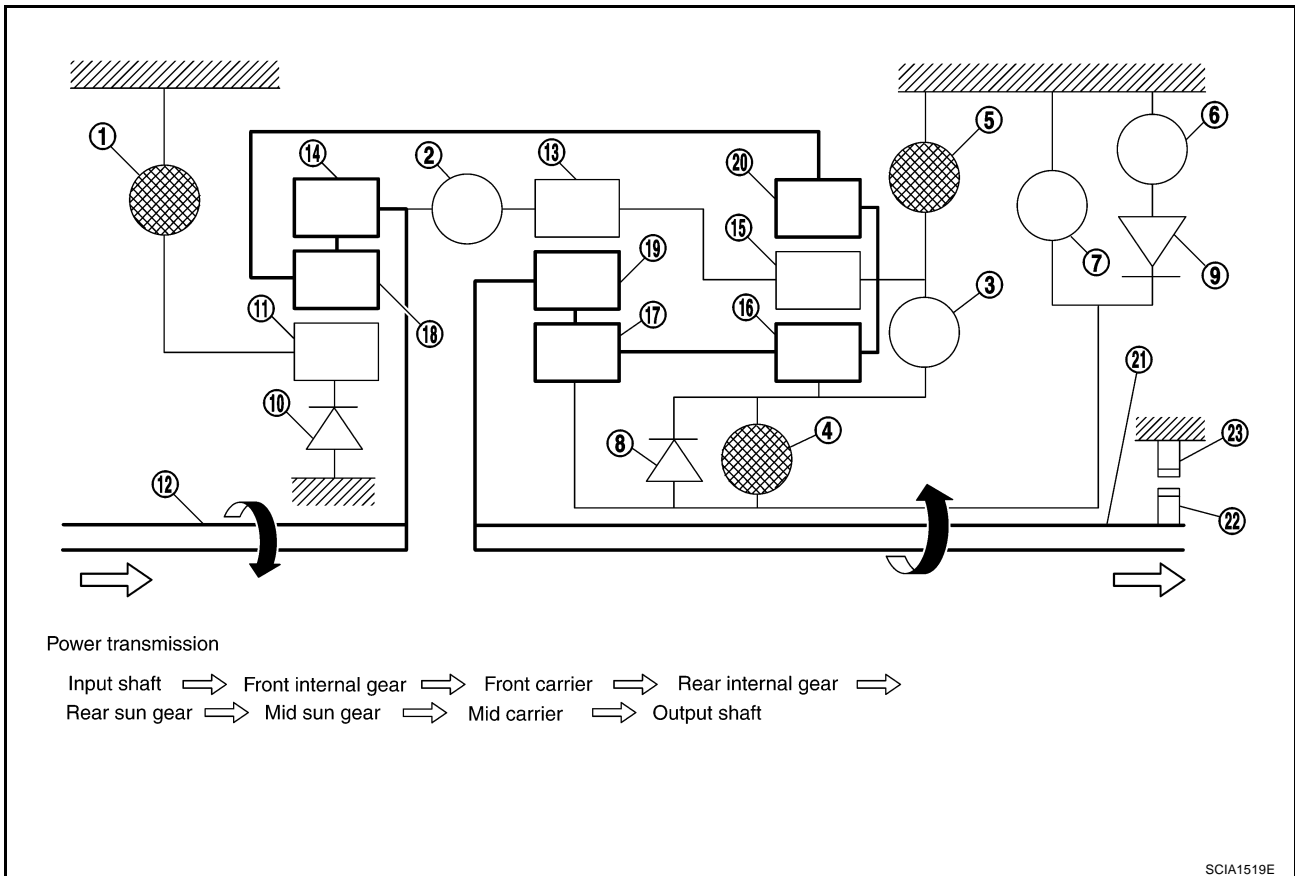
- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

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A/T CONTROL SYSTEM

“R” position

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



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

A/T CONTROL SYSTEM

ACS005GM

TCM Function

The function of the TCM is to:

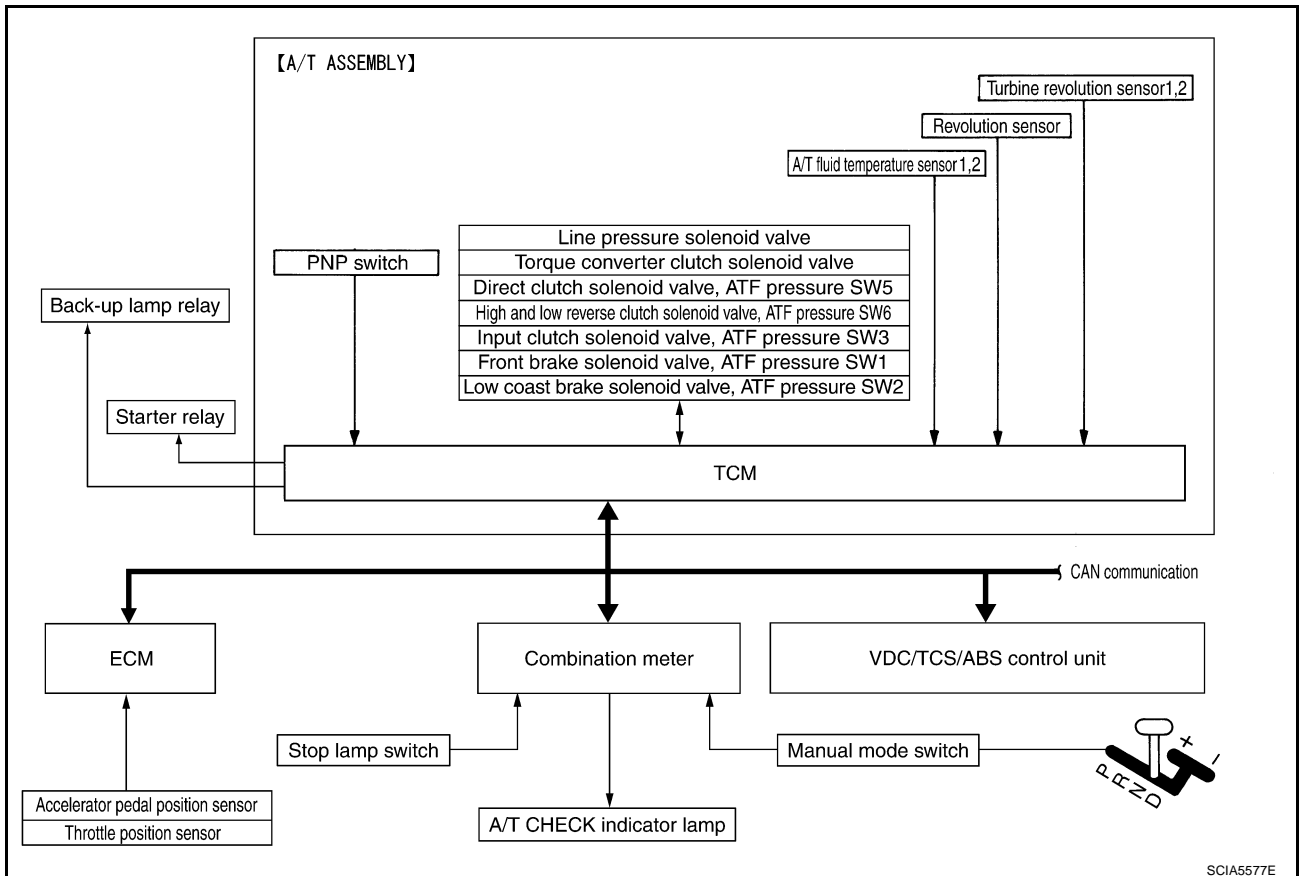
- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

CONTROL SYSTEM OUTLINE

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

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

CONTROL SYSTEM DIAGRAM



SCIA5577E

A/T CONTROL SYSTEM

CAN Communication SYSTEM DESCRIPTION

ACS005GN

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

Input/Output Signal of TCM

ACS005GO

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

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

*2: Spare for accelerator pedal position signal

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

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

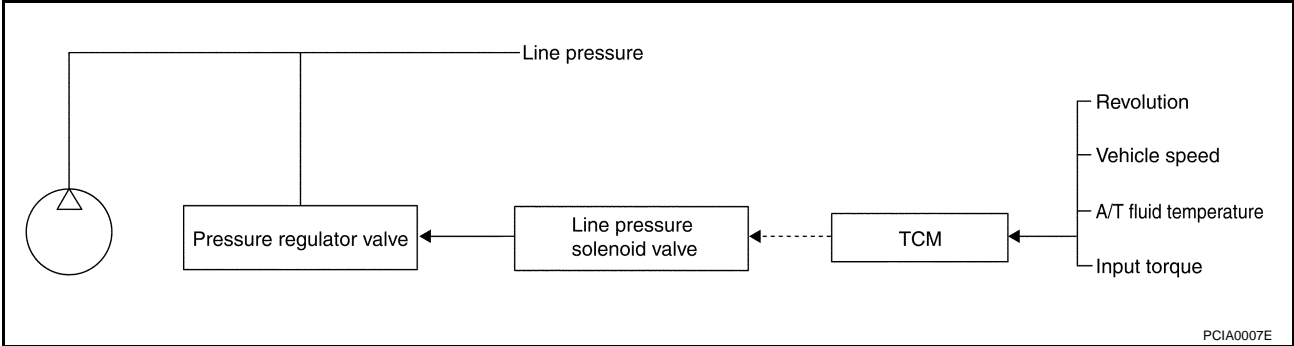
*5: Input by CAN communications

*6: Output by CAN communications

Line Pressure Control

ACS005GP

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

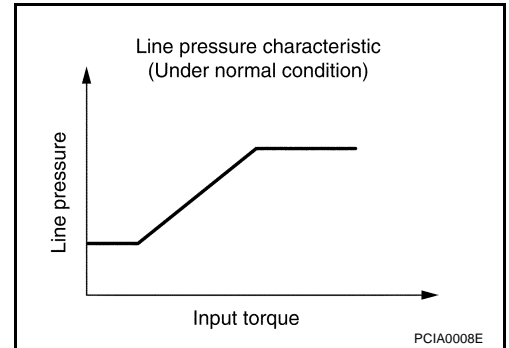


LINE PRESSURE CONTROL IS BASED ON THE TCM LINE PRESSURE CHARACTERISTIC PATTERN

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

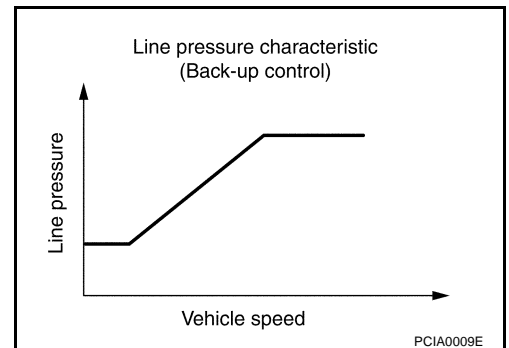
Normal Control

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



Back-up Control (Engine Brake)

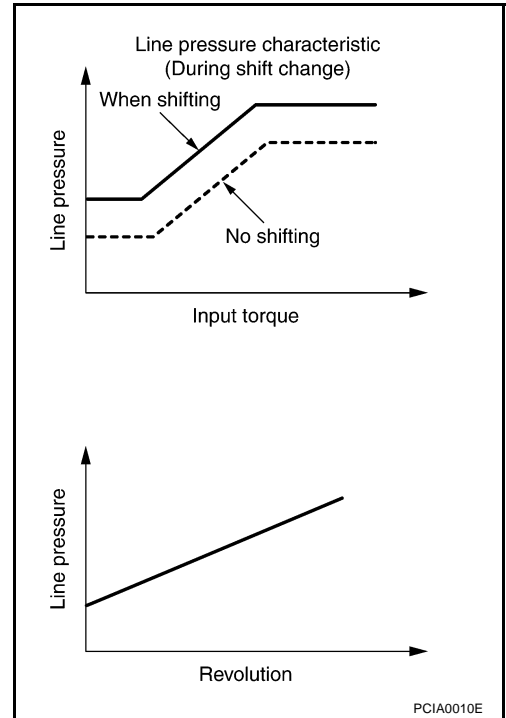
When the select operation is executed during driving and the transmission is shifted down, the line pressure is set according to the vehicle speed.



A/T CONTROL SYSTEM

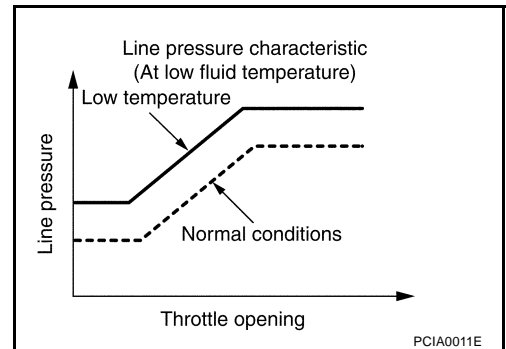
During Shift Change

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



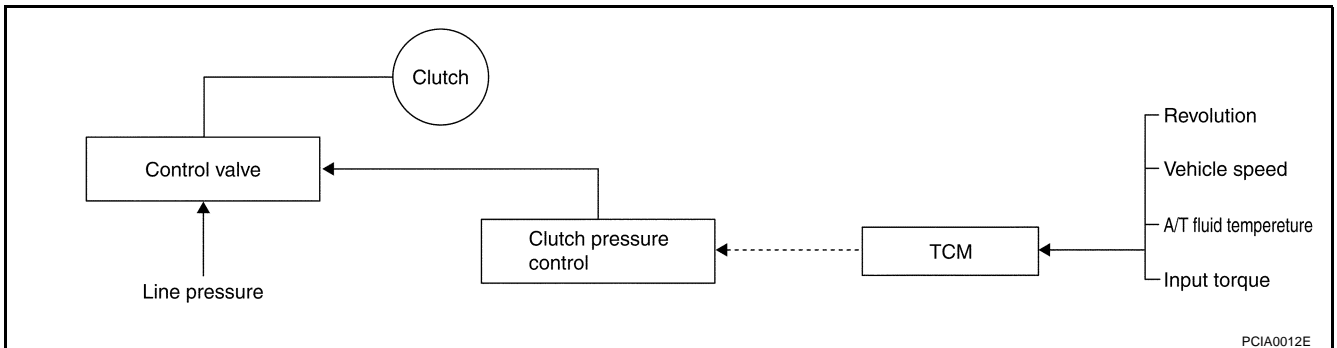
At Low Fluid Temperature

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



Shift Control

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

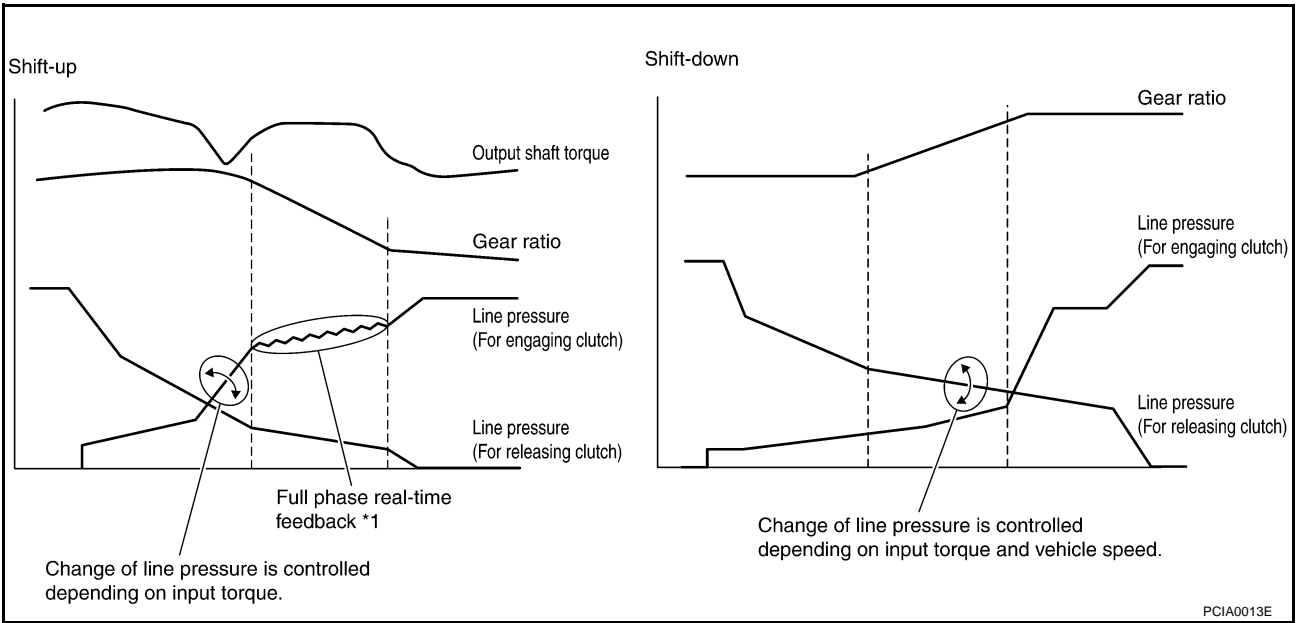


NORMAL SHIFT CONTROL

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

A/T CONTROL SYSTEM

Shift Change System Diagram



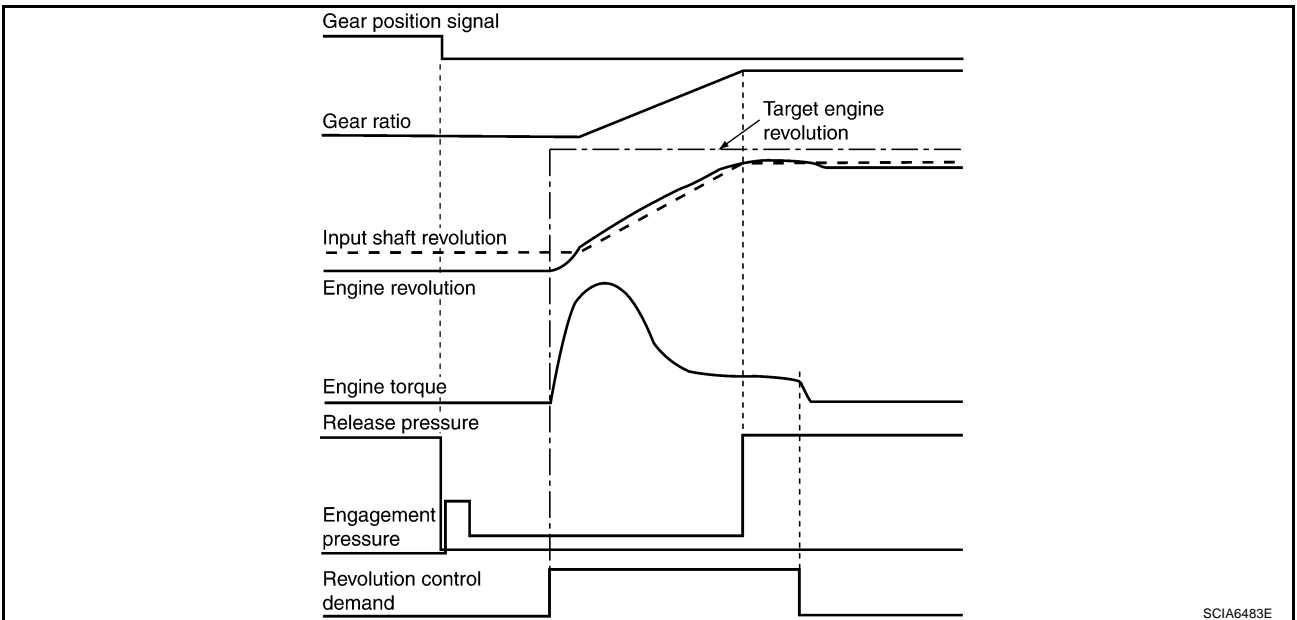
- *1: Full phase real-time feedback control monitors movement of gear ratio at gear change, and controls oil pressure at real-time to achieve the best gear ratio.

BLIPPING CONTROL

This system makes transmission clutch engage readily by controlling (synchronizing) engine revolution according to the (calculation of) engine revolution after shifting down.

- “BLIPPING CONTROL” functions (1) when downshifting by pedal depression at D range and (2) when downshifting under the manual mode.
- TCM selects “BLIPPING CONTROL” or “NORMAL SHIFT CONTROL” according to the gear position, the select lever position, the engine torque and the speed when accelerating by pedal depression.
- Revolution control demand signal is transmitted from TCM to ECM under “BLIPPING CONTROL”.
- TCM synchronizes engine revolution according to the revolution control demand signal.

Shift Change System Diagram



A/T CONTROL SYSTEM

ACS005GR

Lock-up Control

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

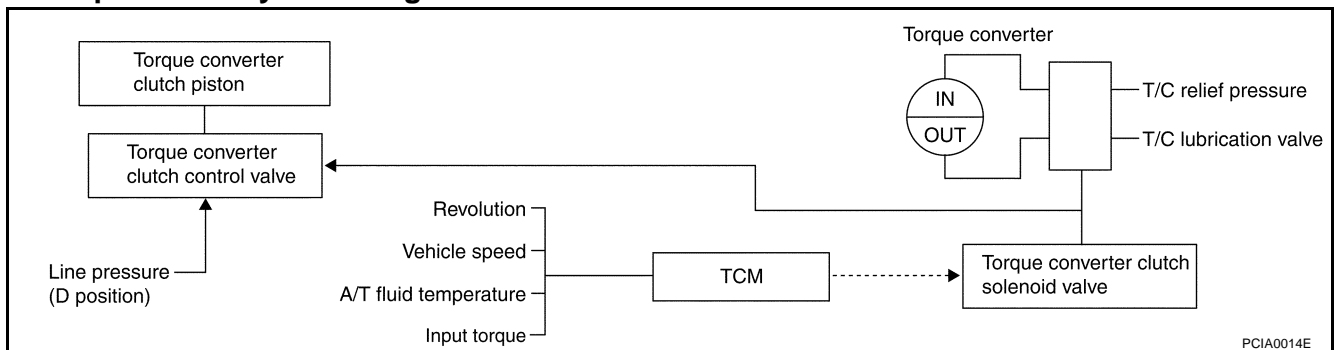
The torque converter clutch control valve operation is controlled by the torque converter clutch solenoid valve, which is controlled by a signal from TCM, and the torque converter clutch control valve engages or releases the torque converter clutch piston.

Lock-up Operation Condition Table

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

TORQUE CONVERTER CLUTCH CONTROL VALVE CONTROL

Lock-up Control System Diagram



Lock-up Released

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

Lock-up Applied

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

SMOOTH LOCK-UP CONTROL

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

Half-clutched State

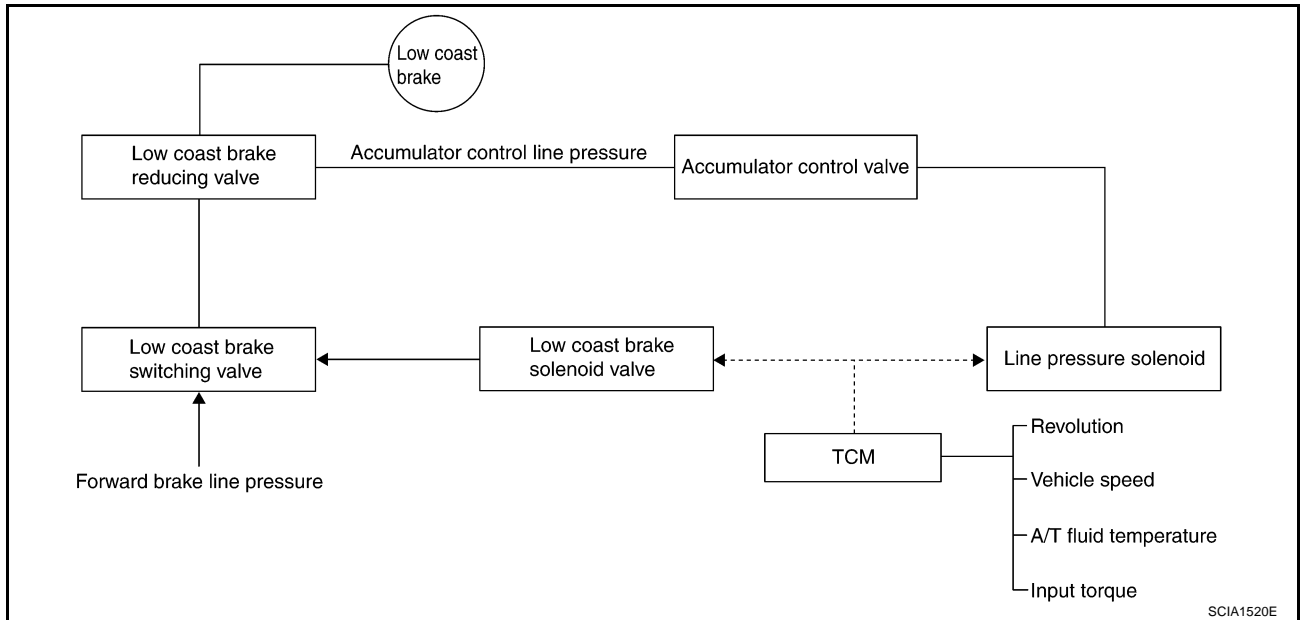
- The current output from the TCM to the torque converter clutch solenoid is varied to gradually increase the torque converter clutch solenoid pressure. In this way, the lock-up apply pressure gradually rises and while the torque converter clutch piston is put into half-clutched status, the torque converter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

Slip Lock-up Control

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

Engine Brake Control

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



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

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A/T CONTROL SYSTEM

Control Valve FUNCTION OF CONTROL VALVE

ACS005GT

Name	Function
Torque converter regulator valve	In order to prevent the pressure supplied to the torque converter from being excessive, the line pressure is adjusted to the optimum pressure (torque converter operating pressure).
Pressure regulator valve Pressure regulator plug Pressure regulator sleeve	Adjusts the oil discharged from the oil pump to the optimum pressure (line pressure) for the driving state.
Front brake control valve	When the front brake is coupled, adjusts the line pressure to the optimum pressure (front brake pressure) and supplies it to the front brake. (In 1st, 2nd, 3rd, and 5th gears, adjusts the clutch pressure.)
Accumulator control valve	Adjusts the pressure (accumulator control pressure) acting on the accumulator piston and low coast reducing valve to the pressure appropriate to the driving state.
Pilot valve A	Adjusts the line pressure and produces the constant pressure (pilot pressure) required for line pressure control, shift change control, and lock-up control.
Pilot valve B	Adjusts the line pressure and produces the constant pressure (pilot pressure) required for shift change control.
Low coast brake switching valve	During engine braking, supplies the line pressure to the low coast brake reducing valve.
Low coast brake reducing valve	When the low coast brake is coupled, adjusts the line pressure to the optimum pressure (low coast brake pressure) and supplies it to the low coast brake.
N-R accumulator	Produces the stabilizing pressure for when N-R is selected.
Direct clutch piston switching valve	Operates in 4th gear and switches the direct clutch coupling capacity.
High and low reverse clutch control valve	When the high and low reverse clutch is coupled, adjusts the line pressure to the optimum pressure (high and low reverse clutch pressure) and supplies it to the high and low reverse clutch. (In 1st, 3rd, 4th and 5th gears, adjusts the clutch pressure.)
Input clutch control valve	When the input clutch is coupled, adjusts the line pressure to the optimum pressure (input clutch pressure) and supplies it to the input clutch. (In 4th and 5th gears, adjusts the clutch pressure.)
Direct clutch control valve	When the direct clutch is coupled, adjusts the line pressure to the optimum pressure (direct clutch pressure) and supplies it to the direct clutch. (In 2nd, 3rd, and 4th gears, adjusts the clutch pressure.)
TCC control valve TCC control plug TCC control sleeve	Switches the lock-up to operating or released. Also, by executing the lock-up operation transiently, lock-up smoothly.
Torque converter lubrication valve	Operates during lock-up to switch the torque converter, cooling, and lubrication system oil path.
Cool bypass valve	Allows excess oil to bypass cooler circuit without being fed into it.
Line pressure relief valve	Discharges excess oil from line pressure circuit.
N-D accumulator	Produces the stabilizing pressure for when N-D is selected.
Manual valve	Sends line pressure to each circuit according to the select position. The circuits to which the line pressure is not sent drain.

A/T CONTROL SYSTEM

FUNCTION OF ATF PRESSURE SWITCH

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

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ON BOARD DIAGNOSTIC (OBD) SYSTEM

PFP:00028

Introduction

ACS005GU

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

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

The second is the TCM original self-diagnosis indicated by the A/T CHECK indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to [AT-96. "Display Items List"](#).

OBD-II Function for A/T System

ACS005GV

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

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

One or Two Trip Detection Logic of OBD-II ONE TRIP DETECTION LOGIC

ACS005GW

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

ACS005GX

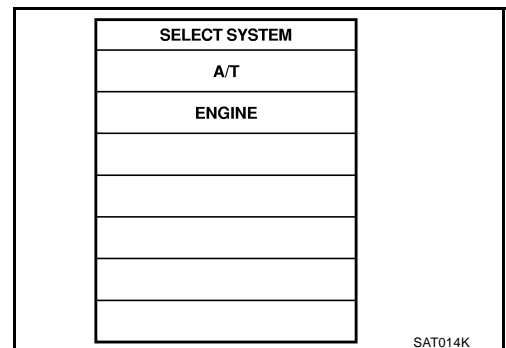
DTC and 1st trip DTC can be read by the following methods.

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

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

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

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



ON BOARD DIAGNOSTIC (OBD) SYSTEM

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

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

SAT015K

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

SELF-DIAG RESULTS	
DTC RESULTS	TIME
PNP SW/CIRC [P0705]	1 t

SAT016K

Freeze Frame Data and 1st Trip Freeze Frame Data

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

Data which are stored in the ECM memory, along with the 1st trip DTC, are called 1st trip freeze frame data, and the data, stored together with the DTC data, are called freeze frame data and displayed on CONSULT-II or GST. The 1st trip freeze frame data can only be displayed on the CONSULT-II screen, not on the GST. For detail, refer to [EC-124, "CONSULT-II Function \(ENGINE\)"](#).

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 A/T related items)
3	1st trip freeze frame data	

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

HOW TO ERASE DTC

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

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

The following emission-related diagnostic information is cleared from the ECM memory when erasing DTC related to OBD-II. For details, refer to [EC-47, "Emission-Related Diagnostic Information"](#).

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

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ON BOARD DIAGNOSTIC (OBD) SYSTEM

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

HOW TO ERASE DTC (WITH CONSULT-II)

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

How to erase DTC (With CONSULT-II)

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

SELECT SYSTEM
A/T
ENGINE

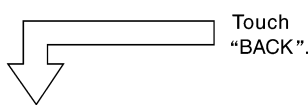
2. Turn CONSULT-II "ON", and touch "A/T".

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
CAN DIAG SUPPORT MNTR
FUNCTION TEST
DTC WORK SUPPORT
ECU PART NUMBER

3. Touch "SELF-DIAG RESULTS".

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

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



SELECT SYSTEM
A/T
ENGINE

5. Touch "ENGINE".

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

6. Touch "SELF-DIAG RESULTS".

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

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

SCIA5671E

ON BOARD DIAGNOSTIC (OBD) SYSTEM

HOW TO ERASE DTC (WITH GST)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform [AT-107, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to [EC-136, "Generic Scan Tool \(GST\) Function"](#) .

HOW TO ERASE DTC (NO TOOLS)

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

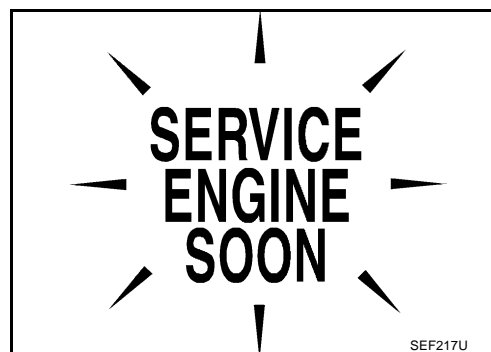
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform [AT-107, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) . (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)
3. Perform "OBD-II SELF-DIAGNOSTIC PROCEDURE (No tools)". Refer to [EC-60, "How to Erase DTC"](#) .

Malfunction Indicator Lamp (MIL) DESCRIPTION

ACS005GY

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned "ON" without the engine running. This is a bulb check.
 - If the MIL does not light up, refer to [DI-26, "WARNING LAMPS"](#) , or see [EC-673, "MIL AND DATA LINK CONNECTOR"](#) .
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



TROUBLE DIAGNOSIS

PFP:00004

DTC Inspection Priority Chart

ACS005GZ

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

NOTE:

If DTC “U1000” is displayed with other DTCs, first perform the trouble diagnosis for “DTC U1000 CAN COMMUNICATION LINE”. Refer to [AT-112](#) .

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

Fail-Safe

ACS005H0

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

In fail-safe mode, even if the selector lever is “D” or “M” mode, the transmission is fixed in 2nd, 4th or 5th (depending on the breakdown position), so the customer should feel “slipping” or “poor acceleration”. When fail-safe mode is triggered, when the ignition switch is switched “ON”, the A/T CHECK indicator lamp flashes for about 8 seconds. Refer to [AT-107, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .

Even when the electronic circuits are normal, under special conditions (for example, when slamming on the brake with the wheels spinning drastically and stopping the tire rotation), the transmission can go into fail-safe mode. If this happens, switch “OFF” the ignition switch for 10 seconds, then switch it “ON” again to return to the normal shift pattern. Also, the A/T CHECK indicator lamp flashes for about 8 seconds once, then is cleared. Therefore, the customer's vehicle has returned to normal, so handle according to the [AT-45, "WORK FLOW"](#) .

FAIL-SAFE FUNCTION

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

Vehicle Speed Sensor A/T (Revolution Sensor)

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

Accelerator Pedal Position Sensor

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

Throttle Position Sensor

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

PNP Switch

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

Starter Relay

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

TROUBLE DIAGNOSIS

A/T Interlock

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

NOTE:

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

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

A/T INTERLOCK COUPLING PATTERN TABLE

●: NG X: OK

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

A/T 1st Engine Braking

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

Line Pressure Solenoid

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

Torque Converter Clutch Solenoid

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

Low Coast Brake Solenoid

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

Input Clutch Solenoid

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

Direct Clutch Solenoid

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

Front Brake Solenoid

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

High and Low Reverse Clutch Solenoid

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

Turbine Revolution Sensor 1 or 2

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

TROUBLE DIAGNOSIS

How To Perform Trouble Diagnosis For Quick and Accurate Repair

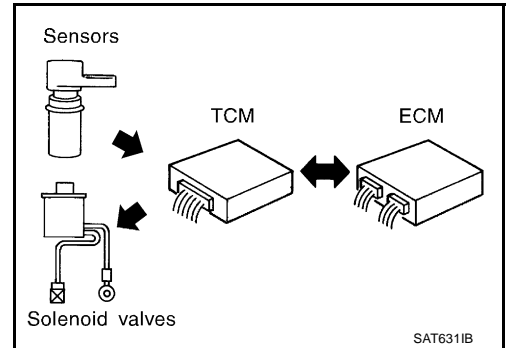
ACS005H1

INTRODUCTION

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

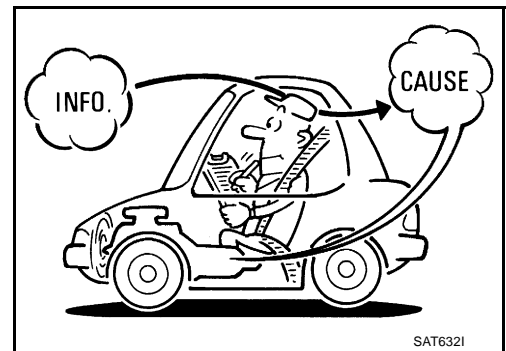
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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



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

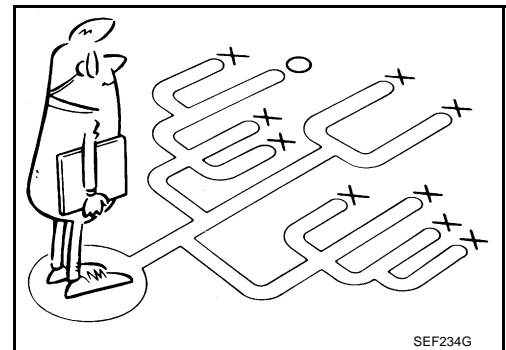
A visual check only may not find the cause of the errors. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the [AT-45, "WORK FLOW"](#) .



Before undertaking actual checks, take a few minutes to talk with a customer who approaches with a driveability complaint. The customer can supply good information about such errors, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" as shown on the example (Refer to [AT-46](#)) should be used.

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

Also check related Service bulletins.



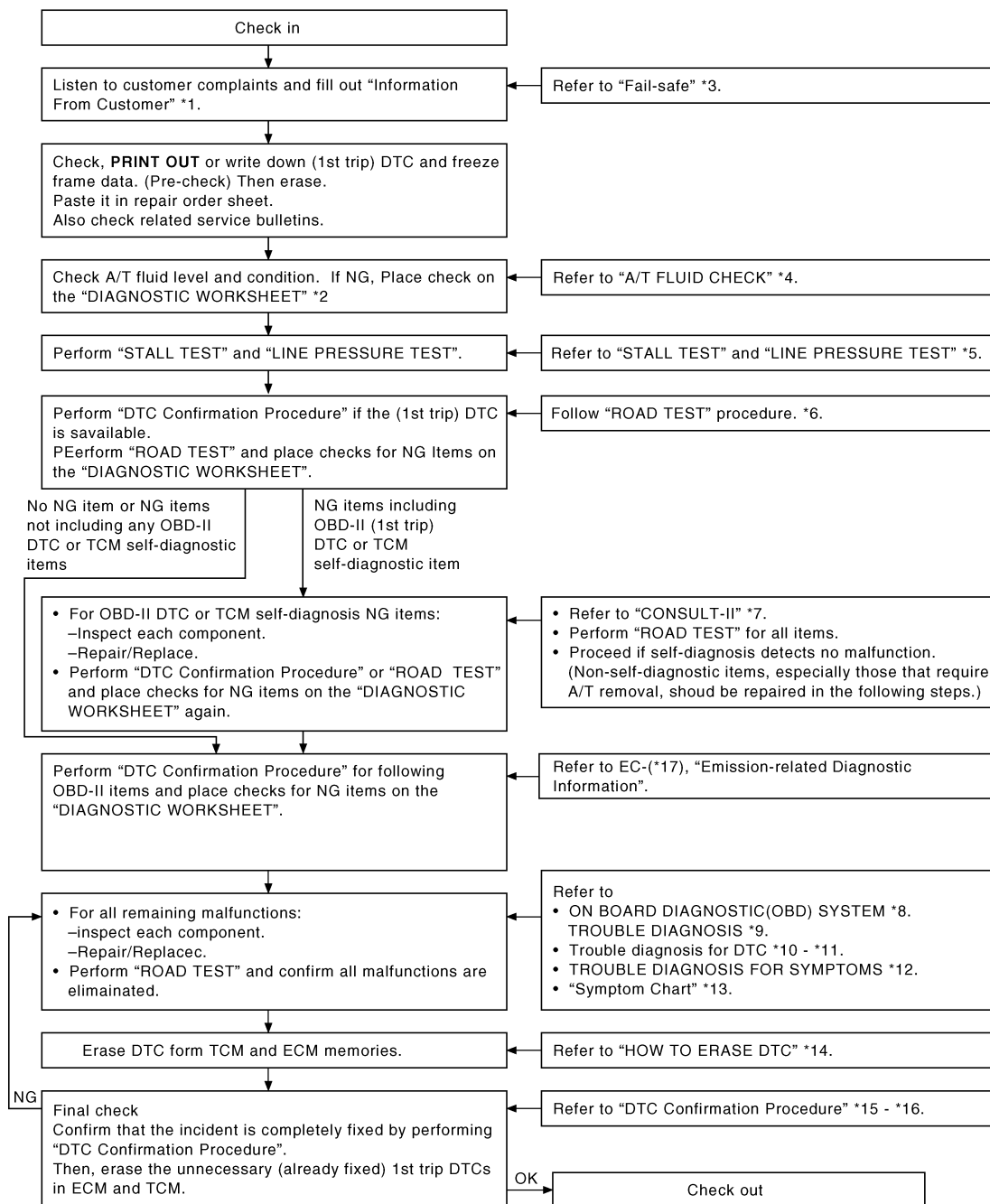
TROUBLE DIAGNOSIS

WORK FLOW

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a malfunction. It is important to fully understand the symptoms or conditions for a customer complaint.

Make good use of the two sheets provided, [AT-46, "Information From Customer"](#) and [AT-46, "Diagnostic Worksheet Chart"](#), to perform the best troubleshooting possible.

Work Flow Chart



*1. [AT-46](#)

*4. [AT-51](#)

*7. [AT-93](#)

*10. [AT-112](#)

*13. [AT-66](#)

*16. [AT-186](#)

*2. [AT-46](#)

*5. [AT-51, AT-53](#)

*8. [AT-38](#)

*11. [AT-194](#)

*14. [AT-39](#)

*17. [EC-47](#)

*3. [AT-42](#)

*6. [AT-55](#)

*9. [AT-42](#)

*12. [AT-195](#)

*15. [AT-112](#)

SCIA5741E

TROUBLE DIAGNOSIS

	<input type="checkbox"/> Perform all road tests and enter checks in required inspection items.	AT-55	A
4	4-1. Check before engine is started AT-56	<input type="checkbox"/> The A/T CHECK Indicator Lamp does come on. AT-197 . <input type="checkbox"/> Perform self-diagnostics Enter checks for detected items. AT-96 , AT-107 .	B
		<ul style="list-style-type: none"> <input type="checkbox"/> AT-112, "DTC U1000 CAN COMMUNICATION LINE" . <input type="checkbox"/> AT-115, "DTC P0615 START SIGNAL CIRCUIT" . <input type="checkbox"/> AT-119, "DTC P0700 TCM" . <input type="checkbox"/> AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH" . <input type="checkbox"/> AT-124, "DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)" . <input type="checkbox"/> AT-129, "DTC P0725 ENGINE SPEED SIGNAL" . <input type="checkbox"/> AT-131, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-133, "DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)" . <input type="checkbox"/> AT-135, "DTC P0745 LINE PRESSURE SOLENOID VALVE" . <input type="checkbox"/> AT-137, "DTC P1702 TRANSMISSION CONTROL MODULE (RAM)" . <input type="checkbox"/> AT-138, "DTC P1703 TRANSMISSION CONTROL MODULE (ROM)" . <input type="checkbox"/> AT-139, "DTC P1705 THROTTLE POSITION SENSOR" . <input type="checkbox"/> AT-142, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT" . <input type="checkbox"/> AT-147, "DTC P1716 TURBINE REVOLUTION SENSOR" . <input type="checkbox"/> AT-149, "DTC P1721 VEHICLE SPEED SENSOR MTR" . <input type="checkbox"/> AT-151, "DTC P1730 A/T INTERLOCK" . <input type="checkbox"/> AT-154, "DTC P1731 A/T 1ST ENGINE BRAKING" . <input type="checkbox"/> AT-156, "DTC P1752 INPUT CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-158, "DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-160, "DTC P1757 FRONT BRAKE SOLENOID VALVE" . <input type="checkbox"/> AT-162, "DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-164, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-166, "DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-168, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-170, "DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-172, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE" . <input type="checkbox"/> AT-174, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-176, "DTC P1815 MANUAL MODE SWITCH" . <input type="checkbox"/> AT-180, "DTC P1841 ATF PRESSURE SWITCH 1" . <input type="checkbox"/> AT-182, "DTC P1843 ATF PRESSURE SWITCH 3" . <input type="checkbox"/> AT-184, "DTC P1845 ATF PRESSURE SWITCH 5" . <input type="checkbox"/> AT-186, "DTC P1846 ATF PRESSURE SWITCH 6" . 	C D E F G H I J
4	4-2. Check at idle AT-56	<input type="checkbox"/> AT-198 , "Engine Cannot Be Started In "P" or "N" Position" . <input type="checkbox"/> AT-198 , "In "P" Position, Vehicle Moves When Pushed" . <input type="checkbox"/> AT-199 , "In "N" Position, Vehicle Moves" . <input type="checkbox"/> AT-200 , "Large Shock ("N" to "D" Position)" . <input type="checkbox"/> AT-203 , "Vehicle Does Not Creep Backward In "R" Position" . <input type="checkbox"/> AT-206 , "Vehicle Does Not Creep Forward In "D" Position" .	K L
4	4-3. Cruise tests AT-60	Part 1 <input type="checkbox"/> AT-208 , "Vehicle Cannot Be Started From D1" . <input type="checkbox"/> AT-211 , "A/T Does Not Shift: D1 → D2" . <input type="checkbox"/> AT-213 , "A/T Does Not Shift: D2 → D3" . <input type="checkbox"/> AT-215 , "A/T Does Not Shift: D3 → D4" . <input type="checkbox"/> AT-218 , "A/T Does Not Shift: D4 → D5" . <input type="checkbox"/> AT-220 , "A/T Does Not Perform Lock-up" . <input type="checkbox"/> AT-222 , "A/T Does Not Hold Lock-up Condition" . <input type="checkbox"/> AT-224 , "Lock-up Is Not Released" . <input type="checkbox"/> AT-224 , "Engine Speed Does Not Return To Idle" .	M

TROUBLE DIAGNOSIS

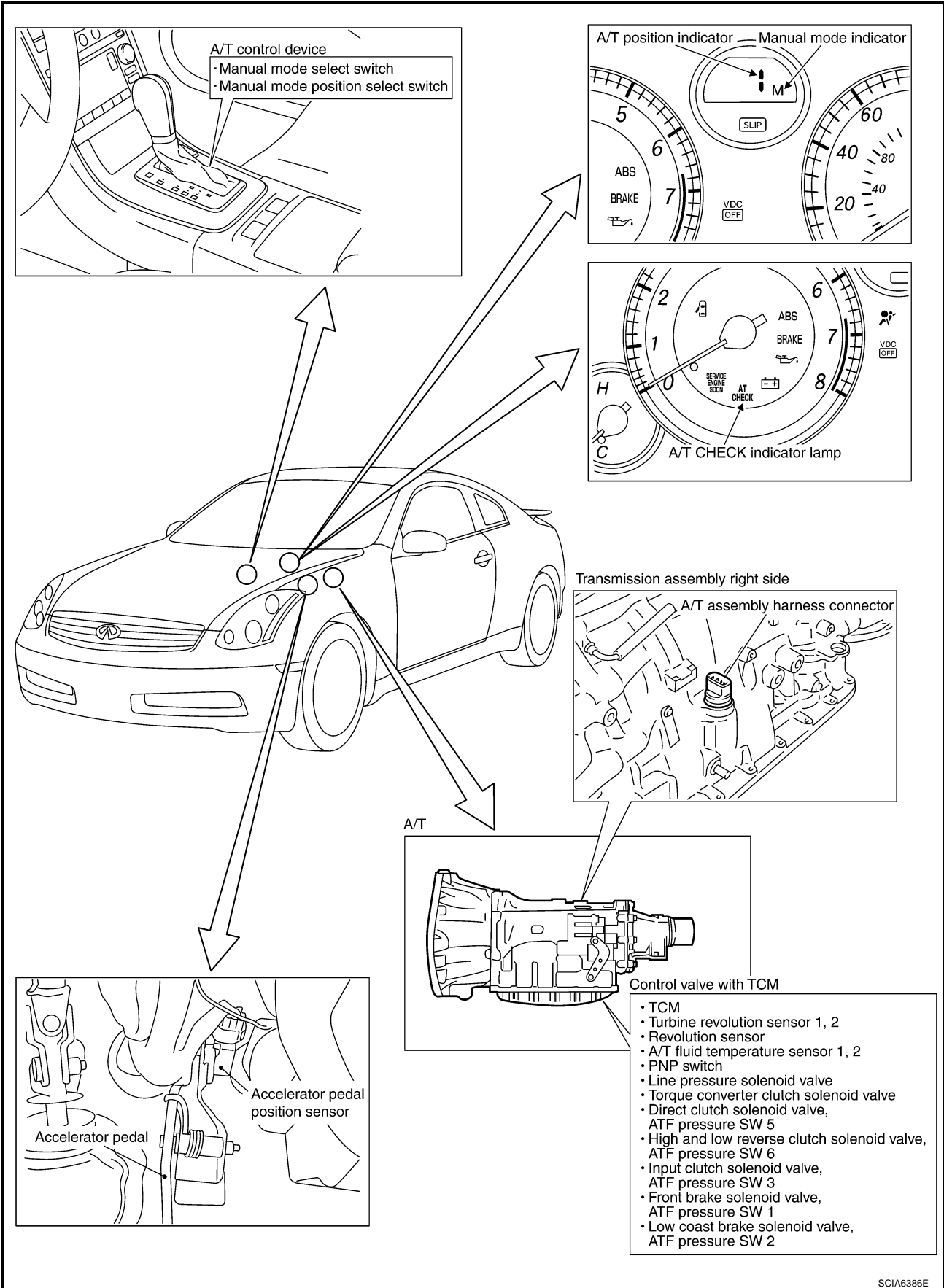
4	4-3	<p>Part 2</p> <ul style="list-style-type: none"> <input type="checkbox"/> AT-208, "Vehicle Cannot Be Started From D1" . <input type="checkbox"/> AT-211, "A/T Does Not Shift: D1 → D2" . <input type="checkbox"/> AT-213, "A/T Does Not Shift: D2 → D3" . <input type="checkbox"/> AT-215, "A/T Does Not Shift: D3 → D4" . 	AT-63
		<p>Part 3</p> <ul style="list-style-type: none"> <input type="checkbox"/> AT-226, "Cannot Be Changed to Manual Mode" . <input type="checkbox"/> AT-226, "A/T Does Not Shift: 5th Gear → 4th Gear" . <input type="checkbox"/> AT-228, "A/T Does Not Shift: 4th Gear → 3rd Gear" . <input type="checkbox"/> AT-230, "A/T Does Not Shift: 3rd Gear → 2nd Gear" . <input type="checkbox"/> AT-232, "A/T Does Not Shift: 2nd Gear → 1st Gear" . <input type="checkbox"/> AT-234, "Vehicle Does Not Decelerate By Engine Brake" . <input type="checkbox"/> Perform self-diagnostics Enter checks for detected items. AT-96 , AT-107 . 	AT-64
		<ul style="list-style-type: none"> <input type="checkbox"/> AT-112, "DTC U1000 CAN COMMUNICATION LINE" . <input type="checkbox"/> AT-115, "DTC P0615 START SIGNAL CIRCUIT" . <input type="checkbox"/> AT-119, "DTC P0700 TCM" . <input type="checkbox"/> AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH" . <input type="checkbox"/> AT-124, "DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)" . <input type="checkbox"/> AT-129, "DTC P0725 ENGINE SPEED SIGNAL" . <input type="checkbox"/> AT-131, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-133, "DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)" . <input type="checkbox"/> AT-135, "DTC P0745 LINE PRESSURE SOLENOID VALVE" . <input type="checkbox"/> AT-137, "DTC P1702 TRANSMISSION CONTROL MODULE (RAM)" . <input type="checkbox"/> AT-138, "DTC P1703 TRANSMISSION CONTROL MODULE (ROM)" . <input type="checkbox"/> AT-139, "DTC P1705 THROTTLE POSITION SENSOR" . <input type="checkbox"/> AT-142, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT" . <input type="checkbox"/> AT-147, "DTC P1716 TURBINE REVOLUTION SENSOR" . <input type="checkbox"/> AT-149, "DTC P1721 VEHICLE SPEED SENSOR MTR" . <input type="checkbox"/> AT-151, "DTC P1730 A/T INTERLOCK" . <input type="checkbox"/> AT-154, "DTC P1731 A/T 1ST ENGINE BRAKING" . <input type="checkbox"/> AT-156, "DTC P1752 INPUT CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-158, "DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-160, "DTC P1757 FRONT BRAKE SOLENOID VALVE" . <input type="checkbox"/> AT-162, "DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-164, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-166, "DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-168, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE" . <input type="checkbox"/> AT-170, "DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-172, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE" . <input type="checkbox"/> AT-174, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION" . <input type="checkbox"/> AT-176, "DTC P1815 MANUAL MODE SWITCH" . <input type="checkbox"/> AT-180, "DTC P1841 ATF PRESSURE SWITCH 1" . <input type="checkbox"/> AT-182, "DTC P1843 ATF PRESSURE SWITCH 3" . <input type="checkbox"/> AT-184, "DTC P1845 ATF PRESSURE SWITCH 5" . <input type="checkbox"/> AT-186, "DTC P1846 ATF PRESSURE SWITCH 6" . 	
5	<input type="checkbox"/> Inspect each system for items found to be NG in the self-diagnostics and repair or replace the malfunction parts.		
6	<input type="checkbox"/> Perform all road tests and enter the checks again for the required items.	AT-55	
7	<input type="checkbox"/> For any remaining NG items, execute the "diagnostics procedure" and repair or replace the malfunction parts. See the chart for diagnostics by symptoms. (This chart also contains other symptoms and inspection procedures.)	AT-66	
8	<input type="checkbox"/> Erase the results of the self-diagnostics from the TCM.	AT-40 , AT-111	

TROUBLE DIAGNOSIS

A/T Electrical Parts Location

ACS005H2

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

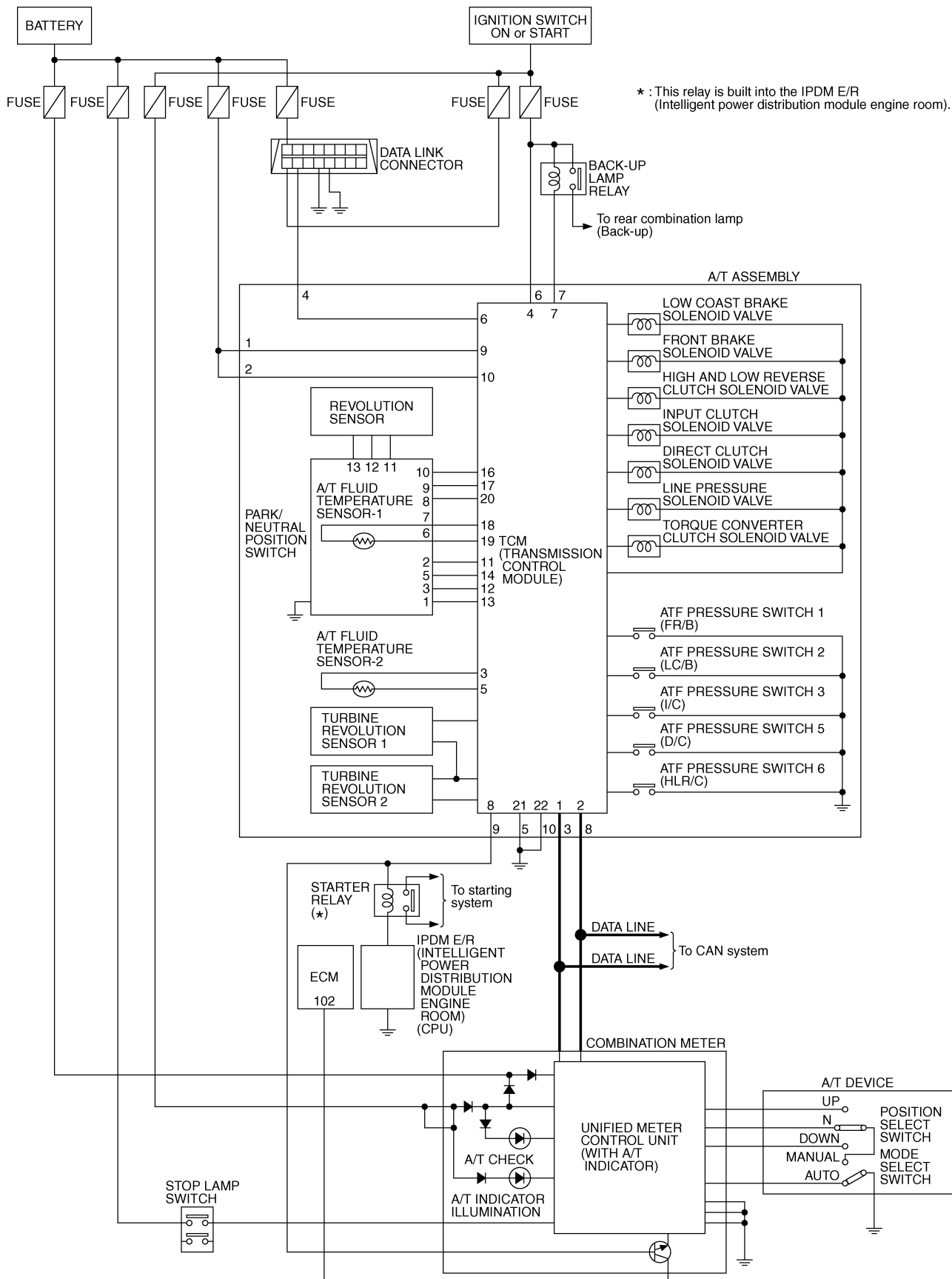


SCIA6386E

TROUBLE DIAGNOSIS

Circuit Diagram

ACS005H3



TCWM0406E

TROUBLE DIAGNOSIS

ACS005H5

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

Inspections Before Trouble Diagnosis

A/T FLUID CHECK

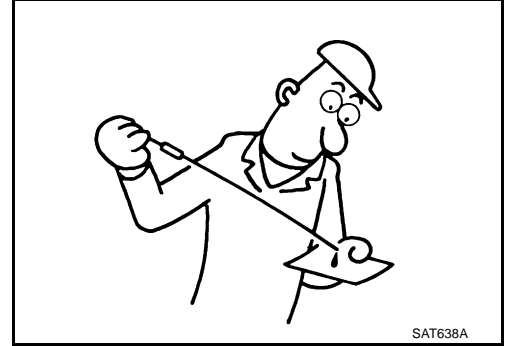
Fluid Leakage and Fluid Level Check

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

Fluid Condition Check

Inspect the fluid condition.

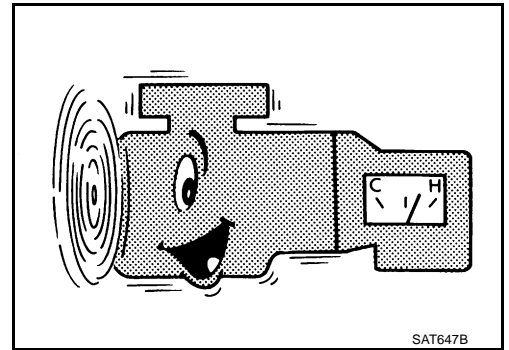
Fluid condition	Conceivable Cause	Required Operation
Varnished (viscous varnish state)	Clutch, brake scorched	Replace the A/T fluid and check the A/T main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.)
Milky white or cloudy	Water in the fluid	Replace the A/T fluid and check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



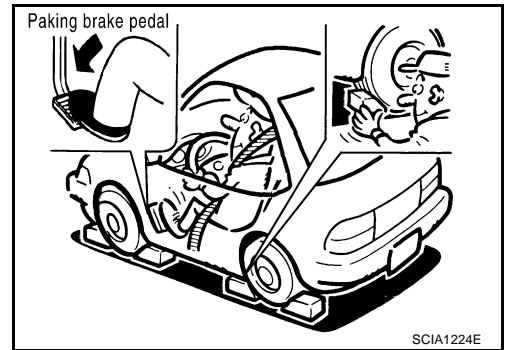
STALL TEST

Stall Test Procedure

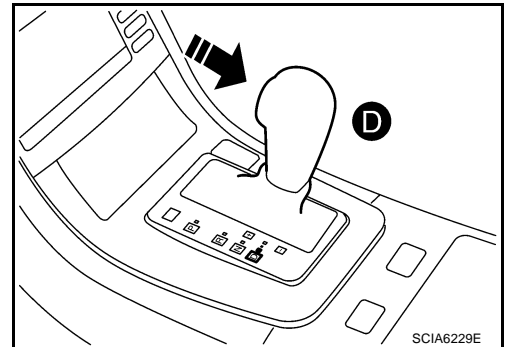
- Inspect the amount of engine oil. Replenish the engine oil if necessary.
- Drive for about 10 minutes to warm up the vehicle so that the A/T fluid temperature is 50 to 80°C (122 to 176°F). Inspect the amount of A/T fluid. Replenish if necessary.



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



- Engine start, apply foot brake, and place selector lever in "D" position.



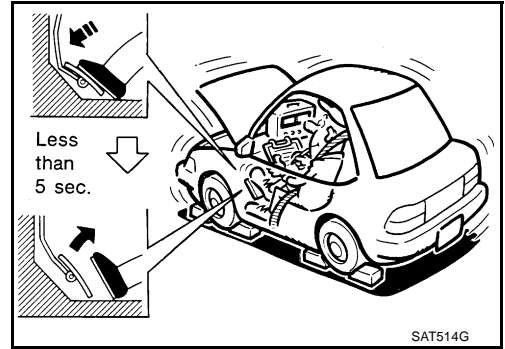
TROUBLE DIAGNOSIS

5. While holding down the foot brake, gradually press down the accelerator pedal.
6. Quickly read off the stall speed, then quickly remove your foot from the accelerator pedal.

CAUTION:

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

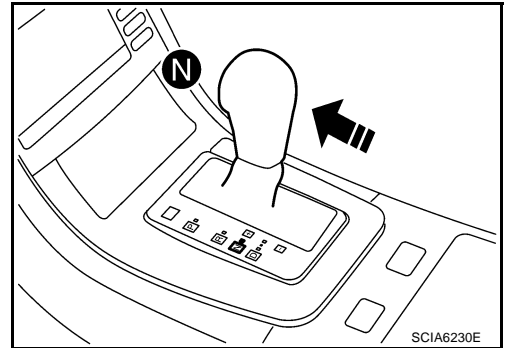
Stall speed: 2,300 - 2,600 rpm



7. Move the selector lever to the "N" position.
8. Cool down the A/T fluid.
9. Repeat steps 5 through 8 with selector lever in "R" position.

CAUTION:

Run the engine at idle for at least one minute.



Judgement Stall Test

	Selector lever position		Expected problem location
	D, M	R	
Stall speed	H	O	<ul style="list-style-type: none"> ● Forward brake ● Forward one-way clutch ● 1st one-way clutch ● 3rd one-way 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

O: Stall speed within standard value position

H: Stall speed higher than standard value

L: Stall speed lower than standard value

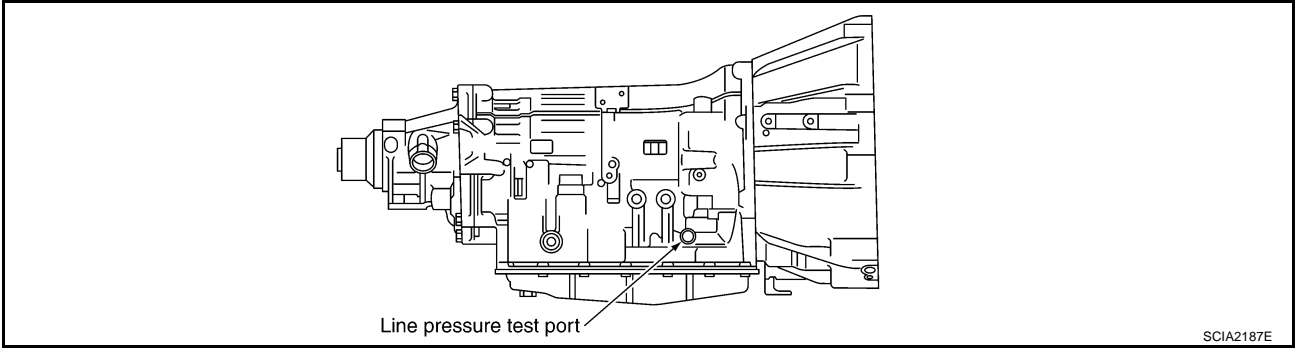
TROUBLE DIAGNOSIS

Stall test standard value position

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

LINE PRESSURE TEST

Line Pressure Test Port



Line Pressure Test Procedure

1. Inspect the amount of engine oil and replenish if necessary.
2. Drive the car for about 10 minutes to warm it up so that the A/T fluid reaches in range of 50 to 80°C (122 to 176°F), then inspect the amount of A/T fluid and replenish if necessary.

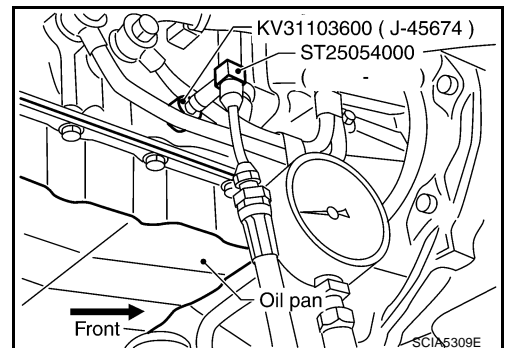
NOTE:

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

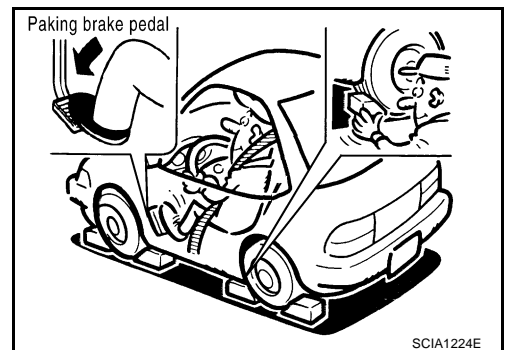
3. After warming up remove the oil pressure detection plug and install the oil pressure gauge.

CAUTION:

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



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



TROUBLE DIAGNOSIS

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

CAUTION:

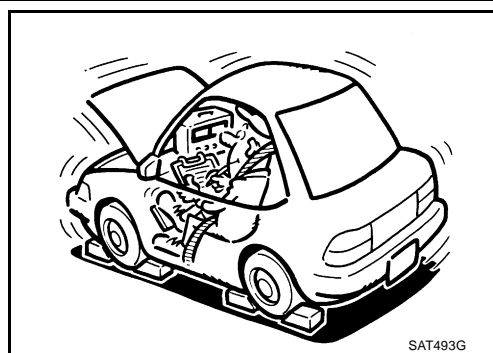
- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed, refer to [AT-51, "STALL TEST"](#) .

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

 :7.3 N·m (0.74 kg·m, 65 in·lb)

CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



Line Pressure

Engine speed	Line pressure [kPa (kg/cm ² , psi)]	
	R position	D, M positions
At idle speed	425 - 465 (4.3 - 4.7, 62 - 67)	379 - 428 (3.9 - 4.4, 55 - 62)
At stall speed	1,605 - 1,950 (16.4 - 19.9, 233 - 283)	1,310 - 1,500 (13.4 - 15.3, 190 - 218)

Judgement of Line Pressure Test

Judgement		Possible cause
Idle speed	Low for all positions (P, R, N, D, M)	Possible causes include malfunctions in the pressure supply system and low oil pump output. 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 ● ATF temperature sensor malfunction ● Line pressure solenoid malfunction (sticking in "OFF" state, filter clog, cut line) ● Pressure regulator valve or plug sticking

TROUBLE DIAGNOSIS

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

ROAD TEST

Description

- The road test inspects overall performance of the A/T and analyzes possible malfunction causes.
- The road test is carried out in the following three stages.
 1. Check before engine is started. Refer to [AT-56](#) .
 2. Check at idle. Refer to [AT-56](#) .
 3. Cruise test
- Inspect all the items from Part 1 to Part 3. Refer to [AT-60](#) , [AT-63](#) , [AT-64](#) .
- Before beginning the road test, check the test procedure and inspection items.
- Test all inspection items until the symptom is uncovered. Diagnose NG items when all road tests are complete.

ROAD TEST PROCEDURE

1. Check before engine is started.



2. Check at idle.



3. Cruise test.

SAT786A



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TROUBLE DIAGNOSIS

Check Before Engine is Started

ACS005H6

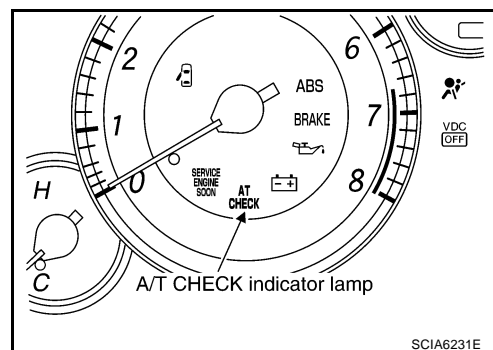
1. CHECK A/T CHECK INDICATOR LAMP

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

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

YES >> GO TO 2.

NO >> Stop the road test and go to [AT-197, "A/T CHECK Indicator Lamp Does Not Come On"](#).



2. CHECK A/T CHECK INDICATOR LAMP

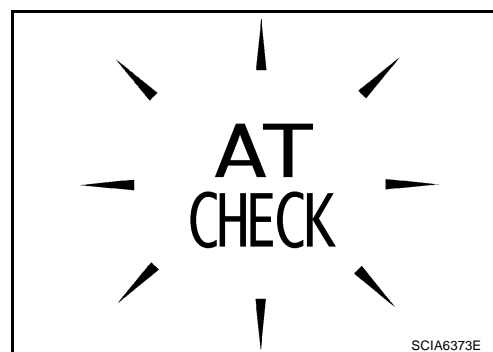
Does A/T CHECK indicator lamp flash for about 8 seconds?

YES >> For TCM fail-safe mode, carry out self-diagnostics and record all NG items on the [AT-46, "DIAGNOSTIC WORKSHEET"](#). Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#), [AT-107, "Diagnostic Procedure Without CONSULT-II"](#).

NO >> 1. Turn ignition switch "OFF".

2. Carry out the self-diagnostics and record all NG items on the [AT-46, "DIAGNOSTIC WORKSHEET"](#). Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#), [AT-107, "Diagnostic Procedure Without CONSULT-II"](#).

3. Go to [AT-56, "Check at Idle"](#).



Check at Idle

ACS005H7

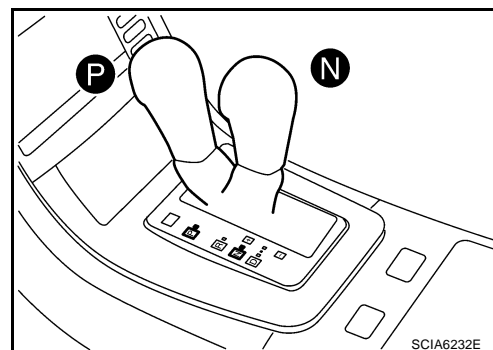
1. CHECK STARTING THE ENGINE

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

Does the engine start?

YES >> GO TO 2.

NO >> Stop the road test and go to [AT-198, "Engine Cannot Be Started In "P" or "N" Position"](#).



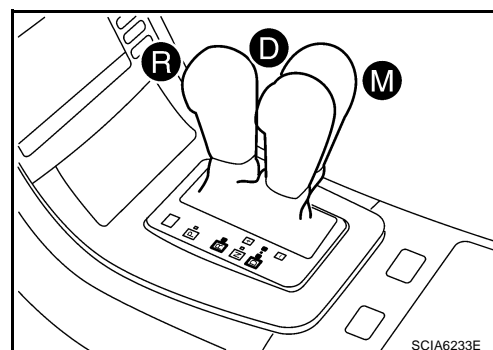
2. CHECK STARTING THE ENGINE

1. Turn ignition switch ON. (Do not start engine.)
2. Move selector lever in "D" "M" or "R" position.
3. Turn ignition switch "START".

Does the engine start in either position?

YES >> Stop the road test and go to [AT-198, "Engine Cannot Be Started In "P" or "N" Position"](#).

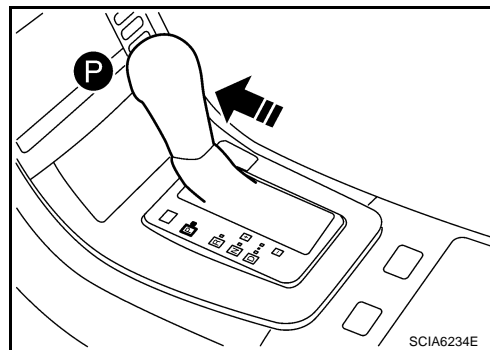
NO >> GO TO 3.



TROUBLE DIAGNOSIS

3. CHECK "P" POSITION FUNCTIONS

1. Move selector lever to "P" position.
2. Turn ignition switch "OFF".
3. Release the parking brake.



4. Push the vehicle forward or backward.
5. Engage the parking brake.

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

- YES >> Enter a check mark at "In "P" Position, Vehicle Moves When Pushed" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#), then continue the road test.
- NO >> GO TO 4.

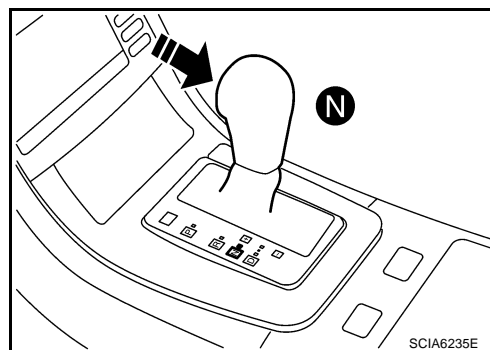


4. CHECK "N" POSITION FUNCTIONS

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

Does vehicle move forward or backward?

- YES >> Enter a check mark at "In "N" Position Vehicle Moves" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#), then continue the road test.
- NO >> GO TO 5.

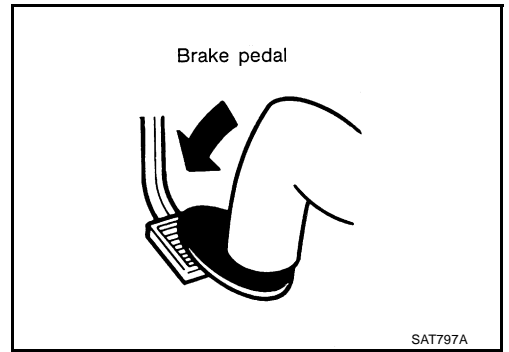


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TROUBLE DIAGNOSIS

5. CHECK SHIFT SHOCK

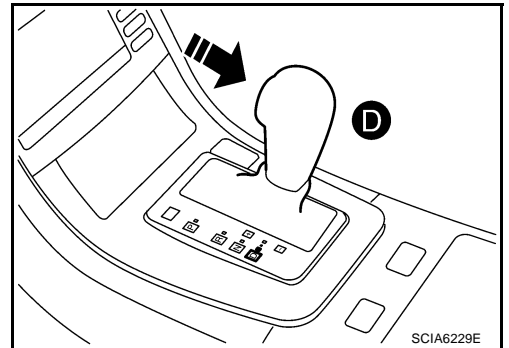
1. Engage the brake.



2. Move selector lever to "D" position.

When the transmission is shifted from "N" to "D", is there an excessive shock?

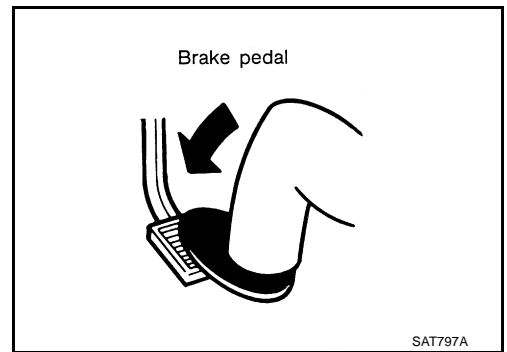
- YES >> Enter a check mark at "Large Shock ("N" to "D" Position)" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#), then continue the road test.
- NO >> GO TO 6.



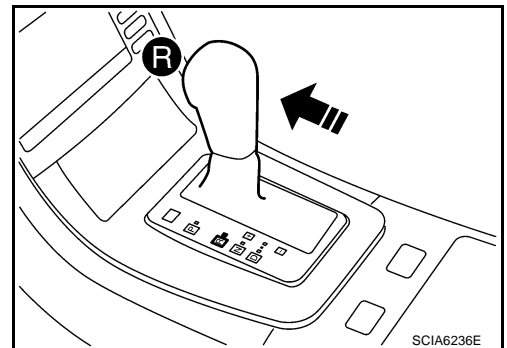
TROUBLE DIAGNOSIS

6. CHECK "R" POSITION FUNCTIONS

1. Engage the brake.



2. Move selector lever to "R" position.

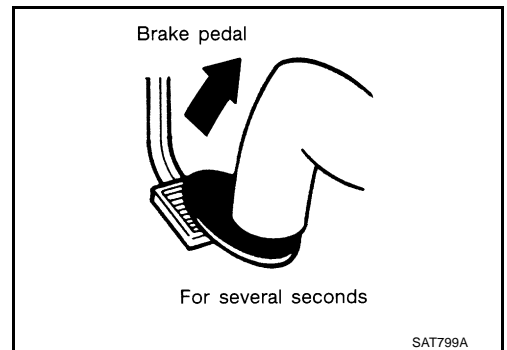


3. Release the brake for 4 to 5 seconds.

Does the vehicle creep backward?

YES >> GO TO 7.

NO >> Enter a check mark at "Vehicle Does Not Creep Backward In "R" Position" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



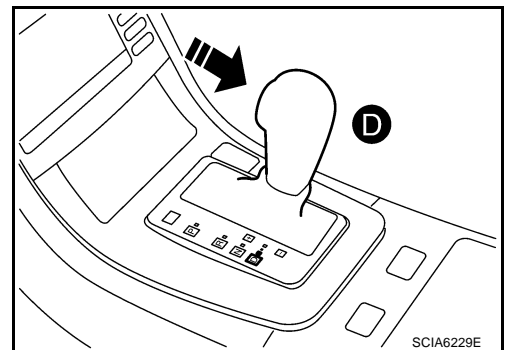
7. CHECK "D" POSITION FUNCTIONS

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

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

YES >> Go to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) and [AT-64, "Cruise Test - Part 3"](#) .

NO >> Enter a check mark at "Vehicle Does Not Creep Forward In "D" Position" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test. Go to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) and [AT-64, "Cruise Test - Part 3"](#) .



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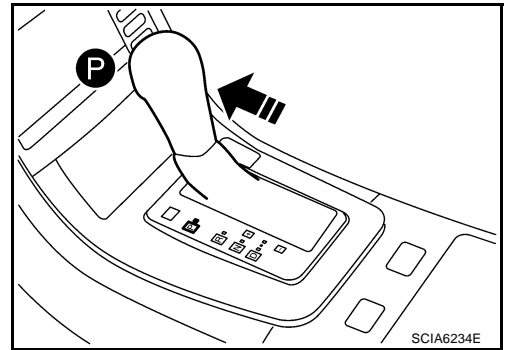
TROUBLE DIAGNOSIS

ACS005H8

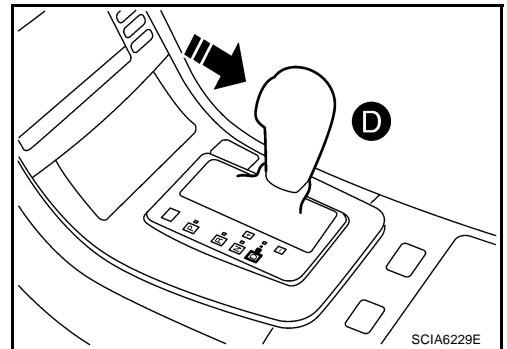
Cruise Test - Part 1

1. CHECK STARTING OUT FROM D1

1. Drive the vehicle for about 10 minutes to warm up the engine oil and ATF.
Appropriate temperature for the ATF: 50 to 80°C (122 to 176°F)
2. Park the vehicle on a level surface.
3. Move selector lever to "P" position.
4. Start the engine.



5. Move selector lever to "D" position.



6. Press the accelerator pedal about half way down to accelerate the vehicle.

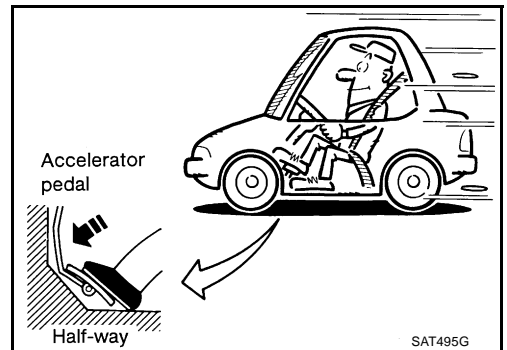
With CONSULT-II

Read off the gear positions. Refer to [AT-100, "DATA MONITOR MODE"](#).

Starts from D1?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle Cannot Be Started From D1" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#), then continue the road test.



2. CHECK SHIFT UP D1 → D2

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#).

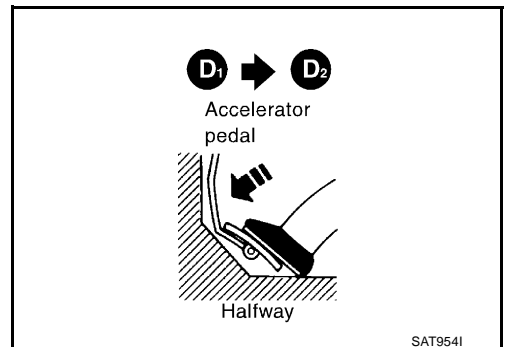
With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#).

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

YES >> GO TO 3.

NO >> Enter a check mark at "A/T Does Not Shift: D1 → D2" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#), then continue the road test.



TROUBLE DIAGNOSIS

3. CHECK SHIFT UP D2 → D3

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

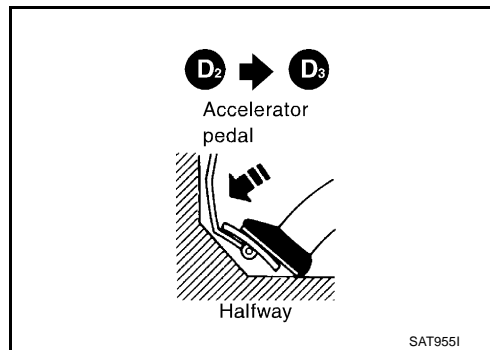
🔧 With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> GO TO 4.

NO >> Enter a check mark at "A/T Does Not Shift: D2 → D3" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



4. CHECK SHIFT UP D3 → D4

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

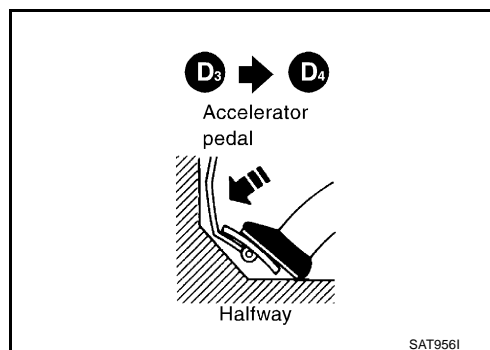
🔧 With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> GO TO 5.

NO >> Enter a check mark at "A/T Does Not Shift: D3 → D4" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



5. CHECK SHIFT UP D4 → D5

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

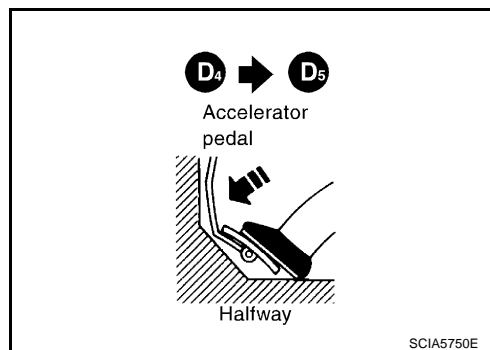
🔧 With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> GO TO 6.

NO >> Enter a check mark at "A/T Does Not Shift: D4 → D5" on the diagnostics worksheet ([AT-46, "DIAGNOSTIC WORKSHEET"](#)), then continue the road test.



6. CHECK LOCK-UP

When releasing accelerator (closed throttle position signal: OFF) pedal from D5, check lock-up from D5 to L/U.

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

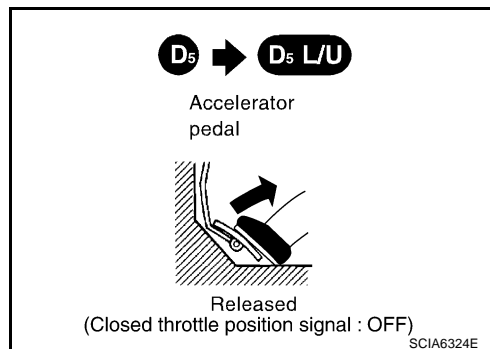
🔧 With CONSULT-II

Select "TCC SOL" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-93, "CONSULT-II REFERENCE VALUE"](#) .

Does it lock-up?

YES >> GO TO 7.

NO >> Enter a check mark at "A/T Does Not Perform Lock-up" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



TROUBLE DIAGNOSIS

7. CHECK LOCK-UP HOLD

Check hold lock-up.

④ With **CONSULT-II**

Select "TCC SOL" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-93, "CONSULT-II REFERENCE VALUE"](#)

Does it maintain lock-up status?

YES >> GO TO 8.

NO >> Enter a check mark at "A/T Does Not Hold Lock-up Condition" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.

8. CHECK LOCK-UP RELEASE

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

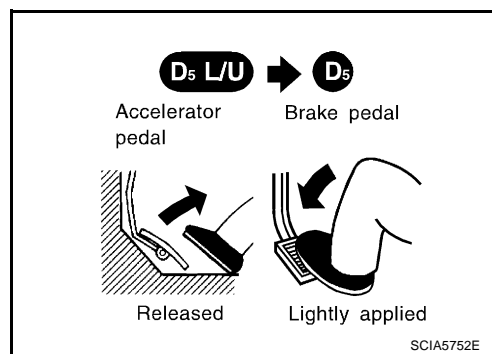
④ With **CONSULT-II**

Select "TCC SOL" with the "MAIN SIGNAL" mode for "A/T". Refer to [AT-93, "CONSULT-II REFERENCE VALUE"](#)

Does lock-up cancel?

YES >> GO TO 9.

NO >> Enter a check mark at "Lock-up Is Not Released" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



9. CHECK SHIFT DOWN D5 → D4

Decelerate by pressing lightly on the brake pedal.

④ With **CONSULT-II**

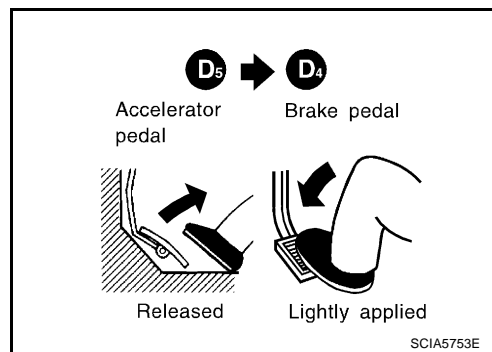
Read the gear position and engine speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> 1. Stop the vehicle.

2. Go to [AT-63, "Cruise Test - Part 2"](#) .

NO >> Enter a check mark at "Engine Speed Does Not Return To Idle" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test. Go to [AT-63, "Cruise Test - Part 2"](#) .



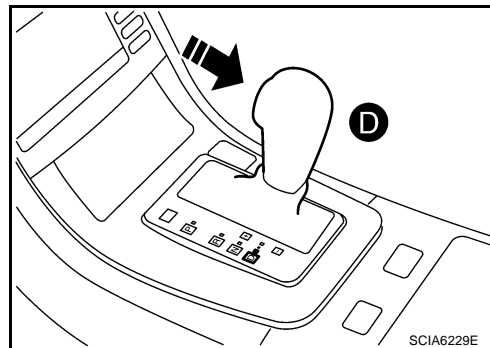
TROUBLE DIAGNOSIS

Cruise Test - Part 2

ACS005H9

1. CHECK STARTING FROM D1

1. Move selector lever the "D" position.



2. Accelerate at half throttle.

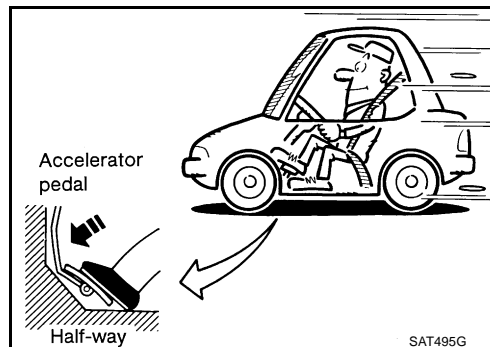
With CONSULT-II

Read the gear position. Refer to [AT-100, "DATA MONITOR MODE"](#) .

Does it start from D1?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle Cannot Be Started From D1" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



2. CHECK SHIFT UP D1 → D2

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

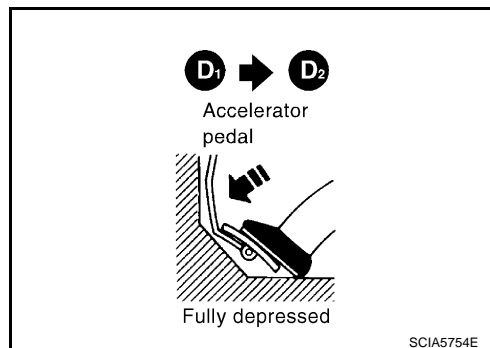
With CONSULT-II

Read the gear position, throttle position and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> GO TO 3.

NO >> Enter a check mark at "A/T Does Not Shift: D1 → D2" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



3. CHECK SHIFT UP D2 → D3

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

- Refer to [AT-65, "Vehicle Speed at Which Gear Shifting Occurs"](#) .

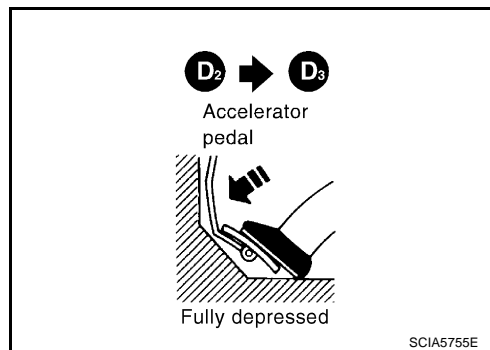
With CONSULT-II

Read the gear position, throttle position and vehicle speed. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> GO TO 4.

NO >> Enter a check mark at "A/T Does Not Shift: D2 → D3" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



TROUBLE DIAGNOSIS

4. CHECK SHIFT UP D3 → D4 AND ENGINE BRAKE

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

📄 **With CONSULT-II**

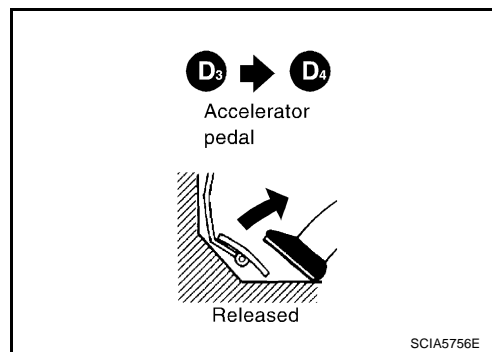
Read the gear position. Refer to [AT-100, "DATA MONITOR MODE"](#) .

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

YES >> 1. Stop the vehicle.

2. Go to [AT-64, "Cruise Test - Part 3"](#) .

NO >> Enter a check mark at "A/T Does Not Shift: D3 → D4" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test. Go to [AT-64, "Cruise Test - Part 3"](#) .



Cruise Test - Part 3

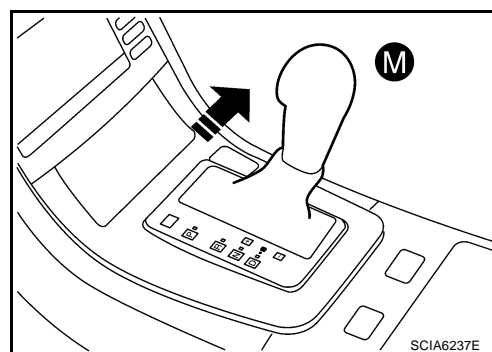
1. MANUAL MODE FUNCTION

Move to manual mode from "D" position.

Does it switch to manual mode?

YES >> GO TO 2.

NO >> Continue road test and add checkmark to "Cannot Be Changed To Manual Mode" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) .



2. CHECK SHIFT DOWN

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

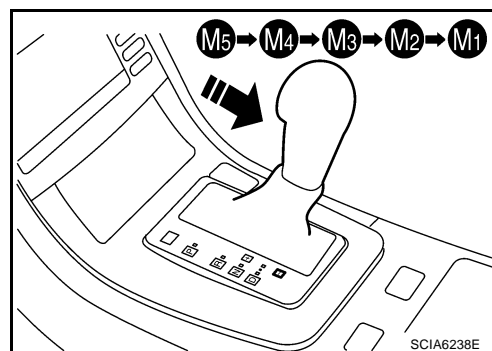
📄 **With CONSULT-II**

Read the gear position. Refer to [AT-100, "DATA MONITOR MODE"](#) .

Is downshifting correctly performed?

YES >> GO TO 2.

NO >> Enter a check mark at "A/T Does Not Shift" at the corresponding position (5th → 4th, 4th → 3rd, 3rd → 2nd, 2nd → 1st) on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue the road test.



3. CHECK ENGINE BRAKE

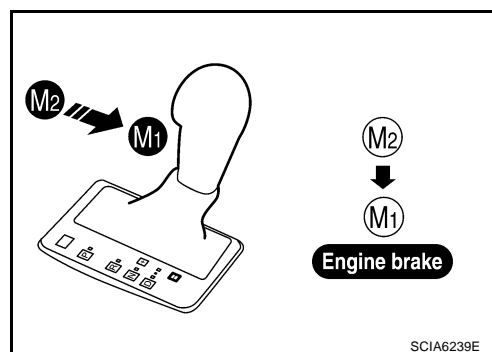
Check engine brake.

Does engine braking effectively reduce speed in M1 position?

YES >> 1. Stop the vehicle.

2. Perform the self-diagnostics. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

NO >> Enter a check mark at "Vehicle Does Not Decelerate By Engine Brake" on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) , then continue trouble diagnosis.



TROUBLE DIAGNOSIS

Vehicle Speed at Which Gear Shifting Occurs

ACS005HB

Throttle position	Vehicle speed km/h (MPH)							
	D1 →D2	D2 →D3	D3 →D4	D4 →D5	D5 →D4	D4 →D3	D3 →D2	D2 →D1
Full throttle	56 - 64 (35 - 40)	90 - 98 (56 - 61)	141 - 149 (88 - 93)	202 - 210 (126 - 130)	198 - 206 (123 - 128)	123 - 131 (76 - 81)	74 - 82 (46 - 51)	32 - 40 (20 - 25)
Half throttle	44 - 52 (27 - 32)	71 - 79 (44 - 49)	108 - 116 (67 - 72)	136 - 144 (85 - 89)	89 - 97 (55 - 60)	64 - 72 (40 - 45)	29 - 37 (18 - 23)	9 - 17 (6 - 11)

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

Vehicle Speed at Which Lock-Up Occurs/Releases

ACS005HC

Throttle position	Vehicle speed km/h (MPH)	
	Lock-up "ON"	Lock-up "OFF"
Closed throttle	56 - 64 (35 - 40)	53 - 61 (33 - 38)
Half throttle	168 - 176 (104 - 110)	131 - 139 (81 - 86)

- At closed throttle, the accelerator opening is less than 1/8 condition. (Closed throttle position signal: OFF)
- At half throttle, the accelerator opening is 4/8 of the full opening.

TROUBLE DIAGNOSIS

Symptom Chart

ACS0087R

- The diagnostics item numbers show the sequence for inspection. Inspect in order from item 1.
- Overhaul and inspect inside the A/T only if A/T fluid condition is NG. Refer to [AT-51, "Fluid Condition Check"](#).

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
1		Large shock. ("N" → "D" position) Refer to AT-200 . "Large Shock ("N" to "D" Position)" .	ON vehicle	1. Engine idle speed	EC-76
				2. Engine speed signal	AT-129
				3. Accelerator pedal position sensor	AT-139
				4. Control linkage adjustment	AT-238
				5. ATF temperature sensor	AT-142
				6. ATF pressure switch 1 and front brake solenoid valve	AT-180 , AT-160
				7. CAN communication line	AT-112
				8. Fluid level and state	AT-51
				9. Line pressure test	AT-53
				10. Control valve with TCM	AT-248
			OFF vehicle	11. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 . "Cross-Sectional View" .)	AT-286
2	Shift Shock	Shock is too large when changing D1 → D2 or M1 → M2.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-184 , AT-184
				4. CAN communication line	AT-112
				5. Engine speed signal	AT-129
				6. Turbine revolution sensor	AT-147
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-149
				8. Fluid level and state	AT-51
				9. Control valve with TCM	AT-248
			OFF vehicle	10. Direct clutch	AT-319
3		Shock is too large when changing D2 → D3 or M2 → M3.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186 , AT-168
				4. CAN communication line	AT-112
				5. Engine speed signal	AT-129
				6. Turbine revolution sensor	AT-147
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-149
				8. Fluid level and state	AT-51
				9. Control valve with TCM	AT-248
			OFF vehicle	10. High and low reverse clutch	AT-317

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
4		Shock is too large when changing D3 → D4 or M3 → M4 .	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				4. CAN communication line	AT-112
				5. Engine speed signal	AT-129
				6. Turbine revolution sensor	AT-147
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				8. Fluid level and state	AT-51
				9. Control valve with TCM	AT-248
			OFF vehicle	10. Input clutch	AT-307
5	Shift Shock	Shock is too large when changing D4 → D5 or M4 → M5 .	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				4. CAN communication line	AT-112
				5. Engine speed signal	AT-129
				6. Turbine revolution sensor	AT-147
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				8. Fluid level and state	AT-51
				9. Control valve with TCM	AT-248
			OFF vehicle	10. Front brake (brake band)	AT-278
				11. Input clutch	AT-307
6		Shock is too large for downshift when accelerator pedal is pressed.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. CAN communication line	AT-112
				4. Engine speed signal	AT-129
				5. Turbine revolution sensor	AT-147
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				7. Fluid level and state	AT-51
				8. Control valve with TCM	AT-248
			OFF vehicle	9. Front brake (brake band)	AT-278
				10. Input clutch	AT-307
				11. High and low reverse clutch	AT-317
				12. Direct clutch	AT-319

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TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
7		Shock is too large for upshift when accelerator pedal is released.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. Engine speed signal	AT-129
				4. CAN communication line	AT-112
				5. Turbine revolution sensor	AT-147
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				7. Fluid level and state	AT-51
				8. Control valve with TCM	AT-248
			OFF vehicle	9. Front brake (brake band)	AT-278
				10. Input clutch	AT-307
				11. High and low reverse clutch	AT-317
				12. Direct clutch	AT-319
8	Shift Shock	Shock is too large for lock-up.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. Engine speed signal	AT-129
				4. CAN communication line	AT-112
				5. Turbine revolution sensor	AT-147
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				7. Torque converter clutch solenoid valve	AT-131
				8. Fluid level and state	AT-51
				9. Control valve with TCM	AT-248
			OFF vehicle	10. Torque converter	AT-286
9		Shock is too large during engine brake.	ON vehicle	1. Accelerator pedal position sensor	AT-139
				2. Control linkage adjustment	AT-238
				3. CAN communication line	AT-112
				4. Fluid level and state	AT-51
				5. Control valve with TCM	AT-248
			OFF vehicle	6. Front brake (brake band)	AT-278
				7. Input clutch	AT-307
				8. High and low reverse clutch	AT-317
				9. Direct clutch	AT-319

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
10		Gear does not change from D1 → D2 or from M1 → M2 . Refer to AT-211, "A/T Does Not Shift: D1 → D2" .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				4. Line pressure test	AT-53
				5. CAN communication line	AT-112
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Direct clutch	AT-319
11		Gear does not change from D2 → D3 or from M2 → M3 . Refer to AT-213, "A/T Does Not Shift: D2 → D3" .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				4. Line pressure test	AT-53
				5. CAN communication line	AT-112
				6. Control valve with TCM	AT-248
			OFF vehicle	7. High and low reverse clutch	AT-317
12	No Up Shift	Gear does not change from D3 → D4 or from M3 → M4 . Refer to AT-215, "A/T Does Not Shift: D3 → D4" .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				4. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				5. Line pressure test	AT-53
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Input clutch	AT-307
13		Gear does not change from D4 → D5 or from M4 → M5 . Refer to AT-218, "A/T Does Not Shift: D4 → D5" .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				5. Turbine revolution sensor	AT-147
				6. Line pressure test	AT-53
				7. CAN communication line	AT-112
				8. Control valve with TCM	AT-248
			OFF vehicle	9. Front brake (brake band)	AT-286
				10. Input clutch	AT-307

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page			
14		In "D" or "M" range, does not downshift to 4th gear. Refer to AT-226, "A/T Does Not Shift: 5th Gear → 4th Gear" .	ON vehicle	1. Fluid level and state	AT-51			
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149			
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160			
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184			
				5. CAN communication line	AT-112			
				6. Line pressure test	AT-53			
				7. Control valve with TCM	AT-248			
			OFF vehicle	8. Front brake (brake band)	AT-286			
				9. Input clutch	AT-307			
15	No Down Shift	In "D" or "M" range, does not downshift to 3rd gear. Refer to AT-228, "A/T Does Not Shift: 4th Gear → 3rd Gear" .	ON vehicle	1. Fluid level and state	AT-51			
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149			
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156			
				4. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160			
				5. CAN communication line	AT-112			
				6. Line pressure test	AT-53			
				7. Control valve with TCM	AT-248			
			OFF vehicle	8. Input clutch	AT-307			
			16		In "D" or "M" range, does not downshift to 2nd gear. Refer to AT-230, "A/T Does Not Shift: 3rd Gear → 2nd Gear" .	ON vehicle	1. Fluid level and state	AT-51
2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149							
3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168							
4. CAN communication line	AT-112							
5. Line pressure test	AT-53							
6. Control valve with TCM	AT-248							
OFF vehicle	7. High and low reverse clutch	AT-317						
17		In "D" or "M" range, does not downshift to 1st gear. Refer to AT-232, "A/T Does Not Shift: 2nd Gear → 1st Gear" .				ON vehicle	1. Fluid level and state	AT-51
							2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
			3. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184				
			4. CAN communication line	AT-112				
			5. Line pressure test	AT-53				
			6. Control valve with TCM	AT-248				
			OFF vehicle	7. Direct clutch	AT-319			

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page				
18		When "D" or "M" position, remains in 1st gear.	ON vehicle	1. Fluid level and state	AT-51				
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149				
				3. Direct clutch solenoid valve	AT-184				
				4. Line pressure test	AT-53				
				5. CAN communication line	AT-112				
				6. Control valve with TCM	AT-248				
			OFF vehicle	7. 3rd one-way clutch	AT-305				
				8. 1st one-way clutch	AT-312				
				9. Gear system	AT-278				
				10. Reverse brake	AT-286				
				11. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286				
				12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286				
19	Slips/Will Not engage	When "D" or "M" position, remains in 2nd gear.	ON vehicle	1. Fluid level and state	AT-51				
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149				
				3. Low coast brake solenoid valve	AT-172				
				4. Line pressure test	AT-53				
				5. CAN communication line	AT-112				
				6. Control valve with TCM	AT-248				
			OFF vehicle	7. 3rd one-way clutch	AT-305				
				8. Gear system	AT-278				
				9. Direct clutch	AT-319				
				10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286				
				20		When "D" or "M" position, remains in 3rd gear.	ON vehicle	1. Fluid level and state	AT-51
								2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
3. Line pressure test	AT-53								
4. CAN communication line	AT-112								
5. Control valve with TCM	AT-248								
OFF vehicle	6. 3rd one-way clutch	AT-305							
	7. Gear system	AT-278							
	8. High and low reverse clutch	AT-317							
	9. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286							
	10. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286							

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
21	Slips/Will Not engage	When "D" or "M" position, remains in 4th gear.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-164
				5. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				6. Low coast brake solenoid valve	AT-172
				7. Front brake solenoid valve	AT-160
				8. Line pressure test	AT-53
				9. CAN communication line	AT-112
				10. Control valve with TCM	AT-248
			OFF vehicle	11. Input clutch	AT-307
				12. Gear system	AT-278
				13. High and low reverse clutch	AT-317
				14. Direct clutch	AT-319
22		When "D" or "M" position, remains in 5th gear.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				4. Line pressure test	AT-53
				5. CAN communication line	AT-112
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Front brake (brake band)	AT-286
				8. Input clutch	AT-307
				9. Gear system	AT-278
				10. High and low reverse clutch	AT-317

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page			
23		Vehicle cannot be started from D1 . Refer to AT-208 , " Vehicle Cannot Be Started From D1 " .	ON vehicle	1. Fluid level and state	AT-51			
				2. Accelerator pedal position sensor	AT-139			
				3. Line pressure test	AT-53			
				4. CAN communication line	AT-112			
				5. Control valve with TCM	AT-248			
			OFF vehicle	6. Torque converter	AT-286			
				7. Oil pump assembly	AT-302			
				8. 3rd one-way clutch	AT-305			
				9. 1st one-way clutch	AT-312			
				10. Gear system	AT-278			
				11. Reverse brake	AT-286			
				12. Forward one-way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286			
				13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286			
24	Slips/Will Not Engage	Does not lock-up. Refer to AT-220 , " A/T Does Not Perform Lock-up " .	ON vehicle	1. Fluid level and state	AT-51			
				2. Line pressure test	AT-53			
				3. Engine speed signal	AT-129			
				4. Turbine revolution sensor	AT-147			
				5. Torque converter clutch solenoid valve	AT-131			
				6. CAN communication line	AT-112			
				7. Control valve with TCM	AT-248			
			OFF vehicle	8. Torque converter	AT-286			
				9. Oil pump assembly	AT-302			
			25		Does not hold lock-up condition. Refer to AT-222 , " A/T Does Not Hold Lock-up Condition " .	ON vehicle	1. Fluid level and state	AT-51
							2. Line pressure test	AT-53
							3. Engine speed signal	AT-129
							4. Turbine revolution sensor	AT-147
5. Torque converter clutch solenoid valve	AT-131							
6. CAN communication line	AT-112							
7. Control valve with TCM	AT-248							
OFF vehicle	8. Torque converter	AT-286						
	9. Oil pump assembly	AT-302						

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TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
26		Lock-up is not released. Refer to AT-224 , "Lock-up Is Not Released" .	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Engine speed signal	AT-129
				4. Turbine revolution sensor	AT-147
				5. Torque converter clutch solenoid valve	AT-131
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
27	Slips/Will Not engage	No shock at all or the clutch slips when vehicle changes speed D1 → D2 or M1 → M2 .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-147
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-184 , AT-184
				4. CAN communication line	AT-112
				5. Line pressure test	AT-53
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. 3rd one-way clutch	AT-305
				10. Gear system	AT-278
				11. Direct clutch	AT-319
				12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , "Cross-Sectional View" .)	AT-286

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
28	Slips/Will Not engage	No shock at all or the clutch slips when vehicle changes speed D2 → D3 or M2 → M3 .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				4. CAN communication line	AT-112
				5. Line pressure test	AT-53
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. 3rd one-way clutch	AT-305
				10. Gear system	AT-278
				11. High and low reverse clutch	AT-317
				12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
29	Slips/Will Not engage	No shock at all or the clutch slips when vehicle changes speed D3 → D4 or M3 → M4 .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				4. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				5. CAN communication line	AT-112
				6. Line pressure test	AT-53
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. Input clutch	AT-307
				11. Gear system	AT-278
				12. High and low reverse clutch	AT-317
				13. Direct clutch	AT-319

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TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
30	Slips/Will Not engage	No shock at all or the clutch slips when vehicle changes speed D4 → D5 or M4 → M5 .	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				5. CAN communication line	AT-112
				6. Line pressure test	AT-53
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. Front brake (brake band)	AT-286
				11. Input clutch	AT-307
				12. Gear system	AT-278
				13. High and low reverse clutch	AT-317
31	Slips/Will Not engage	When you press the accelerator pedal and shift speed D5 → D4 or M5 → M4 the engine idles or the transmission slips.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				5. CAN communication line	AT-112
				6. Line pressure test	AT-53
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. Input clutch	AT-307
				11. Gear system	AT-278
				12. High and low reverse clutch	AT-317
				13. Direct clutch	AT-319

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
32	Slips/Will Not engage	When you press the accelerator pedal and shift speed D4 → D3 or M4 → M3 the engine idles or the transmission slips.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				4. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				5. CAN communication line	AT-112
				6. Line pressure test	AT-53
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. 3rd one-way clutch	AT-305
				11. Gear system	AT-278
				12. High and low reverse clutch	AT-317
				13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286
				14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286
33		When you press the accelerator pedal and shift speed D3 → D2 or M3 → M2 the engine idles or the transmission slips.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				5. CAN communication line	AT-112
				6. Line pressure test	AT-53
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. 3rd one-way clutch	AT-305
				11. Gear system	AT-278
				12. Direct clutch	AT-319
				13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
34	Slips/Will Not Engage	When you press the accelerator pedal and shift speed D2 → D1 or M2 → M1 the engine idles or the transmission slips.	ON vehicle	1. Fluid level and state	AT-51
				2. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124, AT-149
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-184
				4. CAN communication line	AT-112
				5. Line pressure test	AT-53
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. 3rd one-way clutch	AT-305
				10. 1st one-way clutch	AT-312
				11. Gear system	AT-278
				12. Reverse brake	AT-286
				13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
35	With selector lever in "D" position, acceleration is extremely poor.		ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. PNP switch	AT-120
				6. Control linkage adjustment	AT-238
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				10. 1st one-way clutch	AT-312
				11. Gear system	AT-278
				12. Reverse brake	AT-286
				13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
36		With selector lever in "R" position, acceleration is extremely poor.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				5. CAN communication line	AT-112
				6. PNP switch	AT-120
				7. Control linkage adjustment	AT-238
				8. Control valve with TCM	AT-248
			OFF vehicle	9. Gear system	AT-278
				10. Output shaft	AT-286
				11. Reverse brake	AT-286
37	Slips/Will Not Engage	While starting off by accelerating in 1st, engine races or slippage occurs.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. Control valve with TCM	AT-248
			OFF vehicle	6. Torque converter	AT-286
				7. Oil pump assembly	AT-302
				8. 3rd one-way clutch	AT-305
				9. 1st one-way clutch	AT-312
				10. Gear system	AT-278
				11. Reverse brake	AT-286
				12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286

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TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
38		While accelerating in 2nd, engine races or slippage occurs.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. ATF pressure switch 5 and direct clutch solenoid valve	AT-184, AT-164
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. 3rd one-way clutch	AT-305
				10. Gear system	AT-278
				11. Direct clutch	AT-319
				12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286
39	Slips/Will Not Engage	While accelerating in 3rd, engine races or slippage occurs.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-186, AT-168
				6. Control valve with TCM	AT-248
	OFF vehicle		7. Torque converter	AT-286	
			8. Oil pump assembly	AT-302	
			9. 3rd one-way clutch	AT-305	
			10. Gear system	AT-278	
			11. High and low reverse clutch	AT-317	
			12. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286	
			13. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, " Cross-Sectional View " .)	AT-286	

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
40	Slips/Will Not Engage	While accelerating in 4th, engine races or slippage occurs.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. ATF pressure switch 3 and input clutch solenoid valve	AT-182, AT-156
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. Input clutch	AT-307
				10. Gear system	AT-278
				11. High and low reverse clutch	AT-317
				12. Direct clutch	AT-319
41	Slips/Will Not Engage	While accelerating in 5th, engine races or slippage occurs.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. ATF pressure switch 1 and front brake solenoid valve	AT-180, AT-160
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. Front brake (brake band)	AT-286
				10. Input clutch	AT-307
				11. Gear system	AT-278
				12. High and low reverse clutch	AT-317

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
42		Slips at lock-up.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Engine speed signal	AT-129
				4. Turbine revolution sensor	AT-147
				5. Torque converter clutch solenoid valve	AT-131
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
43	Slips/Will Not Engage	No creep at all. Refer to AT-203 , " Vehicle Does Not Creep Backward In "R" Position ", AT-206 , " Vehicle Does Not Creep Forward In "D" Position "	ON vehicle	8. Torque converter	AT-286
				9. Oil pump assembly	AT-302
				1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-184 , AT-184
				5. PNP switch	AT-120
				6. CAN communication line	AT-112
			7. Control linkage adjustment	AT-238	
OFF vehicle	8. Control valve with TCM	AT-248			
	9. Torque converter	AT-286			
	10. Oil pump assembly	AT-302			
	11. 1st one-way clutch	AT-312			
	12. Gear system	AT-278			
	13. Reverse brake	AT-286			
	14. Direct clutch	AT-319			
15. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286				
16. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286				

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
44		Vehicle cannot run in all positions.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. PNP switch	AT-120
				4. Control linkage adjustment	AT-238
				5. Control valve with TCM	AT-248
			OFF vehicle	6. Oil pump assembly	AT-302
				7. Gear system	AT-278
				8. Output shaft	AT-286
45	Slips/Will Not Engage	With selector lever in "D" position, driving is not possible.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. PNP switch	AT-120
				4. Control linkage adjustment	AT-238
				5. Control valve with TCM	AT-248
			OFF vehicle	6. Torque converter	AT-286
				7. Oil pump assembly	AT-302
				8. 1st one-way clutch	AT-312
				9. Gear system	AT-278
				10. Reverse brake	AT-286
				11. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				12. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
46		With selector lever in "R" position, driving is not possible.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. PNP switch	AT-120
				4. Control linkage adjustment	AT-238
				5. Control valve with TCM	AT-248
			OFF vehicle	6. Gear system	AT-278
				7. Output shaft	AT-286
				8. Reverse brake	AT-286

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page	
47		Does not change M5 → M4.	ON vehicle	1. PNP switch	AT-120	
				2. Fluid level and state	AT-51	
				3. Control linkage adjustment	AT-238	
				4. Manual mode switch	AT-176	
				5. ATF pressure switch 1	AT-180	
				6. CAN communication line	AT-112	
				7. Control valve with TCM	AT-248	
			OFF vehicle	8. Front brake (brake band)	AT-286	
48		Does not change M4 → M3.	ON vehicle	1. PNP switch	AT-120	
				2. Fluid level and state	AT-51	
				3. Control linkage adjustment	AT-238	
				4. Manual mode switch	AT-176	
				5. ATF pressure switch 1 and ATF pressure switch 3	AT-180 , AT-182	
				6. CAN communication line	AT-112	
				7. Control valve with TCM	AT-248	
			8. Front brake (brake band)	AT-286		
				OFF vehicle	9. Input clutch	AT-307
49	Does Not Change	Does not change M3 → M2.	ON vehicle	1. PNP switch	AT-120	
				2. Fluid level and state	AT-51	
				3. Control linkage adjustment	AT-238	
				4. Manual mode switch	AT-176	
				5. ATF pressure switch 6	AT-186	
				6. CAN communication line	AT-112	
				7. Control valve with TCM	AT-248	
				OFF vehicle	8. Front brake (brake band)	AT-286
					9. Input clutch	AT-307
					10. High and low reverse clutch	AT-317
50		Does not change M2 → M1.	ON vehicle	1. PNP switch	AT-120	
				2. Fluid level and state	AT-51	
				3. Control linkage adjustment	AT-238	
				4. Manual mode switch	AT-176	
				5. ATF pressure switch 5	AT-184	
				6. CAN communication line	AT-112	
				7. Control valve with TCM	AT-248	
				OFF vehicle	8. Input clutch	AT-307
					9. High and low reverse clutch	AT-317
					10. Direct clutch	AT-319
51		Can not be changed to manual mode. Refer to AT-226 . " Cannot Be Changed to Manual Mode ".	ON vehicle	1. Manual mode switch	AT-176	
				2. Turbine revolution sensor	AT-147	
				3. CAN communication line	AT-112	

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
52	Others	Shift point is high in "D" position.	ON vehicle	1. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-149
				2. Accelerator pedal position sensor	AT-139
				3. CAN communication line	AT-112
				4. ATF temperature sensor	AT-142
				5. Control valve with TCM	AT-248
53		Shift point is low in "D" position.	ON vehicle	1. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-149
				2. Accelerator pedal position sensor	AT-139
				3. CAN communication line	AT-112
				4. Control valve with TCM	AT-248
54		Judder occurs during lock-up.	ON vehicle	1. Fluid level and state	AT-51
	2. Engine speed signal			AT-129	
	3. Turbine revolution sensor			AT-147	
	4. Vehicle speed sensor A/T and vehicle speed sensor MTR			AT-124 , AT-149	
	5. Accelerator pedal position sensor			AT-139	
	6. CAN communication line			AT-112	
	7. Torque converter clutch solenoid valve			AT-131	
	8. Control valve with TCM			AT-248	
	OFF vehicle		9. Torque converter	AT-286	

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
55	Others	Strange noise in "R" position.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-129
				3. CAN communication line	AT-112
				4. Control valve with TCM	AT-248
			OFF vehicle	5. Torque converter	AT-286
				6. Oil pump assembly	AT-302
				7. Gear system	AT-278
				8. High and low reverse clutch	AT-317
				9. Reverse brake	AT-286
56	Others	Strange noise in "N" position.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-129
				3. CAN communication line	AT-112
				4. Control valve with TCM	AT-248
			OFF vehicle	5. Torque converter	AT-286
				6. Oil pump assembly	AT-302
				7. Gear system	AT-278
57	Others	Strange noise in "D" position.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-129
				3. CAN communication line	AT-112
				4. Control valve with TCM	AT-248
			OFF vehicle	5. Torque converter	AT-286
				6. Oil pump assembly	AT-302
				7. Gear system	AT-278
				8. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17 , " Cross-Sectional View " .)	AT-286

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
58	Others	Vehicle does not decelerate by engine brake. Refer to AT-234 . "Vehicle Does Not Decelerate By Engine Brake" .	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Manual mode switch	AT-176
				5. ATF pressure switch 5	AT-184
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Input clutch	AT-307
				9. High and low reverse clutch	AT-317
				10. Direct clutch	AT-319
59	Others	Engine brake does not work M5 → M4.	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Manual mode switch	AT-176
				5. ATF pressure switch 1	AT-180
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Front brake (brake band)	AT-286
60	Others	Engine brake does not work M4 → M3.	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Manual mode switch	AT-176
				5. ATF pressure switch 1 and ATF pressure switch 3	AT-180 , AT-182
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Front brake (brake band)	AT-286
				9. Input clutch	AT-307

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
61	Others	Engine brake does not work M3 → M2.	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Manual mode switch	AT-176
				5. ATF pressure switch 6	AT-186
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Front brake (brake band)	AT-286
				9. Input clutch	AT-307
				10. High and low reverse clutch	AT-317
62	Others	Engine brake does not work M2 → M1.	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Manual mode switch	AT-176
				5. ATF pressure switch 5	AT-184
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Input clutch	AT-307
				9. High and low reverse clutch	AT-317
				10. Direct clutch	AT-319

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
63		Maximum speed low.	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-53
				3. Accelerator pedal position sensor	AT-139
				4. CAN communication line	AT-112
				5. Direct clutch solenoid valve	AT-184
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
				8. Oil pump assembly	AT-302
				9. Input clutch	AT-307
				10. Gear system	AT-278
				11. High and low reverse clutch	AT-317
				12. Direct clutch	AT-319
				13. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				14. Forward brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
64	Others	Extremely large creep.	ON vehicle	1. Engine idle speed	EC-76
				2. CAN communication line	AT-112
				3. ATF pressure switch 5	AT-184
			OFF vehicle	4. Torque converter	AT-286
65		With selector lever in "P" position, vehicle does not enter parking condition or, with selector lever in another position, parking condition is not cancelled. Refer to AT-198, "In "P" Position, Vehicle Moves When Pushed"	ON vehicle	1. PNP switch	AT-120
				2. Control linkage adjustment	AT-238
				3. Parking pawl components	AT-278
66		Vehicle runs with transmission in "P" position.	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Control valve with TCM	AT-248
				5. Parking pawl components	AT-278
			OFF vehicle	6. Gear system	AT-278

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
67		Vehicle runs with transmission in "N" position. Refer to AT-199, "In "N" Position, Vehicle Moves" .	ON vehicle	1. PNP switch	AT-120
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-238
				4. Control valve with TCM	AT-248
			OFF vehicle	5. Input clutch	AT-307
				6. Gear system	AT-278
				7. Direct clutch	AT-319
				8. Reverse brake	AT-286
				9. Forward one- way clutch (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
				10. Low coast brake (Parts behind drum support is impossible to perform inspection by disassembly. Refer to AT-17, "Cross-Sectional View" .)	AT-286
68	Others	Engine does not start in "N" or "P" position. Refer to AT-198, "Engine Cannot Be Started In "P" or "N" Position" .	ON vehicle	1. Ignition switch and starter	PG-4, SC-10
				2. Control linkage adjustment	AT-238
				3. PNP switch	AT-120
69	Others	Engine starts in positions other than "N" or "P".	ON vehicle	1. Ignition switch and starter	PG-4, SC-10
				2. Control linkage adjustment	AT-238
				3. PNP switch	AT-120
70		Engine stall.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-129
				3. Turbine revolution sensor	AT-147
				4. Torque converter clutch solenoid valve	AT-131
				5. CAN communication line	AT-112
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286
71		Engine stalls when select lever shifted "N" → "D", "R".	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-129
				3. Turbine revolution sensor	AT-147
				4. Torque converter clutch solenoid valve	AT-131
				5. CAN communication line	AT-112
				6. Control valve with TCM	AT-248
			OFF vehicle	7. Torque converter	AT-286

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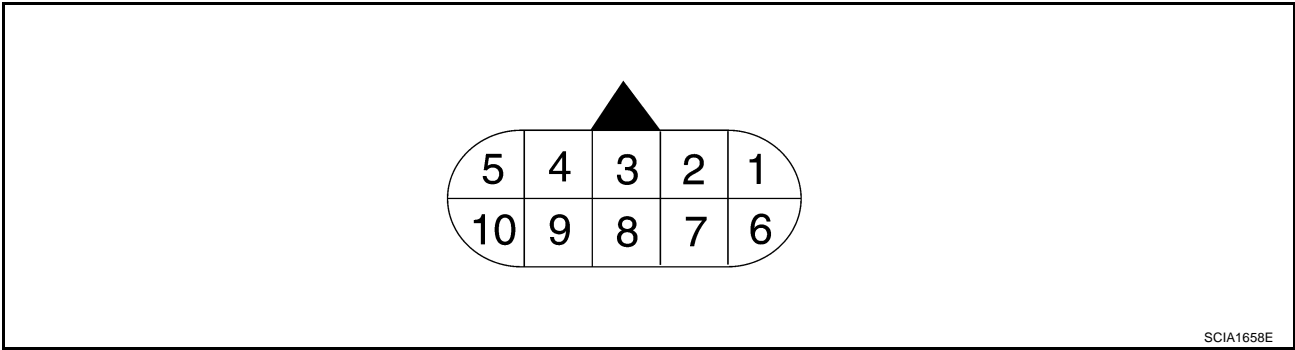
No.	Items	Symptom	Condition	Diagnostic Item	Reference page
72	Others	Engine speed does not return to idle. Refer to AT-224 , "Engine Speed Does Not Return To Idle" .	ON vehicle	1. Fluid level and state	AT-51
				2. ATF pressure switch 5 and direct clutch solenoid valve	AT-184 , AT-184
				3. ATF pressure switch 1 and front brake solenoid valve	AT-180 , AT-160
				4. Accelerator pedal position sensor	AT-139
				5. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-124 , AT-149
				6. CAN communication line	AT-112
				7. Control valve with TCM	AT-248
			OFF vehicle	8. Front brake (brake band)	AT-286
			9. Direct clutch	AT-319	

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

ACS005HF



TCM INSPECTION TABLE

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

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

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CONSULT-II Function (A/T)

ACS005HG

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

FUNCTION

Diagnostic test mode	Function	Reference page
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	AT-96
Data monitor	Input/Output data in the TCM can be read.	AT-100
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.	AT-103
Function test	Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
DTC work support	Select the operating condition to confirm Diagnosis Trouble Codes.	AT-104
ECU part number	TCM part number can be read.	—

CONSULT-II REFERENCE VALUE

NOTICE:

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

Item name	Condition	Display value (Approx.)
ATF TEMP SE 1	0°C (32°F) - 20°C (68°F) - 80°C (176°F)	3.3 - 2.7 - 0.9 V
ATF TEMP SE 2		3.3 - 2.5 - 0.7 V
TCC SOLENOID	When performing slip lock-up	0.2 - 0.4 A
	When performing lock-up	0.4 - 0.6 A
SLCT LVR POSI	Selector lever in "N" or "P" positions.	N/P
	Selector lever in "R" position.	R
	Selector lever in "D" position.	D
VHCL/S SE-A/T	During driving	Approximately matches the speedometer reading.
ENGINE SPEED	Engine running	Closely matches the tachometer reading.
LINE PRES SOL	During driving	0.2 - 0.6 A
TURBINE REV	During driving (lock-up ON)	Approximately matches the engine speed.
VHCL/S SE-MTR	During driving	Approximately matches the speedometer reading.
ATF PRES SW 1	Front brake engaged. Refer to AT-19 .	ON
	Front brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 2	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 3	Input clutch engaged. Refer to AT-19 .	ON
	Input clutch disengaged. Refer to AT-19 .	OFF

TROUBLE DIAGNOSIS

Item name	Condition	Display value (Approx.)
ATF PRES SW 5	Direct clutch engaged. Refer to AT-19 .	ON
	Direct clutch disengaged. Refer to AT-19 .	OFF
ATF PRES SW 6	High and low reverse clutch engaged. Refer to AT-19 .	ON
	High and low reverse clutch disengaged. Refer to AT-19 .	OFF
I/C SOLENOID	Input clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Input clutch engaged. Refer to AT-19 .	0 - 0.05 A
FR/B SOLENOID	Front brake engaged. Refer to AT-19 .	0.6 - 0.8 A
	Front brake disengaged. Refer to AT-19 .	0 - 0.05 A
D/C SOLENOID	Direct clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Direct clutch engaged. Refer to AT-19 .	0 - 0.05 A
HLR/C SOL	High and low reverse clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	High and low reverse clutch engaged. Refer to AT-19 .	0 - 0.05 A
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
MANU MODE SW	Manual shift gate position (neutral)	ON
	Other than the above	OFF
NON M-MODE SW	Manual shift gate position	OFF
	Other than the above	ON
UP SW LEVER	Selector lever: + side	ON
	Other than the above	OFF
DOWN SW LEVER	Selector lever: - side	ON
	Other than the above	OFF
STARTER RELAY	Selector lever in "N" or "P" positions.	ON
	Selector lever in other positions.	OFF
ACCELE POSI	Released accelerator pedal.	0.0/8
	Fully depressed accelerator pedal.	8/8
THROTTLE POSI	Released accelerator pedal.	0.0/8
	Fully depressed accelerator pedal.	8/8
CLSD THL POS	Released accelerator pedal.	ON
	Fully depressed accelerator pedal.	OFF
W/O THL POS	Fully depressed accelerator pedal.	ON
	Released accelerator pedal.	OFF
BRAKE SW	Depressed brake pedal.	ON
	Released brake pedal.	OFF

TROUBLE DIAGNOSIS

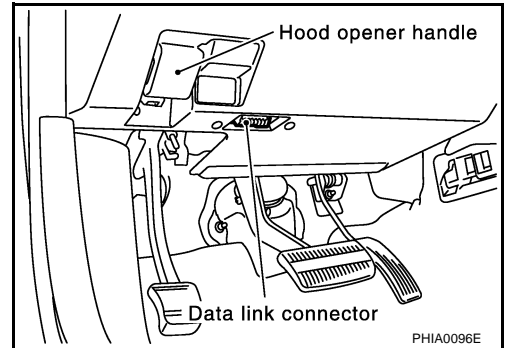
CONSULT-II SETTING PROCEDURE

CAUTION:

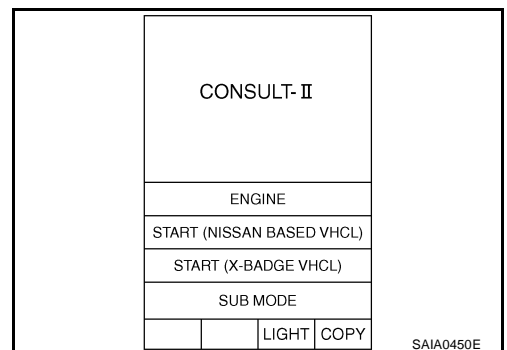
If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which perform CAN communication.

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

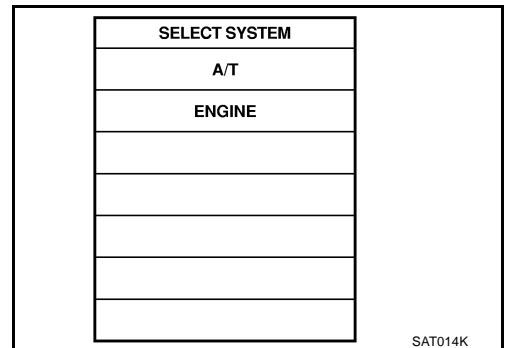
1. Turn ignition switch "OFF".
2. Connect CONSULT-II and CONSULT-II CONVERTER to data link connector, which is located in instrument lower driver panel on driver side.
3. Turn ignition switch "ON". (Do not start engine.)



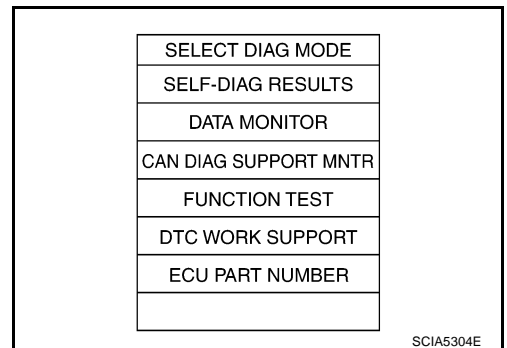
4. Touch "START (NISSAN BASED VHCL)".



5. Touch "A/T".
If "A/T" is not indicated, go to [GI-38, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#).



6. Perform each diagnostic test mode according to each service procedure.



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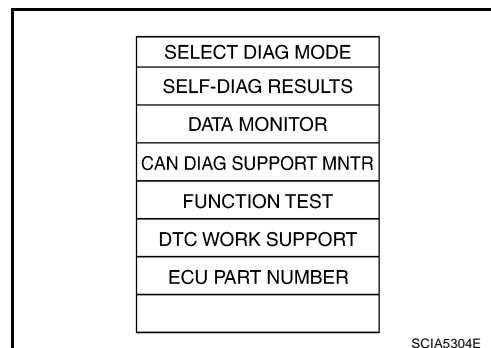
TROUBLE DIAGNOSIS

SELF-DIAGNOSTIC RESULT MODE

After performing self-diagnosis, place check marks for results on the [AT-46, "DIAGNOSTIC WORKSHEET"](#) . Reference pages are provided following the items.

Operation Procedure

1. Perform [AT-95, "CONSULT-II SETTING PROCEDURE"](#) .
2. Touch "SELF-DIAG RESULTS".
Display shows malfunction experienced since the last erasing operation.



Display Items List

X: Applicable, —: Not applicable

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis	OBD-II (DTC)	Reference page
		"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST	
CAN COMM CIR-CUIT	<ul style="list-style-type: none"> ● When a malfunction is detected in CAN communications 	U1000	U1000	AT-112
STARTER RELAY/CIRC	<ul style="list-style-type: none"> ● 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.) 	P0615	—	AT-115
TCM	<ul style="list-style-type: none"> ● TCM is malfunctioning 	P0700	P0700	AT-119
PNP SW/CIRC	<ul style="list-style-type: none"> ● PNP switch 1-4 signals input with impossible pattern ● PNP switch 3 monitor terminal cut line ● P position is detected from N position without any other position being detected in between. 	P0705	P0705	AT-120
VEH SPD SEN/CIR AT (Revolution sensor)	<ul style="list-style-type: none"> ● Signal from vehicle speed sensor A/T (Revolution sensor) not input due to cut line or the like ● Unexpected signal input during running ● After ignition switch is turned ON, unexpected signal input from vehicle speed sensor MTR before the vehicle starts moving 	P0720	P0720	AT-124
ENGINE SPEED SIG	<ul style="list-style-type: none"> ● TCM does not receive the CAN communication signal from the ECM. 	P0725	P0725	AT-129
TCC SOLENOID/CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to cut line, short, or the like 	P0740	P0740	AT-131
A/T TCC S/V FNCTN	<ul style="list-style-type: none"> ● A/T cannot perform lock-up even if electrical circuit is good. ● TCM detects as irregular by comparing difference value with slip rotation. 	P0744	P0744*2	AT-133
L/PRESS 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. 	P0745	P0745	AT-135
TCM-RAM	<ul style="list-style-type: none"> ● TCM memory (RAM) is malfunctioning. 	P1702	—	AT-137

TROUBLE DIAGNOSIS

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis	OBD-II (DTC)	Reference page	
		"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST		
TCM-ROM	<ul style="list-style-type: none"> ● TCM memory (ROM) is malfunctioning. 	P1703	—	AT-138	AT
TP SEN/CIRC A/T	<ul style="list-style-type: none"> ● TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM. 	P1705	P1705	AT-139	
ATF TEMP SEN/CIRC	<ul style="list-style-type: none"> ● During running, the ATF temperature sensor signal voltage is excessively high or low 	P1710	P0710	AT-142	D
TURBINE REV S/CIRC	<ul style="list-style-type: none"> ● TCM does not receive the proper voltage signal from the sensor. ● TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2. 	P1716	P1716	AT-147	E
VEH SPD SE/CIR-MTR	<ul style="list-style-type: none"> ● Signal (CAN communication) from vehicle speed sensor MTR not input due to cut line or the like ● Unexpected signal input during running 	P1721	—	AT-149	F
A/T INTERLOCK	<ul style="list-style-type: none"> ● Except during shift change, the gear position and ATF pressure switch states are monitored and comparative judgement made. 	P1730	P1730	AT-151	G
A/T 1ST E/BRAKING	<ul style="list-style-type: none"> ● Each ATF pressure switch and solenoid current is monitored and if a pattern is detected having engine braking 1st gear other than in the M1 position, a malfunction is detected. 	P1731	—	AT-154	H
I/C SOLENOID/CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like ● TCM detects as irregular by comparing target value with monitor value. 	P1752	P1752	AT-156	I
I/C SOLENOID FNCTN	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change) ● TCM detects that relation between gear position and condition of ATF pressure switch 3 is irregular during releasing accelerator pedal. (Other than during shift change) 	P1754	P1754*2	AT-158	K
FR/B SOLENOID/CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like ● TCM detects as irregular by comparing target value with monitor value. 	P1757	P1757	AT-160	M
FR/B SOLENOID FNCT	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change) ● TCM detects that relation between gear position and condition of ATF pressure switch 1 is irregular during releasing accelerator pedal. (Other than during shift change) 	P1759	P1759*2	AT-162	
D/C SOLENOID/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. 	P1762	P1762	AT-164	

TROUBLE DIAGNOSIS

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis	OBD-II (DTC)	Reference page
		"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST	
D/C SOLENOID FNCTN	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change) ● TCM detects that relation between gear position and condition of ATF pressure switch 5 is irregular during releasing accelerator pedal. (Other than during shift change) 	P1764	P1764*2	AT-166
HLR/C SOL/CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like ● TCM detects as irregular by comparing target value with monitor value. 	P1767	P1767	AT-168
HLR/C SOL FNCTN	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change) ● TCM detects that relation between gear position and condition of ATF pressure switch 6 is irregular during releasing accelerator pedal. (Other than during shift change) 	P1769	P1769*2	AT-170
LC/B SOLENOID/ CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to functional malfunction, cut line, short, or the like 	P1772	P1772	AT-172
LC/B SOLENOID FNCT	<ul style="list-style-type: none"> ● TCM detects an improper voltage drop when it tries to operate the solenoid valve. ● Condition of ATF pressure switch 2 is different from monitor value, and relation between gear position and actual gear ratio is irregular. 	P1774	P1774*2	AT-174
MANU MODE SW/ CIRC	<ul style="list-style-type: none"> ● When an impossible pattern of switch signals is detected, a malfunction is detected. 	P1815	—	AT-176
ATF PRES SW 1/ CIRC	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change) 	P1841	—	AT-180
ATF PRES SW 3/ CIRC	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change) 	P1843	—	AT-182
ATF PRES SW 5/ CIRC	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change) 	P1845	—	AT-184
ATF PRES SW 6/ CIRC	<ul style="list-style-type: none"> ● TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change) 	P1846	—	AT-186
NO DTC IS DETECTED FURTHER TESTING MAY BE REQUIRED	<ul style="list-style-type: none"> ● No NG item has been detected. 	X	X	—

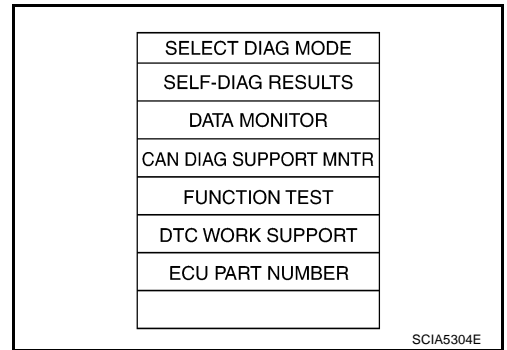
*1: Refer to [AT-41, "Malfunction Indicator Lamp \(MIL\)"](#).

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

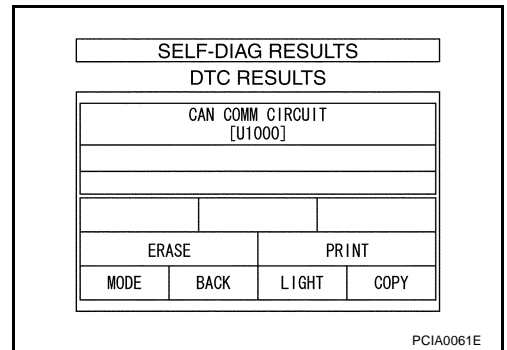
TROUBLE DIAGNOSIS

How to Erase Self-Diagnostic Results

1. Perform [AT-95, "CONSULT-II SETTING PROCEDURE"](#).
2. Touch "SELF-DIAG RESULTS".



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



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TROUBLE DIAGNOSIS

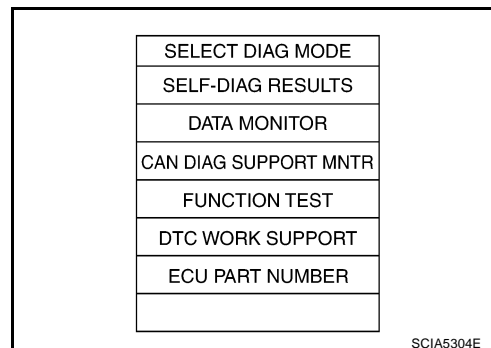
DATA MONITOR MODE

Operation Procedure

1. Perform [AT-95, "CONSULT-II SETTING PROCEDURE"](#).
2. Touch "DATA MONITOR".

NOTE:

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



Display Items List

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

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
VHCL/S SE-A/T (km/h)	X	X	▼	Revolution sensor
VHCL/S SE-MTR (km/h)	X	—	▼	
ACCELE POSI (0.0/8)	X	—	▼	Accelerator pedal position signal
THROTTLE POSI (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.
CLSD THL POS (ON/OFF)	X	—	▼	Signal input with CAN communications
W/O THL POS (ON/OFF)	X	—	▼	
BRAKE SW (ON/OFF)	X	—	▼	Stop lamp switch
GEAR	—	X	▼	Gear position recognized by the TCM updated after gear-shifting
ENGINE SPEED (rpm)	X	X	▼	
TURBINE REV (rpm)	X	X	▼	
OUTPUT REV (rpm)	X	X	▼	
GEAR RATIO	—	X	▼	
TC SLIP SPEED (rpm)	—	X	▼	Difference between engine speed and torque converter input shaft speed
F SUN GR REV (rpm)	—	—	▼	
F CARR GR REV (rpm)	—	—	▼	
ATF TEMP SE 1 (V)	X	—	▼	
ATF TEMP SE 2 (V)	X	—	▼	
ATF TEMP 1 (°C)	—	X	▼	
ATF TEMP 2 (°C)	—	X	▼	
BATTERY VOLT (V)	X	—	▼	
ATF PRES SW 1 (ON/OFF)	X	X	▼	(for FR/B solenoid)
ATF PRES SW 2 (ON/OFF)	X	X	▼	(for LC/B solenoid)

TROUBLE DIAGNOSIS

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

TROUBLE DIAGNOSIS

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
L/P SOL MON (A)	—	—	▼	
I/C SOL MON (A)	—	—	▼	
FR/B SOL MON (A)	—	—	▼	
D/C SOL MON (A)	—	—	▼	
HLR/C SOL MON (A)	—	—	▼	
ON OFF SOL MON (ON/OFF)	—	—	▼	LC/B solenoid
P POSI IND (ON/OFF)	—	—	▼	
R POSI IND (ON/OFF)	—	—	▼	
N POSI IND (ON/OFF)	—	—	▼	
D POSI IND (ON/OFF)	—	—	▼	
4TH POSI IND (ON/OFF)	—	—	▼	
3RD POSI IND (ON/OFF)	—	—	▼	
2ND POSI IND (ON/OFF)	—	—	▼	
1ST POSI IND (ON/OFF)	—	—	▼	
MANU MODE IND (ON/OFF)	—	—	▼	
POWER M LAMP (ON/OFF)	—	—	▼	
F-SAFE IND/L (ON/OFF)	—	—	▼	
ATF WARN LAMP (ON/OFF)	—	—	▼	Not mounted but displayed.
BACK-UP LAMP (ON/OFF)	—	—	▼	
STARTER RELAY (ON/OFF)	—	—	▼	
PNP SW3 MON (ON/OFF)	—	—	▼	
C/V CLB ID1	—	—	▼	
C/V CLB ID2	—	—	▼	
C/V CLB ID3	—	—	▼	
UNIT CLB ID1	—	—	▼	
UNIT CLB ID2	—	—	▼	
UNIT CLB ID3	—	—	▼	
TRGT GR RATIO	—	—	▼	
TRGT PRES TCC (kPa)	—	—	▼	
TRGT PRES L/P (kPa)	—	—	▼	
TRGT PRES I/C (kPa)	—	—	▼	
TRGT PRE FR/B (kPa)	—	—	▼	
TRGT PRES D/C (kPa)	—	—	▼	
TRG PRE HLR/C (kPa)	—	—	▼	
SHIFT PATTERN	—	—	▼	

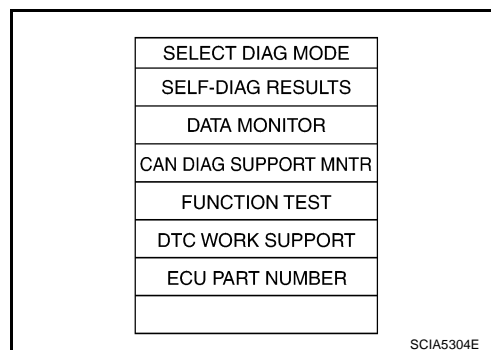
TROUBLE DIAGNOSIS

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
DRV CST JUDGE	—	—	▼	
START RLY MON	—	—	▼	
NEXT GR POSI	—	—	▼	
SHIFT MODE	—	—	▼	
MANU GR POSI	—	—	▼	
VEHICLE SPEED (km/h)	—	X	▼	Vehicle speed recognized by the TCM.
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)	—	—	▼	

CAN DIAGNOSTIC SUPPORT MONITOR MODE

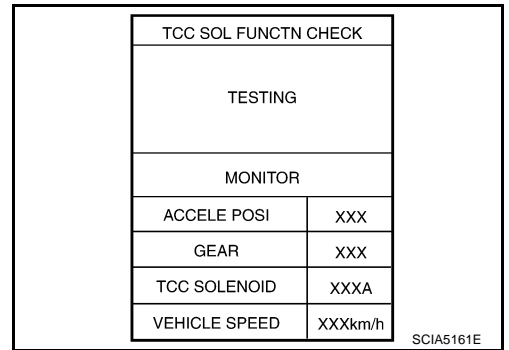
Operation Procedure

1. Perform [AT-95, "CONSULT-II SETTING PROCEDURE"](#) .
2. Touch "CAN DAIG SUPPORT MNTR". Refer to [LAN-2, "Precautions When Using CONSULT-II"](#) .



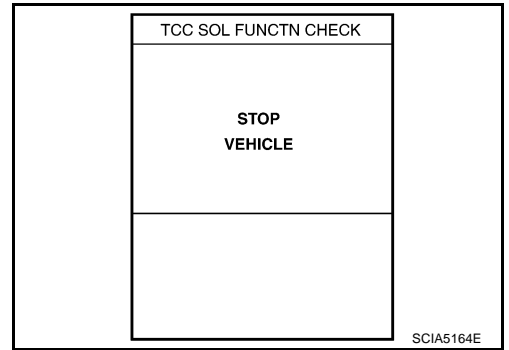
TROUBLE DIAGNOSIS

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



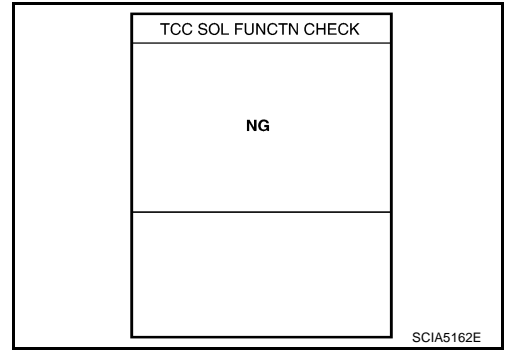
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6. Stop vehicle.



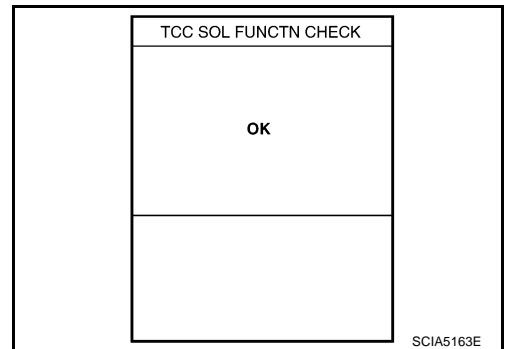
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- If “NG” appears on the screen, malfunction may exist. Go to “Diagnostic Procedure”.



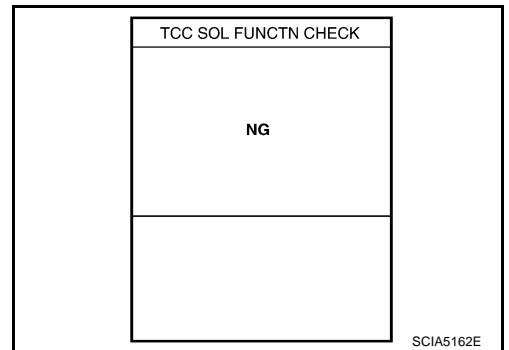
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- Perform test drive to check gear shift feeling in accordance with instructions displayed.
- Touch “YES” or “NO”.
- CONSULT-II procedure is ended.



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M

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



TROUBLE DIAGNOSIS

Display Items List

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

*: Do not use, but displayed.

TROUBLE DIAGNOSIS

ACS005HH

A

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



Refer to [EC-136. "Generic Scan Tool \(GST\) Function"](#) .

B

OBD-II SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)



Refer to [EC-62. "Malfunction Indicator Lamp \(MIL\)"](#) .

AT

TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)



Description

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

D

Diagnostic Procedure

1. CHECK A/T CHECK INDICATOR LAMP

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

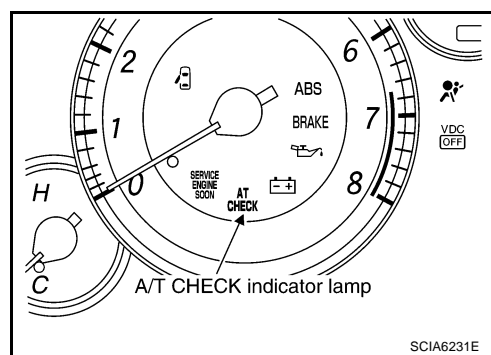
Does A/T CHECK indicator lamp come on for about 2 seconds?

YES >> GO TO 2.

NO >> GO TO [AT-197. "A/T CHECK Indicator Lamp Does Not Come On"](#) .

E

F



G

H

I

J

K

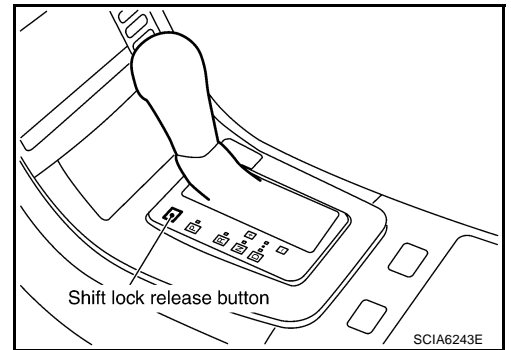
L

M

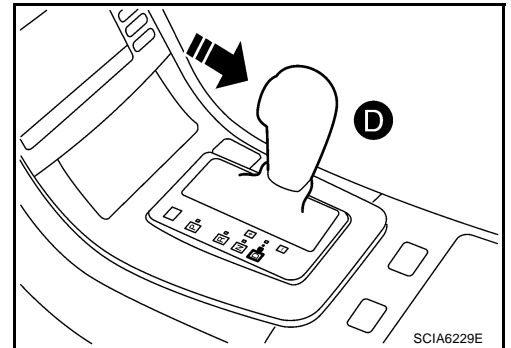
TROUBLE DIAGNOSIS

2. JUDGEMENT PROCEDURE STEP 1

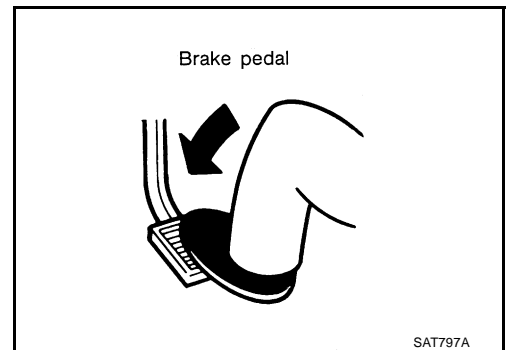
1. Turn ignition switch OFF.
2. Keep pressing shift lock release button.



3. Move selector lever from "P" to "D" position.
4. Release accelerator pedal. (Set the closed throttle position signal ON.)



5. Depress brake pedal. (Stop lamp switch signal ON.)
6. Turn ignition switch ON.
7. Wait 3 seconds.

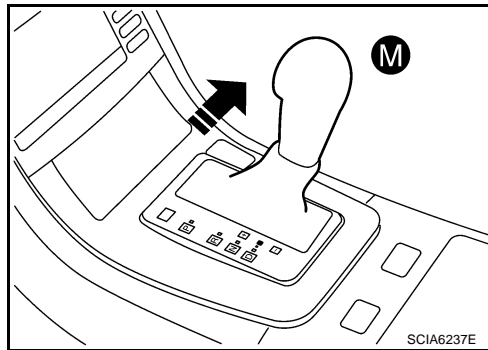


>> GO TO 3.

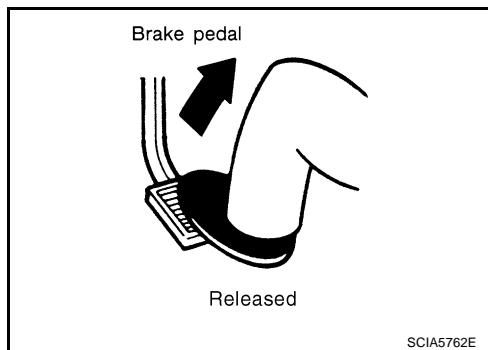
TROUBLE DIAGNOSIS

3. JUDGEMENT PROCEDURE STEP 2

1. Move the selector lever to the manual shift gate side. (Manual mode signal ON.)



2. Release brake pedal. (Stop lamp switch signal OFF.)



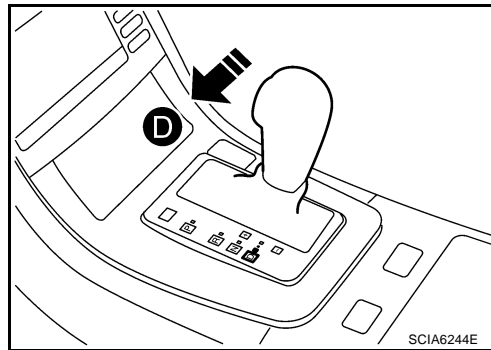
>> GO TO 4.

A
B
AT
D
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M

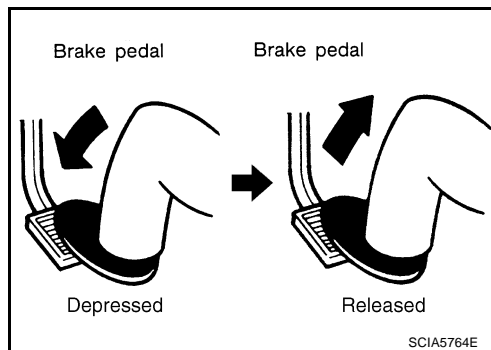
TROUBLE DIAGNOSIS

4. JUDGEMENT PROCEDURE STEP 3

1. Move the selector lever to "D" position. (Manual mode signal OFF.)

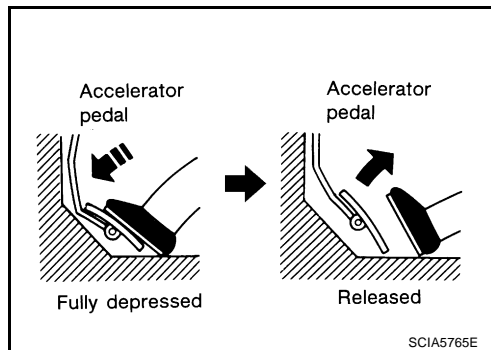


2. Depress brake pedal. (Stop lamp switch signal ON.)
3. Release brake pedal. (Stop lamp switch signal OFF.)



4. Depress accelerator pedal fully and release it.

>> GO TO 5.



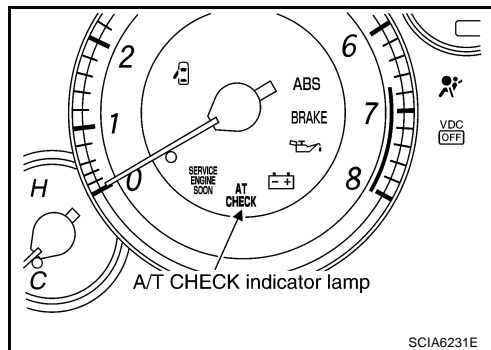
5. CHECK SELF-DIAGNOSIS CODE

Check A/T CHECK indicator lamp.

Refer to [AT-111, "Judgement Self-Diagnosis Code"](#).

If the system does not go into self-diagnostics. Refer to [AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#), [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#), [AT-192, "CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT"](#), [AT-193, "BRAKE SIGNAL CIRCUIT"](#).

>> DIAGNOSIS END



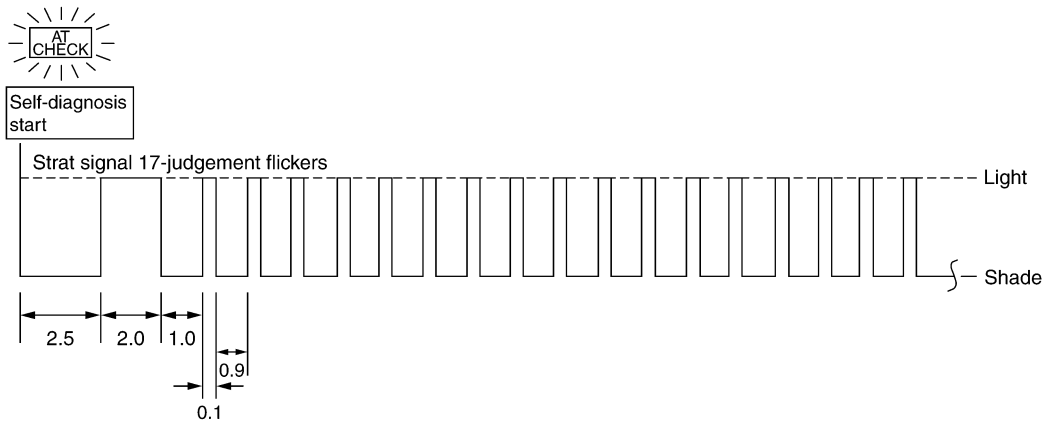
TROUBLE DIAGNOSIS

Judgement Self-Diagnosis Code

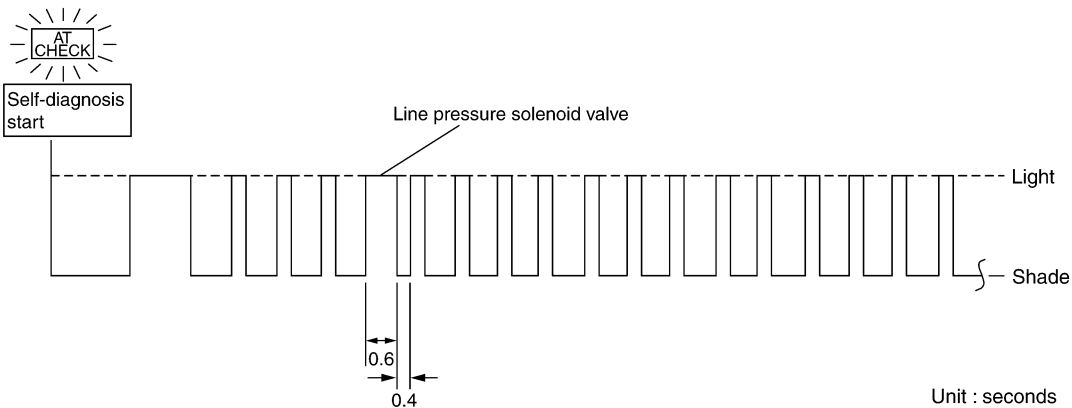
If there is a malfunction, the lamp lights up for the time corresponding to the suspect circuit.

No.	Malfunctioning item	No.	Malfunctioning item
1.	Revolution sensor AT-124	10.	A/T fluid temperature sensor AT-142
2.	Direct clutch solenoid valve AT-164 , AT-166	11.	Turbine revolution sensor AT-147
3.	Torque converter clutch solenoid valve AT-131 , AT-133	12.	A/T interlock AT-151
4.	Line pressure solenoid valve AT-135	13.	A/T 1st engine braking AT-154
5.	Input clutch solenoid valve AT-156 , AT-158	14.	Start signal AT-115
6.	Front brake solenoid valve AT-160 , AT-162	15.	Accelerator pedal position sensor AT-139
7.	Low coast brake solenoid valve AT-172 , AT-174	16.	Engine speed signal AT-129
8.	High and low reverse clutch solenoid valve AT-168 , AT-170	17.	CAN communication line AT-112
9.	PNP switch AT-120		

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



Example: No.4 Line pressure solenoid valve



Unit : seconds

SCIA5767E

Erase Self-Diagnosis

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

DTC U1000 CAN COMMUNICATION LINE

DTC U1000 CAN COMMUNICATION LINE

PFP:23710

Description

ACS005HI

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

On Board Diagnosis Logic

ACS005HJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "U1000 CAN COMM CIRCUIT" with CONSULT-II or 17th judgement flicker without CONSULT-II is detected when TCM cannot communicate to other control units.

Possible Cause

ACS005HK

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

DTC Confirmation Procedure

ACS005HL

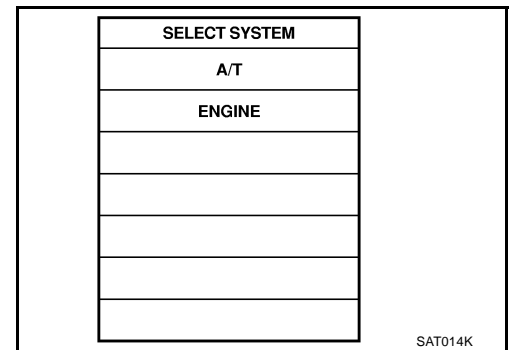
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch "ON". (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [AT-114, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "WITH CONSULT-II".

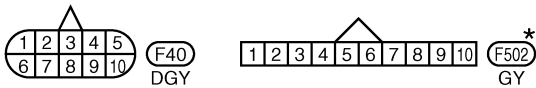
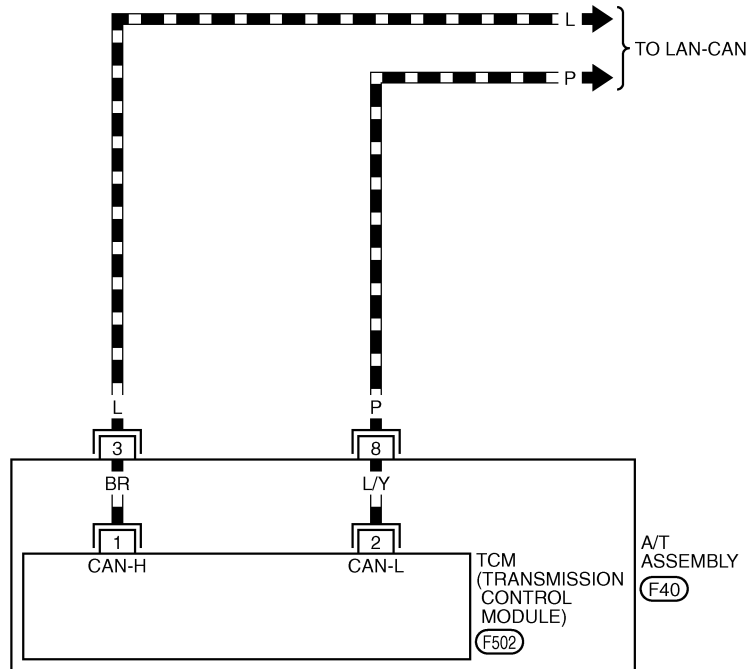
DTC U1000 CAN COMMUNICATION LINE

Wiring Diagram — AT — CAN

ACS0087S

AT-CAN-01

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



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

TCWM0407E

DTC U1000 CAN COMMUNICATION LINE

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

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

Diagnostic Procedure

ACS005HM

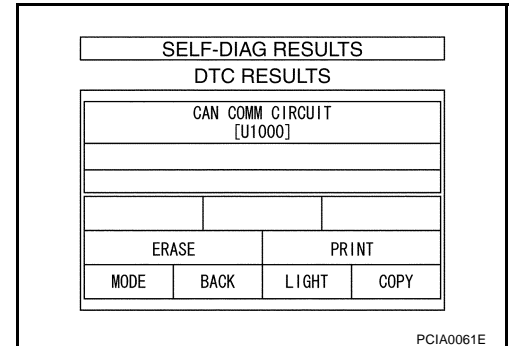
1. CHECK CAN COMMUNICATION CIRCUIT

④ With CONSULT-II

1. Turn ignition switch "ON" and start engine.
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.

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

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



DTC P0615 START SIGNAL CIRCUIT

DTC P0615 START SIGNAL CIRCUIT

PFP:25230

Description

ACS005HN

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

CONSULT-II Reference Value

ACS006CL

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

On Board Diagnosis Logic

ACS005HO

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0615 STARTER RELAY/CIRC" with CONSULT-II or 14th judgement flicker without CONSULT-II is detected when starter relay is switched ON other than at "P" or "N" position. (Or when switched OFF at "P" or "N" position).

Possible Cause

ACS005HP

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

DTC Confirmation Procedure

ACS005HQ

CAUTION:

Always drive vehicle at a safe speed.

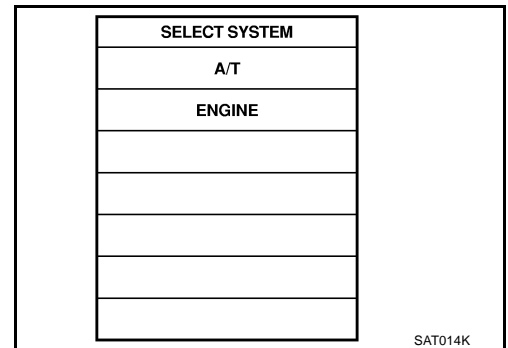
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II and check monitor "STARTER RELAY" ON/OFF.
3. Start the engine.
4. Vehicle start for at least 2 consecutive seconds.
5. If DTC is detected, go to [AT-117, "Diagnostic Procedure"](#).



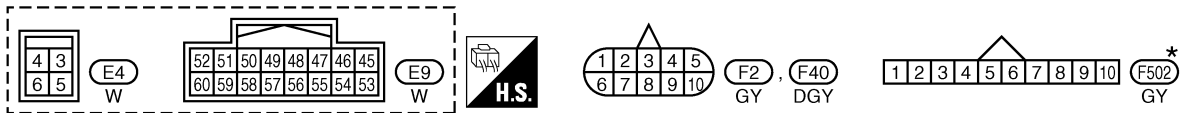
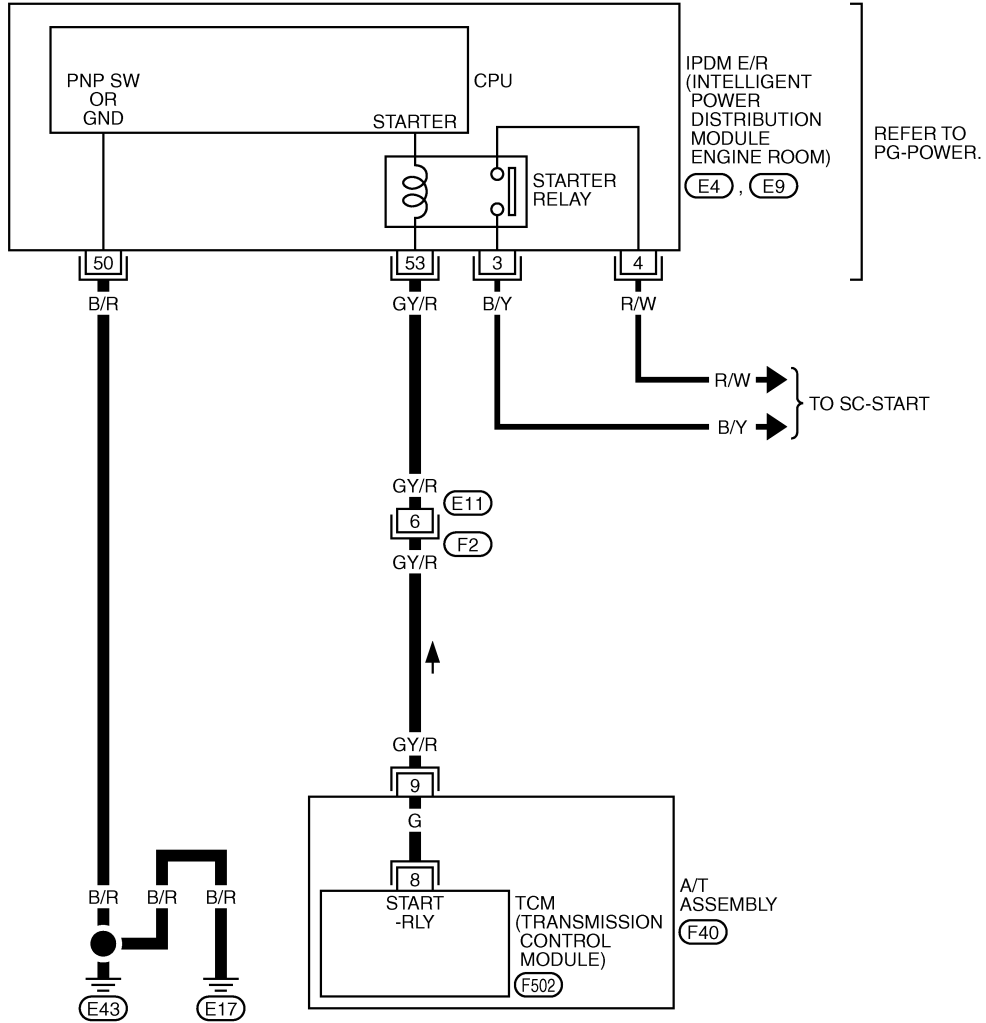
DTC P0615 START SIGNAL CIRCUIT

Wiring Diagram — AT — STSIG

ACS0087T

AT-STSIG-01

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




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

TCWM0408E

DTC P0615 START SIGNAL CIRCUIT

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

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

Diagnostic Procedure

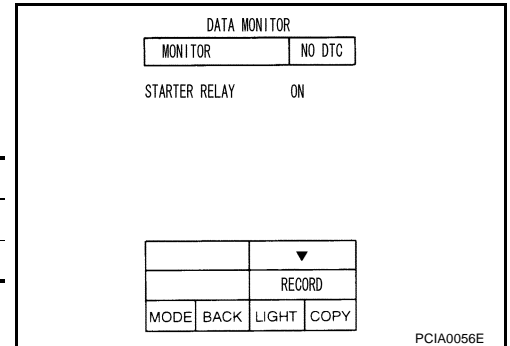
ACS008EP

1. CHECK STARTER RELAY

With CONSULT-II

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

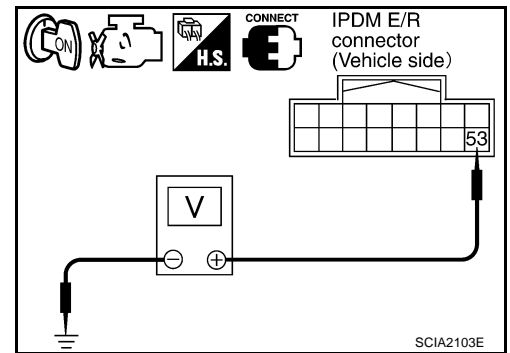
Item name	Condition	Display value
STARTER RELAY	Selector lever in "N" or "P" positions.	ON
	Selector lever in other positions.	OFF



Without CONSULT-II

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

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



OK or NG

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

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

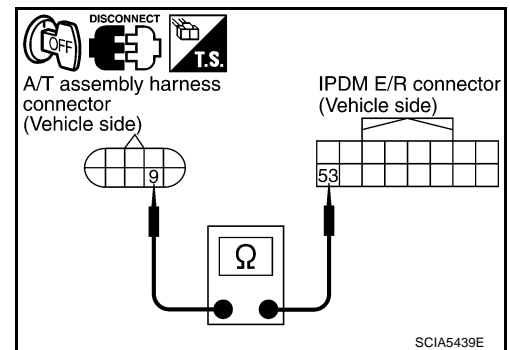
- Turn ignition switch OFF.
- Disconnect A/T assembly harness connector and IPDM E/R connector.
- Check continuity between A/T assembly harness connector and IPDM E/R connector.

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

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

OK or NG

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

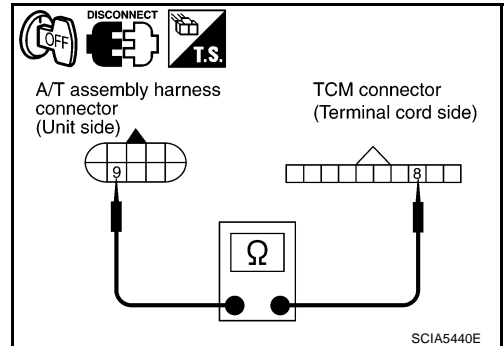


DTC P0615 START SIGNAL CIRCUIT

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect A/T assembly harness connector and TCM connector.
3. Check continuity between A/T assembly harness connector terminal and TCM connector terminal.

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



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

OK or NG

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

4. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

5. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-115, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P0700 TCM

PFP:31036

Description

ACS006DB

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

On Board Diagnosis Logic

ACS006DC

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P700 TCM" with CONSULT-II is detected when TCM is malfunctioning.

Possible Cause

ACS006DD

TCM.

DTC Confirmation Procedure

ACS006DE

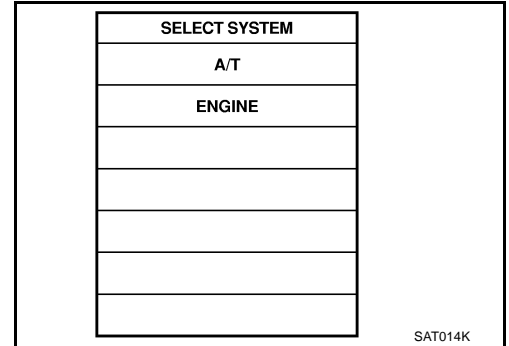
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Run engine for at least 2 consecutive seconds at idle speed.
6. If DTC is detected, go to [AT-119, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "WITH CONSULT-II".

Diagnostic Procedure

ACS006DF

1. CHECK DTC

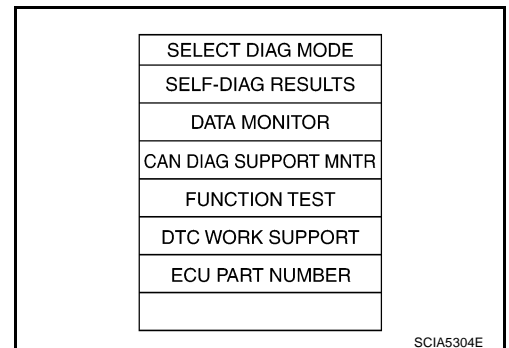
With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-119, "DTC Confirmation Procedure"](#).

Is the "TCM" displayed again?

YES >> Replace the control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**



DTC P0705 PARK/NEUTRAL POSITION SWITCH

DTC P0705 PARK/NEUTRAL POSITION SWITCH

PDF:32006

Description

ACS005HS

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

CONSULT-II Reference Value

ACS005HT

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

On Board Diagnosis Logic

ACS005HU

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0705 PNP SW/CIRC" with CONSULT-II or 9th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM does not receive the correct voltage signal from the PNP switch 1, 2, 3 and 4 based on the gear position.
 - When no other position but "P" position is detected from "N" positions.

Possible Cause

ACS005HV

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

DTC Confirmation Procedure

ACS005HW

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.
THROTTLE POSI: More than 1.0/8
THRTL POS SEN: More than 1.2V
6. If DTC is detected, go to [AT-122, "Diagnostic Procedure"](#).

SELECT SYSTEM
A/T
ENGINE

SAT014K

Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II".

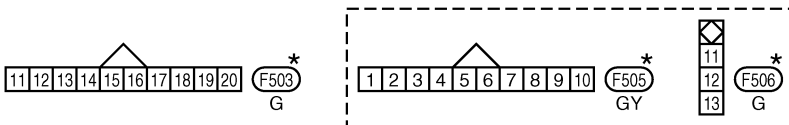
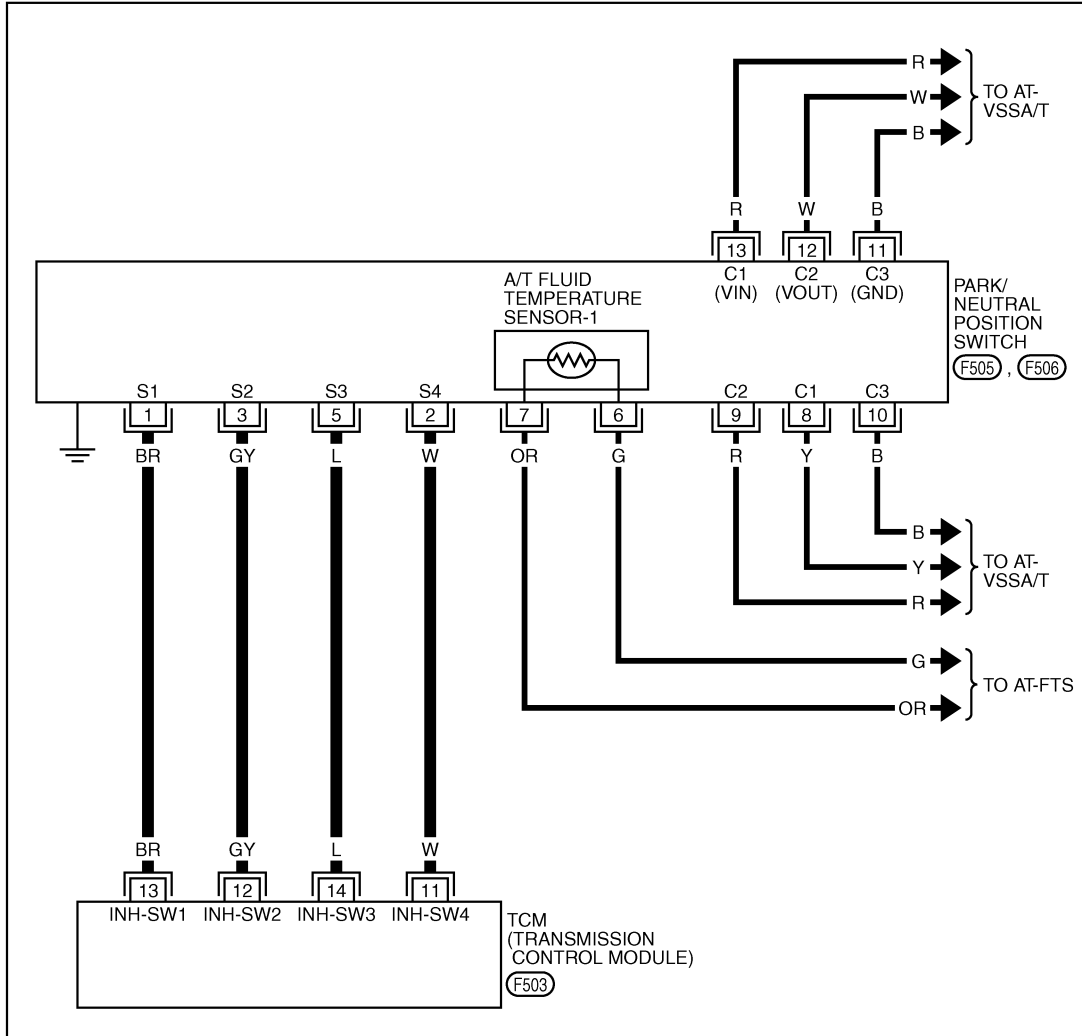
DTC P0705 PARK/NEUTRAL POSITION SWITCH

Wiring Diagram — AT — PNP/SW

ACS0087U

AT-PNP/SW-01

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



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

TCWM0248E

DTC P0705 PARK/NEUTRAL POSITION SWITCH

ACS008EQ

Diagnostic Procedure

1. CHECK PNP SW CIRCUIT

With CONSULT-II

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

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

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

SCIA5296E

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

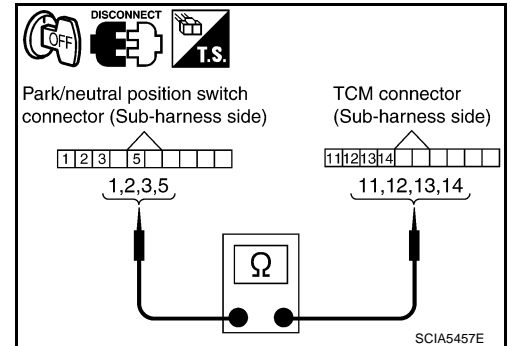
- OK >> GO TO 4.
NG >> Repair or replace damaged parts.

DTC P0705 PARK/NEUTRAL POSITION SWITCH

4. CHECK SUB-HARNESS

1. Remove control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect park/neutral position switch connector and TCM connector.
3. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

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



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

5. Reinstall any part removed.

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

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

5. CHECK DTC

Perform "DTC Confirmation Procedure".

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

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

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

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

PFP:32702

Description

ACS005HY

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

CONSULT-II Reference Value

ACS005HZ

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

On Board Diagnosis Logic

ACS005I0

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0720 VEH SPD SEN/CIR AT" with CONSULT-II or 1st judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM does not receive the proper voltage signal from the sensor.
 - After ignition switch is turned "ON", irregular signal input from vehicle speed sensor MTR before the vehicle starts moving.

Possible Cause

ACS005I1

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

DTC Confirmation Procedure

ACS005I2

CAUTION:

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

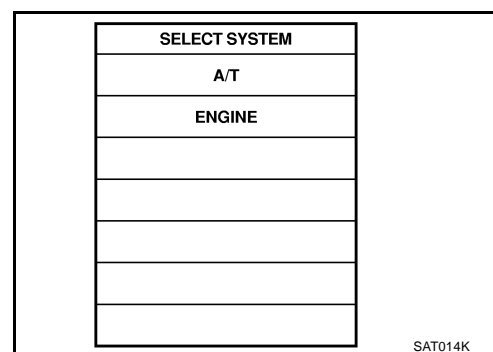
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Drive vehicle and check for an increase of "VHCL/S SE-A/T" value in response to "VHCL/S SE-MTR" value.
If the check result is NG, go to [AT-127, "Diagnostic Procedure"](#).
If the check result is OK, go to following step.
5. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
6. Start engine and maintain the following conditions for at least 5 consecutive seconds.



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

THRTL POS SEN: More than 1.0/8

Selector lever: "D" position

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

If the check result is NG, go to [AT-127, "Diagnostic Procedure"](#).

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

7. Maintain the following conditions for at least 5 consecutive seconds.
ENGINE SPEED: 3,500 rpm or more
THRTL POS SEN: More than 1.0/8
Selector lever: "D" position

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

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

8. If DTC is detected, go to [AT-127, "Diagnostic Procedure"](#) .

 **WITH GST**

Follow the procedure "WITH CONSULT-II".

A

B

AT

D

E

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I

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M

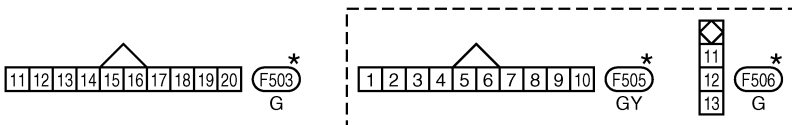
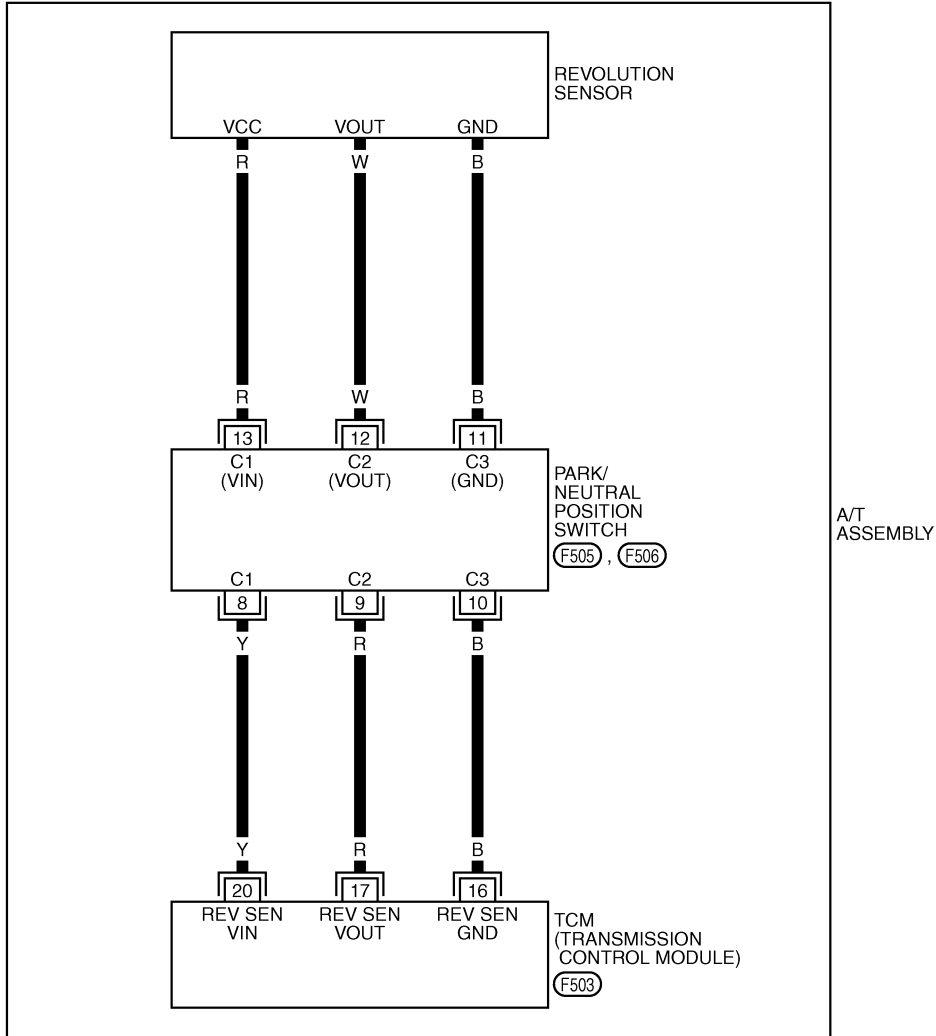
DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

Wiring Diagram — AT — VSSA/T

ACS0087V

AT-VSSA/T-01

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



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

TCWM0249E

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

Diagnostic Procedure

ACS008ER

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

SCIA2148E

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

OK or NG

- OK >> GO TO 6.
NG >> GO TO 2.

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

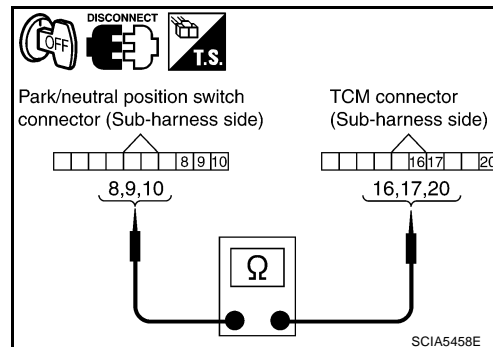
- OK >> GO TO 4.
NG >> Repair or replace damaged parts.

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

4. CHECK SUB-HARNESS

1. Remove control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect park/neutral position switch connector and TCM connector.
3. Check continuity between park/neutral position switch connector terminals and TCM connector terminals.

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



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

OK or NG

OK >> GO TO 5.

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

5. REPLACE THE REVOLUTION SENSOR AND CHECK DTC

1. Replace the revolution sensor. Refer to [AT-268, "Revolution Sensor"](#) .
2. Perform "DTC Confirmation Procedure". Refer to [AT-124, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Replace the control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

6. CHECK DTC

Perform "DTC Confirmation Procedure".

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

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 2.

DTC P0725 ENGINE SPEED SIGNAL

DTC P0725 ENGINE SPEED SIGNAL

PFP:24825

Description

ACS00514

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

CONSULT-II Reference Value

ACS00515

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

On Board Diagnosis Logic

ACS00516

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0725 ENGINE SPEED SIG" with CONSULT-II or 16th judgement flicker without CONSULT-II is detected when TCM does not receive the ignition signal from ECM during engine cranking or running.

Possible Cause

ACS00517

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

DTC Confirmation Procedure

ACS00518

CAUTION:

Always drive vehicle at a safe speed.

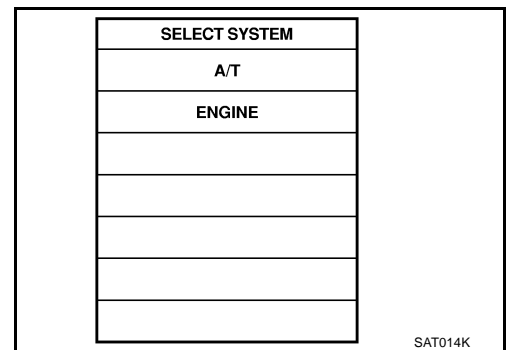
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine and maintain the following conditions for at least 10 consecutive seconds.
VHCL/S SE-A/T: 10 km/h (6 MPH) or more
THROTTLE POSI: More than 1/8
SLCTLVR POSI: "D" position
5. If DTC is detected, go to [AT-130, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P0725 ENGINE SPEED SIGNAL

ACS009AX

Diagnostic Procedure

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

2. CHECK DTC WITH TCM

With CONSULT-II

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

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

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

PCIA0041E

OK or NG

- OK >> GO TO 3.
- NG >> Check the ignition signal circuit. Refer to [EC-624, "IGNITION SIGNAL"](#) .

3. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-129, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 4.

4. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS0051A

- The torque converter clutch solenoid valve is activated, with the gear in D4 , D5 , M2, M3, M4 and M5 by the TCM in response to signals sent from the vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Torque converter clutch piston operation will then be controlled.
- Lock-up operation, however, is prohibited when A/T fluid temperature is too low.
- When the accelerator pedal is depressed (less than 1/8) in lock-up condition, the engine speed should not change abruptly. If there is a big jump in engine speed, there is no lock-up.

CONSULT-II Reference Value

ACS0051B

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

On Board Diagnosis Logic

ACS0051C

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0740 TCC SOLENOID/CIRC" with CONSULT-II or 3rd judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS0051D

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

DTC Confirmation Procedure

ACS0051E

CAUTION:

Always drive vehicle at a safe speed.

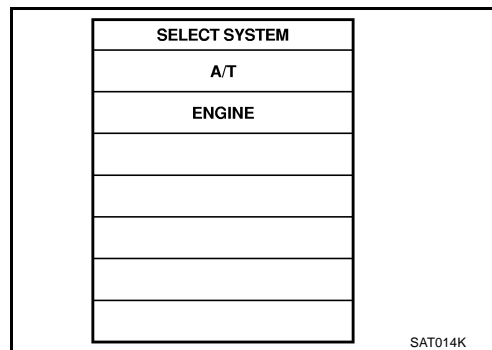
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine and maintain the following conditions for at least 5 consecutive seconds.
VHCL/S SE-A/T: 80 km/h (50 MPH) or more
THROTTLE POSI: 0.5/8 - 1.0/8
SLCTLVR POSI: "D" position
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
5. If DTC is detected go to [AT-132, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

ACS008ET

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

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

SCIA4793E

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

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

OK or NG

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

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

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

PFP:31940

Description

ACS005IG

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

CONSULT-II Reference Value

ACS005IH

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

On Board Diagnosis Logic

ACS005II

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0744 A/T TCC S/V FNCTN" with CONSULT-II or 3rd judgement flicker without CONSULT-II is detected under the following conditions.
 - When A/T cannot perform lock-up even if electrical circuit is good.
 - When TCM detects as irregular by comparing difference value with slip rotation.

Possible Cause

ACS005IU

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

DTC Confirmation Procedure

ACS005IK

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

WITH CONSULT-II

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

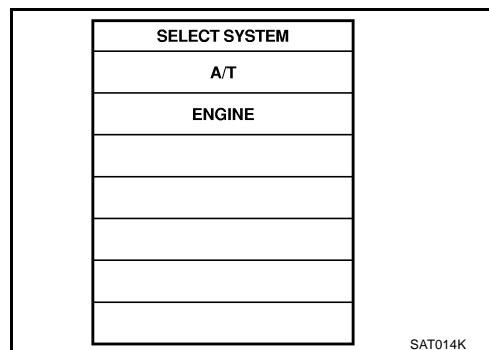
ACCELE POSI: More than 1.0/8 (at all times during step 4)

TCC SOLENOID: 0.4 - 0.6 A

Selector lever: "D" position

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

- Make sure "GEAR" shows "5".
 - For shift schedule, refer to [AT-65, "Vehicle Speed at Which Lock-Up Occurs/Releases"](#) .
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
3. Make sure that "OK" is displayed. (If "NG" is displayed, refer to [AT-134, "Diagnostic Procedure"](#) .)
Refer to shift schedule, [AT-65, "Vehicle Speed at Which Lock-Up Occurs/Releases"](#) .



WITH GST

Follow the procedure "WITH CONSULT-II".

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

ACS008EU

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

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

SCIA4793E

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-133, "DTC Confirmation Procedure"](#).

OK or NG

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

DTC P0745 LINE PRESSURE SOLENOID VALVE

DTC P0745 LINE PRESSURE SOLENOID VALVE

PFP:31940

Description

ACS0051M

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

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

CONSULT-II Reference Value

ACS0051N

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

On Board Diagnosis Logic

ACS0051O

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P0745 L/PRESS SOL/CIRC" with CONSULT-II or 4th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS0051P

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

DTC Confirmation Procedure

ACS0051Q

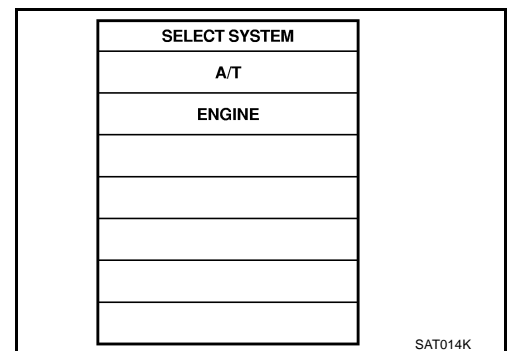
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Engine start and wait for at least 5 seconds.
5. If DTC is detected, go to [AT-136, "Diagnostic Procedure"](#).



Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P0745 LINE PRESSURE SOLENOID VALVE

ACS008EV

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

OK or NG

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

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

SCIA4793E

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-135, "DTC Confirmation Procedure"](#).

OK or NG

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

DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

PF3:31036

Description

ACS005IX

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

On Board Diagnosis Logic

ACS005IY

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1702 TCM-RAM" with CONSULT-II is detected when TCM memory RAM is malfunctioning.

Possible Cause

ACS005IZ

TCM.

DTC Confirmation Procedure

ACS005J0

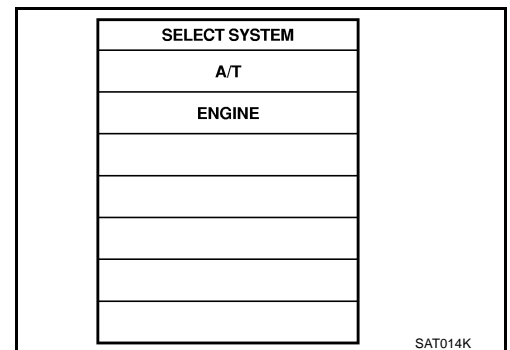
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Run engine for at least 2 consecutive seconds at idle speed.
6. If DTC is detected, go to [AT-137, "Diagnostic Procedure"](#).



Diagnostic Procedure

ACS008EW

1. CHECK DTC

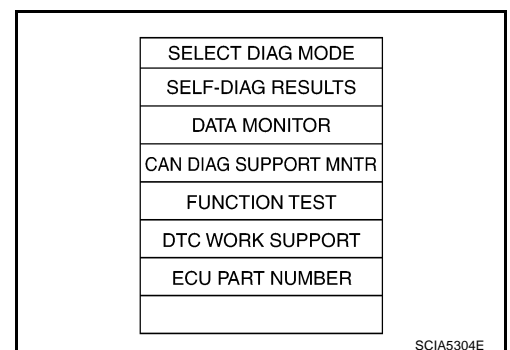
With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-137, "DTC Confirmation Procedure"](#).

Is the "TCM-RAM" displayed again?

YES >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**



DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

PFP:31036

Description

ACS005J2

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

On Board Diagnosis Logic

ACS005J3

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1703 TCM-ROM" with CONSULT-II is detected when TCM memory ROM is malfunctioning.

Possible Cause

ACS005J4

TCM.

DTC Confirmation Procedure

ACS005J5

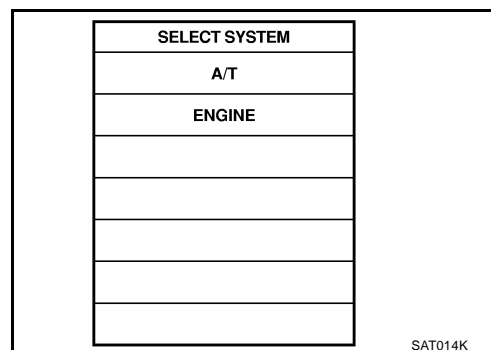
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Run engine for at least 2 consecutive seconds at idle speed.
6. If DTC is detected, go to [AT-138, "Diagnostic Procedure"](#).



Diagnostic Procedure

ACS008EX

1. CHECK DTC

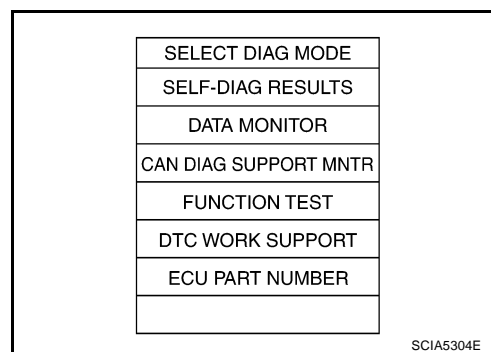
With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch "OFF" and wait at least 10 seconds.
5. Perform "DTC confirmation procedure". Refer to [AT-138, "DTC Confirmation Procedure"](#).

Is the "TCM-ROM" displayed again?

YES >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

NO >> **INSPECTION END**



DTC P1705 THROTTLE POSITION SENSOR

DTC P1705 THROTTLE POSITION SENSOR

PF2:22620

Description

ACS005JC

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

CONSULT-II Reference Value

ACS006CM

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

On Board Diagnosis Logic

ACS005JD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1705 TP SEN/CIRC A/T" with CONSULT-II or 15th judgement flicker without CONSULT-II is detected when TCM does not receive the proper accelerator pedal position signals (input by CAN communication) from ECM.

Possible Cause

ACS005JE

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

DTC Confirmation Procedure

ACS005JF

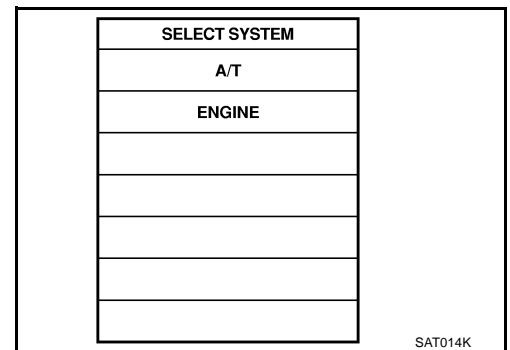
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine and let it idle for 1 second.
5. If DTC is detected, go to [AT-140, "Diagnostic Procedure"](#).



Ⓟ WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P1705 THROTTLE POSITION SENSOR

ACS008EY

Diagnostic Procedure

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

2. CHECK DTC WITH TCM

With CONSULT-II

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

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

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

PCIA0070E

4. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#)

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.

3. CHECK DTC WITH ECM

With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-II. Refer to [EC-124, "CONSULT-II Function \(ENGINE\)"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Check the DTC detected item. Refer to [EC-124, "CONSULT-II Function \(ENGINE\)"](#) .
 - If CAN communication line is detected, go to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .

SELECT SYSTEM
A/T
ENGINE

SAT014K

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-139, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1705 THROTTLE POSITION SENSOR

5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

6. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

A
B
AT
D
E
F
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J
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L
M

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

PFP:31940

Description

ACS005JH

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

CONSULT-II Reference Value

ACS005JI

Item name	Condition °C (°F)	Display value (Approx.)
ATF TEMP SE 1	0 (32) - 20 (68) - 80 (176)	3.3 - 2.7 - 0.9 V
ATF TEMP SE 2		3.3 - 2.5 - 0.7 V

On Board Diagnosis Logic

ACS005JJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1710 (A/T), P0710 (ENGINE) ATF TEMP SEN/CIRC" with CONSULT-II or 10th judgement flicker without CONSULT-II is detected when TCM receives an excessively low or high voltage from the sensor.

Possible Cause

ACS005JK

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

DTC Confirmation Procedure

ACS005JL

CAUTION:

Always drive vehicle at a safe speed.

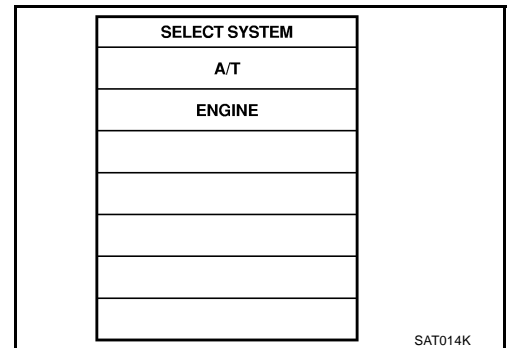
NOTE:

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

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

WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)
VHCL/S SE-A/T: 10 km/h (6 MPH) or more
THROTTLE POSI: More than 1/8
SLCTLVR POSI: "D" position
5. If DTC is detected, go to [AT-144, "Diagnostic Procedure"](#).



SAT014K

WITH GST

Follow the procedure "WITH CONSULT-II".

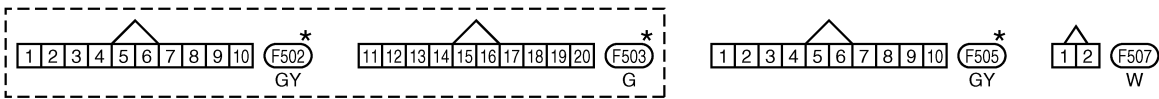
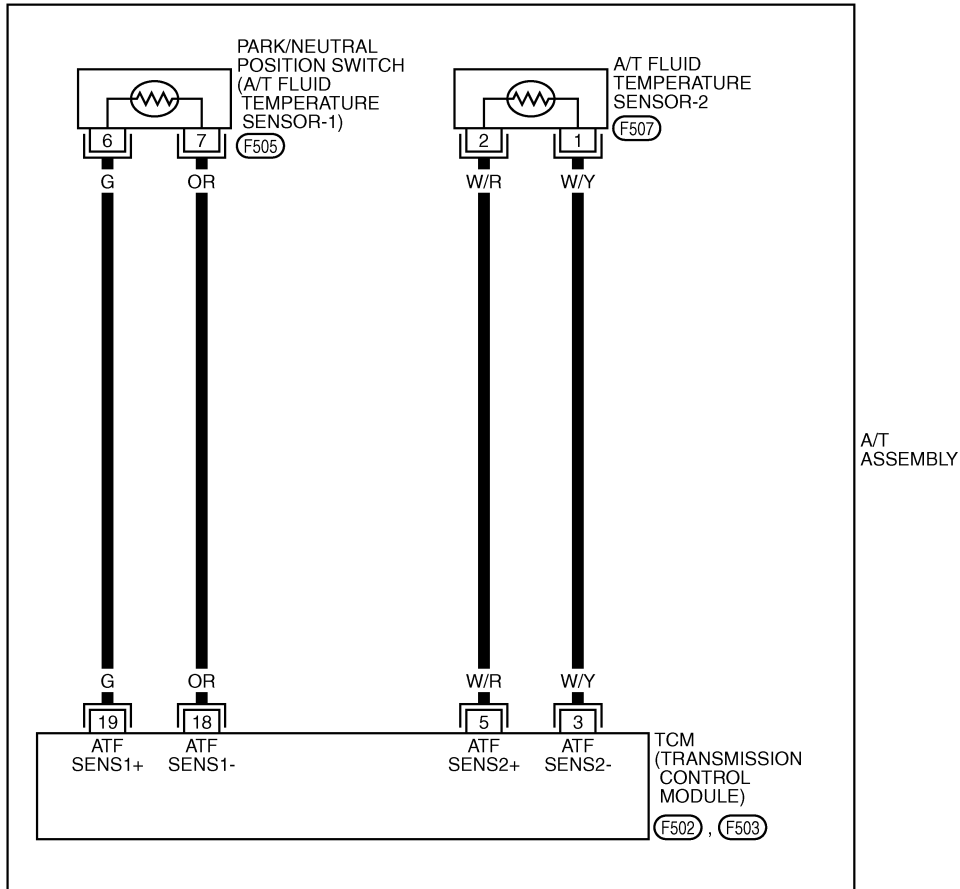
DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

ACS0087W

Wiring Diagram — AT — FTS

AT-FTS-01

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



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

TCWM0251E

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

AC.S008EZ

Diagnostic Procedure

1. CHECK A/T FLUID TEMPERATURE SENSOR 1 SIGNAL

With CONSULT-II

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

Item name	Condition °C (°F)	Display value (Approx.)
ATF TEMP SE 1	0 (32) - 20 (68) - 80 (176)	3.3 - 2.7 - 0.9 V

OK or NG

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

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

Δ	▽
RECORD	
MODE	BACK
LIGHT	COPY

PCIA0039E

2. CHECK A/T FLUID TEMPERATURE SENSOR 2 SIGNAL

With CONSULT-II

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

Item name	Condition °C (°F)	Display value (Approx.)
ATF TEMP SE 2	0 (32) - 20 (68) - 80 (176)	3.3 - 2.5 - 0.7 V

OK or NG

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

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

Δ	▽
RECORD	
MODE	BACK
LIGHT	COPY

PCIA0039E

3. CHECK A/T FLUID TEMPERATURE SENSOR 1

Check A/T fluid temperature sensor 1. Refer to [AT-146, "A/T FLUID TEMPERATURE SENSOR 1"](#).

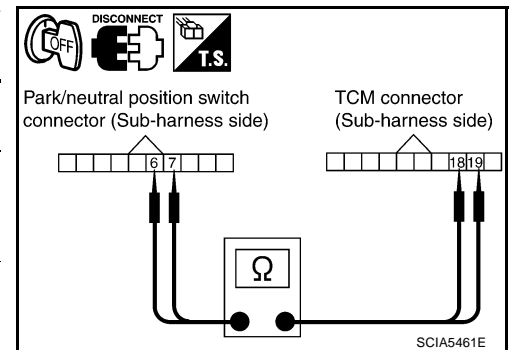
OK or NG

- OK >> GO TO 4.
NG >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).

4. CHECK SUB-HARNESS

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

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



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

OK or NG

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

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

5. CHECK A/T FLUID TEMPERATURE SENSOR 2

Check A/T fluid temperature sensor 2. Refer to [AT-146, "A/T FLUID TEMPERATURE SENSOR 2"](#) .

OK or NG

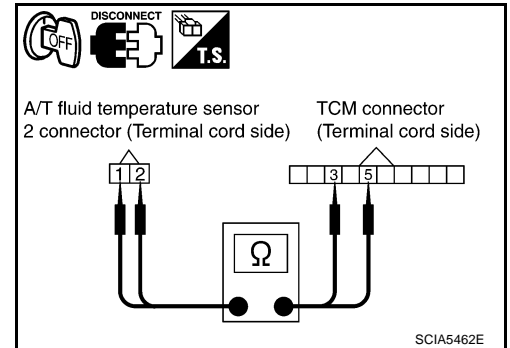
OK >> GO TO 6.

NG >> Replace A/T fluid temperature sensor 2. Refer to [AT-256, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .

6. CHECK TERMINAL CORD ASSEMBLY

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

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



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

OK or NG

OK >> GO TO 7.

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

7. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

1. Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .
2. Reinstall any part removed.

OK or NG

OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

NG >> Repair or replace damaged parts.

8. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-142, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 1.

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

ACS008F0

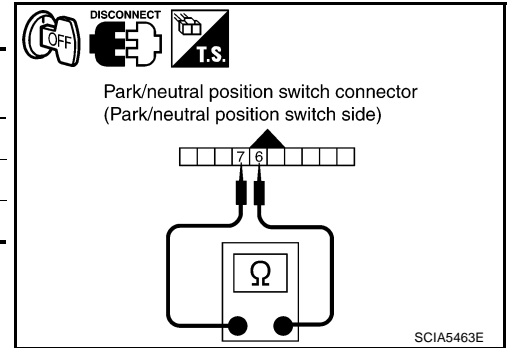
Component Inspection

A/T FLUID TEMPERATURE SENSOR 1

1. Remove control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check resistance between terminals.

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

3. If NG, replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

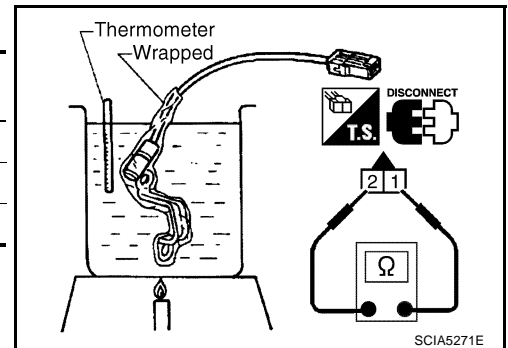


A/T FLUID TEMPERATURE SENSOR 2

1. Remove A/T fluid temperature sensor 2. Refer to [AT-256, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .
2. Check resistance between terminals.

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

3. If NG, replace A/T fluid temperature sensor 2. Refer to [AT-256, "A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION"](#) .



DTC P1716 TURBINE REVOLUTION SENSOR

DTC P1716 TURBINE REVOLUTION SENSOR

PFP:31935

Description

ACS005JN

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

CONSULT-II Reference Value

ACS005JO

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

On Board Diagnosis Logic

ACS005JP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1716 TURBINE REV S/CIRC" with CONSULT-II or 11th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM does not receive the proper voltage signal from the sensor.
 - When TCM detects an irregularity only at position of 4th gear for turbine revolution sensor 2.

Possible Cause

ACS005JQ

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

DTC Confirmation Procedure

ACS005JR

CAUTION:

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

NOTE:

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

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

WITH CONSULT-II

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

VHCL/S SE-A/T: 40 km/h (25 MPH) or more

ENGINE SPEED: 1,500 rpm or more

THROTTLE POSI: More than 0.5/8

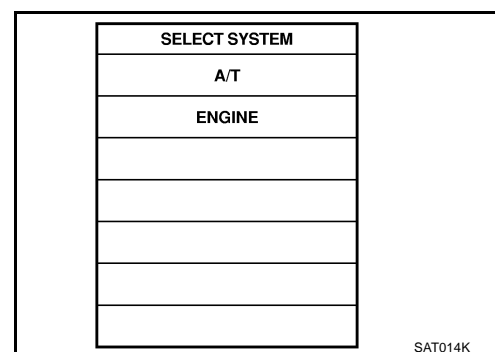
SLCTLVR POSI: "D" position

GEAR (Turbine revolution sensor 1): "4" or "5" position

GEAR (Turbine revolution sensor 2): All position

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

5. If DTC is detected, go to [AT-148, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P1716 TURBINE REVOLUTION SENSOR

ACS008F1

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

OK or NG

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

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

PCIA0041E

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-147, "DTC Confirmation Procedure"](#).

OK or NG

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

DTC P1721 VEHICLE SPEED SENSOR MTR

DTC P1721 VEHICLE SPEED SENSOR MTR

PFP:24814

Description

ACS005JT

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

CONSULT-II Reference Value

ACS005JU

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

On Board Diagnosis Logic

ACS005JV

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1721 VHE SPD SE/CIR-MTR" with CONSULT-II is detected when TCM does not receive the proper vehicle speed sensor MTR signal (input by CAN communication) from combination meter.

Possible Cause

ACS005JW

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

DTC Confirmation Procedure

ACS005JX

CAUTION:

Always drive vehicle at a safe speed.

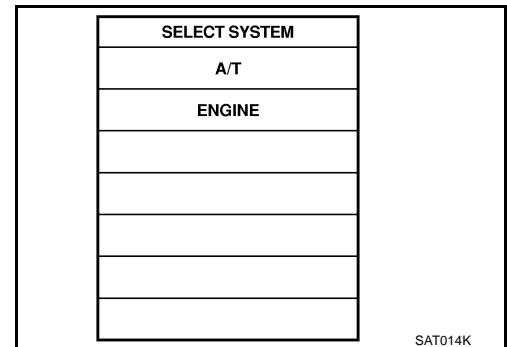
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine and maintain the following conditions for at least 5 consecutive seconds.
ACCELE POSI: 1/8 or less
VHCL/S SE-MTR: 30 km/h (17 MPH) or more
5. If DTC is detected, go to [AT-150, "Diagnostic Procedure"](#).



DTC P1721 VEHICLE SPEED SENSOR MTR

ACS008F2

Diagnostic Procedure

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is malfunction in the CAN communication indicated in the result?

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

2. CHECK INPUT SIGNAL

With CONSULT-II

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

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

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

SCIA2148E

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 3.

3. CHECK COMBINATION METERS

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

OK or NG

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

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-149, "DTC Confirmation Procedure"](#) .

OK or NG

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

5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

6. DETECT MALFUNCTIONING ITEM

Check the following items:

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

DTC P1730 A/T INTERLOCK

DTC P1730 A/T INTERLOCK

PFP:00000

Description

ACS005JZ

- Fail-safe function to detect interlock conditions.

On Board Diagnosis Logic

ACS005K0

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1730 A/T INTERLOCK" with CONSULT-II or 12th judgement flicker without CONSULT-II is detected when TCM does not receive the proper voltage signal from the sensor and switch.
- TCM monitors and compares gear position and conditions of each ATF pressure switch when gear is steady.

Possible Cause

ACS005K1

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

DTC Confirmation Procedure

ACS005K2

CAUTION:

Always drive vehicle at a safe speed.

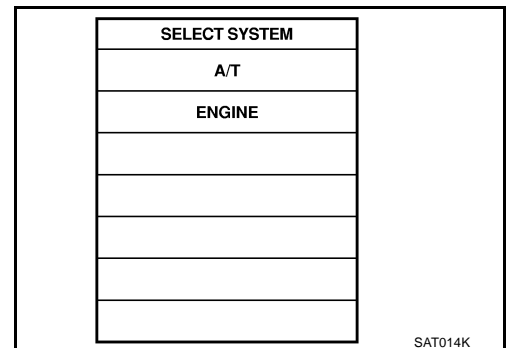
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.
SLCTLVR POSI: "D" position
6. If DTC is detected, go to [AT-152, "Diagnostic Procedure"](#).



Ⓢ WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P1730 A/T INTERLOCK

ACS005K3

Judgement of A/T Interlock

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

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

A/T INTERLOCK COUPLING PATTERN TABLE

●: NG, X: OK

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

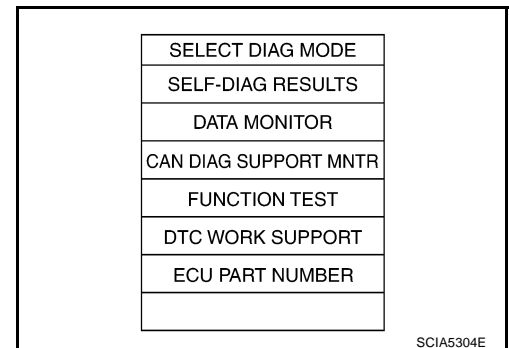
Diagnostic Procedure

ACS008F3

1. SELF-DIAGNOSIS

④ With CONSULT-II

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



SCIA5304E

⊗ Without CONSULT-II

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.
3. Turn ignition switch ON. (Do not start engine.)
4. Perform self-diagnosis. Refer to [AT-107, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#).

OK or NG

OK >> GO TO 2.

NG >> Check low coast brake solenoid valve circuit and function. Refer to [AT-172, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE"](#), [AT-174, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION"](#).

2. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-151, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 3.

DTC P1730 A/T INTERLOCK

3. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

4. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

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

DTC P1731 A/T 1ST ENGINE BRAKING

DTC P1731 A/T 1ST ENGINE BRAKING

PFP:00000

Description

ACS005K5

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

CONSULT-II Reference Value

ACS005K6

Item name	Condition	Display value (ON-OFF display)
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 2	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005K7

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1731 A/T 1ST E/BRAKING" with CONSULT-II or 13th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM does not receive the proper voltage signal from the sensor.
 - When TCM monitors each ATF pressure switch and solenoid monitor value, and detects as irregular when engine brake of 1st gear acts other than at M1 position.

Possible Cause

ACS005K8

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

DTC Confirmation Procedure

ACS005K9

CAUTION:

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

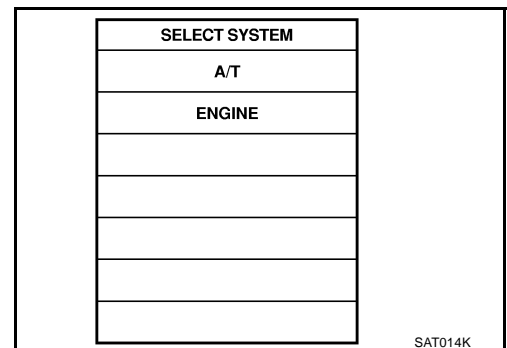
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.
ENGINE SPEED: 1,200 rpm
SLCTLVR POSI: "M" position
GEAR: "1" position
6. If DTC is detected, go to [AT-155, "Diagnostic Procedure"](#) .



DTC P1731 A/T 1ST ENGINE BRAKING

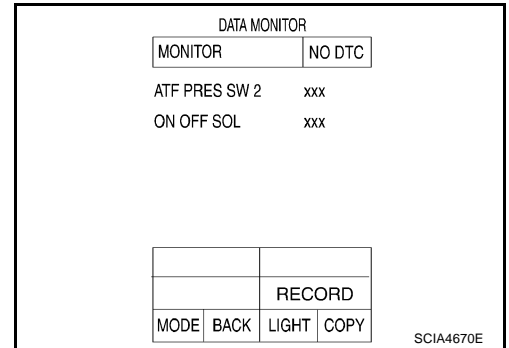
Diagnostic Procedure

ACS008F4

1. CHECK INPUT SIGNALS

With CONSULT-II

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



Item name	Condition	Display value
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 2	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-154, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1752 INPUT CLUTCH SOLENOID VALVE

DTC P1752 INPUT CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS005KB

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

CONSULT-II Reference Value

ACS005KC

Item name	Condition	Display value (Approx.)
I/C SOLENOID	Input clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Input clutch engaged. Refer to AT-19 .	0 - 0.05 A

On Board Diagnosis Logic

ACS005KD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1752 I/C SOLENOID/CIRC" with CONSULT-II or 5th judgement without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS005KE

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

DTC Confirmation Procedure

ACS005KF

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

WITH CONSULT-II

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

THROTTLE POSI: 1.5/8 - 2.0/8

SLCTLVR POSI: "D" position

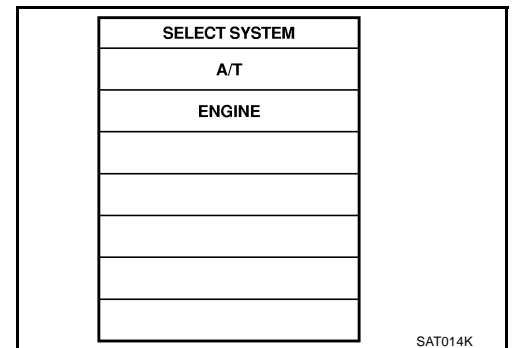
GEAR: "3" ⇒ "4" (I/C ON/OFF)

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

6. If DTC is detected go to [AT-157, "Diagnostic Procedure"](#) .

WITH GST

Follow the procedure "WITH CONSULT-II".



DTC P1752 INPUT CLUTCH SOLENOID VALVE

ACS008F5

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

Item name	Condition	Display value (Approx.)
I/C SOLENOID	Input clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Input clutch engaged. Refer to AT-19 .	0 - 0.05 A

OK or NG

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

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

SCIA4793E

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-156, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS005KH

- Input clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

CONSULT-II Reference Value

ACS005KI

Item name	Condition	Display value (Approx.)
I/C SOLENOID	Input clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Input clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 3	Input clutch engaged. Refer to AT-19 .	ON
	Input clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005KJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1754 I/C SOLENOID FNCTN” with CONSULT-II or 5th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 3 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005KK

- Harness or connectors.
(Solenoid and switch circuits are open or shorted.)
- Input clutch solenoid valve.
- ATF pressure switch 3.

DTC Confirmation Procedure

ACS005KL

CAUTION:

Always drive vehicle at a safe speed.

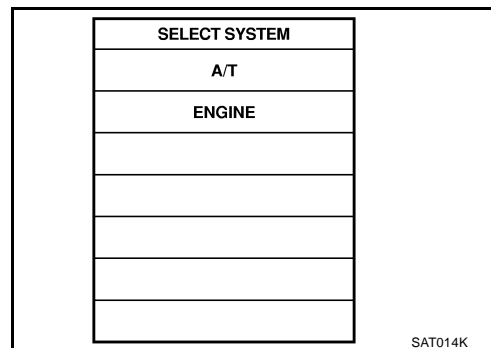
NOTE:

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

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

WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.
ACCELE POSI: 1.5/8 - 2.0/8
Selector lever: “D” position
Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1754) is detected, refer to [AT-159, "Diagnostic Procedure"](#) .
If DTC (P1752) is detected, go to [AT-157, "Diagnostic Procedure"](#) .
If DTC (P1843) is detected, go to [AT-183, "Diagnostic Procedure"](#) .



DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

WITH GST

Follow the procedure "WITH CONSULT-II".

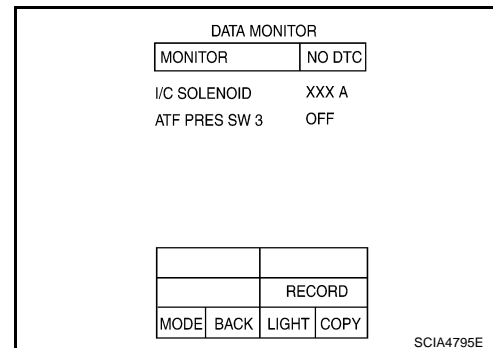
Diagnostic Procedure

ACS008F6

1. CHECK INPUT SIGNALS

With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of "ATF PRES SW 3" and electrical current value of "I/C SOLENOID".



Item name	Condition	Display value (Approx.)
I/C SOLENOID	Input clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Input clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 3	Input clutch engaged. Refer to AT-19 .	ON
	Input clutch disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-158, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1757 FRONT BRAKE SOLENOID VALVE

DTC P1757 FRONT BRAKE SOLENOID VALVE

PFP:31940

Description

ACS005KN

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

CONSULT-II Reference Value

ACS005KO

Item name	Condition	Display value (Approx.)
FR/B SOLENOID	Front brake engaged. Refer to AT-19 .	0.6 - 0.8 A
	Front brake disengaged. Refer to AT-19 .	0 - 0.05 A

On Board Diagnosis Logic

ACS005KP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1757 FR/B SOLENOID/CIRC" with CONSULT-II or 6th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS005KQ

- Harness or connectors.
(Solenoid circuit is open or shorted.)
- Front brake solenoid valve.

DTC Confirmation Procedure

ACS005KR

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

④ WITH CONSULT-II

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

THROTTLE POSI: 1.5/8 - 2.0/8

SLCTLVR POSI: "D" position

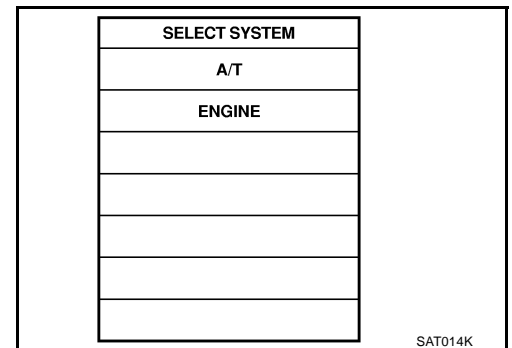
GEAR: "3" ⇒ "4" (FR/B ON/OFF)

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

6. If DTC is detected go to [AT-161](#), "Diagnostic Procedure" .

④ WITH GST

Follow the procedure "WITH CONSULT-II".



DTC P1757 FRONT BRAKE SOLENOID VALVE

ACS008F7

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

SCIA4793E

Item name	Condition	Display value (Approx.)
FR/B SOLENOID	Front brake engaged. Refer to AT-19 .	0.6 - 0.8 A
	Front brake disengaged. Refer to AT-19 .	0 - 0.05 A

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-160, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS005KT

- Front brake solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

CONSULT-II Reference Value

ACS005KU

Item name	Condition	Display value (Approx.)
FR/B SOLENOID	Front brake engaged. Refer to AT-19 .	0.6 - 0.8 A
	Front brake disengaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 1	Front brake engaged. Refer to AT-19 .	ON
	Front brake disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005KV

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1759 FR/B SOLENOID FNCT” with CONSULT-II or 6th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 1 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005KW

- Harness or connectors.
(Solenoid and switch circuits are open or shorted.)
- Front brake solenoid valve.
- ATF pressure switch 1.

DTC Confirmation Procedure

ACS005KX

CAUTION:

Always drive vehicle at a safe speed.

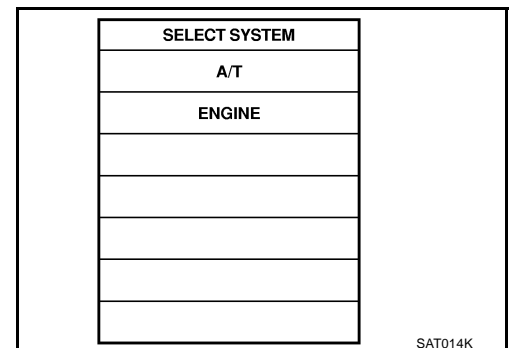
NOTE:

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

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

④ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
ACCELE POSI: 1.5/8 - 2.0/8
Selector lever: “D” position
Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1759) is detected, refer to [AT-163, "Diagnostic Procedure"](#) .
If DTC (P1757) is detected, go to [AT-161, "Diagnostic Procedure"](#) .
If DTC (P1841) is detected, go to [AT-181, "Diagnostic Procedure"](#) .



DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

WITH GST

Follow the procedure "WITH CONSULT-II".

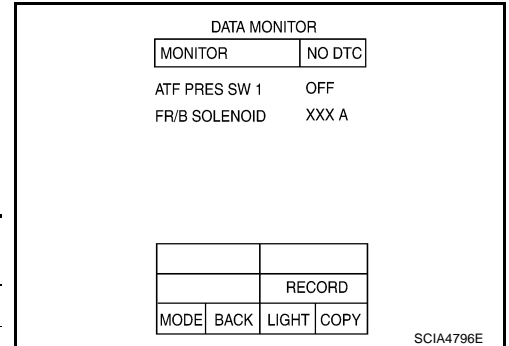
Diagnostic Procedure

ACS008F8

1. CHECK INPUT SIGNALS

With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1" and electrical current value of "FR/B SOLENOID".



Item name	Condition	Display value (Approx.)
FR/B SOLENOID	Front brake engaged. Refer to AT-19 .	0.6 - 0.8 A
	Front brake disengaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 1	Front brake engaged. Refer to AT-19 .	ON
	Front brake disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-162, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS005KZ

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

CONSULT-II Reference Value

ACS005L0

Item name	Condition	Display value (Approx.)
D/C SOLENOID	Direct clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Direct clutch engaged. Refer to AT-19 .	0 - 0.05 A

On Board Diagnosis Logic

ACS005L1

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1762 D/C SOLENOID/CIRC" with CONSULT-II or 2nd judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS005L2

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

DTC Confirmation Procedure

ACS005L3

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

WITH CONSULT-II

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

THROTTLE POSI: 1.5/8 - 2.0/8

SLCTLVR POSI: "D" position

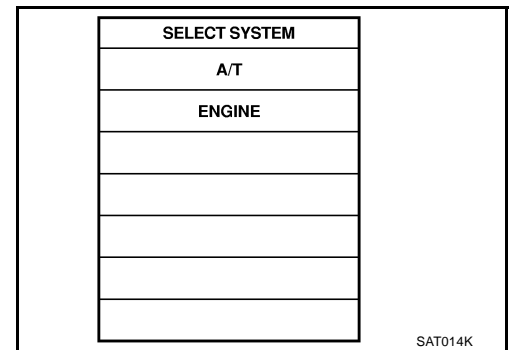
GEAR: "1" ⇒ "2" (D/C ON/OFF)

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

6. If DTC is detected, go to [AT-165](#), "Diagnostic Procedure" .

WITH GST

Follow the procedure "WITH CONSULT-II".



DTC P1762 DIRECT CLUTCH SOLENOID VALVE

ACS008F9

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

SCIA4793E

Item name	Condition	Display value (Approx.)
D/C SOLENOID	Direct clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Direct clutch engaged. Refer to AT-19 .	0 - 0.05 A

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-164, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS005L5

- Direct clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

CONSULT-II Reference Value

ACS005L6

Item name	Condition	Display value (Approx.)
D/C SOLENOID	Direct clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Direct clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 5	Direct clutch engaged. Refer to AT-19 .	ON
	Direct clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005L7

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1764 D/C SOLENOID FNCTN" with CONSULT-II or 2nd judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 5 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005L8

- Harness or connectors.
(Solenoid and switch circuits are open or shorted.)
- Direct clutch solenoid valve.
- ATF pressure switch 5.

DTC Confirmation Procedure

ACS005L9

CAUTION:

Always drive vehicle at a safe speed.

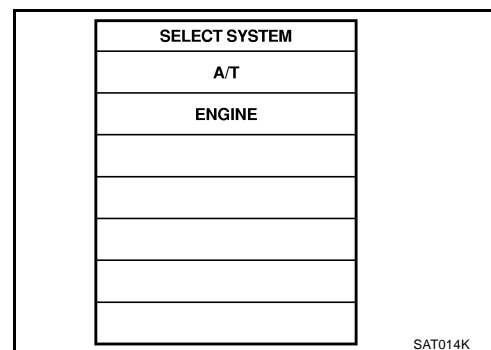
NOTE:

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

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

WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
ACCELE POSI: 1.5/8 - 2.0/8
Selector lever: "D" position
Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step "2" again.
4. Turn ignition switch "OFF", then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. If DTC (P1764) is detected, refer to [AT-167, "Diagnostic Procedure"](#) .
If DTC (P1762) is detected, go to [AT-165, "Diagnostic Procedure"](#) .
If DTC (P1845) is detected, go to [AT-185, "Diagnostic Procedure"](#) .



DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

WITH GST

Follow the procedure "WITH CONSULT-II".

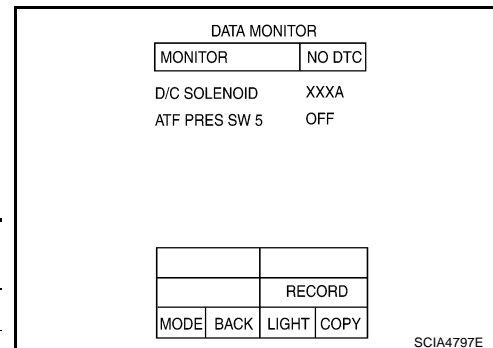
Diagnostic Procedure

ACS008FA

1. CHECK INPUT SIGNALS

With CONSULT-II

1. Start engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the display actuation of the "ATF PRES SW 5" and electrical current value of "D/C SOLENOID".



Item name	Condition	Display value (Approx.)
D/C SOLENOID	Direct clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	Direct clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 5	Direct clutch engaged. Refer to AT-19 .	ON
	Direct clutch disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-166, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS005LB

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

CONSULT-II Reference Value

ACS005LC

Item name	Condition	Display value (Approx.)
HLR/C SOL	High and low reverse clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	High and low reverse clutch engaged. Refer to AT-19 .	0 - 0.05 A

On Board Diagnosis Logic

ACS005LD

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1767 HLR/C SOL/CIRC” with CONSULT-II or 8th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS005LE

- Harness or connectors.
(Solenoid circuit is open or shorted.)
- High and low reverse clutch solenoid valve.

DTC Confirmation Procedure

ACS005LF

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

WITH CONSULT-II

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

THROTTLE POSI: 1.5/8 - 2.0/8

SLCTLVR POSI: “D” position

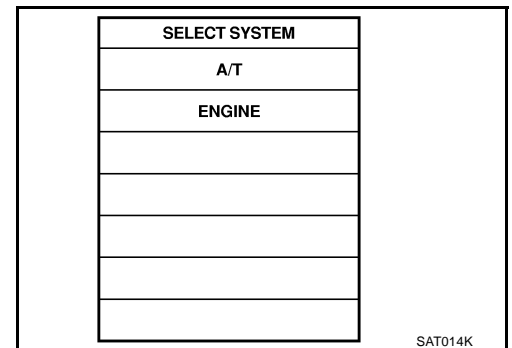
GEAR: “2” ⇒ “3” (HLR/C ON/OFF)

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

6. If DTC is detected, go to [AT-169, "Diagnostic Procedure"](#) .

WITH GST

Follow the procedure “WITH CONSULT-II”.



DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

ACS008FB

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

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

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

SCIA4793E

Item name	Condition	Display value (Approx.)
HLR/C SOL	High and low reverse clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	High and low reverse clutch engaged. Refer to AT-19 .	0 - 0.05 A

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK TCM

Perform "DTC Confirmation Procedure".

- Refer to [AT-168, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS005LH

- High and low reverse clutch solenoid valve is controlled by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

CONSULT-II Reference Value

ACS005LI

Item name	Condition	Display value (Approx.)
HLR/C SOL	High and low reverse clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	High and low reverse clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 6	High and low reverse clutch engaged. Refer to AT-19 .	ON
	High and low reverse clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005LJ

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1769 HLR/C SOL FNCTN" with CONSULT-II or 8th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 6 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005LK

- Harness or connectors.
(Solenoid and switch circuits are open or shorted.)
- High and low reverse clutch solenoid valve.
- ATF pressure switch 6.

DTC Confirmation Procedure

ACS005LL

CAUTION:

Always drive vehicle at a safe speed.

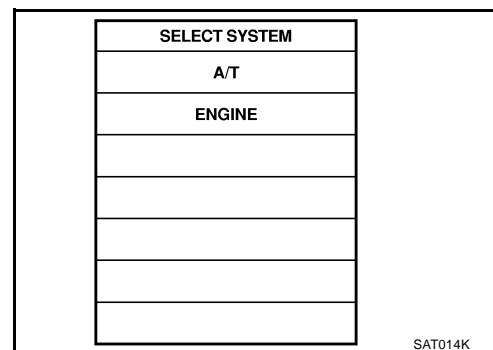
NOTE:

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

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

Ⓟ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
ACCELE POSI: 1.5/8 - 2.0/8
Selector lever: "D" position
Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step "2" again.
4. Turn ignition switch "OFF", then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II. If DTC (P1769) is detected, refer to [AT-171, "Diagnostic Procedure"](#) .
If DTC (P1767) is detected, go to [AT-169, "Diagnostic Procedure"](#) .
If DTC (P1846) is detected, go to [AT-187, "Diagnostic Procedure"](#) .



DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

WITH GST

Follow the procedure "WITH CONSULT-II".

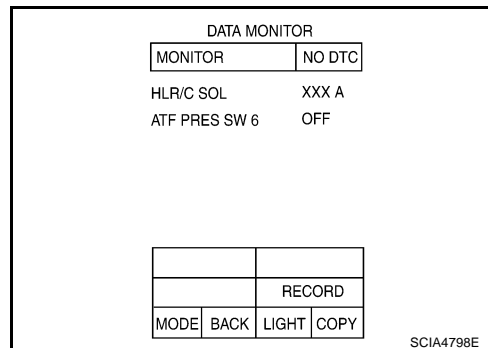
Diagnostic Procedure

ACS008FC

1. CHECK INPUT SIGNALS

With CONSULT-II

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6" and electrical current value of "HLR/C SOL".



Item name	Condition	Display value (Approx.)
HLR/C SOL	High and low reverse clutch disengaged. Refer to AT-19 .	0.6 - 0.8 A
	High and low reverse clutch engaged. Refer to AT-19 .	0 - 0.05 A
ATF PRES SW 6	High and low reverse clutch engaged. Refer to AT-19 .	ON
	High and low reverse clutch disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-170, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

PFP:31940

Description

ACS005LN

Low coast brake solenoid valve is turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.

CONSULT-II Reference Value

ACS005LO

Item name	Condition	Display value
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005LP

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1772 LC/B SOLENOID/CIRC" with CONSULT-II or 7th judgement flicker without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

Possible Cause

ACS005LQ

- Harness or connectors.
(Solenoid circuit is open or shorted.)
- Low coast brake solenoid valve.

DTC Confirmation Procedure

ACS005LR

CAUTION:

Always drive vehicle at a safe speed.

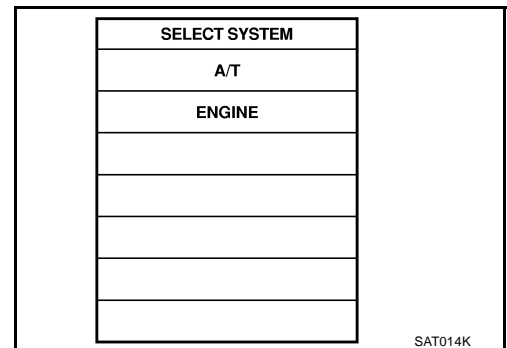
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Touch "START".
4. Start engine.
5. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
SLCTLVR POSI: "M" position
GEAR: "1st" or "2nd" gear (LC/B ON/OFF)
6. If DTC is detected, go to [AT-173, "Diagnostic Procedure"](#) .



④ WITH GST

Follow the procedure "WITH CONSULT-II".

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

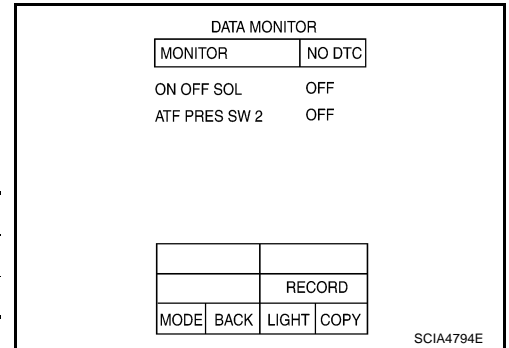
Diagnostic Procedure

ACS008FD

1. CHECK INPUT SIGNAL

With CONSULT-II

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



Item name	Condition	Display value
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-172, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

PF3:31940

Description

ACS005LT

- Low coast brake solenoid valve is turned “ON” or “OFF” by the TCM in response to signals sent from the PNP switch, vehicle speed sensor and accelerator pedal position sensor (throttle position sensor). Gears will then be shifted to the optimum position.
- This is not only caused by electrical malfunction (circuits open or shorted) but also by mechanical malfunction such as control valve sticking, improper solenoid valve operation.

CONSULT-II Reference Value

ACS005LU

Item name	Condition	Display value
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 2	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005LV

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1774 LC/B SOLENOID FNCT” with CONSULT-II or 7th judgement flicker without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 2 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 2 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005LW

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

DTC Confirmation Procedure

ACS005LX

CAUTION:

Always drive vehicle at a safe speed.

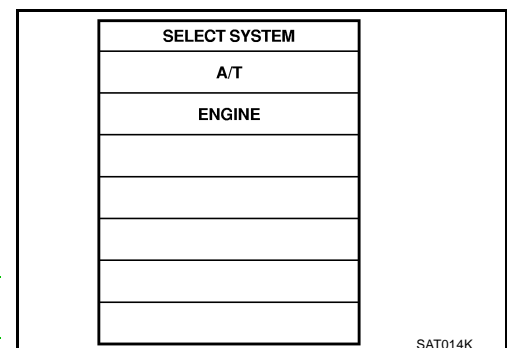
NOTE:

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

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

WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
Selector lever: “M” position
Gear position: “1st” or “2nd” gear (LC/B ON/OFF)
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1774) is detected, refer to [AT-175, "Diagnostic Procedure"](#) .
If DTC (P1772) is detected, go to [AT-173, "Diagnostic Procedure"](#) .



WITH GST

Follow the procedure “WITH CONSULT-II”.

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

ACS008FE

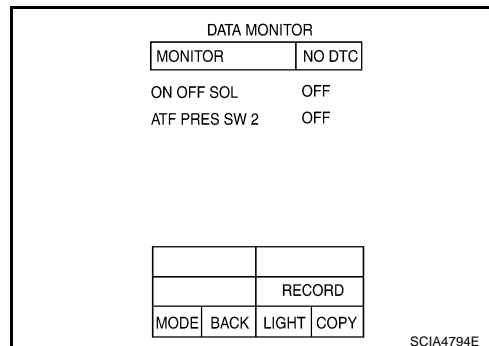
Diagnostic Procedure

1. CHECK INPUT SIGNALS

With CONSULT-II

1. Start the engine.
2. Select "SELECTION FROM MENU" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the manual mode ("M1-1st" or "M2-2nd" gear), and confirm the ON/OFF actuation of the "ATF PRES SW 2" and "ON OFF SOL".

Item name	Condition	Display value
ON OFF SOL	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF
ATF PRES SW 2	Low coast brake engaged. Refer to AT-19 .	ON
	Low coast brake disengaged. Refer to AT-19 .	OFF



OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-174, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1815 MANUAL MODE SWITCH

DTC P1815 MANUAL MODE SWITCH

PFP:34901

Description

ACS005LZ

Manual mode switch is installed in A/T device. It sends manual mode switch, shift-up and shift-down switch signals to TCM.

TCM sends the switch signals to combination meter. By CAN communication line. Then manual mode switch position is indicated on the A/T position indicator. For inspection, refer to [AT-194, "A/T INDICATOR CIRCUIT"](#) .

CONSULT-II Reference Value

ACS005M0

Item name	Condition	Display Value
MANU MODE SW	Manual shift gate position (neutral)	ON
	Other than the above	OFF
NON M-MODE SW	Manual shift gate position	OFF
	Other than the above	ON
UP SW LEVER	Selector lever: + side	ON
	Other than the above	OFF
DOWN SW LEVER	Selector lever: - side	ON
	Other than the above	OFF

On Board Diagnosis Logic

ACS005M1

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1815 MANU MODE SW/CIR" with CONSULT-II is detected when TCM monitors Manual mode, Non manual mode, Up or Down switch signal, and detects as irregular when impossible input pattern occurs 1 second or more.

Possible Cause

ACS005M2

- Harness or connectors.
(These switches circuit is open or shorted.)
- Mode select switch. (Into control device.)
- Position select switch. (Into control device.)

DTC Confirmation Procedure

ACS005M3

CAUTION:

Always drive vehicle at a safe speed.

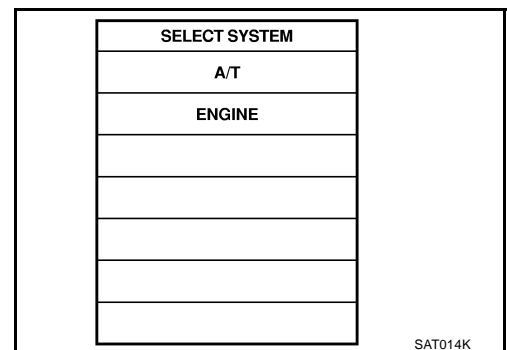
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.
SLCTLVR POSI: "M" position
5. If DTC is detected, go to [AT-178, "Diagnostic Procedure"](#) .



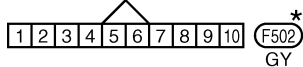
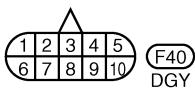
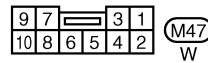
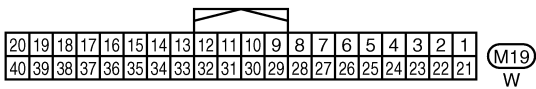
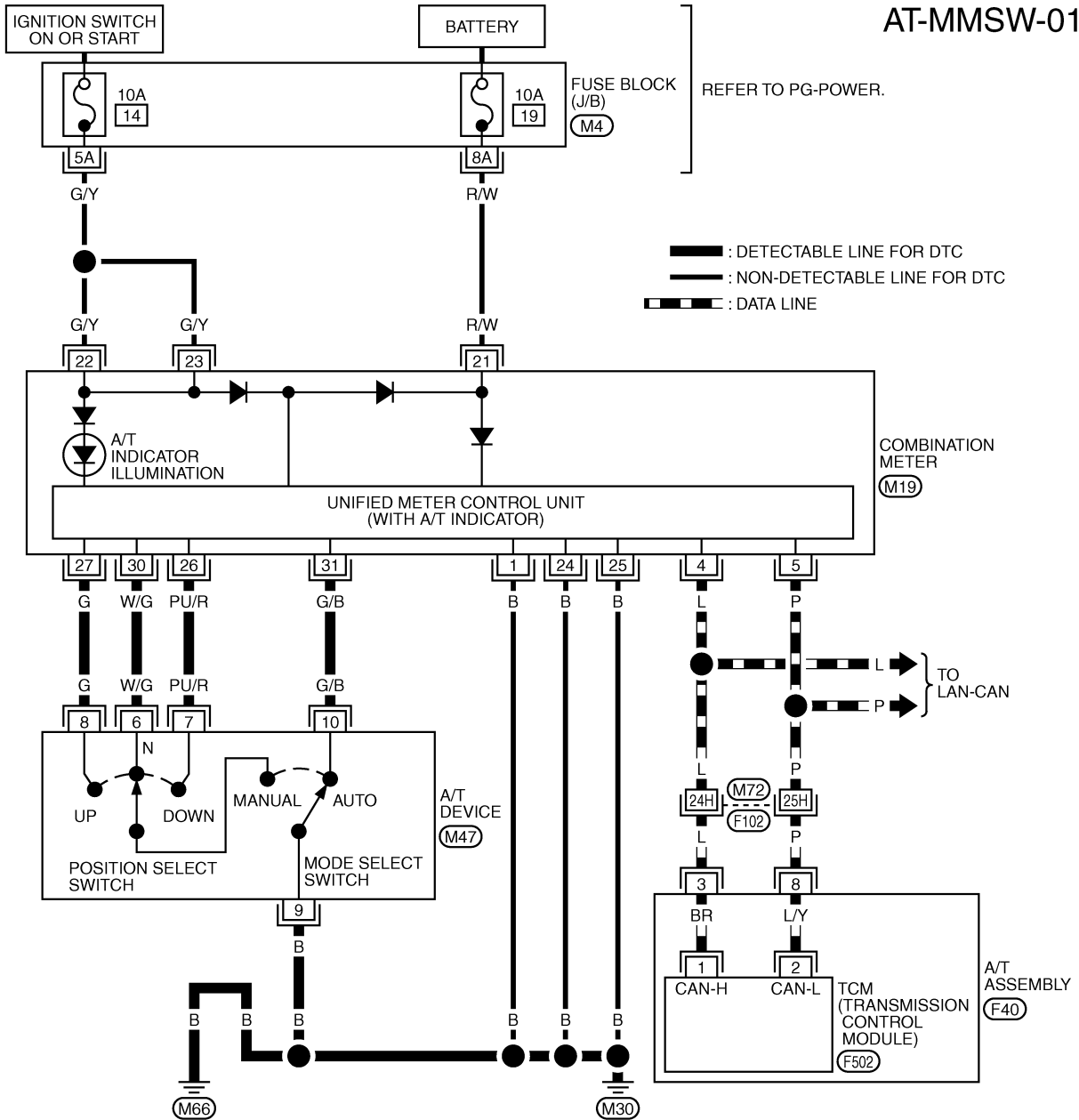
SAT014K

DTC P1815 MANUAL MODE SWITCH

Wiring Diagram — AT — MMSW

ACS0087Y

AT-MMSW-01



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

REFER TO THE FOLLOWING.

(F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)

TCWM0409E

DTC P1815 MANUAL MODE SWITCH

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

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

Diagnostic Procedure

ACS008FF

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#).

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

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#).
 NO >> GO TO 2.

2. CHECK MANUAL MODE SWITCH CIRCUIT

With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out ON/OFF switching action of "MANU MODE SW", "NON M-MODE SW", "UP SW LEVER", "DOWN SW LEVER".

DATA MONITOR			
MONITOR	NO DTC		
MANU MODE SW	OFF		
NON M-MODE SW	ON		
UP SW LEVER	OFF		
DOWN SW LEVER	OFF		
△			
RECORD			
MODE	BACK	LIGHT	COPY

SCIA4988E

Item name	Condition	Display Value
MANU MODE SW	Manual shift gate position (neutral)	ON
	Other than the above	OFF
NON M-MODE SW	Manual shift gate position	OFF
	Other than the above	ON
UP SW LEVER	selector lever: +side	ON
	Other than the above	OFF
DOWN SW LEVER	selector lever: -side	ON
	Other than the above	OFF

Without CONSULT-II

Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever is shifted to the "+" (up) or "-" (down) side (1st ↔ 5th gear).

OK or NG

- OK >> GO TO 4.
 NG >> GO TO 3.

3. DETECT MALFUNCTIONING ITEM

Check the following.

- Manual mode switch. Refer to [AT-179, "Component Inspection"](#).
- Pin terminals for damage or loose connection with harness connector.
- Open circuit or short to ground or short to power in harness or connector for A/T device (manual mode switch).
- Combination meter. Refer to [DI-4, "COMBINATION METERS"](#).

OK or NG

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

DTC P1815 MANUAL MODE SWITCH

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-176, "DTC Confirmation Procedure"](#).

OK or NG

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

5. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#).

OK or NG

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

6. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

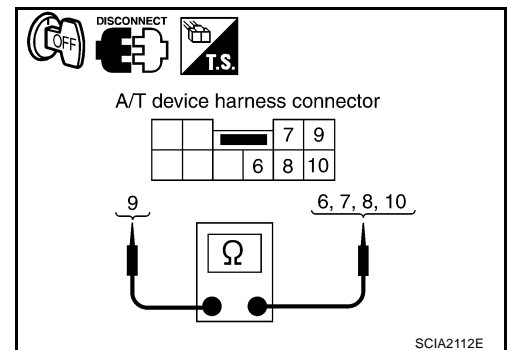
- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#).
- NG >> Repair or replace damaged parts.

Component Inspection MANUAL MODE SWITCH

ACS008FG

Check continuity between terminals.

Item	Position	Connector	Terminal (Unit side)	Continuity
Manual mode select switch	Auto	M47	9 - 10	Yes
	Manual		6 - 9	
Manual mode position select switch	UP		8 - 9	
	DOWN		7 - 9	



SCIA2112E

DTC P1841 ATF PRESSURE SWITCH 1

DTC P1841 ATF PRESSURE SWITCH 1

PFP:25240

Description

ACS005M7

Fail-safe function to detect front brake clutch solenoid valve condition.

CONSULT-II Reference Value

ACS005M8

Item name	Condition	Display value
ATF PRES SW 1	Front brake engaged. Refer to AT-19 .	ON
	Front brake disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005M9

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1841 ATF PRES SW 1/CIRC" with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005MA

- ATF pressure switch 1.
- Harness or connectors.
(Switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS005MB

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

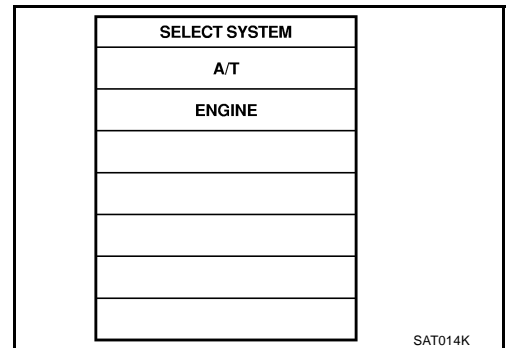
After the repair, perform the following procedure to confirm the malfunction is eliminated.

WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.
THROTTLE POSI: 1.5/8 - 2.0/8
SLCTLVR POSI: "D" position
GEAR: "3" ⇒ "4" (FR/B ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step "2" again.
4. Turn ignition switch OFF, then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.

If DTC (P1841) is detected, go to [AT-181, "Diagnostic Procedure"](#) .

If DTC (P1757) is detected, go to [AT-161, "Diagnostic Procedure"](#) .



SAT014K

DTC P1841 ATF PRESSURE SWITCH 1

ACS008FI

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1".

Item name	Condition	Display value
ATF PRES SW 1	Front brake engaged. Refer to AT-19 .	ON
	Front brake disengaged. Refer to AT-19 .	OFF

OK or NG

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

DATA MONITOR	
MONITOR	NO DTC
ATF PRES SW 1	OFF
ATF PRES SW 2	OFF
ATF PRES SW 3	OFF
ATF PRES SW 5	OFF
ATF PRES SW 6	OFF

Δ	▽		
RECORD			
MODE	BACK	LIGHT	COPY

PCIA0067E

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-180, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1843 ATF PRESSURE SWITCH 3

DTC P1843 ATF PRESSURE SWITCH 3

PDF:25240

Description

ACS005MD

Fail-safe function to detect input clutch solenoid valve condition.

CONSULT-II Reference Value

ACS005ME

Item name	Condition	Display value
ATF PRES SW 3	Input clutch engaged. Refer to AT-19 .	ON
	Input clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005MF

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1843 ATF PRES SW 3/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005MG

- ATF pressure switch 3.
- Harness or connectors.
(Switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS005MH

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

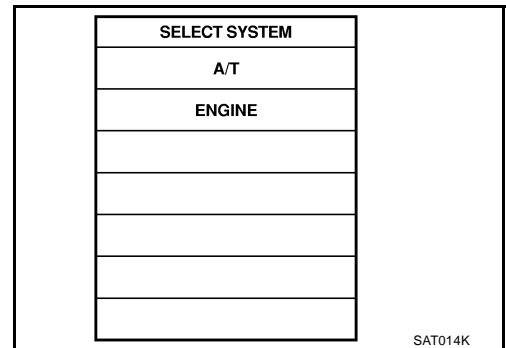
After the repair, perform the following procedure to confirm the malfunction is eliminated.

WITH CONSULT-II

1. Start the engine.
2. Accelerate vehicle to maintain the following conditions.
THROTTLE POSI: 1.5/8 - 2.0/8
SLCTLVR POSI: “D” position
GEAR: “3” ⇒ “4” (I/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch “OFF”, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1843) is detected, go to [AT-183, "Diagnostic Procedure"](#) .

If DTC (P1752) is detected, go to [AT-157, "Diagnostic Procedure"](#) .



DTC P1843 ATF PRESSURE SWITCH 3

ACS008FJ

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 3".

Item name	Condition	Display value
ATF PRES SW 3	Input clutch engaged. Refer to AT-19 .	ON
	Input clutch disengaged. Refer to AT-19 .	OFF

DATA MONITOR	
MONITOR	NO DTC
ATF PRES SW 1	OFF
ATF PRES SW 2	OFF
ATF PRES SW 3	OFF
ATF PRES SW 5	OFF
ATF PRES SW 6	OFF

Δ	▽		
RECORD			
MODE	BACK	LIGHT	COPY

PCIA0067E

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-182, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1845 ATF PRESSURE SWITCH 5

DTC P1845 ATF PRESSURE SWITCH 5

PFP:25240

Description

ACS005MJ

Fail-safe function to detect direct clutch solenoid valve condition.

CONSULT-II Reference Value

ACS005MK

Item name	Condition	Display value
ATF PRES SW 5	Direct clutch engaged. Refer to AT-19 .	ON
	Direct clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005ML

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “P1845 ATF PRES SW 5/CIRC” with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005MM

- ATF pressure switch 5.
- Harness or connectors.
(Switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS005MN

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

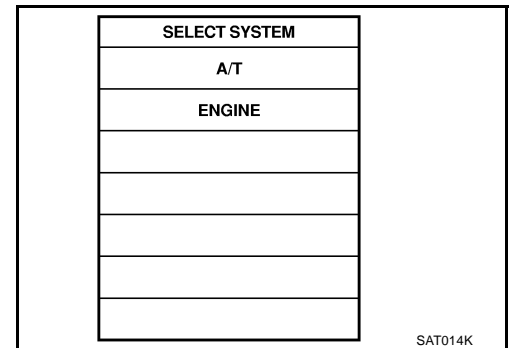
After the repair, perform the following procedure to confirm the malfunction is eliminated.

WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
THROTTLE POSI: 1.5/8 - 2.0/8
SLCTLVR POSI: “D” position
GEAR: “1” ⇒ “2” (D/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.

If DTC (P1845) is detected, go to [AT-185, "Diagnostic Procedure"](#) .

If DTC (P1762) is detected, go to [AT-165, "Diagnostic Procedure"](#) .



DTC P1845 ATF PRESSURE SWITCH 5

Diagnostic Procedure

ACS008FK

1. CHECK INPUT SIGNAL

With CONSULT-II

1. Start engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 5".

Item name	Condition	Display value
ATF PRES SW 5	Direct clutch engaged. Refer to AT-19 .	ON
	Direct clutch disengaged. Refer to AT-19 .	OFF

DATA MONITOR	
MONITOR	NO DTC
ATF PRES SW 1	OFF
ATF PRES SW 2	OFF
ATF PRES SW 3	OFF
ATF PRES SW 5	OFF
ATF PRES SW 6	OFF

Δ	▽		
RECORD			
MODE	BACK	LIGHT	COPY

PCIA0067E

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#)
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-184, "DTC Confirmation Procedure"](#) .

OK or NG

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

DTC P1846 ATF PRESSURE SWITCH 6

DTC P1846 ATF PRESSURE SWITCH 6

PFP:25240

Description

ACS005MP

Fail-safe function to detect high and low reverse clutch solenoid valve condition.

CONSULT-II Reference Value

ACS005MQ

Item name	Condition	Display value
ATF PRES SW 6	High and low reverse clutch engaged. Refer to AT-19 .	ON
	High and low reverse clutch disengaged. Refer to AT-19 .	OFF

On Board Diagnosis Logic

ACS005MR

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "P1846 ATF PRES SW 6/CIRC" with CONSULT-II is detected when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS005MS

- ATF pressure switch 6.
- Harness or connectors.
(Switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS005MT

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

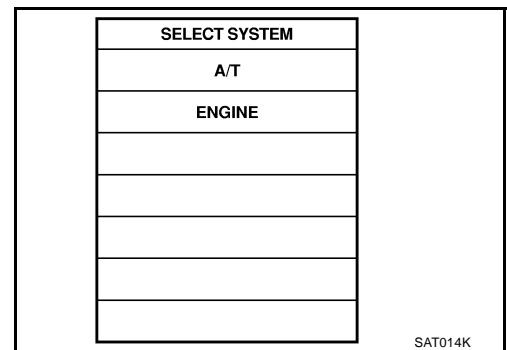
After the repair, perform the following procedure to confirm the malfunction is eliminated.

WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following conditions.
THROTTLE POSI: 1.5/8 - 2.0/8
SLCTLVR POSI: "D" position
GEAR: "2" ⇒ "3" (HLR/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step "2" again.
4. Turn ignition switch OFF, then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.

If DTC (P1846) is detected, go to [AT-187, "Diagnostic Procedure"](#) .

If DTC (P1767) is detected, go to [AT-169, "Diagnostic Procedure"](#) .



SAT014K

DTC P1846 ATF PRESSURE SWITCH 6

ACS008FL

Diagnostic Procedure

1. CHECK INPUT SIGNAL

With CONSULT-II

1. Start the engine.
2. Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Drive vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6".

DATA MONITOR	
MONITOR	NO DTC
ATF PRES SW 1	OFF
ATF PRES SW 2	OFF
ATF PRES SW 3	OFF
ATF PRES SW 5	OFF
ATF PRES SW 6	OFF

△	▽		
RECORD			
MODE	BACK	LIGHT	COPY

PCIA0067E

Item name	Condition	Display value
ATF PRES SW 6	High and low reverse clutch engaged. Refer to AT-19 .	ON
	High and low reverse clutch disengaged. Refer to AT-19 .	OFF

OK or NG

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

2. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
NG >> Repair or replace damaged parts.

4. CHECK DTC

Perform "DTC Confirmation Procedure".

- Refer to [AT-186, "DTC Confirmation Procedure"](#) .

OK or NG

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

MAIN POWER SUPPLY AND GROUND CIRCUIT

MAIN POWER SUPPLY AND GROUND CIRCUIT

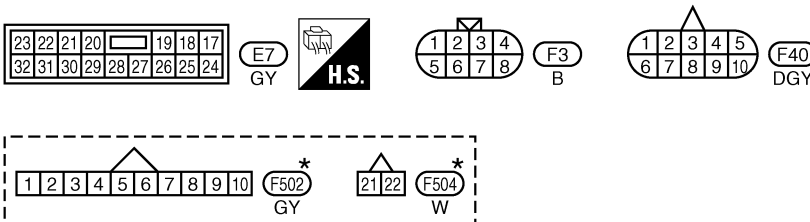
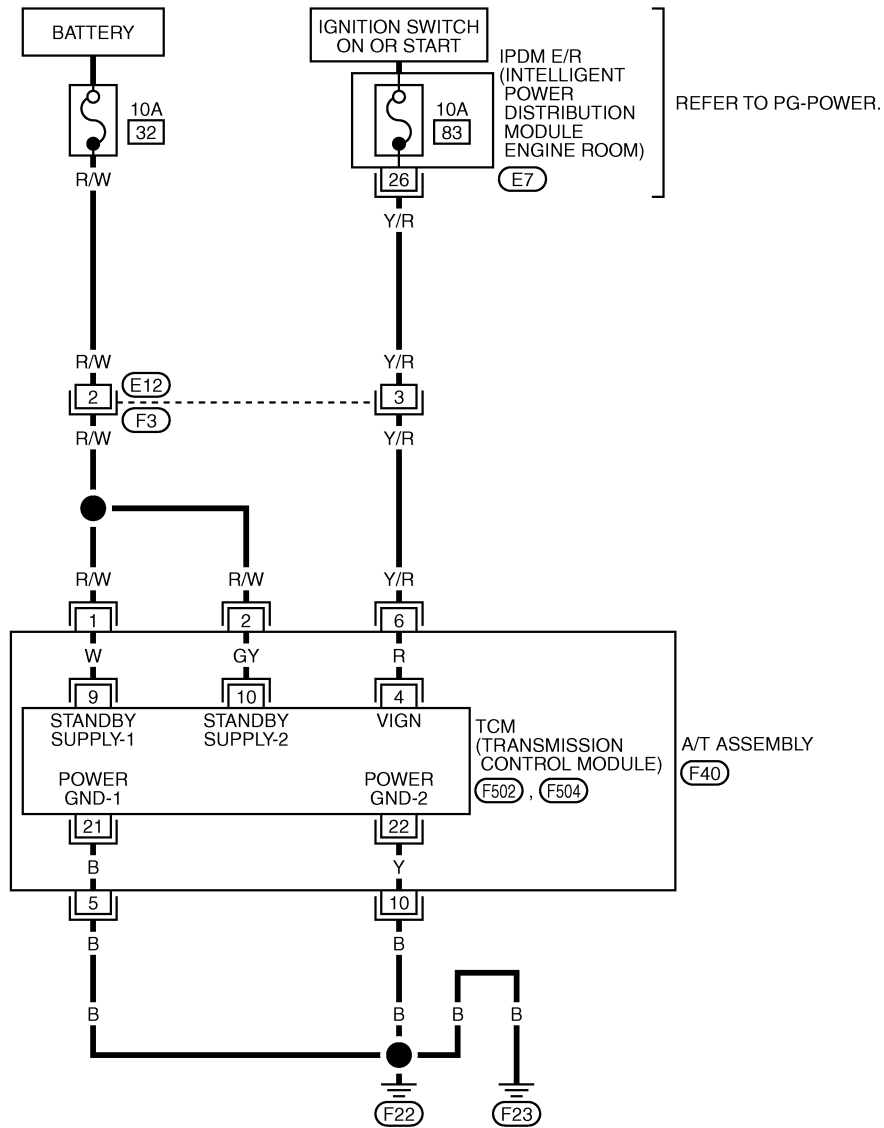
PFP:00100

Wiring Diagram — AT — MAIN

ACS008AH

AT-MAIN-01

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





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

TCWM0410E

MAIN POWER SUPPLY AND GROUND CIRCUIT

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

Terminal	Wire color	Item	Condition	Data (Approx.)
1	R/W	Power supply (Memory back-up)	Always	Battery voltage
2	R/W	Power supply (Memory back-up)	Always	Battery voltage
5	B	Ground	Always	0V
6	Y/R	Power supply		Battery voltage
				0V
10	B	Ground	Always	0V

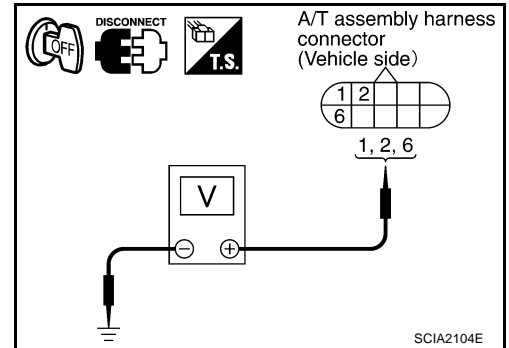
Diagnostic Procedure

ACS008FM

1. CHECK TCM POWER SOURCE STEP 1

- Turn ignition switch OFF.
- Disconnect A/T assembly harness connector.
- Check voltage between A/T assembly harness connector and ground.

Item	Connector	Terminal (Wire color)	Voltage
TCM	F40	1 (R/W) - Ground	Battery voltage
		2 (R/W) - Ground	Battery voltage
		6 (Y/R) - Ground	0V



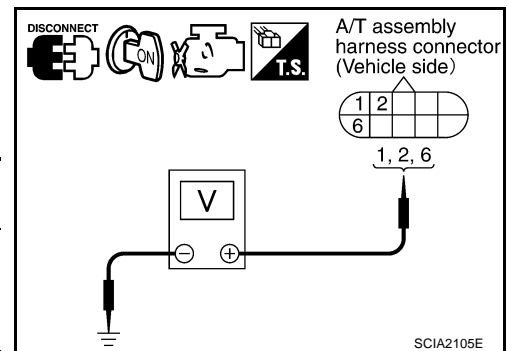
OK or NG

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

2. CHECK TCM POWER SOURCE STEP 2

- Disconnect A/T assembly harness connector.
- Turn ignition switch ON. (Do not start engine.)
- Check voltage between A/T assembly harness connector and ground.

Item	Connector	Terminal (Wire color)	Voltage
TCM	F40	1 (R/W) - Ground	Battery voltage
		2 (R/W) - Ground	Battery voltage
		6 (Y/R) - Ground	Battery voltage



OK or NG

- OK >> GO TO 4.
 NG >> GO TO 3.

MAIN POWER SUPPLY AND GROUND CIRCUIT

3. DETECT MALFUNCTIONING ITEM

Check the following.

- Harness for short or open between battery and A/T assembly harness connector terminals 1, 2
- Harness for short or open between ignition switch and A/T assembly harness connector terminal 6
- 10A fuse (No.32, located in the fuse and fusible link block) and 10A fuse (No.83, located in the IPDM E/R)
- Ignition switch, Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

OK or NG

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

4. CHECK TCM GROUND CIRCUIT

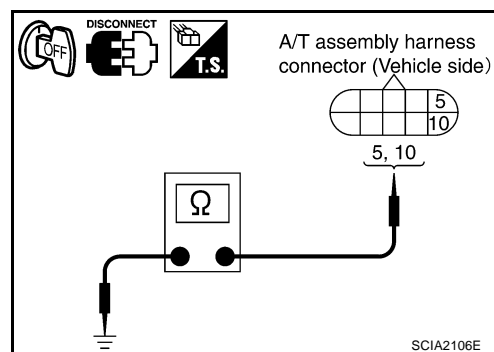
1. Turn ignition switch OFF.
2. Disconnect A/T assembly harness connector.
3. Check continuity between A/T assembly harness connector terminals and ground.

Continuity should exist.

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

OK or NG

- OK >> GO TO 5.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.



5. DETECT MALFUNCTIONING ITEM

Check the following.

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

OK or NG

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

6. PERFORM SELF-DIAGNOSIS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) .

OK or NG

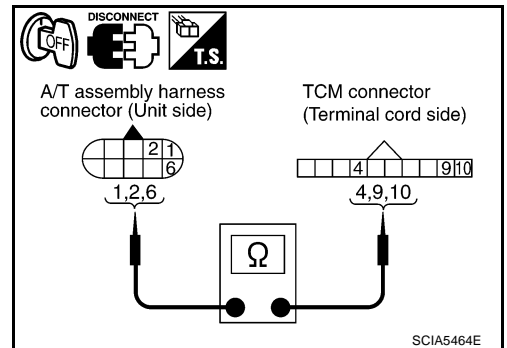
- OK >> **INSPECTION END**
NG-1 >> Self-diagnosis does not activate: GO TO 7.
NG-2 >> DTC is displayed: Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) .

MAIN POWER SUPPLY AND GROUND CIRCUIT

7. CHECK TERMINAL CORD ASSEMBLY

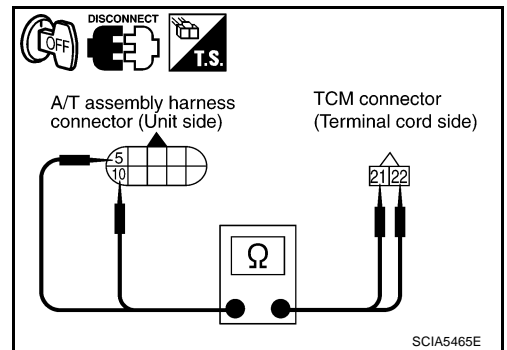
1. Remove control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disconnect A/T assembly harness connector and TCM connector.
3. Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

Item	Connector	Terminal (Wire color)	Continuity
A/T assembly harness connector	F40	1 (W)	Yes
TCM connector	F502	9 (W)	
A/T assembly harness connector	F40	2 (GY)	Yes
TCM connector	F502	10 (GY)	
A/T assembly harness connector	F40	6 (R)	Yes
TCM connector	F502	4 (R)	



4. Check continuity between A/T assembly harness connector terminals and TCM connector terminals.

Item	Connector	Terminal (Wire color)	Continuity
A/T assembly harness connector	F40	5 (B)	Yes
TCM connector	F504	21 (B)	
A/T assembly harness connector	F40	10 (Y)	Yes
TCM connector	F504	22 (Y)	



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

OK or NG

- OK >> Replace control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- NG >> Replace open circuit or short to ground and short to power in harness or connectors.

CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

CLOSED THROTTLE POSITION AND WIDE OPEN THROTTLE POSITION CIRCUIT

PFP:18002

CONSULT-II Reference Value

ACS006CN

Item name	Condition	Display value
CLSD THL POS	Released accelerator pedal	ON
	Fully depressed accelerator pedal	OFF
W/O THL POS	Fully depressed accelerator pedal	ON
	Released accelerator pedal	OFF

Diagnostic Procedure

ACS008FN

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
 NO >> GO TO 2.

2. CHECK THROTTLE POSITION SIGNAL CIRCUIT

With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Depress accelerator pedal and read out the value of "CLSD THL POS" and "W/O THL POS".

Accelerator Pedal Operation	Monitor Item	
	CLSD THL POS	W/O THL POS
Released	ON	OFF
Fully depressed	OFF	ON

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

PCIA0070E

OK or NG

- OK >> **INSPECTION END**
 NG >> Check the following items. If NG, repair or replace damaged parts.
- Perform self-diagnosis for "ENGINE" with CONSULT-II. Refer to [EC-124, "CONSULT-II Function \(ENGINE\)"](#) .
 - Open circuit or short to ground or short to power in harness or connectors.
 - Pin terminals for damage or loose connection with harness connector.

BRAKE SIGNAL CIRCUIT

BRAKE SIGNAL CIRCUIT

PFP:25320

CONSULT-II Reference Value

ACS006CO

Item name	Condition	Display value
BRAKE SW	Depressed brake pedal	ON
	Released brake pedal	OFF

Diagnostic Procedure

ACS005MW

1. CHECK CAN COMMUNICATION LINE

Perform the self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

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

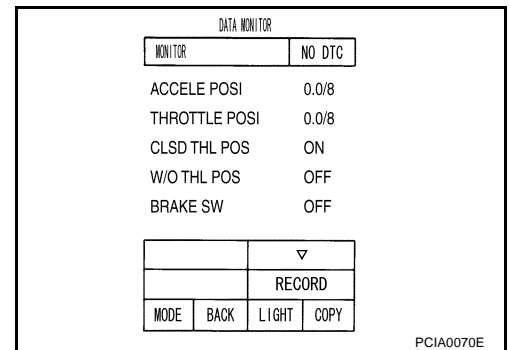
- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
 NO >> GO TO 2.

2. CHECK STOP LAMP SWITCH CIRCUIT

With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out ON/OFF switching action of the "BRAKE SW".

Item name	Condition	Display value
BRAKE SW	Depressed brake pedal	ON
	Released brake pedal	OFF



OK or NG

- OK >> **INSPECTION END**
 NG >> GO TO 3.

3. CHECK STOP LAMP SWITCH

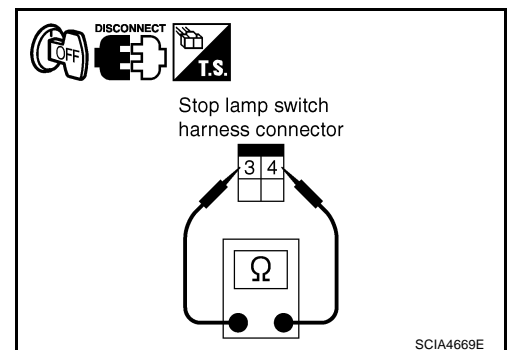
Check continuity between stop lamp switch harness connector E124 terminals 3 and 4. Refer to [AT-195, "Wiring Diagram — AT — NON-DTC"](#) .

Condition	Continuity
When brake pedal is depressed	Yes
When brake pedal is released	No

Check stop lamp switch after adjusting brake pedal — refer to [BR-6, "BRAKE PEDAL"](#) .

OK or NG

- OK >> **INSPECTION END**
 NG >> Check the following items. If NG, repair or replace damaged parts.
- Harness for short or open between battery and stop lamp switch.
 - Harness for short or open between stop lamp switch and combination meter.



A/T INDICATOR CIRCUIT

A/T INDICATOR CIRCUIT

PFP:24810

Description

ACS008TJ

TCM sends the switch signals to combination meters. By CAN communication line. Then manual mode switch position is indicated on the A/T indicator.

CONSULT-II Reference Value

ACS008TK

Item name	Condition	Display value
GEAR	During driving	1, 2, 3, 4, 5

Diagnostic Procedure

ACS008TL

1. CHECK INPUT SIGNALS

Ⓟ With CONSULT-II

- Start engine.
- Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II and read out the value of "GEAR".
- Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever is shifted to the "+ (up)" or "- (down)" side (1st ⇔ 5th gear).

OK or NG

- OK >> **INSPECTION END**
 NG >> Check the following.

DATA MONITOR	
MONITOR	NO. DTC
VHCL/S SE-A/T	0 km/h
THROTTLE POSI	0. 0/8
GEAR	1
ENGINE SPEED	0 rpm
TURBINE REV	0 rpm
▼	
RECORD	
MODE	BACK LIGHT COPY

PCIA0065E

A/T INDICATOR SYMPTOM CHART

Items	Possible location of malfunction
The actual gear position does not change, or shifting into the manual mode is not possible (no gear shifting in the manual mode possible). The A/T indicator is not indicated.	Manual mode switch Refer to AT-176, "DTC P1815 MANUAL MODE SWITCH" . A/T main system (Fail-safe function actuated) ● Refer to AT-96, "SELF-DIAGNOSTIC RESULT MODE" .
The actual gear position changes, but the A/T indicator is not indicated.	Perform the self-diagnosis function. ● Refer to AT-96, "SELF-DIAGNOSTIC RESULT MODE" .
The actual gear position and the indication on the A/T indicator do not coincide.	Perform the self-diagnosis function. ● Refer to AT-96, "SELF-DIAGNOSTIC RESULT MODE" .
Only a specific position or positions is/are not indicated on the A/T indicator.	Check the combination meters. Refer to DI-4, "COMBINATION METERS" .

TROUBLE DIAGNOSIS FOR SYMPTOMS

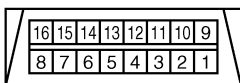
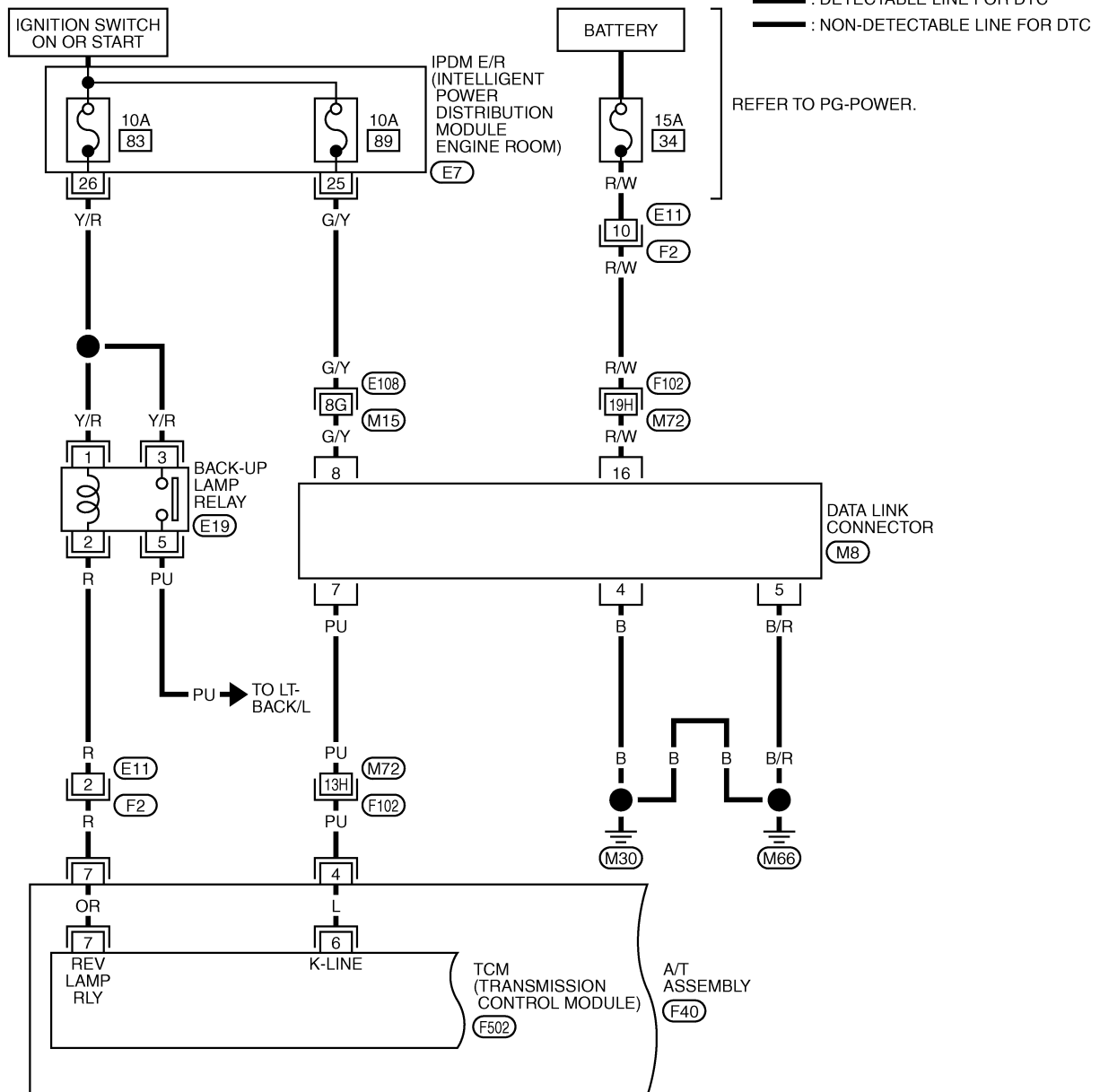
TROUBLE DIAGNOSIS FOR SYMPTOMS

PPF:00007

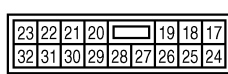
Wiring Diagram — AT — NONDTC

ACS0087Z

AT-NONDTC-01



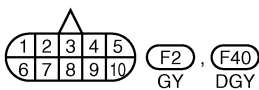
M8
W



E7
GY

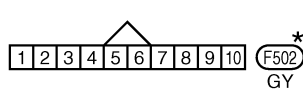


E19
L



F2
GY

F40
DGY



F502
GY

REFER TO THE FOLLOWING.

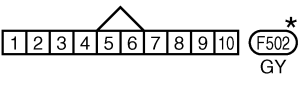
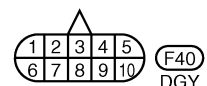
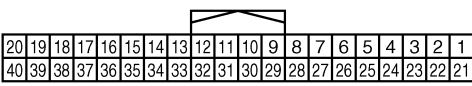
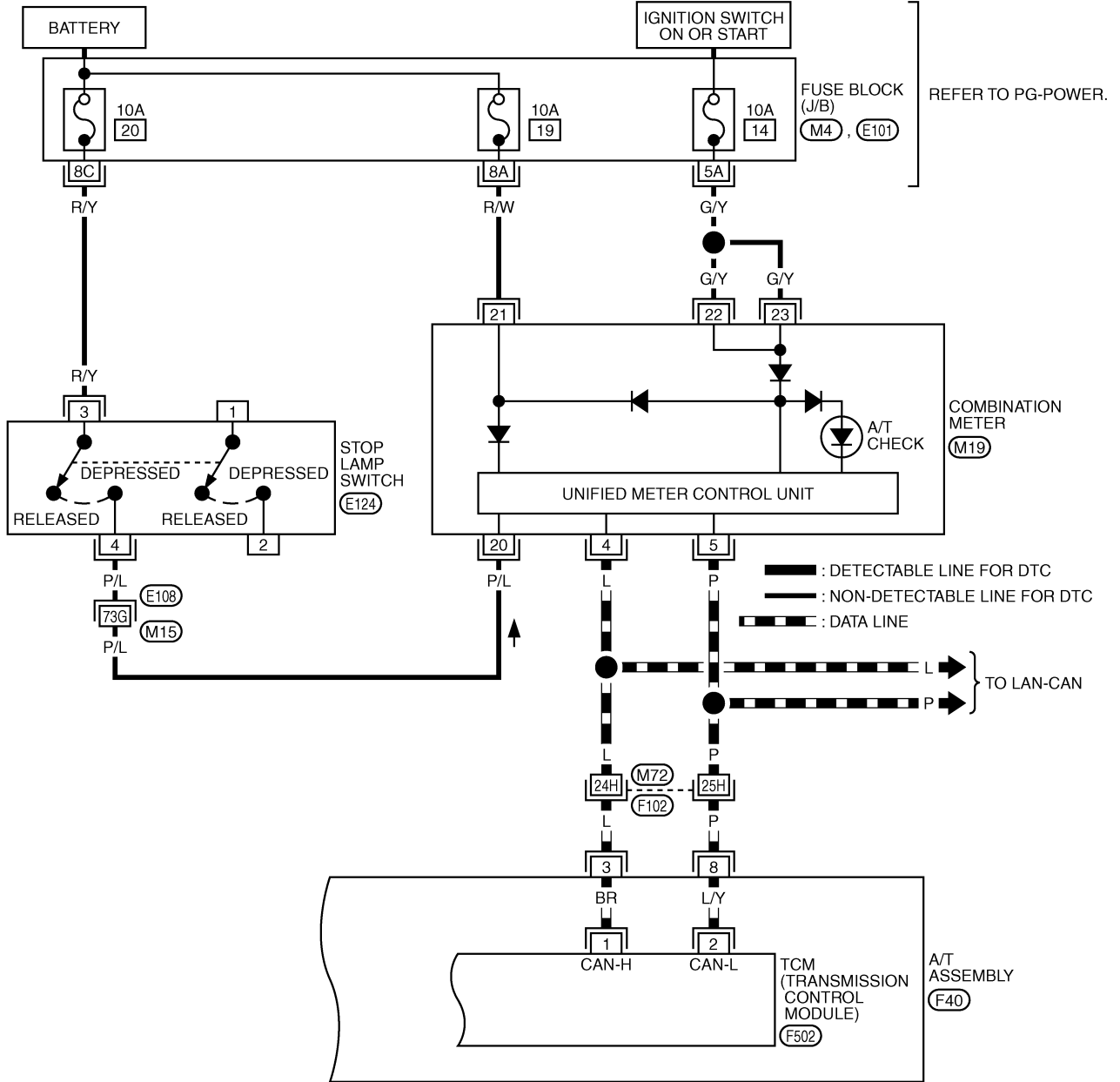
E108, F102 -SUPER MULTIPLE JUNCTION (SMJ)

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

A
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M

TROUBLE DIAGNOSIS FOR SYMPTOMS

AT-NONDTC-02




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

REFER TO THE FOLLOWING.
 (E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)
 (M4), (E101) -FUSE BLOCK-JUNCTION BOX (J/B)

TROUBLE DIAGNOSIS FOR SYMPTOMS

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

Terminal	Wire color	Item	Condition	Data (Approx.)
3	L	CAN-H	-	-
4	PU	K-line (CONSULT-II signal)	The terminal is connected to the data link connector for CONSULT-II.	-
7	R	Back-up lamp relay	 Selector lever in "R" position.	0V
			Selector lever in other positions.	Battery voltage
8	P	CAN-L	-	-

A/T CHECK Indicator Lamp Does Not Come On SYMPTOM:

ACS00880

A/T CHECK indicator lamp does not come on for about 2 seconds when turning ignition switch to ON.

DIAGNOSTIC PROCEDURE

1. CHECK CAN COMMUNICATION LINE

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#) .

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

- YES >> Check CAN communication line. Refer to [AT-112, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

2. CHECK A/T CHECK INDICATOR LAMP CIRCUIT

Check combination meter. Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

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

3. CHECK TCM POWER SUPPLY AND GROUND CIRCUIT

Check TCM power supply and ground circuit. Refer to [AT-188, "MAIN POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

Engine Cannot Be Started In “P” or “N” Position

ACS00881

SYMPTOM:

- Engine cannot be started with selector lever in “P” or “N” position.
- Engine can be started with selector lever in “D” or “R” position.

DIAGNOSTIC PROCEDURE

1. CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

3. CHECK STARTING SYSTEM

Check starting system. Refer to [SC-10, "STARTING SYSTEM"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

In “P” Position, Vehicle Moves When Pushed

ACS00882

SYMPTOM:

Even though the selector lever is set in the “P” position, the parking mechanism is not actuated, allowing the vehicle to be moved when it is pushed.

DIAGNOSTIC PROCEDURE

1. CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK PARKING COMPONENTS

Check parking components. Refer to [AT-260, "Parking Components"](#) .

OK or NG

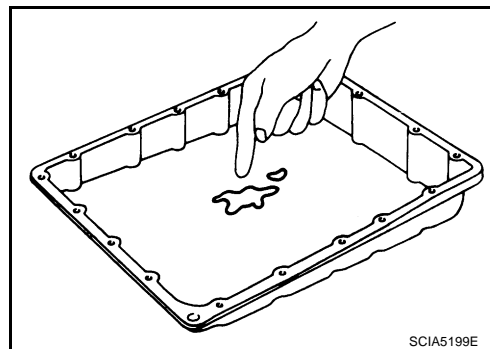
- OK >> GO TO 4.
- NG >> Repair or replace damaged parts.

4. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.65)



ACS00883

In "N" Position, Vehicle Moves SYMPTOM:

Vehicle moves forward or backward when selecting "N" position.

DIAGNOSTIC PROCEDURE

1. CHECK PNP SWITCH CIRCUIT

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Do the self-diagnostic results indicate PNP switch?

- YES >> Check the malfunctioning system. Refer to [AT-120, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .
- NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

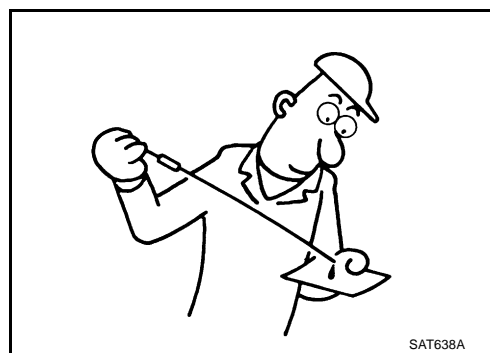
- OK >> GO TO 3.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.



TROUBLE DIAGNOSIS FOR SYMPTOMS

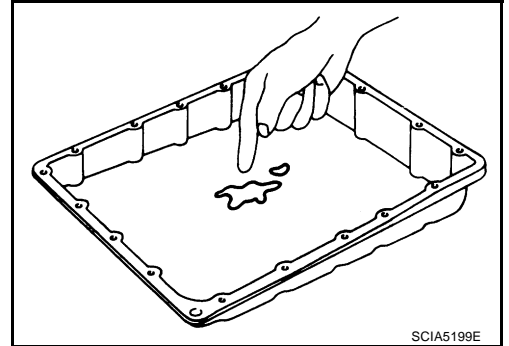
4. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

OK >> GO TO 5.

NG >> Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.67).



5. CHECK SYMPTOM

Check again. Refer to [AT-56, "Check at Idle"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

Large Shock ("N" to "D" Position) SYMPTOM:

ACS00884

A noticeable shock occurs when the selector lever is shifted from the "N" to "D" position.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .

NO >> GO TO 2.

2. CHECK ENGINE IDLE SPEED

Check the engine idle speed. Refer to [EC-76, "Idle Speed and Ignition Timing Check"](#) .

OK or NG

OK >> GO TO 3.

NG >> Repair.

TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

4. CHECK A/T FLUID LEVEL

Check the A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 5.

NG >> Refill ATF.



5. CHECK LINE PRESSURE

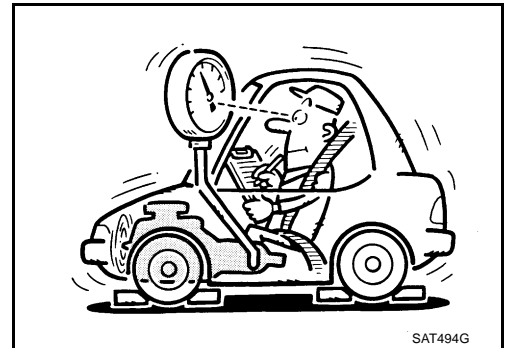
Check line pressure at idle with selector lever in "D" position. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high: GO TO 6.

NG - 2 >> Line pressure low: GO TO 7.



6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

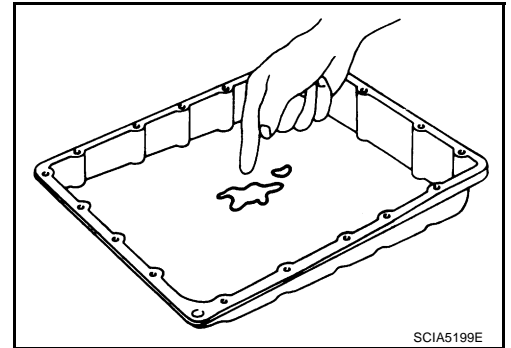
- OK >> GO TO 8.
NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 10.
NG >> GO TO 9.



9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.1).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace damaged parts.

10. CHECK SYMPTOM

Check again. Refer to [AT-56, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS00885

Vehicle Does Not Creep Backward In "R" Position

SYMPTOM:

The vehicle does not creep in the "R" position. Or an extreme lack of acceleration is observed.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

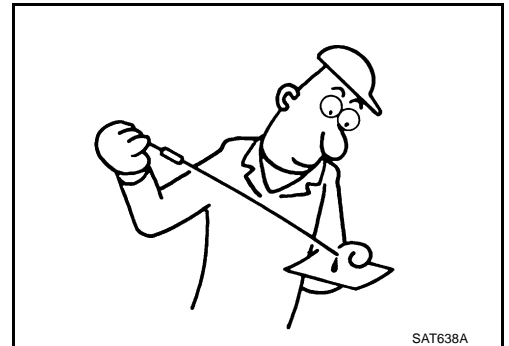
- OK >> GO TO 3.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

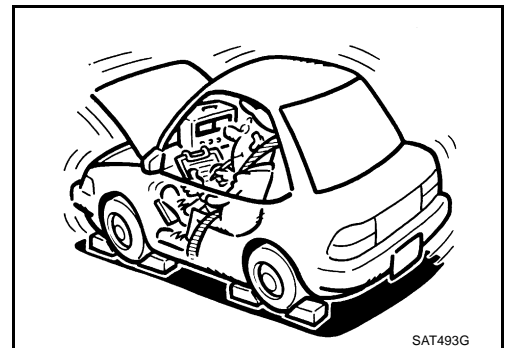


4. CHECK STALL TEST

Check stall revolution with selector lever in "M" and "R" positions. Refer to [AT-51, "STALL TEST"](#) .

OK or NG

- OK >> GO TO 6.
- OK in "M" position, NG in "R" position>>GO TO 5.
- NG in both "M" and "R" positions>>GO TO 8.



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TROUBLE DIAGNOSIS FOR SYMPTOMS

5. DETECT MALFUNCTIONING ITEM

1. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
2. Check the following.
 - Reverse brake. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

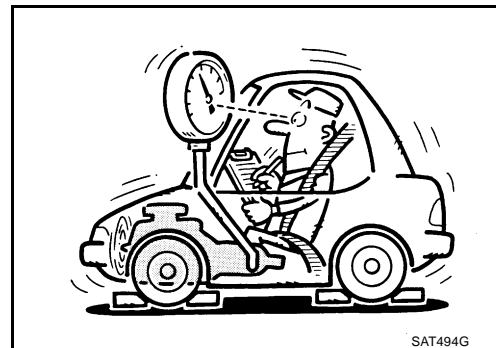
- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

6. CHECK LINE PRESSURE

Check the line pressure with the engine idling. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 9.
NG - 1 >> Line pressure high. GO TO 7.
NG - 2 >> Line pressure low. GO TO 8.



7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

8. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

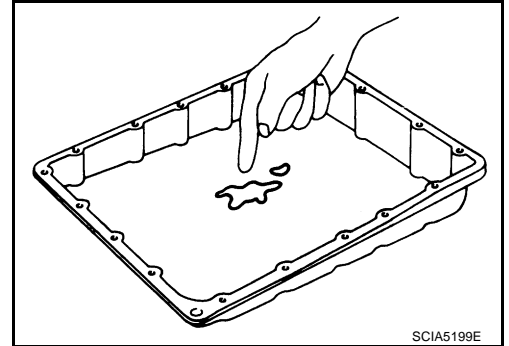
TROUBLE DIAGNOSIS FOR SYMPTOMS

9. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 13.



10. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 11.
- NG >> Repair or replace damaged parts.

11. CHECK SYMPTOM

Check again. Refer to [AT-56, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 12.

12. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

13. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 11.
- NG >> Repair or replace damaged parts.

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

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS00886

Vehicle Does Not Creep Forward In "D" Position

SYMPTOM:

Vehicle does not creep forward when selecting "D" position.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

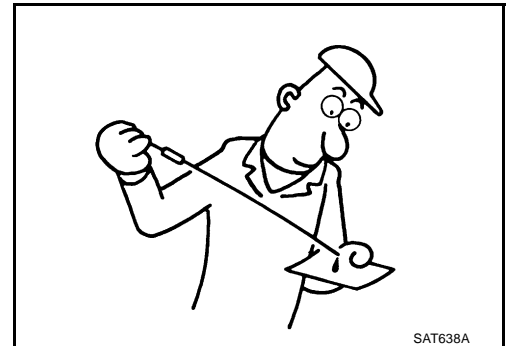
- OK >> GO TO 3.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

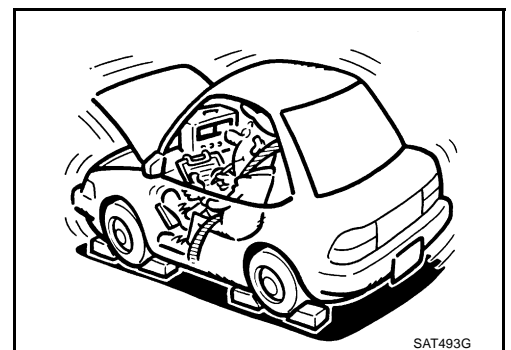


4. CHECK STALL TEST

Check stall revolution with selector lever in "D" position. Refer to [AT-51, "STALL TEST"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> GO TO 7.



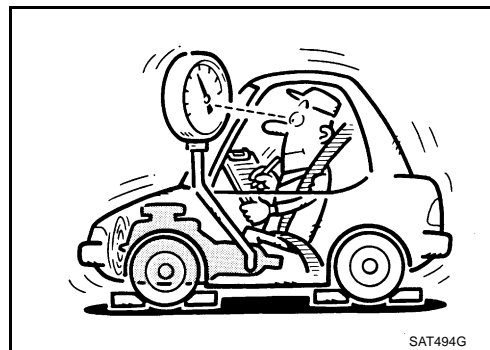
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 8.
- NG - 1 >> Line pressure high. GO TO 6.
- NG - 2 >> Line pressure low. GO TO 7.



6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

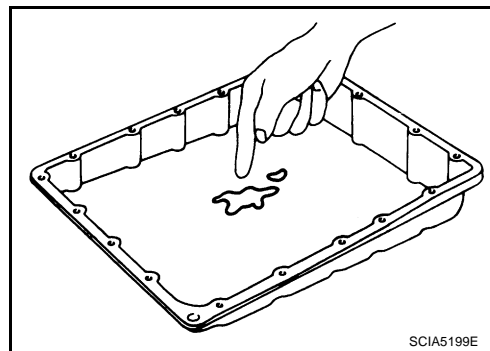
- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 9.
- NG >> GO TO 12.



TROUBLE DIAGNOSIS FOR SYMPTOMS

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace damaged parts.

10. CHECK SYMPTOM

Check again. Refer to [AT-56, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.43).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace damaged parts.

Vehicle Cannot Be Started From D1 SYMPTOM:

ACS00887

Vehicle cannot be started from D1 on "Cruise Test - Part 1" and "Cruise Test - Part 2".

DIAGNOSTIC PROCEDURE

1. CHECK SYMPTOM

Check if vehicle creeps in "R" position.

OK or NG

- OK >> GO TO 2.
NG >> Refer to [AT-203, "Vehicle Does Not Creep Backward In "R" Position"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
NO >> GO TO 3.

TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK ACCELERATOR POSITION (APP) SENSOR

Check accelerator pedal position (APP) sensor. Refer to [AT-139, "DTC P1705 THROTTLE POSITION SENSOR"](#)

OK or NG

OK >> GO TO 4.

NG >> Repair or replace accelerator pedal position (APP) sensor.

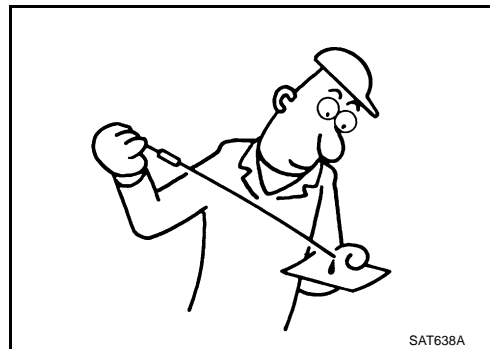
4. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 5.

NG >> Refill ATF.



5. CHECK LINE PRESSURE

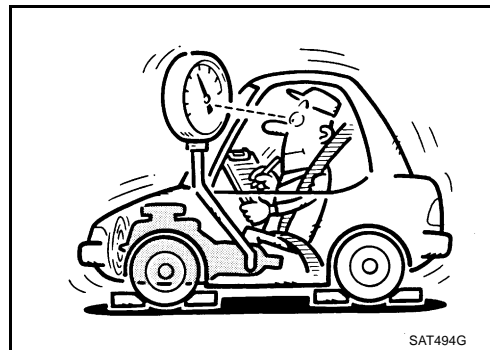
Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 8.

NG - 1 >> Line pressure high. GO TO 6.

NG - 2 >> Line pressure low. GO TO 7.



6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .

3. Check the following.

- Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

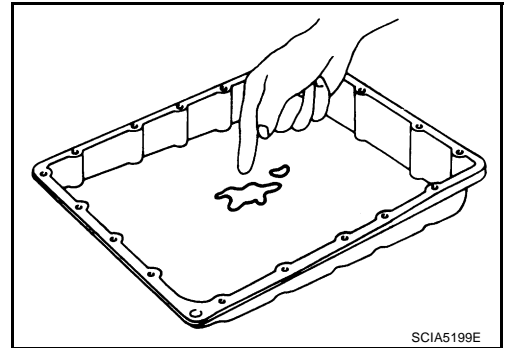
- OK >> GO TO 8.
NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 9.
NG >> GO TO 12.



9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.23).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace damaged parts.

10. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

12. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.23).

OK or NG

- OK >> GO TO 10.
- NG >> Repair or replace damaged parts.

A/T Does Not Shift: D1 → D2

ACS00888

SYMPTOM:

The vehicle does not shift-up from the D1 to D2 gear at the specified speed.

DIAGNOSTIC PROCEDURE

1. CHECK SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.
- NG >> Refer to [AT-206, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-208, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

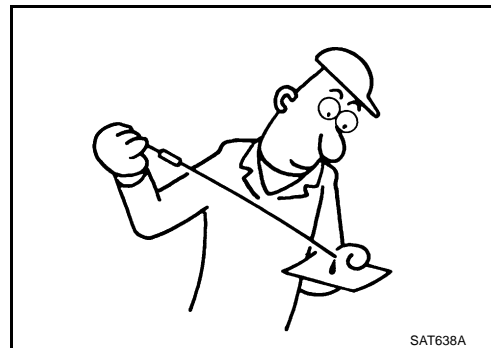
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 3.

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

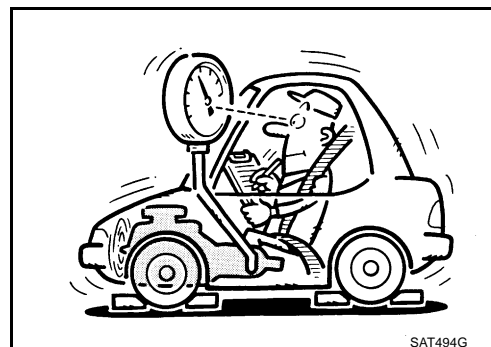


4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 7.
- NG - 1 >> Line pressure high. GO TO 5.
- NG - 2 >> Line pressure low. GO TO 6.



TROUBLE DIAGNOSIS FOR SYMPTOMS

5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

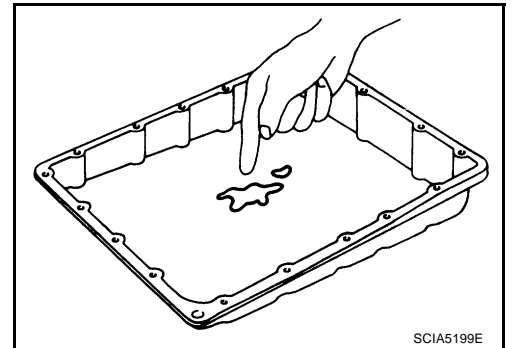
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.10).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

9. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

TROUBLE DIAGNOSIS FOR SYMPTOMS

10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.10).

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

A/T Does Not Shift: D2 → D3

ACS00889

SYMPTOM:

The vehicle does not shift-up from D2 to D3 gear at the specified speed.

DIAGNOSTIC PROCEDURE

1. CHECK SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.
NG >> Refer to [AT-206, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-208, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

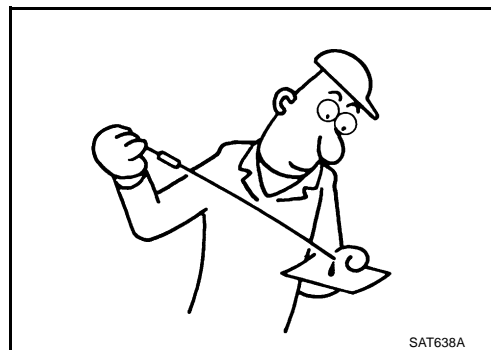
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
NO >> GO TO 3.

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
NG >> Refill ATF.



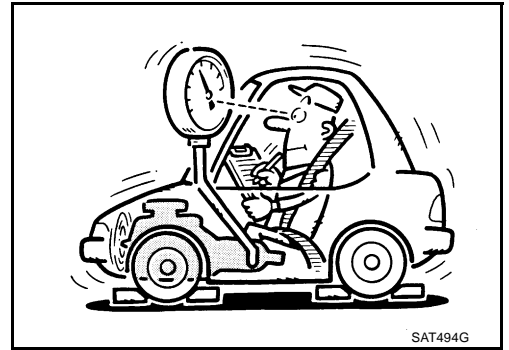
TROUBLE DIAGNOSIS FOR SYMPTOMS

4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 7.
- NG - 1 >> Line pressure high. GO TO 5.
- NG - 2 >> Line pressure low. GO TO 6.



5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

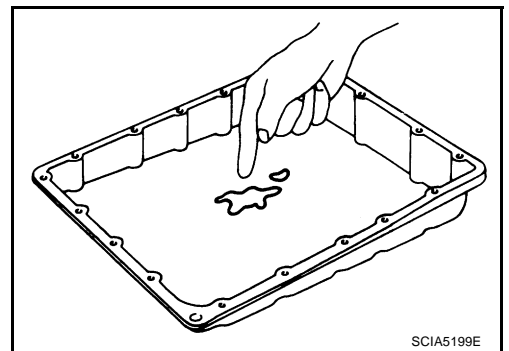
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



TROUBLE DIAGNOSIS FOR SYMPTOMS

8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.11).

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

9. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 10.

10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.11).

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

A/T Does Not Shift: D3 → D4

ACS0088A

SYMPTOM:

The vehicle does not shift-up from the D3 to D4 gear at the specified speed.

DIAGNOSTIC PROCEDURE

1. CHECK SYMPTOM

Check if vehicle creeps forward in "D" position" and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.
NG >> Refer to [AT-206, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-208, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
NO >> GO TO 3.

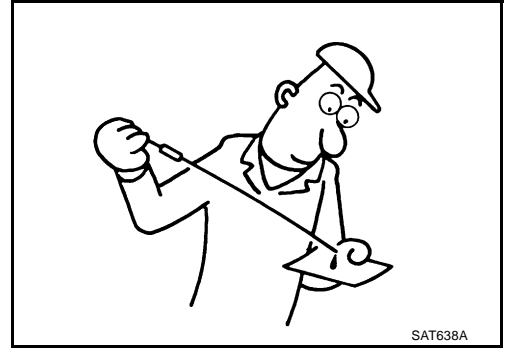
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

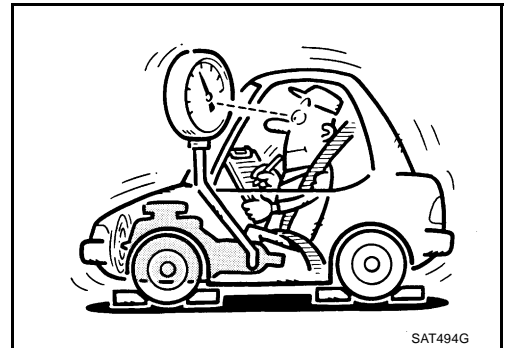


4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 7.
- NG - 1 >> Line pressure high. GO TO 5.
- NG - 2 >> Line pressure low. GO TO 6.



5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

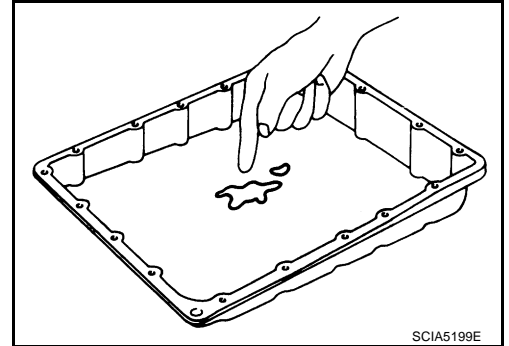
TROUBLE DIAGNOSIS FOR SYMPTOMS

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.12).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

9. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) , [AT-63, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.12).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BB

A/T Does Not Shift: D4 → D5

SYMPTOM:

- The vehicle does not shift-up from the D4 to D5 gear at the specified speed.
- The vehicle does not shift-up from the D4 to D5 gear unless A/T is warmed up.

DIAGNOSTIC PROCEDURE

1. CHECK SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

OK >> GO TO 2.

NG >> Refer to [AT-206, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-208, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .

NO >> GO TO 3.

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



4. CHECK LINE PRESSURE

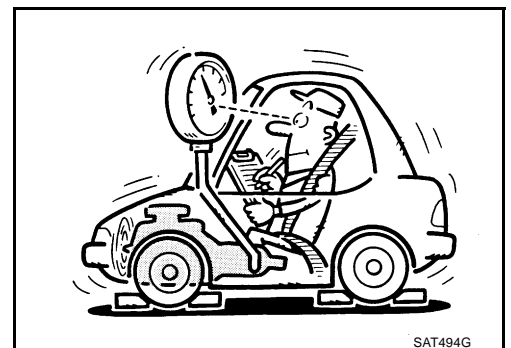
Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

OK >> GO TO 7.

NG - 1 >> Line pressure high. GO TO 5.

NG - 2 >> Line pressure low. GO TO 6.



TROUBLE DIAGNOSIS FOR SYMPTOMS

5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

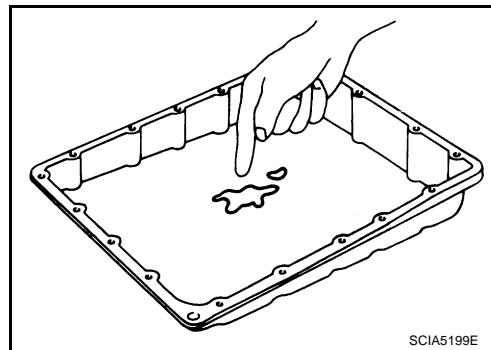
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> GO TO 11.



8. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.13).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

9. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

TROUBLE DIAGNOSIS FOR SYMPTOMS

10. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

11. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.13).

OK or NG

- OK >> GO TO 9.
NG >> Repair or replace damaged parts.

A/T Does Not Perform Lock-up SYMPTOM:

ACS0088C

A/T does not perform lock-up at the specified speed.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

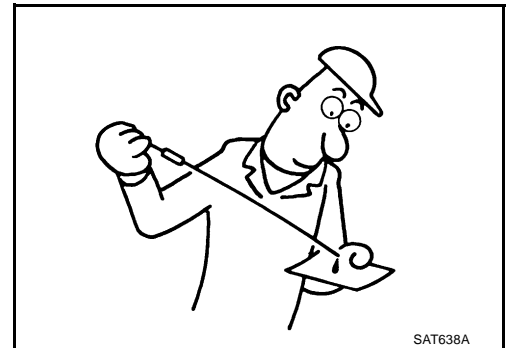
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
NG >> Refill ATF.

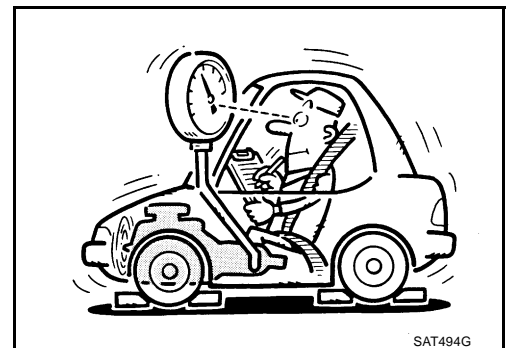


3. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-53, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 6.
NG - 1 >> Line pressure high. GO TO 4.
NG - 2 >> Line pressure low. GO TO 5.



TROUBLE DIAGNOSIS FOR SYMPTOMS

4. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .

OK or NG

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

5. DETECT MALFUNCTIONING ITEM

1. Check control valve with TCM. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Disassemble A/T. Refer to [AT-286, "DISASSEMBLY"](#) .
3. Check the following.
 - Oil pump assembly. Refer to [AT-302, "Oil Pump"](#) .
 - Power train system. Refer to [AT-286, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-286, "DISASSEMBLY"](#) .

OK or NG

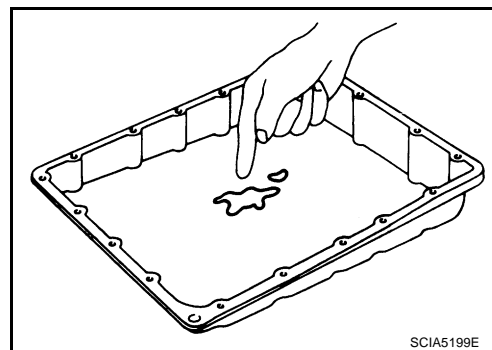
- OK >> GO TO 6.
NG >> Repair or replace damaged parts.

6. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 7.
NG >> GO TO 10.



7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.24).

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace damaged parts.

8. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 9.

TROUBLE DIAGNOSIS FOR SYMPTOMS

9. CHECK TCM

1. Perform TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

10. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.24).

OK or NG

- OK >> GO TO 8.
NG >> Repair or replace damaged parts.

A/T Does Not Hold Lock-up Condition

ACS0088D

SYMPTOM:

The lock-up condition cannot be maintained for more than 30 seconds.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

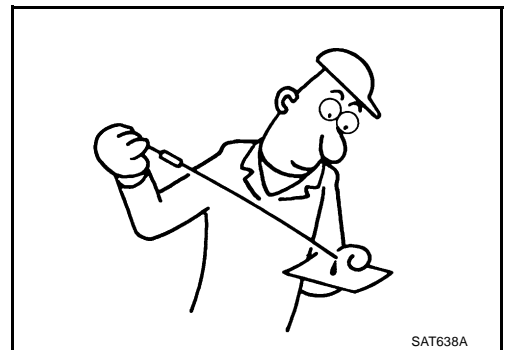
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
NG >> Refill ATF.



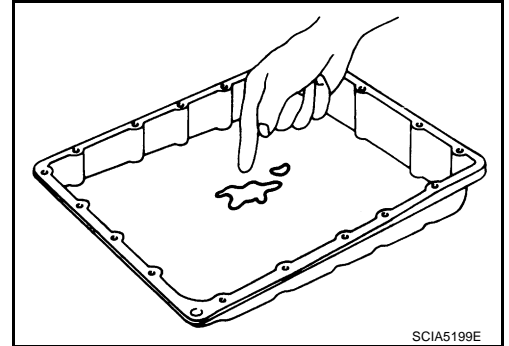
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.



4. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.25).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.25).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BE

Lock-up Is Not Released

SYMPTOM:

The lock-up condition cannot be cancelled even after releasing the accelerator pedal.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

3. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

Engine Speed Does Not Return To Idle

ACS008BF

SYMPTOM:

When a shift-down is performed, the engine speed does not smoothly return to the idling speed.

DIAGNOSTIC PROCEDURE

1. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Refill ATF.



2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 3.

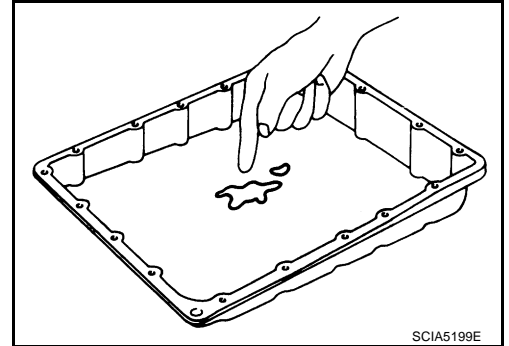
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> GO TO 7.



4. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.72).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK SYMPTOM

Check again. Refer to [AT-60, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.72).

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0088G

Cannot Be Changed to Manual Mode

SYMPTOM:

Does not change to manual mode when manual shift gate is used.

DIAGNOSTIC PROCEDURE

1. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace damaged parts.

2. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> **INSPECTION END**

A/T Does Not Shift: 5th Gear → 4th Gear

ACS0088H

SYMPTOM:

When shifted from M5 to M4 position in manual mode, does not downshift from 5th to 4th gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



SAT638A

3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

TROUBLE DIAGNOSIS FOR SYMPTOMS

4. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

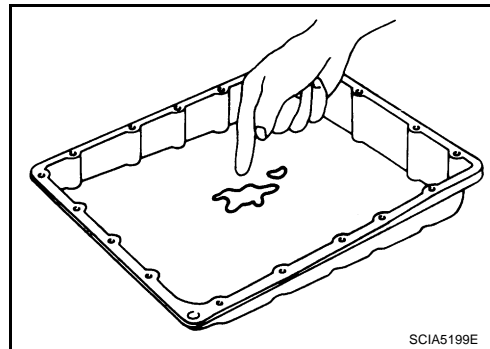
- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK SYMPTOM

Check again. Refer to [AT-64, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0088I

A/T Does Not Shift: 4th Gear → 3rd Gear

SYMPTOM:

When shifted from M4 to M3 position in manual mode, does not downshift from 4th to 3rd gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

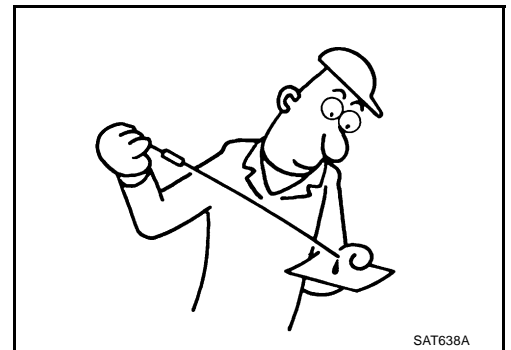
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

4. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

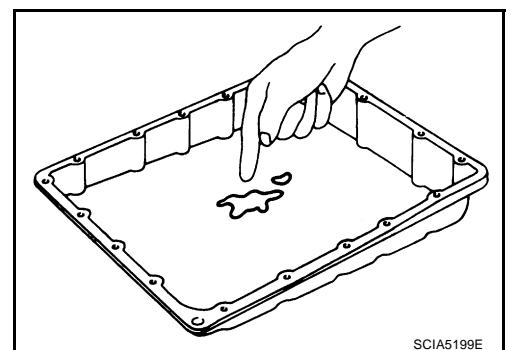
5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



TROUBLE DIAGNOSIS FOR SYMPTOMS

6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

7. CHECK SYMPTOM

Check again. Refer to [AT-64, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 8.

8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0088J

A/T Does Not Shift: 3rd Gear → 2nd Gear

SYMPTOM:

When shifted from M3 to M2 position in manual mode, does not downshift from 3rd to 2nd gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

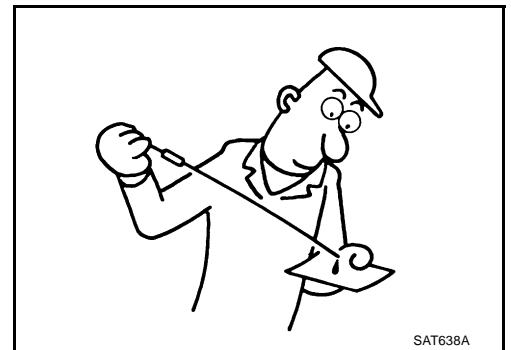
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

4. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

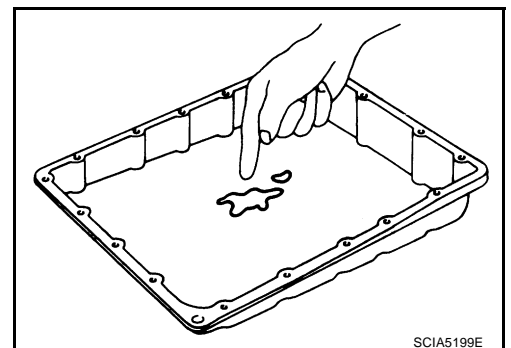
- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK A/T FLUID CONDITION

- Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .
- Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



TROUBLE DIAGNOSIS FOR SYMPTOMS

6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.16).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

7. CHECK SYMPTOM

Check again. Refer to [AT-64, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 8.

8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.16).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS008BK

A/T Does Not Shift: 2nd Gear → 1st Gear

SYMPTOM:

When shifted from M2 to M1 position in manual mode, does not downshift from 2nd to 1st gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

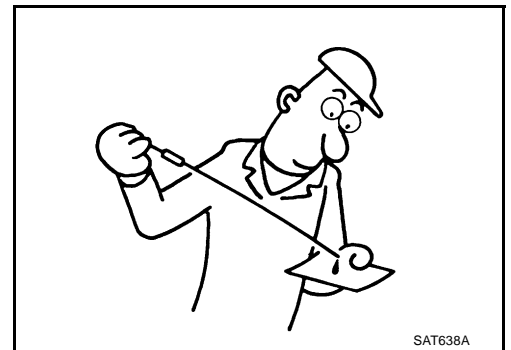
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

4. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

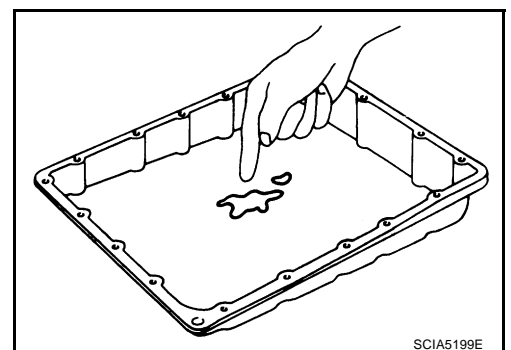
5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



TROUBLE DIAGNOSIS FOR SYMPTOMS

6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.17).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK SYMPTOM

Check again. Refer to [AT-64, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.17).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0088L

Vehicle Does Not Decelerate By Engine Brake

SYMPTOM:

No engine brake is applied when the gear is shifted from the 2nd to 1st gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Perform self-diagnosis. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-107, "Diagnostic Procedure Without CONSULT-II"](#) .

Is any malfunction detected by self-diagnostic results?

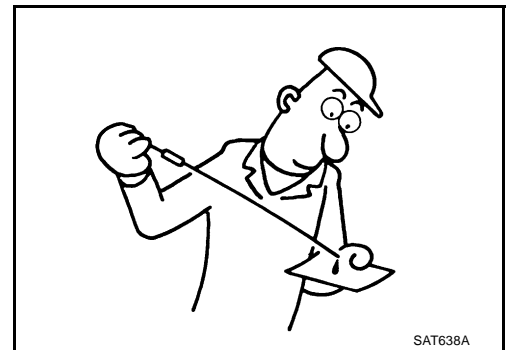
- YES >> Check the malfunctioning system. Refer to [AT-96, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-111, "Judgement Self-Diagnosis Code"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-12, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-239, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Adjust control linkage. Refer to [AT-238, "Adjustment of A/T Position"](#) .

4. CHECK MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-176, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

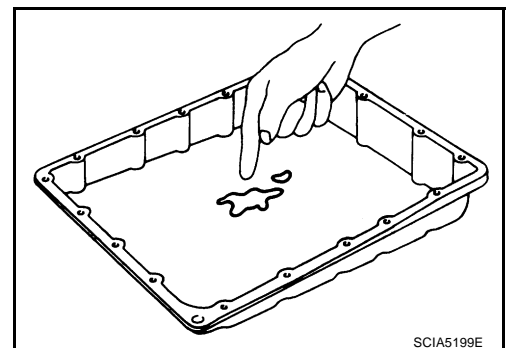
5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-248, "Control Valve with TCM and A/T Fluid Temperature Sensor 2"](#) .

2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 6.
- NG >> GO TO 9.



TROUBLE DIAGNOSIS FOR SYMPTOMS

6. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.58).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

7. CHECK SYMPTOM

Check again. Refer to [AT-64, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 8.

8. CHECK TCM

1. Check TCM input/output signals. Refer to [AT-92, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck A/T assembly harness connector terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

9. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-66, "Symptom Chart"](#) (Symptom No.58).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

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SHIFT CONTROL SYSTEM

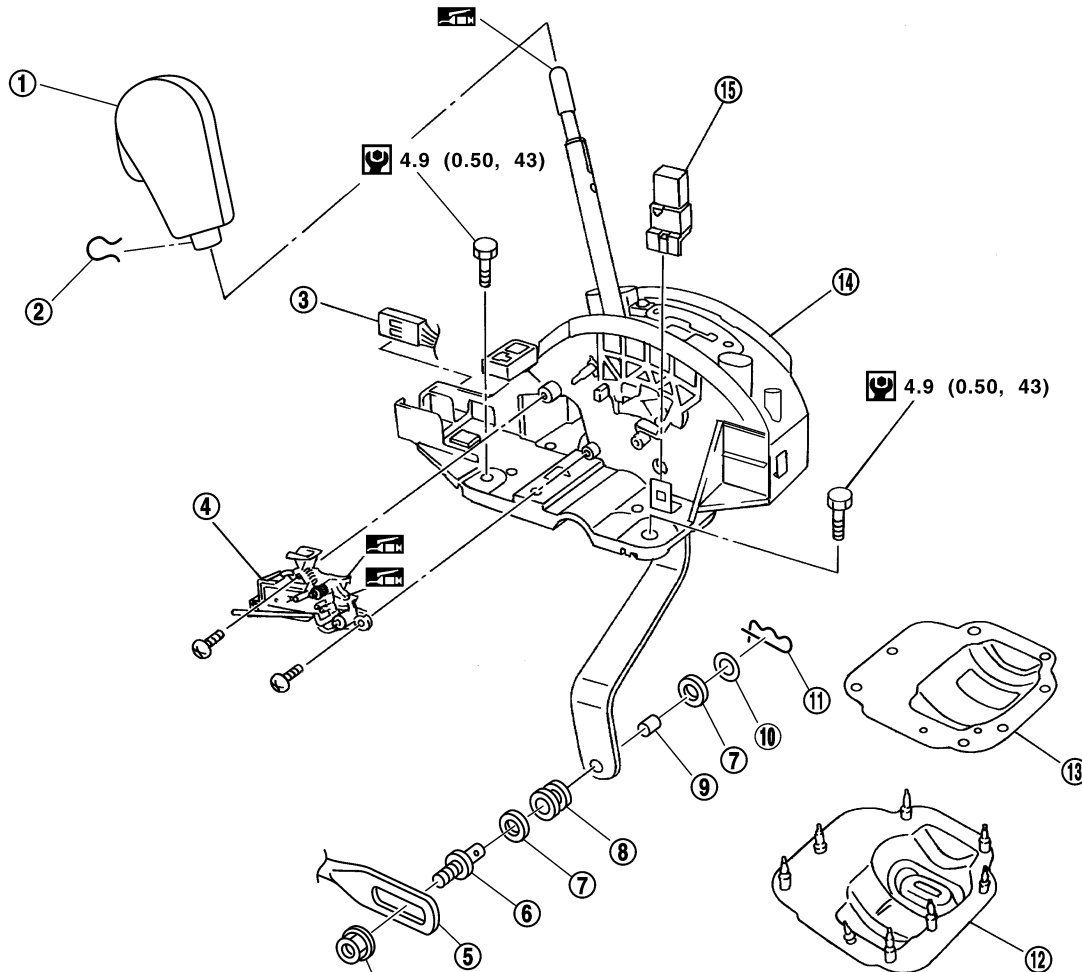
SHIFT CONTROL SYSTEM

PFP:34901

Control Device Removal and Installation CONTROL DEVICE COMPONENTS

ACS00501

SEC.349



: Apply multi purpose grease.

: N·m (kg-m, in-lb)

: N·m (kg-m, ft-lb)

26 (2.7, 19)

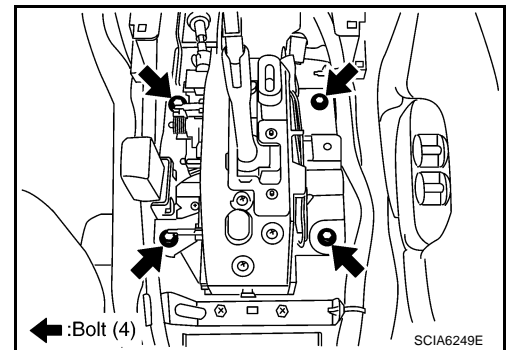
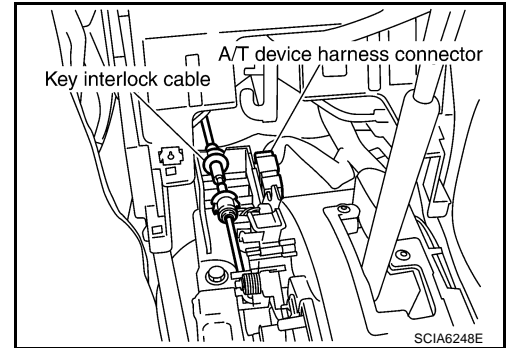
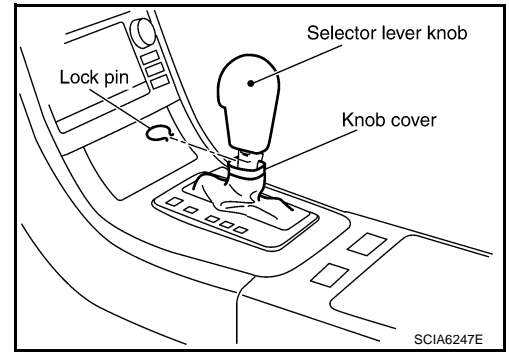
SCIA6245E

- | | | |
|--|-----------------------------|---------------------------------|
| 1. Selector lever knob | 2. Lock pin | 3. A/T device harness connector |
| 4. Shift lock solenoid and park position switch assembly | 5. Control rod | 6. Pivot pin |
| 7. Plain washer | 8. Bushing | 9. Collar |
| 10. Conical washer | 11. Snap pin | 12. Dust cover |
| 13. Dust cover plate | 14. Control device assembly | 15. Shift lock relay |

SHIFT CONTROL SYSTEM

REMOVAL

1. Disconnect lower lever of control device and control rod.
2. Remove knob cover below selector lever downward.
3. Pull lock pin out of selector lever knob.
4. Remove selector lever knob.
5. Remove console finisher. Refer to [IP-11, "Removal and Installation"](#) .
6. Remove center console. Refer to [IP-11, "Removal and Installation"](#) .
7. Remove key interlock cable from control device. Refer to [AT-246, "Removal and Installation"](#) .
8. Disconnect A/T device harness connector.
9. Remove control device assembly.



INSTALLATION

Note the following, and install in the reverse order of removal.

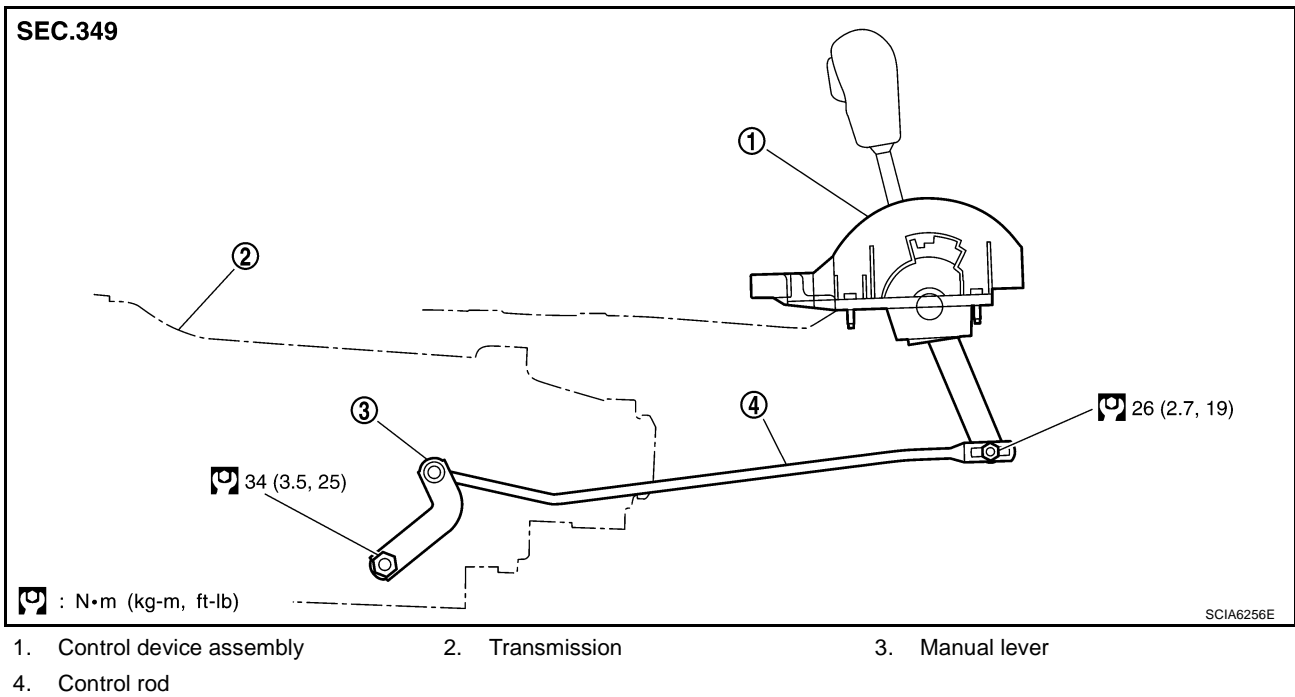
- After installation is completed, adjust and check A/T position. Refer to [AT-238, "Adjustment of A/T Position"](#) and [AT-239, "Checking of A/T Position"](#) .

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SHIFT CONTROL SYSTEM

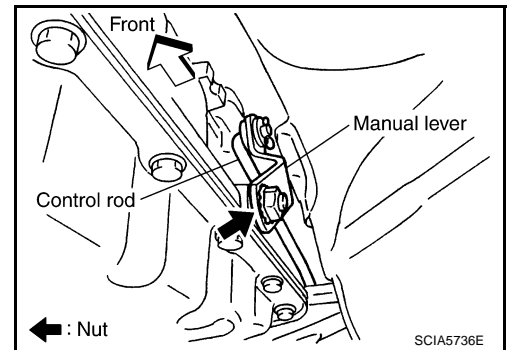
ACS009AR

Control Rod Removal and Installation CONTROL ROD COMPONENTS



REMOVAL

1. Disconnect lower lever of control device and control rod.
2. Remove manual lever from transmission.
3. Remove control rod from vehicle.



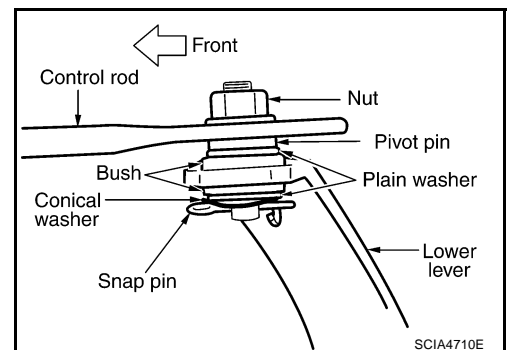
INSTALLATION

Note the following, and install in the reverse order of removal.

- After installation is completed, adjust and check A/T position. Refer to [AT-238, "Adjustment of A/T Position"](#) and [AT-239, "Checking of A/T Position"](#).

Adjustment of A/T Position

1. Loosen nut of pivot pin.
2. Place PNP switch and selector lever in "P" position.
3. While pressing lower lever toward rear of vehicle (in "P" position direction), tighten nut to specified torque. Refer to [AT-236, "CONTROL DEVICE COMPONENTS"](#).

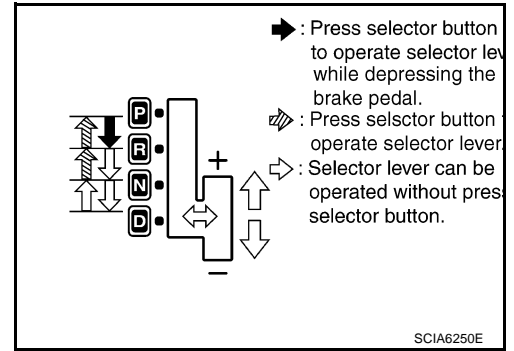


SHIFT CONTROL SYSTEM

Checking of A/T Position

ACS00503

1. Place selector lever in "P" position, and turn ignition switch ON (engine stop).
2. Check that selector lever can be shifted to other than "P" position when brake pedal is depressed. Also check that selector lever can be shifted from "P" position only when brake pedal is depressed.
3. Move the selector lever and check for excessive effort, sticking, noise or rattle.
4. Confirm the selector lever stops at each position with the feel of engagement when it is moved through all the positions. Check whether or not the actual position the selector lever is in matches the position shown by the shift position indicator and the transmission body.
5. The method of operating the lever to individual positions correctly should be as shown in the figure.
6. When select button is pressed in "P", "R", or "N" position without applying forward/backward force to selector lever, check button operation for sticking.
7. Confirm the back-up lamps illuminate only when lever is placed in the "R" position. Confirm the back-up lamps does not illuminate when selector lever is in the "P" or "N" position with the lever pushed against the "R" position.
8. Confirm the engine can only be started with the selector lever in the "P" and "N" positions. And confirm that the engine can be started when the selector lever is being moved back and front in the "P" position.
9. Check that transmission is locked completely in "P" position.
10. When selector lever is set to manual shift gate, check that manual mode is displayed on combination meter.
Shift selector lever to "+" and "-" sides, and check that set shift position changes. (Only while a car is operating)



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A/T SHIFT LOCK SYSTEM

A/T SHIFT LOCK SYSTEM

PFP:34950

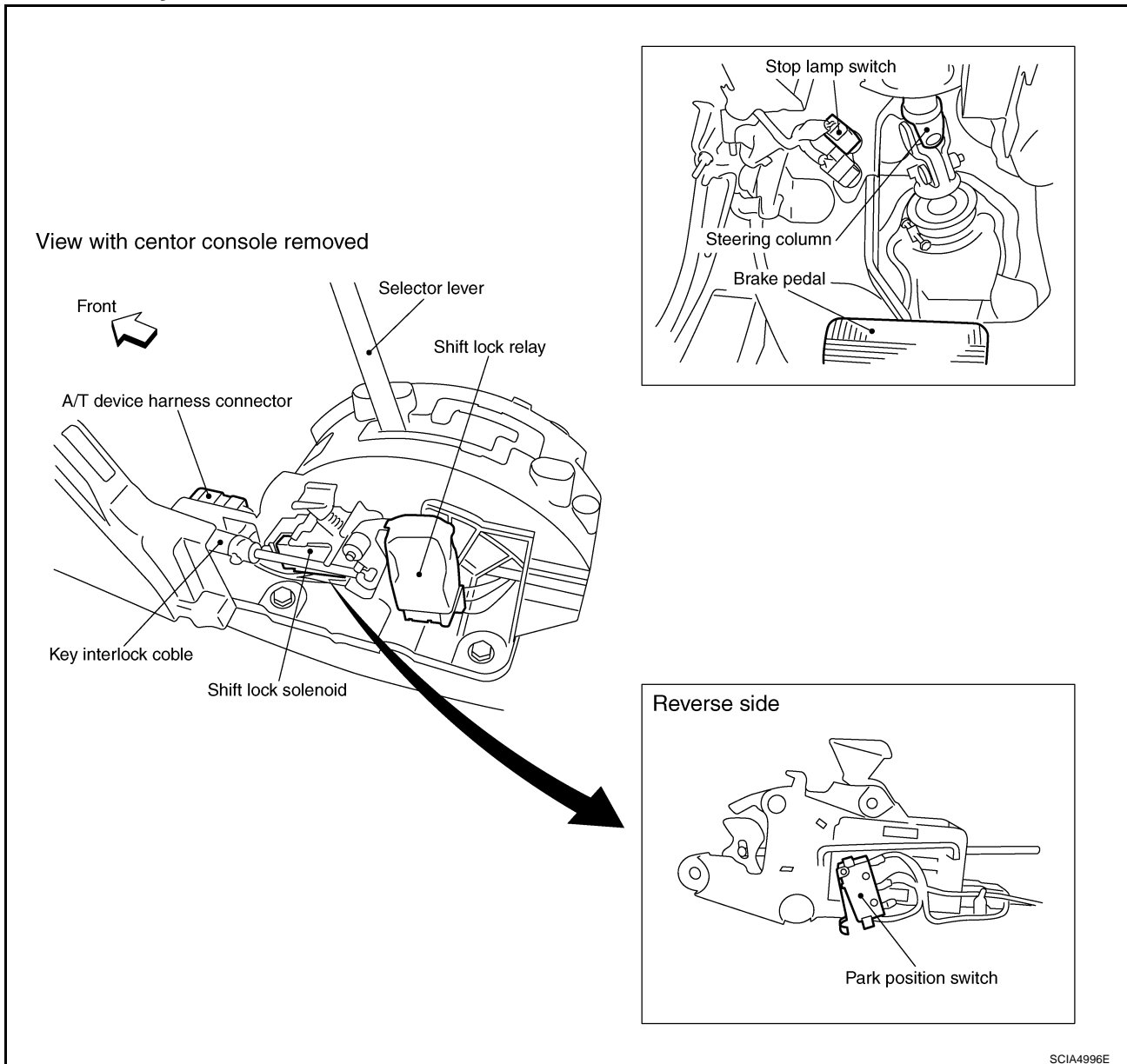
Description

ACS00504

- The mechanical key interlock mechanism also operates as a shift lock:
With the ignition switch turned to ON, the selector lever cannot be shifted from "P" (parking) to any other position unless the brake pedal is depressed.
With the key removed, the selector lever cannot be shifted from "P" to any other position.
The key cannot be removed unless the selector lever is placed in "P".
- The shift lock and key interlock mechanisms are controlled by the ON-OFF operation of the shift lock solenoid and by the operation of the rotator and slider located inside the key cylinder.

Shift Lock System Electrical Parts Location

ACS00505

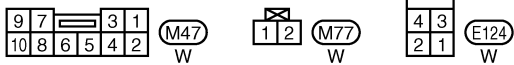
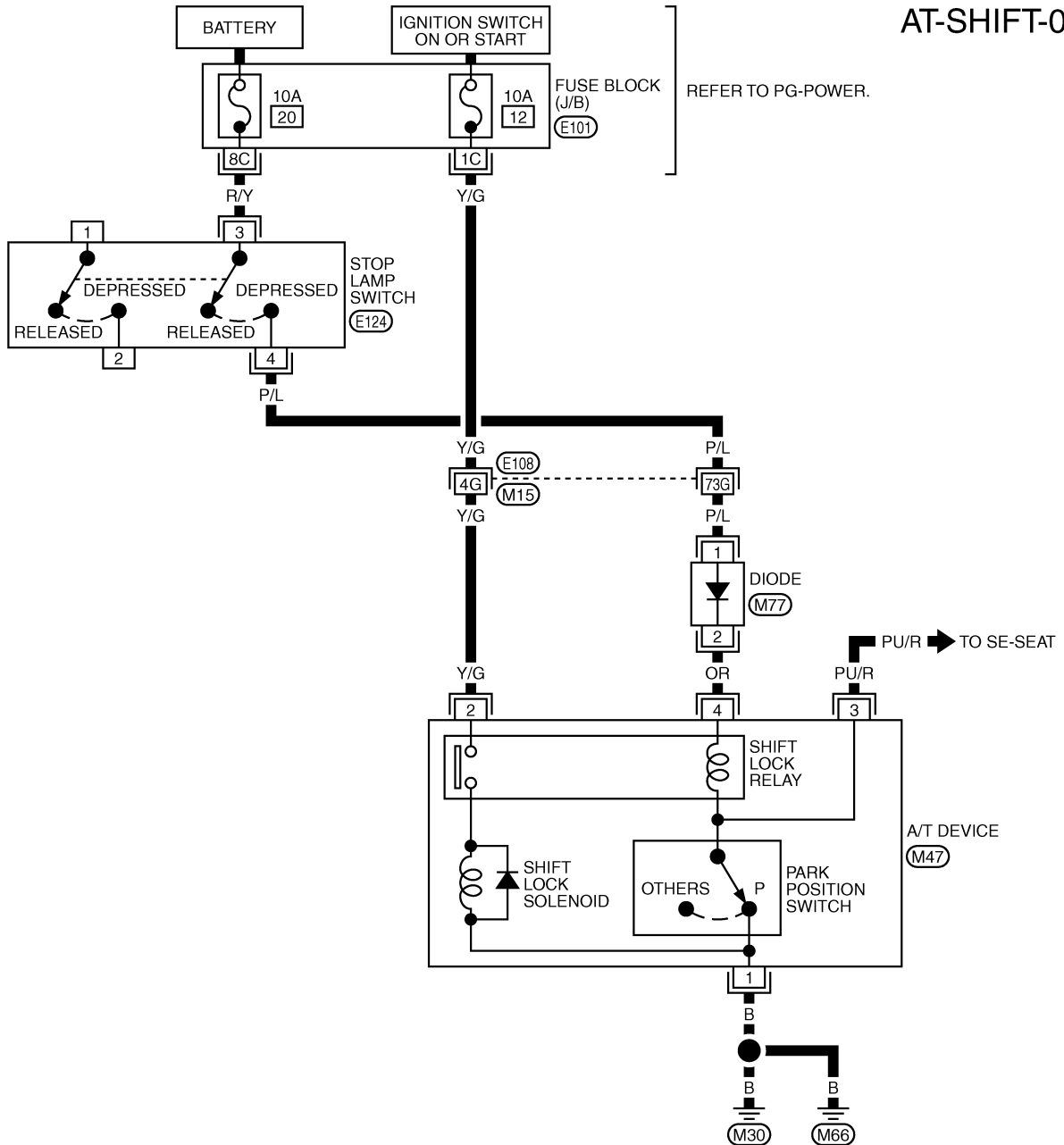


A/T SHIFT LOCK SYSTEM

Wiring Diagram — AT — SHIFT

ACS00506

AT-SHIFT-01



REFER TO THE FOLLOWING.

- (E108) -SUPER MULTIPLE JUNCTION (SMJ)
- (E101) -FUSE BLOCK-JUNCTION BOX (J/B)

TCWM0413E

A/T SHIFT LOCK SYSTEM

A/T Device Inspection Table

ACS006CP

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

Terminal (Wire color)	Item	Condition	Judgement standard
1 (B)	Ground	Always	Approx. 0V
2 (Y/G)	Shift lock relay (switch side) and shift lock solenoid	Ignition switch: ON	Battery voltage
		Ignition switch: OFF	Approx. 0V
4 (OR)	Shift lock relay (coil side) and park position switch	When brake pedal is depressed	Battery voltage
		When brake pedal is released	Approx. 0V

Diagnostic Procedure

ACS00507

SYMPTOM 1:

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

SYMPTOM 2:

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

1. CHECK KEY INTERLOCK CABLE

Check key interlock cable for damage.

OK or NG

OK >> GO TO 2.

NG >> Repair key interlock cable. Refer to [AT-245, "KEY INTERLOCK CABLE"](#).

2. CHECK SELECTOR LEVER POSITION

Check selector lever position for damage. Refer to [AT-239, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 3.

NG >> Check selector lever. Refer to [AT-238, "Adjustment of A/T Position"](#).

3. CHECK POWER SOURCE

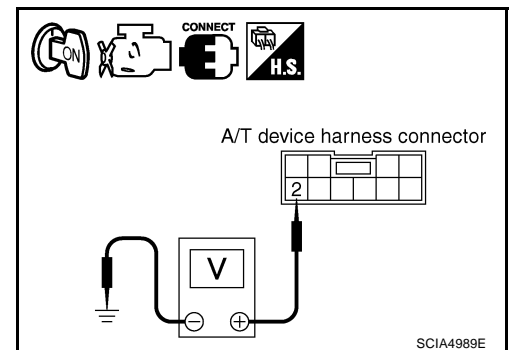
1. Turn ignition switch "ON". (Do not start engine.)
2. Check voltage between A/T device harness connector terminal 2 and ground.

Voltage: Battery voltage

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



A/T SHIFT LOCK SYSTEM

4. DETECT MALFUNCTIONING ITEM

Check the following.

1. Harness for short or open between ignition switch and A/T device harness connector terminal 2.
2. 10A fuse. [No.12, located in the fuse block (J/B)]
3. Ignition switch. Refer to [PG-4, "POWER SUPPLY ROUTING CIRCUIT"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK INPUT SIGNAL A/T DEVICE

1. Turn ignition switch "OFF".
2. Disconnect A/T device harness connector.
- Check voltage between A/T device harness connector terminal 4 and ground.

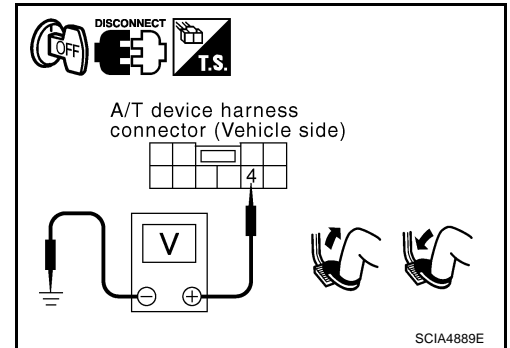
Voltage:

Depressed brake pedal

: Battery voltage

Released brake pedal

: Approx. 0V



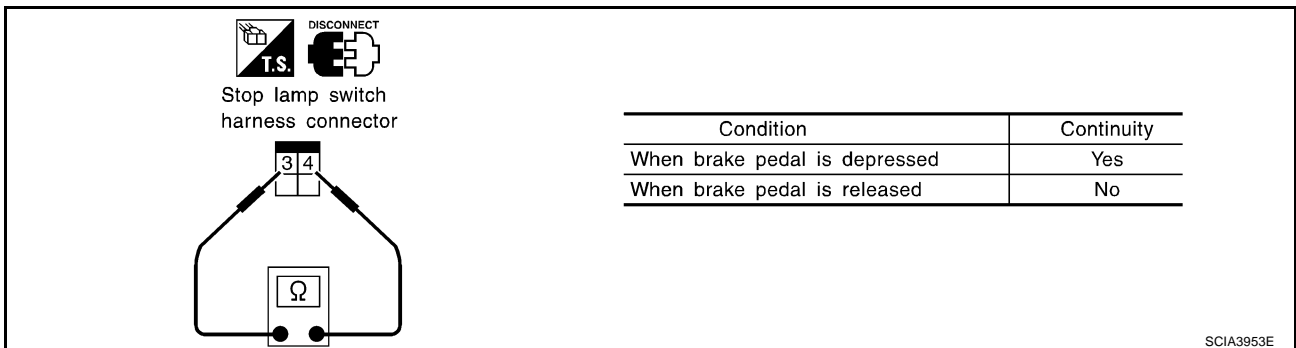
OK or NG

- OK >> GO TO 7.
- NG >> GO TO 6.

6. DETECT MALFUNCTIONING ITEM

Check the following.

1. Harness for short or open between battery and stop lamp switch harness connector terminal 3.
2. Harness for short or open between stop lamp switch harness connector terminal 4 and A/T device harness connector terminal 4.
3. 10A fuse. [No.20, located in the fuse block (J/B)]
4. Stop lamp switch.
 - Check continuity between stop lamp switch harness connector terminals 3 and 4.



Check stop lamp switch after adjusting brake pedal — refer to [BR-6, "BRAKE PEDAL"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

A/T SHIFT LOCK SYSTEM

7. CHECK GROUND CIRCUIT

1. Turn ignition switch "OFF".
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness connector terminal 1 and ground.

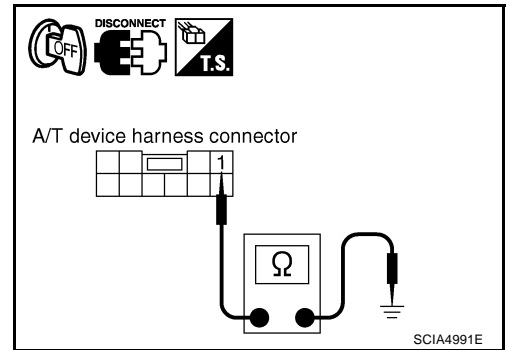
Continuity should exist.

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

OK or NG

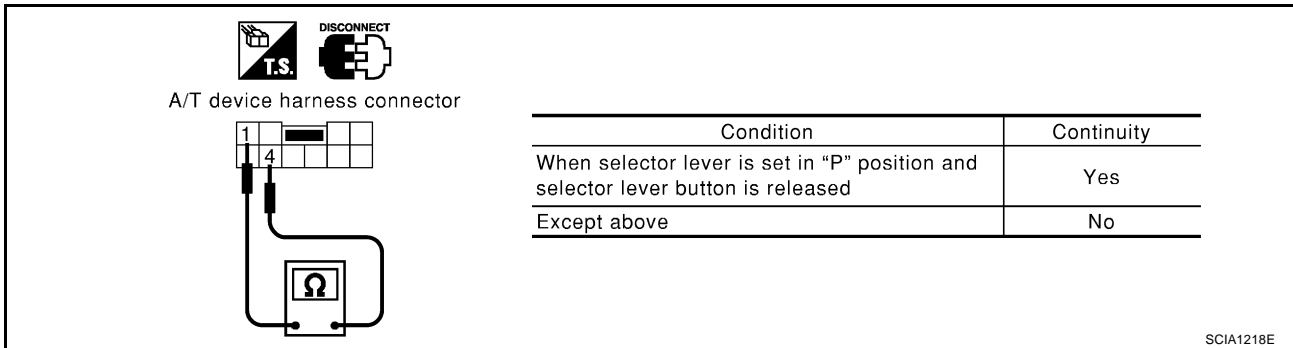
OK >> GO TO 8.

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



8. CHECK PARK POSITION SWITCH AND SHIFT LOCK RELAY CIRCUIT (COIL SIDE)

Check continuity between A/T device harness connector terminals 1 and 4.



OK or NG

OK >> GO TO 9.

NG >> ● Replace park position switch or shift lock relay.

- Repair open circuit or short to ground or short to power in harness or connectors.

9. CHECK SHIFT LOCK SOLENOID AND SHIFT LOCK RELAY CIRCUIT (SWITCH SIDE)

1. Connect A/T device harness connector.
2. Turn ignition switch "ON". (Do not start engine.)
3. Check shift lock solenoid and shift lock relay operation.

Condition	Brake pedal	Operation
When ignition switch is turned to "ON" position and selector lever is set in "P" position.	Depressed	Yes
	Released	No

OK or NG

OK >> GO TO 10.

NG >> ● Replace shift lock solenoid or shift lock relay.

- Repair open circuit or short to ground or short to power in harness or connectors.

10. CHECK A/T DEVICE INSPECTION

1. Perform A/T device input/output signal inspection test. Refer to [AT-242, "A/T Device Inspection Table"](#).
2. If NG, recheck harness connector connection.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

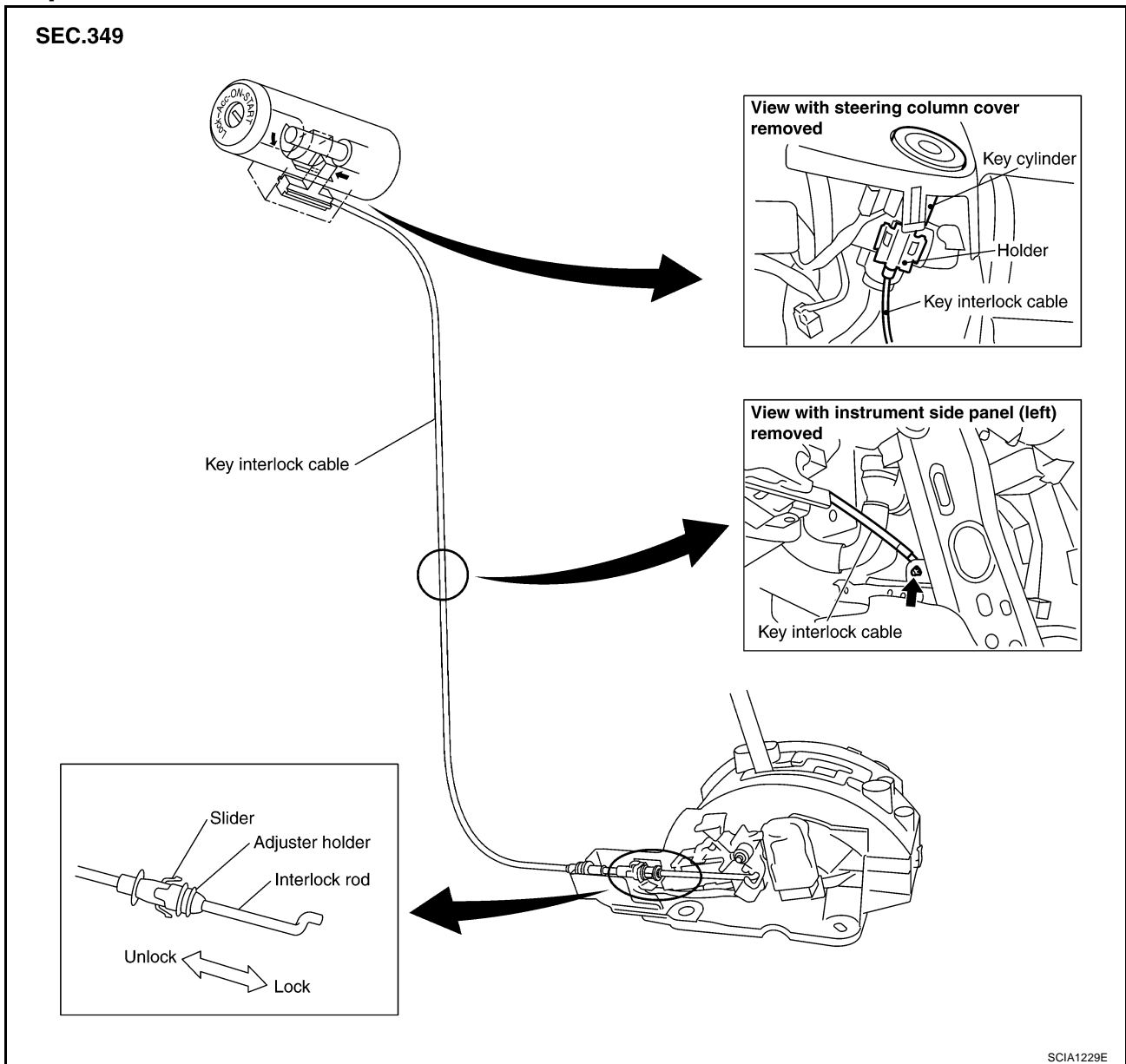
KEY INTERLOCK CABLE

KEY INTERLOCK CABLE

PFP:34908

Components

ACS00508



CAUTION:

- Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.
- After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions. If casing cap be removed with an external load of less than 39.2 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.

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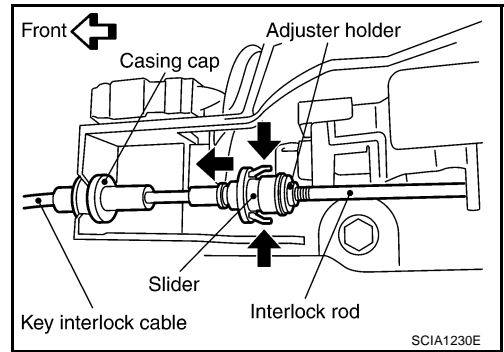
KEY INTERLOCK CABLE

ACS009AY

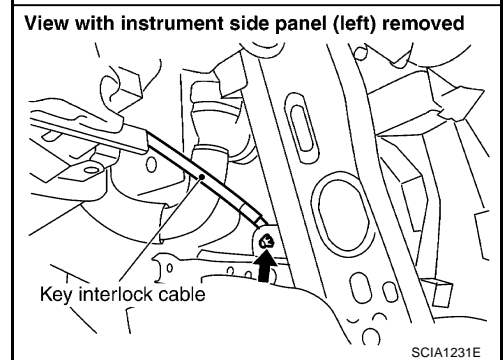
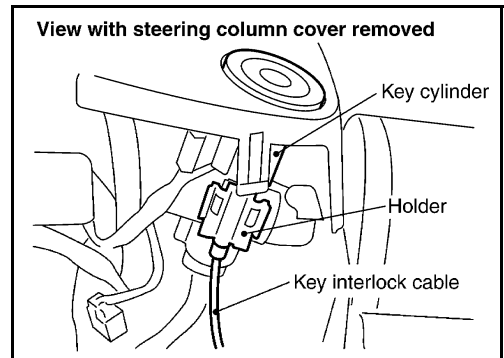
Removal and Installation

REMOVAL

1. Unlock slider by squeezing lock tabs on slider from adjuster holder.
2. Remove casing cap from bracket of control device assembly and remove interlock rod from key interlock cable.



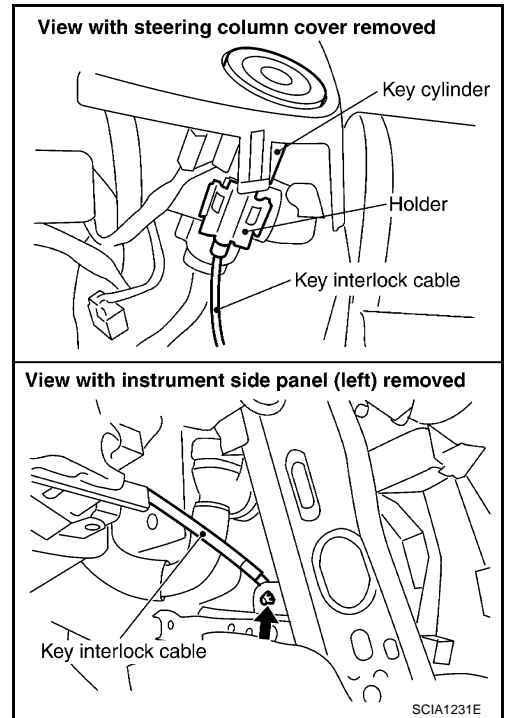
3. Remove holder from key cylinder and remove key interlock cable.



KEY INTERLOCK CABLE

INSTALLATION

1. Set key interlock cable to key cylinder and install holder.
2. Clamp cable and fix to control cable with band.
3. Turn ignition key to lock position.
4. Set select lever to P position.

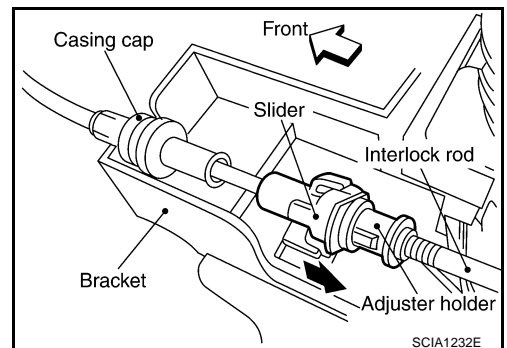


5. Insert interlock rod into adjuster holder.
6. Install casing cap to bracket.
7. Move slider in order to fix adjuster holder to interlock rod.

CAUTION:

Do not touch any adjacent parts of key interlock cable when slider is being held.

Insert slider into key interlock rod straightly.



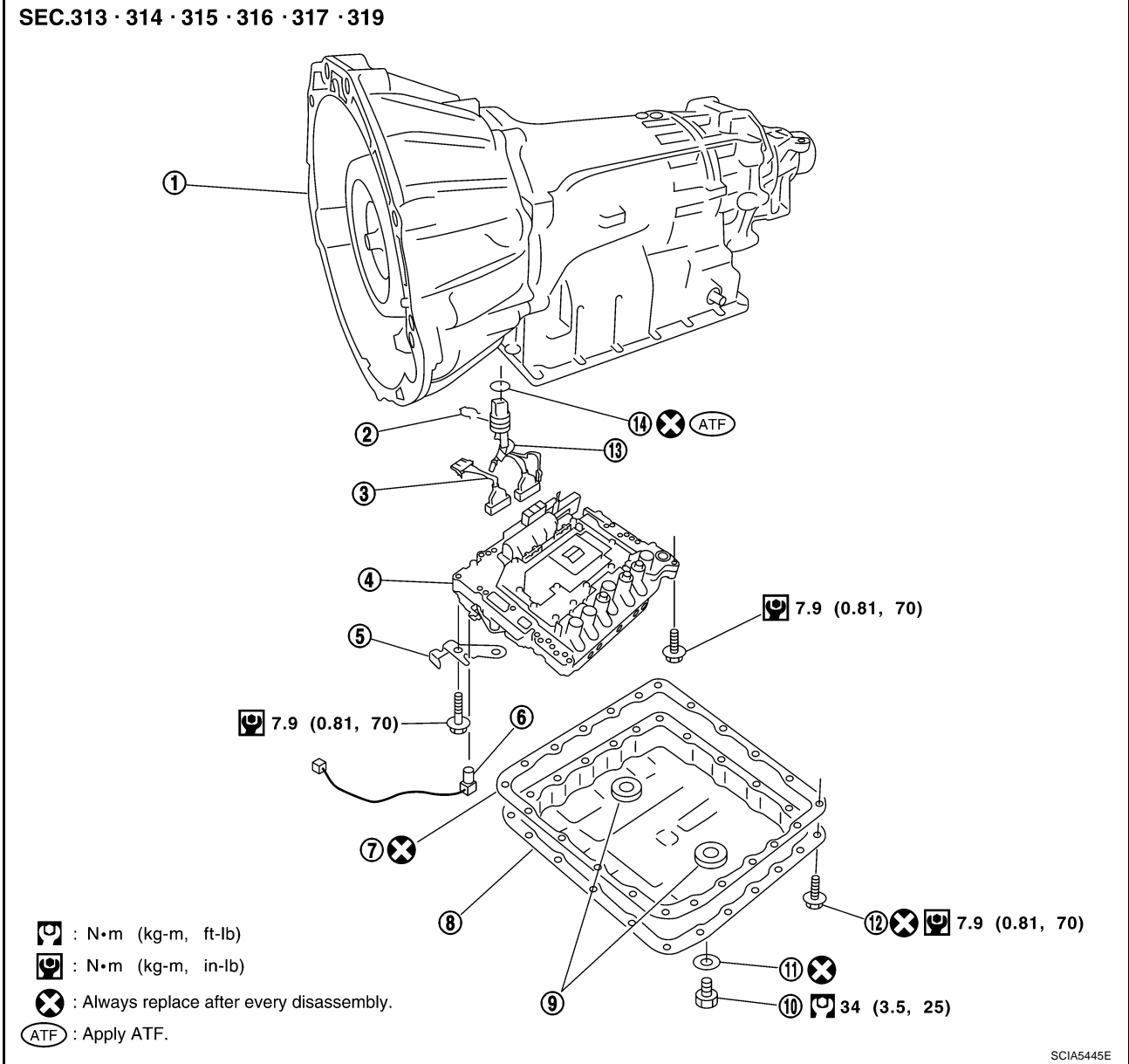
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ON-VEHICLE SERVICE

PFP:00000

Control Valve with TCM and A/T Fluid Temperature Sensor 2
COMPONENTS

ACS008DE



SCIA5445E

- | | | |
|----------------------------|-----------------------|-----------------------------------|
| 1. Transmission | 2. Snap ring | 3. Sub-harness |
| 4. Control valve with TCM | 5. Bracket | 6. A/T fluid temperature sensor 2 |
| 7. Oil pan gasket | 8. Oil pan | 9. Magnet |
| 10. Drain plug | 11. Drain plug gasket | 12. Oil pan mounting bolt |
| 13. Terminal cord assembly | 14. O-ring | |

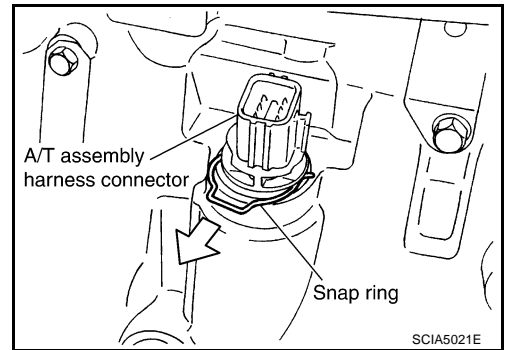
CONTROL VALVE WITH TCM ASSEMBLY REMOVAL AND INSTALLATION

Removal

1. Disconnect the battery cable from the negative terminal.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Drain ATF through drain plug.
4. Disconnect A/T assembly harness connector.

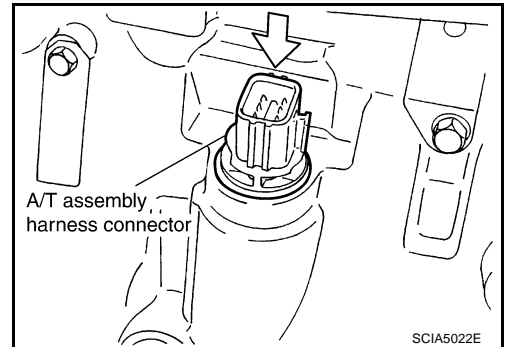
ON-VEHICLE SERVICE

5. Remove snap ring from A/T assembly harness connector.

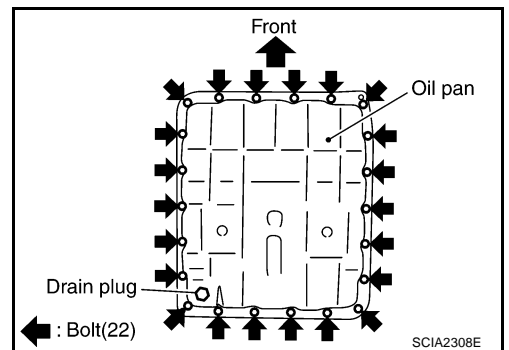


6. Push A/T assembly harness connector.

CAUTION:
Be careful not to damage connector.

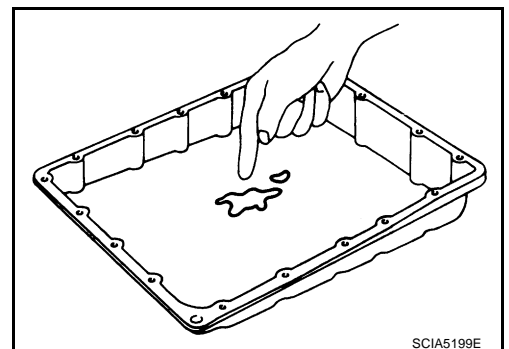


7. Remove oil pan and oil pan gasket.

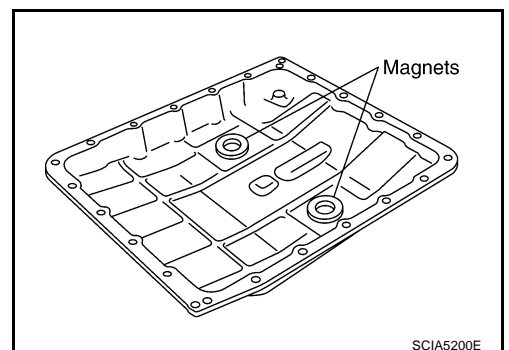


8. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

● If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).



9. Remove magnets from oil pan.

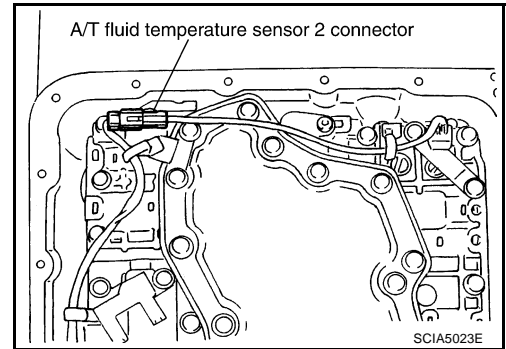


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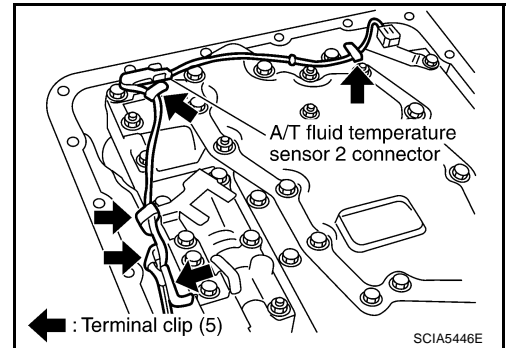
ON-VEHICLE SERVICE

10. Disconnect A/T fluid temperature sensor 2 connector.

CAUTION:
Be careful not to damage connector.

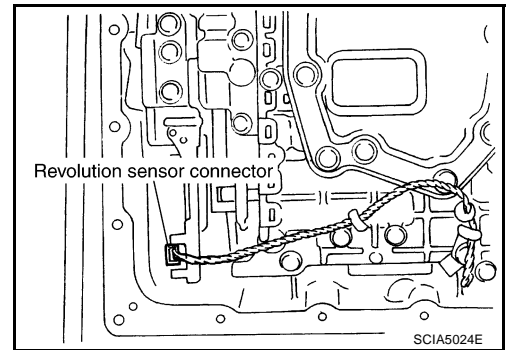


11. Straighten terminal clips to free terminal cord assembly and A/T fluid temperature sensor 2 harness.

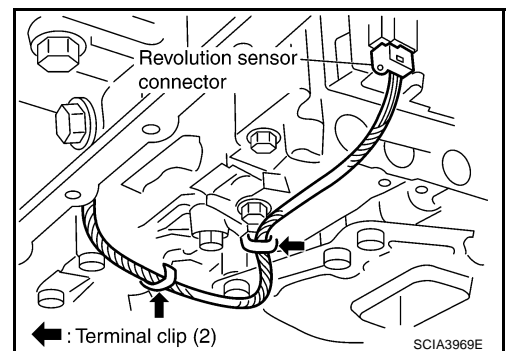


12. Disconnect revolution sensor connector.

CAUTION:
Be careful not to damage connector.

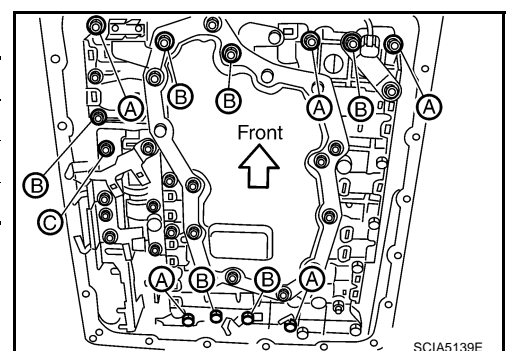


13. Straighten terminal clips to free revolution sensor harness.



14. Remove bolts A, B and C from control valve with TCM.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1

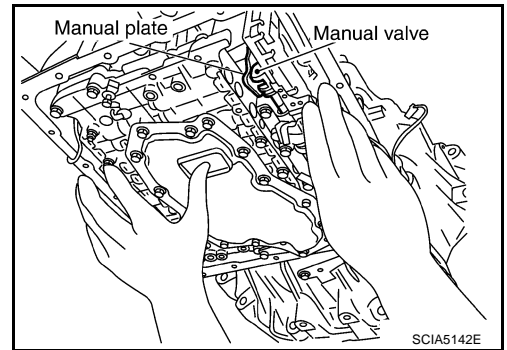


ON-VEHICLE SERVICE

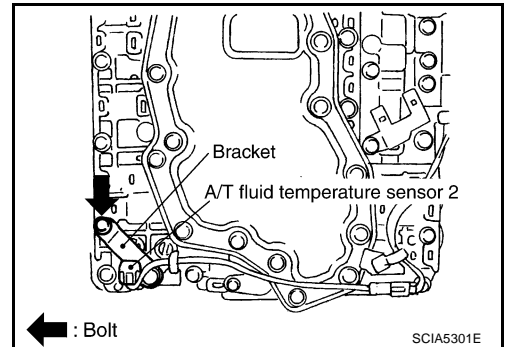
15. Remove control valve with TCM from transmission case.

CAUTION:

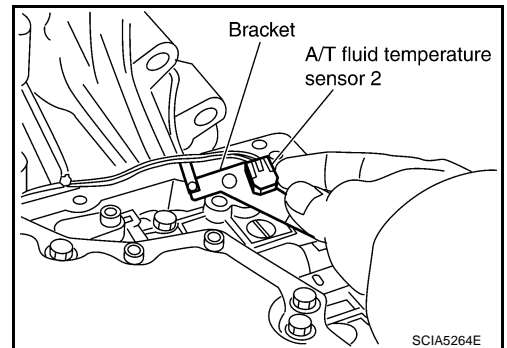
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



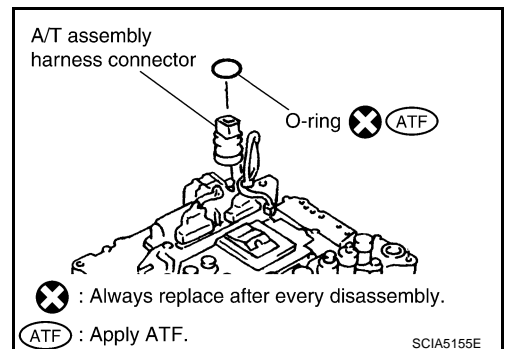
16. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



17. Remove bracket from A/T fluid temperature sensor 2.



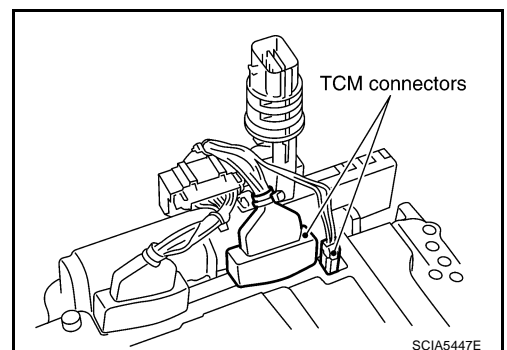
18. Remove O-ring from A/T assembly harness connector.



19. Disconnect TCM connectors.

CAUTION:

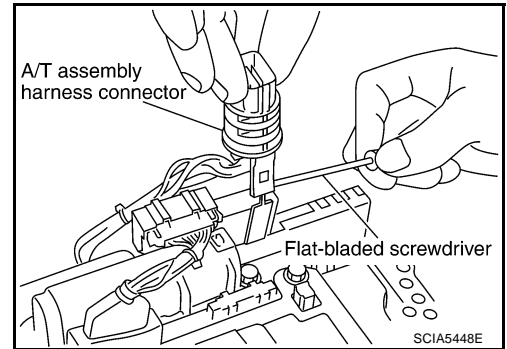
Be careful not to damage connectors.



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ON-VEHICLE SERVICE

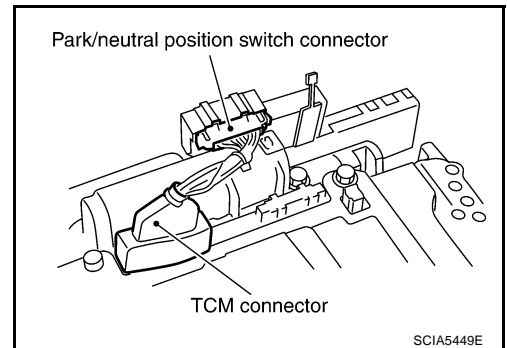
20. Remove A/T assembly harness connector from control valve with TCM using a flat-bladed screwdriver.



21. Disconnect TCM connector and park/neutral position switch connector.

CAUTION:

Be careful not to damage connectors.

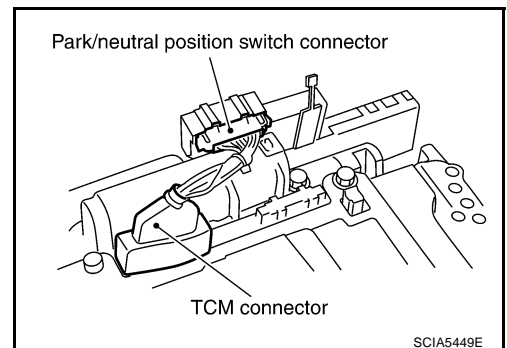


Installation

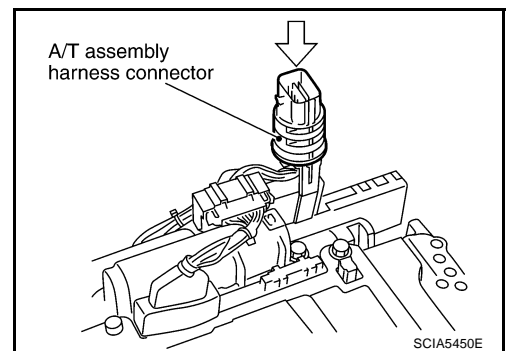
CAUTION:

After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. Connect TCM connector and park/neutral position switch connector.

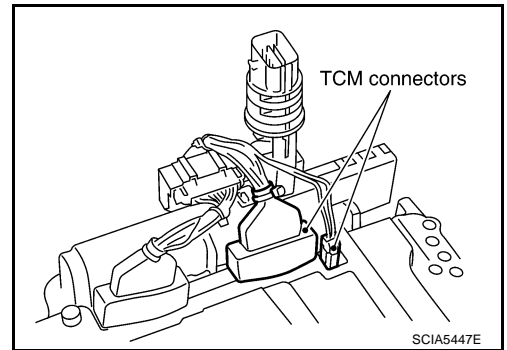


2. Install A/T assembly harness connector from control valve with TCM.



ON-VEHICLE SERVICE

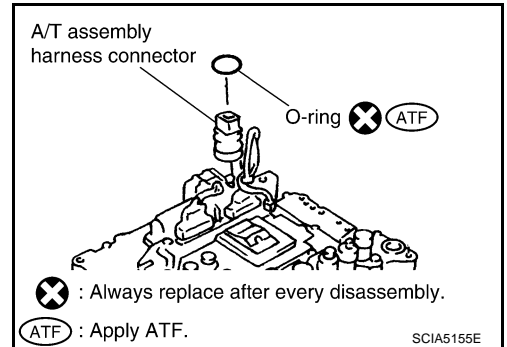
3. Connect TCM connectors.



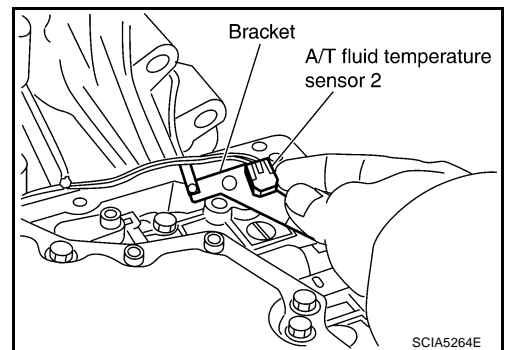
4. Install O-ring in A/T assembly harness connector.

CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



5. Install A/T fluid temperature sensor 2 to bracket.

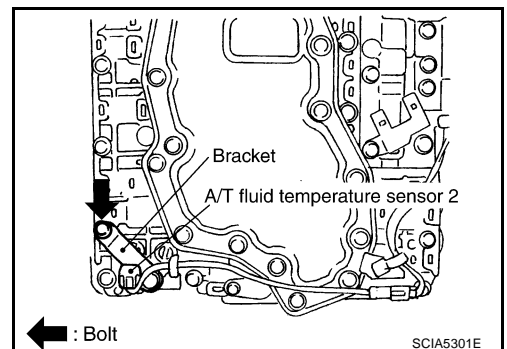


6. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

CAUTION:

Adjust bolt hole of bracket to bolt hole of control valve with TCM.

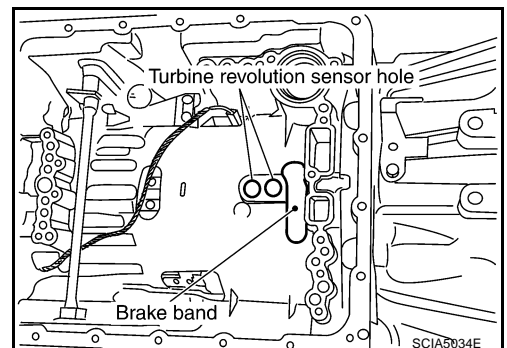
: 7.9 N·m (0.81 kg-m, 70 in-lb)



7. Install control valve with TCM in transmission case.

CAUTION:

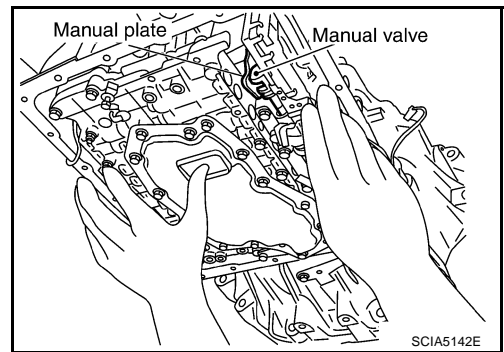
- Make sure that turbine revolution sensor securely installs turbine revolution sensor hole.
- Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.
- Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.



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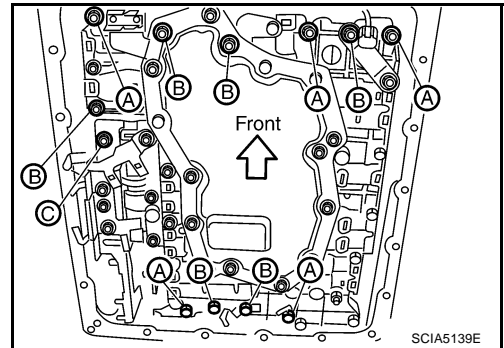
ON-VEHICLE SERVICE

- Assemble it so that manual valve cutout is engaged with manual plate projection.



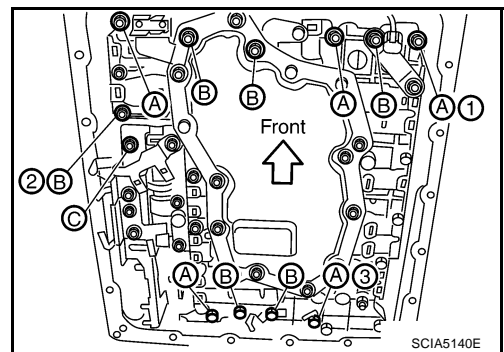
8. Install bolts A, B and C in control valve with TCM.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1

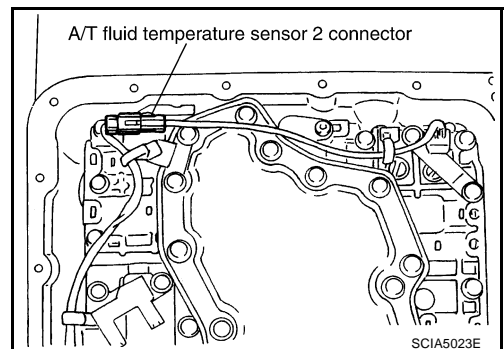


9. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

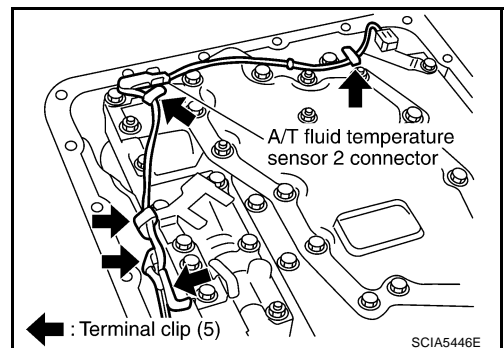
 : 7.9 N-m (0.81 kg-m, 70 in-lb)



10. Connect A/T fluid temperature sensor 2 connector.

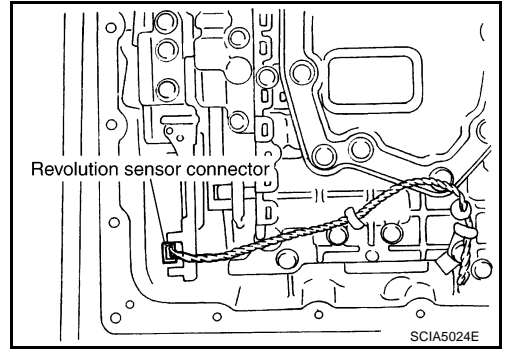


11. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips.

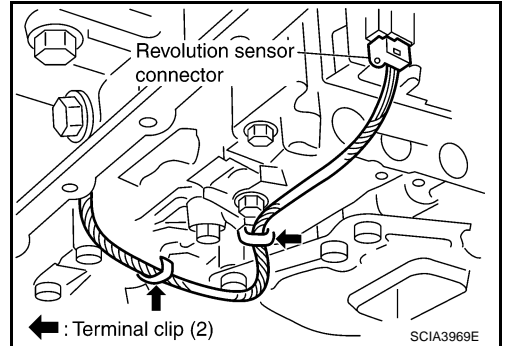


ON-VEHICLE SERVICE

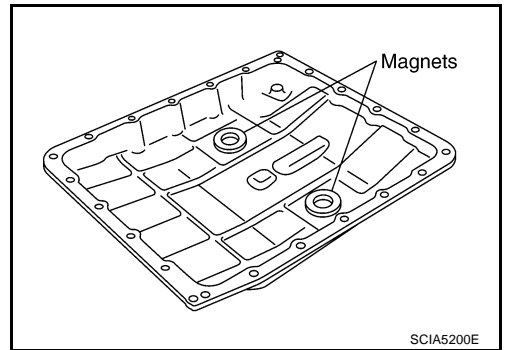
12. Connect revolution sensor connector.



13. Securely fasten revolution sensor harness with terminal clips.



14. Install magnets in oil pan.



15. Install oil pan to transmission case.

a. Install oil pan gasket to oil pan.

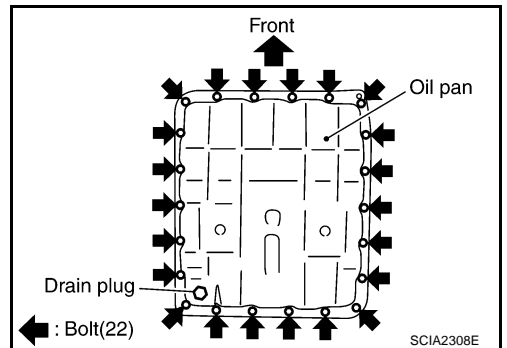
CAUTION:

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

b. Install oil pan (with oil pan gasket) to transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



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- c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

CAUTION:

Do not reuse oil pan mounting bolts.

 : 7.9 N·m (0.81 kg-m, 70 in-lb)

16. Install drain plug to oil pan.

CAUTION:

Do not reuse drain plug gasket.

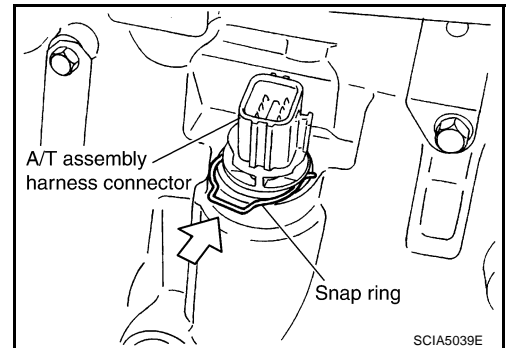
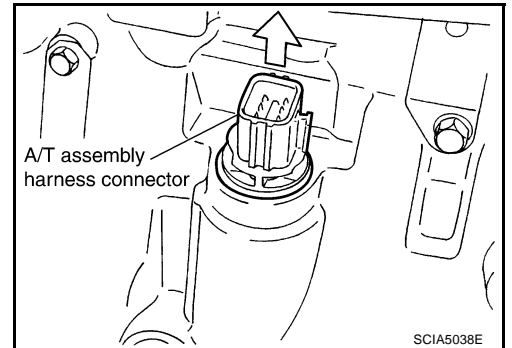
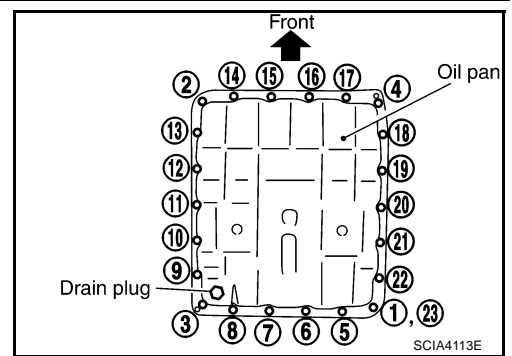
 : 34 N·m (3.5 kg-m, 25 ft-lb)

17. Pull up A/T assembly harness connector.

CAUTION:

Be careful not to damage connector.

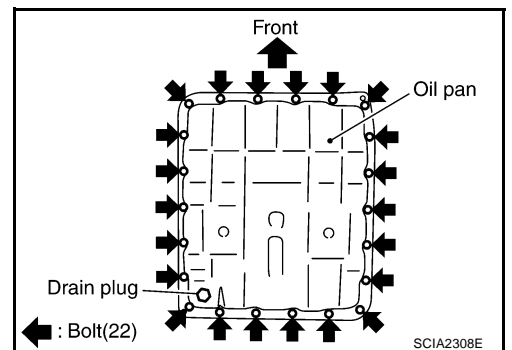
18. Install snap ring to A/T assembly harness connector.
 19. Connect A/T assembly harness connector.
 20. Connect heated oxygen sensor 2 harness connector.
 21. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .
 22. Connect the battery cable to the negative terminal.



A/T FLUID TEMPERATURE SENSOR 2 REMOVAL AND INSTALLATION

Removal

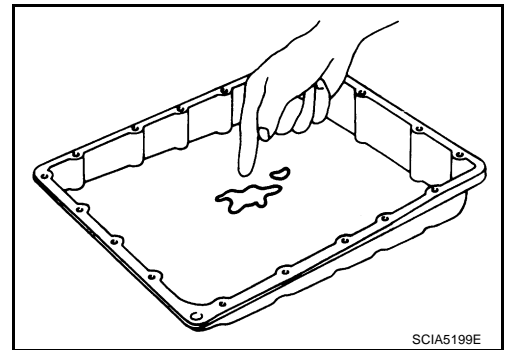
1. Disconnect the battery cable from the negative terminal.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Drain ATF through drain plug.
4. Remove oil pan and oil pan gasket.



ON-VEHICLE SERVICE

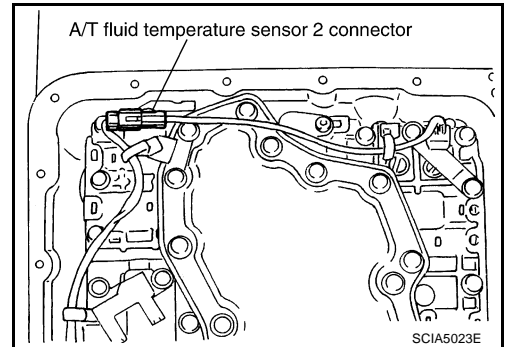
5. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).

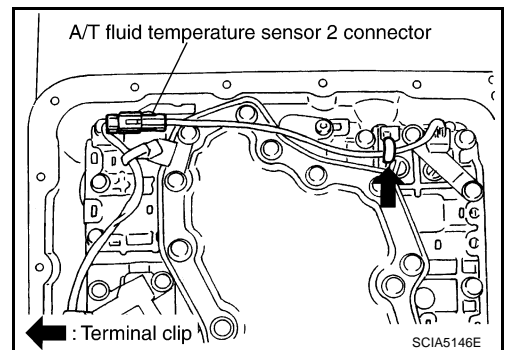


6. Disconnect A/T fluid temperature sensor 2 connector.

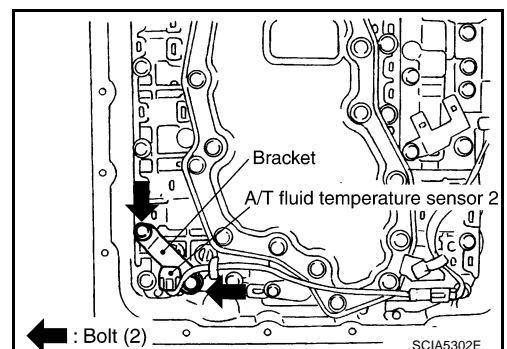
CAUTION:
Be careful not to damage connector.



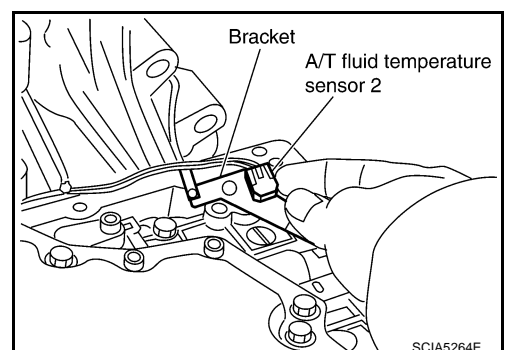
7. Straighten terminal clip to free A/T fluid temperature sensor 2 harness.



8. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



9. Remove bracket from A/T fluid temperature sensor 2.



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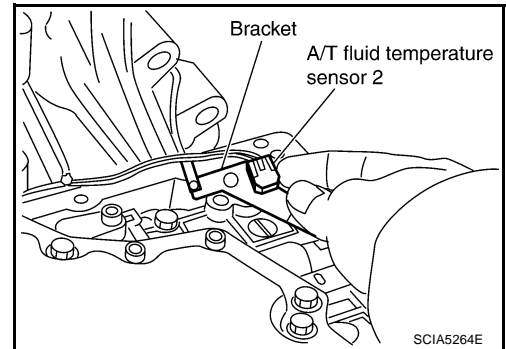
ON-VEHICLE SERVICE

Installation

CAUTION:

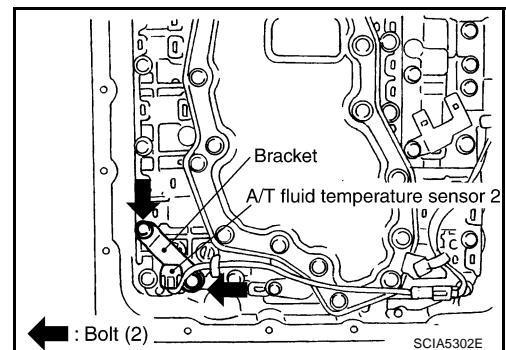
After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. Install A/T fluid temperature sensor 2 to bracket.

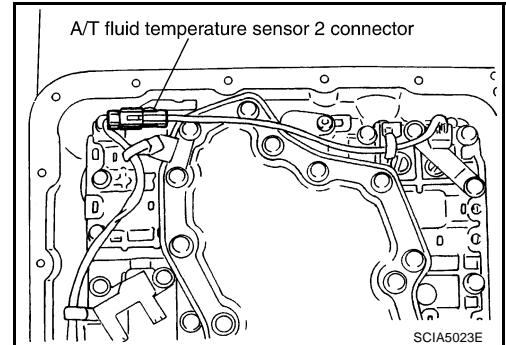


2. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

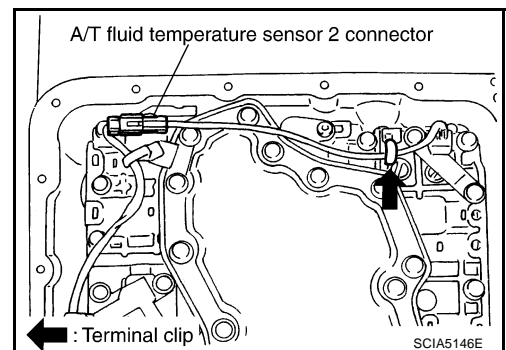
 : 7.9 N-m (0.81 kg-m, 70 in-lb)



3. Connect A/T fluid temperature sensor 2 connector.



4. Securely fasten A/T fluid temperature sensor 2 harness with terminal clip.



5. Install oil pan to transmission case.

- a. Install oil pan gasket to oil pan.

CAUTION:

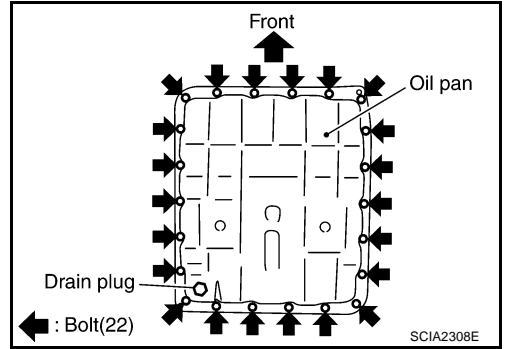
- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

ON-VEHICLE SERVICE

b. Install oil pan (with oil pan gasket) to transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

CAUTION:

Do not reuse oil pan mounting bolts.

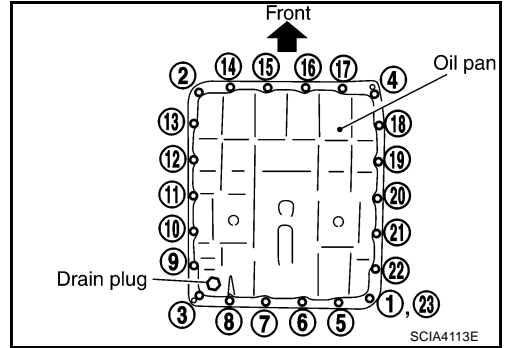
 : 7.9 N·m (0.81 kg-m, 70 in-lb)

6. Install drain plug to oil pan.

CAUTION:

Do not reuse drain plug gasket.

 : 34 N·m (3.5 kg-m, 25 ft-lb)



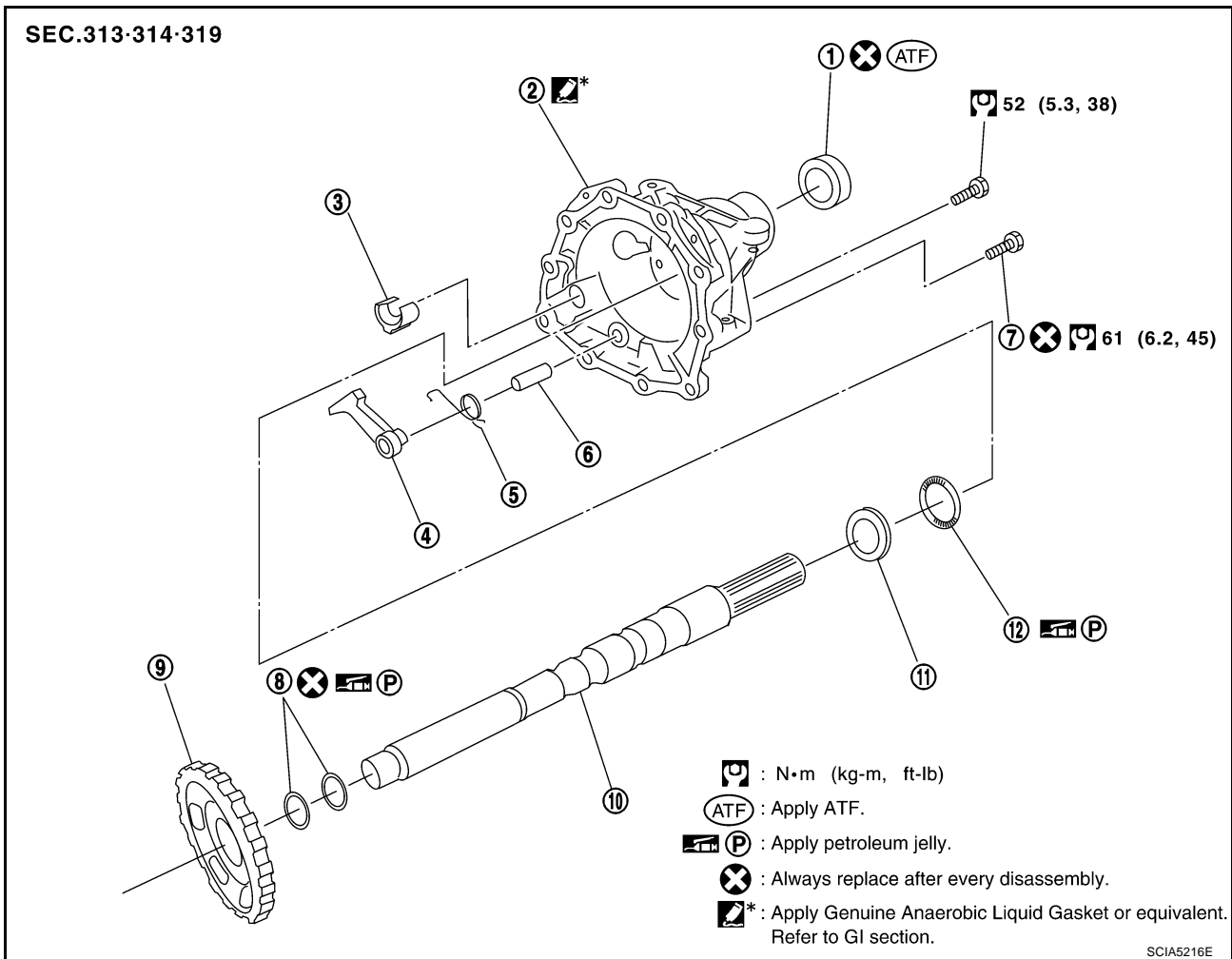
7. Connect heated oxygen sensor 2 harness connector.

8. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .

9. Connect the battery cable to the negative terminal.

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Parking Components COMPONENTS



- | | | |
|----------------------|-------------------|-----------------------------|
| 1. Rear oil seal | 2. Rear extension | 3. Parking actuator support |
| 4. Parking pawl | 5. Return spring | 6. Pawl shaft |
| 7. Self-sealing bolt | 8. Seal ring | 9. Parking gear |
| 10. Output shaft | 11. Bearing race | 12. Needle bearing |

REMOVAL

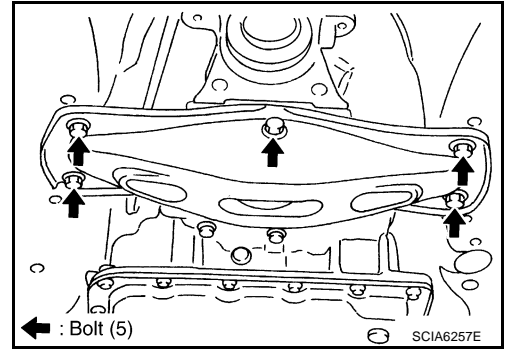
1. Drain ATF through drain plug.
2. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .
3. Remove rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
4. Remove control rod. Refer to [AT-238, "Control Rod Removal and Installation"](#) .
5. Support transmission assembly with a transmission jack.

CAUTION:

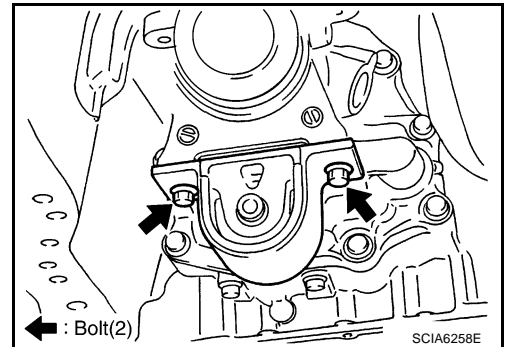
When setting transmission jack, be careful not to allow it to collide against the drain plug.

ON-VEHICLE SERVICE

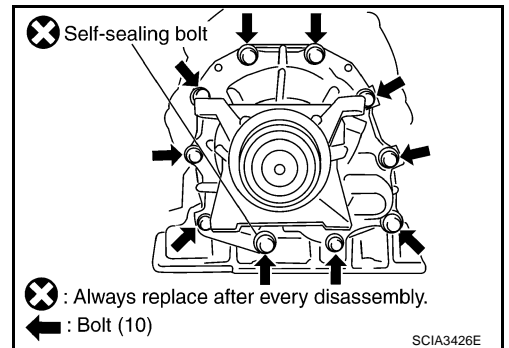
6. Remove rear engine mounting member with power tool. Refer to [AT-274, "Removal and Installation"](#).



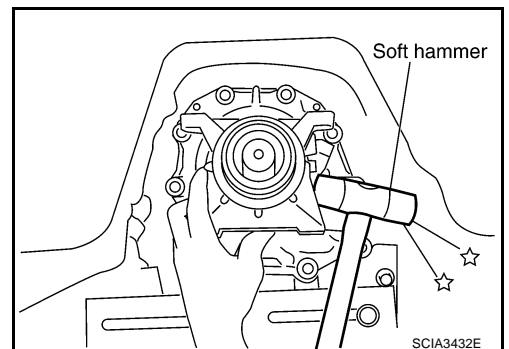
7. Remove engine mounting insulator (rear). Refer to [AT-274, "Removal and Installation"](#).



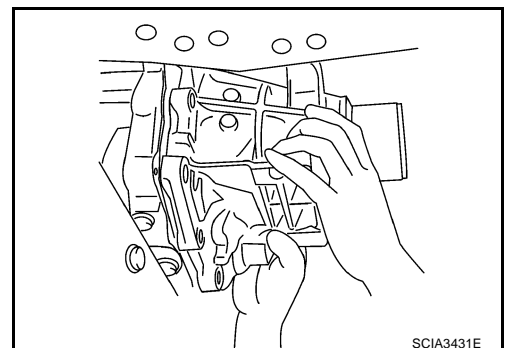
8. Remove tightening bolts for rear extension assembly and transmission case.



9. Tap rear extension assembly with soft hammer.



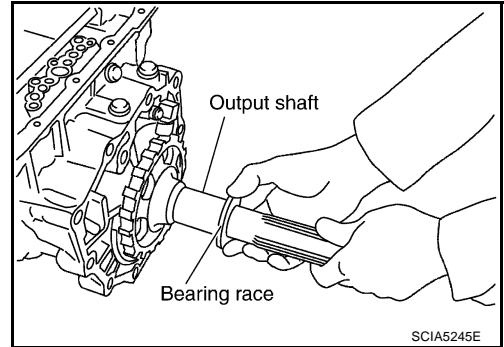
10. Remove rear extension assembly from transmission case. (With needle bearing.)



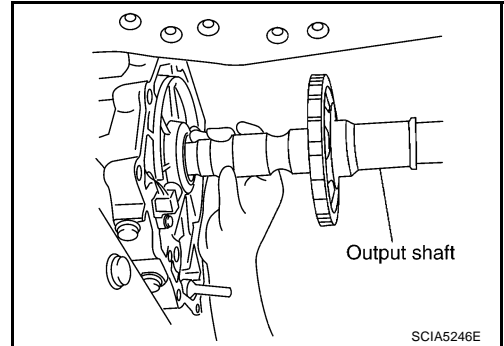
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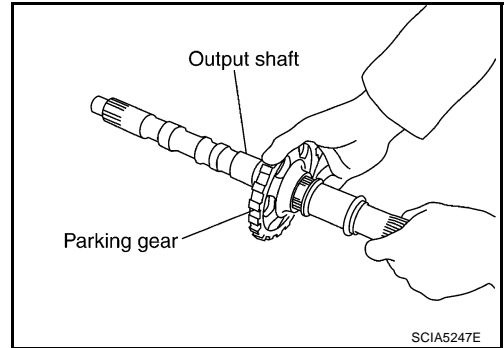
11. Remove bearing race from output shaft.



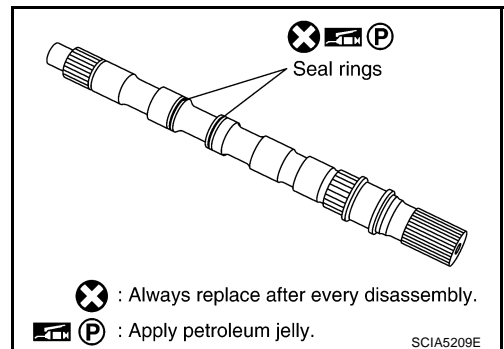
12. Remove output shaft from transmission case by rotating left/right.



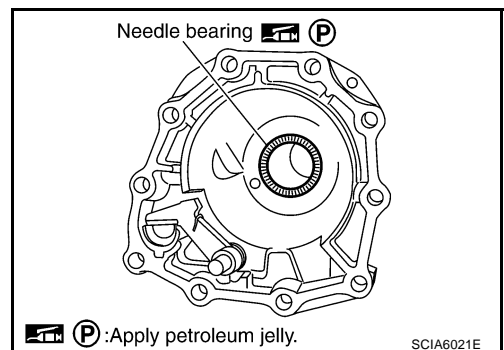
13. Remove parking gear from output shaft.



14. Remove seal rings from output shaft.

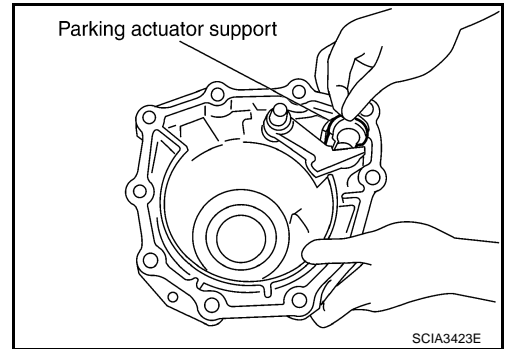


15. Remove needle bearing from rear extension.

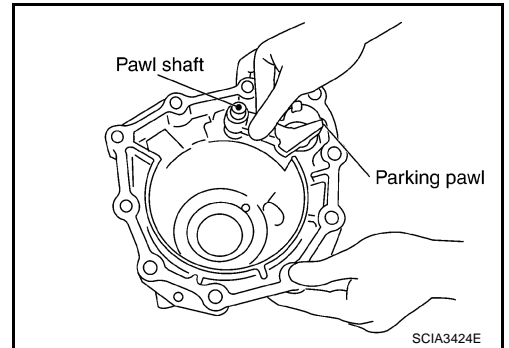


ON-VEHICLE SERVICE

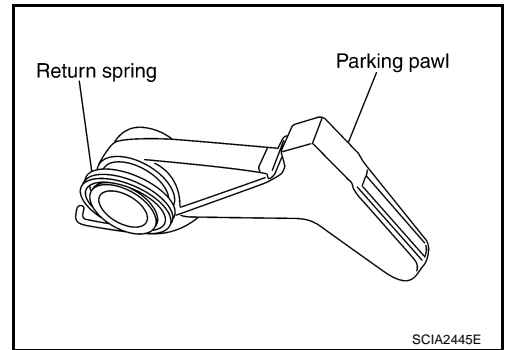
16. Remove parking actuator support from rear extension.



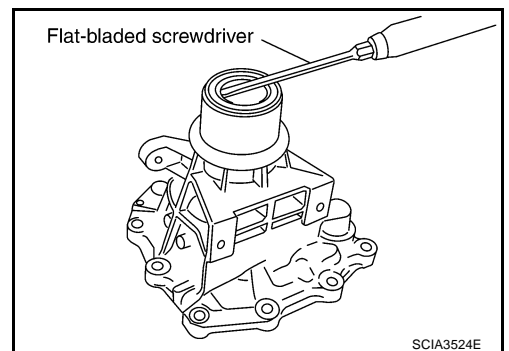
17. Remove parking pawl (with return spring) and pawl shaft from rear extension.



18. Remove return spring from parking pawl.



19. Remove rear oil seal from rear extension.
CAUTION:
Be careful not to scratch rear extension.

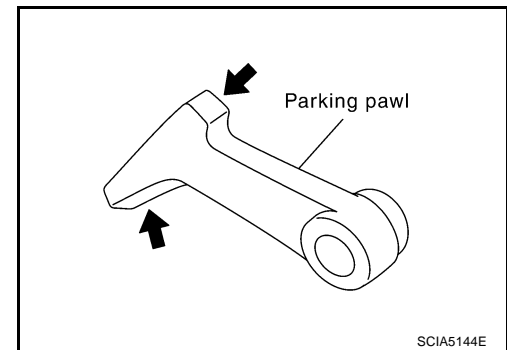
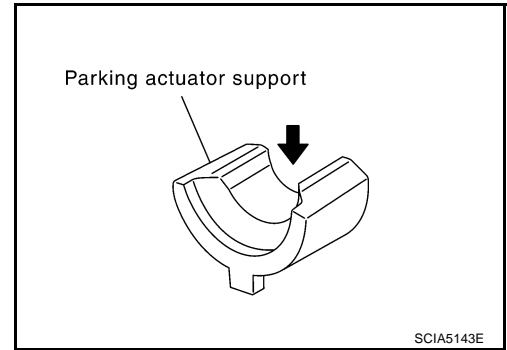


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ON-VEHICLE SERVICE

INSPECTION

- If the contact surface on parking actuator support, parking pawl, etc. has excessive wear, abrasion, bend, or any other damage, replace the components.



INSTALLATION

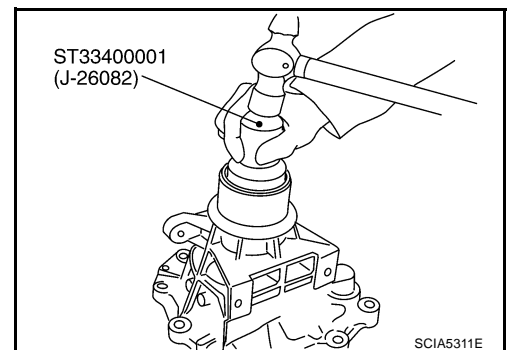
CAUTION:

After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

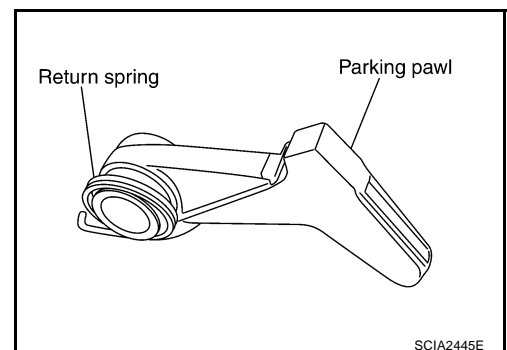
1. As shown in the right figure, use a drift to drive rear oil seal into the rear extension until it is flush.

CAUTION:

- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.

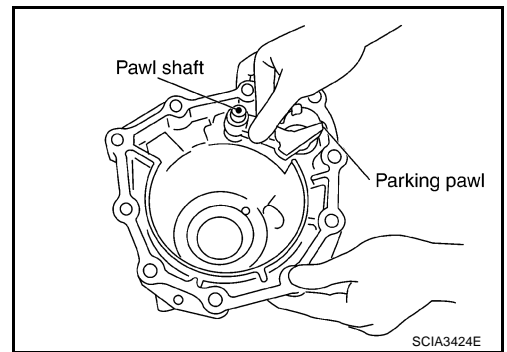


2. Install return spring to parking pawl.

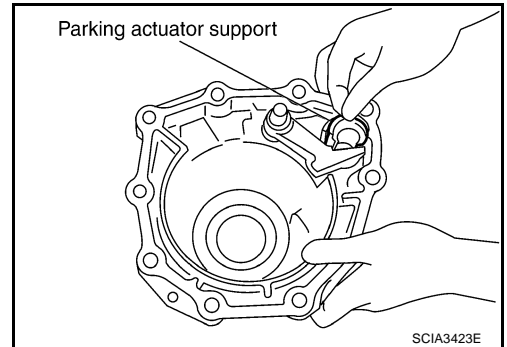


ON-VEHICLE SERVICE

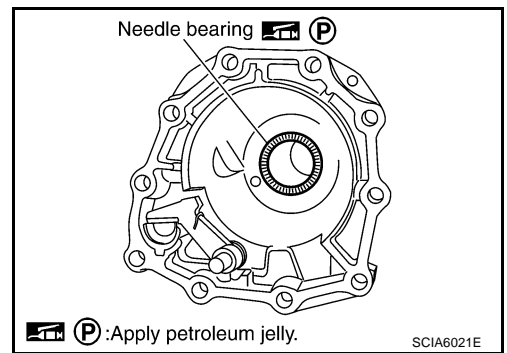
3. Install parking pawl (with return spring) and pawl shaft to rear extension.



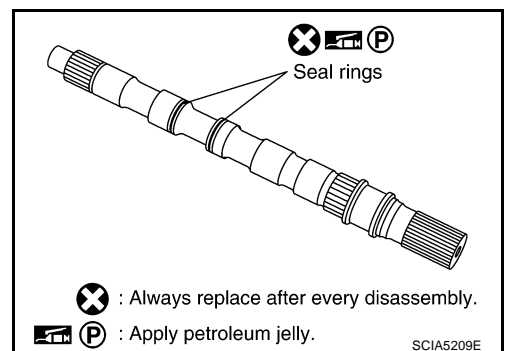
4. Install parking actuator support to rear extension.



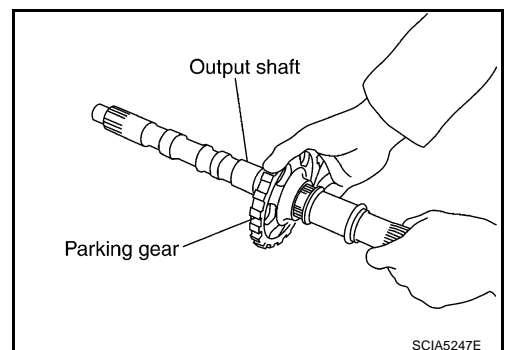
5. Install needle bearing to rear extension.
CAUTION:
 Apply petroleum jelly to needle bearing.



6. Install seal rings in output shaft.
CAUTION:
 • Do not reuse seal rings.
 • Apply petroleum jelly to seal rings.



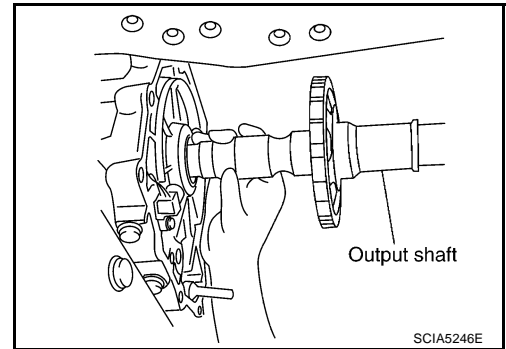
7. Install parking gear to output shaft.



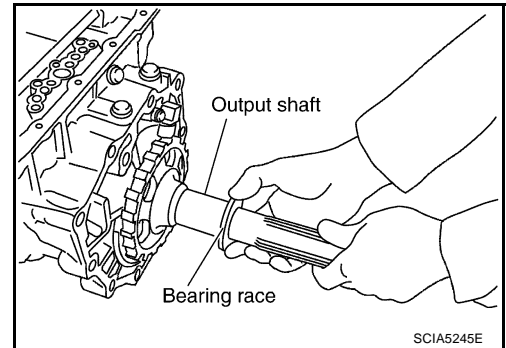
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ON-VEHICLE SERVICE

8. Install output shaft to transmission case.



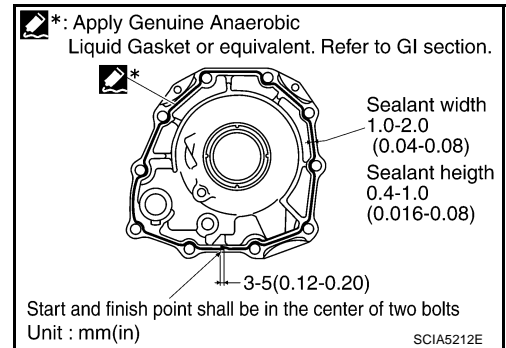
9. Install bearing race to output shaft.



10. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-46, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

CAUTION:

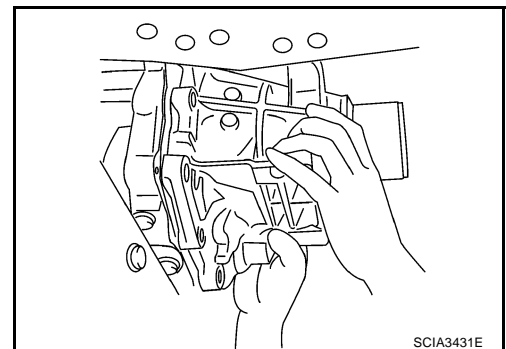
Complete remove all moisture, oil and old sealant, etc. from the transmission case and rear extension assembly mounting surfaces.



11. Install rear extension assembly to transmission case. (With needle bearing.)

CAUTION:

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



12. Tighten rear extension assembly mounting bolts to specified torque.

CAUTION:

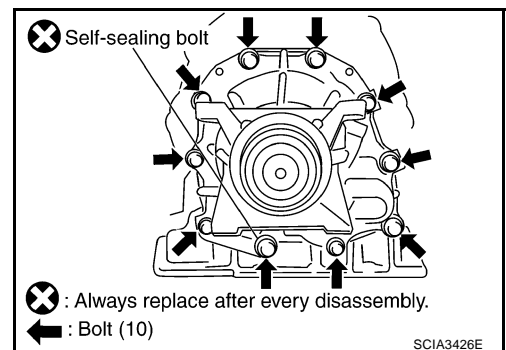
Do not reuse self-sealing bolt.

Rear extension assembly mounting bolt:

 : 52 N·m (5.3 Kg·m, 38 ft·lb)

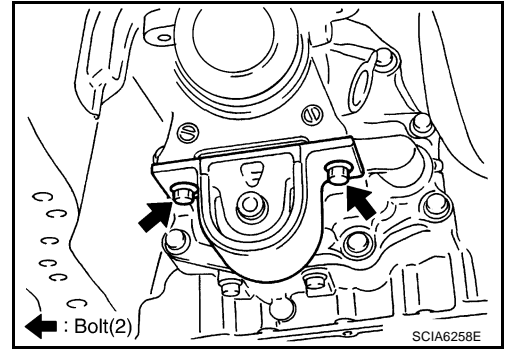
Self-sealing bolt:

 : 61 N·m (6.2 Kg·m, 45 ft·lb)

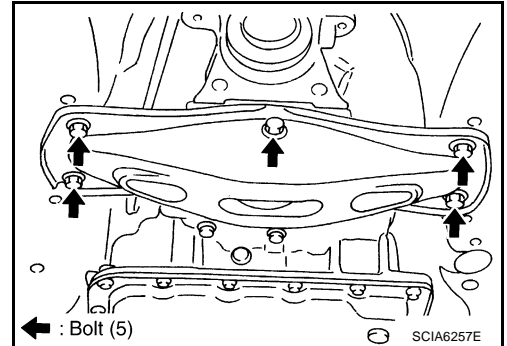


ON-VEHICLE SERVICE

13. Install engine mounting insulator (rear). Refer to [AT-274, "Removal and Installation"](#) .



14. Install rear engine mounting member. Refer to [AT-274, "Removal and Installation"](#) .
15. Install rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
16. Install control rod. Refer to [AT-238, "Control Rod Removal and Installation"](#) .
17. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .
18. Install drain plug in oil pan.



CAUTION:
Do not reuse drain plug gasket.

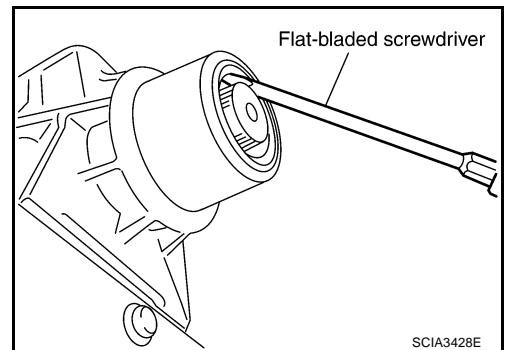
 : 34 N·m (3.5 kg·m, 25 ft·lb)

19. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .

Rear Oil Seal REMOVAL

1. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#) .
2. Remove rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
3. Remove rear oil seal using a flat-bladed screwdriver.

CAUTION:
Be careful not to scratch rear extension assembly.



INSTALLATION

CAUTION:

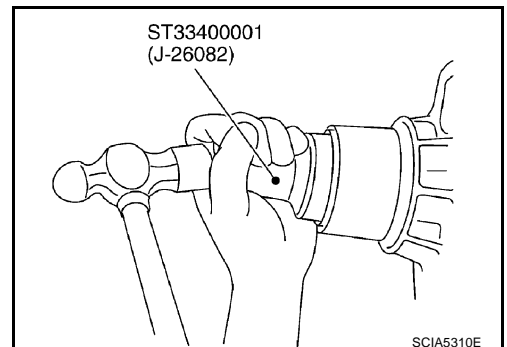
After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#) , [AT-12, "Checking A/T Fluid"](#) .

1. As shown in the right figure, use the drift to drive rear oil seal into rear extension assembly until it is flush.

CAUTION:

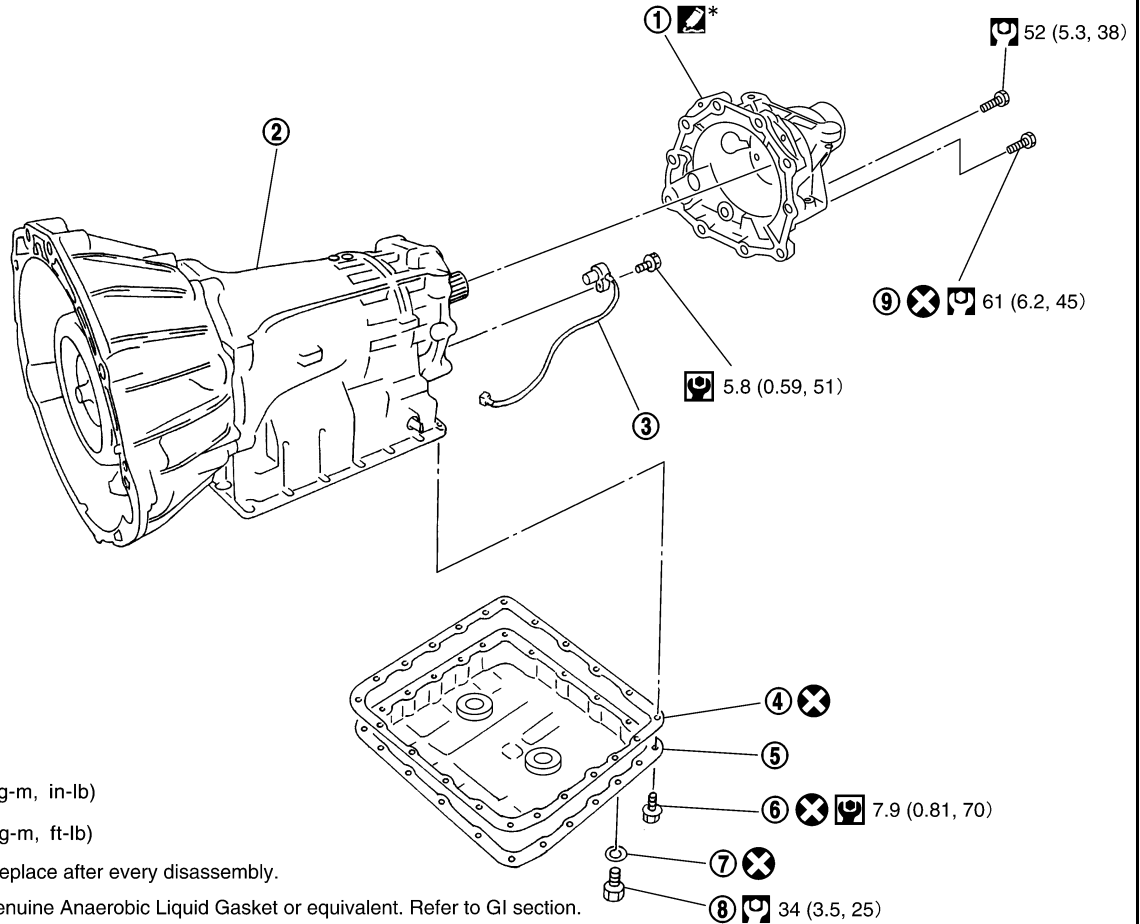
- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.

2. Install rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
3. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .



Revolution Sensor COMPONENTS

SEC.313·314·319

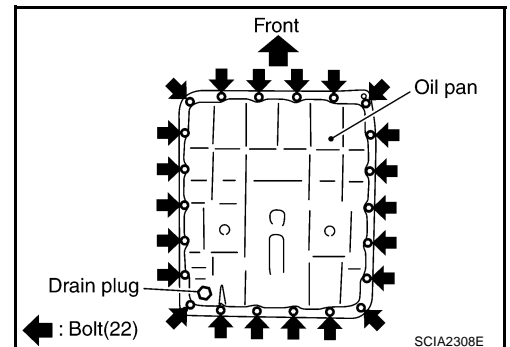


SCIA6259E

- | | | |
|----------------------|-----------------|--------------------------|
| 1. Rear extension | 2. Transmission | 3. Revolution sensor |
| 4. Oil pan gasket | 5. Oil pan | 6. Oil pan mounting bolt |
| 7. Drain plug gasket | 8. Drain plug | 9. Self-sealing bolt |

REMOVAL

1. Disconnect the battery cable from the negative terminal.
2. Drain ATF through drain plug.
3. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#).
4. Remove rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#).
5. Remove control rod. Refer to [AT-238, "Control Rod Removal and Installation"](#).
6. Remove oil pan and oil pan gasket.

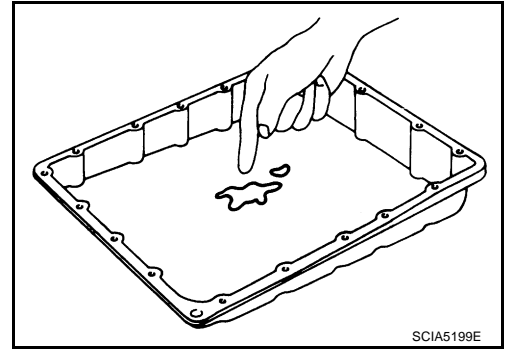


SCIA2308E

ON-VEHICLE SERVICE

7. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).

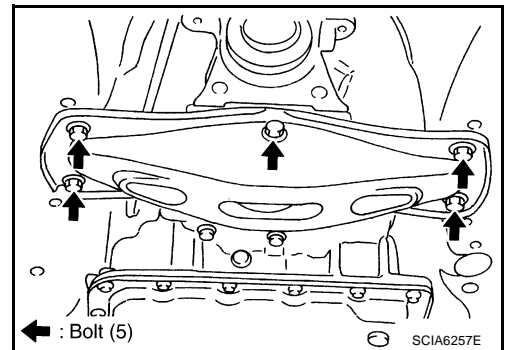


8. Support transmission assembly with a transmission jack.

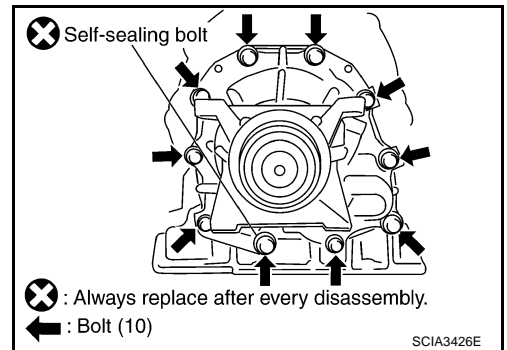
CAUTION:

When setting transmission jack, place wooden blocks to prevent from damaging control valve with TCM and transmission case.

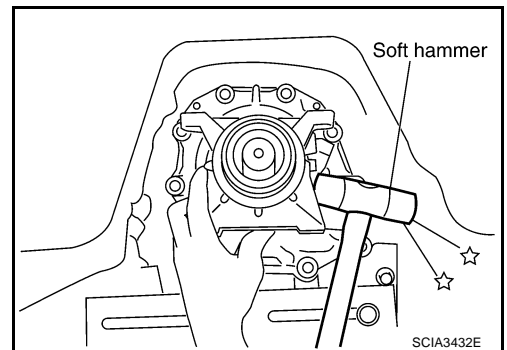
9. Remove rear engine mounting member with power tool. Refer to [AT-274, "Removal and Installation"](#).



10. Remove tightening bolts for rear extension assembly and transmission case.



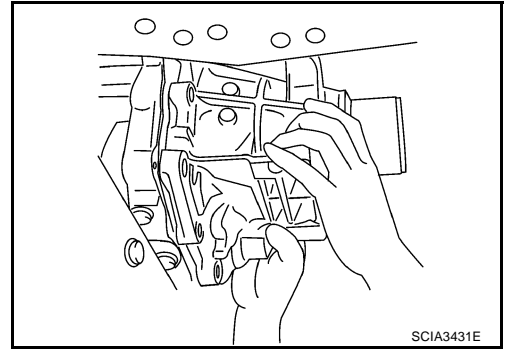
11. Tap rear extension assembly with soft hammer.



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ON-VEHICLE SERVICE

12. Remove rear extension assembly from transmission case. (With needle bearing.)

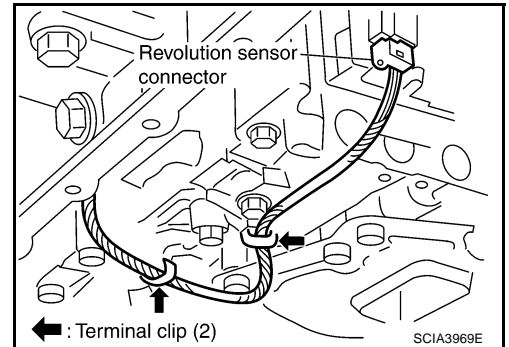


13. Disconnect revolution sensor connector.

CAUTION:

Be careful not to damage connector.

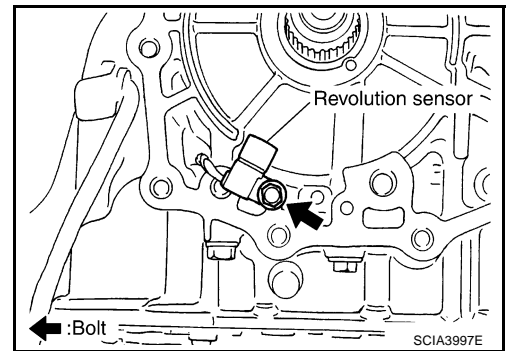
14. Straighten terminal clips to free revolution sensor harness.



15. Remove revolution sensor from transmission case.

CAUTION:

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



INSTALLATION

CAUTION:

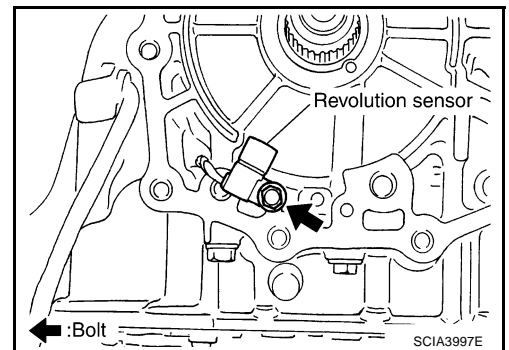
After completing installation, check A/T fluid leakage and fluid level. Refer to [AT-12, "Changing A/T Fluid"](#), [AT-12, "Checking A/T Fluid"](#).

1. Install revolution sensor in transmission case.

CAUTION:

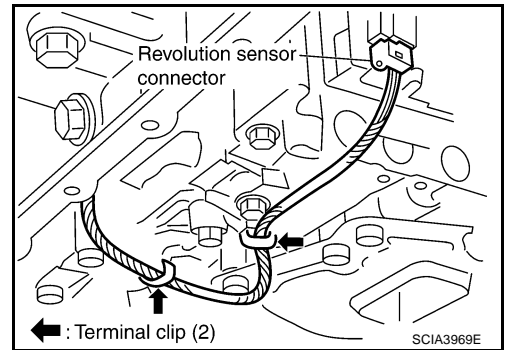
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

 : 5.8 N-m (0.59 kg-m, 51 in-lb)



ON-VEHICLE SERVICE

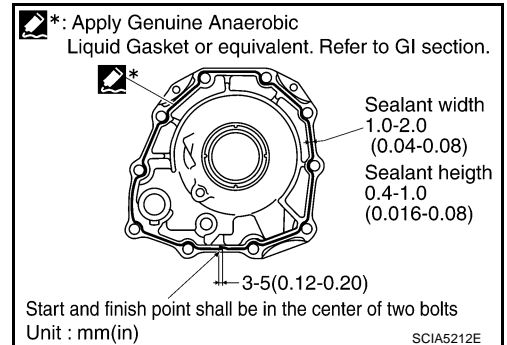
2. Connect revolution sensor connector.
3. Securely fasten revolution sensor harness with clips.



4. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-46, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

CAUTION:

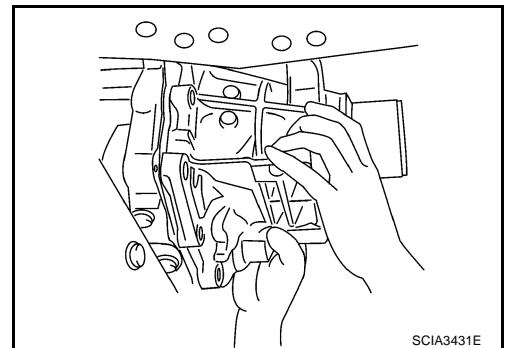
Complete remove all moisture, oil and old sealant, etc. from transmission case and rear extension assembly mounting surfaces.



5. Install rear extension assembly to transmission case. (With needle bearing.)

CAUTION:

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



6. Tighten rear extension assembly mounting bolts to specified torque.

CAUTION:

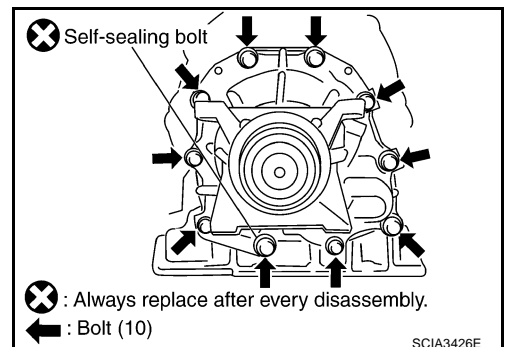
Do not reuse self-sealing bolt.

Rear extension assembly mounting bolt:

 : 52 N·m (5.3 Kg·m, 38 ft·lb)

Self-sealing bolt:

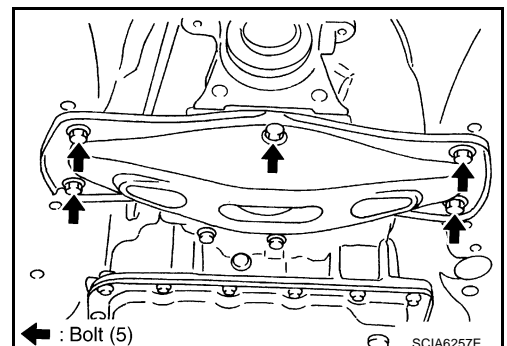
 : 61 N·m (6.2 Kg·m, 45 ft·lb)



7. Install rear engine mounting member. Refer to [AT-274, "Removal and Installation"](#) .
8. Install oil pan to transmission case.
 - a. Install oil pan gasket to oil pan.

CAUTION:

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

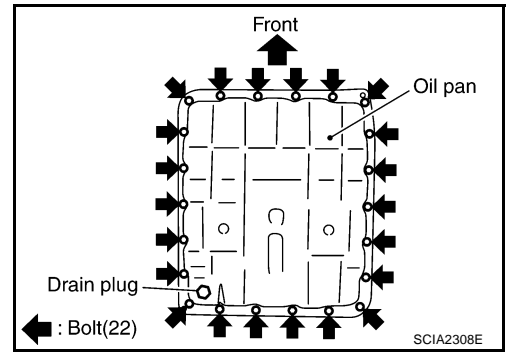


ON-VEHICLE SERVICE

- b. Install oil pan (with oil pan gasket) to transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



- c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

CAUTION:

Do not reuse oil pan mounting bolts.

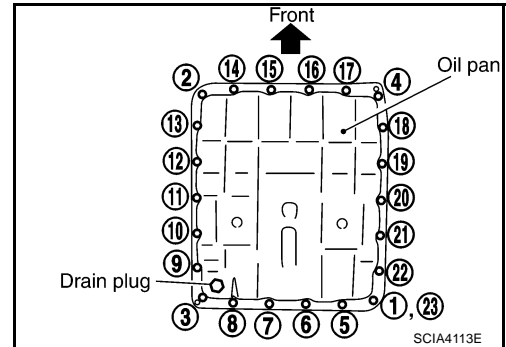
 : 7.9 N-m (0.81 kg-m, 70 in-lb)

9. Install drain plug to oil pan.

CAUTION:

Do not reuse drain plug gasket.

 : 34 N-m (3.5 kg-m, 25 ft-lb)



10. Install control rod. Refer to [AT-238, "Control Rod Removal and Installation"](#) .
11. Install rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#) .
12. Install exhaust front tube and center muffler. Refer to [EX-3, "Removal and Installation"](#) .
13. Pour ATF into transmission assembly. Refer to [AT-12, "Changing A/T Fluid"](#) .
14. Connect the battery cable to the negative terminal.

AIR BREATHER HOSE

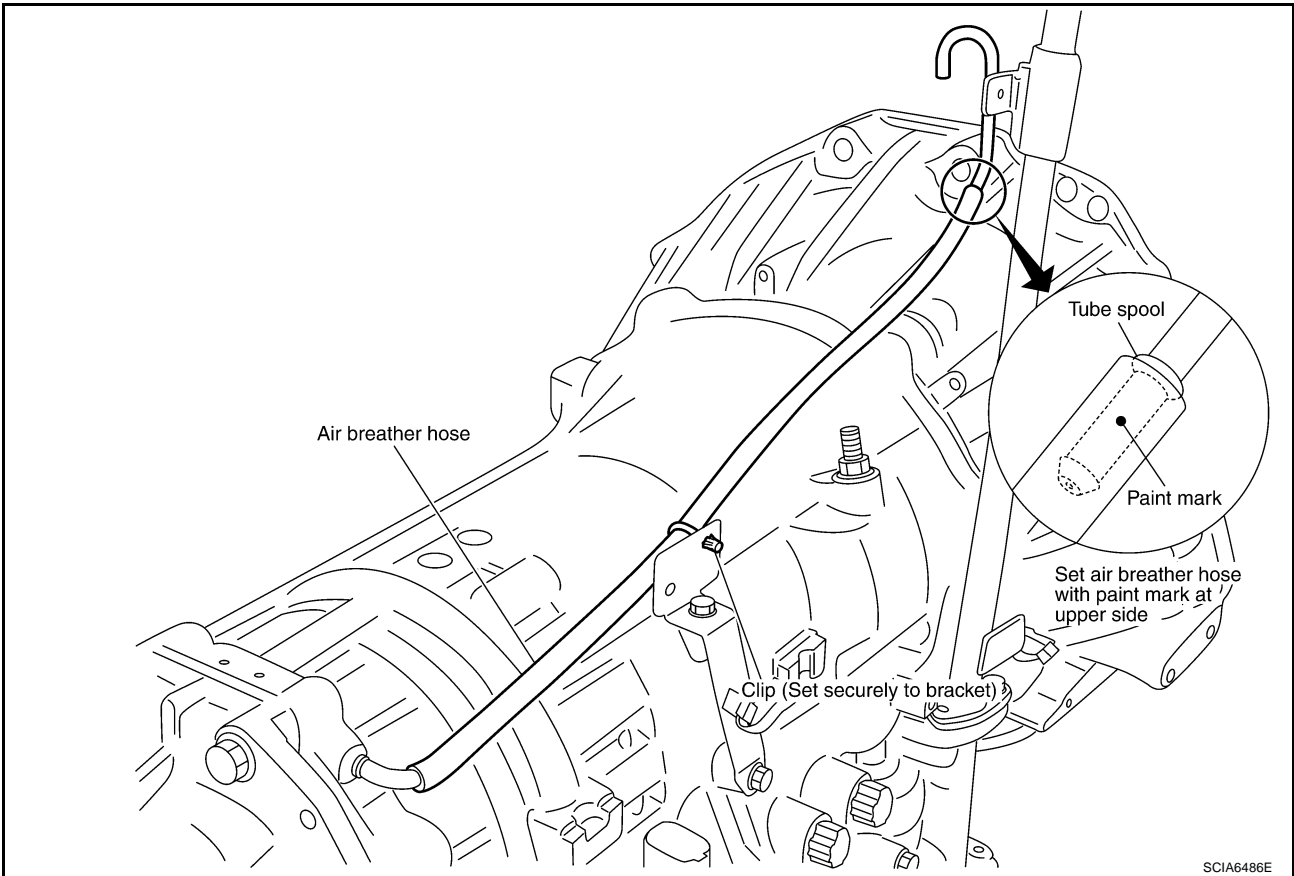
AIR BREATHER HOSE

PFP:31098

Removal and Installation

ACS005NT

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



CAUTION:

- When installing an air breather hose, be careful not to be crushed or blocked by folding or bending the hose.
- When inserting a hose to the transmission tube, be sure to insert it fully until its end reaches the tube bend R portion.
- When inserting a hose to the air breather tube, be sure to insert it fully until its end reaches the tube spool portion.

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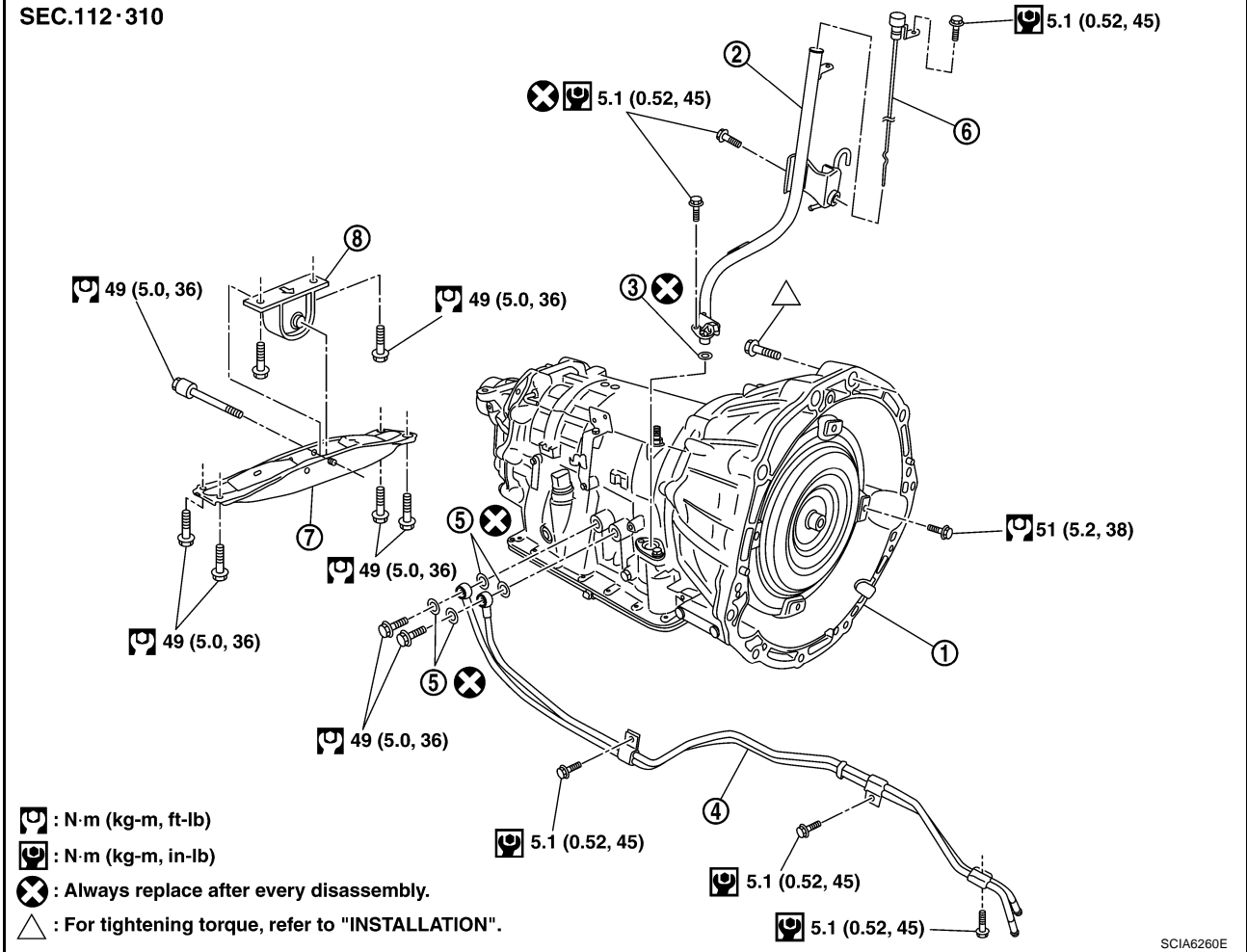
TRANSMISSION ASSEMBLY

PFP:31020

TRANSMISSION ASSEMBLY

Removal and Installation

ACS0050B



- | | | |
|--------------------------------|-------------------------------------|--------------------------|
| 1. Transmission assembly | 2. A/T fluid charging pipe | 3. O-ring |
| 4. Fluid cooler tube | 5. Copper washer | 6. A/T fluid level gauge |
| 7. Rear engine mounting member | 8. Engine mounting insulator (rear) | |

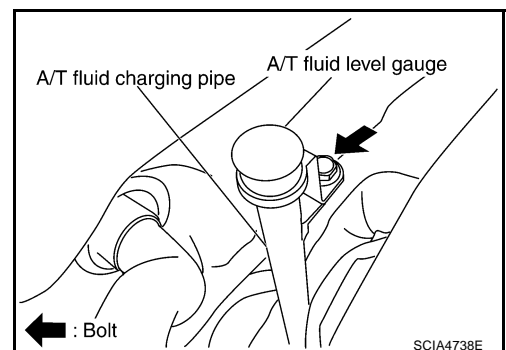
REMOVAL

CAUTION:

When removing the transmission assembly from engine, first remove the crankshaft position sensor (POS) from the transmission assembly.

Be careful not to damage sensor edge.

1. Disconnect the negative battery terminal.
2. Remove engine cover.
3. Remove A/T fluid level gauge.
4. Remove engine under cover with power tool.
5. Remove front cross bar with power tool. Refer to [FSU-8, "Components"](#).
6. Remove exhaust front tube and center muffler with power tool. Refer to [EX-3, "Removal and Installation"](#).
7. Remove three way catalyst. Refer to [EM-24, "Removal and Installation"](#).
8. Remove rear propeller shaft. Refer to [PR-5, "Removal and Installation"](#).

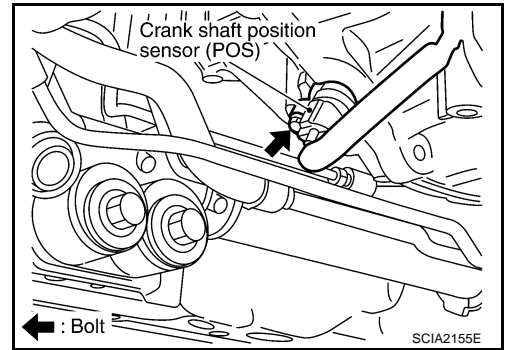


TRANSMISSION ASSEMBLY

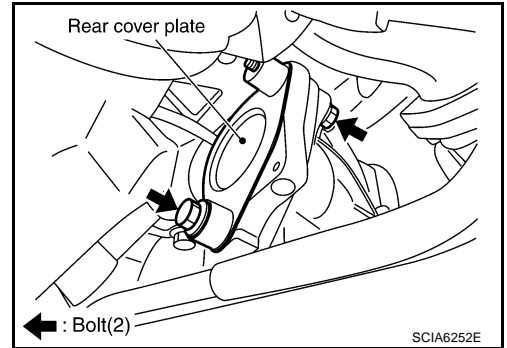
9. Remove control rod. Refer to [AT-236, "SHIFT CONTROL SYSTEM"](#).
10. Remove crankshaft position sensor (POS) from transmission assembly. Refer to [EM-28, "Removal and Installation"](#).

CAUTION:

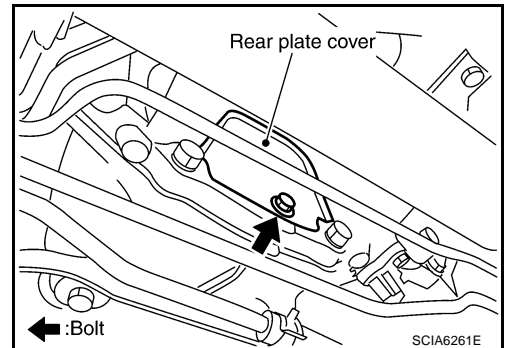
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



11. Remove rear cover plate. Refer to [EM-28, "Removal and Installation"](#).
12. Remove starter motor. Refer to [SC-19, "Removal and Installation"](#).



13. Remove rear plate cover from converter housing part. Refer to [EM-28, "Removal and Installation"](#).



14. Turn crankshaft, and remove the four tightening bolts for drive plate and torque converter.

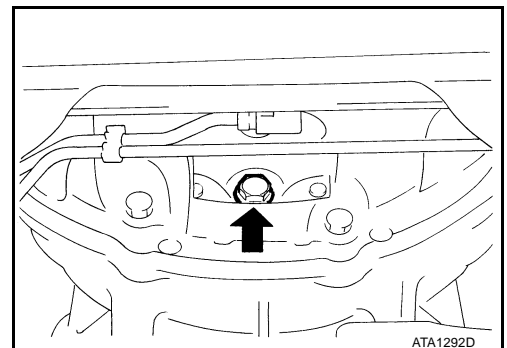
CAUTION:

When turning crankshaft, turn it clockwise as viewed from the front of the engine.

15. Support transmission assembly with a transmission jack.

CAUTION:

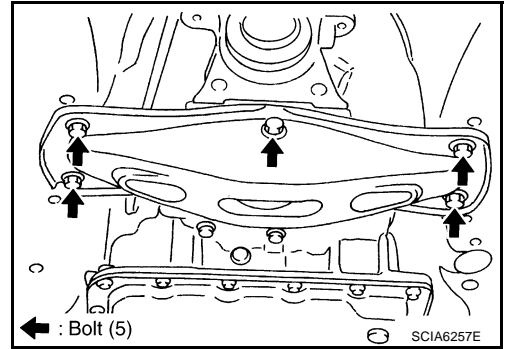
When setting the transmission jack, be careful not to allow it to collide against the drain plug.



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TRANSMISSION ASSEMBLY

16. Remove rear engine mounting member with power tool.



17. Remove engine mounting insulator (rear).

18. Remove air breather hose. Refer to [AT-273, "Removal and Installation"](#).

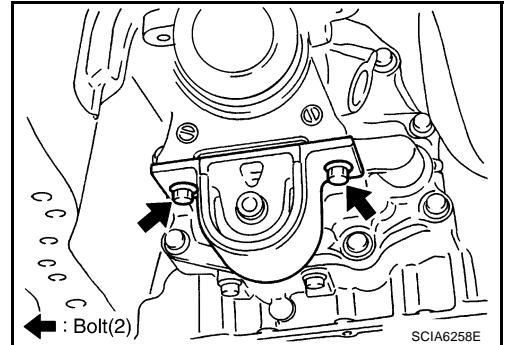
19. Disconnect A/T assembly harness connector.

20. Remove fluid cooler tube and A/T fluid charging pipe.

21. Remove O-ring from A/T fluid charging pipe.

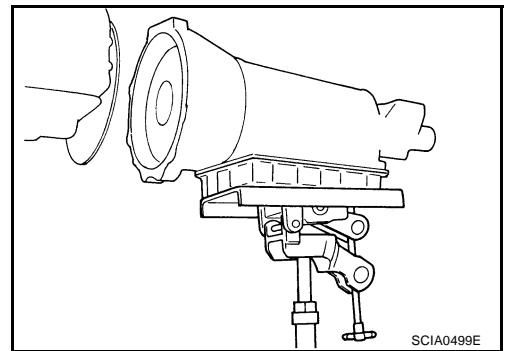
22. Plug up openings such as the fluid charging pipe hole, etc.

23. Remove bolts fixing transmission assembly to engine with power tool.



24. Remove transmission assembly from vehicle with a transmission jack.

- Secure torque converter to prevent it from dropping.
- Secure transmission assembly to a transmission jack.

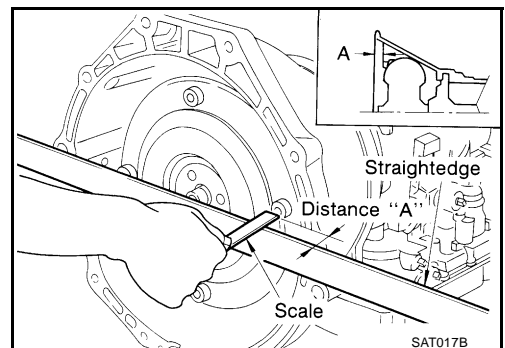


INSPECTION

Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check distance "A" to ensure it is within the reference value limit.

Distance "A": 25.0 mm (0.98 in) or more



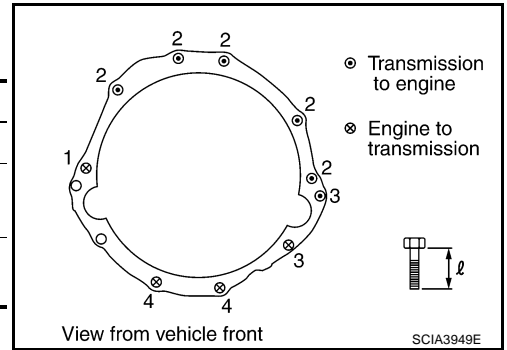
TRANSMISSION ASSEMBLY

INSTALLATION

Install the removed parts in the reverse order of the removal, while paying attention to the following work.

- When installing transmission assembly to the engine, attach the fixing bolts in accordance with the following standard.

Bolt No.	1	2	3	4
Number of bolts	1	5	2	2
Bolt length "ℓ"mm (in)	55 (2.17)	65 (2.56)	50 (2.20)	35 (1.38)
Tightening torque N·m (kg·m, ft·lb)	75 (7.7, 55)		55 (5.6, 41)	47 (4.8, 35)

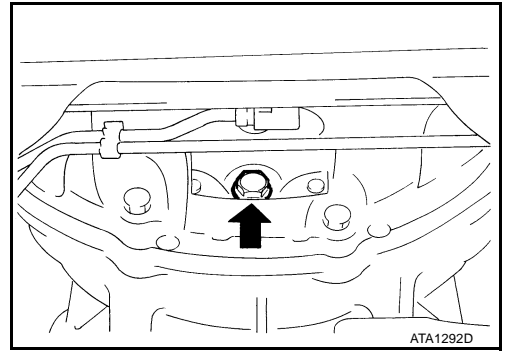


- Align the positions of tightening bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

 : 51 N·m (5.2 kg·m, 38 ft·lb)

CAUTION:

- When turning crankshaft, turn it clockwise as viewed from the front of the engine.
- When tightening the tightening bolts for the torque converter after fixing the crankshaft pulley bolts, be sure to confirm the tightening torque of the crankshaft pulley mounting bolts.
- After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.
- Install crankshaft position sensor (POS). Refer to [EM-28, "Removal and Installation"](#).
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [AT-12, "Checking A/T Fluid"](#), [AT-238, "Adjustment of A/T Position"](#), [AT-239, "Checking of A/T Position"](#).



OVERHAUL

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|------------------------|-------------------------------------|----------------------------|
| 1. O-ring | 2. Oil pump cover | 3. O-ring |
| 4. Oil pump housing | 5. Self-sealing bolt | 6. Torque converter |
| 7. Converter housing | 8. Oil pump housing oil seal | 9. Bearing race |
| 10. Needle bearing | 11. O-ring | 12. Front carrier assembly |
| 13. Snap ring | 14. Front sun gear | 15. 3rd one-way clutch |
| 16. Snap ring | 17. Bearing race | 18. Needle bearing |
| 19. Seal ring | 20. Input clutch assembly | 21. Needle bearing |
| 22. Rear internal gear | 23. Brake band | 24. Mid carrier assembly |
| 25. Needle bearing | 26. Bearing race | 27. Rear carrier assembly |
| 28. Needle bearing | 29. Mid sun gear | 30. Seal ring |
| 31. Rear sun gear | 32. 1st one-way clutch | 33. Snap ring |
| 34. Needle bearing | 35. High and low reverse clutch hub | 36. Snap ring |
| 37. Bearing race | 38. Needle bearing | |

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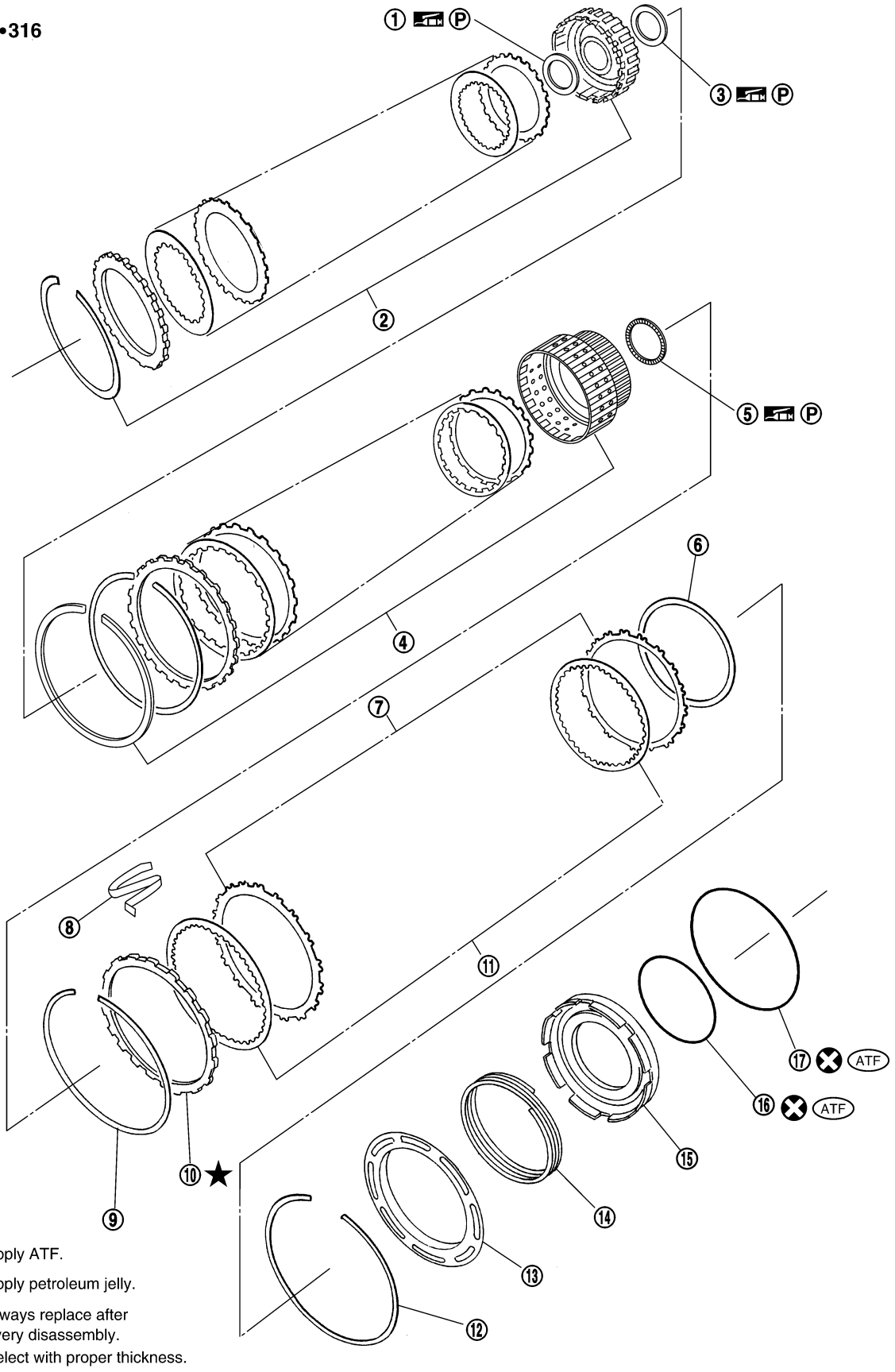
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OVERHAUL

SEC.315•316



SCIA6678E

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|---------------------------|---|-----------------------------|
| 1. Bearing race | 2. High and low reverse clutch assembly | 3. Needle bearing |
| 4. Direct clutch assembly | 5. Needle bearing | 6. Reverse brake dish plate |

OVERHAUL

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|-----------------------------------|-------------------------------|--------------------------|
| 7. Reverse brake driven plate | 8. N-spring | 9. Snap ring |
| 10. Reverse brake retaining plate | 11. Reverse brake drive plate | 12. Snap ring |
| 13. Spring retainer | 14. Return spring | 15. Reverse brake piston |
| 16. D-ring | 17. D-ring | |

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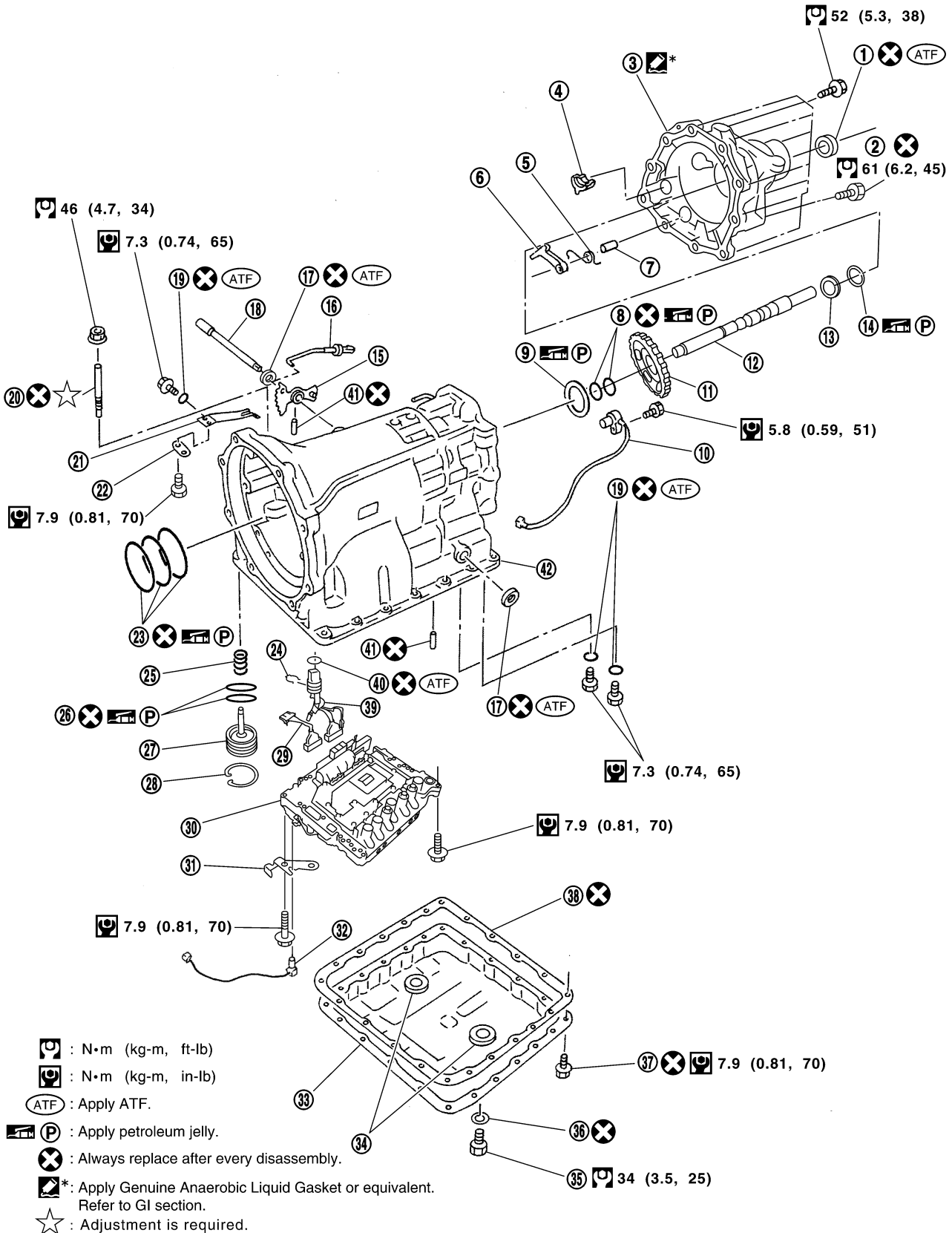
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OVERHAUL

SEC.313 • 314 • 315 • 316 • 317 • 319



SCIA6533E

- 1. Rear oil seal
- 4. Parking actuator support
- 7. Pawl shaft

- 2. Self-sealing bolt
- 5. Return spring
- 8. Seal ring

- 3. Rear extension
- 6. Parking pawl
- 9. Needle bearing

OVERHAUL

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|---------------------------|------------------------------------|----------------------------|
| 10. Revolution sensor | 11. Parking gear | 12. Output shaft |
| 13. Bearing race | 14. Needle bearing | 15. Manual plate |
| 16. Parking rod | 17. Manual shaft oil seal | 18. Manual shaft |
| 19. O-ring | 20. Band servo anchor end pin | 21. Detent spring |
| 22. Spacer | 23. Seal ring | 24. Snap ring |
| 25. Return spring | 26. O-ring | 27. Servo assembly |
| 28. Snap ring | 29. Sub-harness | 30. Control valve with TCM |
| 31. Bracket | 32. A/T fluid temperature sensor 2 | 33. Oil pan |
| 34. Magnet | 35. Drain plug | 36. Drain plug gasket |
| 37. Oil pan mounting bolt | 38. Oil pan gasket | 39. Terminal cord assembly |
| 40. O-ring | 41. Retaining pin | 42. Transmission case |

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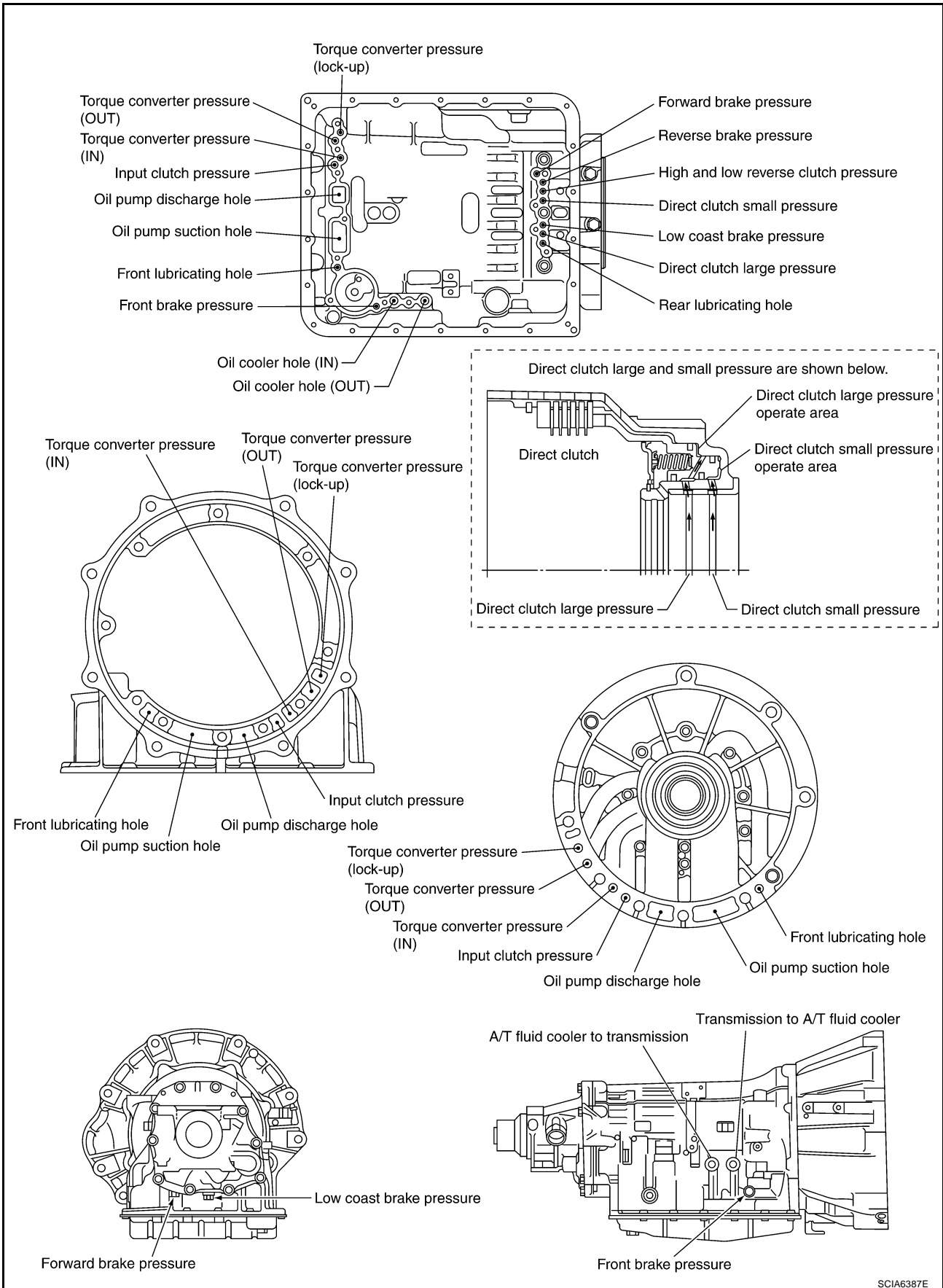
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OVERHAUL

Oil Channel

ACS008DJ

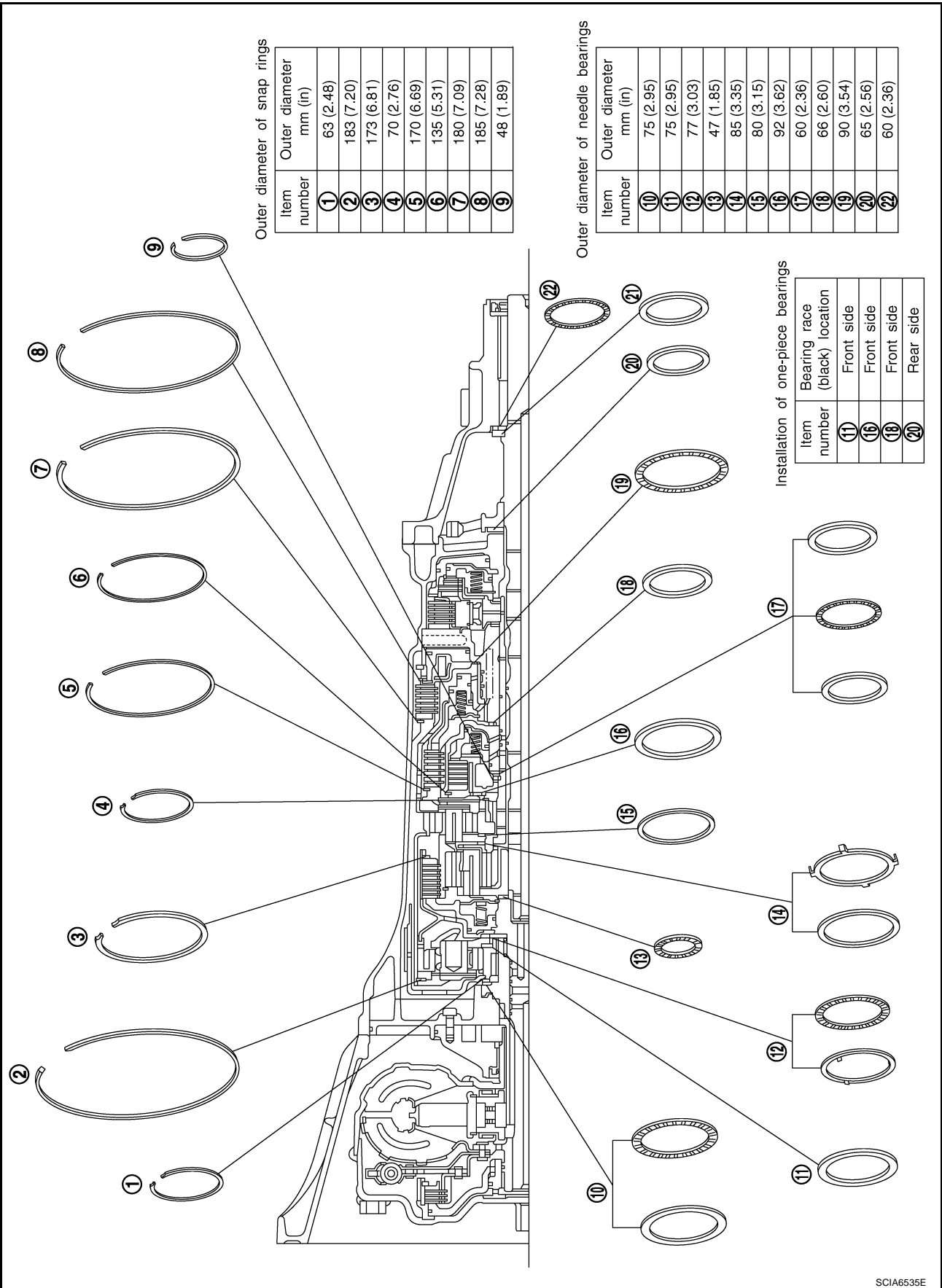


SCIA6387E

OVERHAUL

Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

ACS008DK



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DISASSEMBLY

PFP:31020

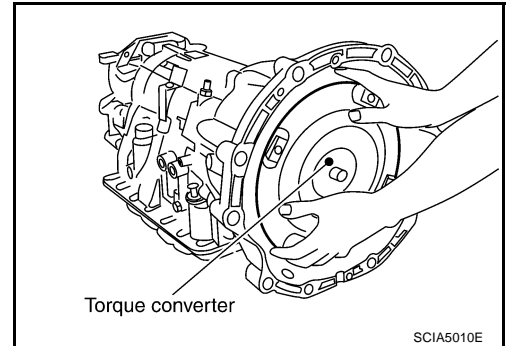
Disassembly

ACS008DL

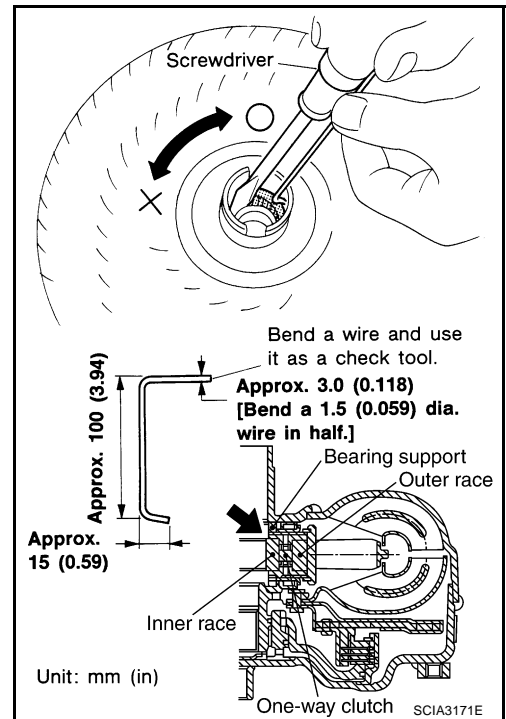
CAUTION:

Do not disassemble parts behind Drum Support. Refer to [AT-17, "Cross-Sectional View"](#) .

1. Drain ATF through drain plug.
2. Remove torque converter by holding it firmly and turing while pulling straight out.



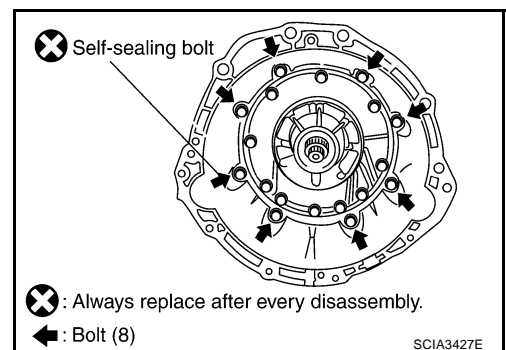
3. Check torque converter one-way clutch using check tool as shown at figure.
 - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
 - b. When fixing bearing support with check tool, rotate one-way clutch spline using screwdriver.
 - c. Check that inner race rotates clockwise only. If not, replace torque converter assembly.



4. Remove converter housing from transmission case.

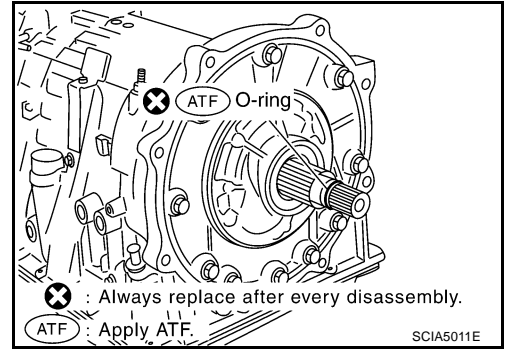
CAUTION:

Be careful not to scratch converter housing.

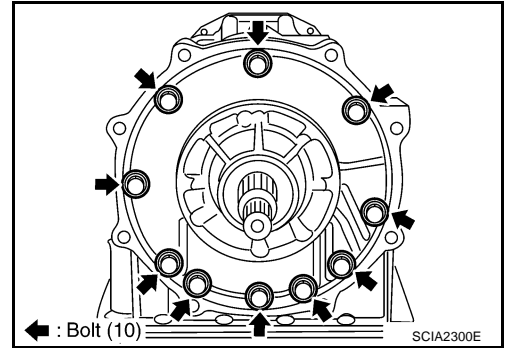


DISASSEMBLY

5. Remove O-ring from input clutch assembly.



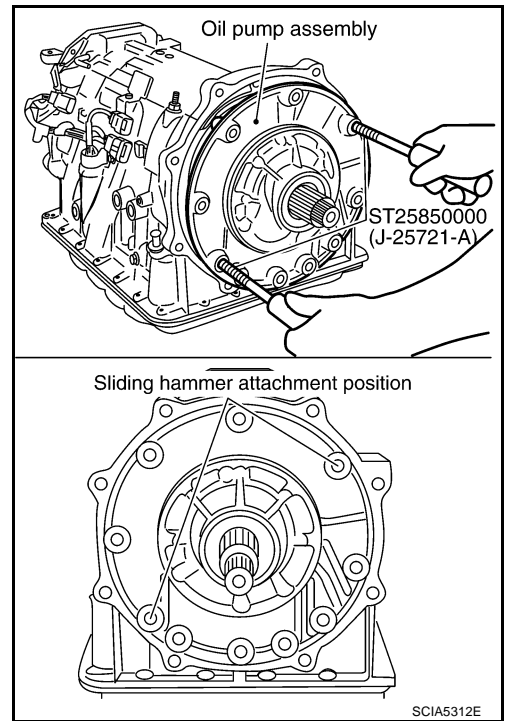
6. Remove tightening bolts for oil pump assembly and transmission case.



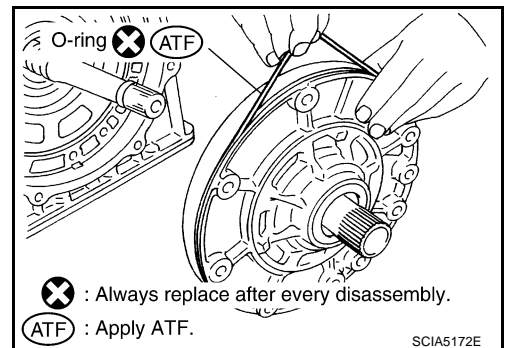
7. Attach the sliding hammers to oil pump assembly and extract it evenly from transmission case.

CAUTION:

- Fully tighten sliding hammer screw.
- Make sure that bearing race is installed to the oil pump assembly edge surface.



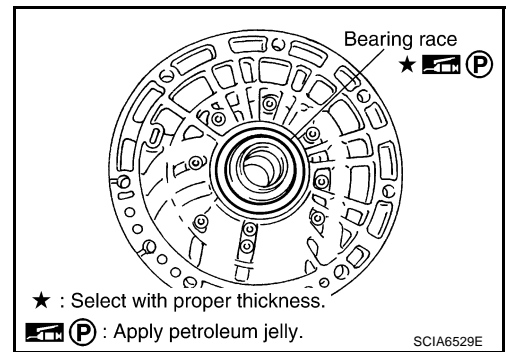
8. Remove O-ring from oil pump assembly.



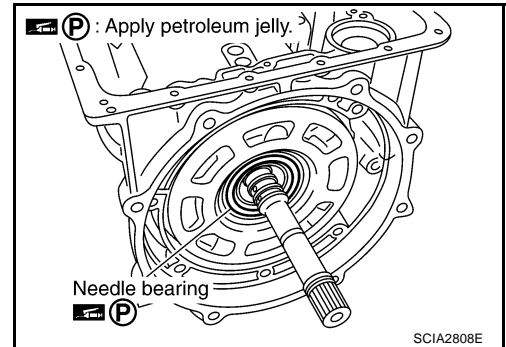
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DISASSEMBLY

9. Remove bearing race from oil pump assembly.



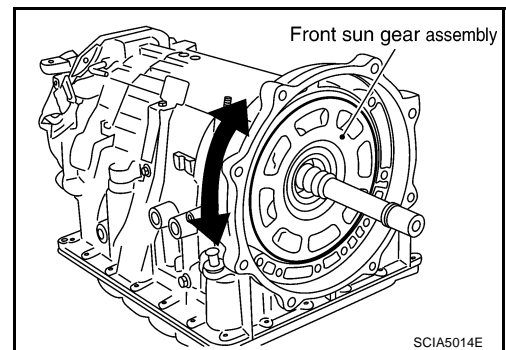
10. Remove needle bearing from front sun gear.



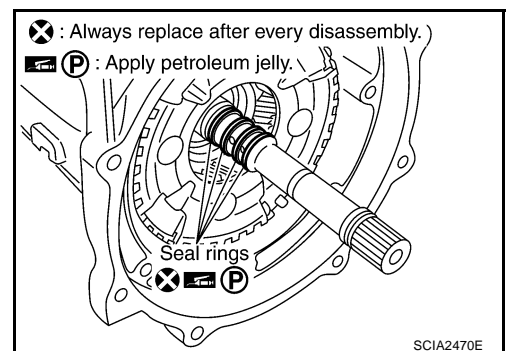
11. Remove front sun gear assembly from front carrier assembly.

NOTE:

Remove front sun gear by rotating left/right.



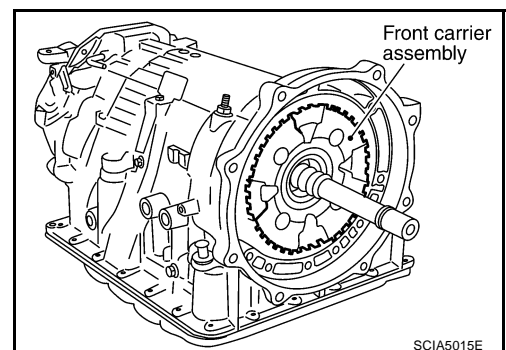
12. Remove seal rings from input clutch assembly.



13. Remove front carrier assembly from rear carrier assembly. (With input clutch assembly and rear internal gear.)

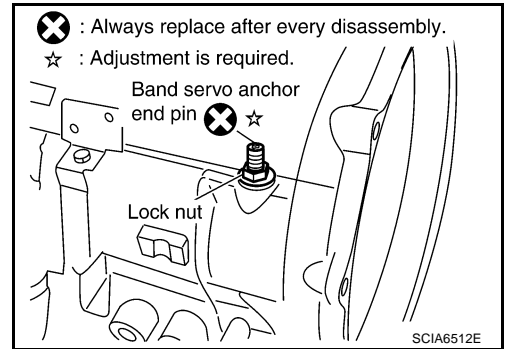
CAUTION:

Be careful to remove it with needle bearing.

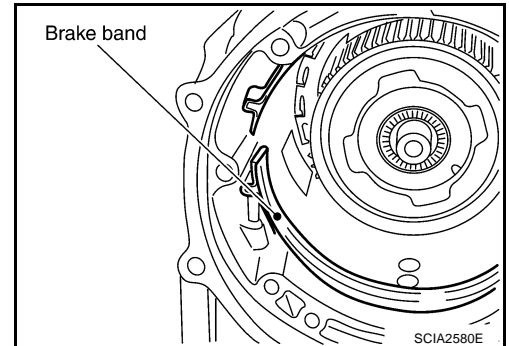


DISASSEMBLY

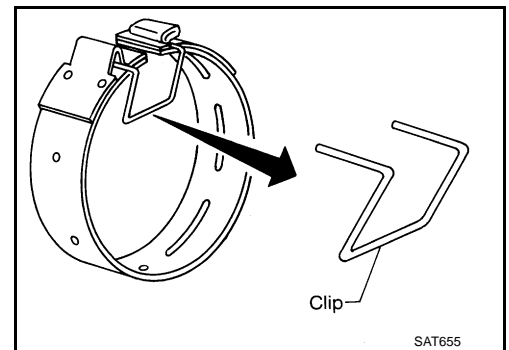
14. Loosen lock nut and remove band servo anchor end pin from transmission case.



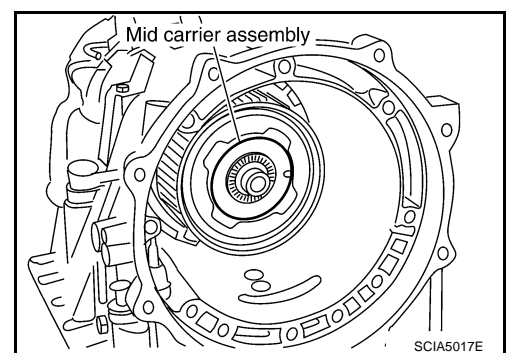
15. Remove brake band from transmission case.



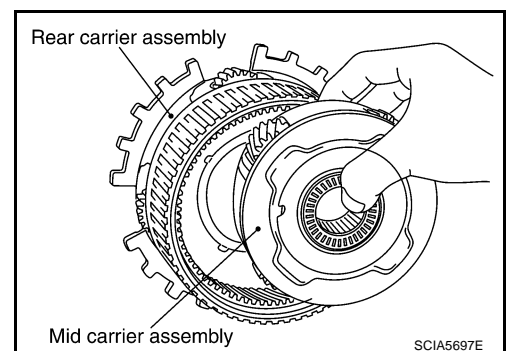
- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown in the figure at right. Leave the clip in position after removing the brake band.
- Check brake band facing for damage, cracks, wear or burns.



16. Remove mid carrier assembly and rear carrier assembly as a unit.



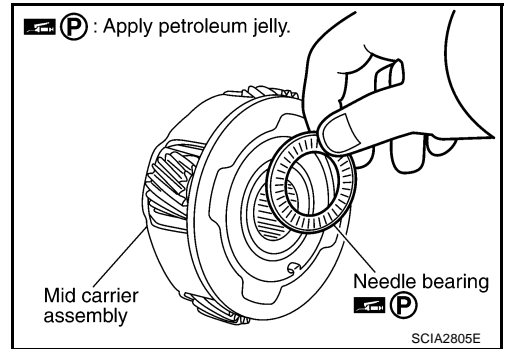
17. Remove mid carrier assembly from rear carrier assembly.



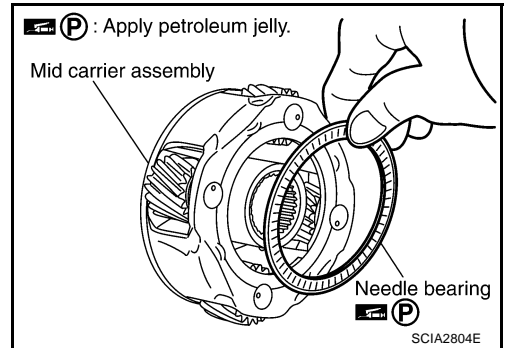
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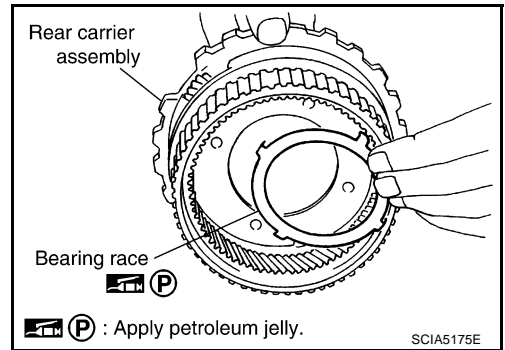
18. Remove needle bearing (front side) from mid carrier assembly.



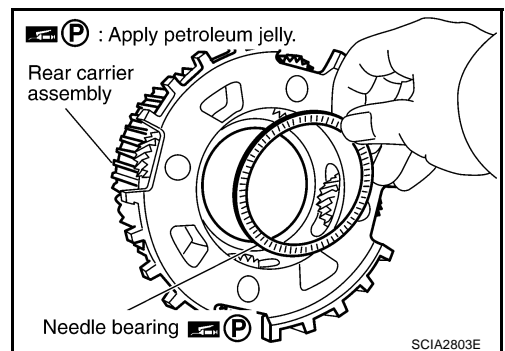
19. Remove needle bearing (rear side) from mid carrier assembly.



20. Remove bearing race from rear carrier assembly.



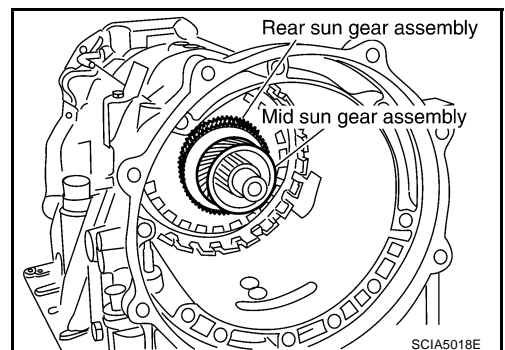
21. Remove needle bearing from rear carrier assembly.



22. Remove mid sun gear assembly, rear sun gear assembly and high and low reverse clutch hub as a unit.

CAUTION:

Be careful to remove them with bearing race and needle bearing.

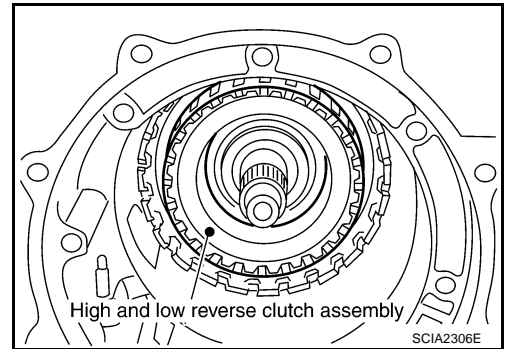


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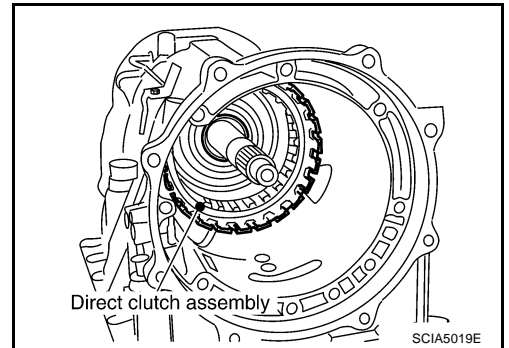
23. Remove high and low reverse clutch assembly from direct clutch assembly.

CAUTION:

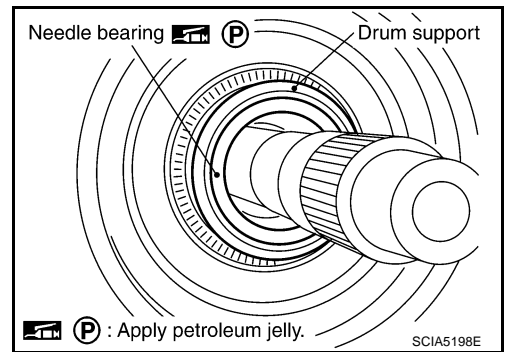
Make sure that needle bearing is installed to the high and low reverse clutch assembly edge surface.



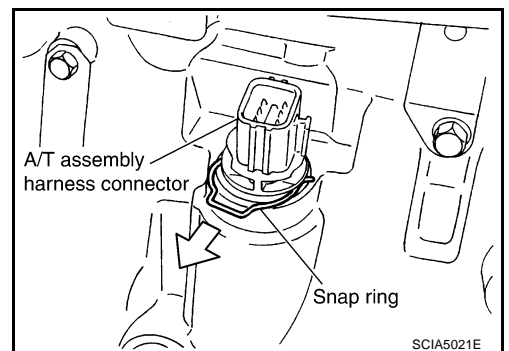
24. Remove direct clutch assembly from reverse brake.



25. Remove needle bearing from drum support.



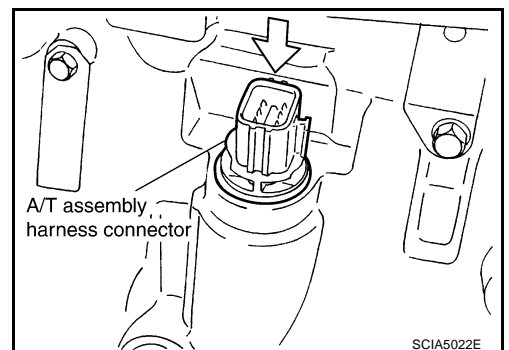
26. Remove snap ring from A/T assembly harness connector.



27. Push A/T assembly harness connector.

CAUTION:

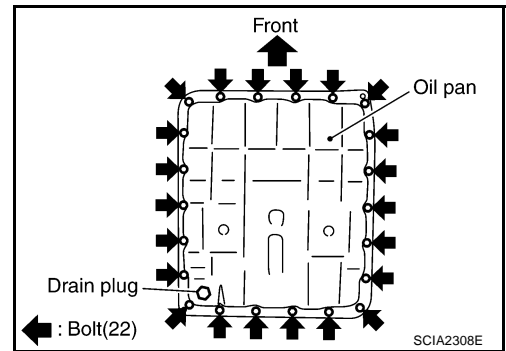
Be careful not to damage connector.



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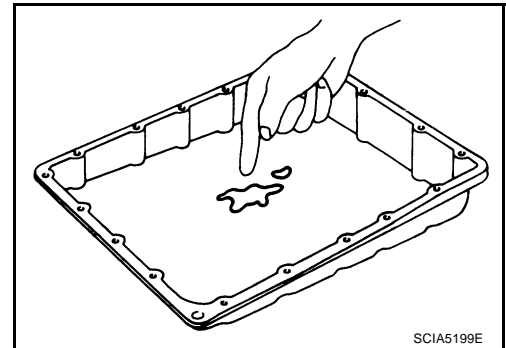
DISASSEMBLY

28. Remove oil pan and oil pan gasket.

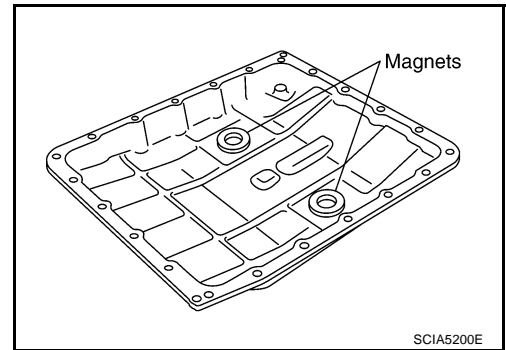


29. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and can inhibit pump pressure.

- If frictional material is detected, perform A/T fluid cooler cleaning. Refer to [AT-14, "A/T Fluid Cooler Cleaning"](#).

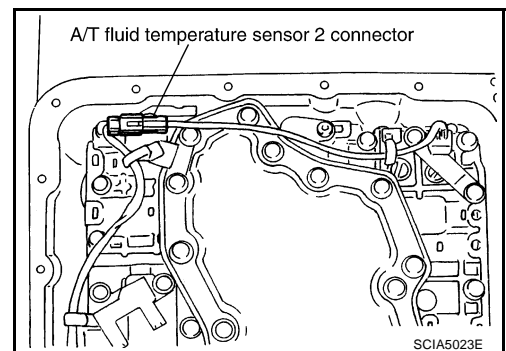


30. Remove magnets from oil pan.

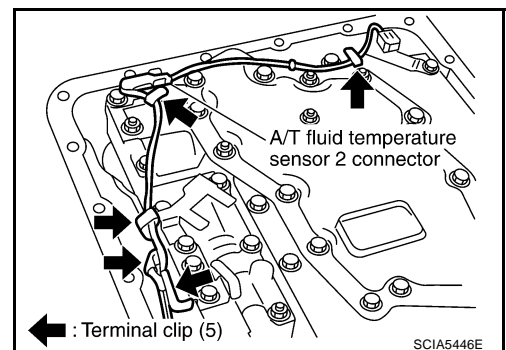


31. Disconnect A/T fluid temperature sensor 2 connector.

- CAUTION:**
Be careful not to damage connector.



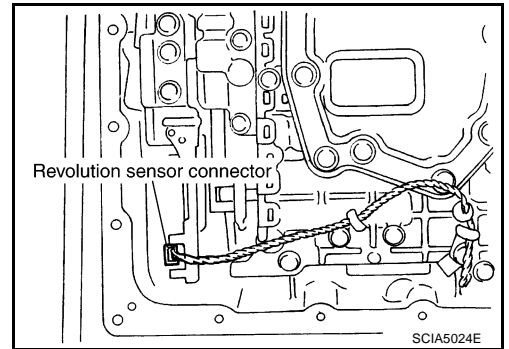
32. Straighten terminal clips to free terminal cord assembly and A/T fluid temperature sensor 2 harness.



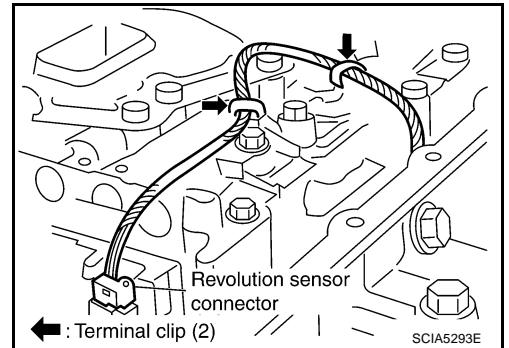
DISASSEMBLY

33. Disconnect revolution sensor connector.

CAUTION:
Be careful not to damage connector.

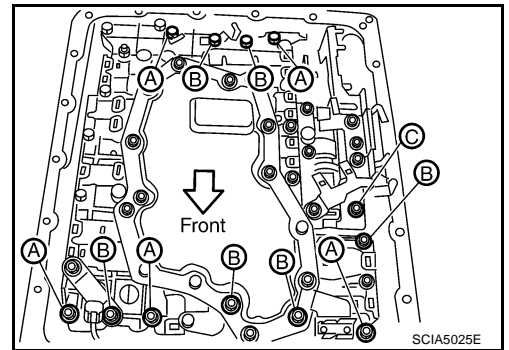


34. Straighten terminal clips to free revolution sensor harness.



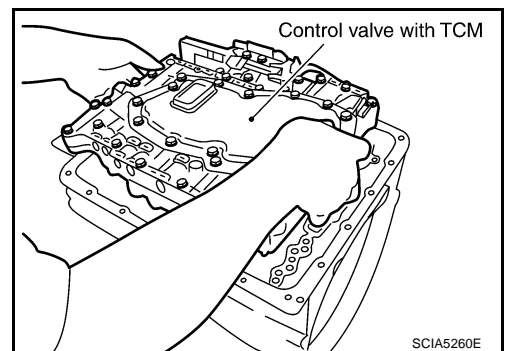
35. Remove bolts A, B and C from control valve with TCM.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1

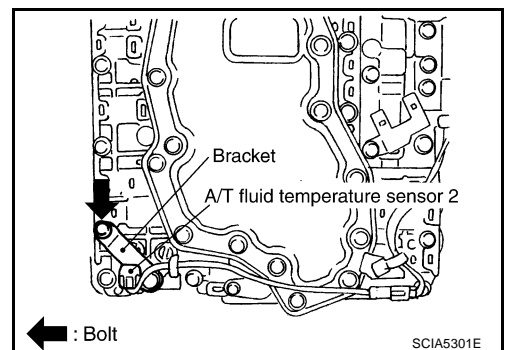


36. Remove control valve with TCM from transmission case.

CAUTION:
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



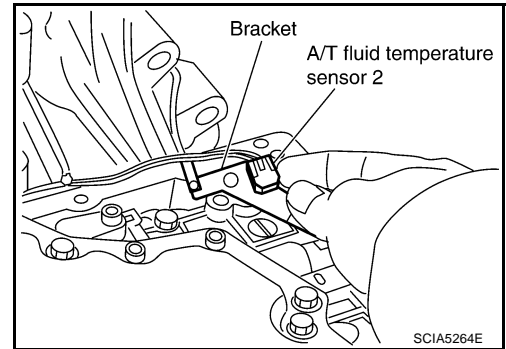
37. Remove A/T fluid temperature sensor 2 with bracket from control valve with TCM.



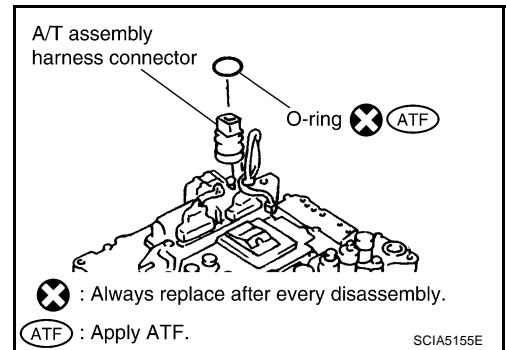
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DISASSEMBLY

38. Remove bracket from A/T fluid temperature sensor 2.

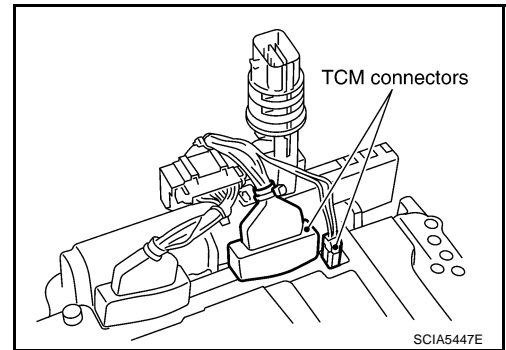


39. Remove O-ring from A/T assembly harness connector.

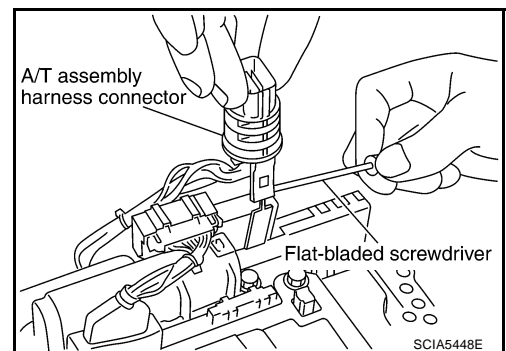


40. Disconnect TCM connectors.

CAUTION:
Be careful not to damage connectors.

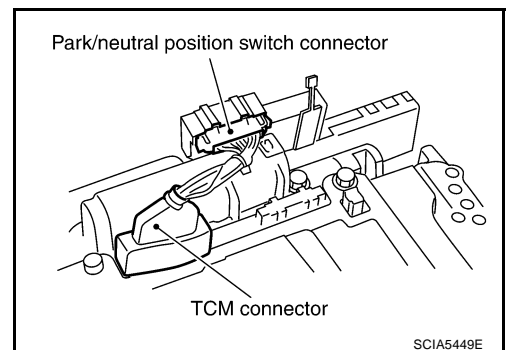


41. Remove A/T assembly harness connector from control valve with TCM using a flat-bladed screwdriver.



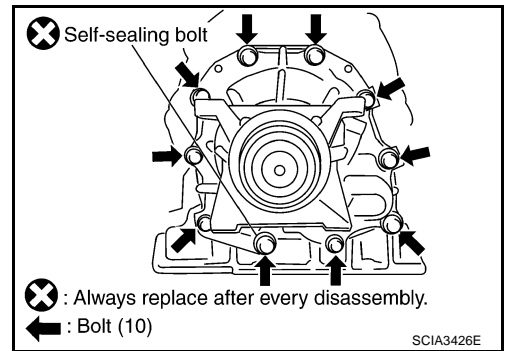
42. Disconnect TCM connector and park/neutral position switch connector.

CAUTION:
Be careful not to damage connectors.

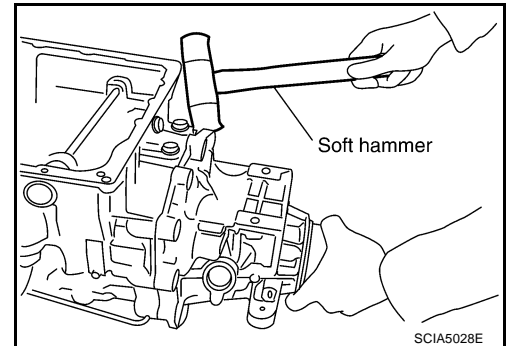


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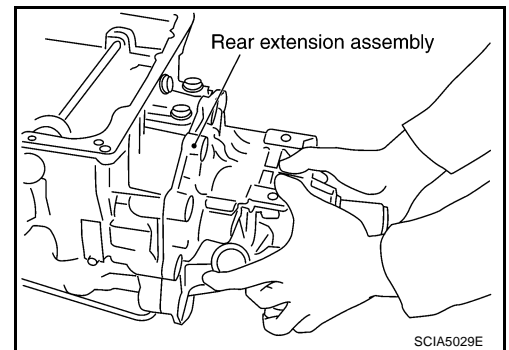
43. Remove tightening bolts for rear extension assembly and transmission case.



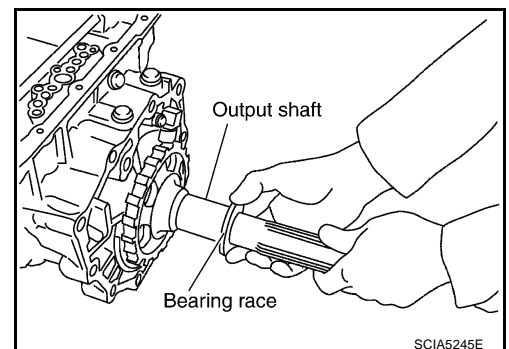
44. Tap rear extension assembly with soft hammer.



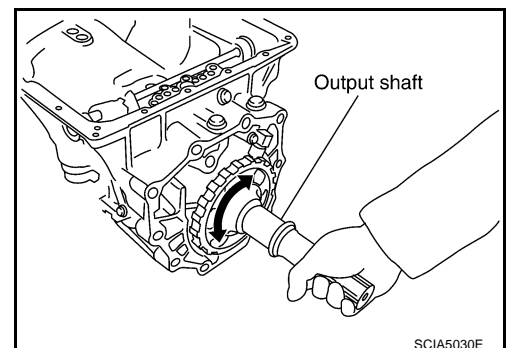
45. Remove rear extension assembly from transmission case. (With needle bearing)



46. Remove bearing race from output shaft.



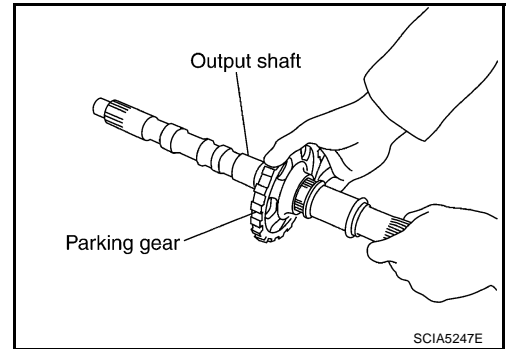
47. Remove output shaft from transmission case by rotating left/right.



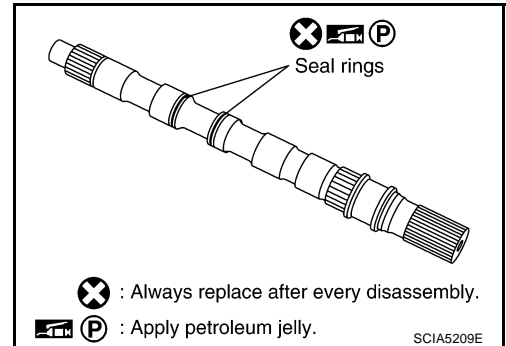
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DISASSEMBLY

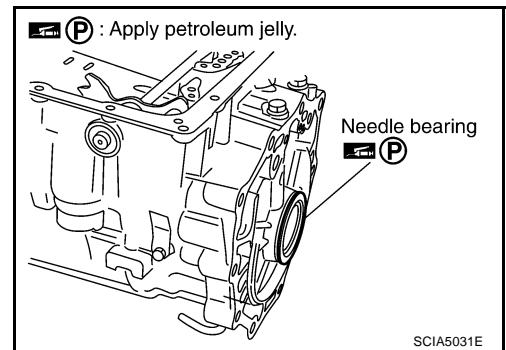
48. Remove parking gear from output shaft.



49. Remove seal rings from output shaft.



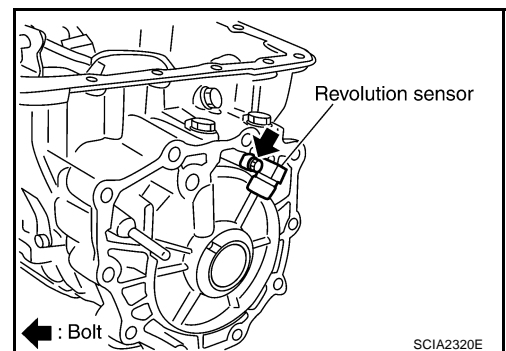
50. Remove needle bearing from transmission case.



51. Remove revolution sensor from transmission case.

CAUTION:

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



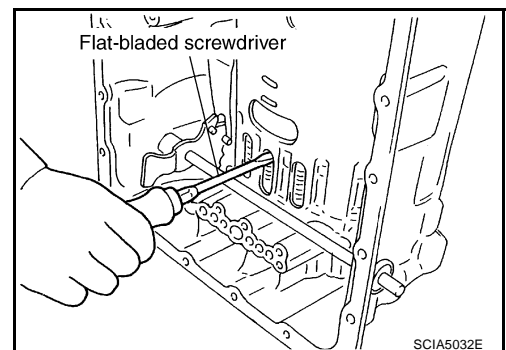
52. Remove reverse brake snap ring (fixing plate) using 2 flat-bladed screwdrivers.

NOTE:

Press out snap ring from the transmission case oil pan side gap using a flat-bladed screwdriver, and remove it using another screwdriver.

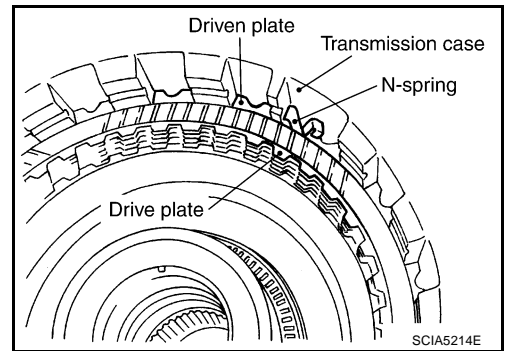
53. Remove reverse brake retaining plate from transmission case.

- Check facing for burns, cracks or damage. If necessary, replace the plate.



DISASSEMBLY

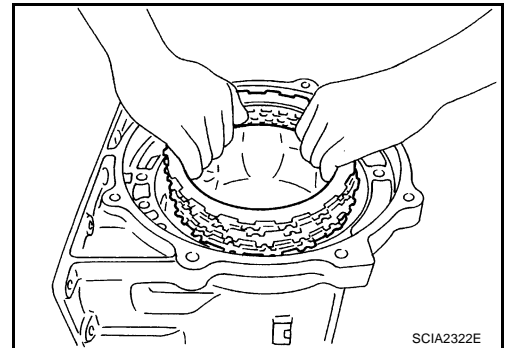
54. Remove N-spring from transmission case.



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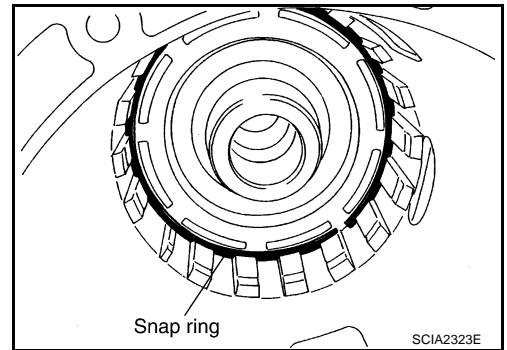
55. Remove reverse brake drive plates, driven plates and dish plate from transmission case.

- Check facing for burns, cracks or damage. If necessary, replace the plate.



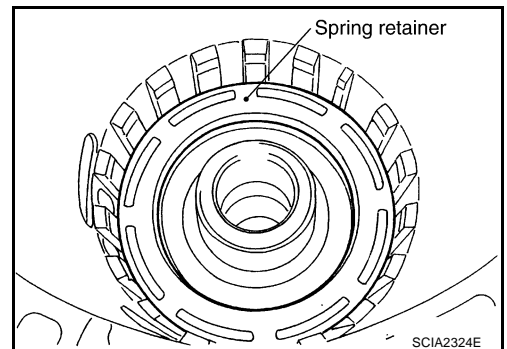
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56. Remove snap ring (fixing spring retainer) using a flat-bladed screwdriver.



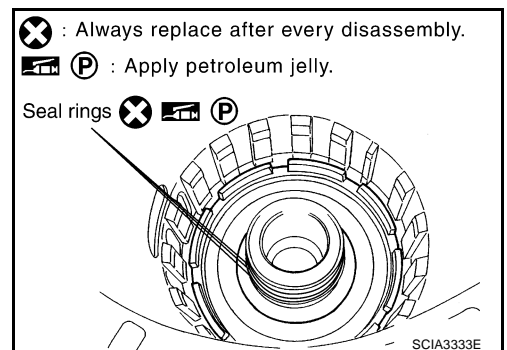
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57. Remove spring retainer and return spring from transmission case.



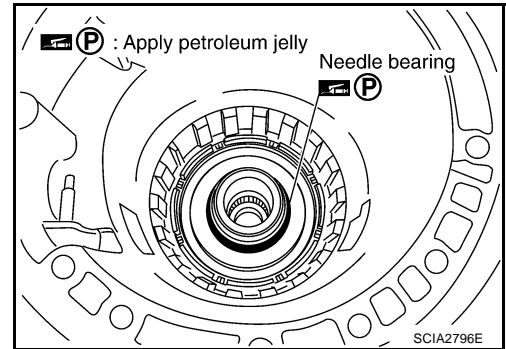
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58. Remove seal rings from drum support.



DISASSEMBLY

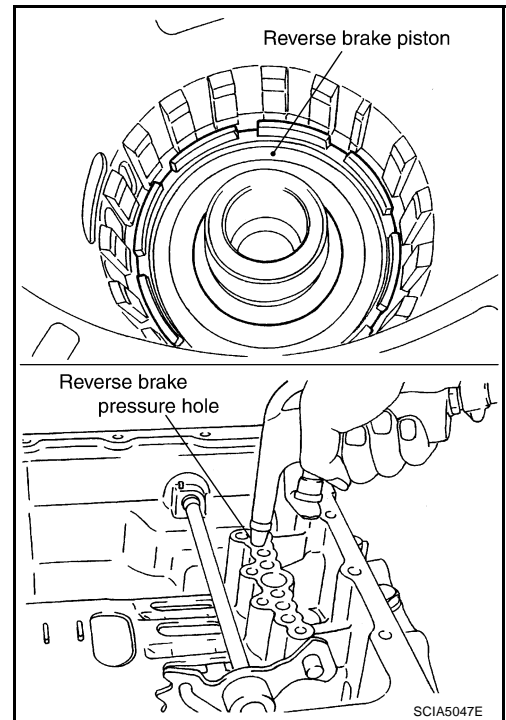
59. Remove needle bearing from drum support edge surface.



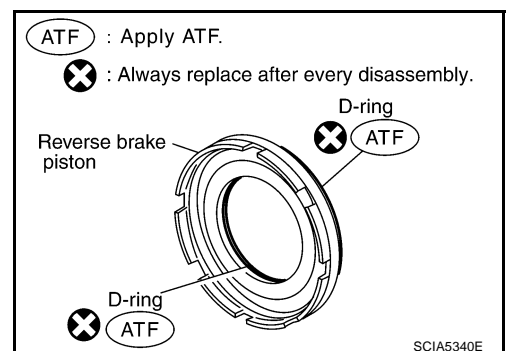
60. Remove reverse brake piston from transmission case with compressed air. Refer to [AT-284, "Oil Channel"](#).

CAUTION:

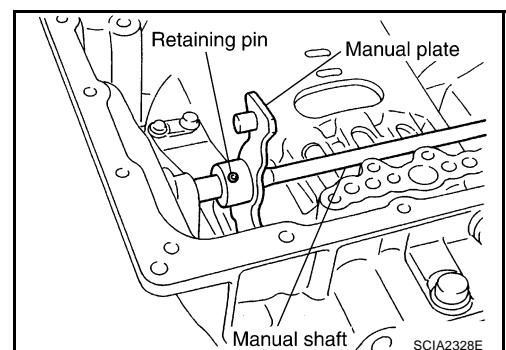
Care should be taken not to abruptly blow air. It makes pistons incline, as the result, it becomes hard to disassemble the pistons.



61. Remove D-rings from reverse brake piston.

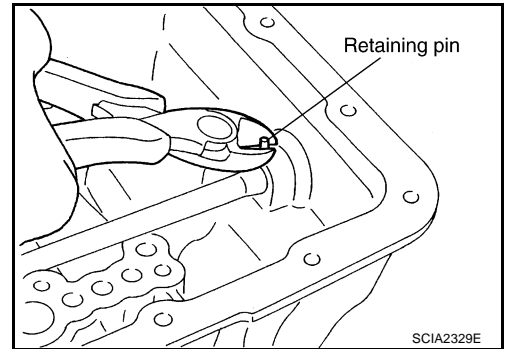


62. Use a pin punch (4mm dia. commercial service tool) to knock out retaining pin.

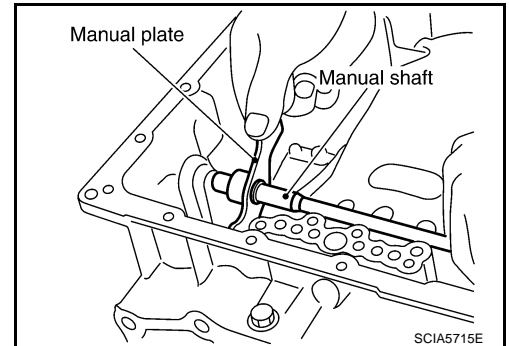


DISASSEMBLY

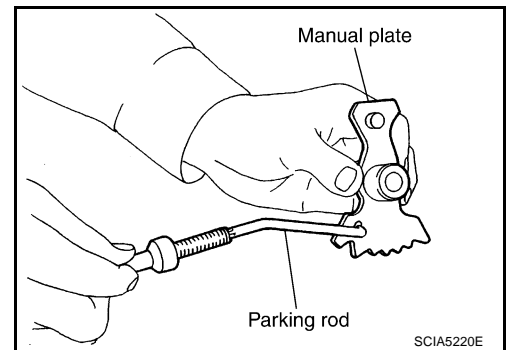
63. Remove manual shaft retaining pin with a pair of nippers.



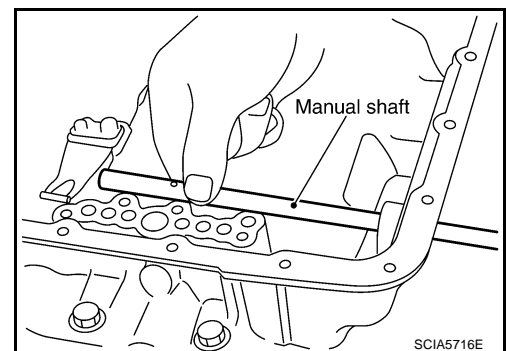
64. Remove manual plate (with parking rod) from manual shaft.



65. Remove parking rod from manual plate.

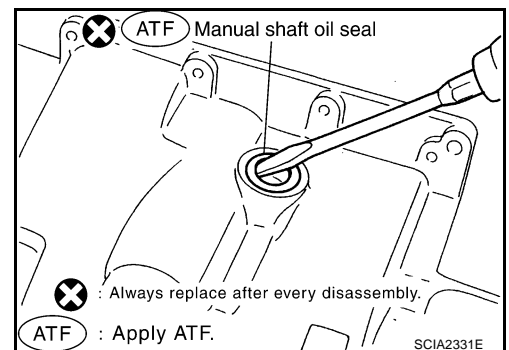


66. Remove manual shaft from transmission case.



67. Remove manual shaft oil seals using a flat-bladed screwdriver.

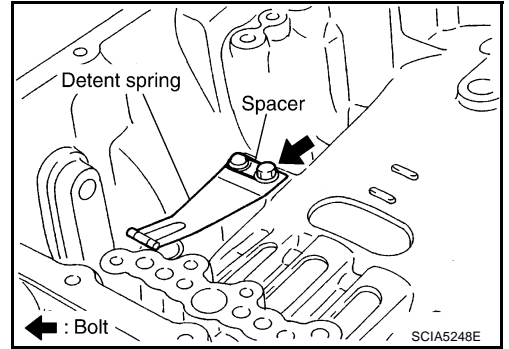
CAUTION:
Be careful not to scratch transmission case.



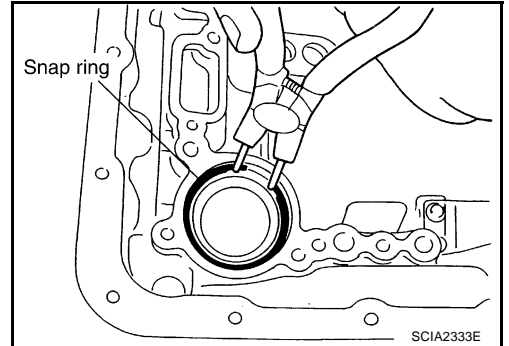
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DISASSEMBLY

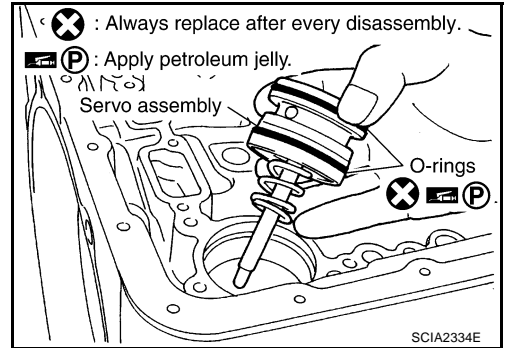
68. Remove detent spring and spacer from transmission case.



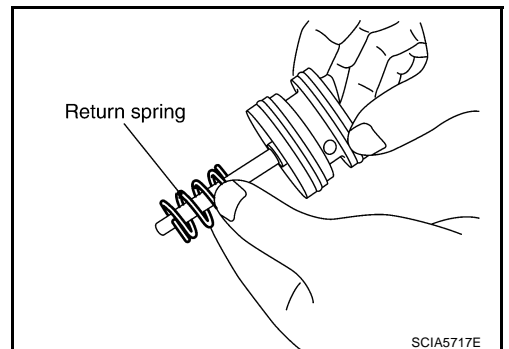
69. Using a pair of snap ring pliers, remove snap ring from transmission case.



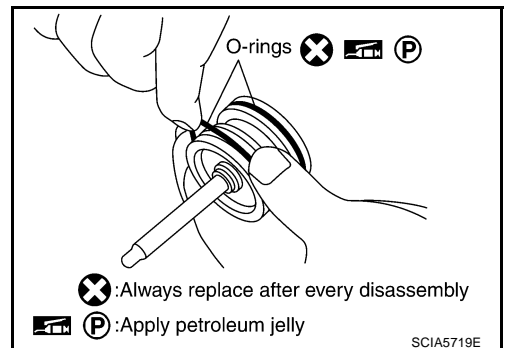
70. Remove servo assembly (with return spring) from transmission case.



71. Remove return spring from servo assembly.

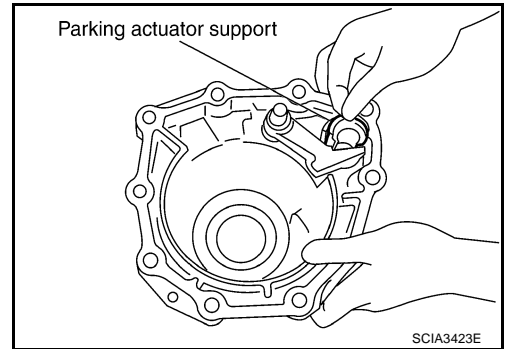


72. Remove O-rings from servo assembly.

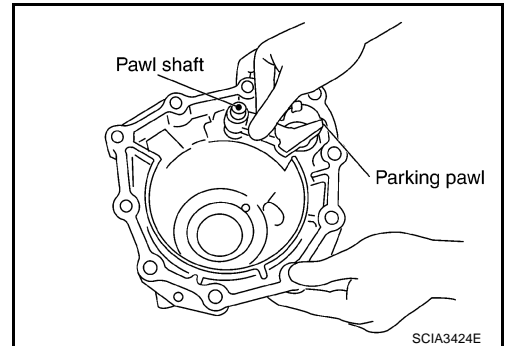


DISASSEMBLY

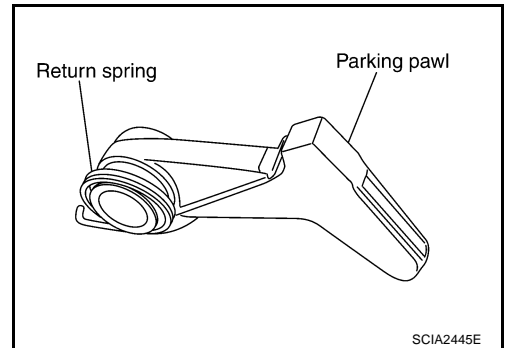
73. Remove parking actuator support from rear extension.



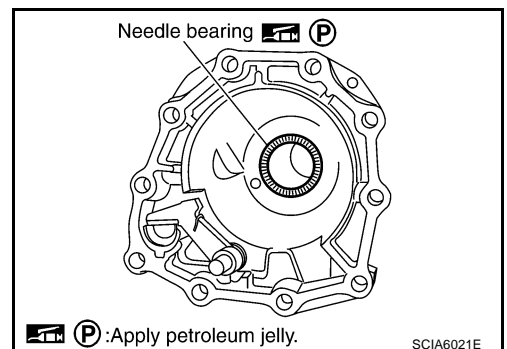
74. Remove parking pawl (with return spring) and pawl shaft from rear extension.



75. Remove return spring from parking pawl.

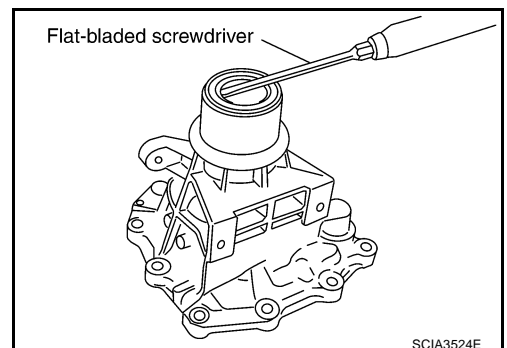


76. Remove needle bearing from rear extension.



77. Remove rear oil seal from rear extension.

CAUTION:
Be careful not to scratch rear extension.



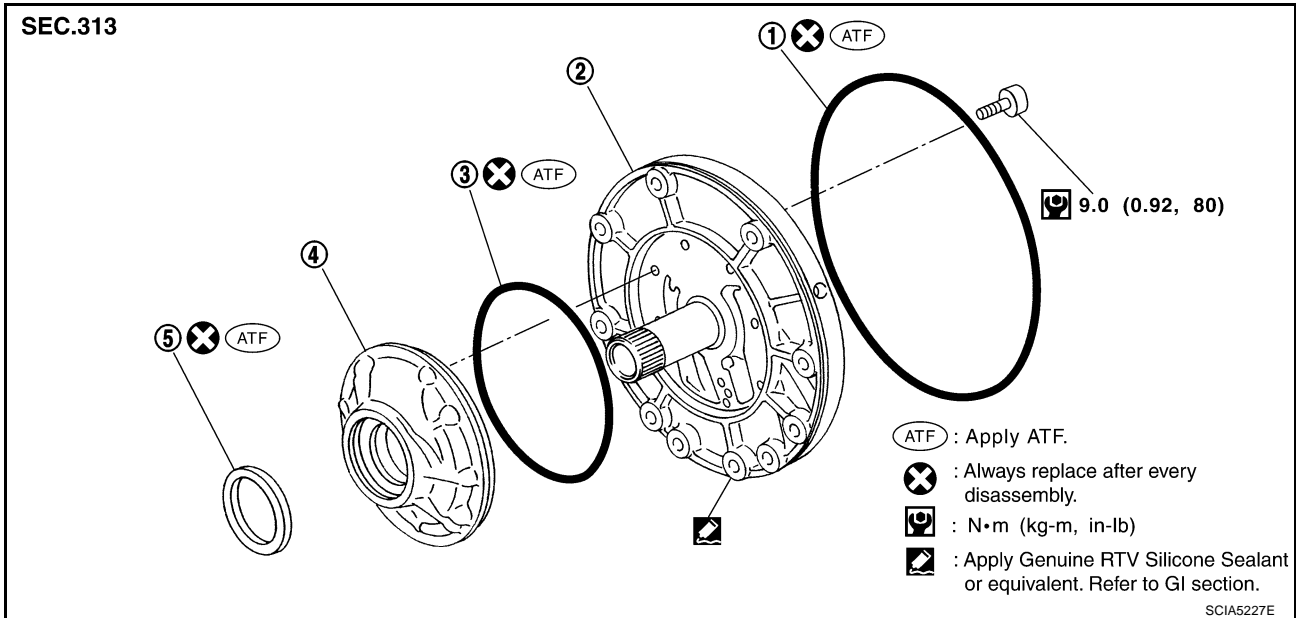
REPAIR FOR COMPONENT PARTS

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REPAIR FOR COMPONENT PARTS

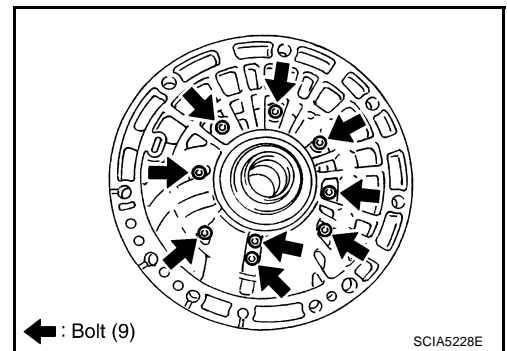
Oil Pump COMPONENTS



1. O-ring
2. Oil pump cover
3. O-ring
4. Oil pump housing
5. Oil pump housing oil seal

DISASSEMBLY

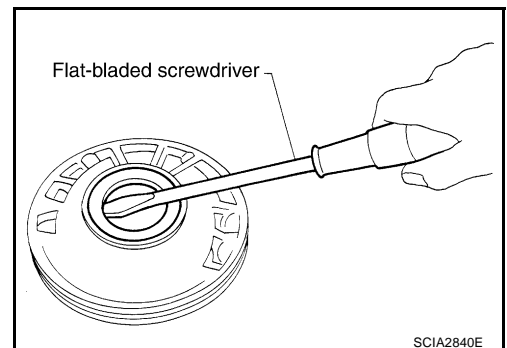
1. Remove oil pump housing from oil pump cover.



2. Remove oil pump housing oil seal using a flat-bladed screwdriver.

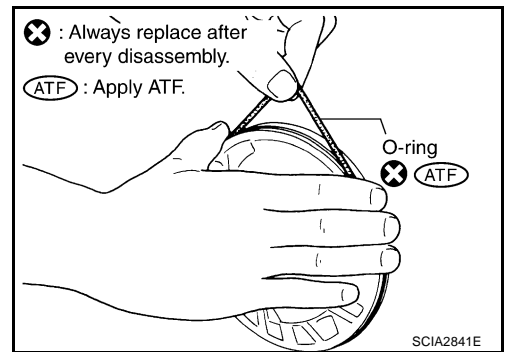
CAUTION:

Be careful not to scratch oil pump housing.

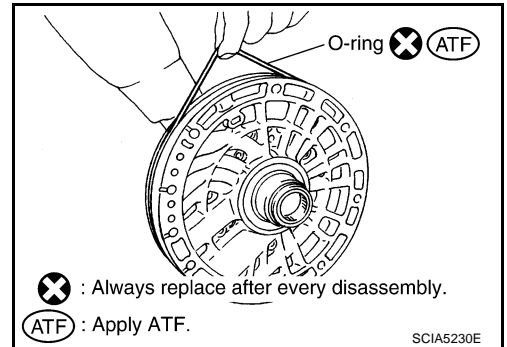


REPAIR FOR COMPONENT PARTS

3. Remove O-ring from oil pump housing.



4. Remove O-ring from oil pump cover.

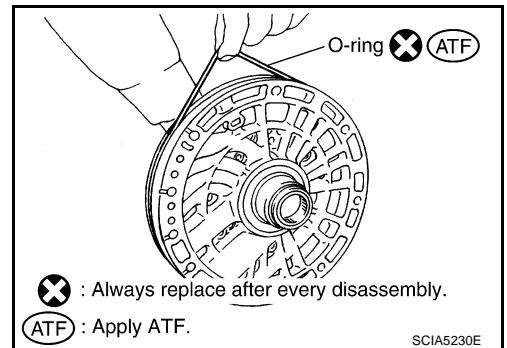


ASSEMBLY

1. Install O-ring to oil pump cover.

CAUTION:

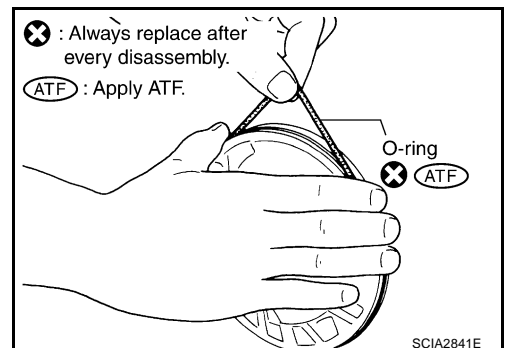
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install O-ring to oil pump housing.

CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



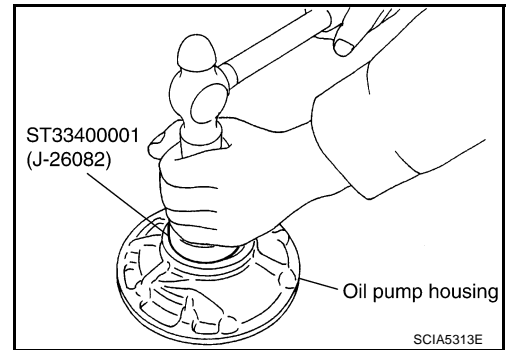
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REPAIR FOR COMPONENT PARTS

- Using the drift, install oil pump housing oil seal to the oil pump housing until it is flush.

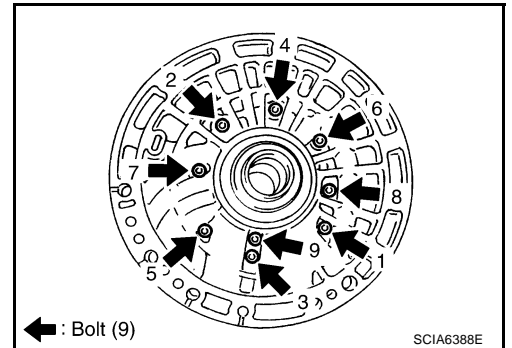
CAUTION:

- Do not reuse oil seal.
- Apply ATF to oil seal.



- Install oil pump housing to oil pump cover.
- Tighten bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

 : 9.0 N·m (0.92 kg-m, 80 in-lb.)

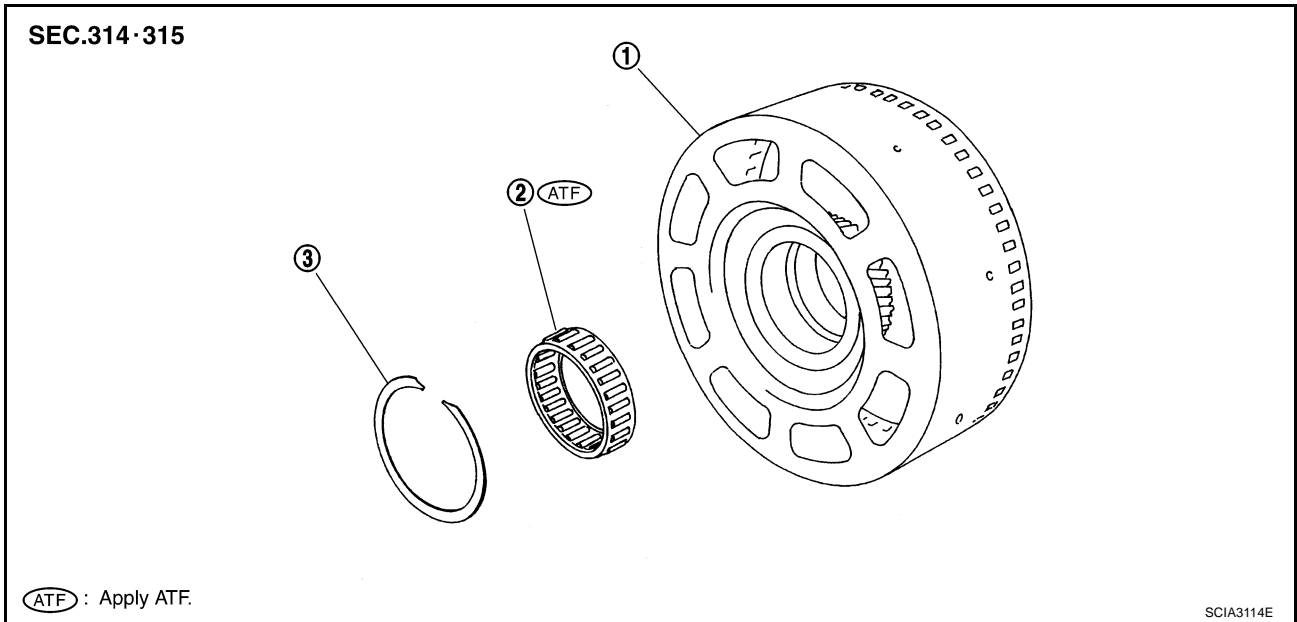


REPAIR FOR COMPONENT PARTS

Front Sun Gear, 3rd One-Way Clutch COMPONENTS

ACS008DN

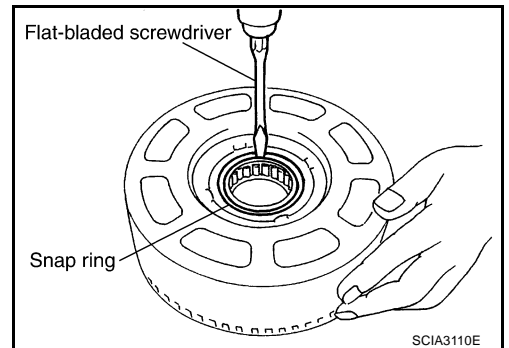
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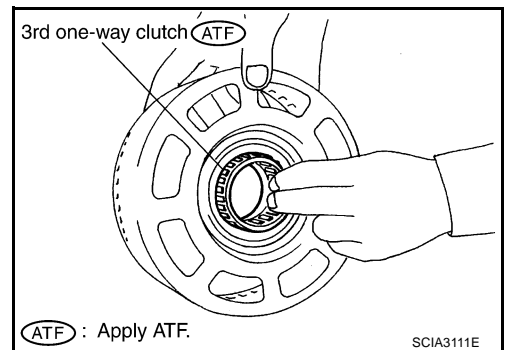
1. Front sun gear
2. 3rd one-way clutch
3. Snap ring

DISASSEMBLY

1. Using a flat-bladed screwdriver, remove snap ring from front sun gear.



2. Remove 3rd one-way clutch from front sun gear.



INSPECTION

3rd One-Way Clutch

- Check frictional surface for wear or damage.

CAUTION:

If necessary, replace the 3rd one-way clutch.

REPAIR FOR COMPONENT PARTS

Front Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the snap ring.

Front Sun Gear

- Check for deformation, fatigue or damage.

CAUTION:

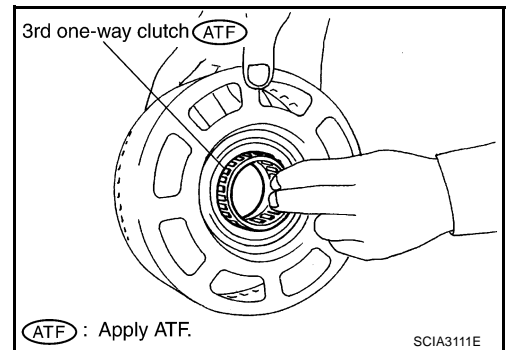
If necessary, replace the front sun gear.

ASSEMBLY

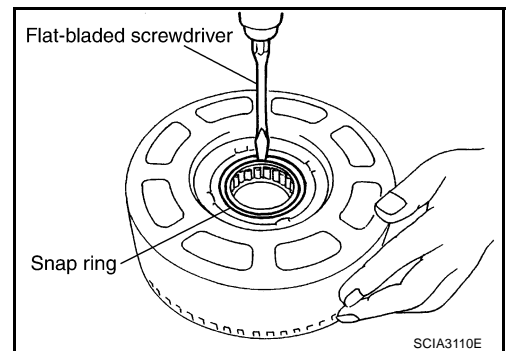
1. Install 3rd one-way clutch in front sun gear.

CAUTION:

Apply ATF to 3rd one-way clutch.



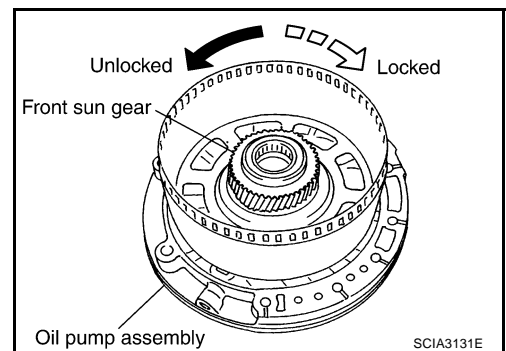
2. Using a flat-bladed screwdriver, install snap ring in front sun gear.



3. Check operation of 3rd one-way clutch.
 - a. Hold oil pump assembly and turn front sun gear.
 - b. Check 3rd one-way clutch for correct locking and unlocking directions.

CAUTION:

If not as shown in the figure, check installation direction of 3rd one-way clutch.

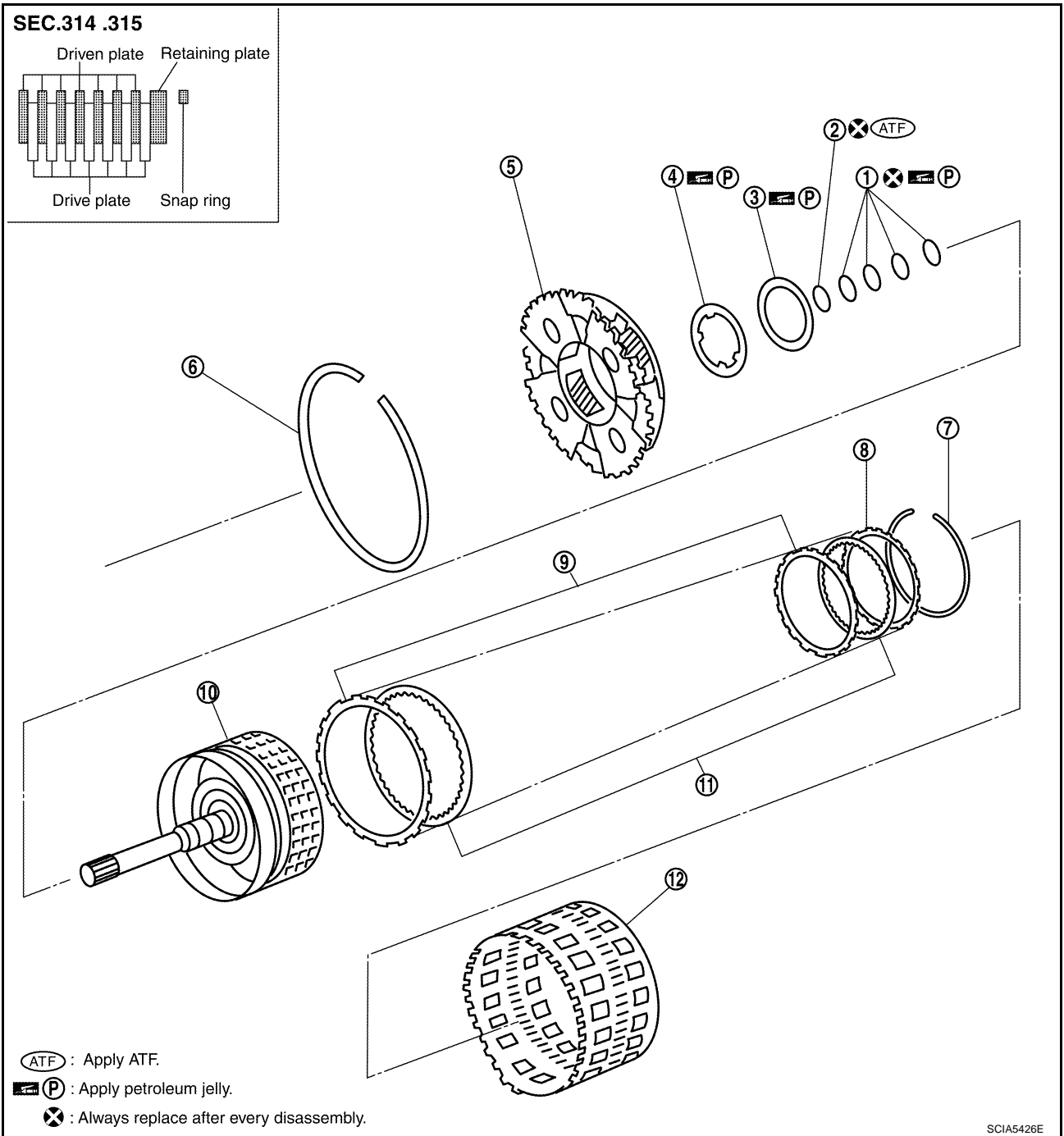


REPAIR FOR COMPONENT PARTS

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Front Carrier, Input Clutch, Rear Internal Gear COMPONENTS

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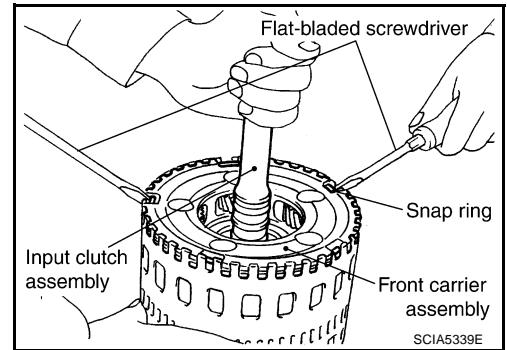


- | | | |
|-----------------------|---------------------------|------------------------|
| 1. Seal ring | 2. O-ring | 3. Needle bearing |
| 4. Bearing race | 5. Front carrier assembly | 6. Snap ring |
| 7. Snap ring | 8. Retaining plate | 9. Driven plate |
| 10. Input clutch drum | 11. Drive plate | 12. Rear internal gear |

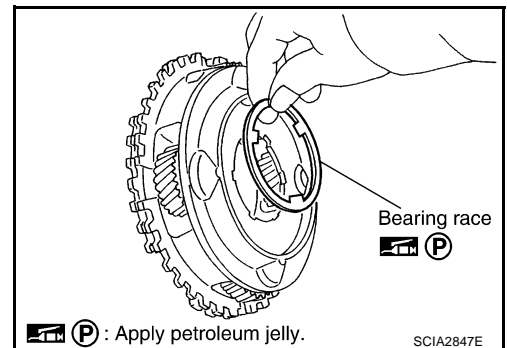
REPAIR FOR COMPONENT PARTS

DISASSEMBLY

1. Compress snap ring using 2 flat-bladed screwdrivers.
2. Remove front carrier assembly and input clutch assembly from rear internal gear.
3. Remove front carrier assembly from input clutch assembly.

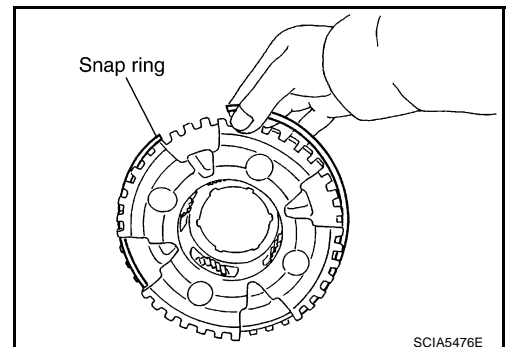


- a. Remove bearing race from front carrier assembly.



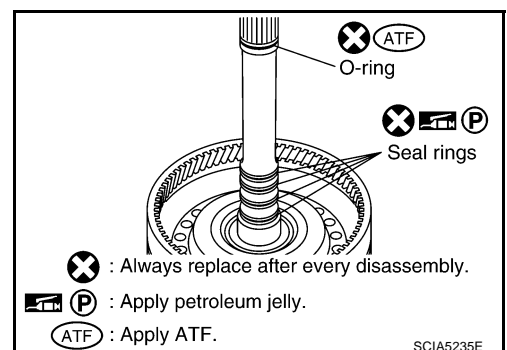
- b. Remove snap ring from front carrier assembly.

CAUTION:
Do not expand snap ring excessively.



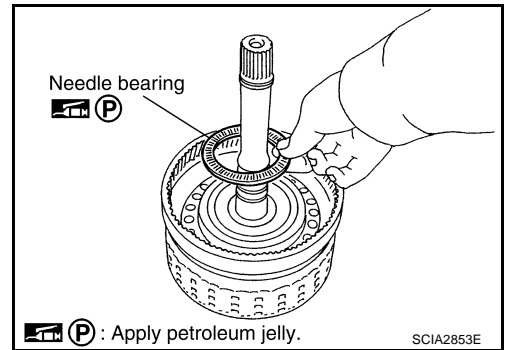
4. Disassemble input clutch assembly.

 - a. Remove O-ring and seal rings from input clutch assembly.

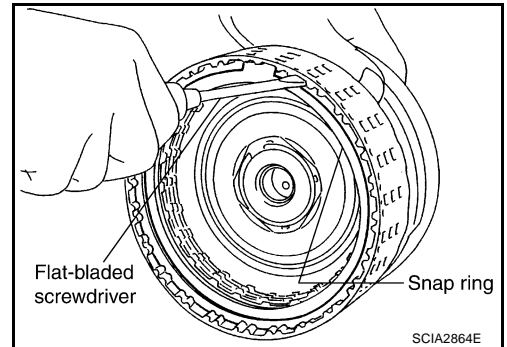


REPAIR FOR COMPONENT PARTS

- b. Remove needle bearing from input clutch assembly.



- c. Using a flat-bladed screwdriver, remove snap ring from input clutch drum.
- d. Remove drive plates, driven plates and retaining plate from input clutch drum.



INSPECTION

Front Carrier Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the snap ring.

Input Clutch Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Drum

- Check for deformation, fatigue or damage or burns.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Drive Plates

- Check facing for burns, cracks or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Front Carrier

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the front carrier assembly.

Rear Internal Gear

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the rear internal gear assembly.

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REPAIR FOR COMPONENT PARTS

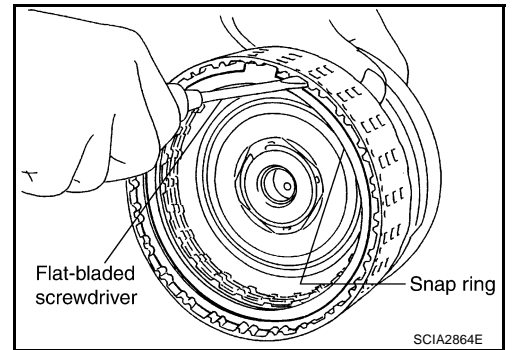
ASSEMBLY

1. Install input clutch.
 - a. Install drive plates, driven plates and retaining plate in input clutch drum.

CAUTION:

Take care with order of plates.

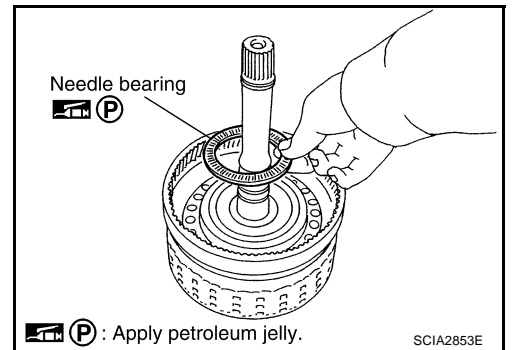
- b. Using a flat-bladed screwdriver, install snap ring in input clutch drum.



- c. Install needle bearing in input clutch assembly.

CAUTION:

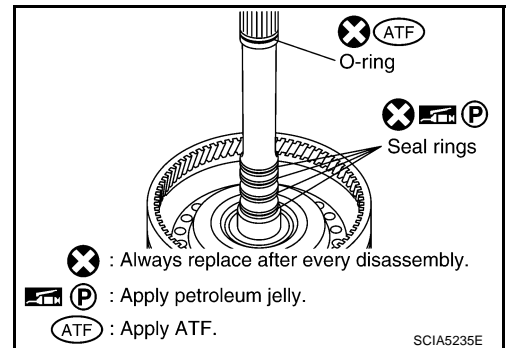
Apply petroleum jelly to needle bearing.



- d. Install O-ring and seal rings in input clutch assembly.

CAUTION:

- Do not reuse O-ring and seal rings.
- Apply ATF to O-ring.
- Apply petroleum jelly to seal rings.

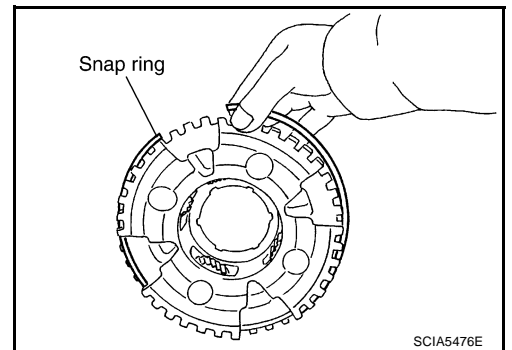


2. Install front carrier assembly.

- a. Install snap ring to front carrier assembly.

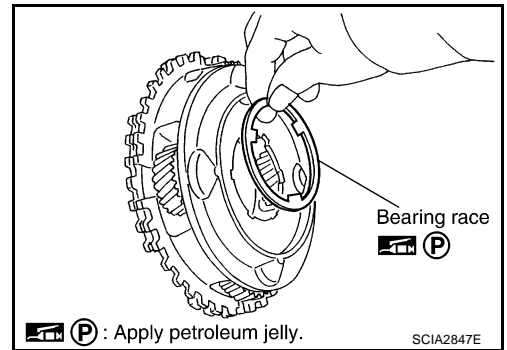
CAUTION:

Do not expand snap ring excessively.

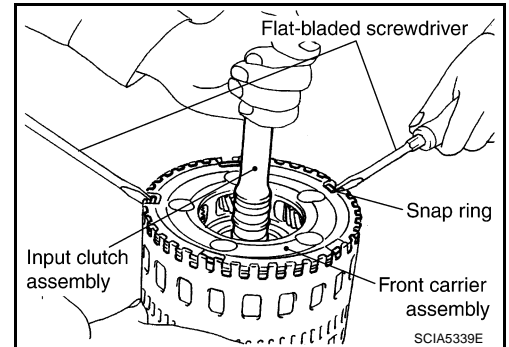


REPAIR FOR COMPONENT PARTS

- b. Install bearing race in front carrier assembly.
CAUTION:
Apply petroleum jelly to bearing race.
- c. Install front carrier assembly to input clutch assembly.



3. Compress snap ring using 2 flat-bladed screwdrivers.
4. Install front carrier assembly and input clutch assembly to rear internal gear.



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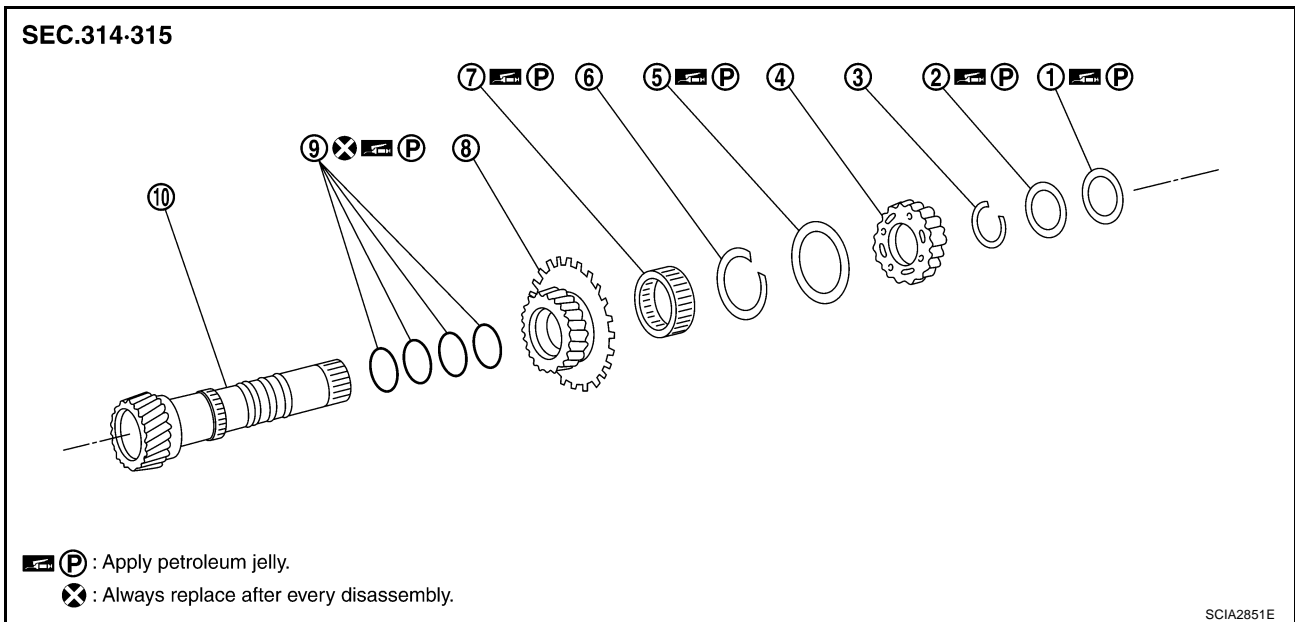
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REPAIR FOR COMPONENT PARTS

Mid Sun Gear, Rear Sun Gear, High and Low Reverse Clutch Hub COMPONENTS

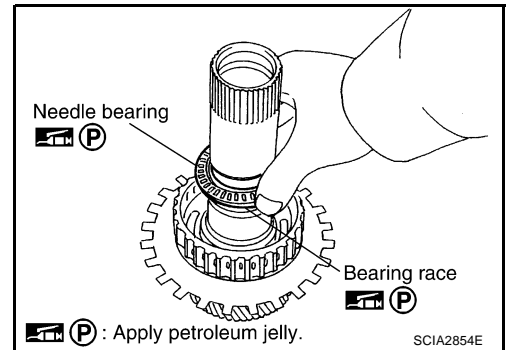
ACS008DP



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|------------------------------------|-------------------|--------------|
| 1. Needle bearing | 2. Bearing race | 3. Snap ring |
| 4. High and low reverse clutch hub | 5. Needle bearing | 6. Snap ring |
| 7. 1st one-way clutch | 8. Rear sun gear | 9. Seal ring |
| 10. Mid sun gear | | |

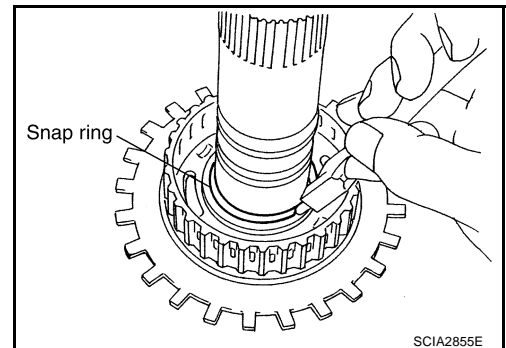
DISASSEMBLY

1. Remove needle bearing and bearing race from high and low reverse clutch hub.



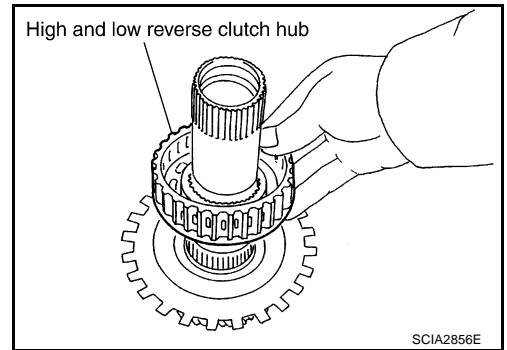
2. Using a pair of snap ring pliers, remove snap ring from mid sun gear assembly.

CAUTION:
Do not expand snap ring excessively.

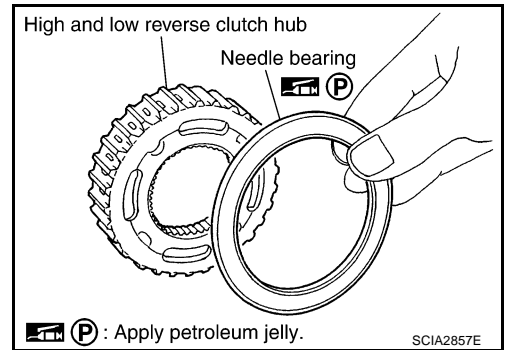


REPAIR FOR COMPONENT PARTS

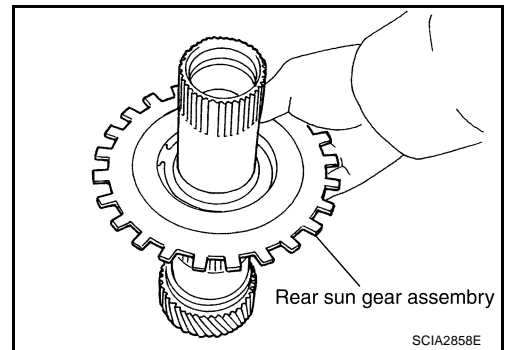
3. Remove high and low reverse clutch hub from mid sun gear assembly.



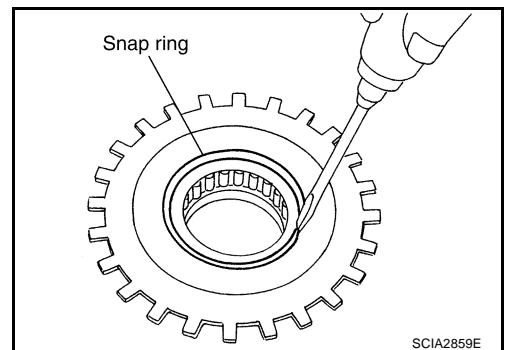
- a. Remove needle bearing from high and low reverse clutch hub.



4. Remove rear sun gear assembly from mid sun gear assembly.



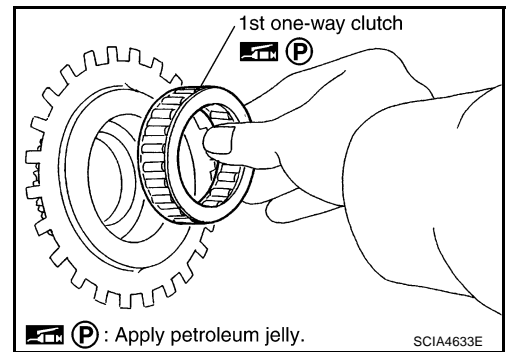
- a. Using a flat-bladed screwdriver, remove snap ring from rear sun gear.



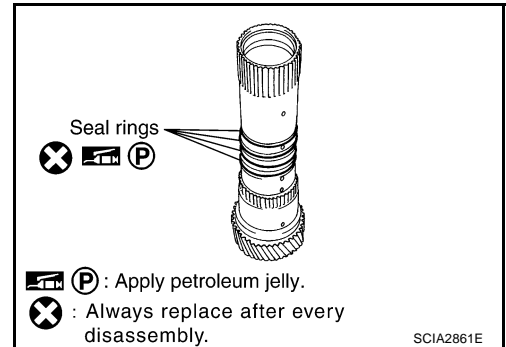
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REPAIR FOR COMPONENT PARTS

- b. Remove 1st one-way clutch from rear sun gear.



5. Remove seal rings from mid sun gear.



INSPECTION

High and Low Reverse Clutch Hub Snap Ring, Rear Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the snap ring.

1st One-Way Clutch

- Check frictional surface for wear or damage.

CAUTION:

If necessary, replace the 1st one-way clutch.

Mid Sun Gear

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the mid sun gear.

Rear Sun Gear

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the rear sun gear.

High and Low Reverse Clutch Hub

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the high and low reverse clutch hub.

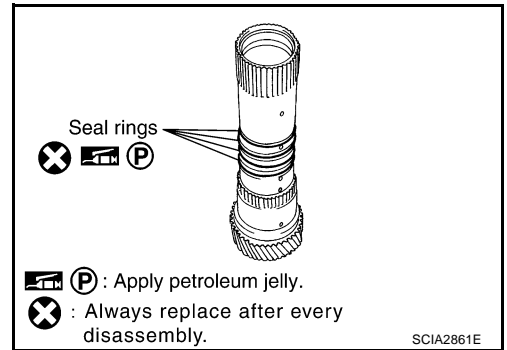
REPAIR FOR COMPONENT PARTS

ASSEMBLY

1. Install seal rings to mid sun gear.

CAUTION:

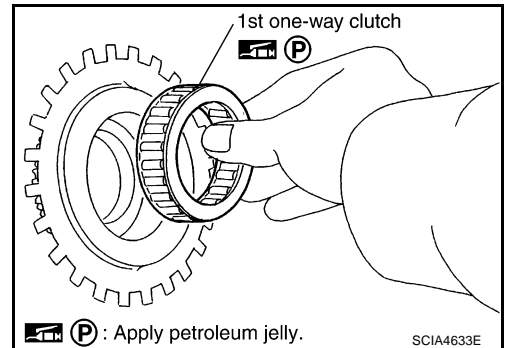
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



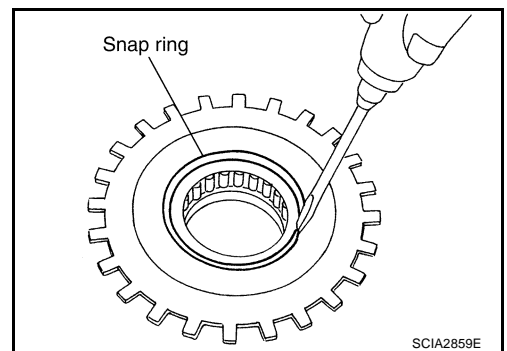
2. Install 1st one-way clutch to rear sun gear.

CAUTION:

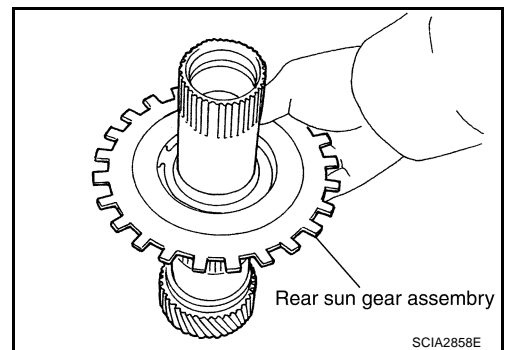
- Apply petroleum jelly to 1st one-way clutch.



3. Using a flat-bladed screwdriver, install snap ring to rear sun gear.



4. Install rear sun gear assembly to mid sun gear assembly.



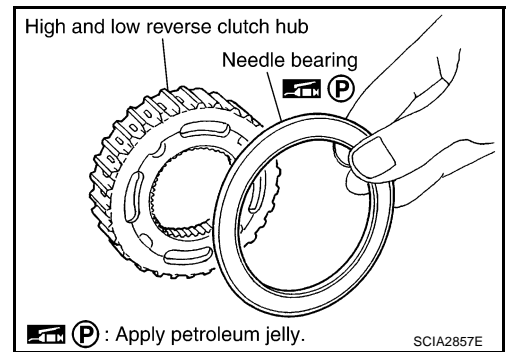
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REPAIR FOR COMPONENT PARTS

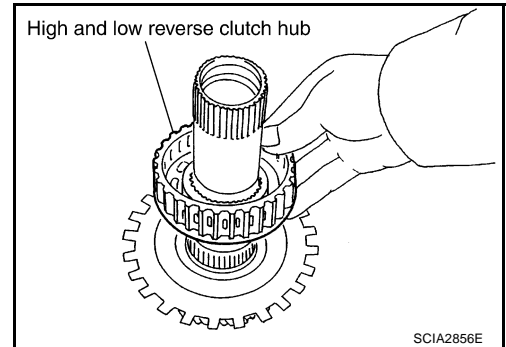
5. Install needle bearing to high and low reverse clutch hub.

CAUTION:

Apply petroleum jelly to needle bearing.



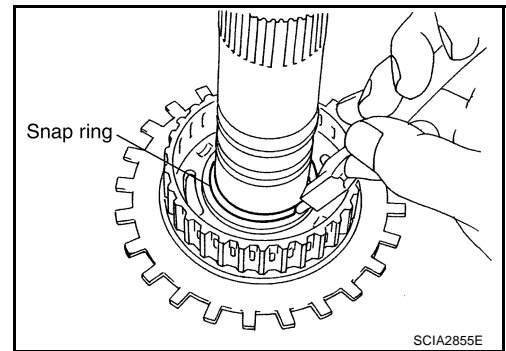
6. Install high and low reverse clutch hub to mid sun gear assembly.



7. Using a pair of snap ring pliers, install snap ring to mid sun gear assembly.

CAUTION:

Do not expand snap ring excessively.



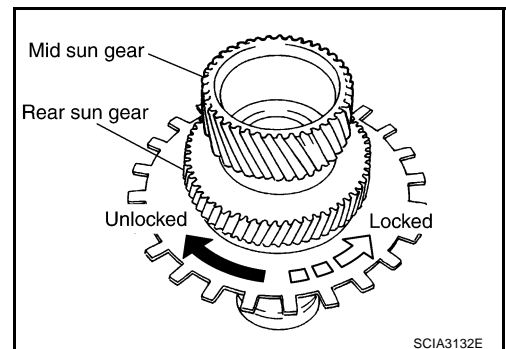
8. Check operation of 1st one-way clutch.

a. Hold mid sun gear and turn rear sun gear.

b. Check 1st one-way clutch for correct locking and unlocking directions.

CAUTION:

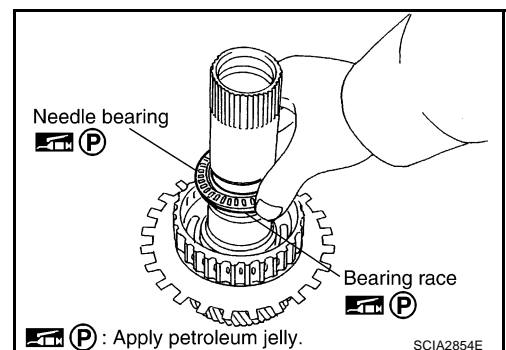
If not as shown in the figure, check installation direction of 1st one-way clutch.



9. Install needle bearing and bearing race to high and low reverse clutch hub.

CAUTION:

Apply petroleum jelly to needle bearing and bearing race.



REPAIR FOR COMPONENT PARTS

ACS008DQ

High and Low Reverse Clutch COMPONENTS

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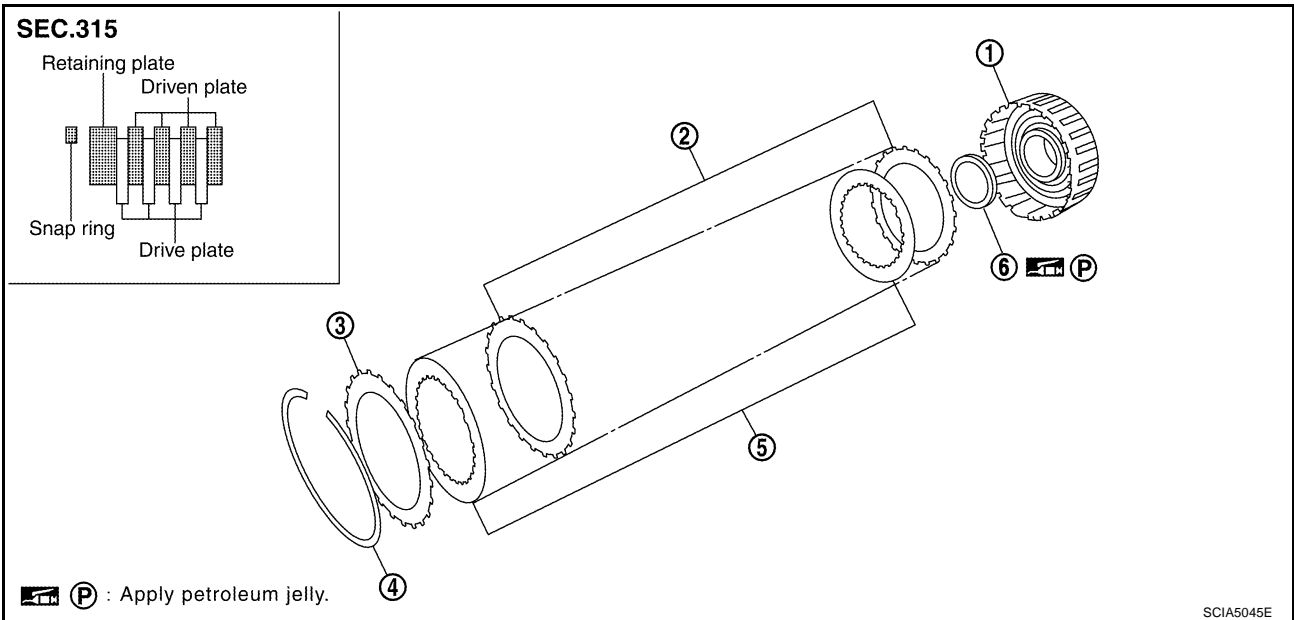
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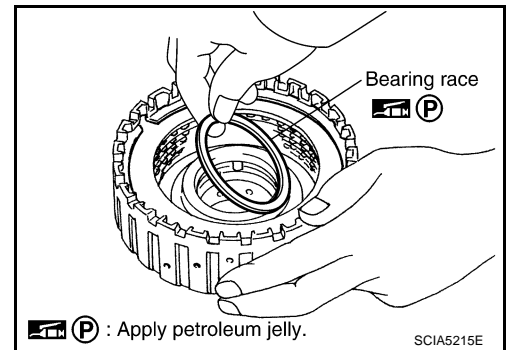
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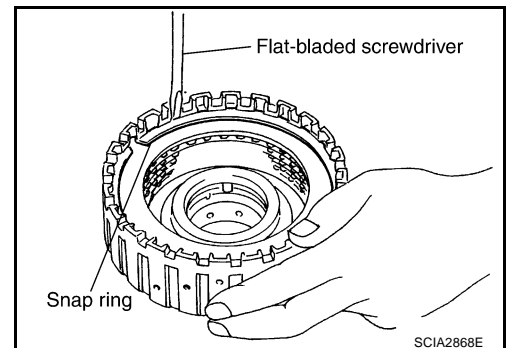
- | | | |
|-------------------------------------|-----------------|--------------------|
| 1. High and low reverse clutch drum | 2. Driven plate | 3. Retaining plate |
| 4. Snap ring | 5. Drive plate | 6. Bearing race |

DISASSEMBLY

1. Remove bearing race from high and low reverse clutch drum.



2. Using a flat-bladed screwdriver, remove snap ring from high and low reverse clutch drum.
3. Remove drive plates, driven plates and retaining plate from high and low reverse clutch drum.



REPAIR FOR COMPONENT PARTS

INSPECTION

- Check the following, and replace high and low reverse clutch assembly if necessary.

High and Low Reverse Clutch Snap Ring

- Check for deformation, fatigue or damage.

High and Low Reverse Clutch Drive Plates

- Check facing for burns, cracks or damage.

High and Low Reverse Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

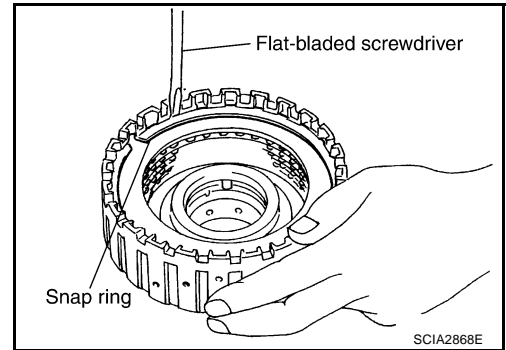
ASSEMBLY

1. Install drive plates, driven plates and retaining plate in high and low reverse clutch drum.

CAUTION:

Take care with order of plates.

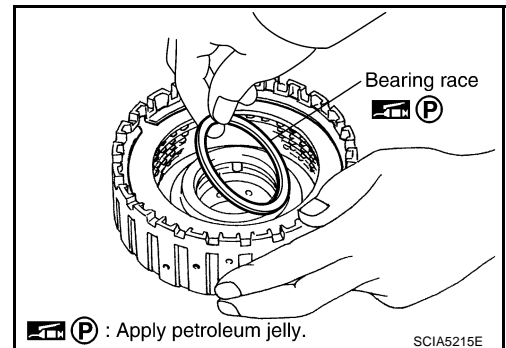
2. Using a flat-bladed screwdriver, install snap ring in high and low reverse clutch drum.



3. Install bearing race to high and low reverse clutch drum.

CAUTION:

Apply petroleum jelly to bearing race.



REPAIR FOR COMPONENT PARTS

Direct Clutch COMPONENTS

ACS008DR

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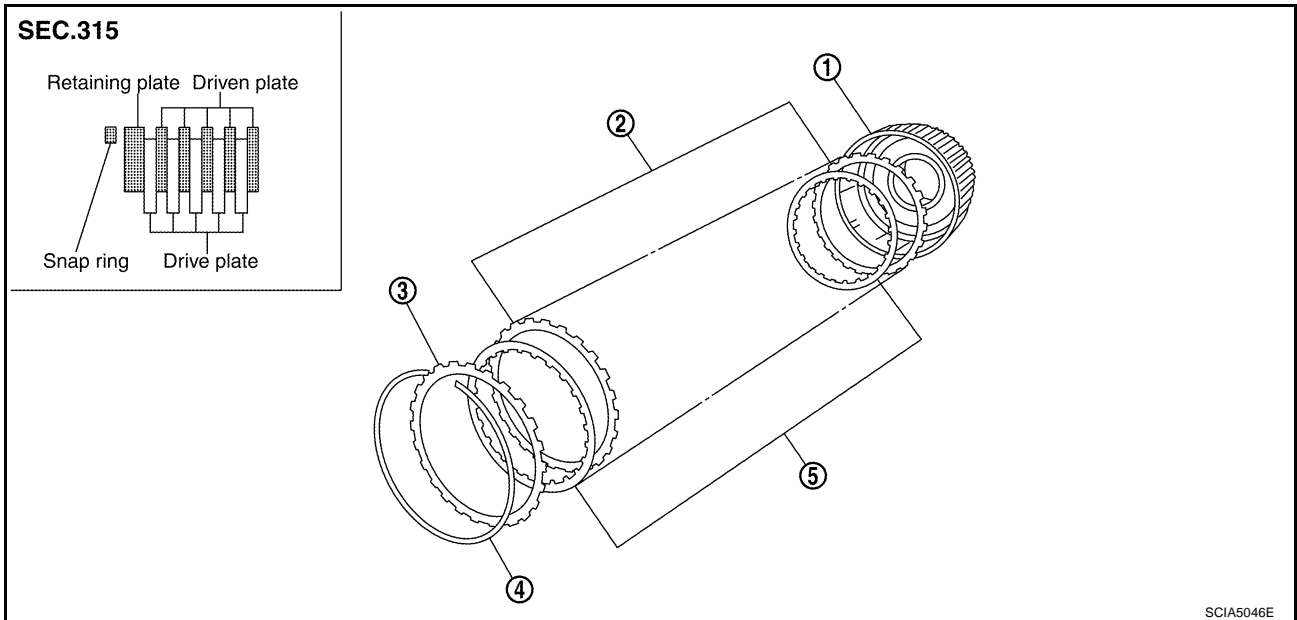
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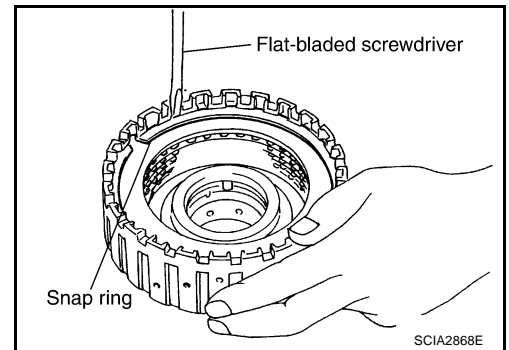
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DISASSEMBLY

1. Using a flat-bladed screwdriver, remove snap ring from direct clutch drum.
2. Remove drive plates, driven plates and retaining plate from direct clutch drum.



INSPECTION

- Check the following, and replace direct clutch assembly if necessary.

Direct Clutch Snap Ring

- Check for deformation, fatigue or damage.

Direct Clutch Drive Plates

- Check facing for burns, cracks or damage.

Direct Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

REPAIR FOR COMPONENT PARTS

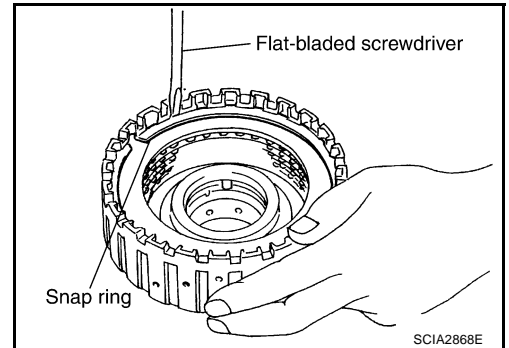
ASSEMBLY

1. Install drive plates, driven plates and retaining plate in direct clutch drum.

CAUTION:

Take care with order of plates.

2. Using a flat-bladed screwdriver, install snap ring in direct clutch drum.



ASSEMBLY

PF0:00000

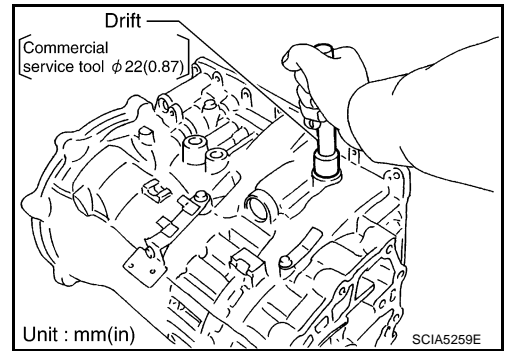
Assembly (1)

ACS008DS

1. As shown in the right figure illustration, use a drift [commercial service tool $\phi 22$ mm (0.87 in) dia.] to drive manual shaft oil seals into the transmission case until it is flush.

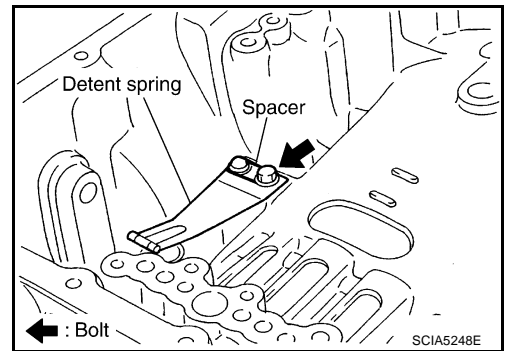
CAUTION:

- Apply ATF to manual shaft oil seals.
- Do not reuse manual shaft oil seals.

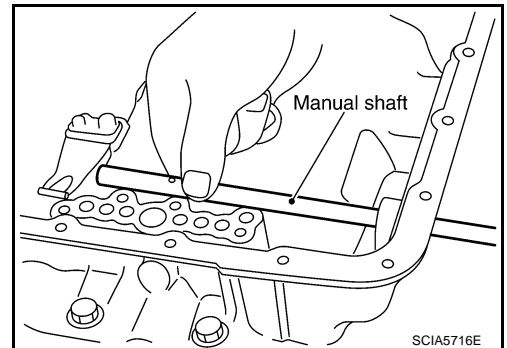


2. Install detent spring and spacer in transmission case.

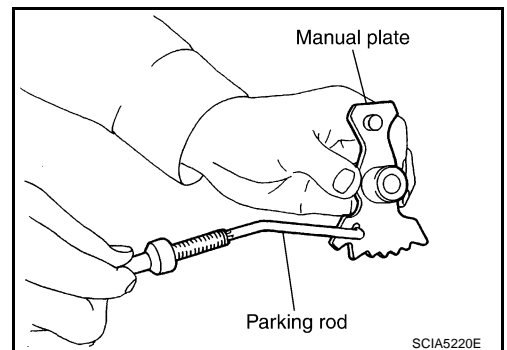
 : 7.9 N·m (0.81 kg-m, 70 in-lb)



3. Install manual shaft to transmission case.



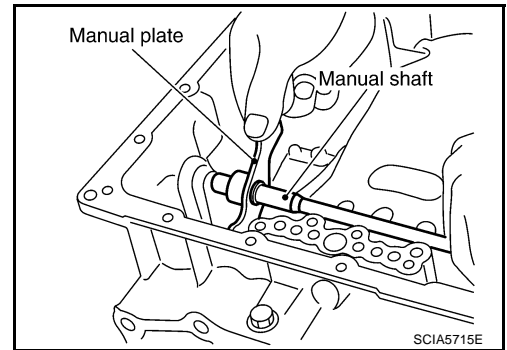
4. Install parking rod to manual plate.



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ASSEMBLY

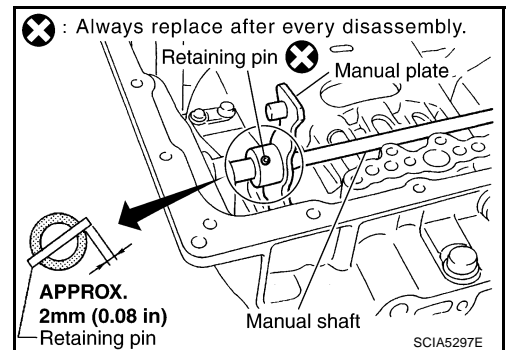
5. Install manual plate (with parking rod) to manual shaft.



6. Install retaining pin into the manual plate and manual shaft.
a. Fit pinhole of the manual plate to pinhole of the manual shaft with a pin punch.
b. Use a hammer to tap the retaining pin into the manual plate.

CAUTION:

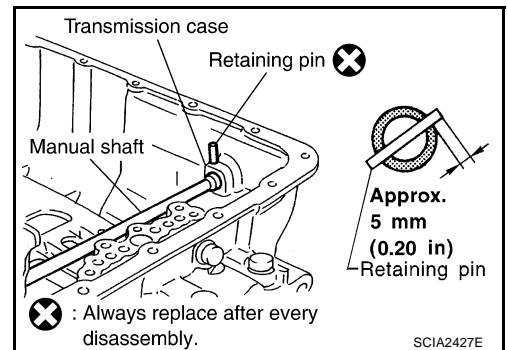
- Drive retaining pin to 2 ± 0.5 mm (0.08 ± 0.020 in) over the manual plate.
- Do not reuse retaining pin.



7. Install retaining pin into the transmission case and manual shaft.
a. Fit pinhole of the transmission case to pinhole of the manual shaft with a pin punch.
b. Use a hammer to tap the retaining pin into the transmission case.

CAUTION:

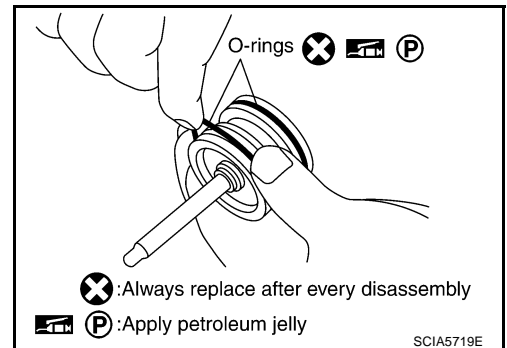
- Drive retaining pin to 5 ± 1 mm (0.20 ± 0.04 in) over the transmission case.
- Do not reuse retaining pin.



8. Install O-rings to servo assembly.

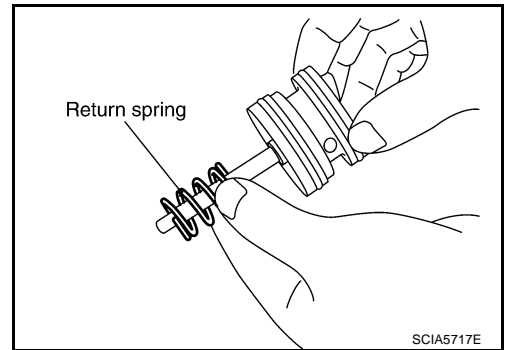
CAUTION:

- Do not reuse O-rings.
- Apply petroleum jelly to O-rings.

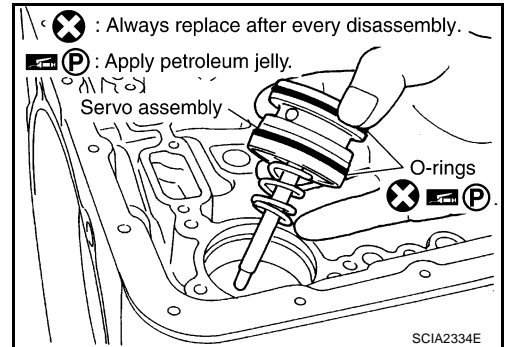


ASSEMBLY

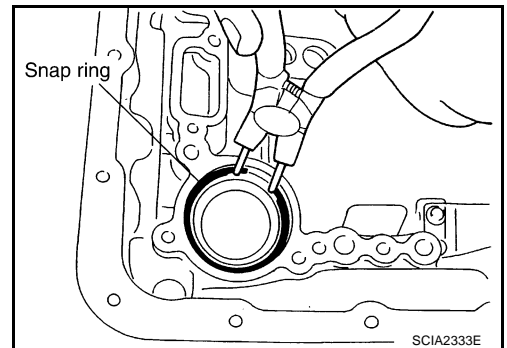
9. Install return spring to servo assembly.



10. Install servo assembly in transmission case.



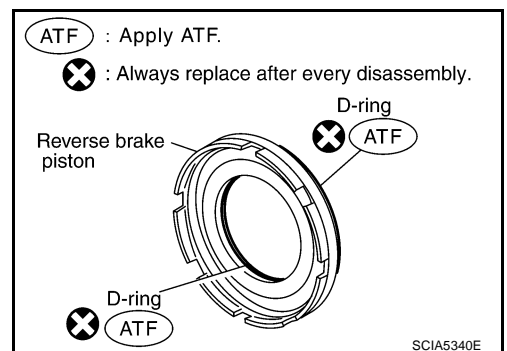
11. Using a pair of snap ring pliers, install snap ring to transmission case.



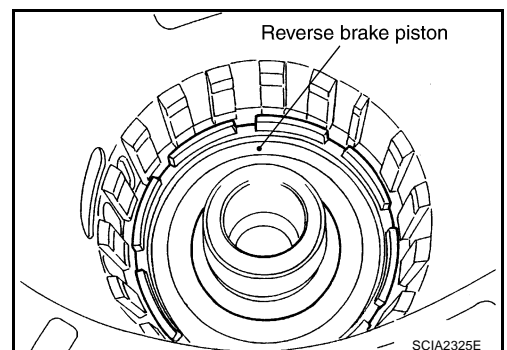
12. Install D-rings in reverse brake piston.

CAUTION:

- Do not reuse D-rings.
- Apply ATF to D-rings.



13. Install reverse brake piston in transmission case.



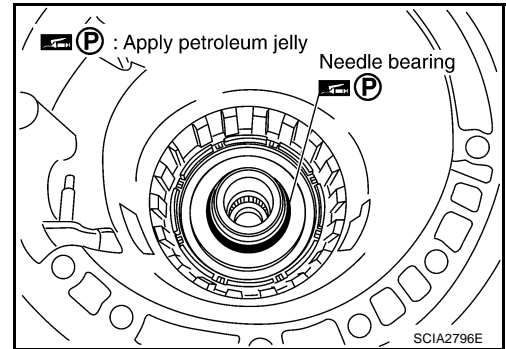
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ASSEMBLY

14. Install needle bearing to drum support edge surface.

CAUTION:

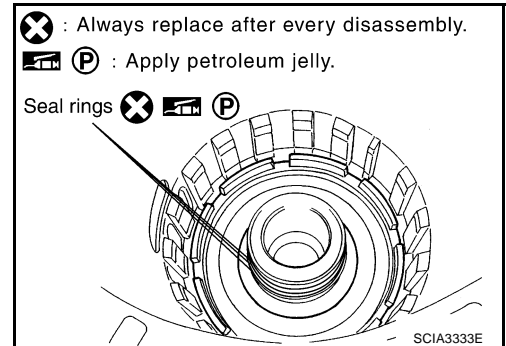
Apply petroleum jelly to needle bearing.



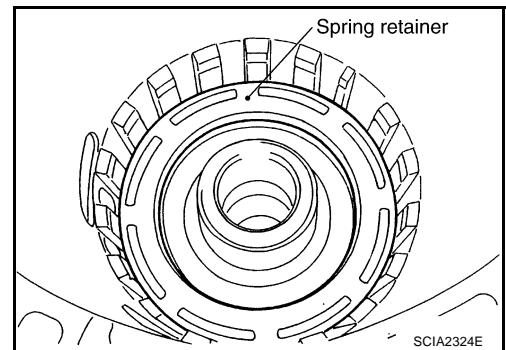
15. Install seal rings to drum support.

CAUTION:

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



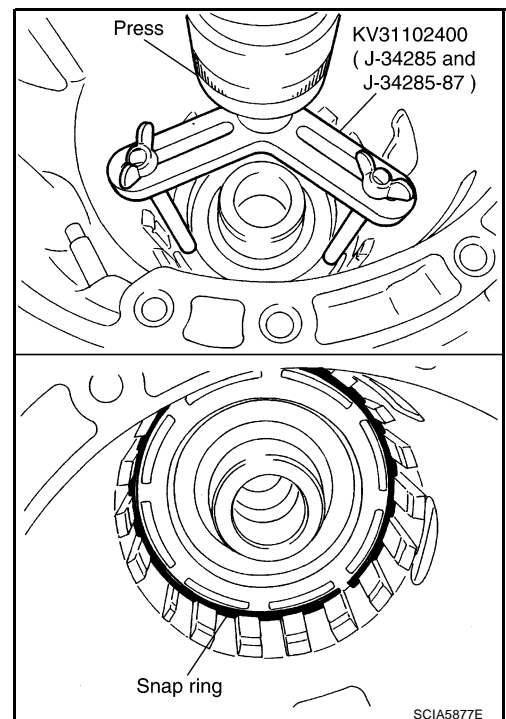
16. Install spring retainer and return spring in transmission case.



17. Set the SST on spring retainer and install snap ring (fixing spring retainer) in transmission case while compressing return spring.

CAUTION:

Securely assemble them using a flat-bladed screwdriver so that snap ring tension is slightly weak.

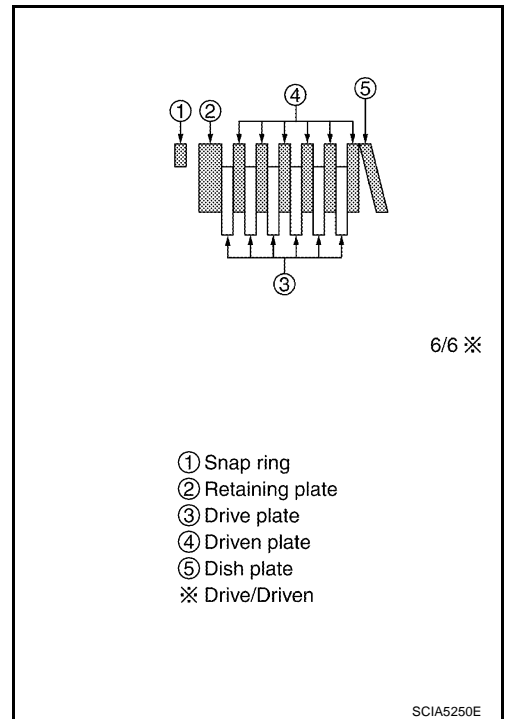


ASSEMBLY

18. Install reverse brake drive plates, driven plates and dish plate in transmission case.

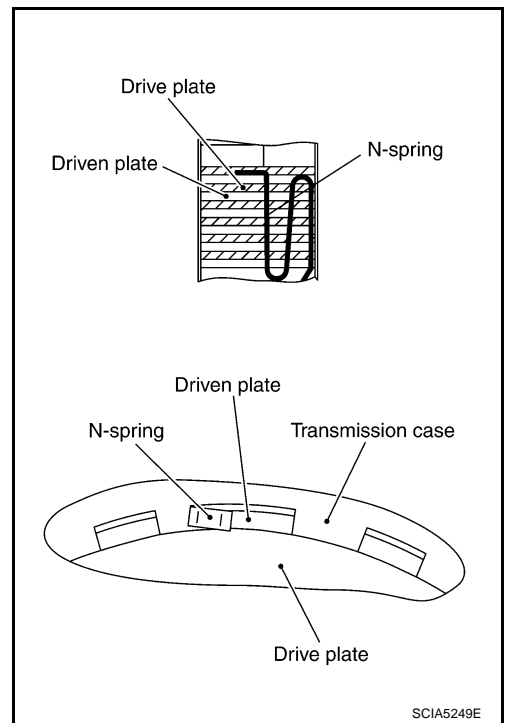
CAUTION:

Take care with order of plates.

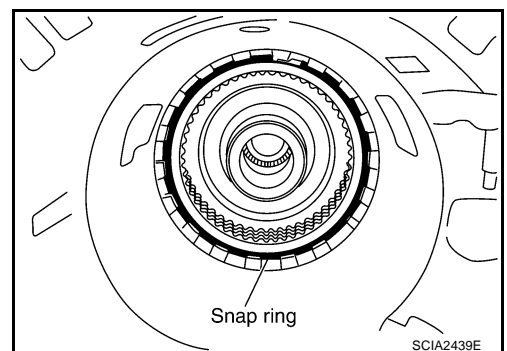


19. Assemble N-spring.

20. Install reverse brake retaining plate in transmission case.



21. Install snap ring in transmission case.



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ASSEMBLY

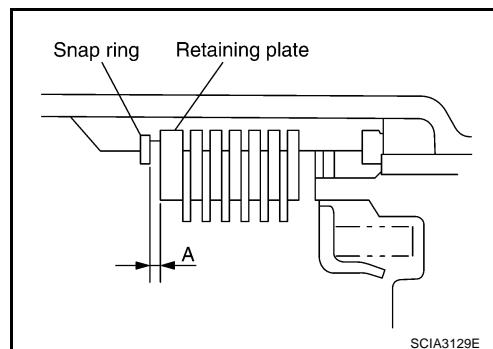
22. Measure clearance between retaining plate and snap ring. If not within specified clearance, select proper retaining plate.

Specified clearance "A":

Standard: 0.7 - 1.1mm (0.028 - 0.043 in)

Retaining plate:

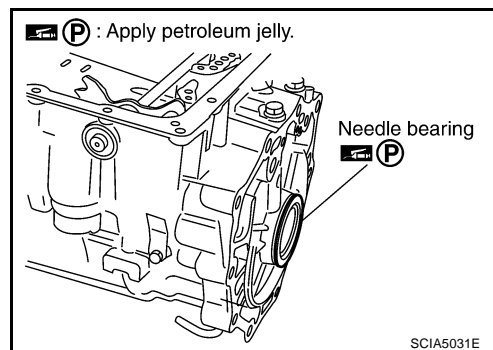
Refer to [AT-344, "Reverse Brake"](#) .



23. Install needle bearing to transmission case.

CAUTION:

- Apply petroleum jelly to needle bearing.

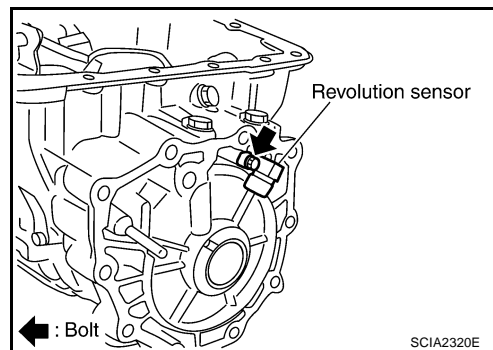


24. Install revolution sensor to transmission case.

CAUTION:

- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.

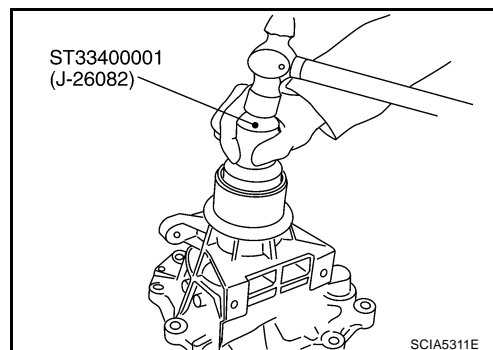
 : 5.8 N·m (0.59 kg-m, 51 in-lb)



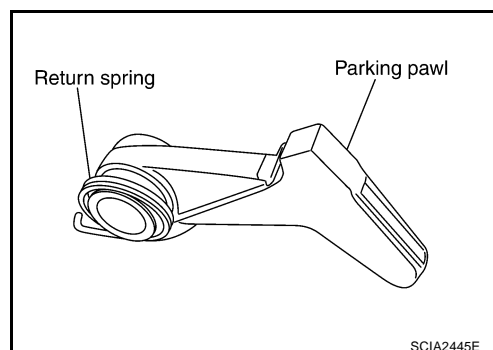
25. As shown in the right figure, use a drift to drive rear oil seal into the rear extension until it is flush.

CAUTION:

- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.

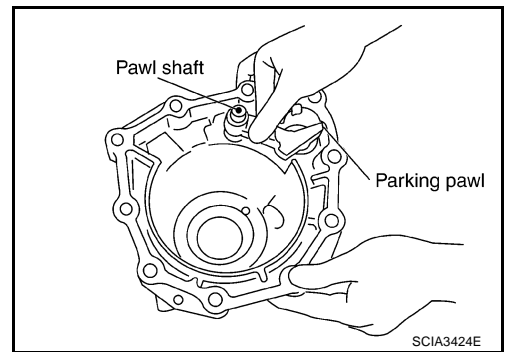


26. Install return spring to parking pawl.

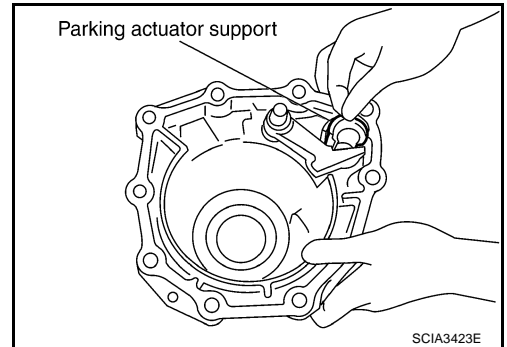


ASSEMBLY

27. Install parking pawl (with return spring) and pawl shaft to rear extension.

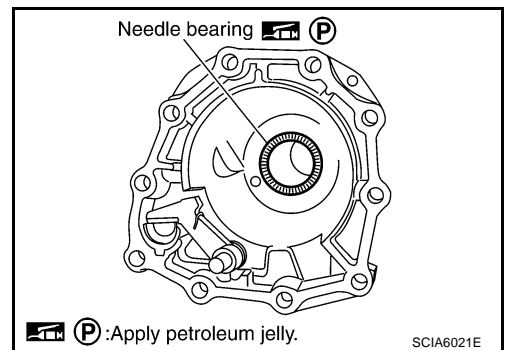


28. Install parking actuator support to rear extension.



29. Install needle bearing to rear extension.

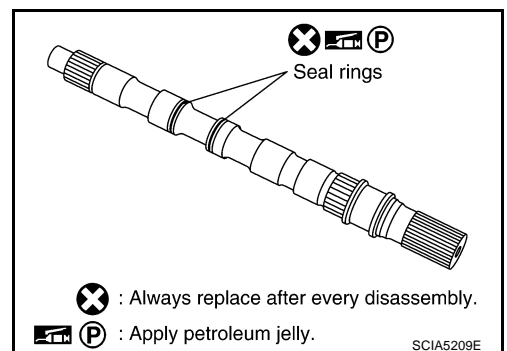
CAUTION:
Apply petroleum jelly to needle bearing.



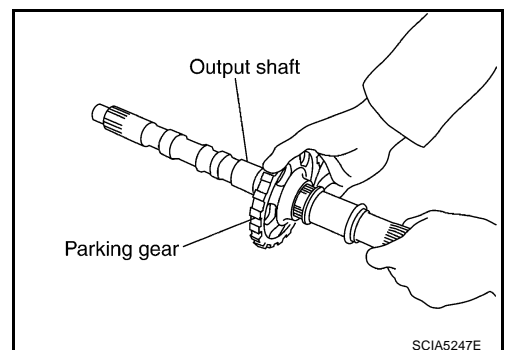
30. Install seal rings to output shaft.

CAUTION:

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



31. Install parking gear to output shaft.



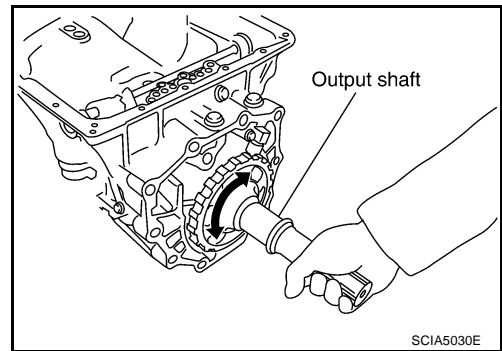
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ASSEMBLY

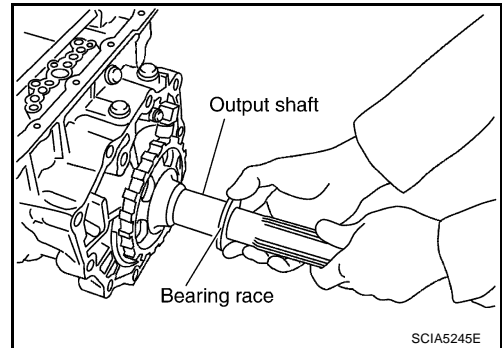
32. Install output shaft in transmission case.

CAUTION:

Be careful not to mistake front for rear because both sides looks similar. (Thinner end is front side.)



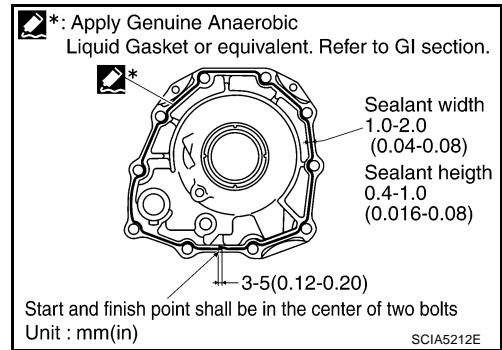
33. Install bearing race to output shaft.



34. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-46, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in the figure.

CAUTION:

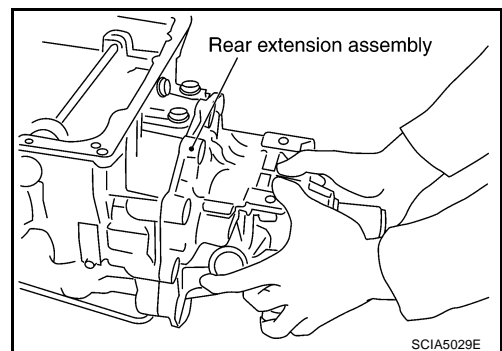
Completely remove all moisture, oil and old sealant, etc. from the transmission case and rear extension assembly mounting surfaces.



35. Install rear extension assembly to transmission case.

CAUTION:

Insert the tip of parking rod between the parking pawl and the parking actuator support when assembling the rear extension assembly.



36. Tighten rear extension assembly mounting bolts to specified torque.

CAUTION:

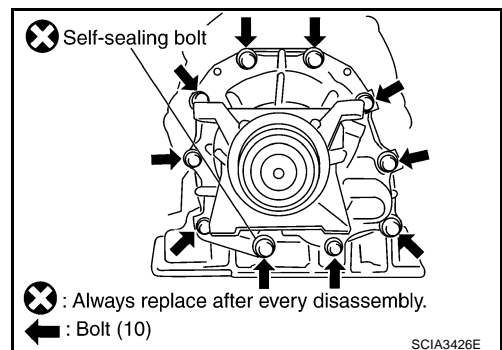
Do not reuse self-sealing bolt.

Rear extension assembly mounting bolt:

: 52 N·m (5.3 kg·m, 38 ft·lb)

Self-sealing bolt:

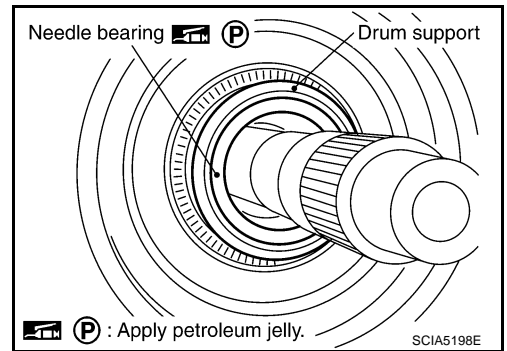
: 61 N·m (6.2 kg·m, 45 ft·lb)



ASSEMBLY

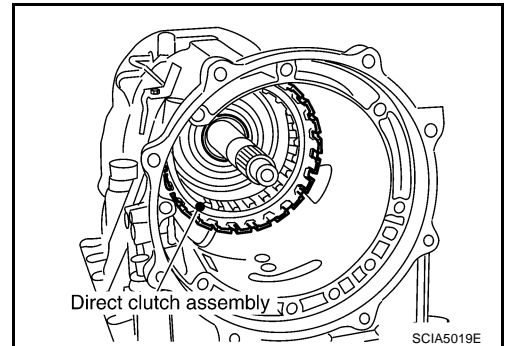
37. Install needle bearing in drum support.

CAUTION:
Apply petroleum jelly to needle bearing.

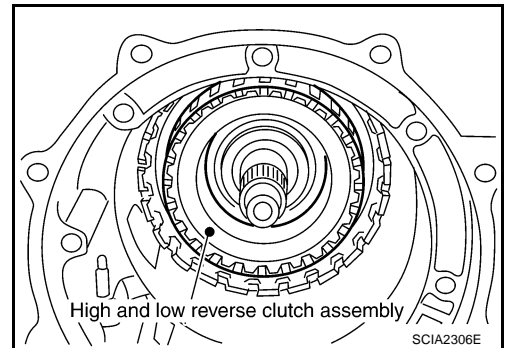


38. Install direct clutch assembly in reverse brake.

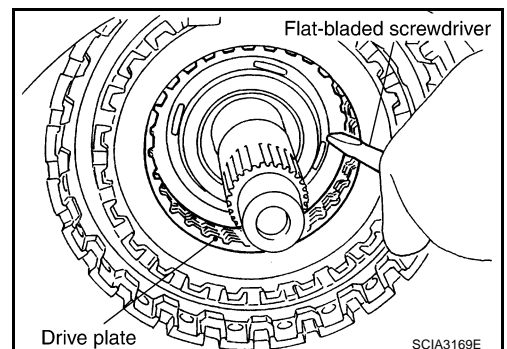
CAUTION:
Make sure that drum support edge surface and direct clutch inner boss edge surface come to almost same place.



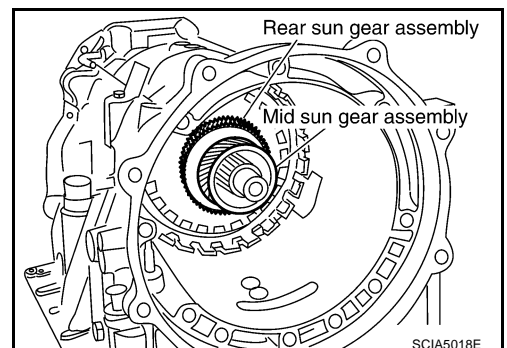
39. Install high and low reverse clutch assembly in direct clutch.



40. Using a flat-bladed screwdriver, adjust the drive plate.



41. Install high and low reverse clutch hub, mid sun gear assembly and rear sun gear assembly as a unit.

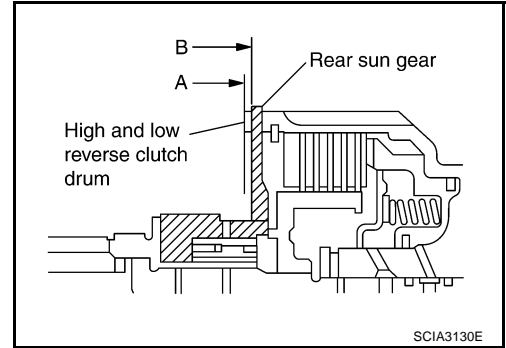


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ASSEMBLY

CAUTION:

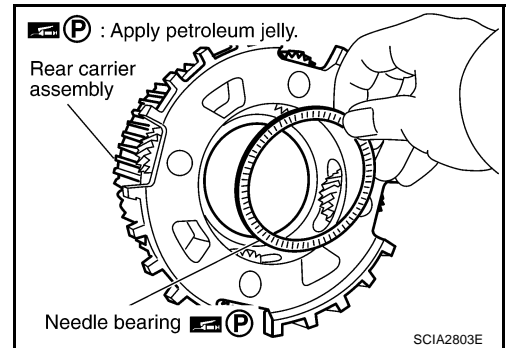
Check that portion "A" of high and low reverse clutch drum protrudes approximately 2 mm (0.08 in) beyond portion "B" of rear sun gear.



42. Install needle bearing in rear carrier assembly.

CAUTION:

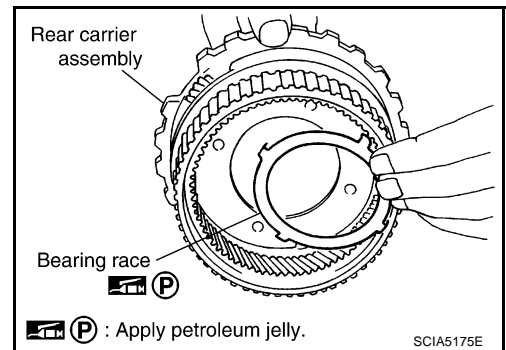
Apply petroleum jelly to needle bearing.



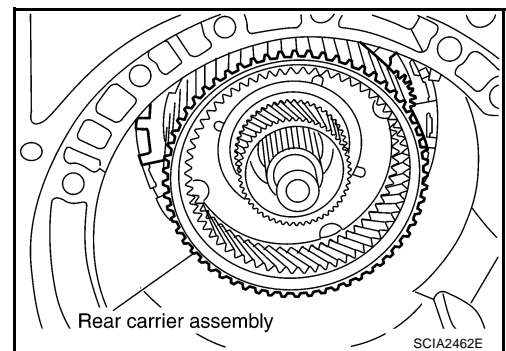
43. Install bearing race in rear carrier assembly.

CAUTION:

Apply petroleum jelly to bearing race.



44. Install rear carrier assembly in direct clutch drum.

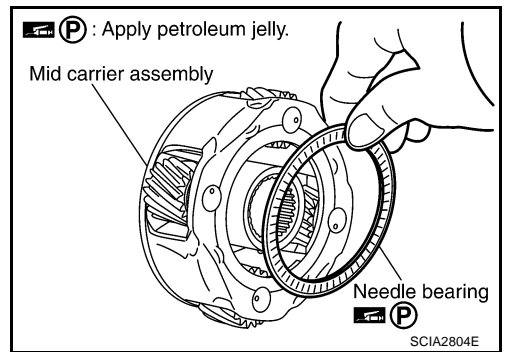


ASSEMBLY

45. Install needle bearing (rear side) to mid carrier assembly.

CAUTION:

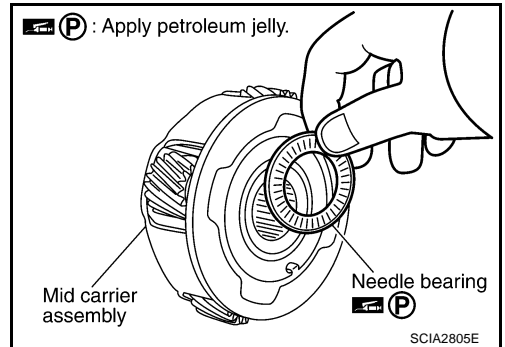
Apply petroleum jelly to needle bearing.



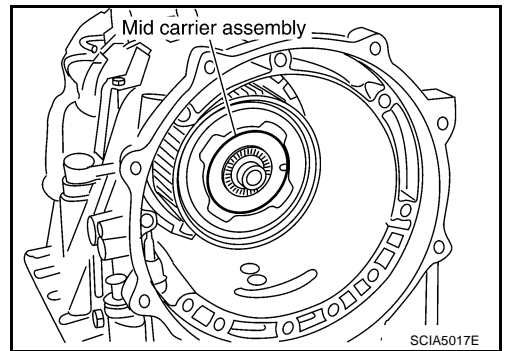
46. Install needle bearing (front side) to mid carrier assembly.

CAUTION:

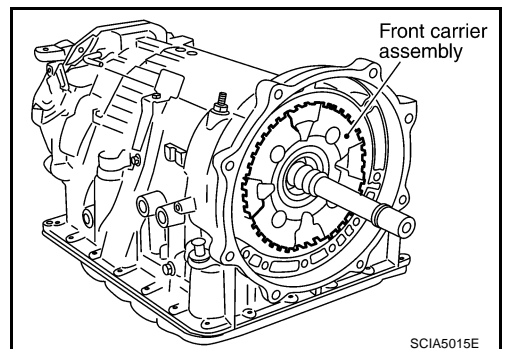
Apply petroleum jelly to needle bearing.



47. Install mid carrier assembly in rear carrier assembly.



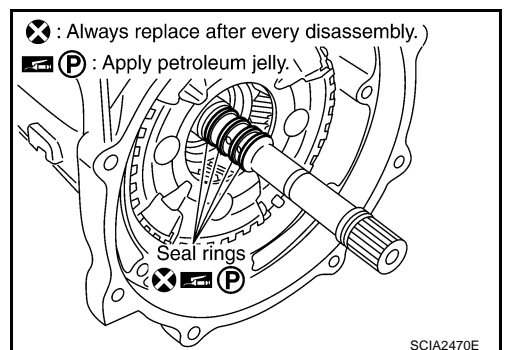
48. Install front carrier assembly, input clutch assembly and rear internal gear as a unit.



49. Install seal rings in input clutch assembly.

CAUTION:

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



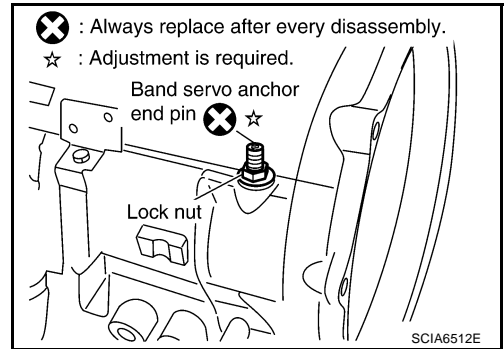
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ASSEMBLY

50. Install band servo anchor end pin and lock nut in transmission case.

CAUTION:

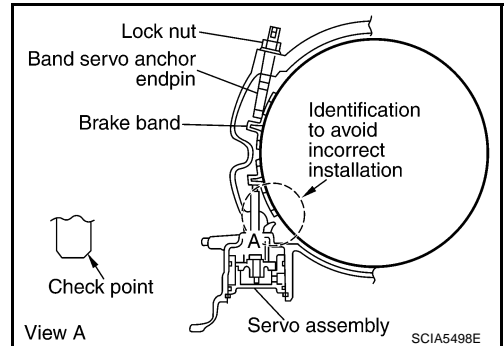
Do not reuse band servo anchor end pin.



51. Install brake band in transmission case.

CAUTION:

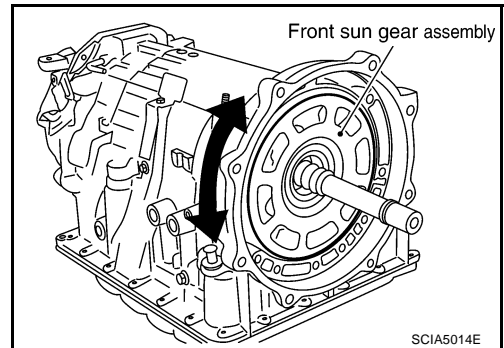
Assemble it so that identification to avoid incorrect installation faces servo side.



52. Install front sun gear to front carrier assembly.

CAUTION:

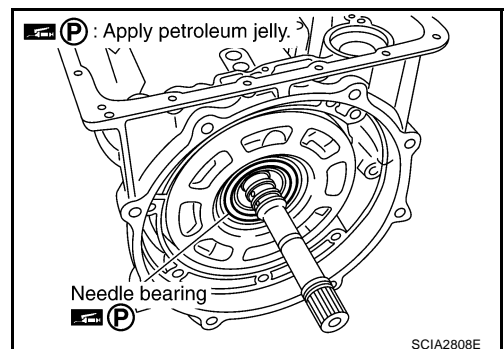
Apply ATF to front sun gear bearing and 3rd one-way clutch end bearing.



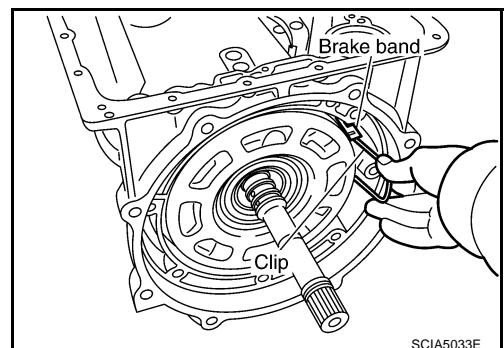
53. Install needle bearing to front sun gear.

CAUTION:

Apply petroleum jelly to needle bearing.



54. Adjust brake band tilting using clips so that brake band contacts front sun gear drum evenly.



ASSEMBLY

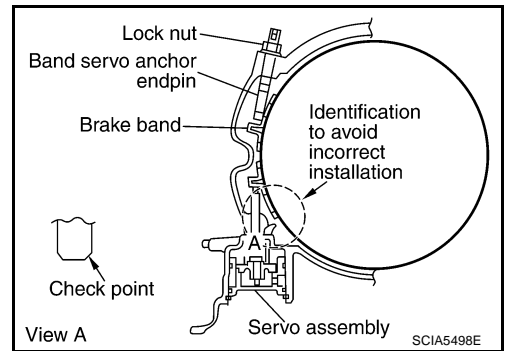
55. Adjust brake band.

- a. Loosen lock nut.
- b. Tighten band servo anchor end pin to specified torque.

 : 5.0 N·m (0.51 kg·m, 44 in·lb)

- c. Back of band servo anchor end pin three turns.
- d. Holding band servo anchor end pin, tighten lock nut to specified torque.

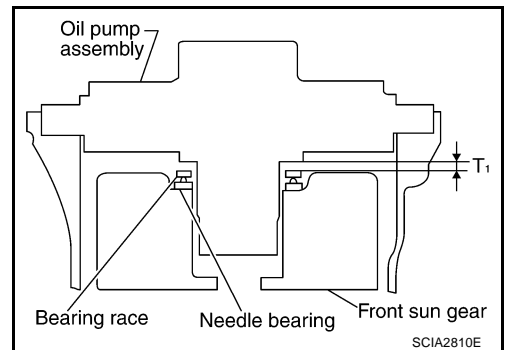
 : 46 N·m (4.7 kg·m, 34 ft·lb)



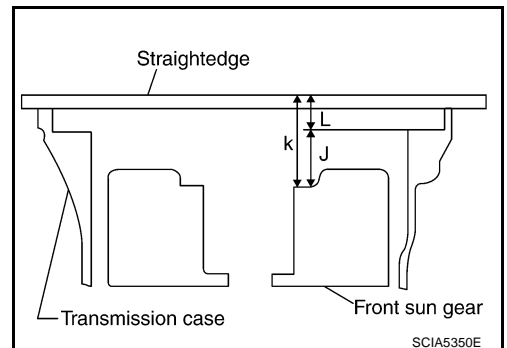
ACS008DT

Adjustment TOTAL END PLAY

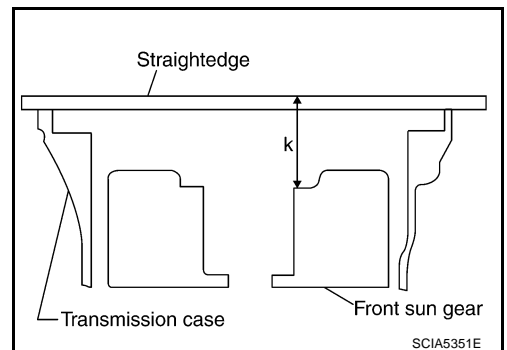
- Measure clearance between front sun gear and bearing race for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.



1. Measure dimensions "K" and "L" and then calculate dimension "J".



- a. Measure dimension "K".

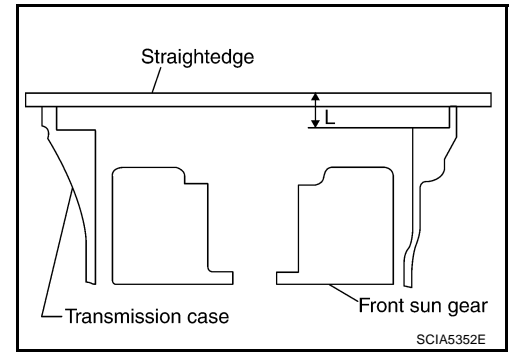


ASSEMBLY

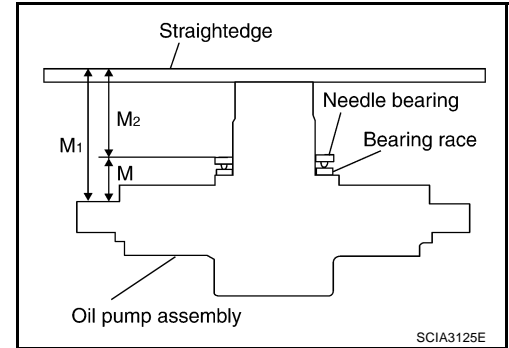
- b. Measure dimension "L".
- c. Calculate dimension "J".

"J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of front sun gear.

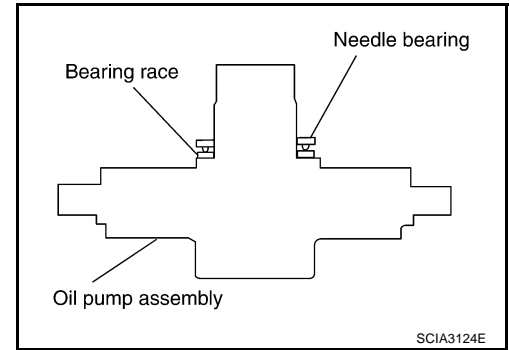
$$J = K - L$$



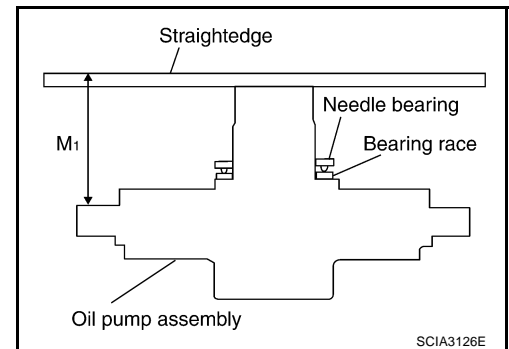
- 2. Measure dimensions "M1" and "M2" and then calculate dimension "M".



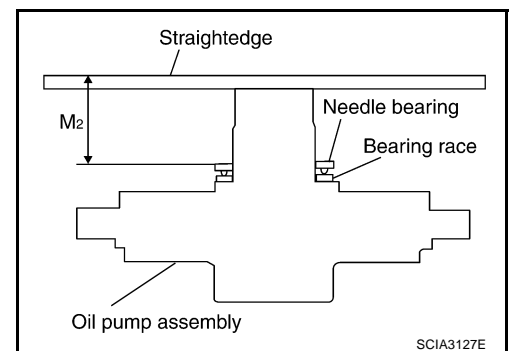
- a. Place bearing race and needle bearing on oil pump assembly.



- b. Measure dimension "M1".



- c. Measure dimension "M2".



ASSEMBLY

d. Calculate dimension "M".

"M": Distance between transmission case fitting surface of oil pump and needle bearing on oil pump.

$$M = M_1 - M_2$$

3. Adjust total end play "T₁".

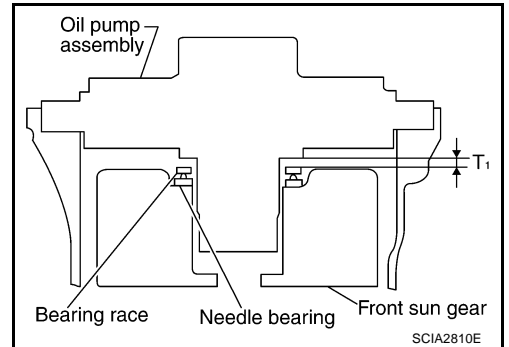
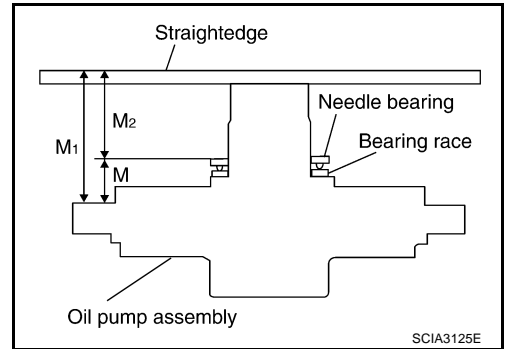
$$T_1 = J - M$$

Total end play "T₁":

0.25 - 0.55 mm (0.0098 - 0.0217 in)

- Select proper thickness of bearing race so that total end play is within specifications.

Bearing races: Refer to [AT-344, "BEARING RACE FOR ADJUSTING TOTAL END PLAY"](#).

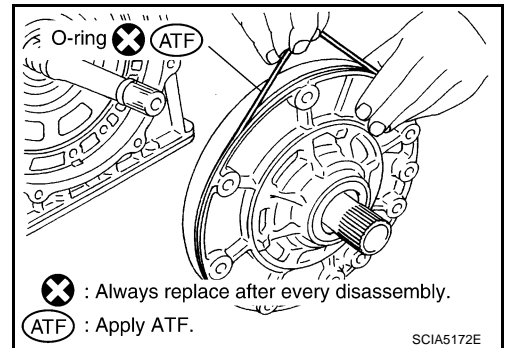


Assembly (2)

1. Install O-ring to oil pump assembly.

CAUTION:

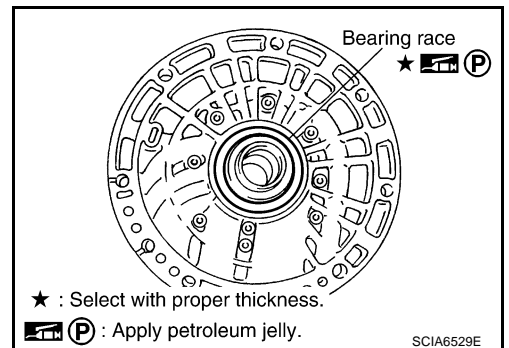
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install bearing race to oil pump assembly.

CAUTION:

Apply petroleum jelly to bearing race.



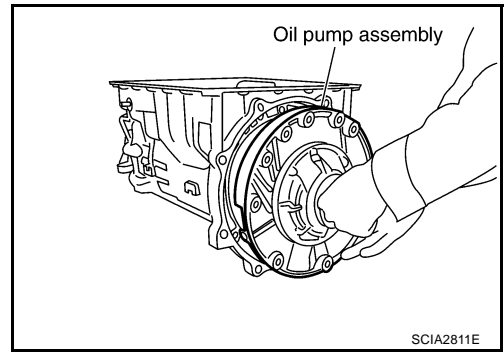
A
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AT
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K
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M

ASSEMBLY

3. Install oil pump assembly in transmission case.

CAUTION:

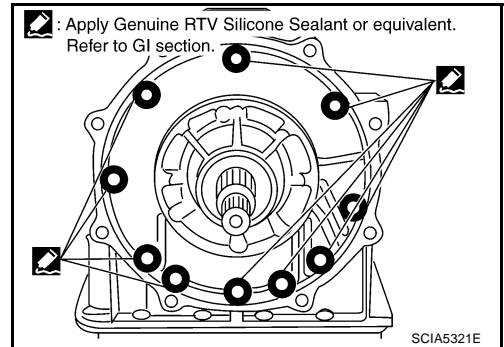
Apply ATF to oil pump bearing.



4. Apply recommended sealant (Genuine RTV Silicone Sealant or equivalent. Refer to [GI-46, "Recommended Chemical Products and Sealants"](#) .) to oil pump assembly as shown in the figure.

CAUTION:

Completely remove all moisture, oil and old sealant, etc. From the oil pump mounting bolts and oil pump mounting bolt mounting surfaces.

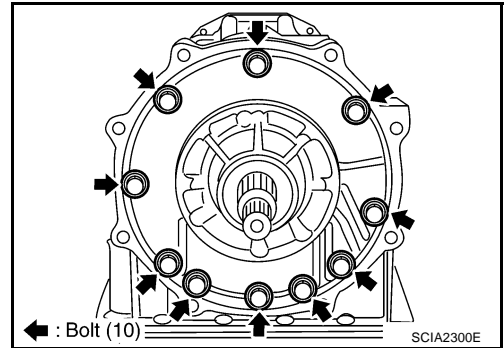


5. Tighten oil pump mounting bolts to specified torque.

CAUTION:

Apply ATF to oil pump bushing.

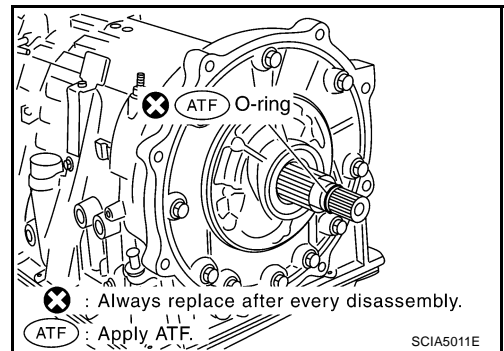
: 48 N·m (4.9 kg·m, 35 ft·lb)



6. Install O-ring to input clutch assembly.

CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



7. Install converter housing to transmission case.

CAUTION:

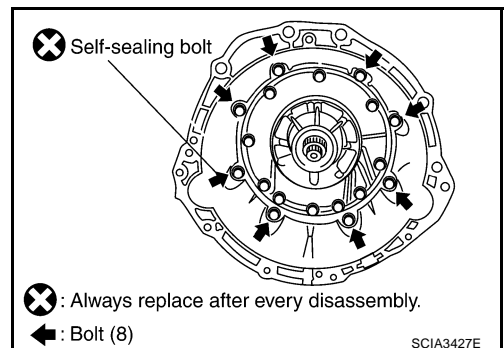
Do not reuse self-sealing bolt.

Converter housing mounting bolt:

: 52 N·m (5.3 kg·m, 38 ft·lb)

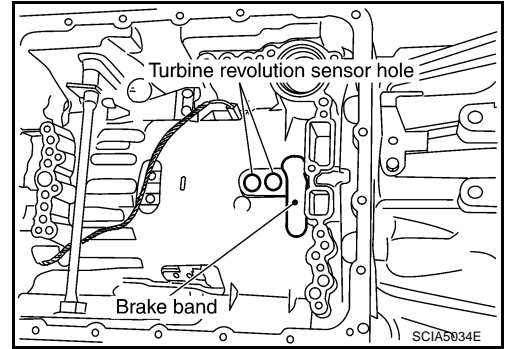
Self-sealing bolt:

: 61 N·m (6.2 kg·m, 45 ft·lb)

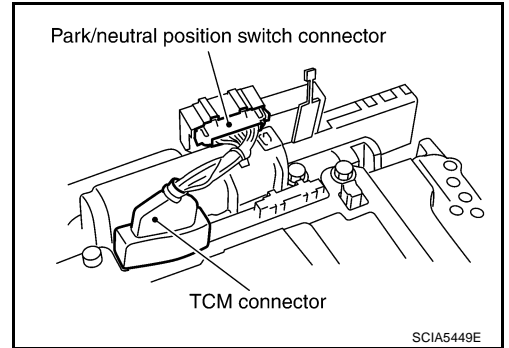


ASSEMBLY

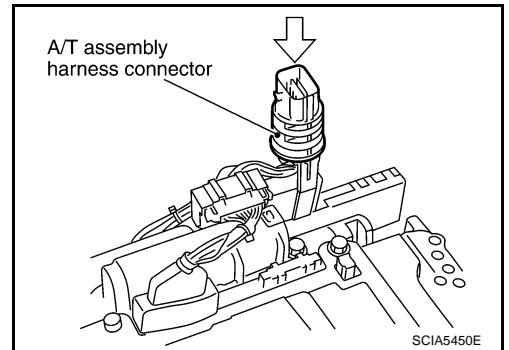
8. Make sure that brake band does not close turbine revolution sensor hole.



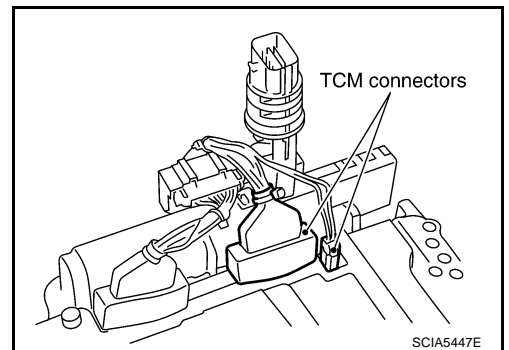
9. Install control valve with TCM.
- a. Connect TCM connector and park/neutral position switch connector.



- b. Install A/T assembly harness connector from control valve with TCM.



- c. Connect TCM connectors.



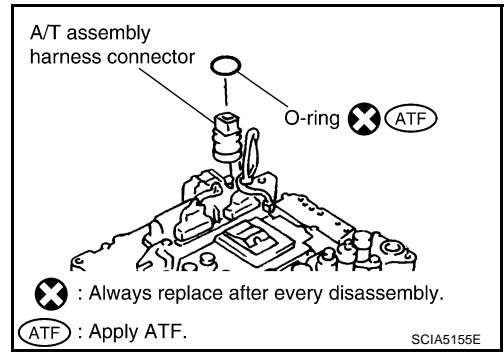
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ASSEMBLY

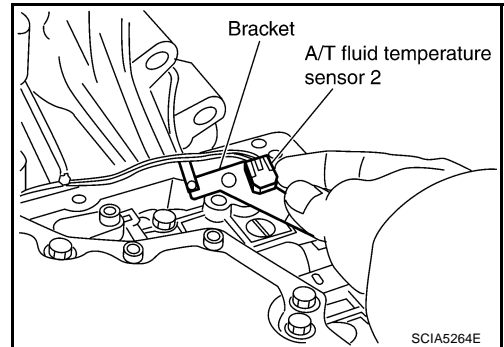
d. Install O-ring to A/T assembly harness connector.

CAUTION:

- Do not reuse O-ring.
- Apply ATF to O-ring.



e. Install A/T fluid temperature sensor 2 to bracket.

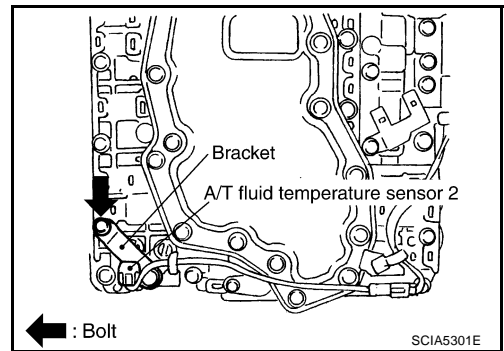


f. Install A/T fluid temperature sensor 2 (with bracket) in control valve with TCM.

CAUTION:

Adjust bolt hole of bracket to bolt hole of control valve.

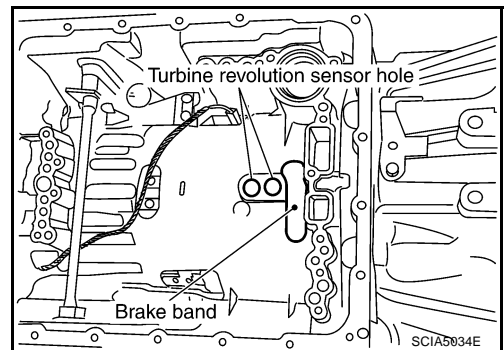
 : 7.9 N-m (0.81 kg-m, 70 in-lb)



g. Install control valve with TCM in transmission case.

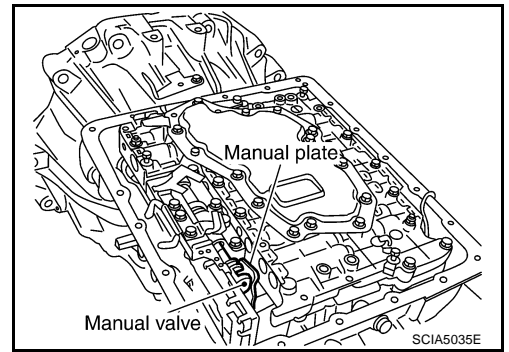
CAUTION:

- Make sure that turbine revolution sensor securely installs turbine revolution sensor hole.
- Hang down revolution sensor harness toward outside so as not to disturb installation of control valve with TCM.
- Adjust A/T assembly harness connector of control valve with TCM to terminal hole of transmission case.



ASSEMBLY

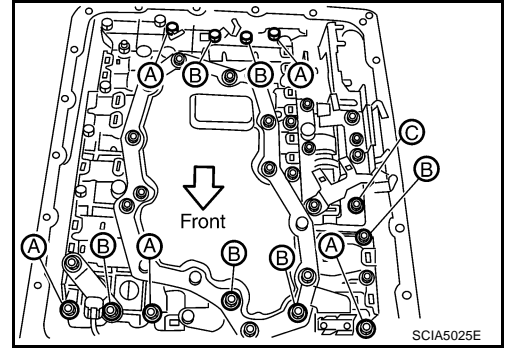
- Assemble it so that manual valve cutout is engaged with manual plate projection.



A
B
AT

h. Install bolts A, B and C to control valve with TCM.

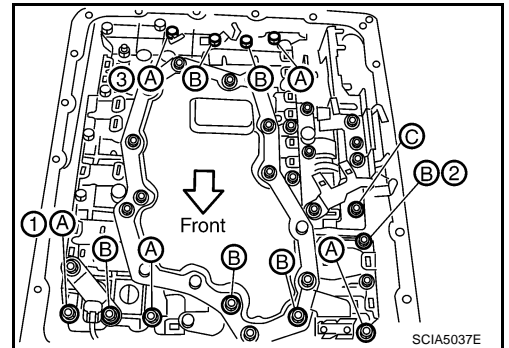
Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1



D
E
F
G

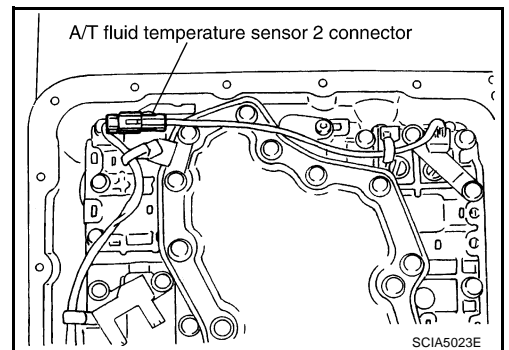
i. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

 : 7.9 N·m (0.81 kg·m, 70 in·lb)



H
I
J
K

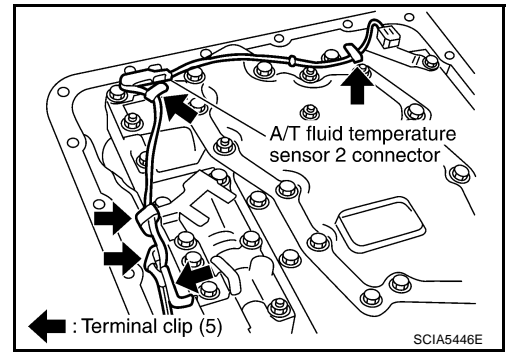
10. Connect A/T fluid temperature sensor 2 connector.



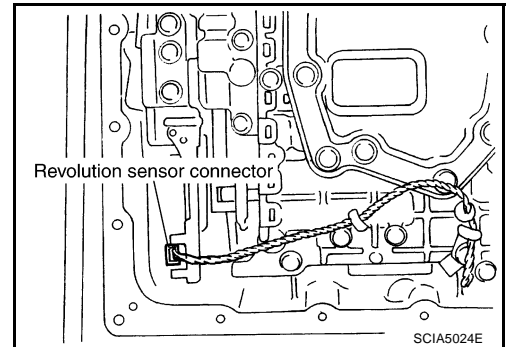
L
M

ASSEMBLY

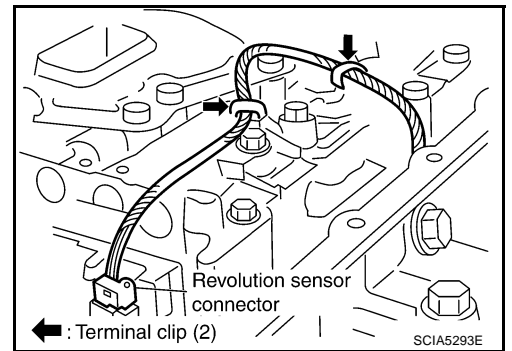
11. Securely fasten terminal cord assembly and A/T fluid temperature sensor 2 harness with terminal clips.



12. Connect revolution sensor connector.

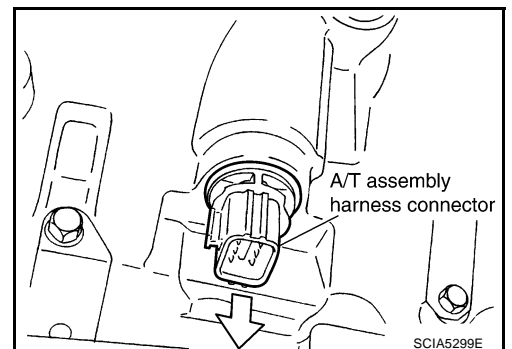


13. Securely fasten revolution sensor harness with terminal clips.

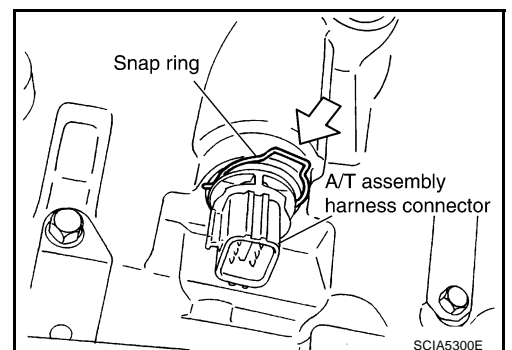


14. Pull down A/T assembly harness connector.

CAUTION:
Be careful not to damage connector.

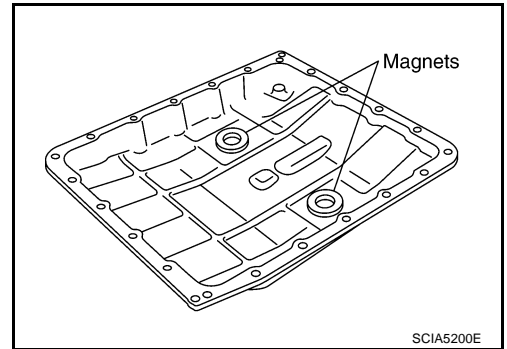


15. Install snap ring to A/T assembly harness connector.



ASSEMBLY

16. Install magnets in oil pan.



17. Install oil pan to transmission case.

a. Install oil pan gasket to transmission case.

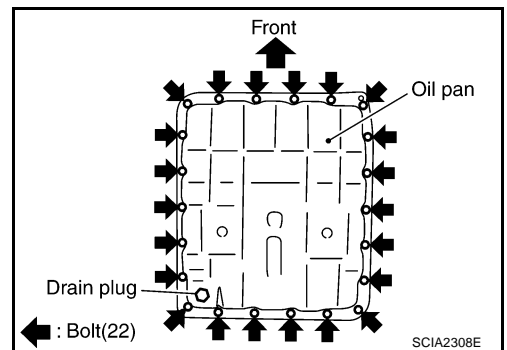
CAUTION:

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.
- Complete remove all moisture, oil and old gasket, etc. from oil pan gasket mounting surface.

b. Install oil pan to transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.
- Complete remove all moisture, oil and old gasket, etc. from oil pan mounting surface.



c. Tighten oil pan mounting bolts to the specified torque in numerical order shown in the figure after temporarily tightening them.

CAUTION:

Do not reuse oil pan mounting bolts.

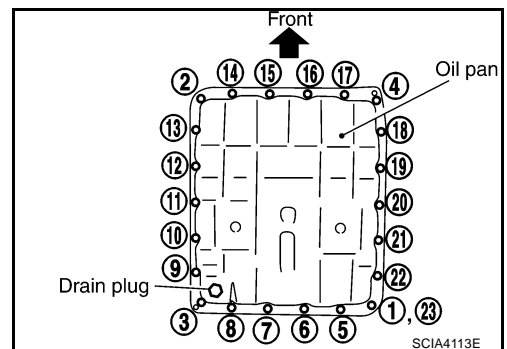
 : 7.9 N·m (0.81 kg-m, 70 in-lb)

18. Install drain plug to oil pan.

CAUTION:

Do not reuse drain plug gasket.

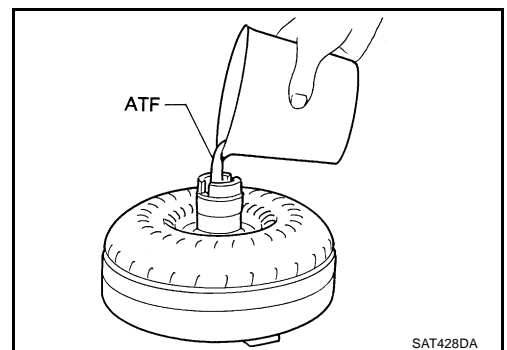
 : 34 N·m (3.5 kg-m, 25 ft-lb)



19. Install torque converter.

a. Pour ATF into torque converter.

- Approximately 2 liter (2-1/8 US qt, 1-3/4 Imp qt) of fluid is required for a new torque converter.
- When reusing old torque converter, add the same amount of fluid as was drained.

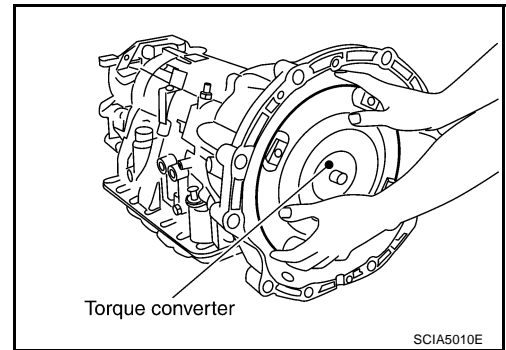


ASSEMBLY

- b. Install torque converter while aligning notches of torque converter with notches of oil pump.

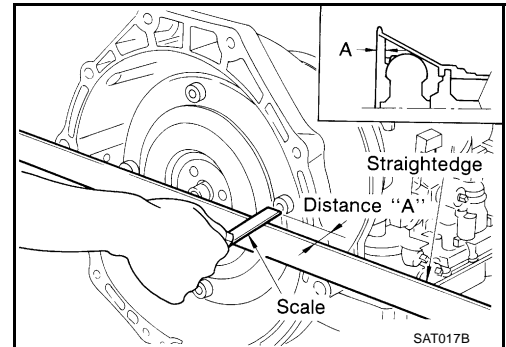
CAUTION:

Install torque converter while rotating it.



- c. Measure distance "A" to check that torque converter is in proper position.

Distance "A": 25.0 mm (0.98 in) or more



SERVICE DATA AND SPECIFICATIONS (SDS)

SERVICE DATA AND SPECIFICATIONS (SDS)

PFP:00030

General Specifications

ACS005NV

Applied model	VQ35DE engine	
Automatic transmission model	RE5R05A	
Transmission model code number	92X62	
Stall torque ratio	2.0:1	
Transmission gear ratio	1st	3.540
	2nd	2.264
	3rd	1.471
	4th	1.000
	5th	0.834
	Reverse	2.370
Recommended fluid	Nissan Matic J ATF*1	
Fluid capacity	10.3 liter (10-7/8 US qt, 9-1/8 Imp qt)	

CAUTION:

- Use only Genuine Nissan Matic J ATF. Do not mix with other fluid.
- Using automatic transmission fluid other than Genuine Nissan Matic J ATF will deteriorate in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the warranty.

*1: Refer to [MA-9, "Fluids and Lubricants"](#).

Vehicle Speed at Which Gear Shifting Occurs

ACS005NW

Throttle position	Vehicle speed km/h (MPH)							
	D1 →D2	D2 →D3	D3 →D4	D4 →D5	D5 →D4	D4 →D3	D3 →D2	D2 →D1
Full throttle	56 - 64 (35 - 40)	90 - 98 (56 - 61)	141 - 149 (88 - 93)	202 - 210 (126 - 130)	198 - 206 (123 - 128)	123 - 131 (76 - 81)	74 - 82 (46 - 51)	32 - 40 (20 - 25)
Half throttle	44 - 52 (27 - 32)	71 - 79 (44 - 49)	108 - 116 (67 - 72)	136 - 144 (85 - 89)	89 - 97 (55 - 60)	64 - 72 (40 - 45)	29 - 37 (18 - 23)	9 - 17 (6 - 11)

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

Vehicle Speed at Which Lock-Up Occurs/Releases

ACS005NX

Throttle position	Vehicle speed km/h (MPH)	
	Lock-up "ON"	Lock-up "OFF"
Closed throttle	56 - 64 (35 - 40)	53 - 61 (33 - 38)
Half throttle	168 - 176 (104 - 110)	131 - 139 (81 - 86)

- At closed throttle, the accelerator opening is less than 1/8 condition. (Closed throttle position signal: OFF)
- At half throttle, the accelerator opening is 4/8 of the full opening.

Stall Speed

ACS005NZ

Stall speed	2,300 - 2,600 rpm
-------------	-------------------

Line Pressure

ACS00500

Engine speed	Line pressure [kPa (kg/cm ² , psi)]	
	R position	D, M positions
At idle speed	425 - 465 (4.3 - 4.7, 62 - 67)	379 - 428 (3.9 - 4.4, 55 - 62)
At stall speed	1,605 - 1,950 (16.4 - 19.9, 233 - 283)	1,310 - 1,500 (13.4 - 15.3, 190 - 218)

SERVICE DATA AND SPECIFICATIONS (SDS)

A/T Fluid Temperature Sensor

ACS00893

Name	Condition	CONSULT-II "DATA MONITOR" (Approx.)	Resistance (Approx.)
A/T fluid temperature sensor 1	0°C (32°F)	3.3 V	15 KΩ
	20°C (68°F)	2.7 V	6.5 KΩ
	80°C (176°F)	0.9 V	0.9 KΩ
A/T fluid temperature sensor 2	0°C (32°F)	3.3 V	10 KΩ
	20°C (68°F)	2.5 V	4 KΩ
	80°C (176°F)	0.7 V	0.5 KΩ

Turbine Revolution Sensor

ACS00894

Name	Condition	Data (Approx.)
Turbine revolution sensor 1	When running at 50 km/h (31 MPH) in 4th speed with the closed throttle position switch "OFF". CAUTION: Connect the diagnosis data link connector to the data link connector.	1.3 (kHz)
Turbine revolution sensor 2	When moving at 20 km/h (12 MPH) in 1st speed with the closed throttle position switch "OFF". CAUTION: Connect the diagnosis data link connector to the data link connector.	

Vehicle Speed Sensor A/T (Revolution Sensor)

ACS00895

Name	Condition	Data (Approx.)
Revolution sensor	When moving at 20 km/h (12 MPH). CAUTION: Connect the diagnosis data link connector to the data link connector.	185 (Hz)

Reverse Brake

ACS00896

	Thickness mm (in)	Part number*
Thickness of retaining plates	4.2 (0.165)	31667 90X14
	4.4 (0.173)	31667 90X15
	4.6 (0.181)	31667 90X16
	4.8 (0.189)	31667 90X17
	5.0 (0.197)	31667 90X18
	5.2 (0.205)	31667 90X19

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

Total End Play

ACS00897

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

BEARING RACE FOR ADJUSTING TOTAL END PLAY

Thickness mm (in)	Part number*
1.2 (0.047)	31435 90X02
1.4 (0.055)	31435 90X03
1.6 (0.063)	31435 90X04
1.8 (0.071)	31435 90X05
2.0 (0.079)	31435 90X06

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