

SECTION **AT**

AUTOMATIC TRANSMISSION

A
B
AT

CONTENTS

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Alphabetical Index

ACS00081

NOTE:

If DTC U1000 is displayed with other DTCs, first perform the trouble diagnosis for DTC U1000. Refer to [AT-105](#).

Items (CONSULT-II screen terms)	DTC		Reference page
	OBD-II	Except OBD-II	
	CONSULT-II GST*1	CONSULT-II only "A/T"	
A/T 1ST E/BRAKING	—	P1731	AT-173
ATF PRES SW 1/CIRC	—	P1841	AT-228
ATF PRES SW 3/CIRC	—	P1843	AT-232
ATF PRES SW 5/CIRC	—	P1845	AT-236
ATF PRES SW 6/CIRC	—	P1846	AT-240
A/T INTERLOCK	P1730	P1730	AT-166
A/T TCC S/V FNCTN	P0744	P0744	AT-129
ATF TEMP SEN/CIRC	P0710	P1710	AT-153
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D/C SOLENOID/CIRC	P1762	P1762	AT-196
D/C SOLENOID FNCTN	P1764	P1764	AT-201
ENGINE SPEED SIG	P0725	P0725	AT-122
FR/B SOLENOID/CIRC	P1757	P1757	AT-186
FR/B SOLENOID FNCT	P1759	P1759	AT-191
HLR/C SOL/CIRC	P1767	P1767	AT-205
HLR/C SOL FNCTN	P1769	P1769	AT-210
I/C SOLENOID/CIRC	P1752	P1752	AT-177
I/C SOLENOID FNCTN	P1754	P1754	AT-182
L/PRESS SOL/CIRC	P0745	P0745	AT-134
LC/B SOLENOID/CIRC	P1772	P1772	AT-215
LC/B SOLENOID FNCT	P1774	P1774	AT-220
MANU MODE SW/CIR	—	P1815	AT-224
PNP SW/CIRC	P0705	P0705	AT-112
STARTER RELAY/CIRC	—	P0615	AT-108
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TCM-RAM	—	P1702	AT-145
TCM-ROM	—	P1703	AT-147
TP SEN/CIRC A/T	P1705	P1705	AT-151
TURBINE REV S/CIRC	P1716	P1716	AT-159
VEH SPD SE/CIR-MTR	—	P1721	AT-164
VEH SPD SEN/CIR AT	P0720	P0720	AT-117

*1: These numbers are prescribed by SAE J2012.

INDEX FOR DTC

DTC No. Index

ACS00082

NOTE:

If DTC U1000 is displayed with other DTCs, first perform the trouble diagnosis for DTC U1000. Refer to [AT-105](#).

DTC		Items (CONSULT-II screen terms)	Reference page
OBD-II CONSULT-II GST*1	Except OBD-II CONSULT-II only "A/T"		
—	P0615	STARTER RELAY/CIRC	AT-108
P0705	P0705	PNP SW/CIRC	AT-112
P0710	P1710	ATF TEMP SEN/CIRC	AT-153
P0720	P0720	VEH SPD SEN/CIR AT	AT-117
P0725	P0725	ENGINE SPEED SIG	AT-122
P0740	P0740	TCC SOLENOID/CIRC	AT-124
P0744	P0744	A/T TCC S/V FNCTN	AT-129
P0745	P0745	L/PRESS SOL/CIRC	AT-134
—	P1701	TCM-POWER SUPPLY	AT-139
—	P1702	TCM-RAM	AT-145
—	P1703	TCM-ROM	AT-147
—	P1704	TCM-EEPROM	AT-149
P1705	P1705	TP SEN/CIRC A/T	AT-151
P1716	P1716	TURBINE REV S/CIRC	AT-159
—	P1721	VEH SPD SE/CIR-MTR	AT-164
P1730	P1730	A/T INTERLOCK	AT-166
—	P1731	A/T 1ST E/BRAKING	AT-173
P1752	P1752	I/C SOLENOID/CIRC	AT-177
P1754	P1754	I/C SOLENOID FNCTN	AT-182
P1757	P1757	FR/B SOLENOID/CIRC	AT-186
P1759	P1759	FR/B SOLENOID FNCT	AT-191
P1762	P1762	D/C SOLENOID/CIRC	AT-196
P1764	P1764	D/C SOLENOID FNCTN	AT-201
P1767	P1767	HLR/C SOL/CIRC	AT-205
P1769	P1769	HLR/C SOL FNCTN	AT-210
P1772	P1772	LC/B SOLENOID/CIRC	AT-215
P1774	P1774	LC/B SOLENOID FNCT	AT-220
—	P1815	MANU MODE SW/CIRC	AT-224
—	P1841	ATF PRES SW 1/CIRC	AT-228
—	P1843	ATF PRES SW 3/CIRC	AT-232
—	P1845	ATF PRES SW 5/CIRC	AT-236
—	P1846	ATF PRES SW 6/CIRC	AT-240
U1000	U1000	CAN COMM CIRCUIT	AT-105

*1: These numbers are prescribed by SAE J2012.

PRECAUTIONS

PRECAUTIONS

PPF:00001

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

ACS004YD

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

ACS000G0

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 for TCM, A/T Assembly and Control Valve Assembly Replacement

ACS000G1

CAUTION:

- Check data (Unit ID) in TCM with data monitor of CONSULT-II before replacing A/T assembly (control valve assembly).
- Check if new data (Unit ID) are entered correctly after replacing A/T assembly (control valve assembly) and erasing data in TCM.
- When replacing A/T assembly, control valve assembly or TCM, refer to the pattern table below and erase the EEPROM in the TCM if necessary.

EEPROM ERASING PATTERNS

A/T assembly or control valve assembly	TCM	Erasing EEPROM in TCM	Remarks
Replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state.
Not replaced	Replaced	Not required	Not required because the EEPROM in the TCM is in the default state.
Replaced	Not replaced	Required	Required because data has been written in the EEPROM in the TCM and because the TCM cannot write data from the ROM assembly in the transmission.

METHOD FOR ERASING THE EEPROM IN THE TCM

1. Connect CONSULT-II to data link connector.
2. Turn ignition switch ON. Confirm that CONSULT-II turn "ON".
3. Move selector lever in "R" position.
4. Touch "START" on CONSULT-II.
5. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
6. Fully press the accelerator pedal (8/8 throttle), and hold it in the fully open position. (This will set the closed throttle position signal to "OFF".)
7. Touch "ERASE" on CONSULT-II, and then touch "YES".
8. Wait 3 seconds and then release the accelerator pedal.
9. Turn ignition switch OFF.

METHOD FOR WRITING DATA FROM THE ROM ASSEMBLY IN THE TRANSMISSION

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

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

CHECK METHOD

- Normal: About 2 seconds after the ignition switch ON, the A/T CHECK indicator lamp lights up for 2 seconds.
- Abnormal: Even after the ignition switch ON, the A/T CHECK indicator lamp does not light up after 2 seconds or illuminates immediately.

Cope for Abnormal

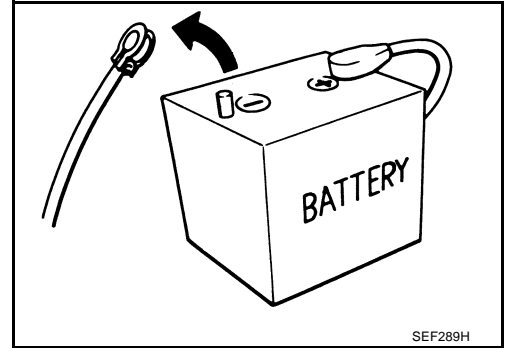
- Replace the control valve assembly.
- Replace the TCM.

PRECAUTIONS

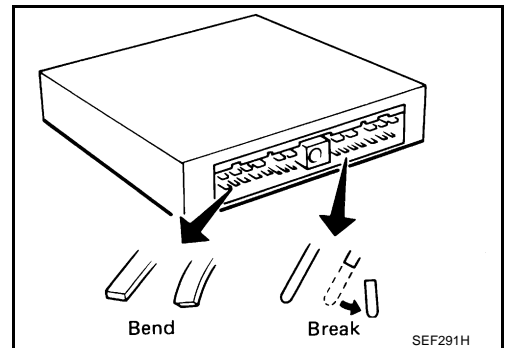
Precautions

ACS000G2

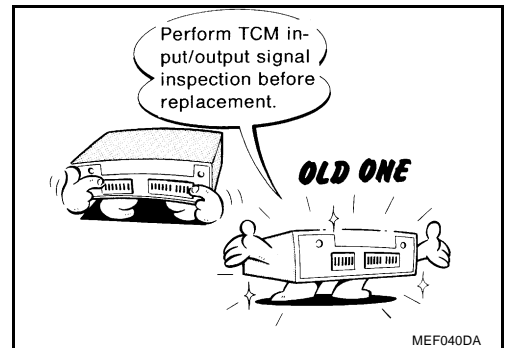
- Before connecting or disconnecting the TCM harness connector, turn ignition switch "OFF" and disconnect negative battery cable. Because battery voltage is applied to TCM even if ignition switch is turned "OFF".



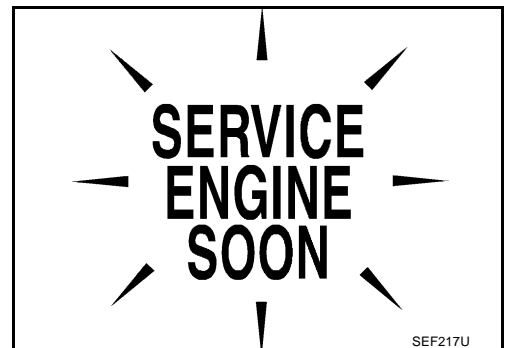
- When connecting or disconnecting pin connectors into or from TCM, take care not to damage pin terminals (bend or break). Make sure that there are not any bends or breaks on TCM pin terminal, when connecting pin connectors.



- Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. [AT-89, "TCM INSPECTION TABLE"](#).



- After performing each TROUBLE DIAGNOSIS, perform "DTC (Diagnostic Trouble Code) CONFIRMATION PROCEDURE". If the repair is completed the DTC should not be displayed in the "DTC CONFIRMATION PROCEDURE".



- Always use the specified brand of A/T fluid. Refer to [MA-9, "Fluids and Lubricants"](#).
- Use paper rags not cloth rags during work.
- After replacing the A/T fluid, dispose of the waste oil using the methods prescribed by law, ordinance, etc.
- Before proceeding with disassembly, thoroughly clean the outside of the transaxle. 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.

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PRECAUTIONS

- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transaxle.
- 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 transaxle 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 transaxle 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-13, "Changing A/T Fluid"](#) , [AT-13, "Checking A/T Fluid"](#) .

Service Notice or Precautions ATF COOLER SERVICE

ACS000G3

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-15, "A/T Fluid Cooler Cleaning"](#) . For radiator replacement, refer to [CO-13, "RADIATOR"](#) , [CO-18, "RADIATOR \(ALUMINUM TYPE\)"](#) .

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-93, "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 [AT-38, "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

ACS000G4

When you read wiring diagrams, refer to the following:

- [GI-14, "How to Read Wiring Diagrams"](#).
- [PG-3, "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

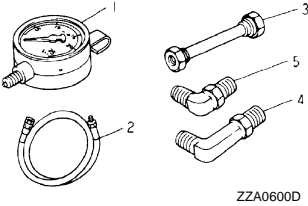
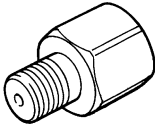
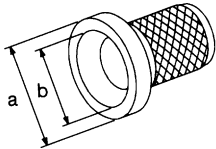
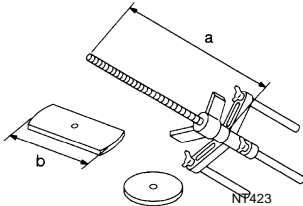
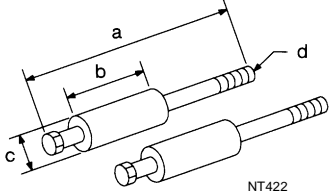
PREPARATION

PPF:00002

Special Service Tools

ACS00087

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

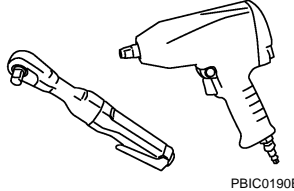
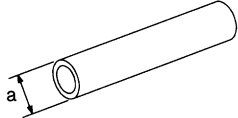
Tool number (Kent-Moore No.) Tool name	Description
<p>ST2505S001 (J-34301-C) Oil pressure gauge set 1 ST25051001 (—) Oil pressure gauge 2 ST25052000 (—) Hose 3 ST25053000 (—) Joint pipe 4 ST25054000 (—) Adapter 5 ST25055000 (—) Adapter</p>	<p>Measuring line pressure</p> 
<p>KV31103600 (J-45674) Joint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

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PREPARATION

Commercial Service Tools

ACS00088

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 seal</p>

A/T FLUID

Changing A/T Fluid

ACS000G7

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

A/T fluid: Genuine Nissan Matic J ATF

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

CAUTION:

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

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-13, "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 fluid charging pipe.

Level gauge bolt:

 : 5.1 N·m (0.52 kg-m, 45 in-lb)

Checking A/T Fluid

ACS000G8

1. Warm up engine.
2. Check for fluid leakage.
3. Remove the tightening bolt for A/T fluid level gauge.
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 fluid level gauge, always use lint-free paper, not a cloth one.

- e. Re-insert A/T fluid level gauge into 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 charging pipe, with the 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 charging pipe.

CAUTION:

Do not overfill.

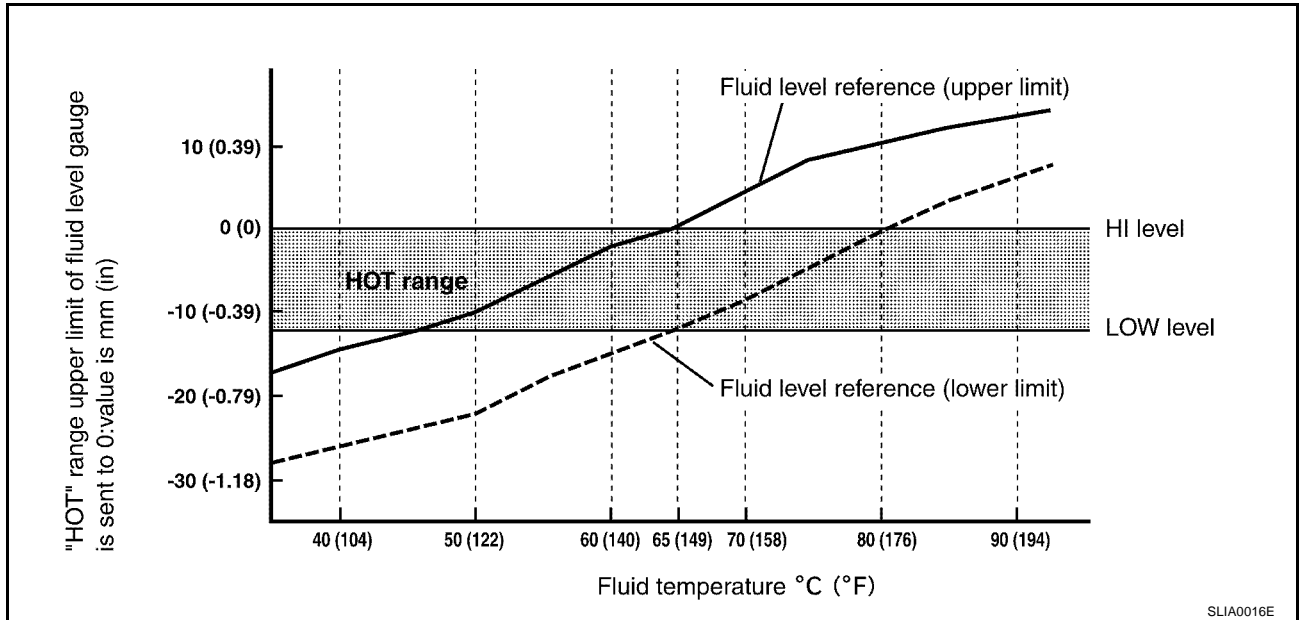
5. Drive vehicle for approximately 5 minutes in urban areas.

A/T FLUID

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.



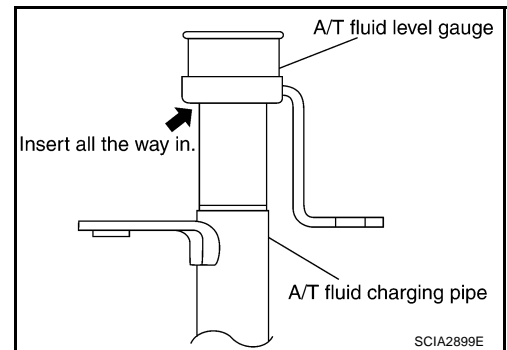
- Connect CONSULT-II to data link connector.
- Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out the value of "ATF TEMP 1".
- Re-check fluid level at fluid temperatures of approximately 65°C (149°F) using "HOT" range on A/T fluid level gauge.

CAUTION:

- When wiping away the 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 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, refer to check operation of A/T. Flush cooling system after repair of A/T.
- If A/T fluid 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"](#), [CO-18. "RADIATOR \(ALUMINUM TYPE\)"](#) and [AT-15. "A/T Fluid Cooler Cleaning"](#).



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

Level gauge bolt:

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

A/T Fluid Cooler Cleaning

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.

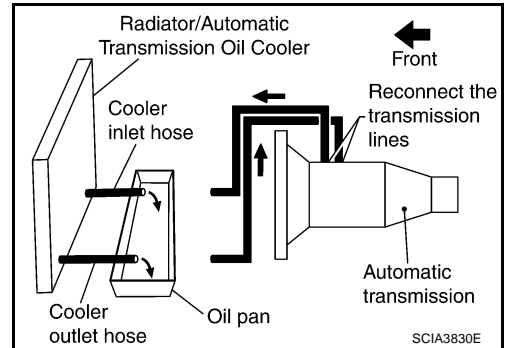
A/T FLUID COOLER CLEANING PROCEDURE

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.

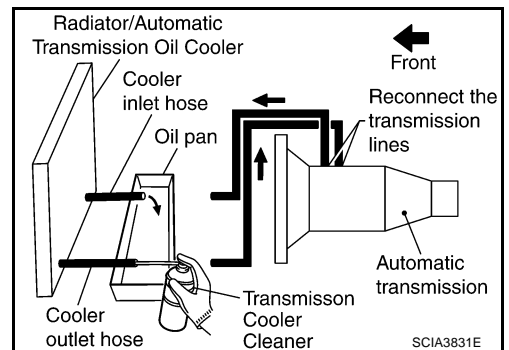


5. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

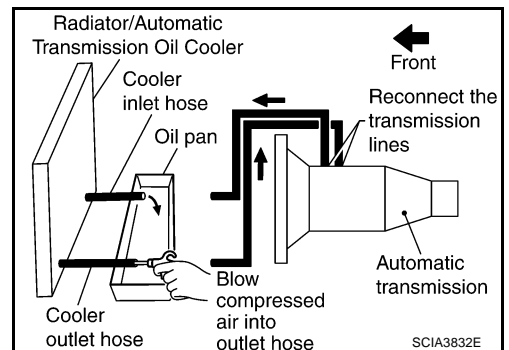
CAUTION:

- 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.



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.

A/T FLUID

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-16, "A/T FLUID COOLER DIAGNOSIS PROCEDURE"](#) .

A/T FLUID COOLER DIAGNOSIS PROCEDURE

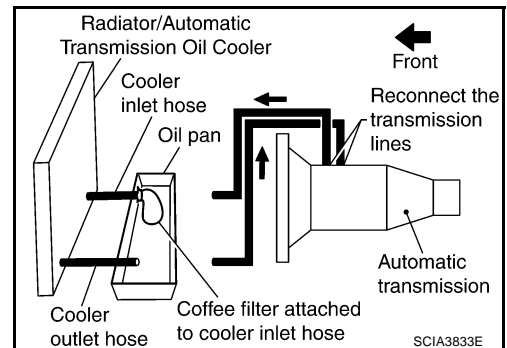
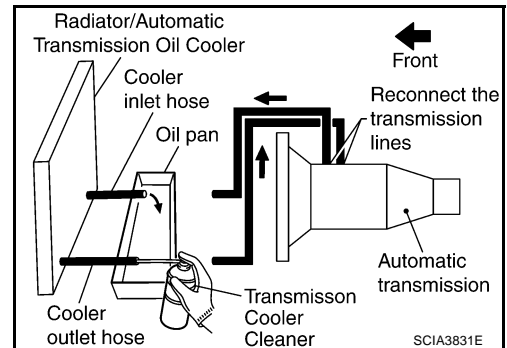
NOTE:

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

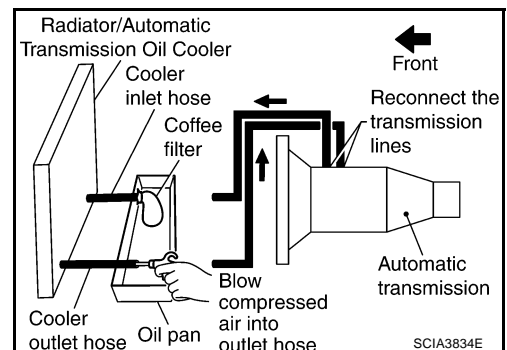
1. Position an oil pan under the automatic transmission's inlet and outlet cooler hoses.
2. Clean the exterior and tip of the cooler inlet hose.
3. Insert the extension adapter hose of a can of Transmission Cooler Cleaner (Nissan P/N 999MP-AM006) into the cooler outlet hose.

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.



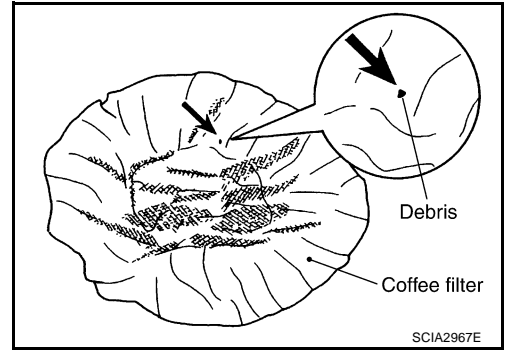
6. Insert the tip of an air gun into the end of the cooler outlet hose.
7. Wrap a shop rag around the air gun tip and end of cooler outlet hose.
8. Blow compressed air regulated to 5 - 9 kg/cm² (70 - 130 psi) through the cooler outlet hose to force any remaining A/T fluid into the coffee filter.
9. Remove the coffee filter from the end of the cooler inlet hose.
10. Perform [AT-17, "A/T FLUID COOLER INSPECTION PROCEDURE"](#) .



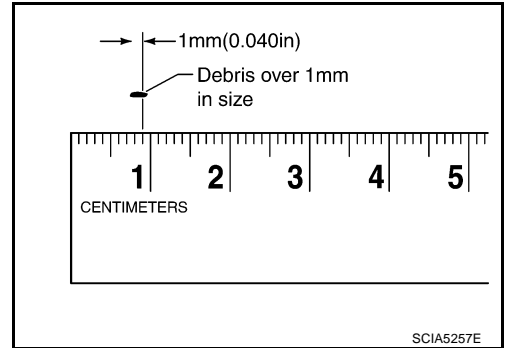
A/T FLUID

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-18, "RADIATOR \(ALUMINUM TYPE\)"](#).



A/T FLUID COOLER FINAL INSPECTION

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

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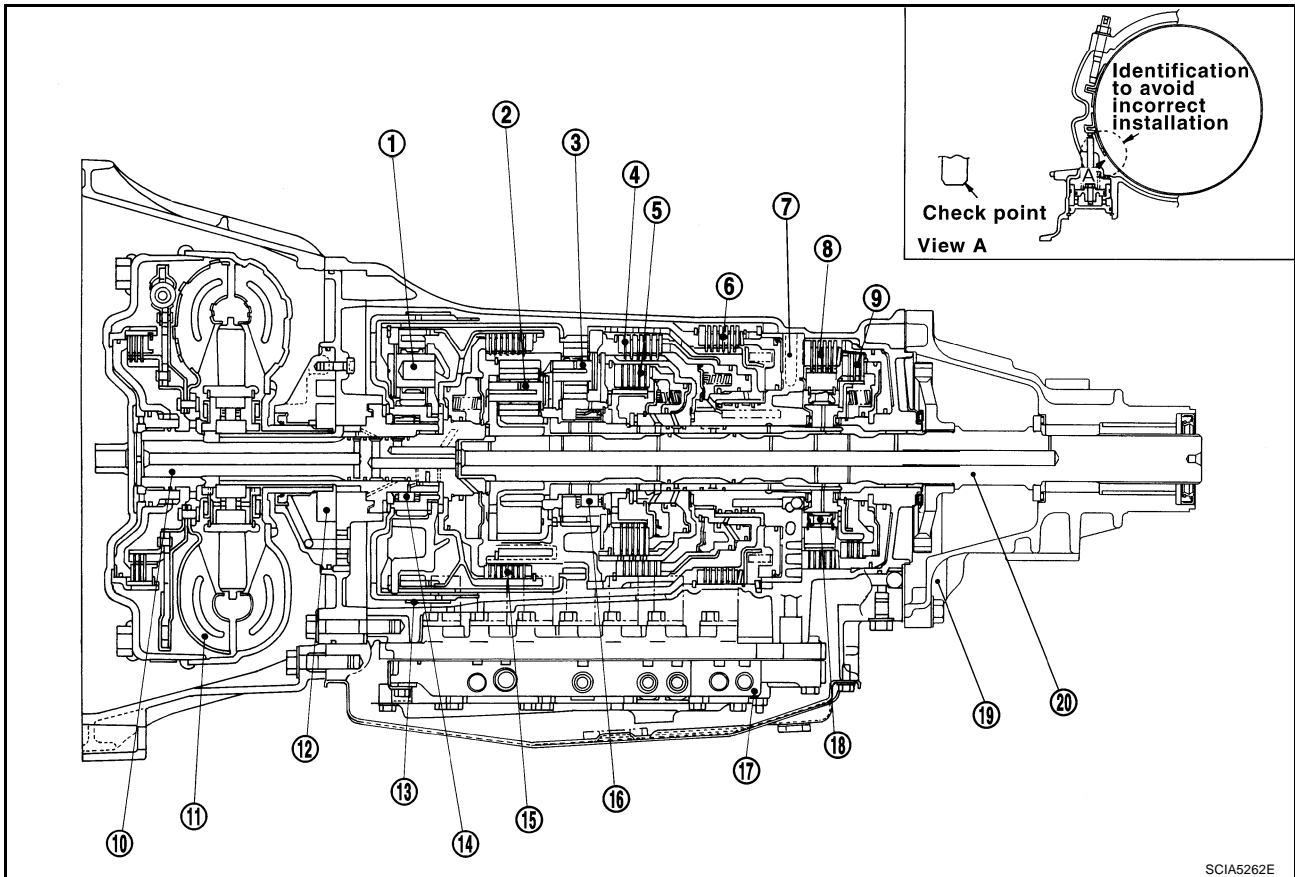
A/T CONTROL SYSTEM

A/T CONTROL SYSTEM

PFP:31036

Cross-Sectional View

ACS0008B



SCIA5262E

- | | | |
|-------------------------|--------------------------------|----------------------------|
| 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 | 18. Forward one-way clutch |
| 19. Rear extension | 20. Output shaft | |

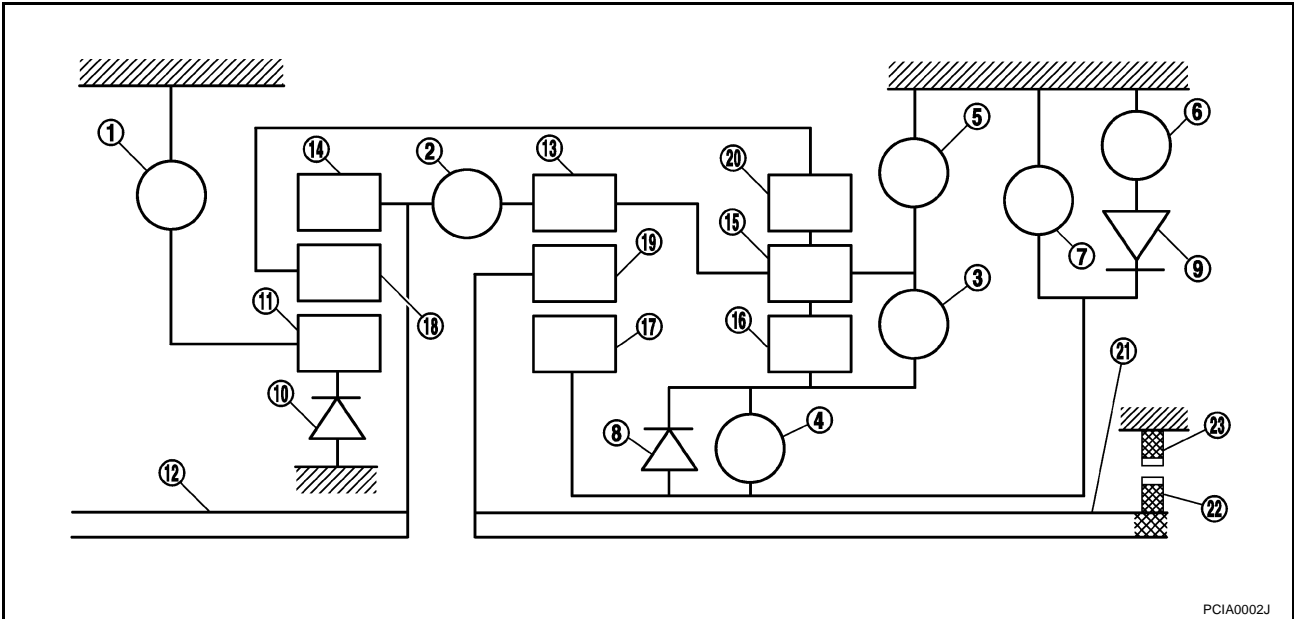
A/T CONTROL SYSTEM

ACS0029L

Shift Mechanism

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

CONSTRUCTION



- | | | |
|--------------------------------|-------------------------|---------------------------|
| 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

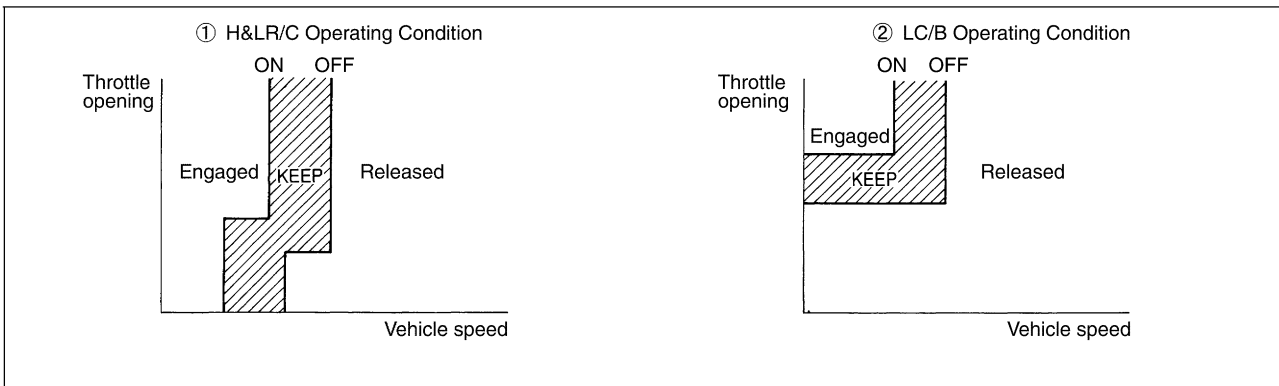
Name of the Part	Abbreviation	Function
Front brake (1)	Fr/B	Fastens the front sun gear (11).
Input clutch (2)	I/C	Connects the input shaft (12), the front internal gear (14) and the mid internal gear (13).
Direct clutch (3)	D/C	Connects the rear carrier (15) and the rear sun gear (16).
High and low reverse clutch (4)	H&LR/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	H&LR/ 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	1 st		△ *			△	△ **	○	◎	◎	◎	Automatic shift 1↔2↔3↔4↔5
	2 nd			○		△		○		◎	◎	
	3 rd		○	○		○		△	◇		◎	
	4 th	○	○	○				△	◇			
	5 th	○	○			○		△	◇		◇	
M5	1 st		△ *			△	△ **	○	◎	◎	◎	Automatic shift 1↔2↔3↔4↔5
	2 nd			○		△		○		◎	◎	
	3 rd		○	○		○		△	◇		◎	
	4 th	○	○	○				△	◇			
	5 th	○	○			○		△	◇		◇	
M4	1 st		△ *			△	△ **	○	◎	◎	◎	Automatic shift 1↔2↔3↔4
	2 nd			○		△		○		◎	◎	
	3 rd		○	○		○		△	◇		◎	
	4 th	○	○	○				△	◇			
M3	1 st		△ *			△	△ **	○	◎	◎	◎	Automatic shift 1↔2↔3
	2 nd			○		△		○		◎	◎	
	3 rd		○	○		○		△	◇		◎	
M2	1 st		△ *			△	△ **	○	◎	◎	◎	Automatic shift 1↔2
	2 nd			○		○	○	○		◎	◎	
M1	1 st		○			○	○	○	◎	◎	◎	Locks (held stationary) in 1st speed
	2 nd			○		○	○	○		◎	◎	

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



A/T CONTROL SYSTEM

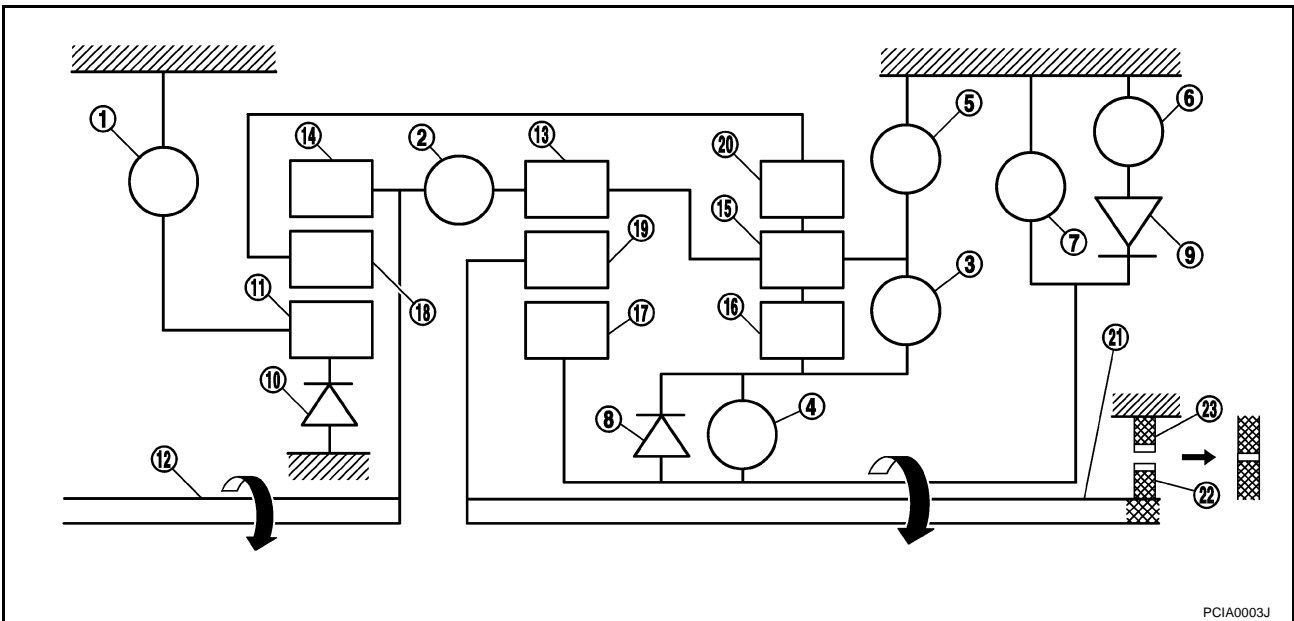
POWER TRANSMISSION

“N” Position

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

“P” Position

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

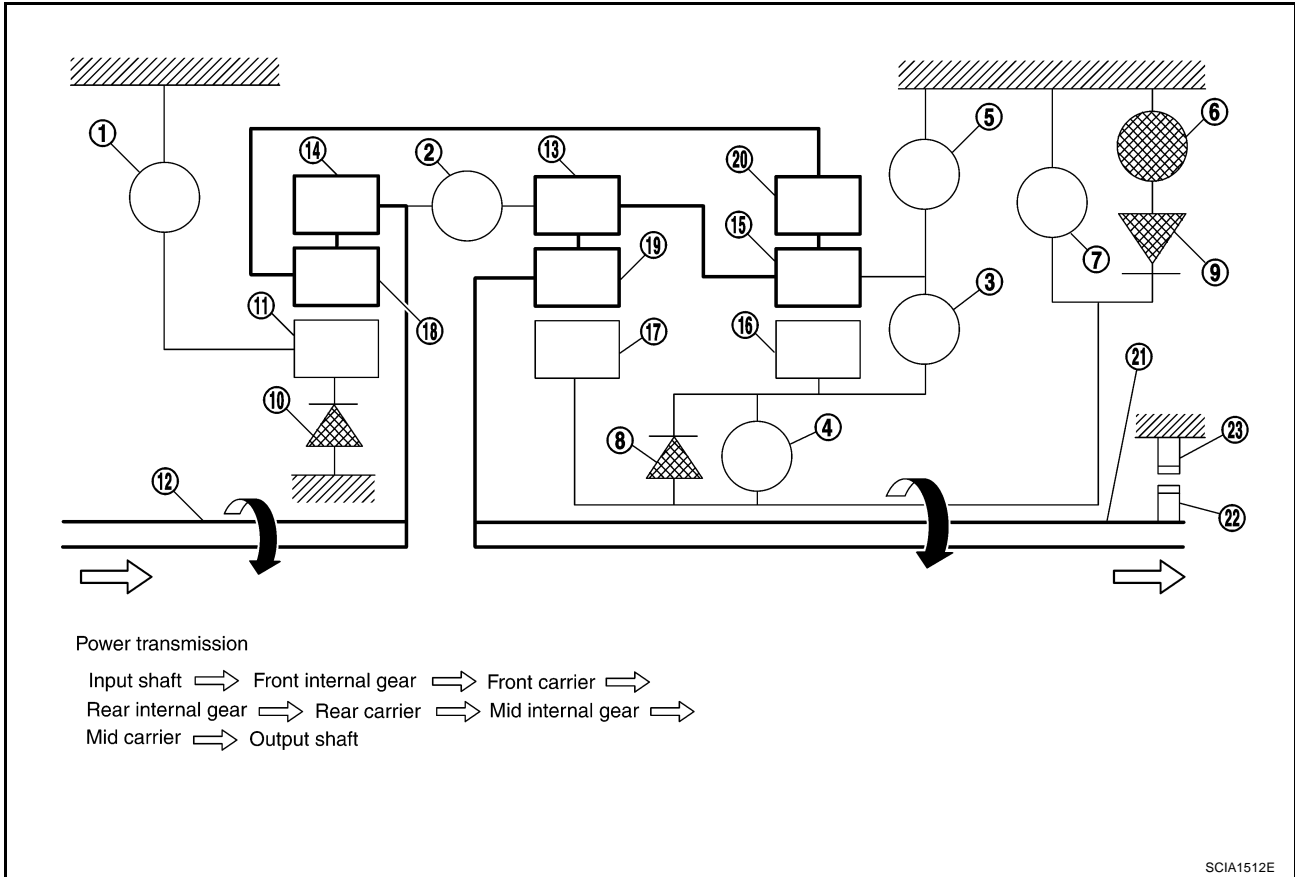


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“D”, “M2”, “M3”, “M4”, “M5” Positions 1st Gear

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

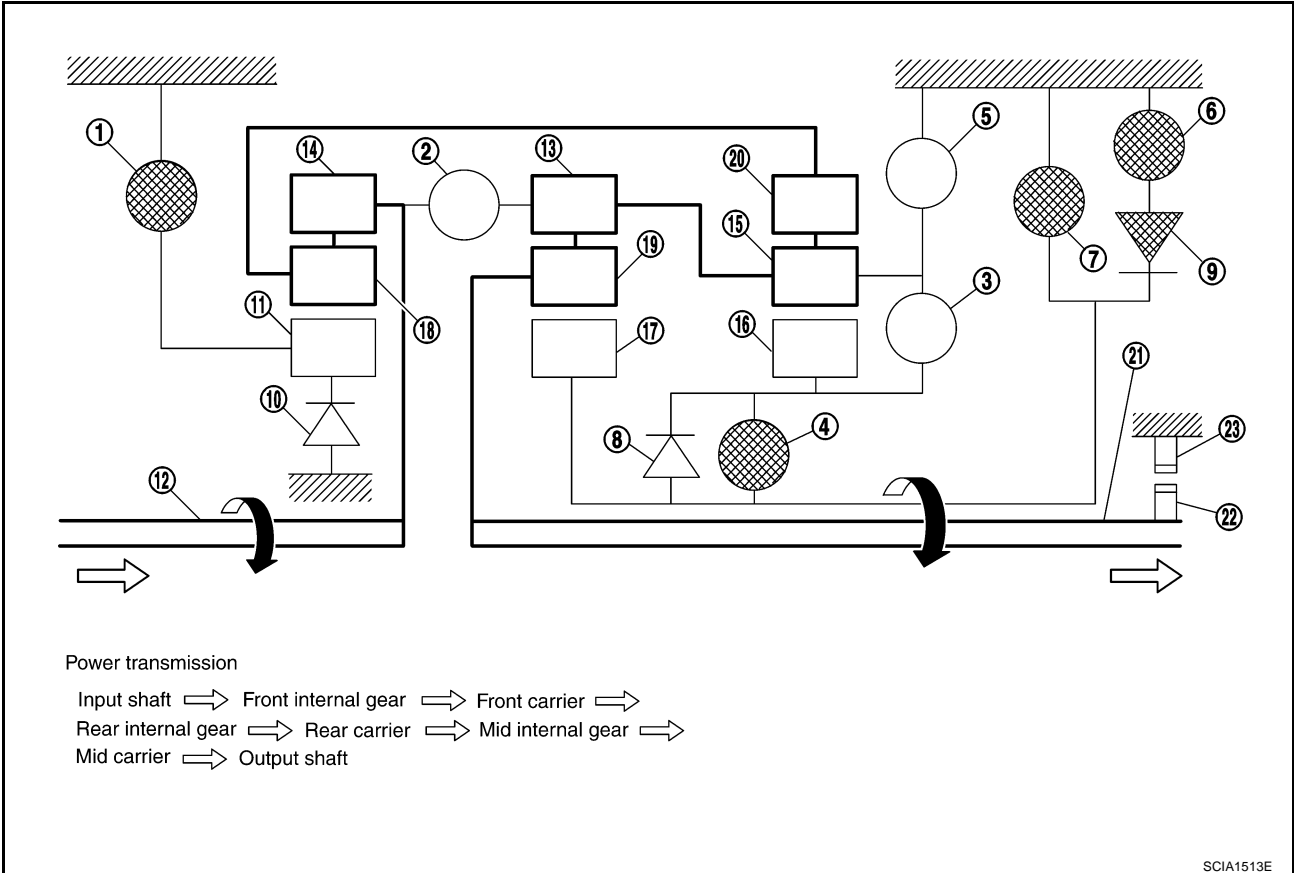


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“M1” Position 1st Gear

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

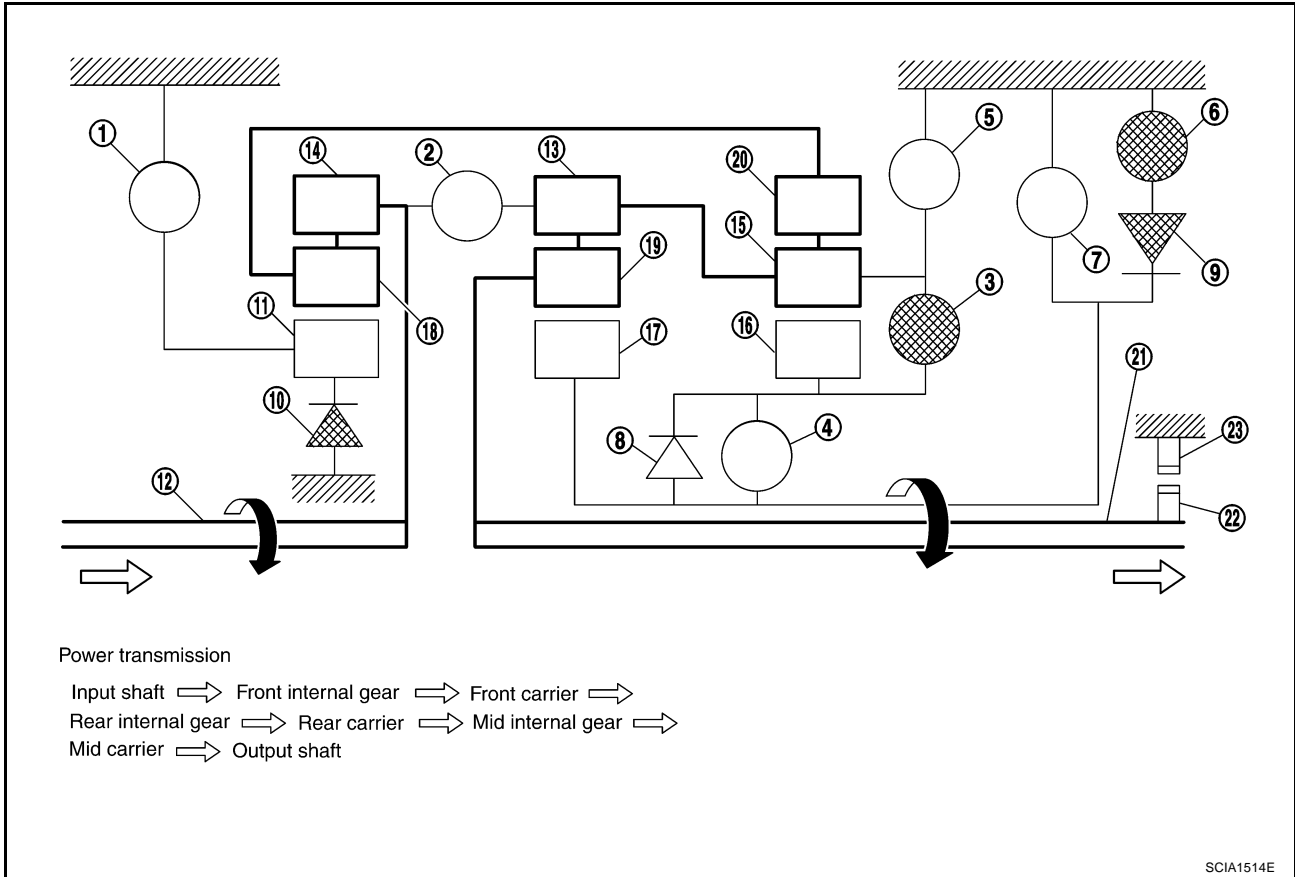


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“D”, “M3”, “M4”, “M5” Positions 2nd Gear

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

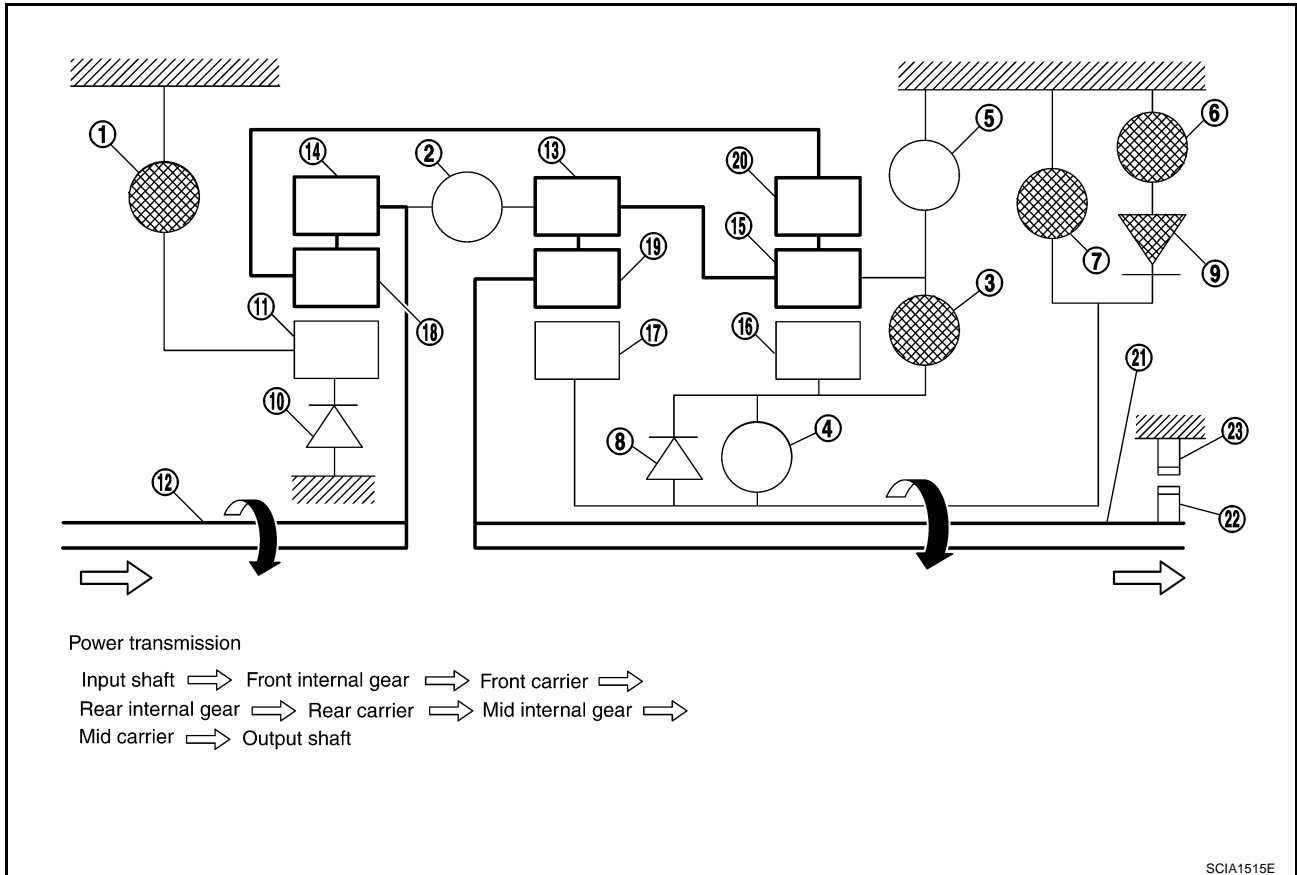


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“M1”, “M2” Position 2nd Gear

- 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.

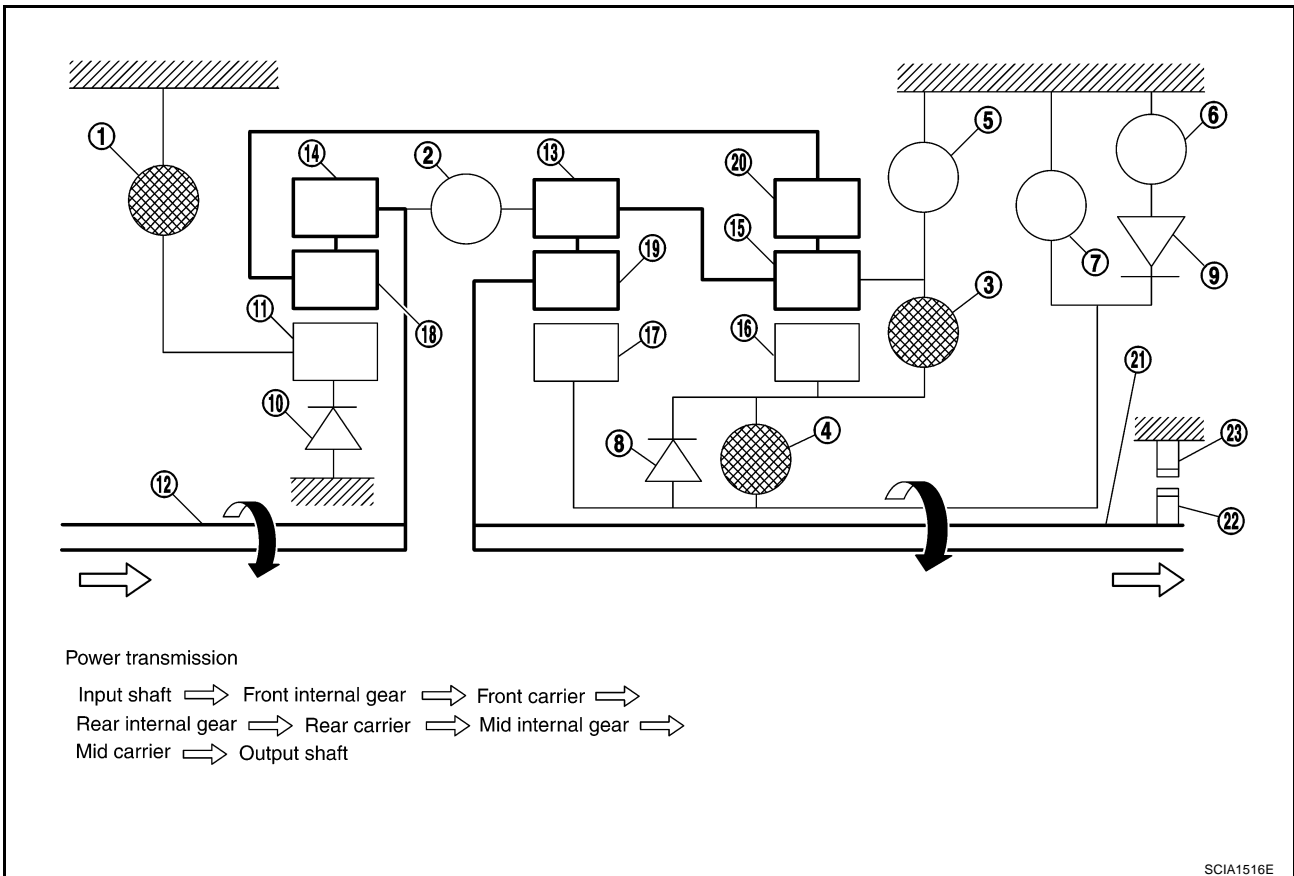


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch |
| 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

“D”, “M3”, “M4”, “M5” Positions 3rd Gear

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

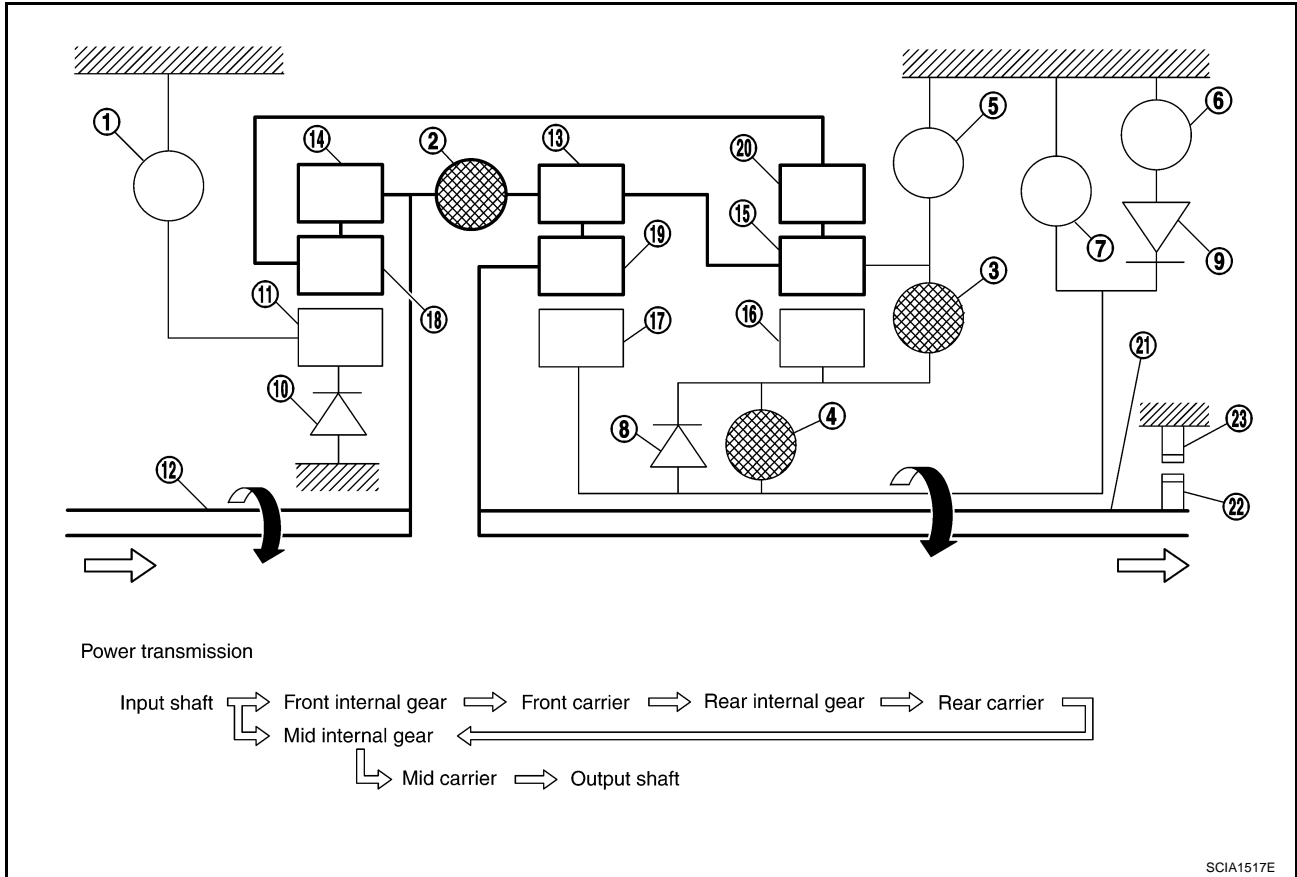


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“D”, “M4”, “M5” Positions 4th 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.
- 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.

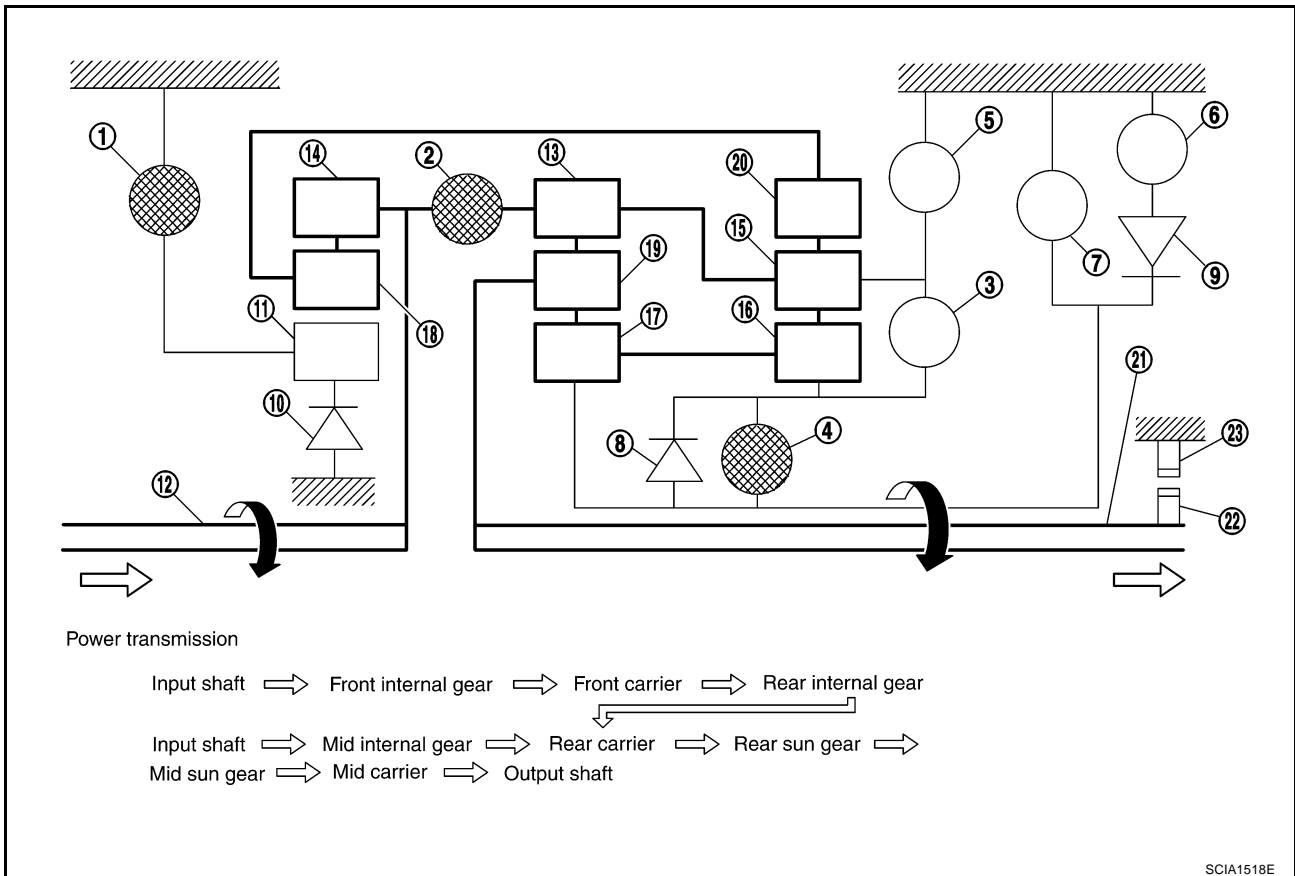


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch |
| 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

“D”, “M5” Positions 5th Gear

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

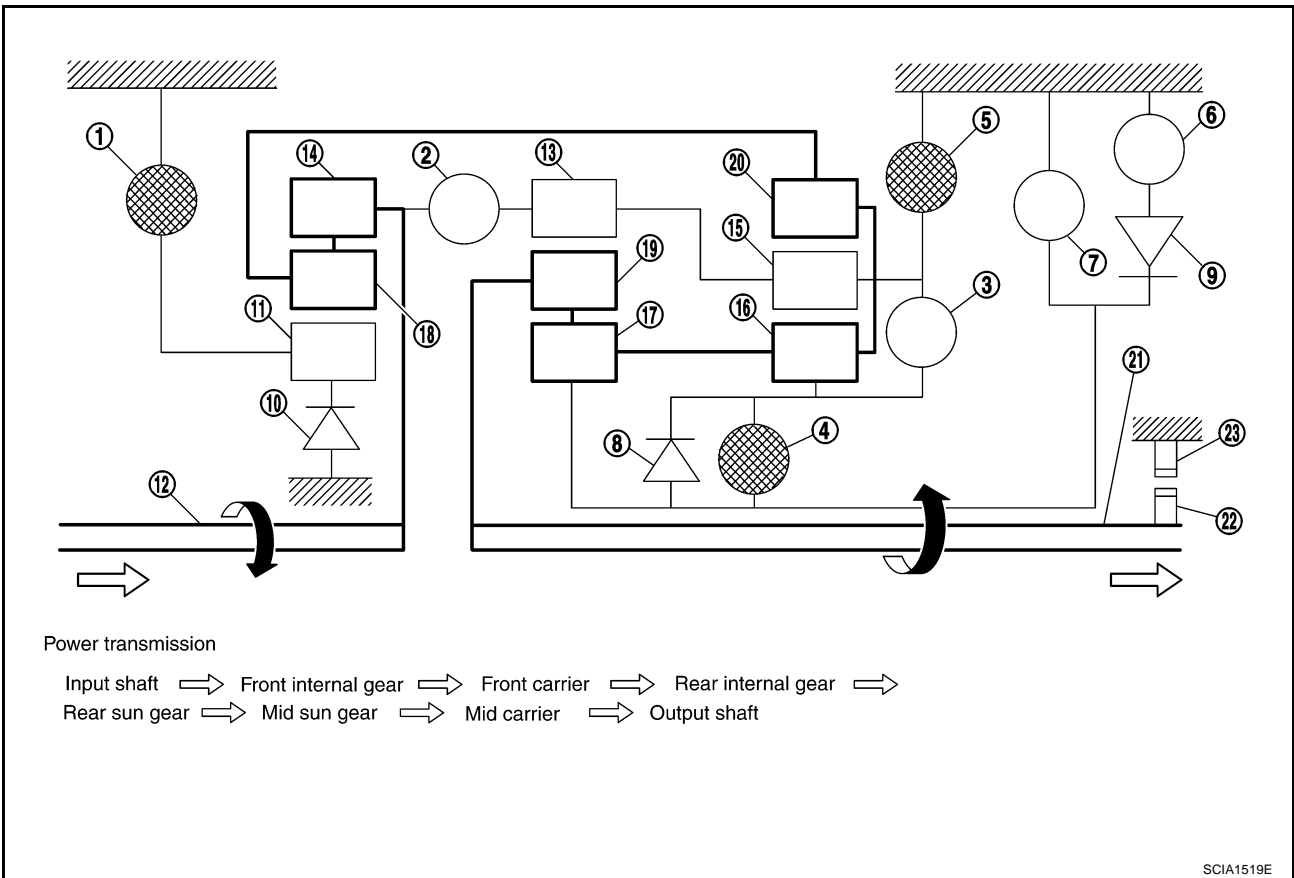


- | | | |
|--------------------------------|-------------------------|---------------------------|
| 1. Front brake | 2. Input clutch | 3. Direct clutch |
| 4. High and low reverse clutch | 5. Reverse brake | 6. Forward brake |
| 7. Low coast brake | 8. 1st one-way clutch | 9. Forward one-way clutch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

A/T CONTROL SYSTEM

“R” Position

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



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

A/T CONTROL SYSTEM

ACS0008E

TCM Function

The function of the TCM is to:

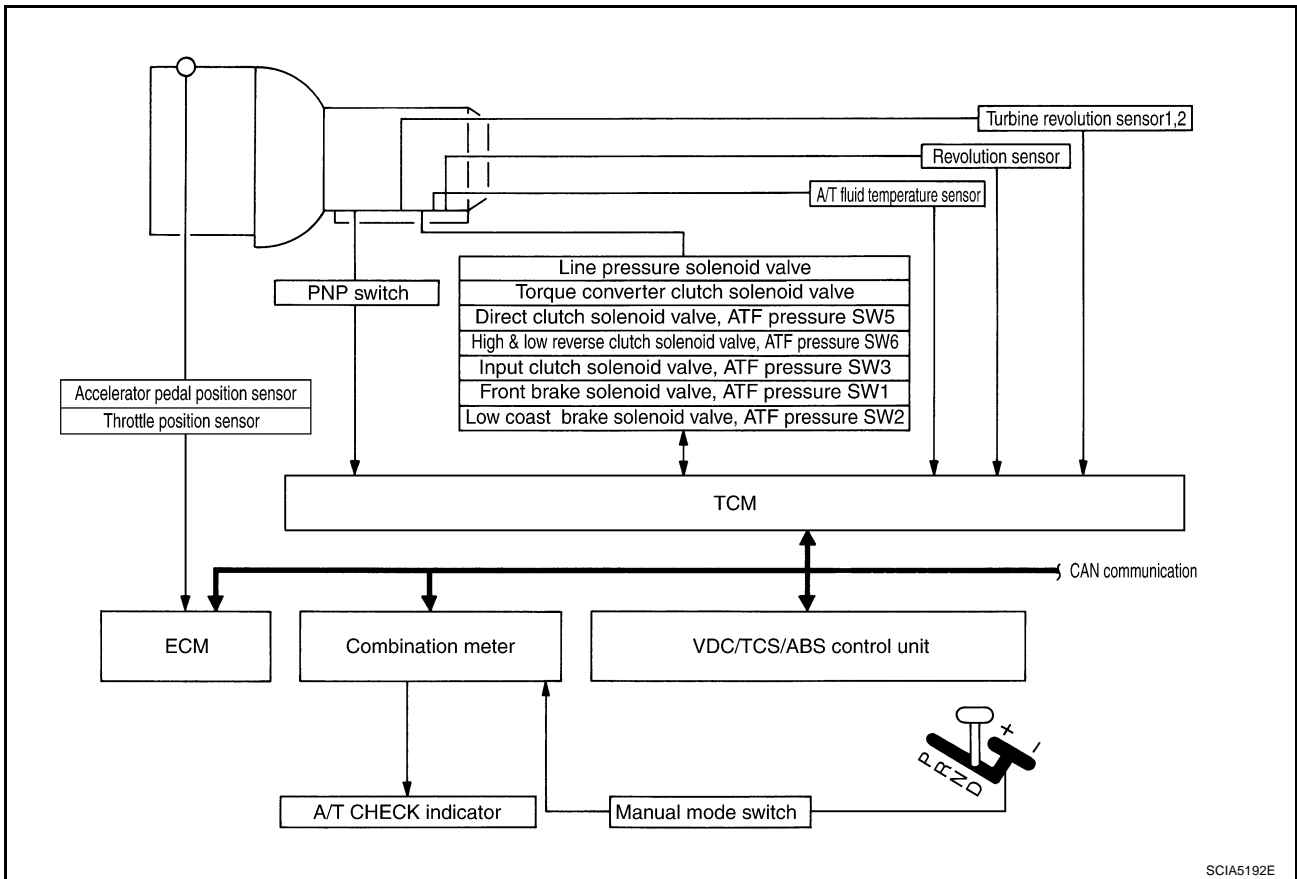
- Receive input signals sent from various switches and sensors.
- Determine required line pressure, shifting point, lock-up operation, and engine brake operation.
- Send required output signals to the respective solenoids.

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		TCM		ACTUATORS
PNP switch Throttle position sensor Accelerator pedal 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 Brake switch signal Turbine revolution sensor	⇒	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

CONTROL SYSTEM DIAGRAM



SCIA5192E

A/T CONTROL SYSTEM

CAN Communication SYSTEM DESCRIPTION

ACS000BF

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

ACS000GO

Control item		Line pressure control	Vehicle speed control	Shift control	Lock-up control	Engine brake control	Fail-safe function (*3)	Self-diagnostics function	
Input	Accelerator pedal position signal (*5)	X	X	X	X	X	X	X	
	Vehicle speed sensor A/T (revolution sensor)	X	X	X	X		X	X	
	Vehicle speed sensor MTR(*1) (*5)	X	X	X	X			X	
	Closed throttle position signal(*5)	(*2) X	(*2) X			(*2) X		(*4) X	
	Wide-open throttle position signal(*5)	(*2) X	(*2) X					(*4) X	
	Turbine revolution sensor 1	X	X				X	X	
	Turbine revolution sensor 2 (for 4th speed only)	X	X				X	X	
	Engine speed signals(*5)				X			X	
	PNP switch	X	X	X	X	X	X	(*4) X	
	Brake switch signal(*5)		X			X		(*4) X	
	A/T fluid temperature sensors 1, 2	X	X		X	X	X	X	
	ASCD	Cruise signal(*5)		X	X	X	X		
		Overdrive release signal(*5)		X		X	X		
	TCM power supply voltage signal		X	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 & 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	

*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.

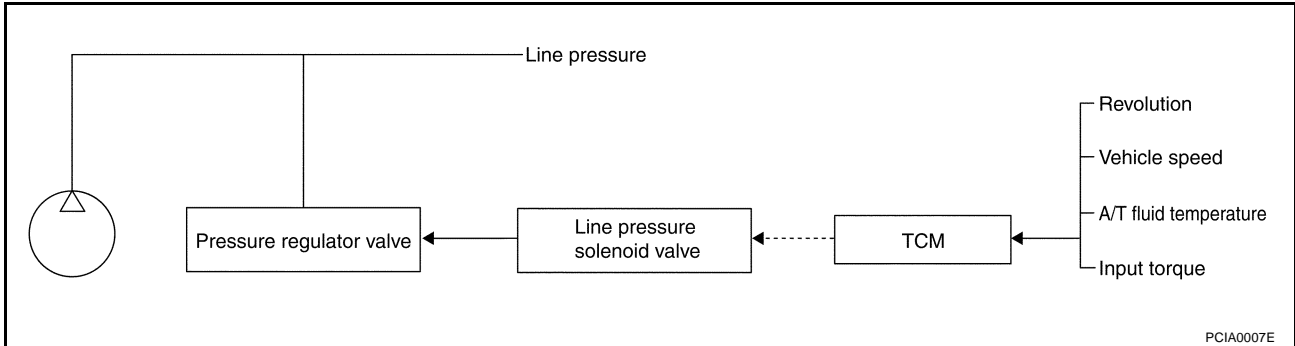
*6: Output by CAN communications.

A/T CONTROL SYSTEM

ACS0008G

Line Pressure Control

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

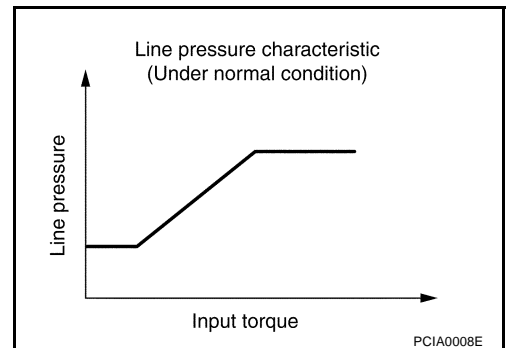


LINE PRESSURE CONTROL IS BASED ON THE TCM LINE PRESSURE CHARACTERISTIC PATTERN

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

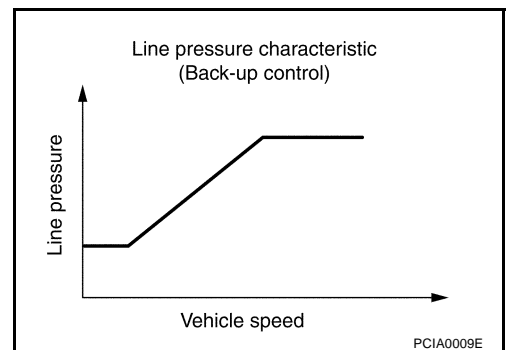
Normal Control

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



Back-up Control (Engine Brake)

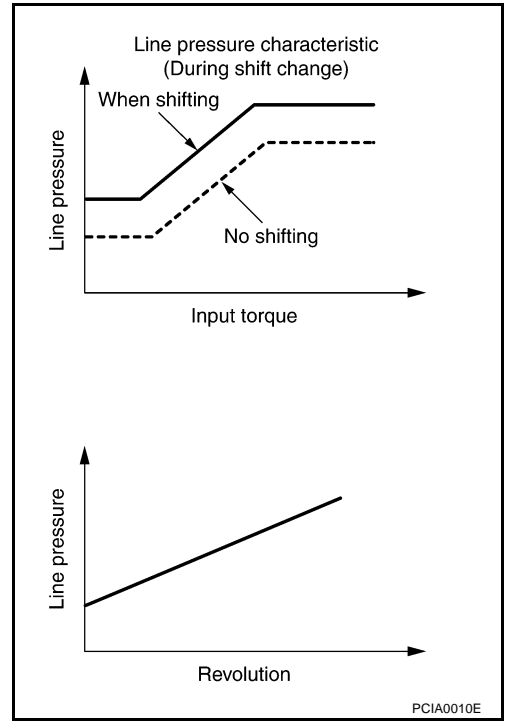
When the select operation is executed during driving and the transmission is shifted down, the line pressure is set according to the vehicle speed.



A/T CONTROL SYSTEM

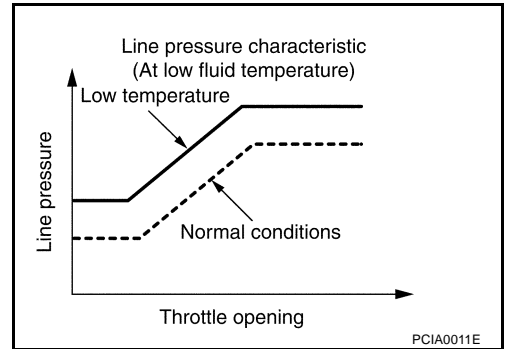
During Shift Change

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



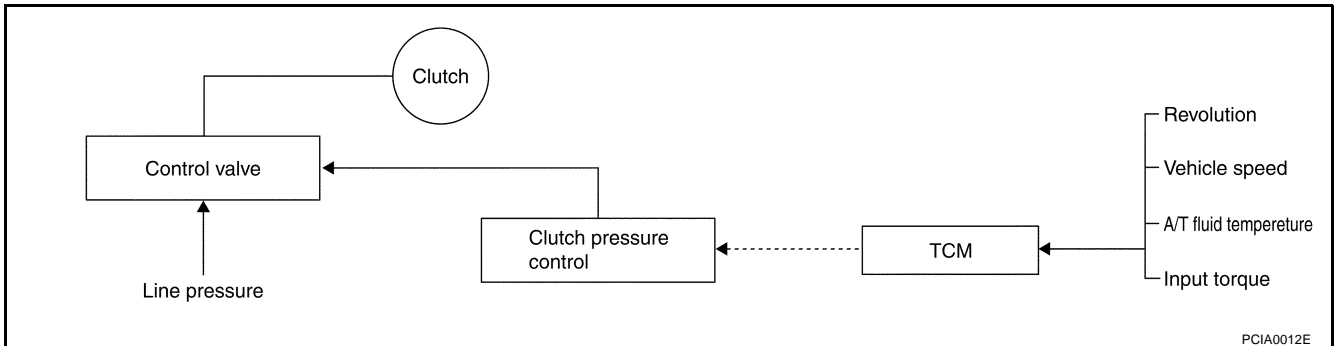
A
B
AT
D
E
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K
L
M

A/T CONTROL SYSTEM

Shift Control

ACS0008H

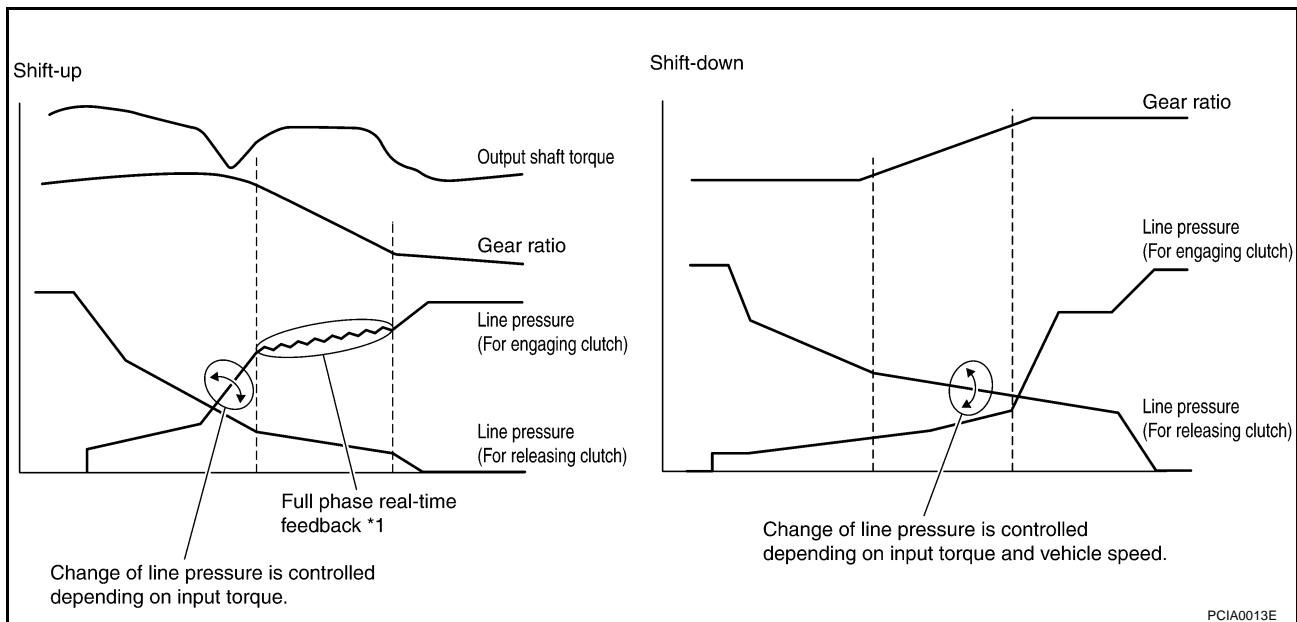
The clutch pressure control solenoid is controlled by the signals from the switches and sensors. Thus, the clutch pressure is adjusted to be appropriate to the engine load state and vehicle driving state. It becomes possible to finely control the clutch hydraulic pressure with high precision and a smoother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



SHIFT CHANGE

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

Shift Change System Diagram



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

Lock-Up Control

ACS0008I

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.

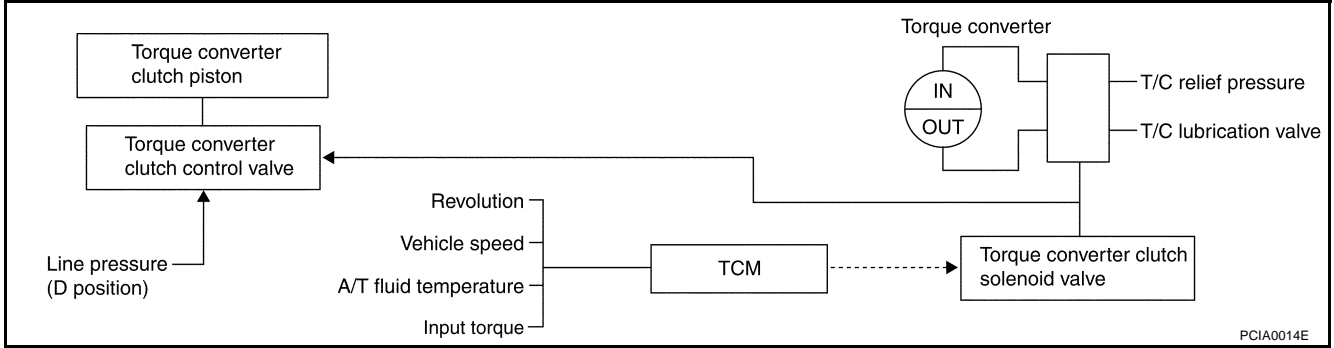
A/T CONTROL SYSTEM

Lock-up Operation Condition Table

Select lever	D position, M5 position		M4 position
Gear position	5	4	4
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 steadily increase the torque converter clutch solenoid pressure. In this way, the lock-up apply pressure gradually rises and while the torque converter clutch piston is put into half-clutched status, the torque converter clutch piston operating pressure is increased and the coupling is completed smoothly.

Slip Lock-up Control

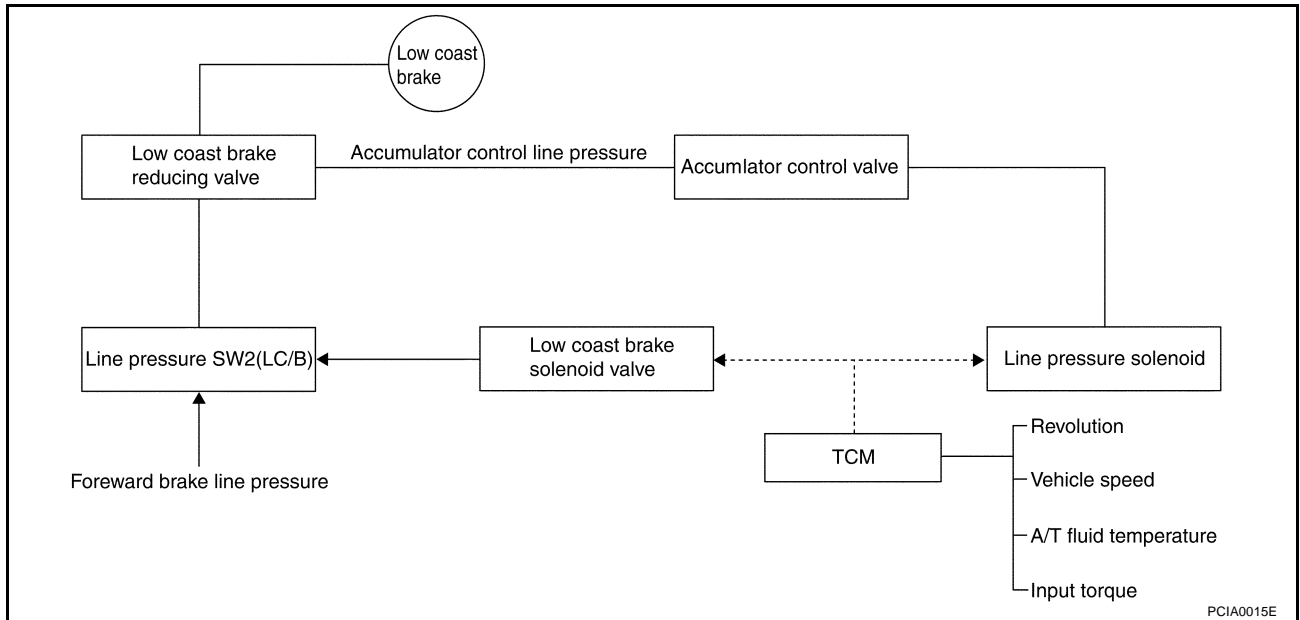
- In the slip region, the torque converter clutch solenoid current is controlled with the TCM to put it into the half-clutched state. This absorbs the engine torque fluctuation and lock-up operates from low speed. This raises the fuel efficiency for 4th and 5th gear at both low speed and when the accelerator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

A/T CONTROL SYSTEM

Engine Brake Control

ACS0008J

- 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.



PCIA0015E

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

Control Valve

FUNCTION OF CONTROL VALVE

ACS0008K

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.)

A/T CONTROL SYSTEM

Name	Function
Input clutch control valve	When the input clutch is coupled, adjusts the line pressure to the optimum pressure (input clutch pressure) and supplies it to the input clutch. (In 4th and 5th gears, adjusts the clutch pressure.)
Direct clutch control valve	When the direct clutch is coupled, adjusts the line pressure to the optimum pressure (direct clutch pressure) and supplies it to the direct clutch. (In 2nd, 3rd, and 4th gears, adjusts the clutch pressure.)
TCC control valve 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.

FUNCTION OF PRESSURE SWITCH

Name	Function
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.
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.
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.
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.
Pressure switch 6 (H&LR/C)	Detects any malfunction in the high and low reverse clutch hydraulic pressure. When it detects any malfunction, it puts the system into fail-safe mode.

ON BOARD DIAGNOSTIC (OBD) SYSTEM

PF0:00028

Introduction

ACS0008L

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-93. "SELF-DIAGNOSTIC RESULT MODE"](#).

OBD-II Function for A/T System

ACS0008M

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

ACS0008N

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

TWO TRIP DETECTION LOGIC

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

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

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

OBD-II Diagnostic Trouble Code (DTC) HOW TO READ DTC AND 1ST TRIP DTC

ACS004ZB

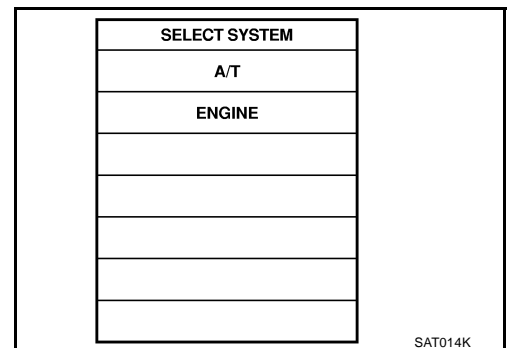
DTC and 1st trip DTC can be read by the following methods.

( 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-105, "CONSULT-II Function"](#).

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

Priority	Items	
1	Freeze frame data	Misfire — DTC: P0300 - P0306 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

ON BOARD DIAGNOSTIC (OBD) SYSTEM

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

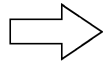
HOW TO ERASE DTC (WITH CONSULT-II)

- 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.)

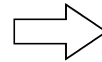
How to erase DTC (With CONSULT-II)

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



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

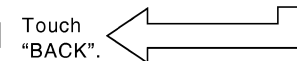
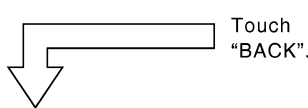


SELF-DIAG RESULTS
DTC RESULTS
TCC SOLENOID/CIRC [P0740]

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.)



SELECT SYSTEM
A/T
ENGINE

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

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

5. Touch "ENGINE".

6. Touch "SELF-DIAG RESULTS".

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

SCIA5334E

HOW TO ERASE DTC (WITH GST)

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to [AT-103, "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-117, "Generic Scan Tool \(GST\) Function"](#).

ON BOARD DIAGNOSTIC (OBD) SYSTEM



HOW TO ERASE DTC (NO TOOLS)

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

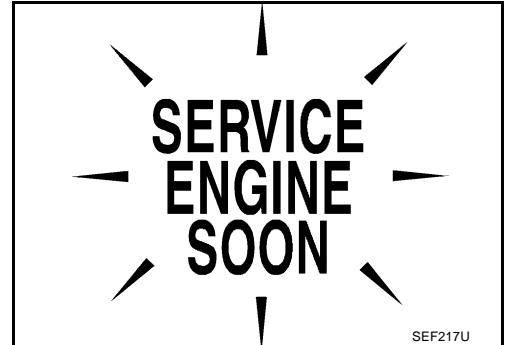
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 10 seconds and then turn it "ON" (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to [AT-103, "TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)"](#). (The engine 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

ACS0008P

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-25, "WARNING LAMPS"](#), or see [EC-632, "MIL AND DATA LINK CONNECTOR"](#).
2. When the engine is started, the MIL should go off. If the MIL remains on, the on board diagnostic system has detected an engine system malfunction.



TROUBLE DIAGNOSIS

TROUBLE DIAGNOSIS

PFP:00004

DTC Inspection Priority Chart

ACS0008Q

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

NOTE:

If DTC U1000 is displayed with other DTCs, first perform the trouble diagnosis for DTC U1000. Refer to [AT-105](#).

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

Fail-Safe

ACS0008R

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

In fail-safe mode, even if the select lever is "D" or "M" mode, the transmission is fixed in 2nd or 4th (depending on the breakdown position), so the customer should feel "slipping" or "poor acceleration". When fail-safe mode is triggered, when the ignition switch is switched "ON", the A/T CHECK indicator lamp flashes for about 8 seconds. (Refer to [AT-103](#), "[TCM SELF-DIAGNOSTIC PROCEDURE \(NO TOOLS\)](#)").

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

FAIL-SAFE FUNCTION

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

Vehicle Speed 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), and the position is fixed to the "D" range to make driving possible.

Starter Relay

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

TROUBLE DIAGNOSIS

A/T Interlock

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

NOTE:

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

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

A/T INTERLOCK COUPLING PATTERN TABLE

●: NG X: OK

Gear position		ATF pressure switch output					Fail-safe function	Clutch pressure output pattern after fail-safe function					
		SW3 (I/C)	SW6 (HLR/C)	SW5 (D/C)	SW1 (FR/B)	SW2 (LC/B)		I/C	HLR/C	D/C	FR/B	LC/B	L/U
A/T 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

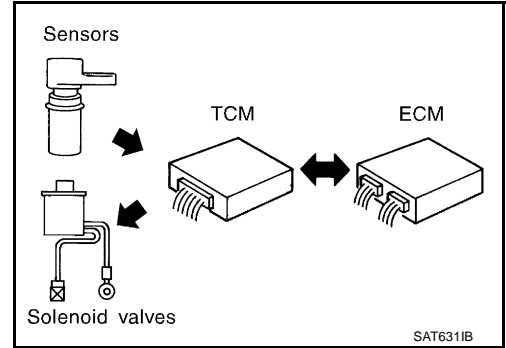
How To Perform Trouble Diagnosis For Quick and Accurate Repair INTRODUCTION

ACS0006S

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.

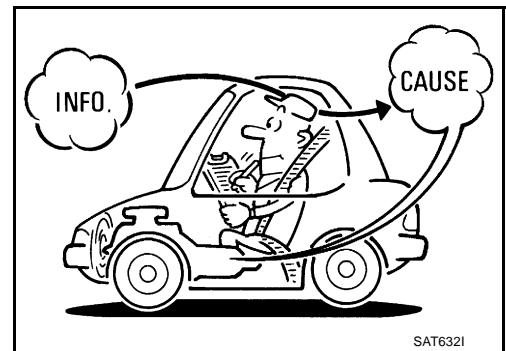
The TCM also communicates with the ECM by means of a signal sent from sensing elements used with the OBD-related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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

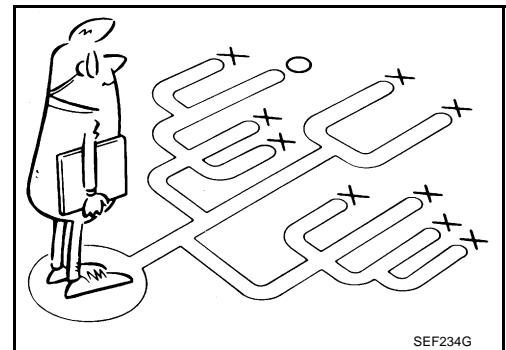
A visual check only may not find the cause of the errors. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the [AT-45, "WORK FLOW"](#) .



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.

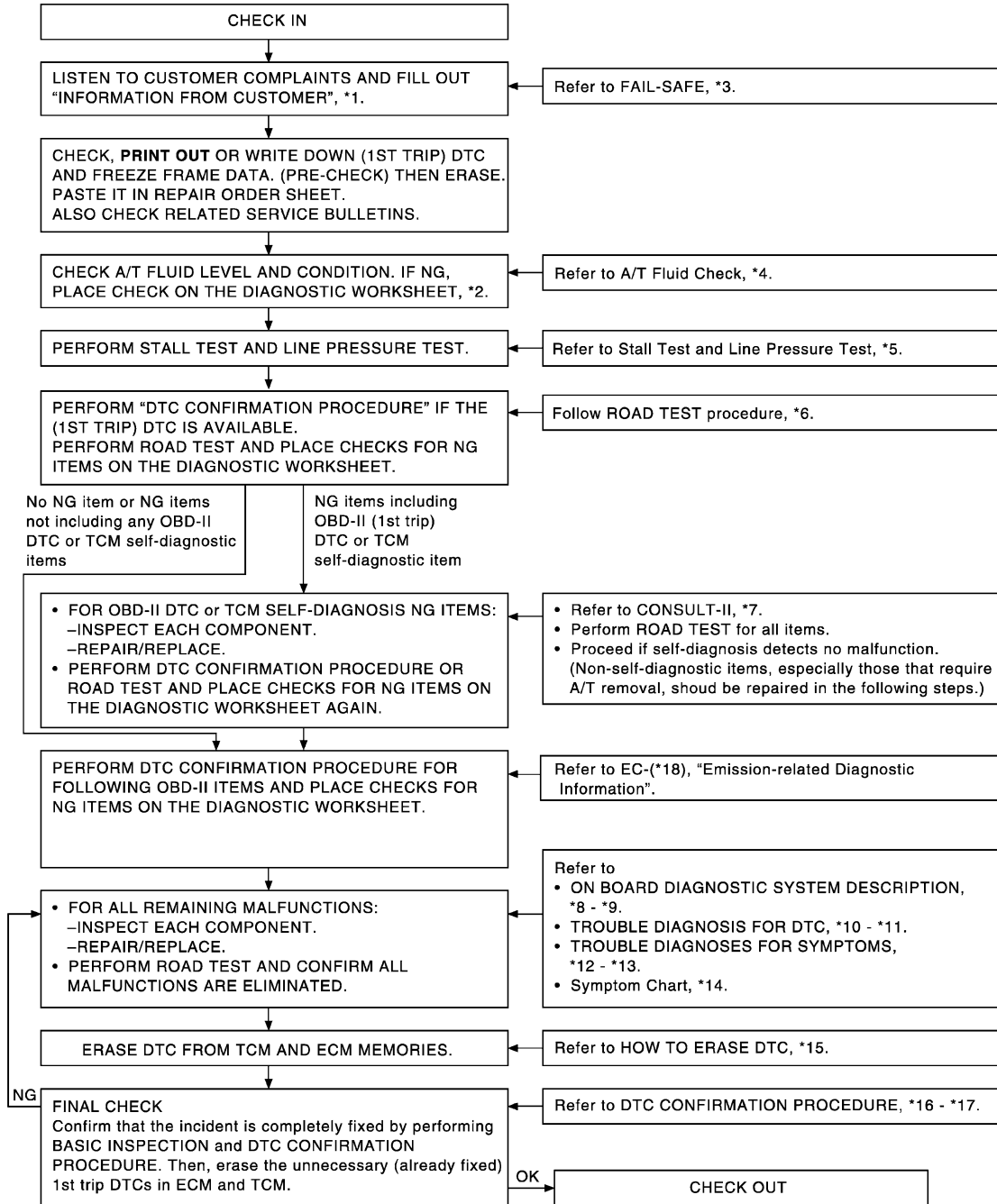


TROUBLE DIAGNOSIS

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, "Information From Customer" (Refer to [AT-46](#)) and "Diagnostic Worksheet" (Refer to [AT-46](#)), to perform the best troubleshooting possible.

Work Flow Chart



- *1. [AT-46](#)
- *4. [AT-51](#)
- *7. [AT-92](#)
- *10. [AT-105](#)
- *13. [AT-286](#)
- *16. [AT-105](#)

- *2. [AT-46](#)
- *5. [AT-51, AT-52](#)
- *8. [AT-38](#)
- *11. [AT-244](#)
- *14. [AT-62](#)
- *17. [AT-240](#)

- *3. [AT-42](#)
- *6. [AT-54](#)
- *9. [AT-103](#)
- *12. [AT-246](#)
- *15. [AT-39](#)
- *18. [EC-47](#)

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TROUBLE DIAGNOSIS

DIAGNOSTIC WORKSHEET

Information From Customer

KEY POINTS

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

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

Diagnostic Worksheet Chart

1	<input type="checkbox"/> Read the item on "cautions concerning fail-safe and understand the customer's complaint.	AT-42		
2	<input type="checkbox"/> A/T fluid inspection	AT-51		
	<input type="checkbox"/> Leak (Repair leak location.) <input type="checkbox"/> State <input type="checkbox"/> Amount			
3	<input type="checkbox"/> Stall test and line pressure test	AT-51, AT-52		
	<input type="checkbox"/> Stall test			
	<table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Front brake <input type="checkbox"/> High and low reverse clutch <input type="checkbox"/> Low coast brake <input type="checkbox"/> Forward brake <input type="checkbox"/> Forward one-way clutch </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> 1st one-way clutch <input type="checkbox"/> 3rd one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure low <input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK </td> </tr> </table>		<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Front brake <input type="checkbox"/> High and low reverse clutch <input type="checkbox"/> Low coast brake <input type="checkbox"/> Forward brake <input type="checkbox"/> Forward one-way clutch	<input type="checkbox"/> 1st one-way clutch <input type="checkbox"/> 3rd one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure low <input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK
	<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Front brake <input type="checkbox"/> High and low reverse clutch <input type="checkbox"/> Low coast brake <input type="checkbox"/> Forward brake <input type="checkbox"/> Forward one-way clutch		<input type="checkbox"/> 1st one-way clutch <input type="checkbox"/> 3rd one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure low <input type="checkbox"/> Except for input clutch and direct clutch, clutches and brakes OK	
<input type="checkbox"/> Line pressure inspection - Suspected part:				

TROUBLE DIAGNOSIS

	<input type="checkbox"/> Execute all road tests and enter checks in required inspection items.	AT-54	A	
4	4-1. Check before engine is started	AT-55	B	
	<input type="checkbox"/> The A/T CHECK Indicator Lamp does come on. AT-248 . <input type="checkbox"/> Execute self-diagnostics Enter checks for detected items.		AT	
	<input type="checkbox"/> Vehicle speed sensor-A/T. AT-117 . <input type="checkbox"/> Vehicle speed sensor-MTR. AT-164 . <input type="checkbox"/> Direct clutch solenoid valve. AT-196 . <input type="checkbox"/> TCC solenoid valve. AT-124 . <input type="checkbox"/> Line pressure solenoid valve. AT-134 . <input type="checkbox"/> Input clutch solenoid valve. AT-177 . <input type="checkbox"/> Front brake solenoid valve. AT-186 . <input type="checkbox"/> Low coast brake solenoid valve. AT-215 . <input type="checkbox"/> High and low reverse clutch solenoid valve. AT-205 . <input type="checkbox"/> PNP switch. AT-112 . <input type="checkbox"/> A/T fluid temperature sensors 1, 2. AT-153 . <input type="checkbox"/> Turbine revolution sensors 1, 2. AT-159 . <input type="checkbox"/> A/T interlock. AT-166 . <input type="checkbox"/> A/T 1st engine braking. AT-173 . <input type="checkbox"/> Start signal. AT-108 . <input type="checkbox"/> Accelerator pedal position signal. AT-151 . <input type="checkbox"/> Engine speed signal. AT-122 . <input type="checkbox"/> CAN communication. AT-105 . <input type="checkbox"/> TCM power supply. AT-139 . <input type="checkbox"/> Battery <input type="checkbox"/> Other	D	E	F
4-2.	Idle inspection <input type="checkbox"/> Engine Cannot Be Started in "P" and "N" Position. AT-250 . <input type="checkbox"/> In " P" Position, Vehicle Moves When Pushed. AT-250 . <input type="checkbox"/> In "N" Position Vehicle Moves. AT-251 . <input type="checkbox"/> Large Shock "N" to "D" Position. AT-253 . <input type="checkbox"/> Vehicle Does Not Creep Backward In "R" Position. AT-255 . <input type="checkbox"/> Vehicle does Not Creep Forward In "D" Position. AT-258 .	AT-55	H	I
4-3.	Driving tests	AT-56	J	
	Part 1		K	
	<input type="checkbox"/> Vehicle Cannot Be Started From D1. AT-260 . <input type="checkbox"/> A/T Does Not Shift: D1 → D2. AT-263 . <input type="checkbox"/> A/T Does Not Shift: D2 → D3. AT-265 . <input type="checkbox"/> A/T Does Not Shift: D3 → D4. AT-267 . <input type="checkbox"/> A/T Does Not Shift: D4 → D5. AT-270 . <input type="checkbox"/> A/T Does Not Perform Lock-up. AT-272 . <input type="checkbox"/> A/T Does Not Hold Lock-up Condition. AT-274 . <input type="checkbox"/> Lock-up Is Not Released. AT-276 . <input type="checkbox"/> Engine Speed Does Not Return To Idle. AT-276 .	L	M	

TROUBLE DIAGNOSIS

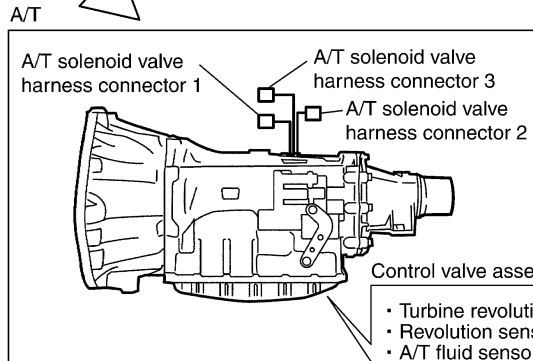
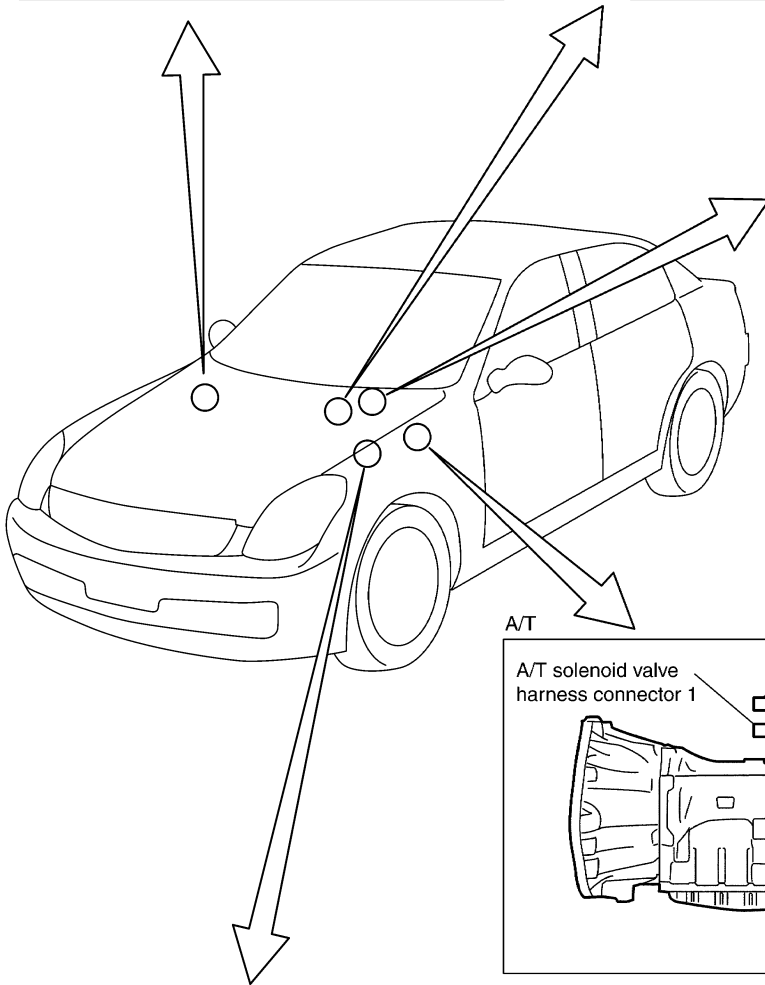
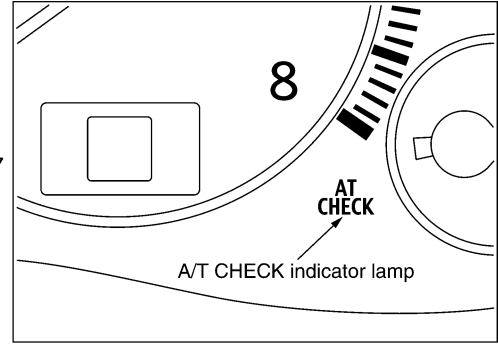
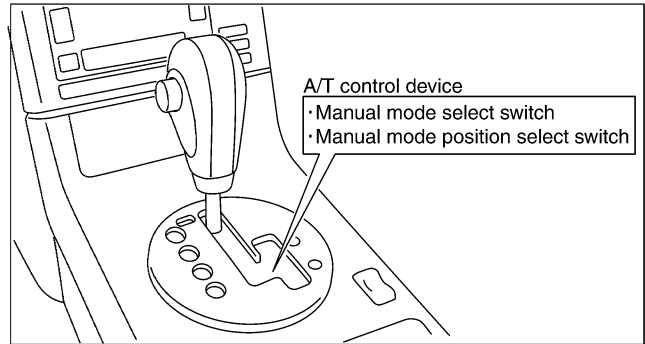
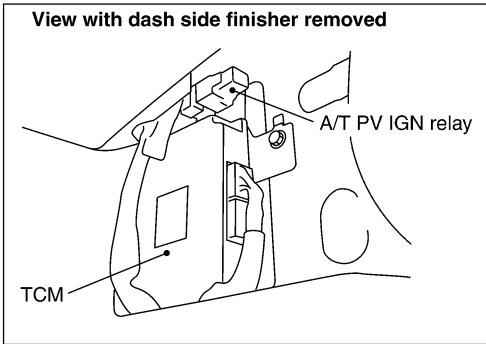
4	4-3	Part 2 <input type="checkbox"/> Vehicle Cannot Be Started From D1. AT-260 . <input type="checkbox"/> A/T Does Not Shift: D1 → D2. AT-263 . <input type="checkbox"/> A/T Does Not Shift: D2 → D3. AT-265 . <input type="checkbox"/> A/T Does Not Shift: D3 → D4. AT-267 .	AT-58
		Part 3 <input type="checkbox"/> Cannot Be Changed Manual Mode. AT-278 <input type="checkbox"/> A/T Does Not Shift: 5th gear → 4th gear. AT-278 . <input type="checkbox"/> A/T Does Not Shift: 4th gear → 3rd gear. AT-280 . <input type="checkbox"/> A/T Does Not Shift: 3rd gear → 2nd gear. AT-282 . <input type="checkbox"/> A/T Does Not Shift: 2nd gear → 1st gear. AT-284 . <input type="checkbox"/> Vehicle Does Not Decelerate By Engine Brake. AT-286 . <input type="checkbox"/> Execute self-diagnostics Enter checks for detected items.	AT-59
		<input type="checkbox"/> Vehicle speed sensor-A/T. AT-117 . <input type="checkbox"/> Vehicle speed sensor-MTR. AT-164 . <input type="checkbox"/> Direct clutch solenoid valve. AT-196 . <input type="checkbox"/> TCC solenoid valve. AT-124 . <input type="checkbox"/> Line pressure solenoid valve. AT-134 . <input type="checkbox"/> Input clutch solenoid valve. AT-177 . <input type="checkbox"/> Front brake solenoid valve. AT-186 . <input type="checkbox"/> Low coast brake solenoid valve. AT-215 . <input type="checkbox"/> High and low reverse clutch solenoid valve. AT-205 <input type="checkbox"/> PNP switch. AT-112 . <input type="checkbox"/> A/T fluid temperature sensors 1, 2. AT-153 . <input type="checkbox"/> Turbine revolution sensors 1, 2. AT-159 . <input type="checkbox"/> A/T interlock. AT-166 . <input type="checkbox"/> A/T 1st engine braking. AT-173 . <input type="checkbox"/> Start signal. AT-108 . <input type="checkbox"/> Accelerator pedal position signal. AT-151 . <input type="checkbox"/> Engine speed signal. AT-122 . <input type="checkbox"/> CAN communication. AT-105 . <input type="checkbox"/> TCM power supply. AT-139 . <input type="checkbox"/> Battery <input type="checkbox"/> Other	
5		<input type="checkbox"/> Inspect each system for items found to be NG in the self-diagnostics and repair or replace the malfunction parts.	
6		<input type="checkbox"/> Execute all road tests and enter the checks again for the required items.	AT-54
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-62
8		<input type="checkbox"/> Erase the results of the self-diagnostics from the TCM.	AT-92 , AT-103

TROUBLE DIAGNOSIS

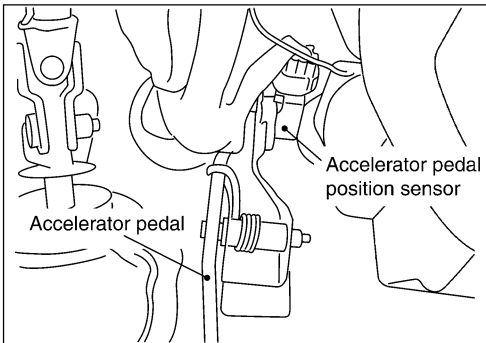
A/T Electrical Parts Location

ACS0008T

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



- Control valve assembly
- Turbine revolution sensor 1, 2
 - Revolution sensor
 - A/T fluid sensor 1, 2
 - PNP switch
 - Line pressure solenoid valve
 - Torque converter clutch solenoid valve
 - Direct clutch solenoid valve, Pressure SW 5
 - High & low reverse clutch solenoid valve, Pressure SW 6
 - Input clutch solenoid valve, Pressure SW 3
 - Front brake solenoid valve, Pressure SW 1
 - Low coast brake solenoid valve, Pressure SW 2

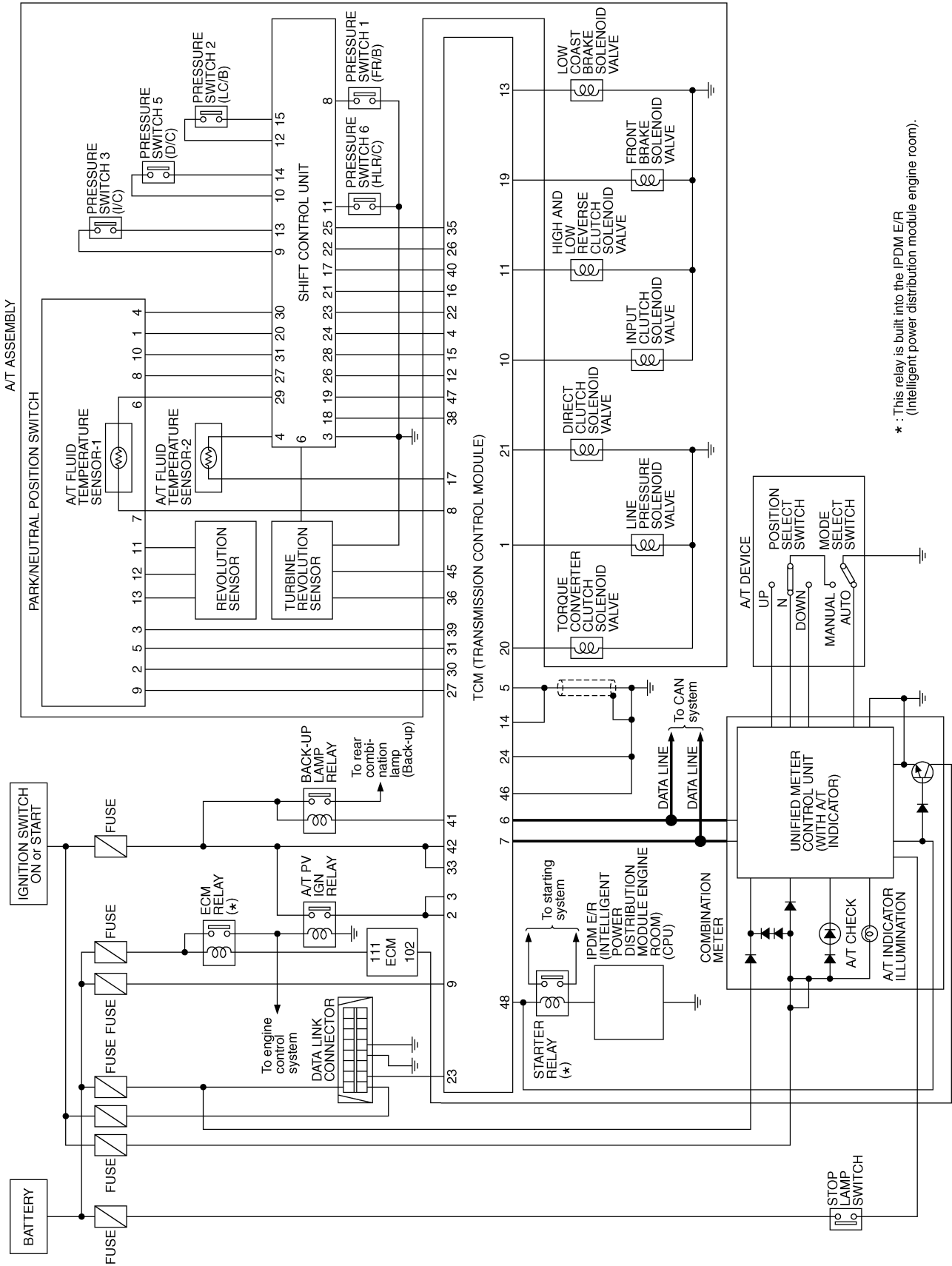


SCIA1223E

TROUBLE DIAGNOSIS

Circuit Diagram

ACS0008U



*: This relay is built into the IPDM E/R (intelligent power distribution module engine room).

TCWT0218E

TROUBLE DIAGNOSIS

ACS0008V

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Inspections Before Trouble Diagnosis

A/T FLUID CHECK

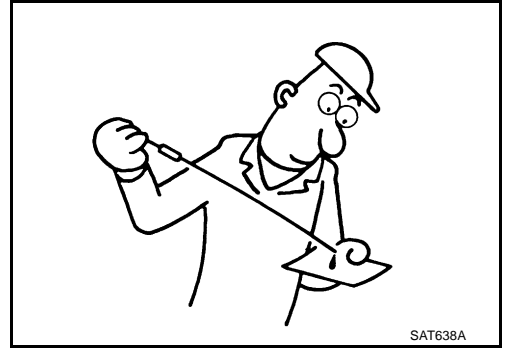
Fluid Leakage and Fluid Level Check

- Inspect for fluid leakage and check the fluid level. Refer to [AT-13, "Checking A/T Fluid"](#).

Fluid Condition Check

Inspect the fluid condition.

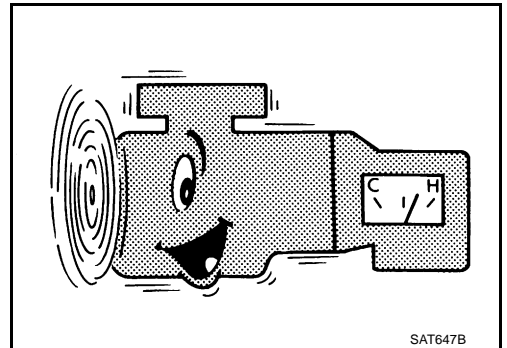
Fluid status	Conceivable Cause	Required Operation
Varnished (viscous varnish state)	Clutch, brake scorched	Replace the A/T fluid and check the A/T main unit and the vehicle for malfunctions (wire harnesses, cooler pipes, etc.)
Milky white or cloudy	Water in the fluid	Replace the A/T fluid and check for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



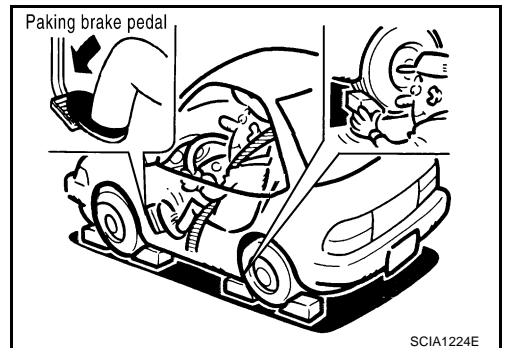
STALL TEST

Stall Test Procedure

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



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

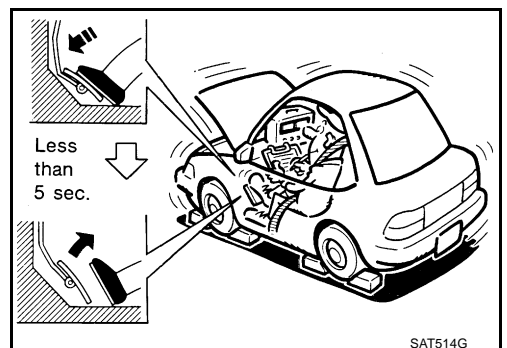


4. Engine start, apply foot brake, and place selector lever in "D" position.
5. While holding down the foot brake, gradually press down the accelerator pedal.
6. Quickly read off the stall speed, then quickly remove your foot from the accelerator pedal.

CAUTION:

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

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



TROUBLE DIAGNOSIS

CAUTION:

Run the engine at idle for at least one minute.

Stall speed: 2,600 - 2,900 rpm

Judgement Stall Test

	Selector lever position		Expected problem location
	D, M	R	
Stall rotation	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"> ● Front brake ● Reverse brake ● 1st one-way clutch
	L	L	<ul style="list-style-type: none"> ● Engine and torque converter one-way clutch
	H	H	<ul style="list-style-type: none"> ● Line pressure low

O: Stall speed within standard value position

H: Stall speed higher than standard value

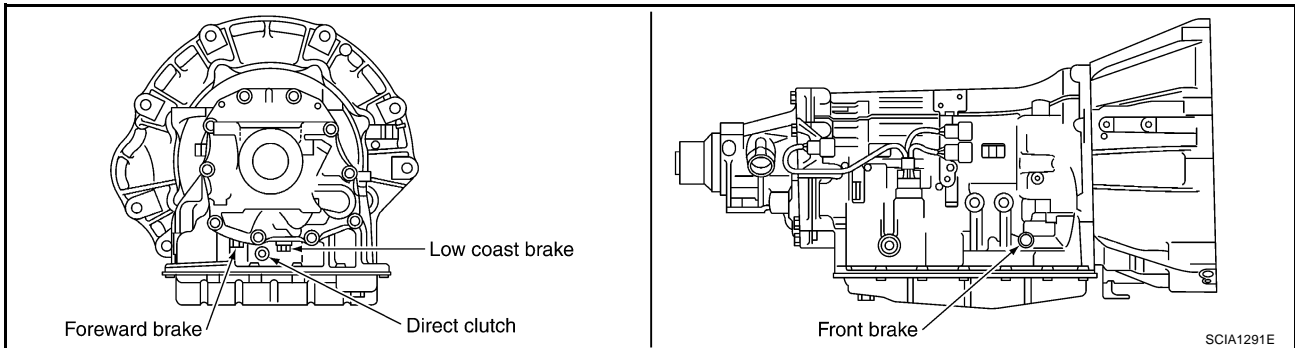
L: Stall speed lower than standard value

Stall test standard value position

Does not shift-up D, 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:

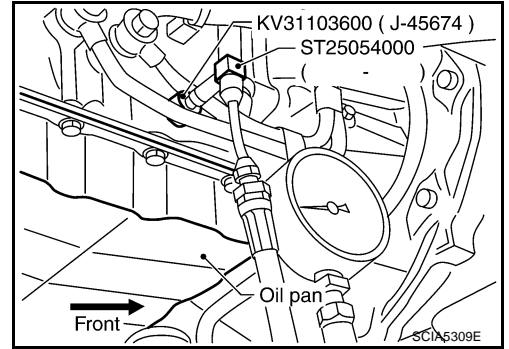
The automatic fluid temperature rises in range of 50 to 80°C (122 to 176°F) during 10 minutes of driving.

TROUBLE DIAGNOSIS

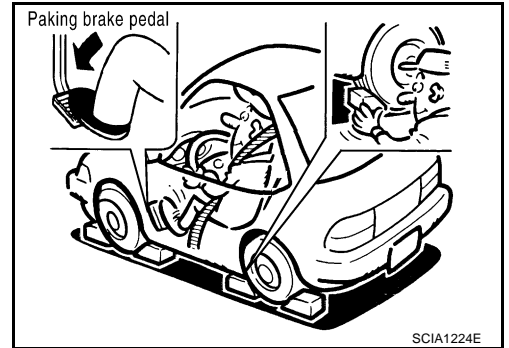
3. After warming up A/T, remove the oil pressure detection plug and install the oil pressure gauge.

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.



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

CAUTION:

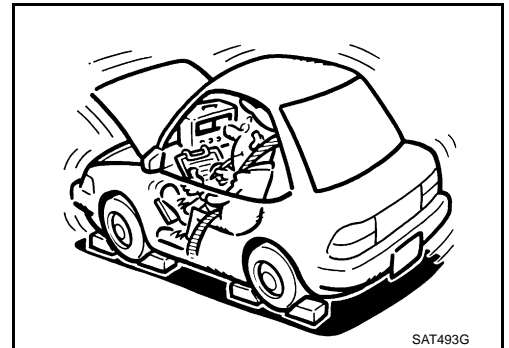
- Keep the brake pedal pressed all the way down during measurement.
- When measuring the line pressure at the stall speed, refer to [AT-51, "STALL TEST"](#).

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

 :7.3 N·m (0.74 kg·m, 65 in·lb)

CAUTION:

Do not reuse the O-ring.



Line Pressure

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

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TROUBLE DIAGNOSIS

Judgement of Line Pressure Test

Judgement		Possible cause
Idle speed	Low for all positions (P, R, N, D, M)	<p>Possible causes include malfunctions in the pressure supply system and low oil pump output. For example</p> <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	<p>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.</p>
	High	<p>Possible causes include a sensor malfunction or malfunction in the line pressure adjustment function. For example</p> <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
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 line 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 line 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	<p>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.</p>

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-55](#) .
 2. Check at idle. Refer to [AT-55](#) .
 3. Cruise test
- Inspect all the items from Part 1 to Part 3. Refer to [AT-56](#) , [AT-58](#) , [AT-59](#) .
- 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.

TROUBLE DIAGNOSIS

Check Before Engine is Started

ACS001MD

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-248, "A/T Check Indicator Lamp Does Not Come On"](#) .

2. CHECK A/T CHECK INDICATOR LAMP

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

YES >> For TCM fail-safe mode, carry out self-diagnostics and record all NG items on the diagnostics worksheet. Refer to [AT-92](#) , [AT-103](#) .

NO >> 1. Turn ignition switch to "OFF" position.
2. Go to [AT-55, "Check at Idle"](#) .

Check at Idle

ACS001ME

1. CHECK STARTING THE ENGINE

1. Park vehicle on level surface.
2. Move selector lever to "P" 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-250, "Engine Cannot Be Started In "P" or "N" Position"](#) .

2. CHECK STARTING THE ENGINE

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

Does the engine start in either position?

YES >> Stop the road test and go to [AT-250, "Engine Cannot Be Started In "P" or "N" Position"](#) .

NO >> GO TO 3.

3. CHECK "P" POSITION FUNCTIONS

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

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

YES >> Enter a check mark at "Vehicle moves when pushed in "P" position" on the diagnostics worksheet, then continue the road test.

NO >> GO TO 4.

TROUBLE DIAGNOSIS

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 "Vehicle moves in "N" position" on the diagnostics worksheet, then continue the road test.
- NO >> GO TO 5.

5. CHECK SHIFT SHOCK

1. Engage the brake.
2. Move selector lever to "D" position.

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

- YES >> Enter a check mark at "Large shock when shifted from N to D" on the diagnostics worksheet, then continue the road test.
- NO >> GO TO 6.

6. CHECK "R" POSITION FUNCTIONS

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

Does the vehicle creep backward?

- YES >> GO TO 7.
- NO >> Enter a check mark at "Vehicle does not creep backward in R position" on the diagnostics worksheet, then continue the road test.

7. CHECK "D", "M" POSITION FUNCTIONS

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

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

- YES >> Go to [AT-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) and [AT-59, "Cruise Test - Part 3"](#)
- NO >> Enter a check mark at "Vehicle does not creep forward in D, M positions" on the diagnostics worksheet, then continue the road test.

Cruise Test - Part 1

ACS001MF

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

Ⓟ **With CONSULT-II**

Read off the gear positions.

Starts from D1?

- YES >> GO TO 2.
- NO >> Enter a check mark at "Vehicle cannot be started from D1" on the diagnostics worksheet, then continue the road test.

TROUBLE DIAGNOSIS

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-61](#) .

Ⓜ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed.

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

YES >> GO TO 3.

NO >> Enter a check mark at "A/T does not shift D1 → D2" on the diagnostics worksheet, then continue the road test.

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-61](#) .

Ⓜ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed.

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

YES >> GO TO 4.

NO >> Enter a check mark at "A/T does not shift D2 → D3" on the diagnostics worksheet, 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-61](#) .

Ⓜ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed.

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

YES >> GO TO 5.

NO >> Enter a check mark at "A/T does not shift D3 → D4" on the diagnostics worksheet, 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-61](#) .

Ⓜ With CONSULT-II

Read the gear position, throttle degree of opening, and vehicle speed.

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, then continue the road test.

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TROUBLE DIAGNOSIS

6. CHECK LOCK-UP

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

- Refer to [AT-61](#) .

📄 **With CONSULT-II**

Select "TCC SOLENOID 0.00A" with the "MAIN SIGNAL" mode for A/T. Refer to [AT-92, "CONSULT-II REFERENCE VALUE"](#) .

Does it lock-up?

YES >> GO TO 7.

NO >> Enter a check mark at "A/T does not perform lock-up" on the diagnostics worksheet, then continue the road test.

7. CHECK LOCK-UP HOLD

Does it maintain lock-up status?

YES >> GO TO 8.

NO >> Enter a check mark at "A/T hold does not lock-up condition" on the diagnostics worksheet, then continue the road test.

8. CHECK LOCK-UP RELEASE

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

📄 **With CONSULT-II**

Select "TCC SOLENOID 0.00A" with the "MAIN SIGNAL" mode for A/T. Refer to [AT-92, "CONSULT-II REFERENCE VALUE"](#) .

Does lock-up cancel?

YES >> GO TO 9.

NO >> Enter a check mark at "Lock-up is not released" on the diagnostics worksheet, then continue the road test.

9. CHECK SHIFT-DOWN D5 → D4

Decelerate by pressing lightly on the brake pedal.

📄 **With CONSULT-II**

Read the gear position and engine speed.

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

YES >> 1. Stop the vehicle.

2. Go to Cruise test - Part 2 (Refer to [AT-58](#)).

NO >> Enter a check mark at "A/T does not shift down" on the diagnostics worksheet, then continue the road test. Go to Cruise test - Part 2 (Refer to [AT-58](#)).

Cruise Test - Part 2

ACS001MG

Cruise Test Part 2

1. CHECK STARTING FROM D1

1. Move selector lever the "D" position.
2. Accelerate at half throttle.

📄 **With CONSULT-II**

Read the gear position.

Does it start from D1?

YES >> GO TO 2.

NO >> Enter a check mark at "Vehicle cannot be started from D1" on the diagnostics worksheet, then continue the road test.

TROUBLE DIAGNOSIS

2. CHECK SHIFT-UP D1 → D2

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

- Refer to [AT-61](#).

With CONSULT-II

Read the gear position, throttle position and vehicle speed.

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

YES >> GO TO 3.

NO >> Enter a check mark at “Vehicle does not shift D1 → D2” on the diagnostics worksheet, 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-61](#).

With CONSULT-II

Read the gear position, throttle position and vehicle speed.

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

YES >> GO TO 4.

NO >> Enter a check mark at “Vehicle does not shift D2 → D3” on the diagnostics worksheet, then continue the road test.

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

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

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

YES >> 1. Stop the vehicle.

2. Go to Cruise test - Part 3 (Refer to [AT-59](#)).

NO >> Enter a check mark at “Vehicle does not shift D3 → D4” on the diagnostics worksheet, then continue the road test.

Cruise Test - Part 3

ACS001MH

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 diagnostics worksheet.

2. CHECK SHIFT-DOWN

During manual mode driving, is downshift from 5^M → 4^M → 3^M → 2^M → 1^M performed?

With CONSULT-II

Read the gear position.

Is downshifting correctly performed?

YES >> GO TO 3.

NO >> Enter a check mark at “Vehicle does not shift” at the corresponding position (5^M → 4^M, 4^M → 3^M, 3^M → 2^M, 2^M → 1^M) on the diagnostics worksheet, then continue the road test.

TROUBLE DIAGNOSIS

3. CHECK ENGINE BRAKE

Does engine braking effectively reduce speed in M1 position?

YES >> 1. Stop the vehicle.

2. Carry out the self-diagnostics. Refer to [AT-93, "SELF-DIAGNOSTIC RESULT MODE"](#) , [AT-103, "Diagnostic Procedure Without CONSULT-II"](#) .

NO >> Enter a check mark at "Vehicle does not decelerate by engine brake" on the diagnostics worksheet, then continue trouble diagnosis.

TROUBLE DIAGNOSIS

Vehicle Speed When Shifting Gears

ACS001MI

Throttle position	Vehicle speed km/h (MPH)							
	D1 →D2	D2 →D3	D3 →D4	D4 →D5	D5 →D4	D4 →D3	D3 →D2	D2 →D1
Full throttle	58 - 62 (36 - 39)	90 - 98 (56 - 61)	135 - 145 (84 - 90)	201 - 211 (125 - 131)	197 - 207 (122 - 129)	123 - 133 (76 - 83)	76 - 84 (47 - 52)	37 - 41 (23 - 25)
Half throttle	46 - 50 (29 - 31)	71 - 79 (44 - 49)	107 - 117 (66 - 73)	135 - 145 (84 - 90)	88 - 98 (55 - 61)	63 - 73 (39 - 45)	29 - 37 (18 - 23)	11 - 15 (7 - 9)

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

Vehicle Speed When Performing and Releasing Complete Lock-up

ACS001MJ

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

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

Vehicle Speed When Performing and Releasing Slip Lock-up

ACS001MK

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

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

TROUBLE DIAGNOSIS

Symptom Chart

ACS001ML

The diagnostics item numbers show the sequence for inspection. Inspect in order from Item 1.

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
1		Large shock. ("N" → "D" position) Refer to AT-253 . "Large Shock ("N" to "D" Position)" .	ON vehicle	1. Engine idle speed	EC-30
				2. Engine speed signal	AT-122
				3. Accelerator pedal position sensor	AT-151
				4. Control linkage adjustment	AT-289
				5. ATF temperature sensor	AT-153
				6. ATF pressure switch 1 and front brake solenoid valve	AT-228 , AT-186
				7. CAN communication line	AT-105
				8. Fluid level and state	AT-51
				9. Line pressure test	AT-52
				10. Control valve assembly	AT-299
			OFF vehicle	11. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
2	Shift Shock	Shock is too large when changing D1 → D2 or M1 → M2 .	ON vehicle	1. Accelerator pedal position sensor	AT-151
				2. Control linkage adjustment	AT-289
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-236 , AT-196
				4. CAN communication line	AT-105
				5. Engine speed signal	AT-122
				6. Turbine revolution sensor	AT-159
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				8. Fluid level and state	AT-51
				9. Control valve assembly	AT-299
			OFF vehicle	10. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356
3		Shock is too large when changing D2 → D3 or M2 → M3 .	ON vehicle	1. Accelerator pedal position sensor	AT-151
				2. Control linkage adjustment	AT-289
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240 , AT-205
				4. CAN communication line	AT-105
				5. Engine speed signal	AT-122
				6. Turbine revolution sensor	AT-159
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				8. Fluid level and state	AT-51
				9. Control valve assembly	AT-299
			OFF vehicle	10. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354

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-151
				2. Control linkage adjustment	AT-289
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-232 , AT-177
				4. CAN communication line	AT-105
				5. Engine speed signal	AT-122
				6. Turbine revolution sensor	AT-159
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				8. Fluid level and state	AT-51
				9. Control valve assembly	AT-299
			OFF vehicle	10. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-344
5	Shift Shock	Shock is too large when changing D4 → D5 or M4 → M5 .	ON vehicle	1. Accelerator pedal position sensor	AT-151
				2. Control linkage adjustment	AT-289
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228 , AT-186
				4. CAN communication line	AT-105
				5. Engine speed signal	AT-122
				6. Turbine revolution sensor	AT-159
				7. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				8. Fluid level and state	AT-51
				9. Control valve assembly	AT-299
			OFF vehicle	10. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)]	AT-317
				11. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-344
6		Shock is too large for downshift when accelerator pedal is pressed.	ON vehicle	1. Accelerator pedal position sensor	AT-151
				2. Control linkage adjustment	AT-289
				3. CAN communication line	AT-105
				4. Engine speed signal	AT-122
				5. Turbine revolution sensor	AT-159
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				7. Fluid level and state	AT-51
				8. Control valve assembly	AT-299
			OFF vehicle	9. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)]	AT-317
				10. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-344
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-354
				12. Direct clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-356

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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-151			
				2. Control linkage adjustment	AT-289			
				3. Engine speed signal	AT-122			
				4. CAN communication line	AT-105			
				5. Turbine revolution sensor	AT-159			
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117, AT-164			
				7. Fluid level and state	AT-51			
				8. Control valve assembly	AT-299			
			OFF vehicle	9. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-317			
				10. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344			
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354			
				12. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356			
8	Shift Shock	Shock is too large for lock-up.	ON vehicle	1. Accelerator pedal position sensor	AT-151			
				2. Control linkage adjustment	AT-289			
				3. Engine speed signal	AT-122			
				4. CAN communication line	AT-105			
				5. Turbine revolution sensor	AT-159			
				6. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117, AT-164			
				7. Torque converter clutch solenoid valve	AT-124			
				8. Fluid level and state	AT-51			
				9. Control valve assembly	AT-299			
			OFF vehicle	10. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325			
			9		Shock is too large during engine brake.	ON vehicle	1. Accelerator pedal position sensor	AT-151
							2. Control linkage adjustment	AT-289
3. CAN communication line	AT-105							
4. Fluid level and state	AT-51							
5. Control valve assembly	AT-299							
OFF vehicle	6. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-325						
	7. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344						
	8. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354						
	9. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356						

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-263, "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-117, AT-164
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				4. Line pressure test	AT-52
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356
11		Gear does not change from D2 → D3 or from M2 → M3 . Refer to AT-265, "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-117, AT-164
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240, AT-205
				4. Line pressure test	AT-52
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
12	No Up Shift	Gear does not change from D3 → D4 or from M3 → M4 . Refer to AT-267, "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-117, AT-164
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-232, AT-177
				4. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				5. Line pressure test	AT-52
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
OFF vehicle	8. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344			
13		Gear does not change from D4 → D5 or from M4 → M5 . Refer to AT-270, "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-117, AT-164
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				5. Turbine revolution sensor	AT-159
				6. Line pressure test	AT-52
				7. CAN communication line	AT-105
				8. Control valve assembly	AT-299
			OFF vehicle	9. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-325
				10. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page	
14	No Down Shift	In D or M range, does not downshift to 4th gear. Refer to AT-278, "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-117, AT-164	
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186	
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196	
				5. CAN communication line	AT-105	
				6. Line pressure test	AT-52	
				7. Control valve assembly	AT-299	
OFF vehicle		8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-325			
		9. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344			
15		No Down Shift	In D or M range, does not downshift to 3rd gear. Refer to AT-280, "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-117, AT-164
					3. ATF pressure switch 3 and input clutch solenoid valve	AT-232, AT-177
					4. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
					5. CAN communication line	AT-105
	6. Line pressure test				AT-52	
	7. Control valve assembly				AT-299	
OFF vehicle	8. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)		AT-344			
16	No Down Shift		In D or M range, does not downshift to 2nd gear. Refer to AT-282, "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-117, AT-164
					3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240, AT-205
					4. CAN communication line	AT-105
					5. Line pressure test	AT-52
					6. Control valve assembly	AT-299
OFF vehicle		7. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354			
17		No Down Shift	In D or M range, does not downshift to 1st gear. Refer to AT-284, "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-117, AT-164
					3. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
					4. CAN communication line	AT-105
					5. Line pressure test	AT-52
					6. Control valve assembly	AT-299
OFF vehicle			7. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356		

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
18	Slips/Will Not engage	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-117 , AT-164
				3. Direct clutch solenoid valve	AT-196
				4. Line pressure test	AT-52
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-342
				8. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-349
				9. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				10. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				11. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				12. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325

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TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
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-117, AT-164
				3. Low coast brake solenoid valve	AT-215
				4. Line pressure test	AT-52
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-342
				8. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				9. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356
				10. Forward brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
20	Slips/Will Not engage	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-117, AT-164
				3. Line pressure test	AT-52
				4. CAN communication line	AT-105
				5. Control valve assembly	AT-299
			OFF vehicle	6. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-342
				7. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				8. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
				9. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				10. Forward brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325

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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-117, AT-164
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-232, AT-177
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				5. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240, AT-205
				6. Low coast brake solenoid valve	AT-215
				7. Front brake solenoid valve	AT-186
				8. Line pressure test	AT-52
				9. CAN communication line	AT-105
				10. Control valve assembly	AT-299
			OFF vehicle	11. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				12. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				13. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
				14. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356
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-117, AT-164
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				4. Line pressure test	AT-52
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-325
				8. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				9. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				10. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page				
23		Vehicle cannot be started from D1 . Refer to AT-260 , " Vehicle Cannot Be Started From D1 ".	ON vehicle	1. Fluid level and state	AT-51				
				2. Accelerator pedal position sensor	AT-151				
				3. Line pressure test	AT-52				
				4. CAN communication line	AT-105				
				5. Control valve assembly	AT-299				
			OFF vehicle	6. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325				
				7. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339				
				8. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-342				
				9. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-349				
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-317				
				11. Reverse brake (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325				
				12. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325				
				13. Forward brake* (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325				
24	Slips/Will Not Engage	Does not lock-up. Refer to AT-272 , " A/T Does Not Perform Lock-up ".	ON vehicle	1. Fluid level and state	AT-51				
				2. Line pressure test	AT-52				
				3. Engine speed signal	AT-122				
				4. Turbine revolution sensor	AT-159				
				5. Torque converter clutch solenoid valve	AT-124				
				6. CAN communication line	AT-105				
				7. Control valve assembly	AT-299				
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325				
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339				
				25		Does not hold lock-up condition. Refer to AT-274 , " A/T Does Not Hold Lock-up Condition ".	ON vehicle	1. Fluid level and state	AT-51
								2. Line pressure test	AT-52
								3. Engine speed signal	AT-122
								4. Turbine revolution sensor	AT-159
5. Torque converter clutch solenoid valve	AT-124								
6. CAN communication line	AT-105								
7. Control valve assembly	AT-299								
OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325							
	9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339							

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
26		Lock-up is not released. Refer to AT-276 , " Lock-up Is Not Released ".	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-52
				3. Engine speed signal	AT-122
				4. Turbine revolution sensor	AT-159
				5. Torque converter clutch solenoid valve	AT-124
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339
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-117 , AT-164
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-236 , AT-196
				4. CAN communication line	AT-105
				5. Line pressure test	AT-52
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339
				9. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-342
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-317
				11. Direct clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-356
				12. Forward brake* (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325

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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-117, AT-164
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240, AT-205
				4. CAN communication line	AT-105
				5. Line pressure test	AT-52
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339
				9. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-342
				10. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
				12. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				13. Forward brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
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-117, AT-164
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-232, AT-177
				4. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				5. CAN communication line	AT-105
				6. Line pressure test	AT-52
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339
				10. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				11. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				12. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
				13. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356

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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-117, AT-164
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				5. CAN communication line	AT-105
				6. Line pressure test	AT-52
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339
				10. Front brake [brake band (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)]	AT-325
				11. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				12. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				13. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
31	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-117, AT-164
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228, AT-186
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				5. CAN communication line	AT-105
				6. Line pressure test	AT-52
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339
				10. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				11. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				12. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-354
				13. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356

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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-117 , AT-164
				3. ATF pressure switch 3 and input clutch solenoid valve	AT-232 , AT-177
				4. ATF pressure switch 1 and front brake solenoid valve	AT-228 , AT-186
				5. CAN communication line	AT-105
				6. Line pressure test	AT-52
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				10. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-342
				11. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				12. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				13. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				14. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
33	Slips/Will Not engage	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-117 , AT-164
				3. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240 , AT-205
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236 , AT-196
				5. CAN communication line	AT-105
				6. Line pressure test	AT-52
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				10. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-342
				11. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				12. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356
				13. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325

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-117, AT-164
				3. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				4. CAN communication line	AT-105
				5. Line pressure test	AT-52
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339
				9. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-342
				10. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-349
				11. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				12. Reverse brake (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				13. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				14. Forward brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
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-52	
			3. Accelerator pedal position sensor	AT-151	
			4. CAN communication line	AT-105	
			5. PNP switch	AT-112	
			6. Control linkage adjustment	AT-289	
			7. Control valve assembly	AT-299	
		OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325	
			9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-339	
			10. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-349	
			11. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317	
			12. Reverse brake (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325	
			13. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325	
			14. Forward brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325	

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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-52
				3. Accelerator pedal position sensor	AT-151
				4. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240 , AT-205
				5. CAN communication line	AT-105
				6. PNP switch	AT-112
				7. Control linkage adjustment	AT-289
				8. Control valve assembly	AT-299
			OFF vehicle	9. Gear system (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-317
				10. Output shaft (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				11. Reverse brake (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
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-52
				3. Accelerator pedal position sensor	AT-151
				4. CAN communication line	AT-105
				5. Control valve assembly	AT-299
			OFF vehicle	6. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				7. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-339
				8. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-342
				9. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-349
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-317
				11. Reverse brake (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				12. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325
				13. Forward brake* (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325

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-52
				3. Accelerator pedal position sensor	AT-151
				4. CAN communication line	AT-105
				5. ATF pressure switch 5 and direct clutch solenoid valve	AT-236, AT-196
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				9. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-342
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				11. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356
				12. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
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-52
				3. Accelerator pedal position sensor	AT-151
				4. CAN communication line	AT-105
				5. ATF pressure switch 6, high and low reverse clutch solenoid valve	AT-240, AT-205
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				9. 3rd one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-342
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				12. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
13. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325				

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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-52
				3. Accelerator pedal position sensor	AT-151
				4. CAN communication line	AT-105
				5. ATF pressure switch 3 and input clutch solenoid valve	AT-232 , AT-177
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				9. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				12. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356
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-52
				3. Accelerator pedal position sensor	AT-151
				4. CAN communication line	AT-105
				5. ATF pressure switch 1 and front brake solenoid valve	AT-228 , AT-186
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				9. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)]	AT-325
				10. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				11. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				12. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354

TROUBLE DIAGNOSIS

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-52
				3. Engine speed signal	AT-122
				4. Turbine revolution sensor	AT-159
				5. Torque converter clutch solenoid valve	AT-124
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				9. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
43	Slips/Will Not Engage	No creep at all. Refer to AT-255 , "Vehicle Does Not Creep Backward In "R" Position" , AT-258 , "Vehicle Does Not Creep Forward In "D" Position"	ON vehicle	1. Fluid level and state	AT-51
				2. Line pressure test	AT-52
				3. Accelerator pedal position sensor	AT-151
				4. ATF pressure switch 5 and direct clutch solenoid valve	AT-236 , AT-196
				5. PNP switch	AT-112
				6. CAN communication line	AT-105
				7. Control linkage adjustment	AT-289
				8. Control valve assembly	AT-299
			OFF vehicle	9. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				10. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				11. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-349
				12. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				13. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				14. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356
				15. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				16. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325

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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-52
				3. PNP switch	AT-112
				4. Control linkage adjustment	AT-289
				5. Control valve assembly	AT-299
			OFF vehicle	6. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				7. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				8. Output shaft (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
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-52
				3. PNP switch	AT-112
				4. Control linkage adjustment	AT-289
				5. Control valve assembly	AT-299
			OFF vehicle	6. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				7. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				8. 1st one-way clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-349
				9. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				10. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				11. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				12. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				46	
2. Line pressure test	AT-52				
3. PNP switch	AT-112				
4. Control linkage adjustment	AT-289				
5. Control valve assembly	AT-299				
OFF vehicle	6. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317			
	7. Output shaft (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			
	8. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
47		Does not change M5 → M4.	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 1	AT-228
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)]	AT-325
48	Does Not Change	Does not change M4 → M3.	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 1 and ATF pressure switch 3	AT-228 , AT-232
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)]	AT-325
				9. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				10. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
49		Does not change M3 → M2.	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 6	AT-240
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)]	AT-325
				9. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				10. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page
50	Does Not Change	Does not change M2 → M1.	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 5	AT-236
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-344
				9. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-354
				10. Direct clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-356
51	Can not be changed to manual mode. Refer to AT-278 , " Cannot Be Changed to Manual Mode ".	ON vehicle	1. Manual mode switch	AT-224	
			2. Turbine revolution sensor	AT-159	
			3. CAN communication line	AT-105	
52	Shift point is high in D position.	ON vehicle	1. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164	
			2. Accelerator pedal position sensor	AT-151	
			3. CAN communication line	AT-105	
			4. ATF temperature sensor	AT-153	
			5. Control valve assembly	AT-299	
53	Shift point is low in D position.	ON vehicle	1. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164	
			2. Accelerator pedal position sensor	AT-151	
			3. CAN communication line	AT-105	
			4. Control valve assembly	AT-299	
54	Others	Judder occurs during lock-up.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-122
				3. Turbine revolution sensor	AT-159
				4. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				5. Accelerator pedal position sensor	AT-151
				6. CAN communication line	AT-105
				7. Torque converter clutch solenoid valve	AT-124
				8. Control valve assembly	AT-299
			OFF vehicle	9. Torque converter (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-325

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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-122
				3. CAN communication line	AT-105
				4. Control valve assembly	AT-299
			OFF vehicle	5. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				6. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				7. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				8. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				9. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
56	Others	Strange noise in "N" position.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-122
				3. CAN communication line	AT-105
				4. Control valve assembly	AT-299
			OFF vehicle	5. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				6. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				7. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				8. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				9. Reverse brake (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
57	Others	Strange noise in "D" position.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-122
				3. CAN communication line	AT-105
				4. Control valve assembly	AT-299
			OFF vehicle	5. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325
				6. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339
				7. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317
				8. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325

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No.	Items	Symptom	Condition	Diagnostic Item	Reference page			
58		Vehicle dose not decelerate by engine brake. Refer to AT-286 . " Vehicle Does Not Decelerate By Engine Brake " .	ON vehicle	1. PNP switch	AT-112			
				2. Fluid level and state	AT-51			
				3. Control linkage adjustment	AT-289			
				4. Manual mode switch	AT-224			
				5. ATF pressure switch 5	AT-236			
				6. CAN communication line	AT-105			
				7. Control valve assembly	AT-299			
			OFF vehicle	8. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-344			
				9. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-354			
				10. Direct clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-356			
59	Others	Engine brake does not work M5 → M4.	ON vehicle	1. PNP switch	AT-112			
				2. Fluid level and state	AT-51			
				3. Control linkage adjustment	AT-289			
				4. Manual mode switch	AT-224			
				5. ATF pressure switch 1	AT-228			
				6. CAN communication line	AT-105			
				7. Control valve assembly	AT-299			
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)]	AT-325			
			60		Engine brake does not work M4 → M3.	ON vehicle	1. PNP switch	AT-112
							2. Fluid level and state	AT-51
3. Control linkage adjustment	AT-289							
4. Manual mode switch	AT-224							
5. ATF pressure switch 1 and ATF pressure switch 3	AT-228 , AT-232							
6. CAN communication line	AT-105							
7. Control valve assembly	AT-299							
OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)]	AT-325						
	9. Input clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check " .)	AT-344						

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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-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 6	AT-240
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)]	AT-325
				9. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				10. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
62	Others	Engine brake does not work M2 → M1.	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Manual mode switch	AT-224
				5. ATF pressure switch 5	AT-236
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344
				9. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354
				10. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356

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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-52			
				3. Accelerator pedal position sensor	AT-151			
				4. CAN communication line	AT-105			
				5. Direct clutch solenoid valve	AT-196			
				6. Control valve assembly	AT-299			
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			
				8. Oil pump assembly (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-339			
				9. Input clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-344			
				10. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317			
				11. High and low reverse clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-354			
				12. Direct clutch (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-356			
				13. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			
				14. Forward brake* (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			
64	Others	Extremely large creep.	ON vehicle	1. Engine idle speed	EC-30			
				2. CAN communication line	AT-105			
				3. ATF pressure switch 5	AT-236			
			OFF vehicle	4. Torque converter (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-325			
			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-250 , "In "P" Position, Vehicle Moves When Pushed" .	ON vehicle	1. PNP switch	AT-112
							2. Control linkage adjustment	AT-289
	3. Parking pawl components	AT-307						
66		Vehicle runs with transmission in " P" position.	ON vehicle	1. PNP switch	AT-112			
				2. Fluid level and state	AT-51			
				3. Control linkage adjustment	AT-289			
				4. Control valve assembly	AT-299			
				5. Parking pawl components (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317			
			OFF vehicle	6. Gear system (ATF condition "NG" only. Refer to AT-51 , "Fluid Condition Check" .)	AT-317			

TROUBLE DIAGNOSIS

No.	Items	Symptom	Condition	Diagnostic Item	Reference page
67		Vehicle runs with transmission in "N" position. Refer to AT-251, "In "N" Position, Vehicle Moves" .	ON vehicle	1. PNP switch	AT-112
				2. Fluid level and state	AT-51
				3. Control linkage adjustment	AT-289
				4. Control valve assembly	AT-299
			OFF vehicle	5. Input clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-344
				6. Gear system (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-317
				7. Direct clutch (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-356
				8. Reverse brake (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				9. Forward one-way clutch* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
				10. Low coast brake* (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
68	Others	Engine does not start in "N" or "P" position. Refer to AT-250, "Engine Cannot Be Started In "P" or "N" Position" .	ON vehicle	1. Ignition switch and starter	PG-3, SC-9
				2. Control linkage adjustment	AT-289
				3. PNP switch	AT-112
69		Engine starts in positions other than "N" or "P".	ON vehicle	1. Ignition switch and starter	PG-3, SC-9
				2. Control linkage adjustment	AT-289
				3. PNP switch	AT-112
70		Engine stall.	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-122
				3. Turbine revolution sensor	AT-159
				4. Torque converter clutch solenoid valve	AT-124
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325
71		Engine stalls when select lever shifted "N" → "D", "R".	ON vehicle	1. Fluid level and state	AT-51
				2. Engine speed signal	AT-122
				3. Turbine revolution sensor	AT-159
				4. Torque converter clutch solenoid valve	AT-124
				5. CAN communication line	AT-105
				6. Control valve assembly	AT-299
			OFF vehicle	7. Torque converter (ATF condition "NG" only. Refer to AT-51, "Fluid Condition Check" .)	AT-325

TROUBLE DIAGNOSIS

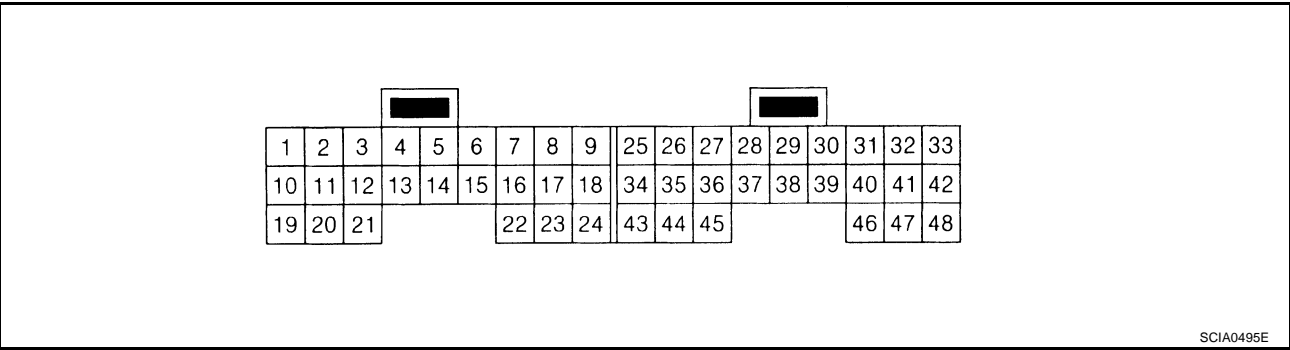
No.	Items	Symptom	Condition	Diagnostic Item	Reference page
72	Others	Engine speed does not return to idle. Refer to AT-276 , " Engine Speed Does Not Return To Idle ".	ON vehicle	1. Fluid level and state	AT-51
				2. ATF pressure switch 5 and direct clutch solenoid valve	AT-236 , AT-196
				3. ATF pressure switch 1 and front brake solenoid valve	AT-228 , AT-186
				4. Accelerator pedal position sensor	AT-151
				5. Vehicle speed sensor A/T and vehicle speed sensor MTR	AT-117 , AT-164
				6. CAN communication line	AT-105
				7. Control valve assembly	AT-299
			OFF vehicle	8. Front brake [brake band (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)]	AT-325
				9. Direct clutch (ATF condition "NG" only. Refer to AT-51 , " Fluid Condition Check ".)	AT-356

* : Parts behind Drum Support is impossible to perform inspection by disassembly. Refer to [AT-18](#), "[Cross-Sectional View](#)"

TROUBLE DIAGNOSIS

TCM Input/Output Signal Reference Values TCM TERMINAL CONNECTOR LAYOUT

ACS001MM










TCM INSPECTION TABLE








Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	item		Condition	Data (Approx)
1	B/R	Line pressure solenoid valve		After warming up the engine, release your foot from the accelerator pedal.	2V
				After warming up the engine, press the accelerator pedal all the way down.	0.7V
2	W	Power supply		--	Battery voltage
					Measure 3 seconds after switching "OFF" the ignition switch.
3	W	Power supply		--	Battery voltage
					Measure 3 seconds after switching "OFF" the ignition switch.
4	P/L	SEL3 (pressure switch 3)	--	--	--
5	B	Ground		Always	0V
6	L	CAN H	--	--	--
7	R	CAN L	--	--	--
8	B/OR	Fluid temperature sensor 1		When ATF temperature 0°C (32°F)	2.2V
				When ATF temperature 20°C (68°F)	1.8V
				When ATF temperature 80°C (176°F)	0.6V
9	R/W	Power supply (Memory back-up)		Always	Battery voltage
10	OR	Input clutch solenoid valve	When vehicle cruises	When the solenoid valve operating (in 1st gear, 2nd gear, or 3rd gear)	More than 2V
				When the solenoid valve is not operating (4th gear or 5th gear)	0V
11	R/L	High and low reverse clutch solenoid valve	When vehicle cruises	When the solenoid valve operating [6 km/h (4MPH) or faster in 1st gear or 2nd gear]	More than 2V
				When the solenoid valve is not operating [6 km/h (4MPH) or slower in 1st gear or 3rd, 4th, or 5th gear]	0V

TROUBLE DIAGNOSIS

Terminal No.	Wire color	item		Condition	Data (Approx)
12	Y/R	Power Supply (out)		--	Battery voltage
				--	0V
13	W/L	Low coast brake solenoid valve	When vehicle cruises	When the solenoid valve is operating (when running in M1-1 gear or M2-2 gear)	Battery voltage
				When the solenoid valve is not operating (when running in "D")	0V
14	B	Ground		Always	0V
15	B/W	SEL4	--	--	--
16	W/G	SEL1 (pressure switch 2)	--	--	--
17	G/R	Fluid temperature sensor 2		When ATF temperature about 0°C (32°F)	2.2V
				When ATF temperature about 20°C (68°F)	1.7V
				When ATF temperature about 80°C (176°F)	0.45V
19	G/R	Front brake solenoid valve		When the solenoid valve is operating (other than 4th gear)	More than 2V
				When the solenoid valve is not operating (4th gear)	0V
20	Y	TCC solenoid valve	When vehicle cruises	When lock-up	More than 2V
				When not lock-up	0V
21	G	Direct clutch solenoid valve		When the solenoid valve is operating (1st gear or 5th gear)	More than 2V
				When the solenoid valve is not operating (2nd gear, 3rd gear, or 4th gear)	0V
22	P/B	SEL2 (pressure switch 5)	--	--	--
23	LG	K-line (CONSULT-II signal)	The terminal is connected to the data link connector for CONSULT-II.		
24	B	Ground		Always	0V
26	G/Y	PSC2 (pressure switch 6)	When vehicle cruises	When high and low reverse clutch solenoid valve "ON".	0V
				When high and low reverse clutch solenoid valve "OFF".	Battery voltage
27	Y/B	Vehicle speed sensor A/T (revolution sensor)		When moving at 20 km/h (12MPH).	185 (Hz)
30	R/W	PNP switch 1		Selector lever in "P" position.	Battery voltage
				Selector lever in "N" position.	Less than 2.5V
31	OR	PNP switch		Selector lever in "P" position.	Battery voltage
				Selector lever in "D" position.	Less than 2.5V
33	Y/R	Power supply		--	Battery voltage
				--	0V

TROUBLE DIAGNOSIS

Terminal No.	Wire color	item		Condition	Data (Approx)
35	B/Y	PSB2 (pressure switch 1)	When vehicle cruises	When front brake solenoid valve "OFF".	Battery voltage
				When front brake solenoid valve "ON".	0V
36	L/Y	Turbine revolution sensor 1		When running at 50 km/h (31MPH) in 4th gear with the closed throttle position signal "OFF".	1.3 (kHz)
38	SB	PNP switch 3		Selector lever in "D" position.	Battery voltage
				Selector lever in "R" position.	Less than 2.5V
39	BR	PNP switch 4		Selector lever in "D" position.	Less than 2.5V
				Selector lever in "P" position.	Battery voltage
40	Y/G	DATA BIT1 1	--	--	--
41	R	Back-up lamp relay		Selector lever in "R" position.	0V
				Selector lever in other position.	Battery voltage
42	Y/R	Power supply		--	Battery voltage
					0V
45	PU	Turbine revolution sensor 2	When vehicle cruises	When moving at 20 km/h (12MPH) in 1st gear with the closed throttle position signal "OFF".	1.3 (kHz)
46	B	Ground		Always	0V
47	G/W	PNP switch 3 (monitor)		Selector lever in "D" position.	Battery voltage
				Selector lever in "R" position.	Less than 2.5V
48	GY/R	Starter relay		Selector lever in "N", "P" position.	Battery voltage
				Selector lever in other position.	0V

TROUBLE DIAGNOSIS

CONSULT-II

ACS001MN

After performing "SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)" (Refer to [AT-92](#)), place check marks for results on the [AT-46, "DIAGNOSTIC WORKSHEET"](#). Reference pages are provided following the items.

NOTICE:

1. 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.
2. 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.
3. 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).
4. Additional CONSULT-II information can be found in the Operation Manual supplied with the CONSULT-II unit.

FUNCTION

Diagnostic test mode	Function	Reference page
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	AT-93
Data monitor	Input/Output data in the ECM can be read.	AT-96
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.	—
Function test	Conducted by CONSULT-II instead of a technician to determine whether each system is "OK" or "NG".	—
DTC work support	Select the operating condition to confirm Diagnosis Trouble Codes.	AT-100
ECM part number	ECM part number can be read.	—

CONSULT-II REFERENCE VALUE

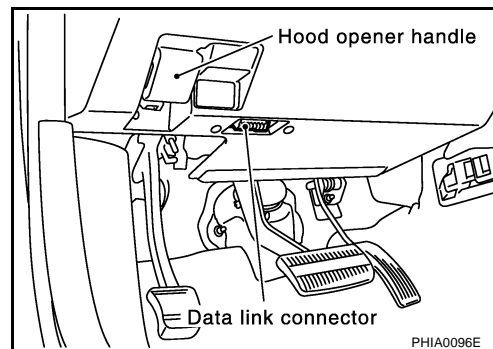
Item name	Condition	Display value (Approx.)
ATF TEMP SE 1	0°C (32° F) - 20°C (68°F) - 80°C (176°F)	2.2 - 1.8 - 0.6 V
ATF TEMP SE 2		2.2 - 1.7 - 0.45 V
TCC SOLENOID	When perform slip lock-up	0.2 - 0.4 A
	When perform lock-up	0.4 - 0.6 A

CONSULT-II SETTING PROCEDURE

CAUTION:

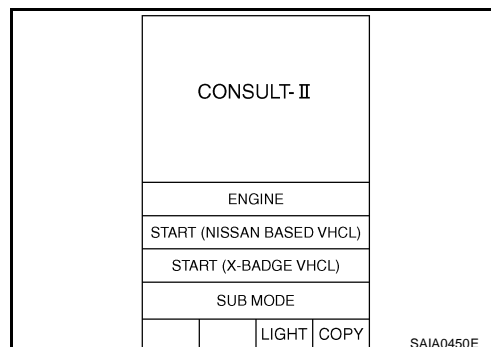
If CONSULT-II is used with no connection of CONSULT-II CONVERTER, malfunctions might be detected in self-diagnosis depending on control unit which carry out CAN communication.

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

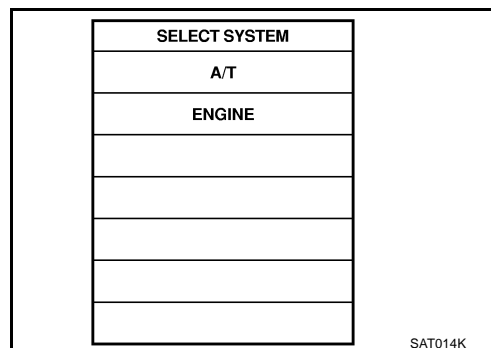


TROUBLE DIAGNOSIS

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



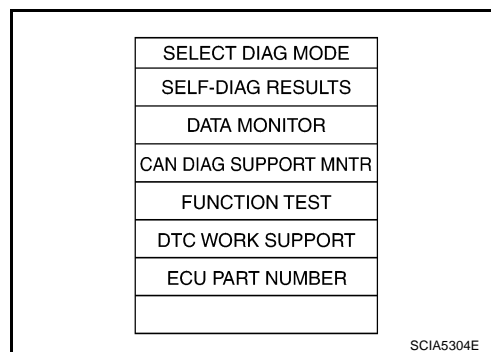
5. Touch "A/T".
If "A/T" is not indicated, go to [GI-38, "CONSULT-II Data Link Connector \(DLC\) Circuit"](#) .
6. Perform each diagnostic test mode according to each service procedure.



SELF-DIAGNOSTIC RESULT MODE

Operation Procedure

- Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-92, "CONSULT-II SETTING PROCEDURE"](#) .
- 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)
		A/T CHECK indicator lamp	"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST
CAN COMM CIRCUIT	<ul style="list-style-type: none"> When a malfunction is detected in CAN communications 	X	U1000	U1000
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.) 	X	P0615	—
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. 	X	P0705	P0705

TROUBLE DIAGNOSIS

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis		OBD-II (DTC)
		A/T CHECK indicator lamp	"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST
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 	X	P0720	P0720
ENGINE SPEED SIG	<ul style="list-style-type: none"> ● TCM does not receive the CAN communication signal from the ECM. 	X	P0725	—
TCC SOLENOID/ CIRC	<ul style="list-style-type: none"> ● Normal voltage not applied to solenoid due to cut line, short, or the like 	X	P0740	P0740
A/T TCC S/ 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. 	X	P0744	P0744*2
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. 	X	P0745	P0745
TCM-POWER SUPPLY	<ul style="list-style-type: none"> ● When the power supply to the TCM is cut "OFF", for example because the battery is removed, and the self-diagnostics memory function stops ● This is not a malfunction message (Whenever shutting "OFF" a power supply to the TCM, this message appears on the screen.) 	—	P1701	—
TCM-RAM	<ul style="list-style-type: none"> ● TCM memory (RAM) is malfunctioning. 	—	P1702	—
TCM-ROM	<ul style="list-style-type: none"> ● TCM memory (ROM) is malfunctioning. 	—	P1703	—
TCM-EEPROM	<ul style="list-style-type: none"> ● TCM memory (EEP ROM) is malfunctioning. 	—	P1704	—
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. 	X	P1705	P1705
ATF TEMP SEN/ CIRC	<ul style="list-style-type: none"> ● During running, the ATF temperature sensor signal voltage is excessively high or low 	X	P1710	P0710
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. 	X	P1716	P1716
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	—
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 judgment made. 	X	P1730	P1730
A/T 1ST E/BRAK- ING	<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. 	X	P1731	—
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. 	X	P1752	P1752

TROUBLE DIAGNOSIS

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis		OBD-II (DTC)
		A/T CHECK indicator lamp	"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST
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) 	X	P1754	P1754*2
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. 	X	P1757	P1757
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) 	X	P1759	P1759*2
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. 	X	P1762	P1762
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) 	X	P1764	P1764*2
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. 	X	P1767	P1767
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) 	X	P1769	P1769*2
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 	X	P1772	P1772
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. 	X	P1774	P1774*2
MANU MODE SW/ CIRC	<ul style="list-style-type: none"> ● When an impossible pattern of switch signals is detected, a malfunction is detected. 	—	P1815	—

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AT
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M

TROUBLE DIAGNOSIS

Items (CONSULT-II screen terms)	Malfunction is detected when...	TCM self-diagnosis		OBD-II (DTC)
		A/T CHECK indicator lamp	"A/T" with CONSULT-II	MIL indicator lamp*1, "ENGINE" with CONSULT-II or GST
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	—
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	—
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	—
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	—
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.

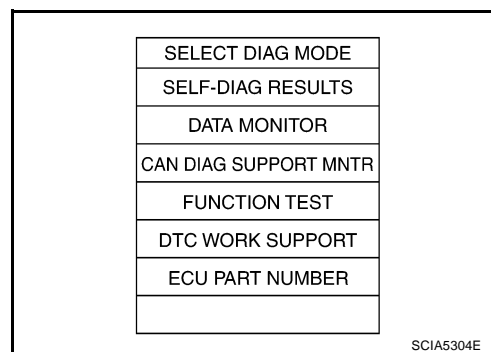
DATA MONITOR MODE

Operation Procedure

- Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-92, "CONSULT-II SETTING PROCEDURE"](#).
- Touch "DATA MONITOR".

NOTE:

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



Display Items List

X: Standard, —: Not applicable

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
VHCL/S SE-A/T (km/h)	X	X	X	Revolution sensor
VHCL/S SE-MTR (km/h)	X	—	X	
ACCELE POSI (0.0/8)	X	—	X	Accelerator pedal position signal

TROUBLE DIAGNOSIS

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
THROTTLE POSI (0.0/8)	X	X	X	Degree of opening for accelerator recognized by the TCM For fail-safe operation, the specific value used for control is displayed.
BATTERY BOLT (V)	X	—	X	
ENGINE SPEED (rpm)	X	X	X	
TURBINE REV (rpm)	X	—	X	
ATF TEMP 1 (°C)	—	X	X	
ATF TEMP 2 (°C)	—	X	X	
OUTPUT REV (rpm)	X	X	X	
ATF TEMP SE 1 (V)	X	—	X	
ATF TEMP SE 2 (V)	X	—	X	
ATF PRES SW 1 (ON-OFF display)	X	X	X	(for FR/B solenoid)
ATF PRES SW 2 (ON-OFF display)	X	X	X	(for LC/B solenoid)
ATF PRES SW 3 (ON-OFF display)	X	X	X	(for I/C solenoid)
ATF PRES SW 5 (ON-OFF display)	X	X	X	(for D/C solenoid)
ATF PRES SW 6 (ON-OFF display)	X	X	X	(for HLR/C solenoid)
PNP SW 1 (ON-OFF display)	X	—	X	
PNP SW 2 (ON-OFF display)	X	—	X	
PNP SW 3 (ON-OFF display)	X	—	X	
PNP SW 4 (ON-OFF display)	X	—	X	
1 POSITION SW (ON-OFF display)	X	—	X	
ASCD-CRUISE (ON-OFF display)	X	—	X	Not mounted but displayed.
ASCD-OD CUT (ON-OFF display)	X	—	X	
OD CONT SW (ON-OFF display)	X	—	X	
MANU MODE SW (ON-OFF display)	X	—	X	
NON M-MODE SW (ON-OFF display)	X	—	X	
UP SW LEVER (ON-OFF display)	X	—	X	
DOWN SW LEVER (ON-OFF display)	X	—	X	
POWER SHIFT SW (ON-OFF display)	X	—	X	Not mounted but displayed.
CLSO THL POS (ON-OFF display)	X	—	X	Signal input with CAN communications
W/O THL POS (ON-OFF display)	X	—	X	Signal input with CAN communications
TCC SOLENOID (A)	—	X	X	
LINE PRES SOL (A)	—	X	X	
I/C SOLENOID (A)	—	X	X	
FR/B SOLENOID (A)	—	X	X	
D/C SOLENOID (A)	—	X	X	
HLR/C SOL (A)	—	X	X	
HOLD SW (ON-OFF display)	X	—	X	Not mounted but displayed.
BRAKE SW (ON-OFF display)	X	—	X	Stop lamp switch
GEAR	—	X	X	Gear position recognized by the TCM updated after gear-shifting
GEAR RATIO	—	X	X	

TROUBLE DIAGNOSIS

Monitored item (Unit)	Monitor Item Selection			Remarks
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU	
SLCTLVR POSI	—	X	X	Selector lever position is recognized by the TCM. For fail safe operation, the specific value used for control is displayed.
VEHICLE SPEED (km/h)	—	X	X	Vehicle speed recognized by the TCM.
TC SLIP SPEED (rpm)	—	X	X	Difference between engine speed and torque converter input shaft speed
Voltage (V)	—	—	X	Displays the value measured by the voltage probe.
F SUN GW REV (rpm)	—	—	X	
F CARR GR REV (rpm)	—	—	X	
SFT UP ST SW	—	—	X	Not mounted but displayed.
SFT DWN ST SW	—	—	X	
ABS SIGNAL	—	—	X	
ACC OD CUT	—	—	X	
ACC SIGNAL	—	—	X	
TCS GR/P KEEP	—	—	X	
TCS SIGNAL 2	—	—	X	
TCS SIGNAL 1	—	—	X	
ON OFF SOL (ON-OFF display)	—	—	X	LC/B solenoid
TCC SOL MON	—	—	X	
L/P SOL MON	—	—	X	
I/C SL MON	—	—	X	
FR/B SOL MON	—	—	X	
D/C SOL MON	—	—	X	
HLR/C SOL MON	—	—	X	
ONOFF SOL MON	—	—	X	LC/B solenoid
P POSI IND	—	—	X	
R POSI IND	—	—	X	
N POSI IND	—	—	X	
D POSI IND	—	—	X	
4TH POSI IND	—	—	X	
3RD POSI IND	—	—	X	
2ND POSI IND	—	—	X	
1ST POSI IND	—	—	X	
M MODE IND	—	—	X	
POWER M LAMP	—	—	X	
F-SAFE IND/L	—	—	X	
ATF WARN LAMP	—	—	X	
BACK-UP LAMP	—	—	X	
STARTER RELAY	—	—	X	
PNP SW3 MON (ON-OFF display)	—	—	X	
C/VCLBID 1	—	—	X	
C/VCLBID 2	—	—	X	

TROUBLE DIAGNOSIS

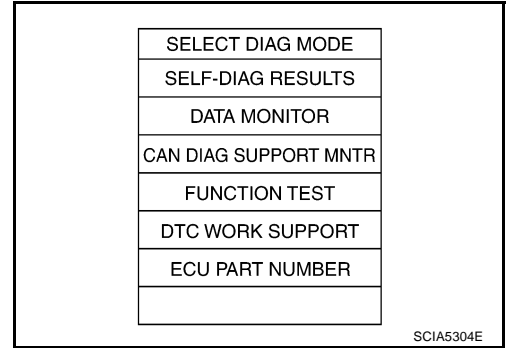
Monitored item (Unit)	Monitor Item Selection			Remarks	
	ECU INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
C/VCLBID 3	—	—	X		A
UNIT CLB ID 1	—	—	X		B
UNIT CLB ID 2	—	—	X		AT
UNIT CLB ID 3	—	—	X		
TRGT GR RATIO	—	—	X		
TRG PRE TCC	—	—	X		D
TRG PRE L/P	—	—	X		
TRG PRE I/C	—	—	X		E
TRG PRE FR/B	—	—	X		
TRG PRE D/C	—	—	X		
TRG PRE HLR/C	—	—	X		F
DRV CST JUDGE	—	—	X		
START RLY MON	—	—	X		
Next gear	—	—	X		G
SHIFT MODE	—	—	X		
MANU GR POSI	—	—	X		H
Frequency (Hz)	—	—	X	The value measured by the pulse probe is displayed.	
DUTY·HI (high) (%)	—	—	X		I
DUTY·LOW (low) (%)	—	—	X		
PLS WIDTH·HI (ms)	—	—	X		
PLS WIDTH·LOW (ms)	—	—	X		J
					K
					L
					M

TROUBLE DIAGNOSIS

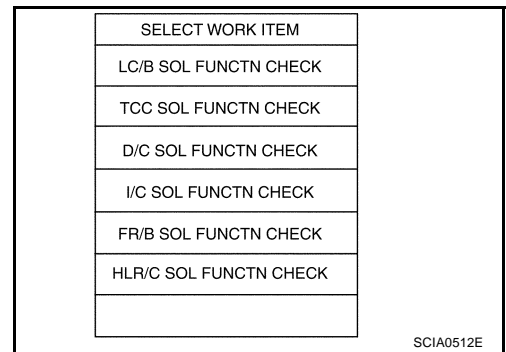
DTC WORK SUPPORT MODE

Operation Procedure

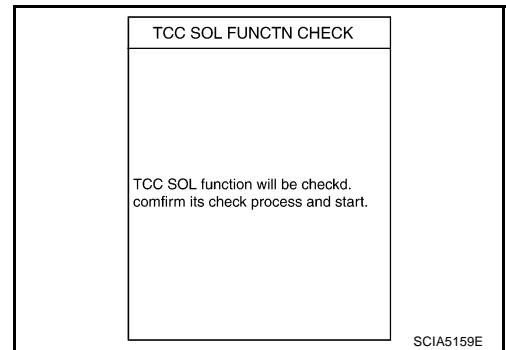
1. Perform "CONSULT-II SETTING PROCEDURE" Refer to [AT-92, "CONSULT-II SETTING PROCEDURE"](#).
2. Touch "DTC WORK SUPPORT".



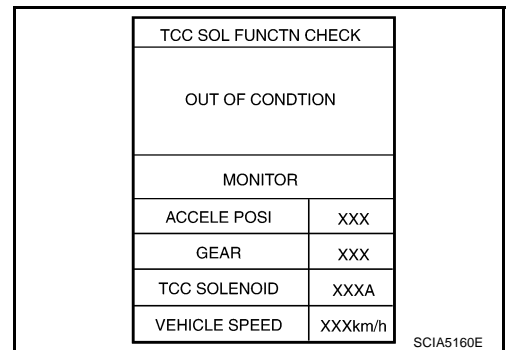
3. Touch select item menu.



4. Touch "START".

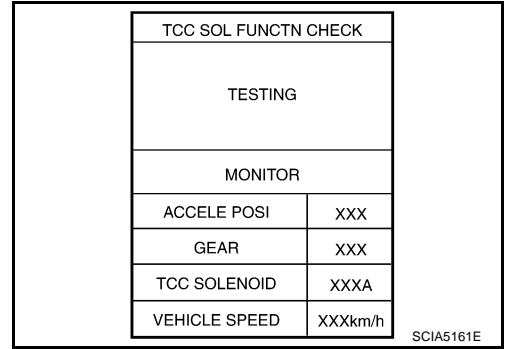


5. Perform driving test according to "DTC CONFIRMATION PROCEDURE" in "TROUBLE DIAGNOSIS FOR DTC".



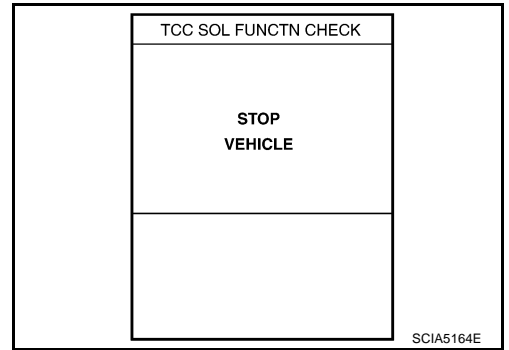
TROUBLE DIAGNOSIS

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



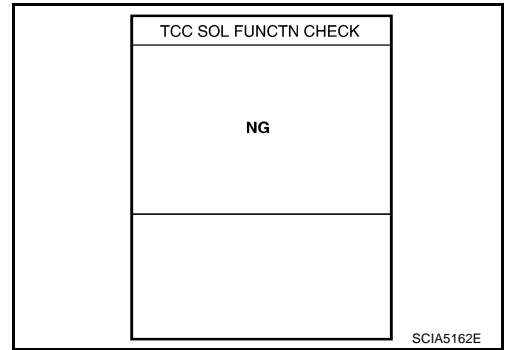
A
B
AT

6. Stop vehicle.



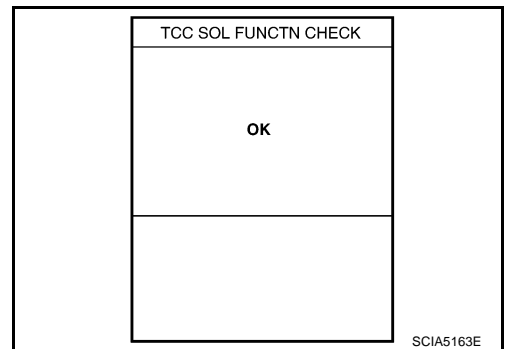
D
E
F
G

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



H
I
J
K

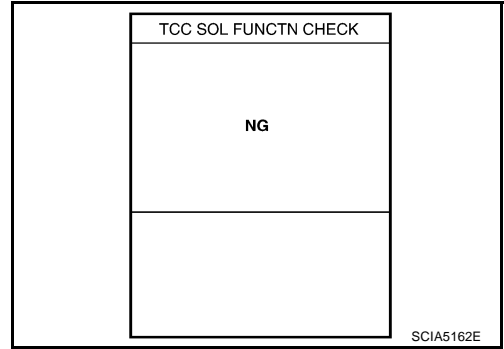
- Perform test drive to check gear shift feeling in accordance with instructions displayed.
- Touch “YES” or “NO”.
- CONSULT-II procedure is ended.



L
M

TROUBLE DIAGNOSIS

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



Display Items List

DTC work support item	Description	Check item
I/C SOL FUNCTN CHECK*	—	—
FR/B SOL FUNCTN CHECK*	—	—
D/C SOL FUNCTN CHECK*	—	—
HLR/C SOL FUNCTN CHECK*	—	—
LC/B SOL FUNCTN CHECK*	—	—
TCC SOL FUNCTN CHECK	Following items for “TCC solenoid function (lock-up) ” can be confirmed. <ul style="list-style-type: none"> ● Self-diagnosis status (whether the diagnosis is being conducted 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

ACS004IZ

A

Diagnostic Procedure Without CONSULT-II

OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)

Refer to [EC-117, "Generic Scan Tool \(GST\) Function"](#) .

OBD-II SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

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

TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

AT

Description

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

D

E

Diagnostic Procedure

1. CHECK A/T CHECK INDICATOR LAMP

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

F

G

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

YES >> GO TO 2.

NO >> GO TO [AT-248, "A/T Check Indicator Lamp Does Not Come On"](#) .

H

2. JUDGEMENT PROCEDURE STEP 1

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

I

J

K

L

M

>> GO TO 3.

3. CHECK SELF-DIAGNOSIS CODE

Check A/T CHECK indicator lamp.

Refer to [AT-104, "Judgement Self-diagnosis Code"](#) .

If the system does not go into self-diagnostics. Refer to [AT-244, "PARK/NEUTRAL POSITION, MANUAL MODE, BRAKE AND THROTTLE POSITION SWITCH CIRCUIT"](#) .

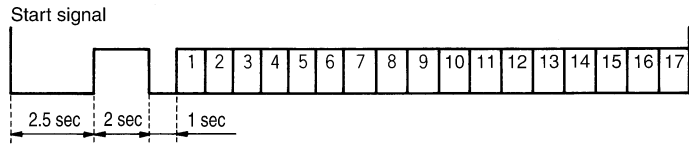
>> DIAGNOSIS END

TROUBLE DIAGNOSIS

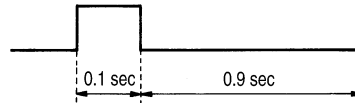
Judgement Self-diagnosis Code

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

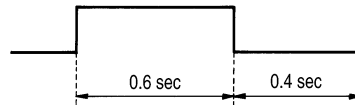
1	Revolution sensor 1
2	Direct clutch solenoid valve
3	Torque converter clutch solenoid valve
4	Line pressure solenoid valve
5	Input clutch solenoid valve
6	Front brake solenoid valve
7	Low coast brake solenoid valve
8	High & low reverse clutch solenoid valve
9	PNP switch
10	A/T fluid temperature sensor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



17-judgement flickers (OK)



(NG)



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

SCIA0497E

Erase Self-diagnosis

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

DTC U1000 CAN COMMUNICATION LINE

DTC U1000 CAN COMMUNICATION LINE

PFP:23710

Description

ACS00098

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

ACS00099

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

Possible Cause

ACS0009A

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

DTC Confirmation Procedure

ACS0009B

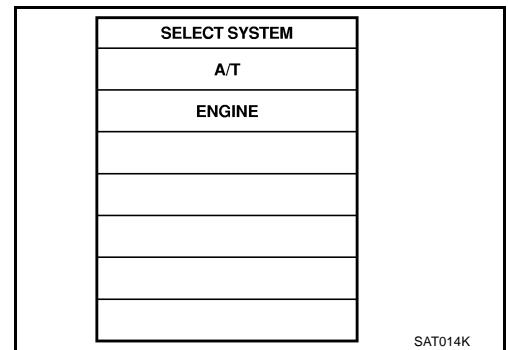
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON position. (Do not start engine.)
2. Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3. Start engine and wait for at least 6 seconds.
4. If DTC is detected, go to [AT-107, "Diagnostic Procedure"](#).



④ WITH GST




Follow the procedure "WITH CONSULT-II".

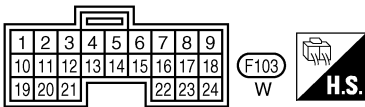
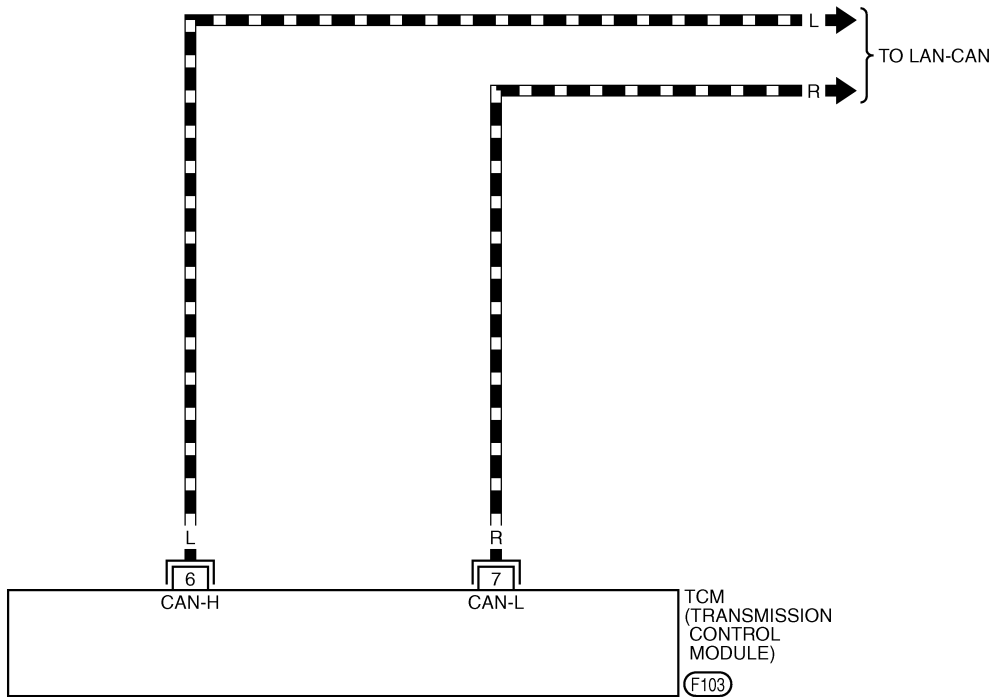
DTC U1000 CAN COMMUNICATION LINE

Wiring Diagram — AT — CAN

ACS0009C

AT-CAN-01

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



TCWT0054E

DTC U1000 CAN COMMUNICATION LINE

TCM terminal and Data are reference value.

Terminal No.	Wire color	Item	Condition	Data (Approx.)
6	L	CAN H	-	-
7	R	CAN L	-	-

Diagnostic Procedure

ACS0009D

1. CHECK CAN COMMUNICATION CIRCUIT

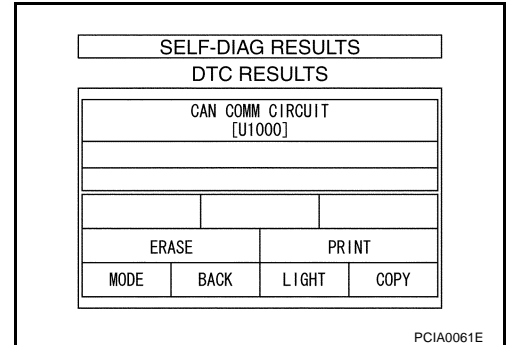
With CONSULT-II

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

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

YES >> Print out CONSULT-II screen, GO TO LAN section.
Refer to [LAN-2, "Precautions When Using CONSULT-II"](#)

NO >> **INSPECTION END**



DTC P0615 START SIGNAL CIRCUIT

DTC P0615 START SIGNAL CIRCUIT

PFP:25230

Description

ACS0009E

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

On Board Diagnosis Logic

ACS0009F

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

Possible Cause

ACS0009G

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

DTC Confirmation Procedure

ACS0009H

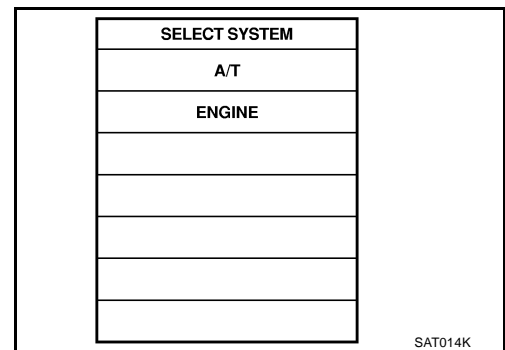
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Vehicle start for at least 2 consecutive seconds.
5. If DTC is detected, go to [AT-110, "Diagnostic Procedure"](#).



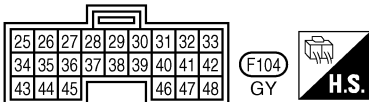
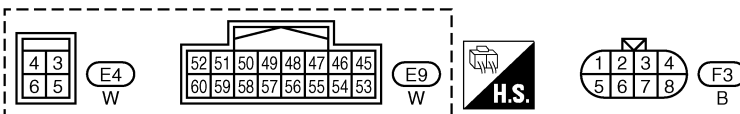
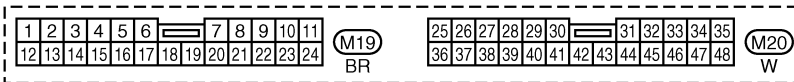
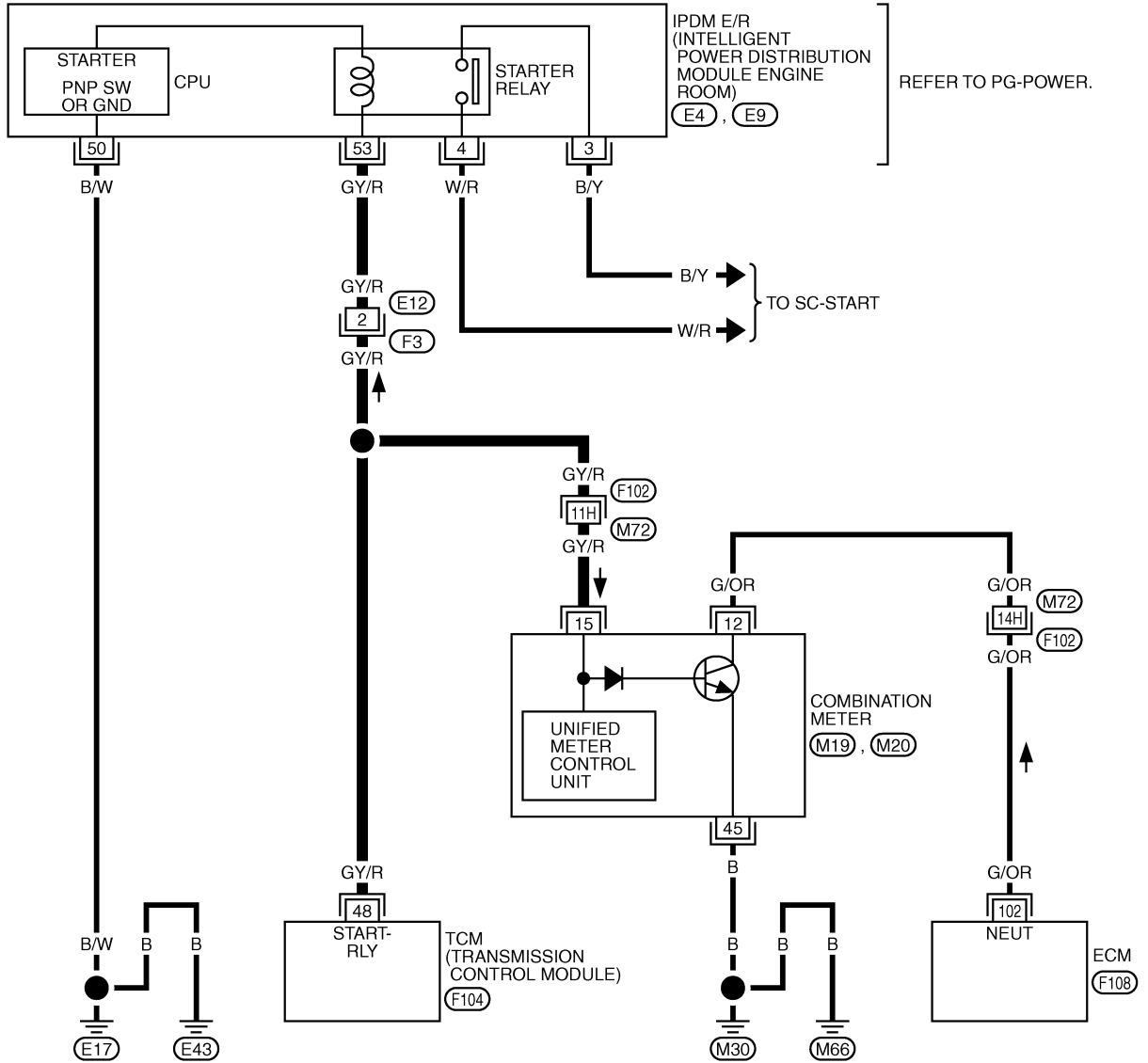
DTC P0615 START SIGNAL CIRCUIT

Wiring Diagram — AT — STSIG

ACS00091

AT-STSIG-01

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



REFER TO THE FOLLOWING.

F102 -SUPER MULTIPLE JUNCTION (SMJ)

F108 -ELECTRICAL UNITS

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

DTC P0615 START SIGNAL CIRCUIT

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
48	GY/R	Starter relay	IGN ON	Selector lever in "N", "P" position.	Battery voltage
				Selector lever in other position.	0V

Diagnostic Procedure

ACS0009J

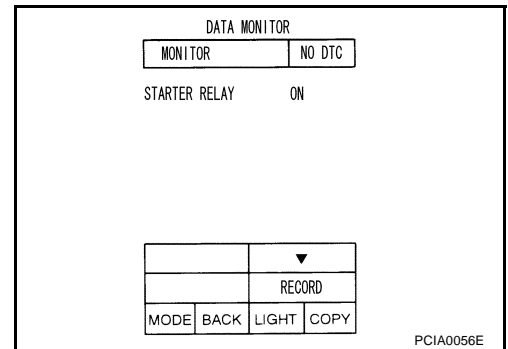
1. CHECK STARTER RELAY (WITH CONSULT-II)

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.

OK or NG

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



2. CHECK STARTER RELAY (WITHOUT CONSULT-II)

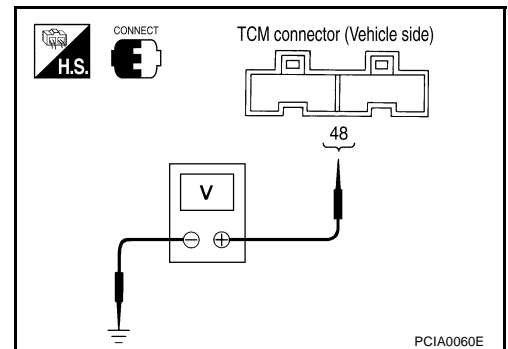
Without CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Check the voltage between the TCM connector and ground.

Item	Connector No.	Terminal No.	Shift position	Voltage (Approx.)
Starter relay	F104	48	Ground	N and P: Battery voltage R and D: 0V

OK or NG

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



3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Starter relay, Refer to [SC-9, "STARTING SYSTEM"](#).
- Disconnections or short-circuits in the harness between TCM and the IPDM E/R
- Disconnections or short-circuits in the harness between TCM and the combination meter

OK or NG

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

4. CHECK DTC

Perform "DTC confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

OK or NG

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

DTC P0615 START SIGNAL CIRCUIT

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#)
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

A
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DTC P0705 PARK/NEUTRAL POSITION SWITCH

DTC P0705 PARK/NEUTRAL POSITION SWITCH

PFP:32006

Description

ACS0009K

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

On Board Diagnosis Logic

ACS0009L

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

Possible Cause

ACS0009M

- Harness or connectors
[The 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
- Park/neutral position (PNP) switch 3 monitor terminal disconnected

DTC Confirmation Procedure

ACS0009N

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 “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.

THRTL POS SEN: More than 1.2V

5. If DTC is detected, go to [AT-114, "Diagnostic Procedure"](#) .

SELECT SYSTEM
A/T
ENGINE

SAT014K

WITH GST

Follow the procedure “With CONSULT-II”.

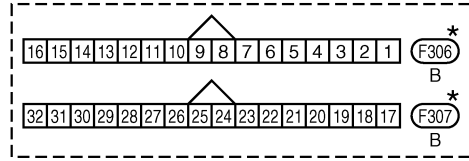
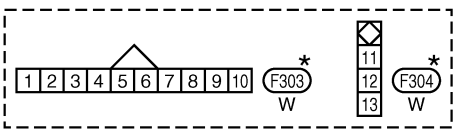
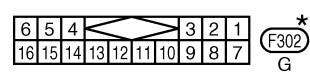
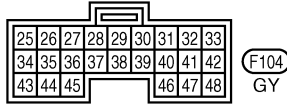
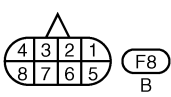
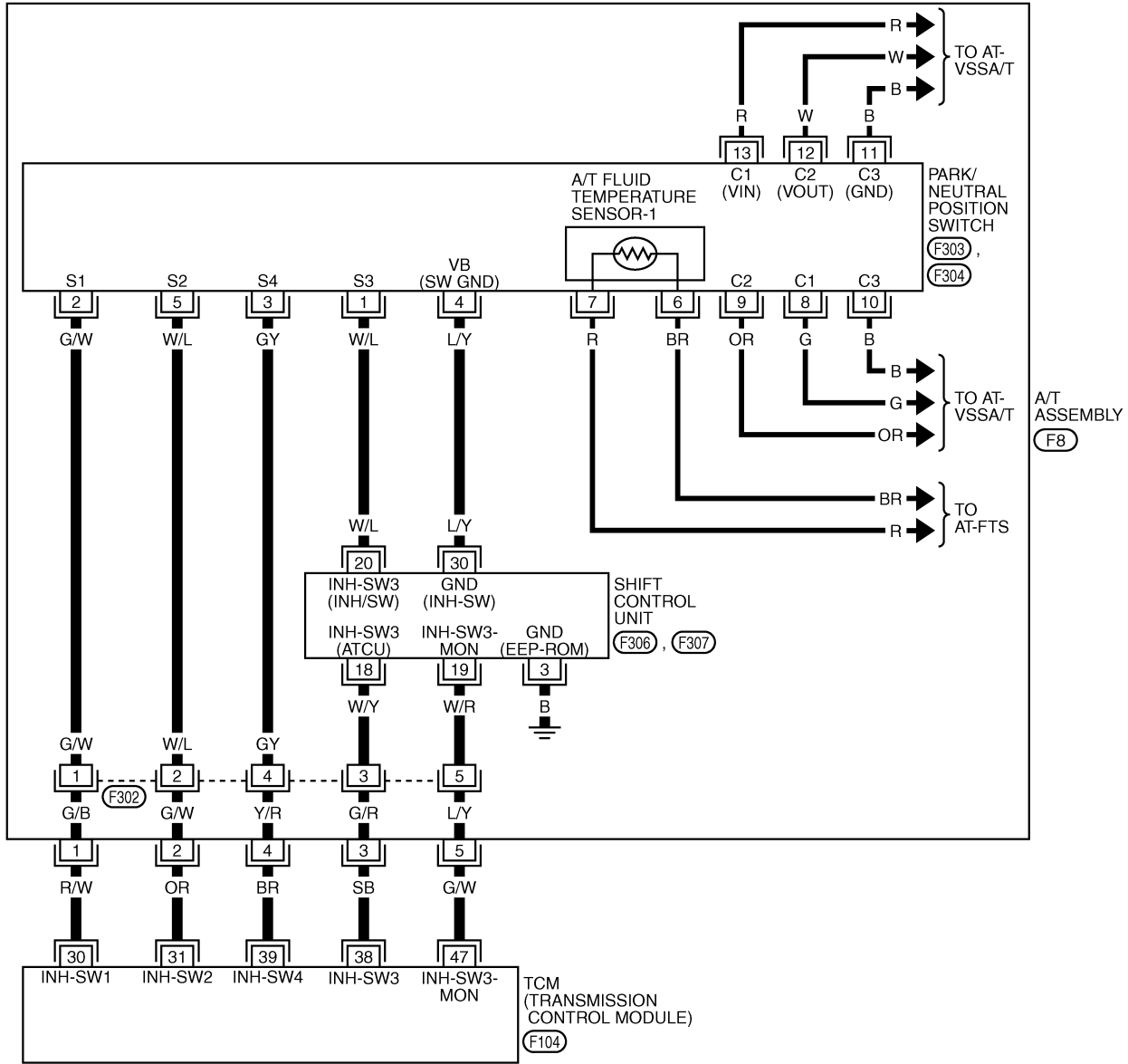
DTC P0705 PARK/NEUTRAL POSITION SWITCH

Wiring Diagram — AT — PNP/SW

ACS00090

AT-PNP/SW-01

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



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

TCW0220E

DTC P0705 PARK/NEUTRAL POSITION SWITCH

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition	Data (Approx.)
30	R/W	PNP switch 1	Selector lever in "P" position.	Battery voltage
			Selector lever in "N" position.	Less than 2.5V
31	OR	PNP switch 2	Selector lever in "P" position.	Battery voltage
			Selector lever in "D" position.	Less than 2.5V
38	SB	PNP switch 3	Selector lever in "D" position.	Battery voltage
			Selector lever in "R" position.	Less than 2.5V
39	BR	PNP switch 4	Selector lever in "D" position.	Less than 2.5V
			Selector lever in "P" position.	Battery voltage
47	G/W	PNP switch 3 (monitor)	Selector lever in "D" position.	Battery voltage
			Selector lever in "R" position.	Less than 2.5V

Diagnostic Procedure

ACS0009P

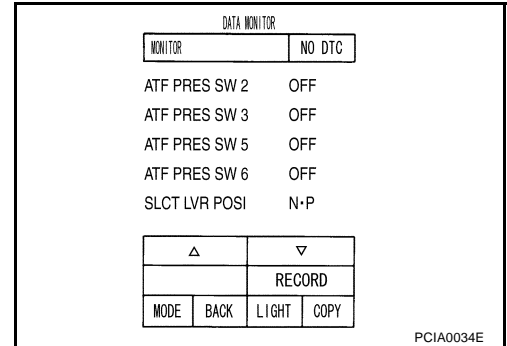
1. CHECK PNP SWITCH CIRCUIT (WITH CONSULT-II)

With CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Select "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Read out "N·P", "R" and "D" position switches moving selector lever to each position.

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



2. CHECK PNP SWITCH CIRCUIT (WITHOUT CONSULT-II)

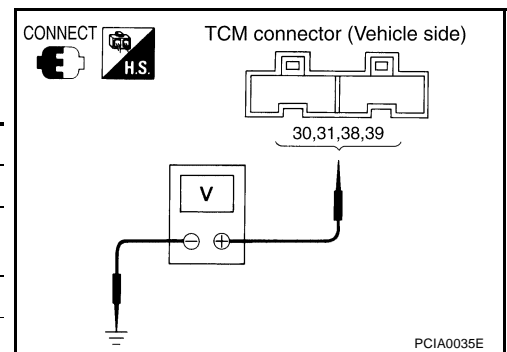
Without CONSULT-II

- Turn ignition switch ON. (Do not start engine.)
- Selector lever to "P", "R", "N", or "D" position to check the voltage between the TCM connector terminals and ground.

Shift position	Connector No.		F104	
	Terminal No. (Wire color)			
	30 (R/W) - Ground	31 (OR) - Ground	38 (SB) - Ground	39 (BR) - Ground
P	Battery voltage	Battery voltage	-	Battery voltage
R	-	-	Less than 2.5V	-
N	Less than 2.5V	-	-	-
D	-	Less than 2.5V	Battery voltage	Less than 2.5V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



DTC P0705 PARK/NEUTRAL POSITION SWITCH

3. DETECT MALFUNCTIONING ITEM

Check the following items.

- Disconnection or short-circuit in the harness between TCM and A/T unit harness connector.
- PNP switch. Refer to [AT-116, "Component Inspection"](#) .

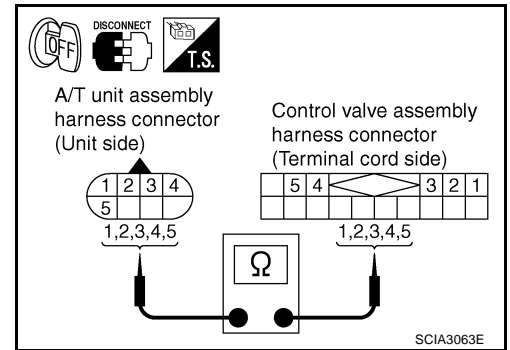
OK or NG

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

4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F8	1 (G/B)	Yes
Control valve assembly harness connector	F302		
A/T unit assembly harness connector	F8	2 (G/W)	Yes
Control valve assembly harness connector	F302		
A/T unit assembly harness connector	F8	3 (G/R)	Yes
Control valve assembly harness connector	F302		
A/T unit assembly harness connector	F8	4 (Y/R)	Yes
Control valve assembly harness connector	F302		
A/T unit assembly harness connector	F8	5 (L/Y)	Yes
Control valve assembly harness connector	F302		



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 assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

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

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

DTC P0705 PARK/NEUTRAL POSITION SWITCH

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

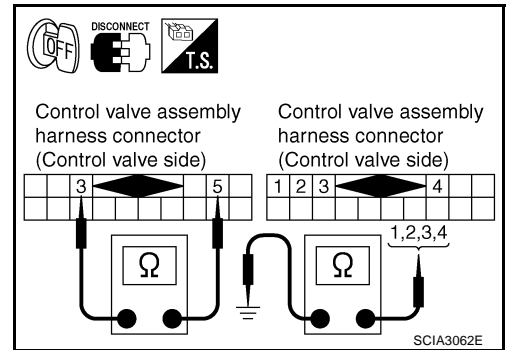
NG >> Repair or replace damaged parts.

Component Inspection PNP SWITCH

ACS0009Q

1. Selector lever to various positions to check the continuity between terminals on the PNP switch and ground.

PNP SW	Shift position	Connector No.	Terminal No. (Wire color)	Continuity
SW 1	P	F302	1 (G/W) - Ground	No
SW 2			2 (W/L) - Ground	
SW 3	D		3 (W/Y) - Ground	
SW 4			4 (GY) - Ground	Yes
SW 3 Monitor			P, R, N, D	



2. If NG, check the continuity with the control linkage disconnected. (Refer to Step 1 above.)
3. If OK with the control linkage disconnected, adjust the control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).
4. If NG even when the control linkage is disconnected, replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

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

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

PFP:32702

Description

ACS0009R

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.

On Board Diagnosis Logic

ACS0009S

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

Possible Cause

ACS0009T

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

DTC Confirmation Procedure

ACS0009U

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 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 “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Drive vehicle and check for an increase of “VHCL/S SE-A/T” value in response to “VHCL/S SE-MTR” value.
If the check result is NG, go to [AT-119, "Diagnostic Procedure"](#) .
If the check result is OK, go to following step.
4. Select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
5. Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

THRTL POS SEN: More than 1.0/8

Selector lever: “D” position

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

If the check result is NG, go to [AT-119, "Diagnostic Procedure"](#) .

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

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

ENGINE SPEED: 3,500 rpm or more

THRTL POS SEN: More than 1.0/8

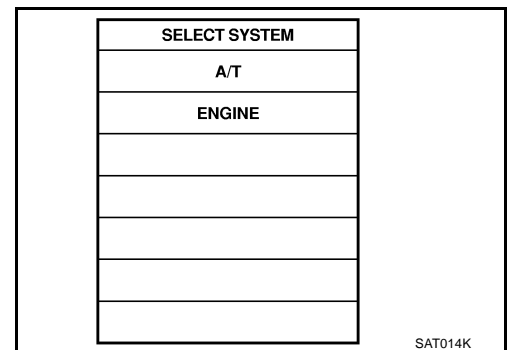
Selector lever: “D” position

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

If the check result is NG, go to [AT-119, "Diagnostic Procedure"](#) .

WITH GST

Follow the procedure “With CONSULT-II”.



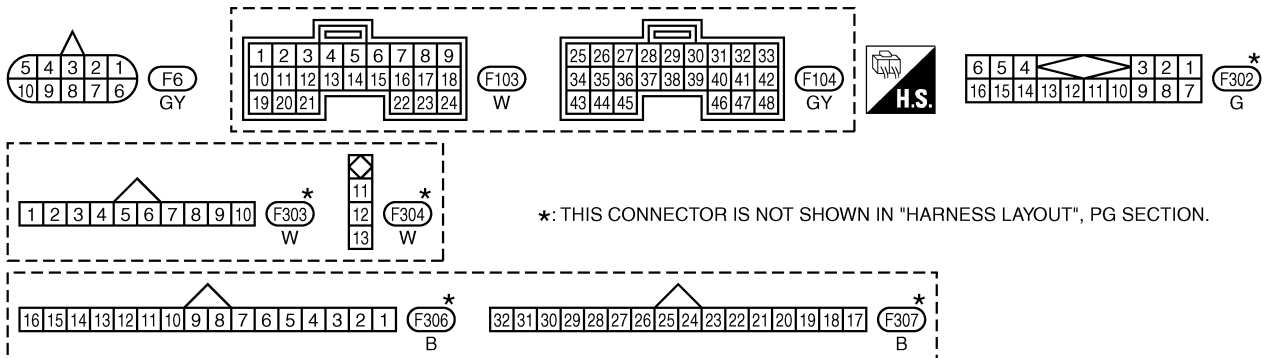
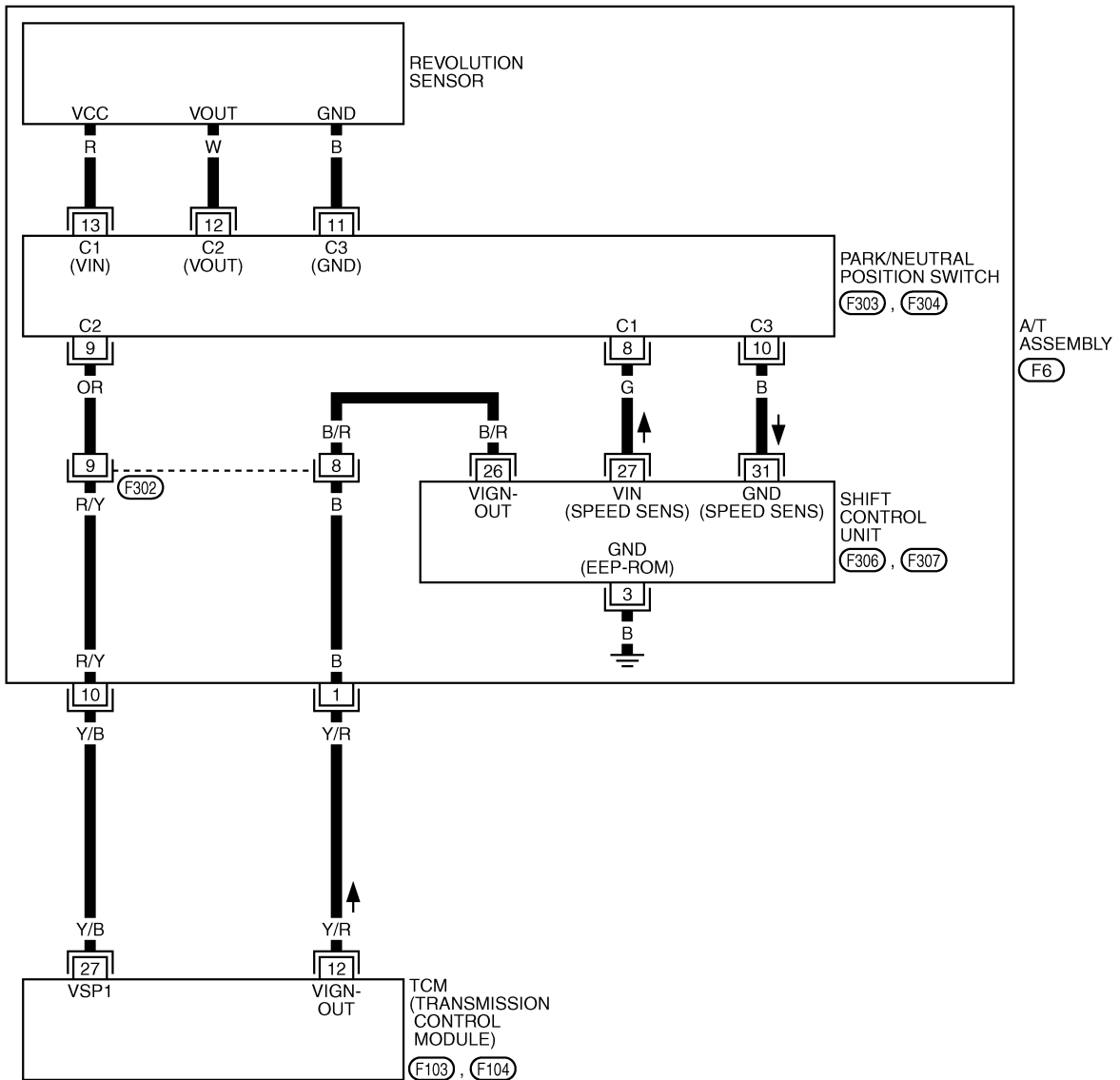
DTC P0720 VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR)

ACS0009V

Wiring Diagram — AT — VSSA/T

AT-VSSA/T-01

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



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

TCWT0221E

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

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
12	Y/R	Power supply (out)	IGN ON	—	Battery voltage
			IGN OFF	—	0V
27	Y/B	Vehicle speed sensor A/T (revolution sensor)	When vehicle cruises	When moving at 20 km/h (12 MPH).	185 (Hz)

Diagnostic Procedure

ACS0009W

1. CHECK INPUT SIGNALS

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.
- Start the engine.
- 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

PCIA0033E

OK or NG

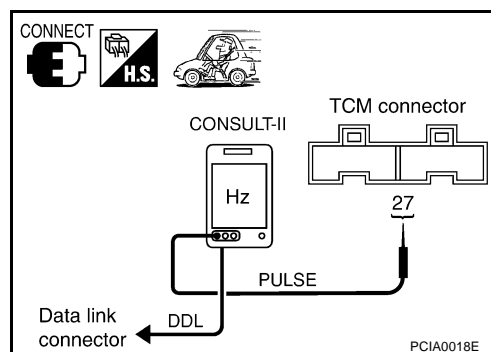
- OK >> GO TO 6.
 NG >> GO TO 3.

2. CHECK REVOLUTION SENSOR

- Start the engine.
- Check the pulse when vehicle cruises.

Condition	Connector No.	Terminal No. (Wire color)	Data (Approx.)
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.	F104	27 (Y/B)	185 (Hz)

CAUTION:
 Connect the data link connector to the vehicle-side diagnosis connector.



OK or NG

- OK >> GO TO 6.
 NG >> GO TO 3.

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

3. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

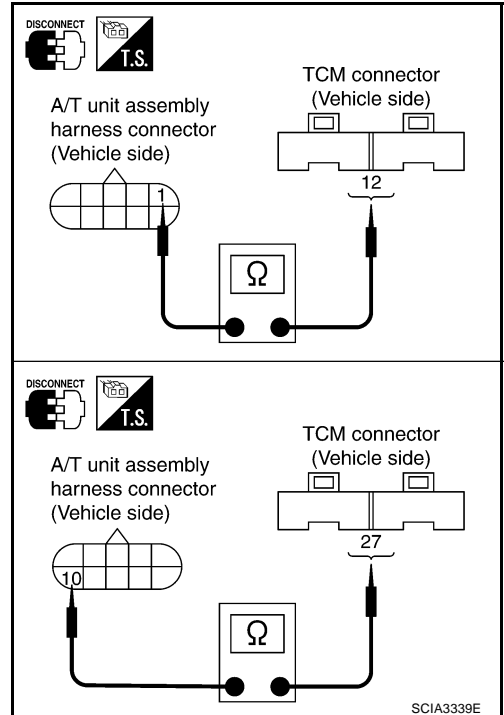
Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	12 (Y/R)	Yes
A/T unit assembly harness connector	F6	1 (Y/R)	
TCM	F104	27 (Y/B)	Yes
A/T unit assembly harness connector	F6	10 (Y/B)	

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

OK or NG

OK >> GO TO 4.

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



4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

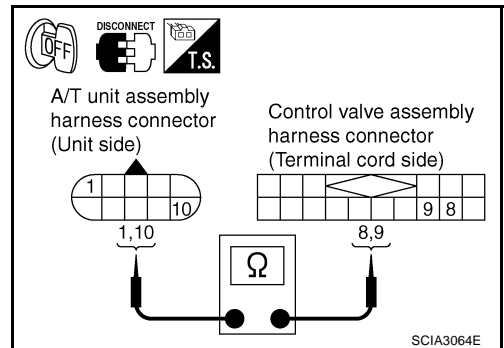
Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	1 (B)	Yes
Control valve assembly harness connector	F302	8 (B)	
A/T unit assembly harness connector	F6	10 (R/Y)	Yes
Control valve assembly harness connector	F302	9 (R/Y)	

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 >> Repair open circuit or short to ground or short to power in harness or connectors.



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

5. DETECT MALFUNCTION ITEMS

1. Check control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check revolution sensor. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

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

6. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-117, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 7.

7. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

A

B

AT

D

E

F

G

H

I

J

K

L

M

DTC P0725 ENGINE SPEED SIGNAL

DTC P0725 ENGINE SPEED SIGNAL

PFP:24825

Description

ACS0009X

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

On Board Diagnosis Logic

ACS0009Y

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

Possible Cause

ACS0009Z

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

DTC Confirmation Procedure

ACS000A0

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 and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Start engine and maintain the following conditions for at least 10 consecutive seconds.
VHCL SPEED SE: 10 km/h (6 MPH) or more
ACCELE POSI: More than 1/8
Selector lever: "D" position
3. If DTC is detected, go to [AT-123, "Diagnostic Procedure"](#).

SELECT SYSTEM
A/T
ENGINE

SAT014K

Ⓟ WITH GST

Follow the procedure "With CONSULT-II".

DTC P0725 ENGINE SPEED SIGNAL

ACS000A1

Diagnostic Procedure

1. CHECK DTC WITH ECM

With CONSULT-II

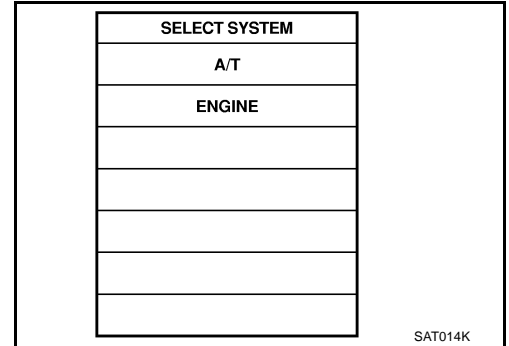
1. Turn ignition switch to ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-II. Refer to [EC-105, "CONSULT-II Function"](#).

With GST

Follow the procedure "With CONSULT-II".

OK or NG

- OK >> GO TO 2.
- NG >> Check the DTC detected item, go to [EC-105, "CONSULT-II Function"](#).
- If CAN communication line is detected, go to [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).



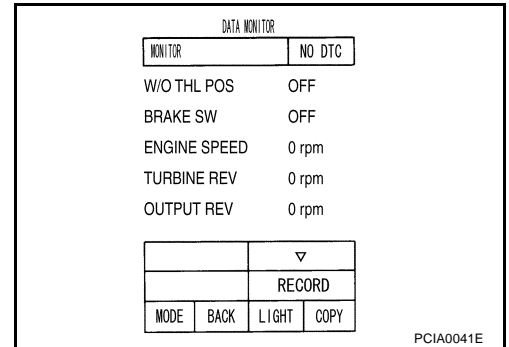
2. CHECK DTC WITH TCM

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.

OK or NG

- OK >> GO TO 3.
- NG >> Check the ignition signal circuit.
- Refer to [EC-583, "IGNITION SIGNAL"](#).



3. CHECK DTC

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

OK or NG

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

4. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS000A2

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

CONSULT-II Reference Value

ACS001KW

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

On Board Diagnosis Logic

ACS000A3

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

Possible Cause

ACS000A4

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

DTC Confirmation Procedure

ACS000A5

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.

④ WITH CONSULT-II

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

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

ACCELE POS: 0.5/8 - 1.0/8

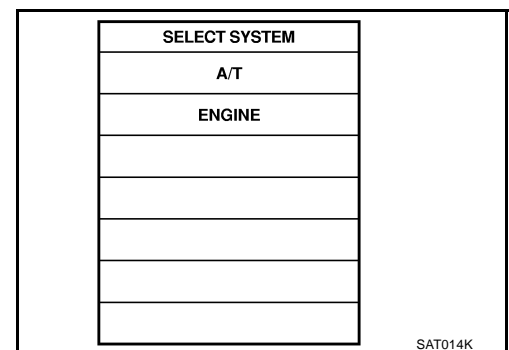
SELECTOR LEVER: "D" position

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

4. If DTC is detected go to [AT-126, "Diagnostic Procedure"](#) .

④ WITH GST

Follow the procedure "With CONSULT-II".



DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

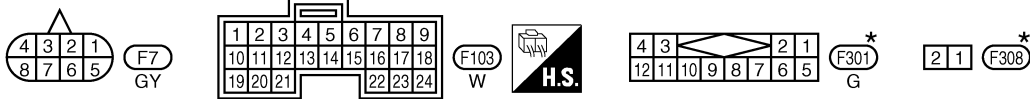
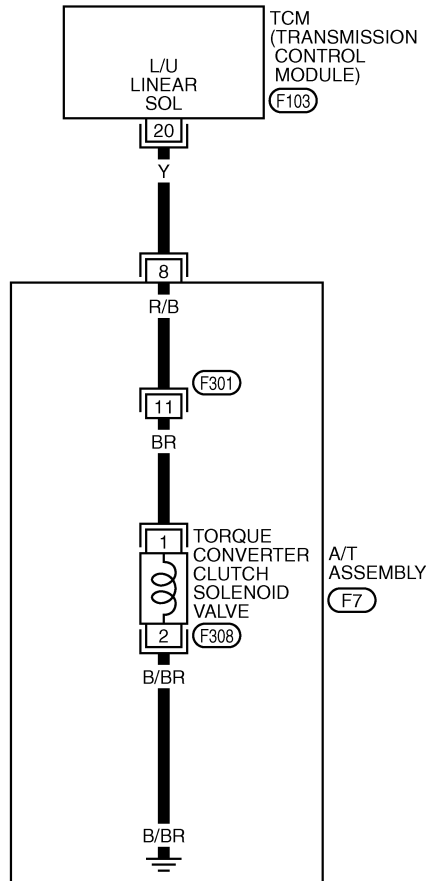
Wiring Diagram — AT — TCV

ACS000A6

AT-TCV-01

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

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



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

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

TCWT0222E

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

Terminal No.	Wire color	Item	Condition		Data (Approx.)
			When vehicle cruises	When lock-up	
20	Y	TCC solenoid valve	When lock-up		More than 2V
			When not lock-up		0V

Diagnostic Procedure

ACS000A7

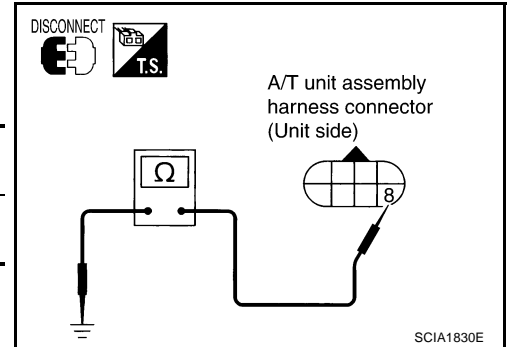
1. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Torque converter clutch solenoid valve	F7	8 (Y) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

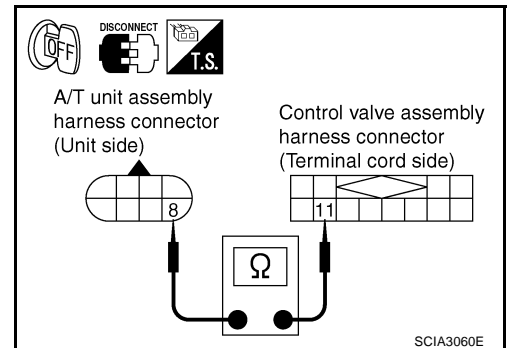
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	8 (R/B)	Yes
Control valve assembly harness connector	F301	11 (R/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 3.
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-128, "Component Inspection"](#).

OK or NG

- OK >> GO TO 4.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

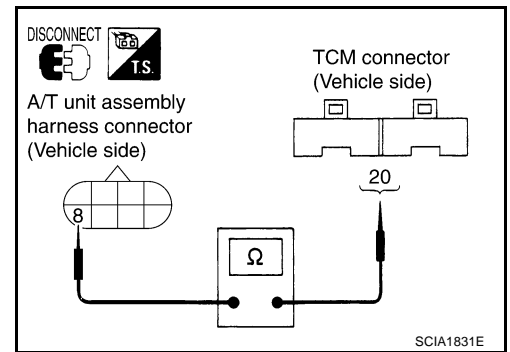
Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	20 (Y)	Yes
A/T unit assembly harness connector	F7	8 (Y)	

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 >> Repair open circuit or short to ground or short to power in harness or connectors.



5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

ACS004IA

Component Inspection

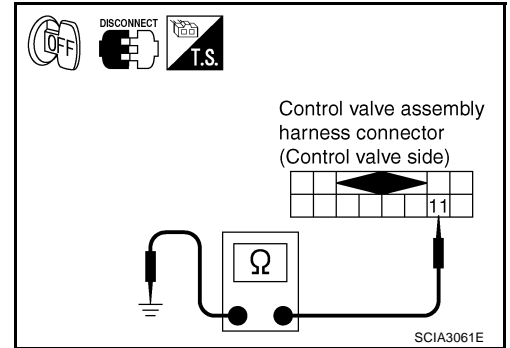
TORQUE CONVERTER CLUTCH SOLENOID VALVE

Resistance check

1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

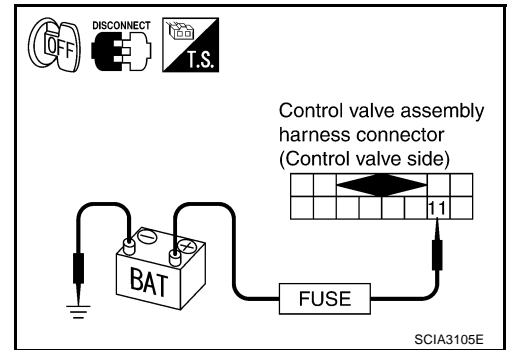
Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Torque converter clutch solenoid valve	F301	11 (BR) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .



Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 11 and ground.



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

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

PDF:31940

Description

ACS000A8

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.

On Board Diagnosis Logic

ACS000A9

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

Possible Cause

ACS000AA

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

DTC Confirmation Procedure

ACS000AB

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. Start engine and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2. Select "TCC S/V FNCTN CHECK" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
3. 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.)

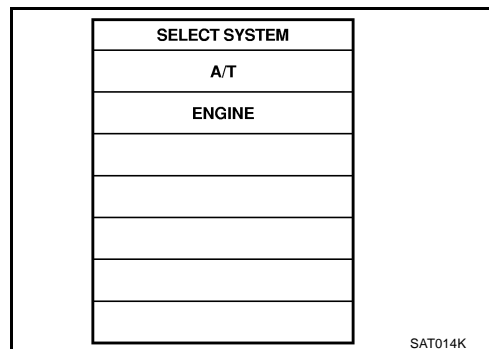
ACCELE POSI: More than 1.0/8 (at all times during step 4)

TCC SOLENOID: 0.4 - 0.6 A

Selector lever: "D" position

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

- Check that "GEAR" shows "5".
 - For shift schedule, refer to [AT-377, "Vehicle Speed When Performing and Releasing Complete Lock-up"](#).
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
4. Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to [AT-131, "Diagnostic Procedure"](#).
Refer to shift schedule, [AT-377, "Vehicle Speed When Performing and Releasing Complete Lock-up"](#).



WITH GST

Follow the procedure "With CONSULT-II".

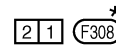
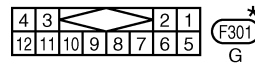
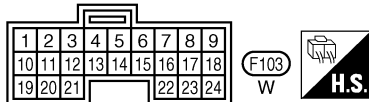
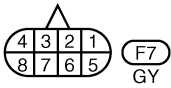
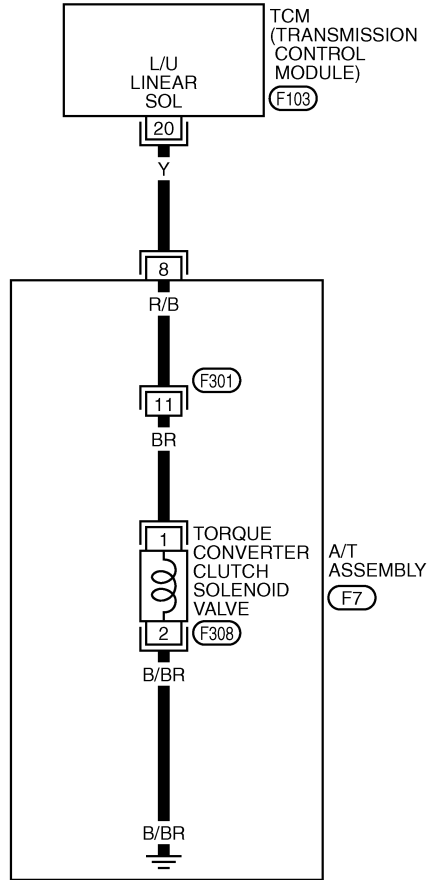
DTC P0744 A/T TCC S/V FUNCTION (LOCK-UP)

Wiring Diagram — AT — TCCSIG

ACS000AC

AT-TCCSIG-01

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



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

TCWT0223E

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

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
			When vehicle cruises	When lock-up	
20	Y	TCC solenoid valve	When lock-up		More than 2V
			When not lock-up		0V

Diagnostic Procedure

ACS000AD

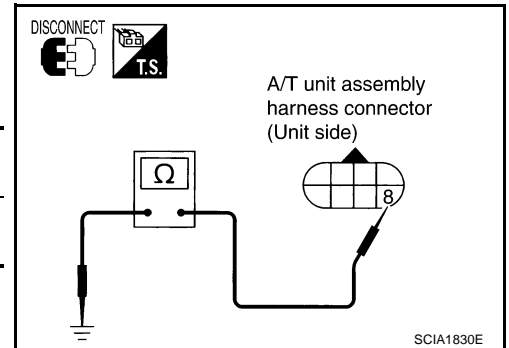
1. CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE CIRCUIT

- Turn ignition switch OFF.
- Disconnect A/T unit assembly harness connector at the transmission right side.
- Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Torque converter clutch solenoid valve	F7	8 (Y) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

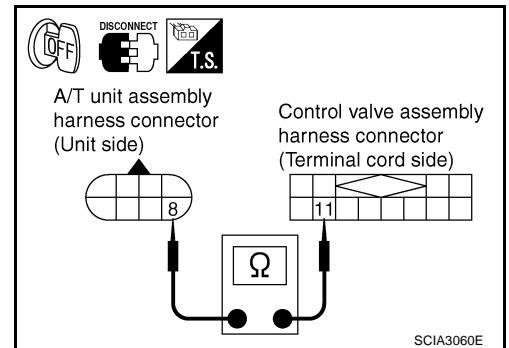
- Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
- Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
- Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	8 (R/B)	Yes
Control valve assembly harness connector	F301	11 (R/B)	

- 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.



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-133, "Component Inspection"](#).

OK or NG

- OK >> GO TO 5.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

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

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	20 (Y)	Yes
A/T unit assembly harness connector	F7	8 (Y)	

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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

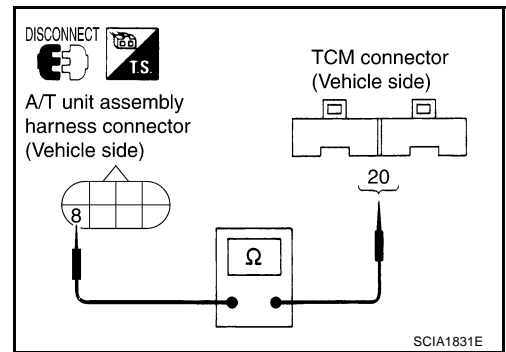
6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.



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

ACS004B

Component Inspection

TORQUE CONVERTER CLUTCH SOLENOID VALVE

Resistance check

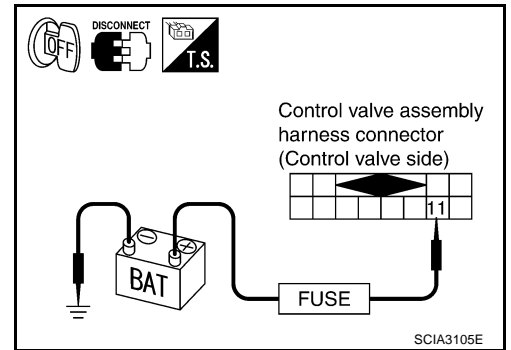
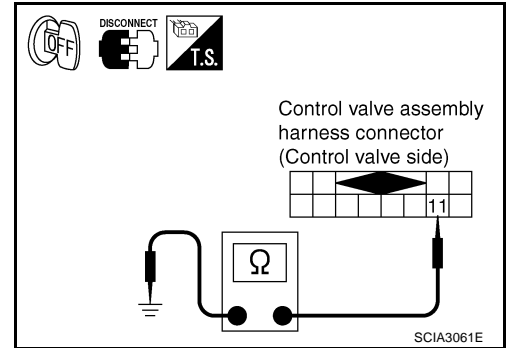
1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Torque converter clutch solenoid valve	F301	11 (BR) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 11 and ground.



A
B
AT
D
E
F
G
H
I
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L
M

DTC P0745 LINE PRESSURE SOLENOID VALVE

DTC P0745 LINE PRESSURE SOLENOID VALVE

PFP:31940

Description

ACS000AE

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”.

On Board Diagnosis Logic

ACS000AF

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

Possible Cause

ACS000AG

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

DTC Confirmation Procedure

ACS000AH

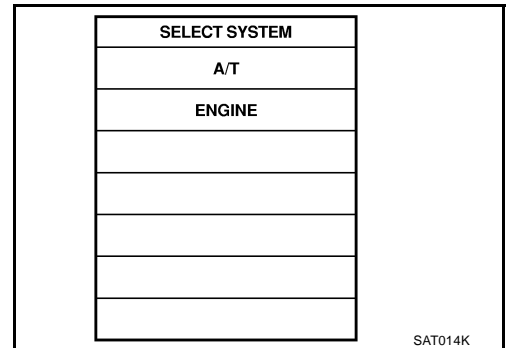
NOTE:

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 and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2. Engine start and wait at least 5 second.
3. If DTC is detected, go to [“AT-136, “Diagnostic Procedure”](#) .



WITH GST

Follow the procedure “With CONSULT-II”.

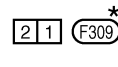
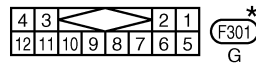
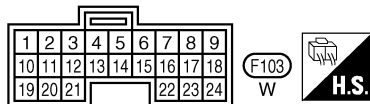
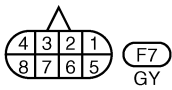
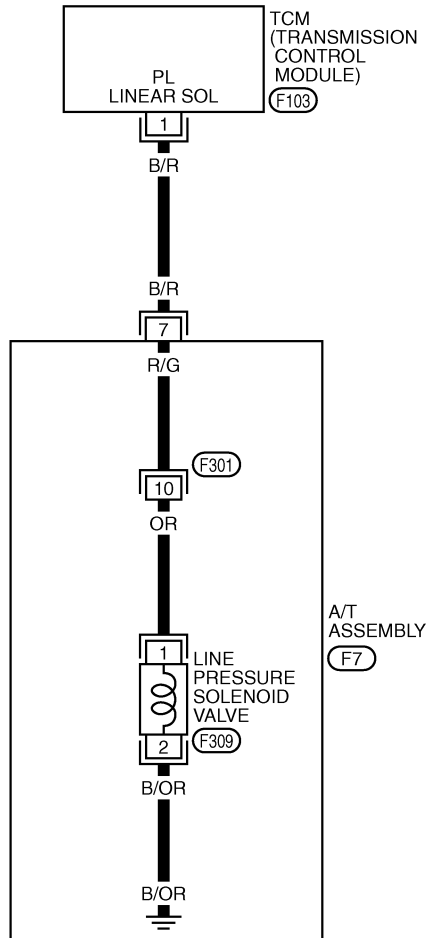
DTC P0745 LINE PRESSURE SOLENOID VALVE

Wiring Diagram — AT — LPSV

ACS000AI

AT-LPSV-01

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



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

TCWT0224E

DTC P0745 LINE PRESSURE SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition	Data (Approx.)	
1	B/R	Line pressure solenoid valve	IGN ON	After warming up the engine, release your foot from the accelerator pedal.	2V
				After warming up the engine, press the accelerator pedal all the way down.	0.7V

Diagnostic Procedure

ACS000AJ

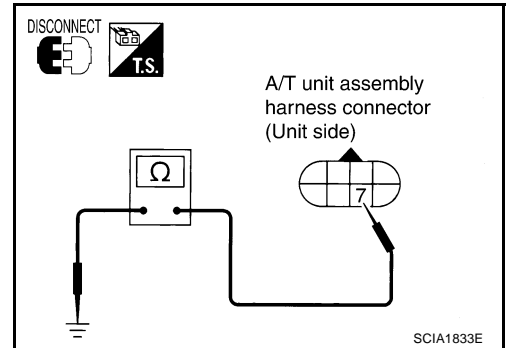
1. CHECK LINE PRESSURE SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Line pressure solenoid valve	F7	7 (B/R) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

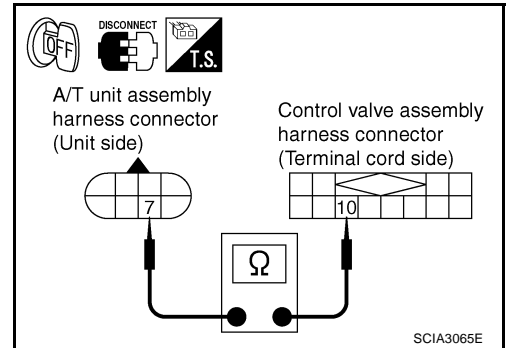
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	7 (R/G)	Yes
Control valve assembly harness connector	F301	10 (R/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 3.
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-138, "Component Inspection"](#).

OK or NG

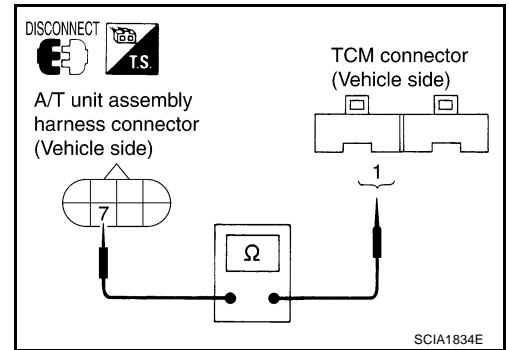
- OK >> GO TO 5.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P0745 LINE PRESSURE SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	1 (B/R)	Yes
A/T unit assembly harness connector	F7	7 (B/R)	



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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P0745 LINE PRESSURE SOLENOID VALVE

ACS0041C

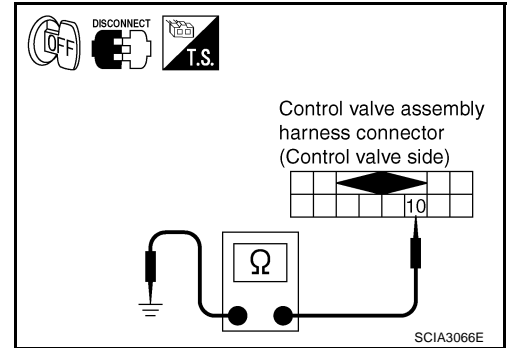
Component Inspection LINE PRESSURE SOLENOID VALVE

Resistance check

1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

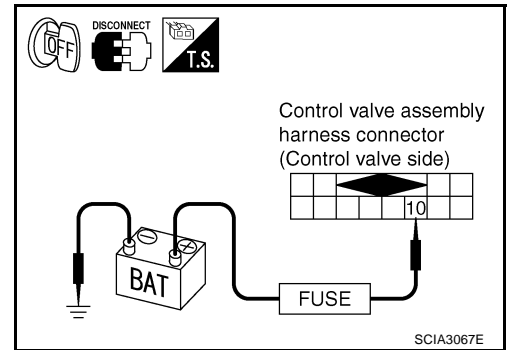
Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Line pressure solenoid valve	F301	10 (OR) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .



Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 10 and ground.



DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

PPF:31036

Description

ACS000AK

When the power supply to the TCM is cut "OFF", for example because the battery is removed, and the self-diagnostics memory function stops, malfunction is detected.

On Board Diagnosis Logic

ACS000AL

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "TCM-POWER SUPPLY" with CONSULT-II is detected when TCM does not receive the voltage signal from the battery power supply.
- This is not a malfunction message. (Whenever shutting "OFF" a power supply to the TCM, this message appears on the screen.)

Possible Cause

ACS000AM

Harness or connectors
(Battery or ignition switch and TCM circuit is open or shorted.)

DTC Confirmation Procedure

ACS000AN

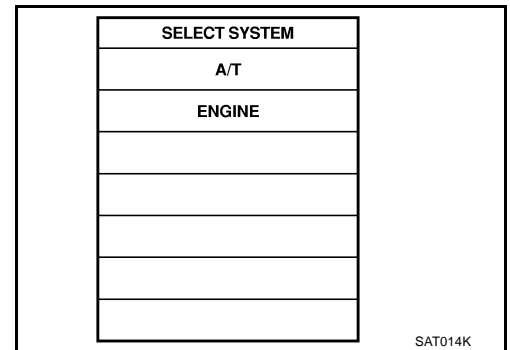
NOTE:

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Wait for at least 2 consecutive seconds.
4. If DTC is detected, go to [AT-142, "Diagnostic Procedure"](#).



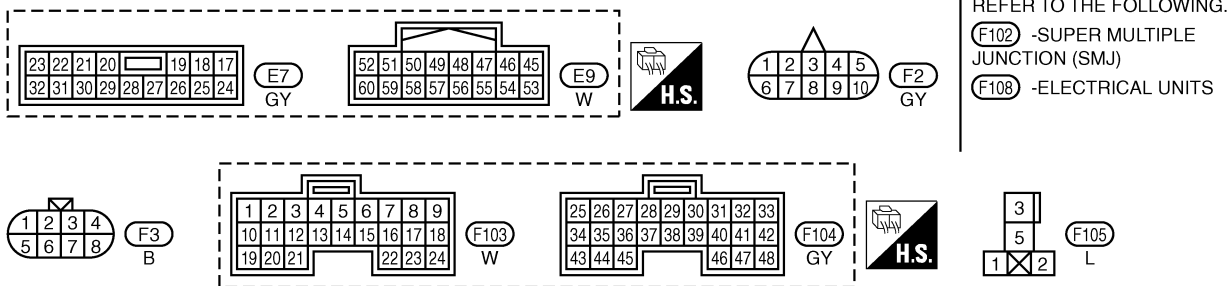
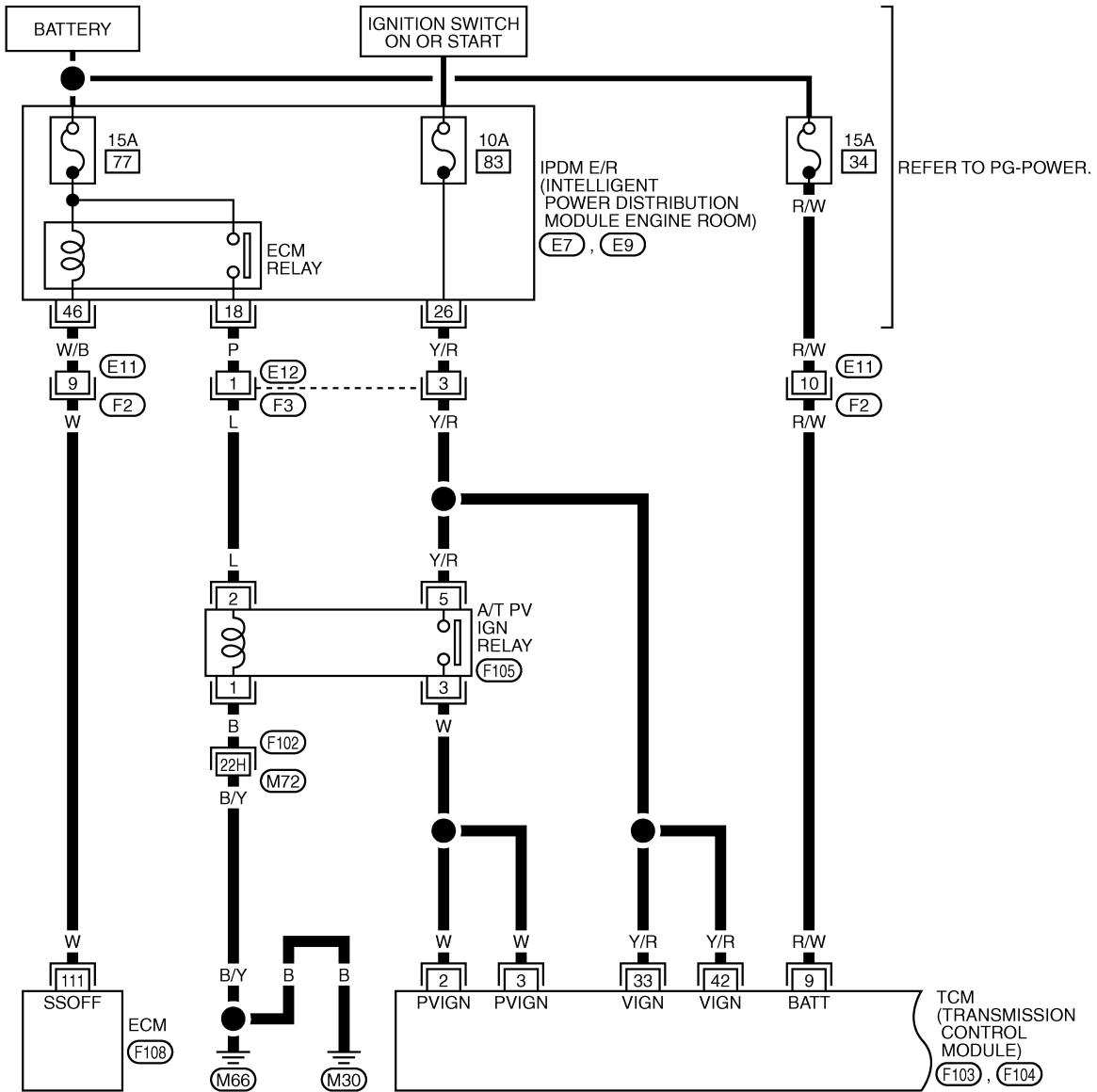
DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

ACS000AO

Wiring Diagram — AT — POWER

AT-POWER-01

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

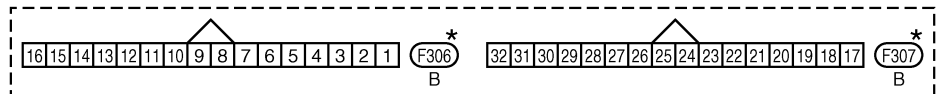
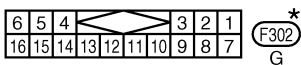
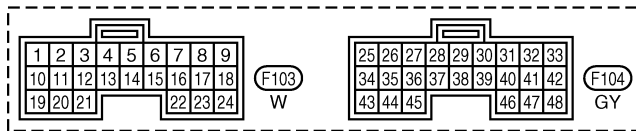
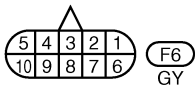
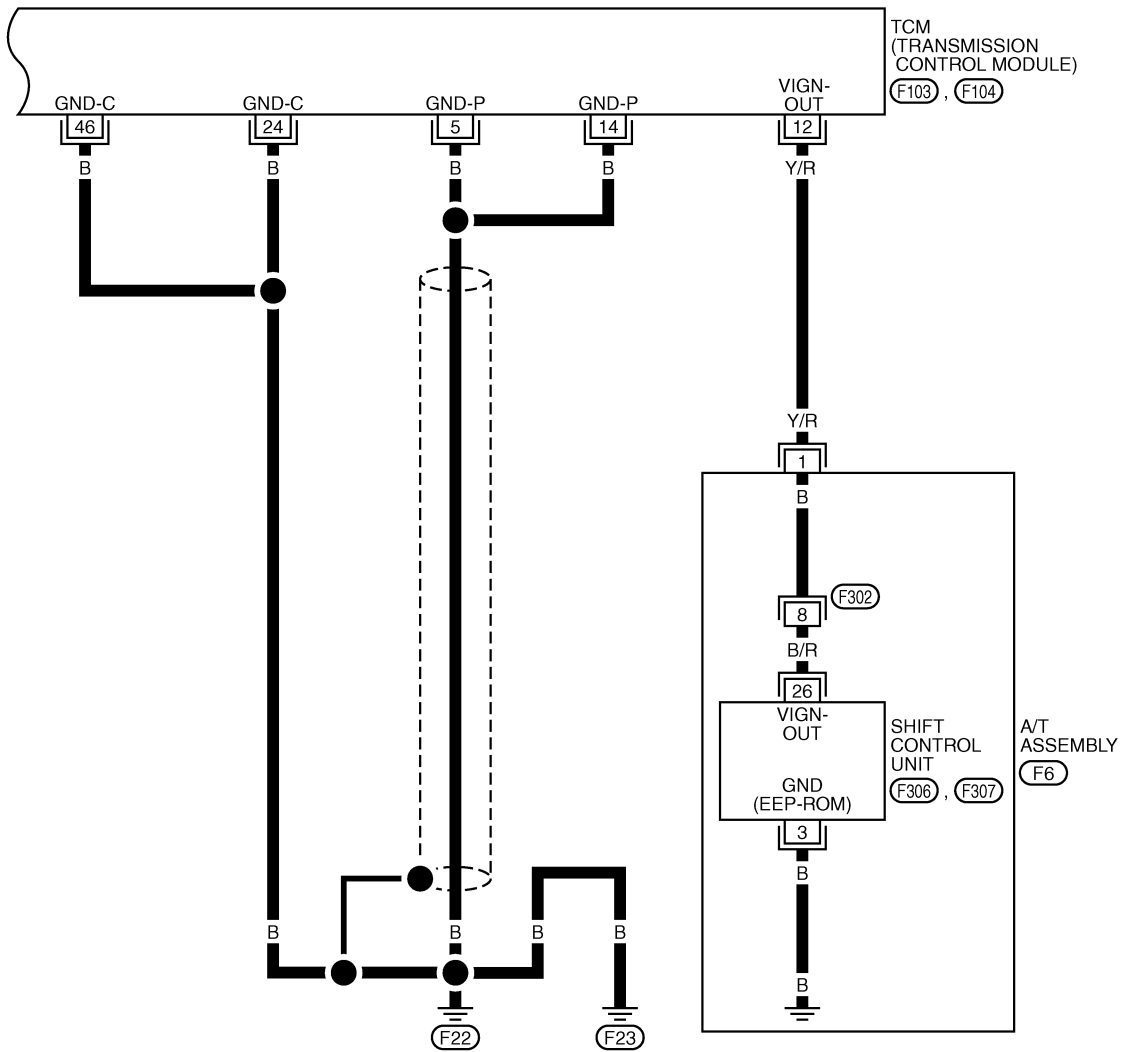


TCWT0225E

DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

AT-POWER-02

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



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

TCWT0226E

DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
2	W	Power supply	IGN ON	–	Battery voltage
			IGN OFF	Measure 3 seconds after switching “OFF” the ignition switch.	0V
3	W	Power supply	IGN ON	–	Battery voltage
			IGN OFF	Measure 3 seconds after switching “OFF” the ignition switch.	0V
5	B	Ground	Always		0V
9	R/W	Power supply (Memory back-up)	Always		Battery voltage
12	Y/R	Power supply (out)	IGN ON	–	Battery voltage
			IGN OFF	–	0V
14	B	Ground	Always		0V
24	B	Ground	Always		0V
33	Y/R	Power supply	IGN ON	–	Battery voltage
			IGN OFF	–	0V
42	Y/R	Power supply	IGN ON	–	Battery voltage
			IGN OFF	–	0V
46	B	Ground	Always		0V

Diagnostic Procedure

ACS000AP

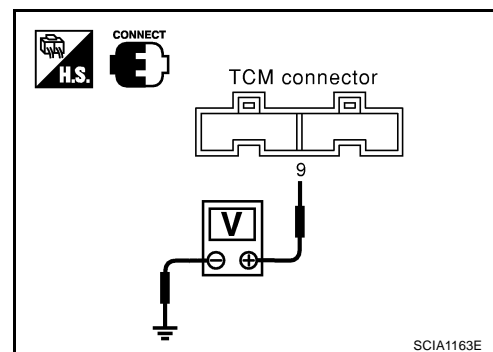
1. CHECK TCM POWER SOURCE, STEP 1

1. Turn ignition switch OFF.
2. Check voltage between TCM terminal and ground.

Item	Connector No.	Terminal No.	Voltage
TCM	F103	9 - Ground	Battery voltage

OK or NG

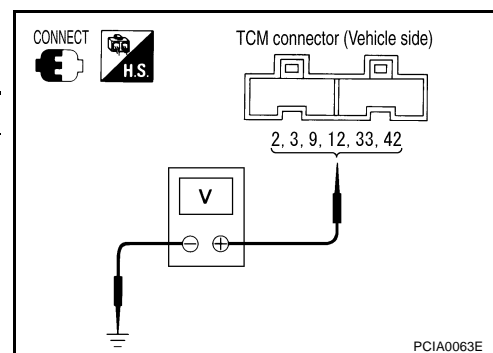
- OK >> GO TO 2.
 NG >> GO TO 3.



2. CHECK TCM POWER SOURCE, STEP 2

1. Turn ignition switch ON. (Do not start engine.)
2. Check voltage between TCM terminal and ground.

Item	Connector No.	Terminal No.	Voltage
TCM	F103	2 - Ground	Battery voltage
		3 - Ground	
		9 - Ground	
		12 - Ground	
	F104	33 - Ground	
		42 - Ground	



OK or NG

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

DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between battery and TCM terminal 9
- Harness for short or open between ignition switch and TCM terminals 2, 3, 33 and 42
- Harness for short or open between IPDM E/R terminal 33 and A/T PV IGN relay terminals 2
- Harness for short or open between A/T PV IGN relay terminal 1 and ground.
- 15A fuse (No.34, located in the fuse and fusible link block) and 10A fuse (No. 71, located in the IPDM E/R)
- Ignition switch; Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#)
- A/T PV IGN relay; Refer to [AT-144, "Component Inspection"](#)
- ECM relay; Refer to [EC-130, "POWER SUPPLY AND GROUND 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 TCM harness connector.
3. Check continuity between TCM terminals 5, 14, 24, 46 and ground.

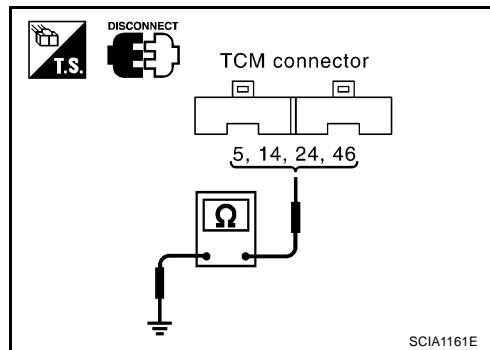
Continuity should exist.

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. CHECK DTC

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

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#)
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1701 TRANSMISSION CONTROL MODULE (POWER SUPPLY)

ACS000GP

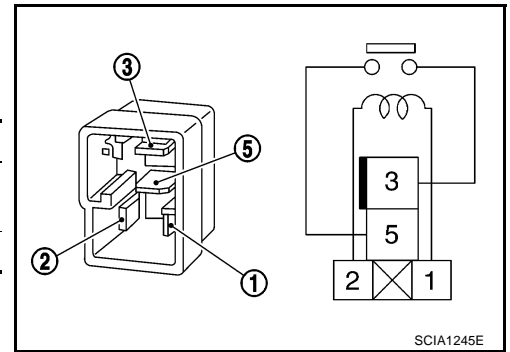
Component Inspection

A/T PV IGN RELAY

1. Apply 12V direct current between A/T PV IGN relay terminals 1 and 2.
2. Check continuity between relay terminals 3 and 5.

Condition	Continuity
12V direct current supply between terminals 1 and 2	Yes
OFF	No

3. If NG, replace A/T PV IGN relay.



DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

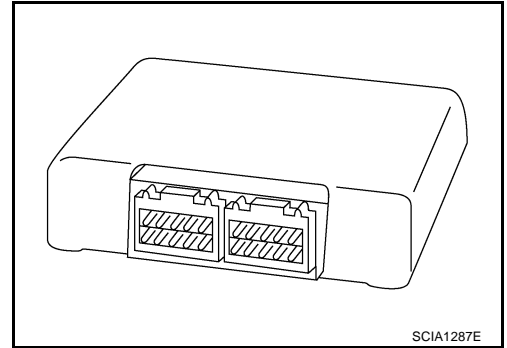
DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

PF3:31036

Description

ACS000AQ

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



SCIA1287E

ACS000AR

On Board Diagnosis Logic

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

Possible Cause

ACS000AS

TCM

DTC Confirmation Procedure

ACS000AT

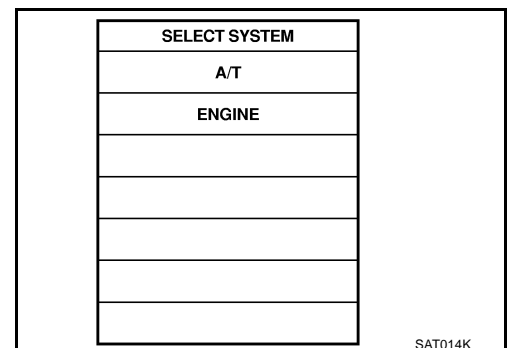
NOTE:

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 "DATA MONITOR" mode for A/T with CONSULT-II.
3. Start engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-146, "Diagnostic Procedure"](#).



SAT014K

DTC P1702 TRANSMISSION CONTROL MODULE (RAM)

Diagnostic Procedure

ACS000AU

1. CHECK DTC

④ With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch to "OFF" position and wait at least 10 seconds.
5. Perform DTC confirmation procedure, [AT-145, "DTC Confirmation Procedure"](#).

Is the "TCM·RAM" displayed again?

- YES >> Replace TCM.
NO >> **INSPECTION END**

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

SCIA5304E

DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

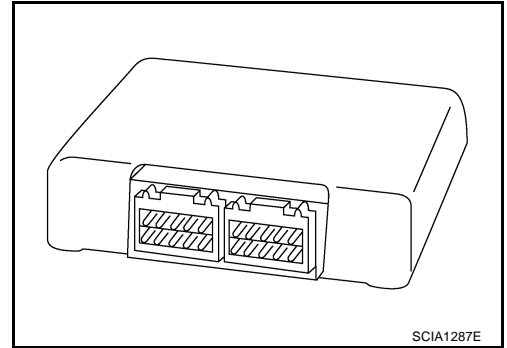
DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

PFP:31036

Description

ACS000AV

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



ACS000AW

On Board Diagnosis Logic

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

Possible Cause

ACS000AX

TCM

DTC Confirmation Procedure

ACS000AY

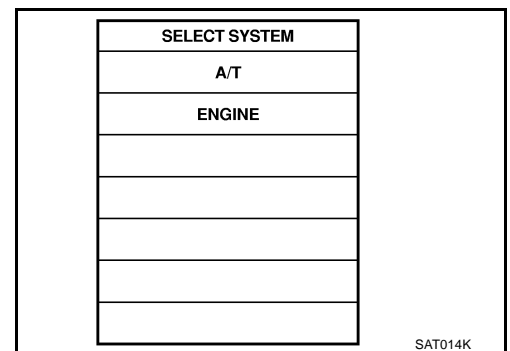
NOTE:

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 "DATA MONITOR" mode for A/T with CONSULT-II.
3. Start engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-148, "Diagnostic Procedure"](#).



DTC P1703 TRANSMISSION CONTROL MODULE (ROM)

Diagnostic Procedure

ACS000AZ

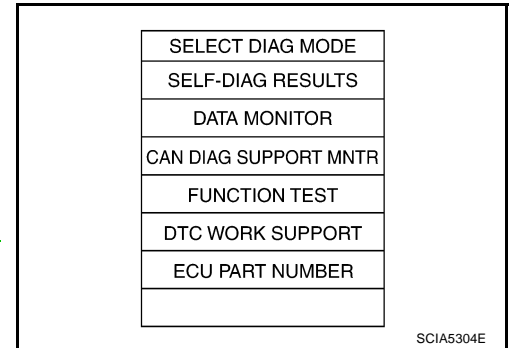
1. CHECK DTC

④ With CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF DIAG RESULTS" mode for "A/T" with CONSULT-II.
3. Touch "ERASE".
4. Turn ignition switch to "OFF" position and wait at least 10 seconds.
5. Perform DTC confirmation procedure, [AT-147, "DTC Confirmation Procedure"](#).

Is the "TCM-ROM" displayed again?

- YES >> Replace TCM.
NO >> **INSPECTION END**



DTC P1704 TRANSMISSION CONTROL MODULE (EEPROM)

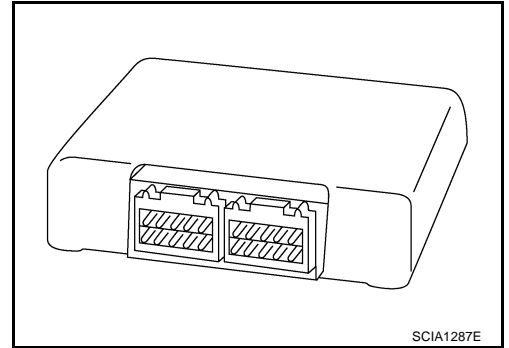
DTC P1704 TRANSMISSION CONTROL MODULE (EEPROM)

PDF:31036

Description

ACS000B0

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



SCIA1287E

ACS000B1

On Board Diagnosis Logic

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

Possible Cause

ACS000B2

TCM

DTC Confirmation Procedure

ACS000B3

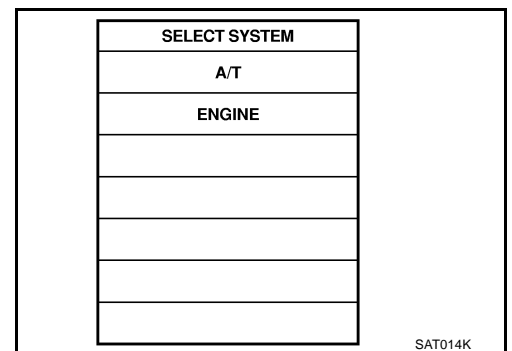
NOTE:

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 "DATA MONITOR" mode for A/T with CONSULT-II.
3. Start engine.
4. Run engine for at least 2 consecutive seconds at idle speed.
5. If DTC is detected, go to [AT-150, "Diagnostic Procedure"](#).



SAT014K

DTC P1704 TRANSMISSION CONTROL MODULE (EEPROM)

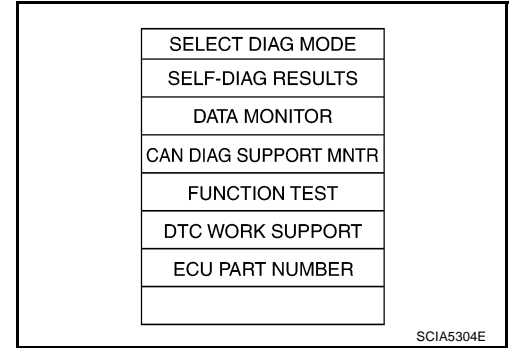
Diagnostic Procedure

ACS000B4

1. CHECK DTC

④ With CONSULT-II

1. Connect CONSULT-II to data link connector.
2. Turn ignition switch ON. Confirm that CONSULT-II turn ON.
3. Move select lever in "R" position.
4. Touch "START" on CONSULT-II.
5. Select "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
6. Fully press the accelerator pedal (8/8 throttle), and hold it in the fully open position. (This will set the closed throttle position signal to OFF.)
7. Touch "ERASE" on CONSULT-II, and then touch "YES".
8. Wait 3 seconds and then release the accelerator pedal.
9. Turn ignition switch OFF and wait at least 10 seconds.
10. Perform "DTC Confirmation Procedure". Refer to [AT-149, "DTC Confirmation Procedure"](#).



Is the "TCM-EEPROM" displayed again?

YES >> Replace TCM.

NO >> **INSPECTION END**

DTC P1705 THROTTLE POSITION SENSOR

DTC P1705 THROTTLE POSITION SENSOR

PFP:22620

Description

ACS000B5

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.

On Board Diagnosis Logic

ACS000B6

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

Possible Cause

ACS000B7

Harness or connectors
(The sensor circuit is open or shorted.)

DTC Confirmation Procedure

ACS000B8

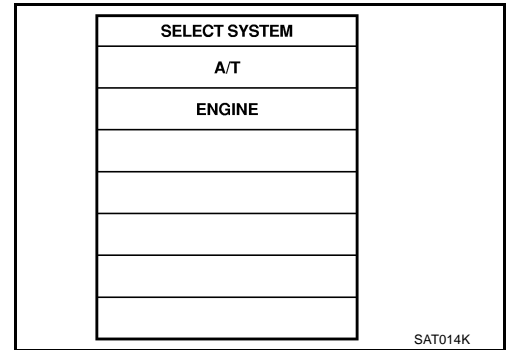
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Start engine and let it idle for 1 second.
4. If DTC is detected, go to [“AT-152. "Diagnostic Procedure" .](#)



④ WITH GST

Follow the procedure “With CONSULT-II”.

DTC P1705 THROTTLE POSITION SENSOR

ACS000B9

Diagnostic Procedure

1. CHECK DTC WITH ECM

With CONSULT-II

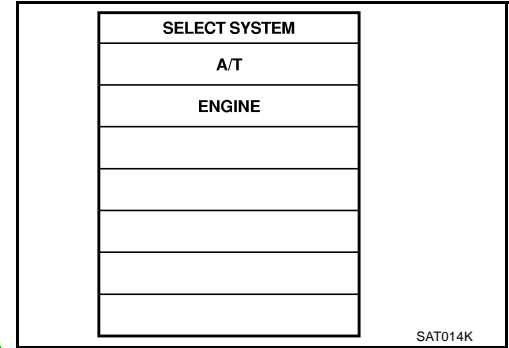
1. Turn ignition switch ON. (Do not start engine.)
2. Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-II. Refer to [EC-105, "CONSULT-II Function"](#).

With GST

Follow the procedure "With CONSULT-II".

OK or NG

- OK >> GO TO 2.
NG >> Check the DTC detected item. Go to [EC-105, "CONSULT-II Function"](#).
- If CAN communication line is detected, go to [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).



2. CHECK DTC WITH TCM

With CONSULT-II

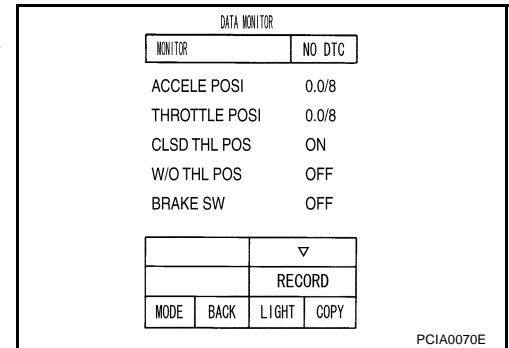
1. Turn ignition switch ON. (Do not start engine.)
2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Depress accelerator pedal and read out the value of "ACCLE POS" and "THROTTLE POSI".
Check engine speed changes according to throttle position.
4. Select "SELF-DIAG RESULTS" mode for "ENGINE" with CONSULT-II. Refer to [EC-109, "SELF-DIAG RESULTS MODE"](#).

With GST

Follow the procedure "With CONSULT-II".

OK or NG

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



3. CHECK DTC

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

OK or NG

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

4. CHECK TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

PFP:31940

Description

ACS000BA

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

CONSULT-II Reference Value

ACS000G9

Item name	Condition	Display value (Approx.) (V)
A/T fluid temperature sensor 1	0°C (32°F) - 20°C (68°F) - 80°C (176°F)	2.2 - 1.8 - 0.6
A/T fluid temperature sensor 2		2.2 - 1.7 - 0.45

On Board Diagnosis Logic

ACS000BB

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

Possible Cause

ACS000BC

- Harness or connectors
(The sensor circuit is open or shorted.)
- A/T fluid temperature sensors 1, 2

DTC Confirmation Procedure

ACS000BD

CAUTION:

Always drive vehicle at a safe speed.

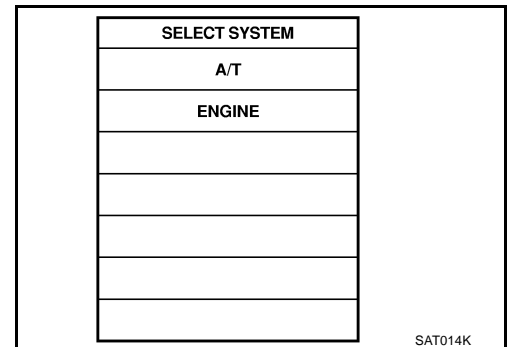
NOTE:

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 “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
3. Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)
VHCL SPEED SE: 10 km/h (6 MPH) or more
THRTL POS SEN: More than 1.0/8
Selector lever: “D” position
4. If DTC is detected, go to [AT-155, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure “With CONSULT-II”.

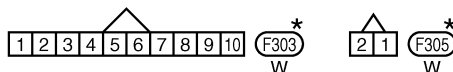
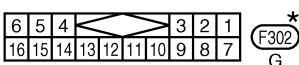
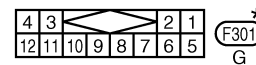
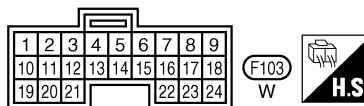
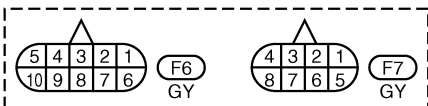
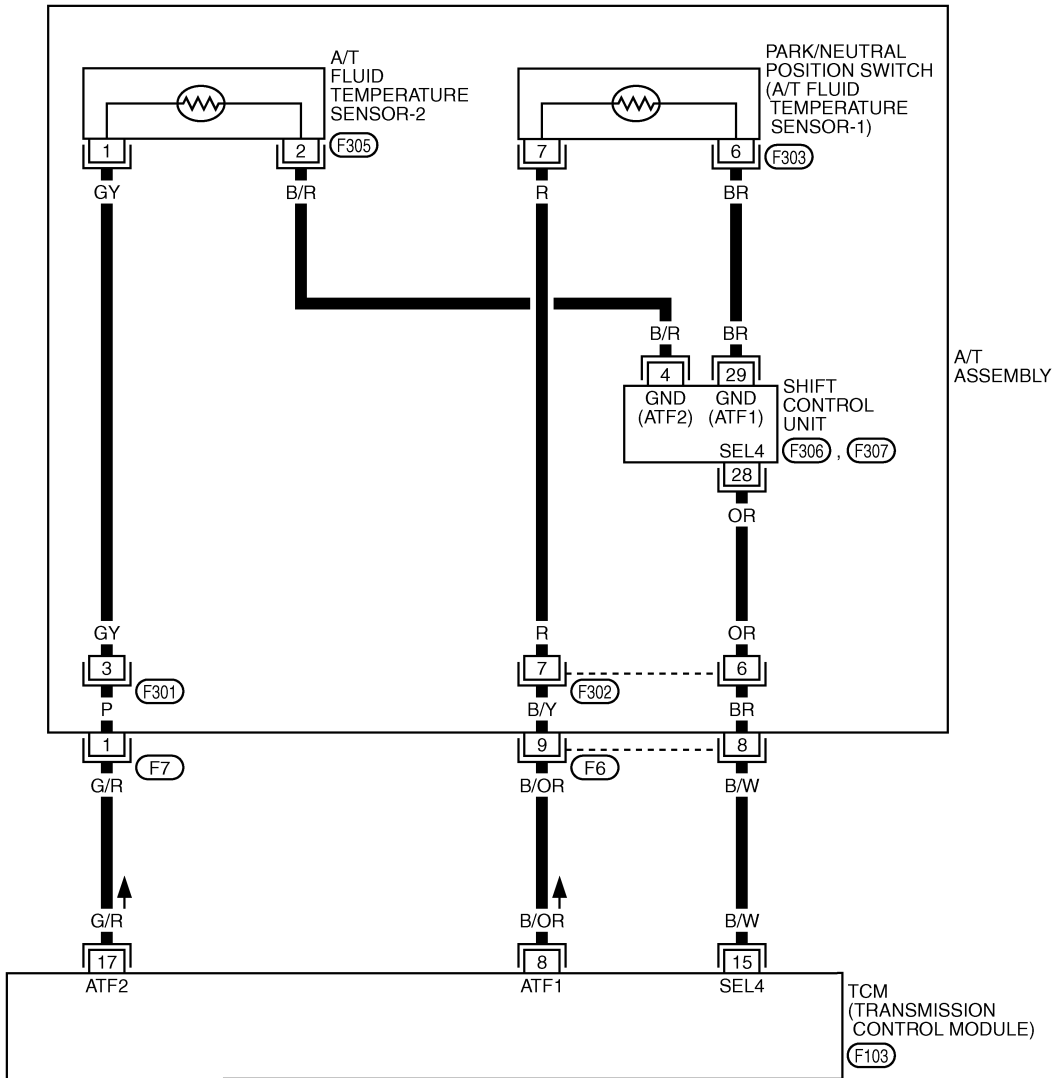
DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

ACS000BE

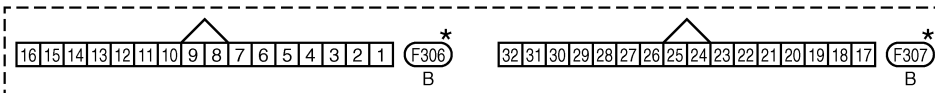
Wiring Diagram — AT — FTS

AT-FTS-01

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



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



TCWT0227E

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
8	B/OR	A/T fluid temperature sensor 1	IGN ON	When ATF temperature 0°C (32°F)	2.2V
				When ATF temperature 20°C (68°F)	1.8V
				When ATF temperature 80°C (176°F)	0.6V
15	B/W	SEL4	-	-	-
17	G/R	A/T fluid temperature sensor 2	IGN ON	When ATF temperature about 0°C (32°F)	2.2V
				When ATF temperature about 20°C (68°F)	1.7V
				When ATF temperature about 80°C (176°F)	0.45V

Diagnostic Procedure

ACS000BF

1. CHECK INPUT SIGNALS (WITH CONSULT-II)

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" or "ATF TEMP SE 2".

Item name	Condition °C (°F)	Display value (Approx.) V
A/T fluid temperature sensor 1	0 (32) - 20 (68) - 80 (176)	2.2 - 1.8 - 0.6
A/T fluid temperature sensor 2		2.2 - 1.7 - 0.45

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

△	▽
RECORD	
MODE	BACK
LIGHT	COPY

PCIA0039E

OK or NG

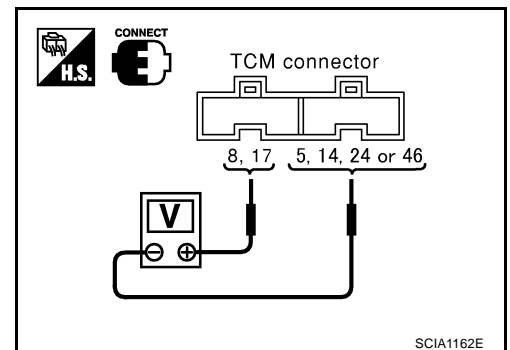
- OK >> GO TO 7.
 NG >> GO TO 3.

2. CHECK INPUT SIGNALS (WITHOUT CONSULT-II)

Without CONSULT-II

- Start engine.
- Check voltage between TCM connector and ground while warming up A/T. Refer to [AT-154, "Wiring Diagram — AT — FTS"](#).

Name	Connector No.	Terminal No.	Temperature °C (°F)	Voltage (V) (Approx.)
A/T fluid temperature sensor 1	F103	8 (B/OR) - 5 (B), 14 (B), 24 (B) or 46 (B)	0 (32)	2.2
			20 (68)	1.8
			80 (176)	0.6
A/T fluid temperature sensor 2		17 (G/R) - 5 (B), 14 (B), 24 (B) or 46 (B)	0 (32)	2.2
			20 (68)	1.7
			80 (176)	0.45



- Turn ignition switch OFF.
- Disconnect the TCM connector.
- Check if there is continuity between the connector terminal and ground.

OK or NG

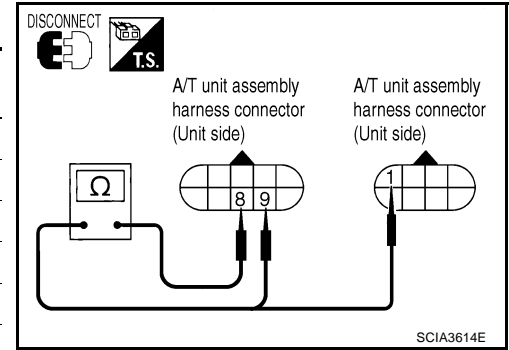
- OK >> GO TO 7.
 NG >> GO TO 3.

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

3. CHECK A/T FLUID TEMPERATURE SENSOR CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Name	Connector No.	Terminal No. (Wire color)	Temperature °C (°F)	Resistance (KΩ) (Approx.)
A/T fluid temperature sensor 1	F6	9 (B/OR) - 8(B/W)	0 (32)	15
			20 (68)	6.5
			80 (176)	0.9
A/T fluid temperature sensor 2	F7	1 (G/R) - 8(B/W)	0 (32)	10
			20 (68)	4
			80 (176)	0.5



4. Reinstall any part removed.

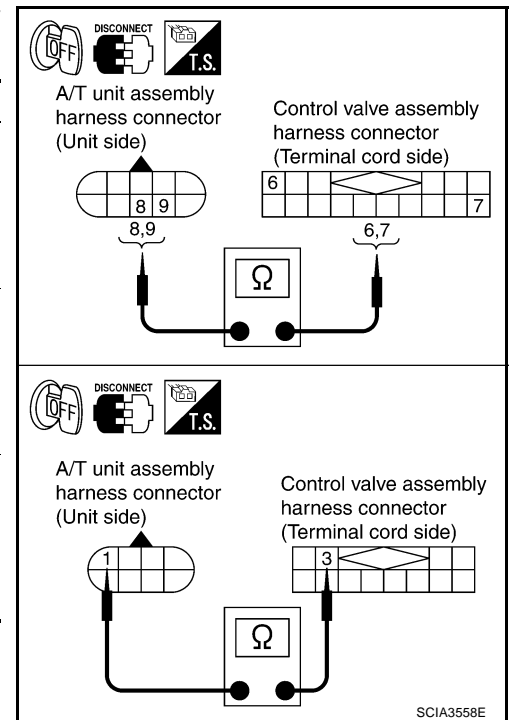
OK or NG

- OK >> GO TO 7.
 NG >> GO TO 4.

4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	8 (BR)	Yes
Control valve assembly harness connector	F302	6 (BR)	
A/T unit assembly harness connector	F6	9 (B/Y)	Yes
Control valve assembly harness connector	F302	7 (B/Y))	
A/T unit assembly harness connector	F7	1 (P)	Yes
Control valve assembly harness connector	F301	3 (P)	



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

OK or NG

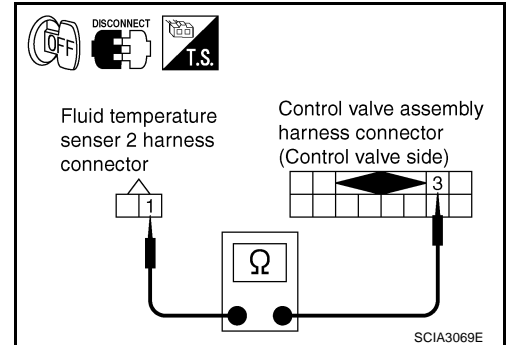
- OK - 1 >> If A/T fluid temperature sensor 1 on step 3 is NG, replace the control valve assembly.
 OK - 2 >> If A/T fluid temperature sensor 2 on step 3 is NG, GO TO 5.
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

5. CHECK HARNESS BETWEEN A/T FLUID TEMPERATURE SENSOR 2 AND CONTROL VALVE ASSEMBLY

1. Disconnect A/T fluid temperature sensor 2 harness connector and control valve assembly harness connector.
2. Check continuity between A/T fluid temperature sensor 2 harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T fluid temperature sensor 2 harness connector	F305	1 (GY)	Yes
Control valve assembly harness connector	F301	3 (GY)	



OK or NG

OK >> GO TO 6.

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

6. CHECK A/T FLUID TEMPERATURE SENSOR 2

Check A/T fluid temperature sensor 2.

- Refer to [AT-158, "Component Inspection"](#).

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short to ground or short to power or open between TCM and A/T unit assembly harness connector.

OK or NG

OK >> GO TO 8.

NG >> Repair or replace damaged parts.

8. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-153, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 9.

9. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

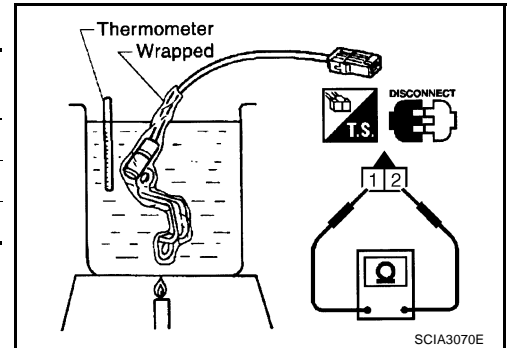
ACS0041D

Component Inspection

A/T FLUID TEMPERATURE SENSOR 2

1. Remove A/T fluid temperature sensor 2. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Check resistance between terminal 1 and 2.

Name	Connector No.	Terminal No. (Wire color)	Temperature °C (°F)	Resistance (KΩ) (Approx.)
A/T fluid temperature sensor 2	F305	1 (GY) - 2 (B/R)	0 (32)	10
			20 (68)	4
			80 (176)	0.5



DTC P1716 TURBINE REVOLUTION SENSOR

DTC P1716 TURBINE REVOLUTION SENSOR

PPF:31935

Description

ACS000BH

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.

On Board Diagnosis Logic

ACS000BI

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

Possible Cause

ACS000BJ

- Harness or connectors
(The sensor circuit is open or shorted.)
- Turbine revolution sensor 1, 2

DTC Confirmation Procedure

ACS000BK

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.

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

ENGINE SPEED: 1,500 rpm or more

ACCELE POS: 0.5/8 or more

Selector lever: "D" position

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

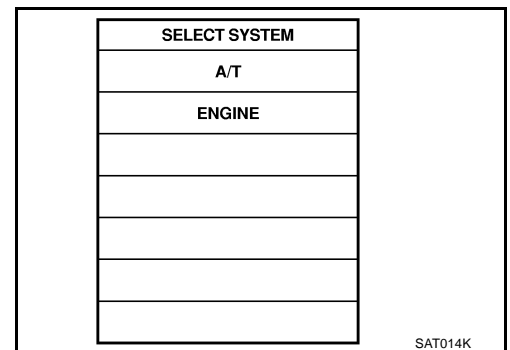
Gear position (Turbine revolution sensor 2): All position

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

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

Ⓟ WITH GST

Follow the procedure "With CONSULT-II".



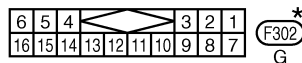
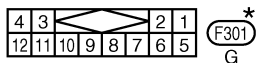
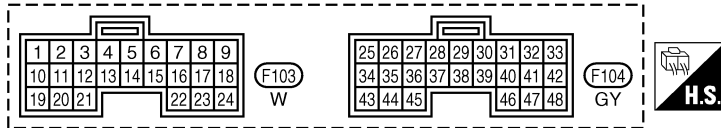
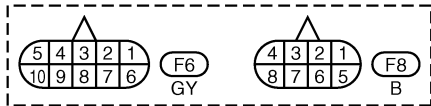
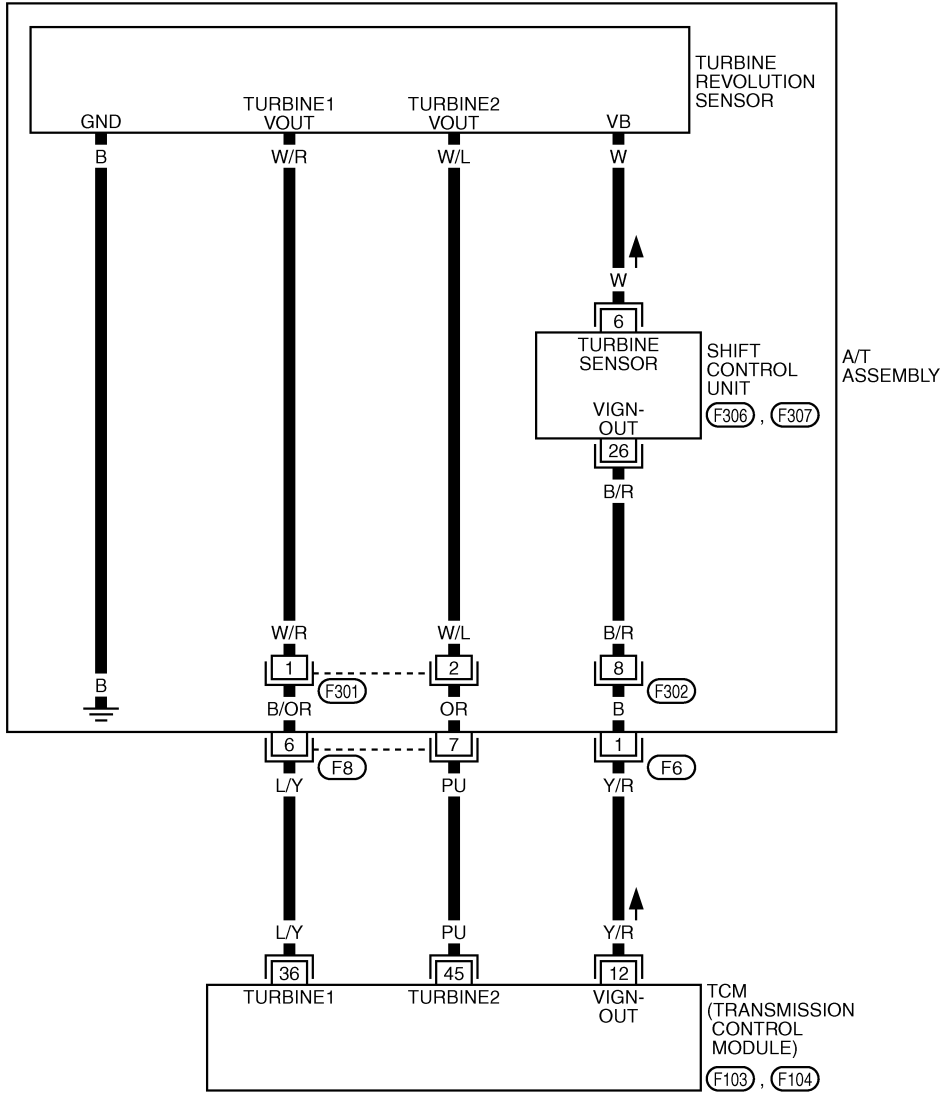
DTC P1716 TURBINE REVOLUTION SENSOR

Wiring Diagram — AT — TRSA/T

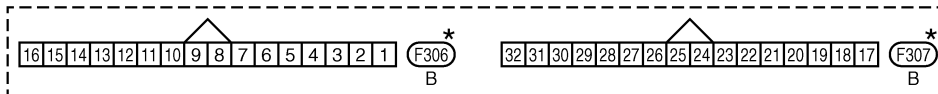
ACS000BL

AT-TRSA/T-01

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



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



TCWT0228E

DTC P1716 TURBINE REVOLUTION SENSOR

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
12	Y/R	Power supply (out)	IGN ON	—	Battery voltage
			IGN OFF	—	0V
36	L/Y	Turbine revolution sensor 1	When vehicle cruises	When running at 50 km/h (31 MPH) in 4th gear with the closed throttle position signal "OFF".	1.3 (kHz)
45	PU	Turbine revolution sensor 2		When moving at 20 km/h (12 MPH) in 1st gear with the closed throttle position signal "OFF".	

Diagnostic Procedure

ACS000BM

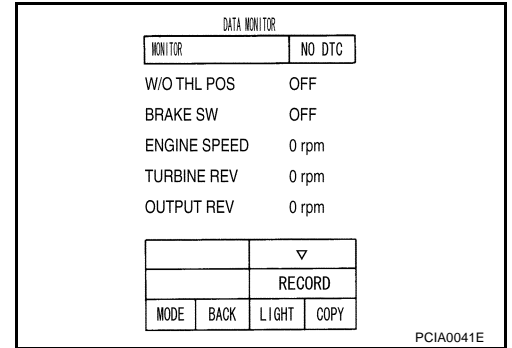
1. CHECK INPUT SIGNALS

With CONSULT-II

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

OK or NG

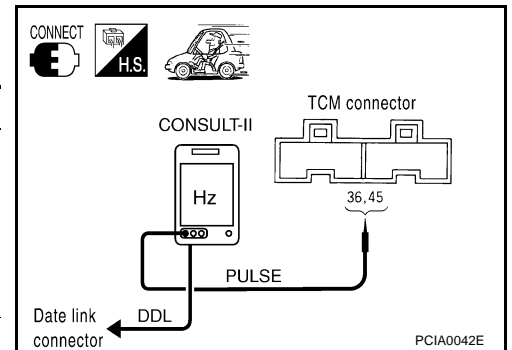
- OK >> GO TO 5.
NG >> GO TO 2.



2. CHECK TURBINE REVOLUTION SENSOR

- Start engine.
- Check the pulse when vehicle cruises.

Name	Condition
Turbine revolution sensor 1	When running at 50 km/h (31 MPH) in 4th gear with the closed throttle position signal "OFF", use the CONSULT-II pulse frequency measuring function. CAUTION: Connect the data link connector to the vehicle-side diagnosis connector.
Turbine revolution sensor 2	When moving at 20 km/h (12 MPH) in 1st gear with the closed throttle position signal "OFF", use the CONSULT-II pulse frequency measuring function. CAUTION: Connect the data link connector to the vehicle-side diagnosis connector.



Item	Connector No.	Terminal No. (Wire color)	Name	Data (Approx.)
TCM	F104	36 (L/Y)	Turbine revolution sensor 1	1.3 (kHz)
		45 (PU)	Turbine revolution sensor 2	

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.

DTC P1716 TURBINE REVOLUTION SENSOR

3. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

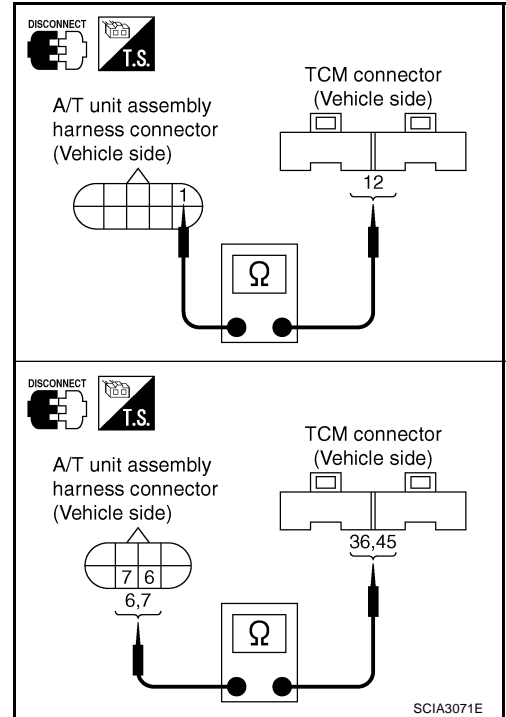
Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	12 (Y/R)	Yes
A/T unit assembly harness connector	F6	1 (Y/R)	
TCM	F104	36 (L/Y)	Yes
A/T unit assembly harness connector	F8	6 (L/Y)	
TCM	F104	45 (PU)	Yes
A/T unit assembly harness connector	F8	7 (PU)	

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 >> Repair open circuit or short to ground or short to power in harness or connectors.



4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

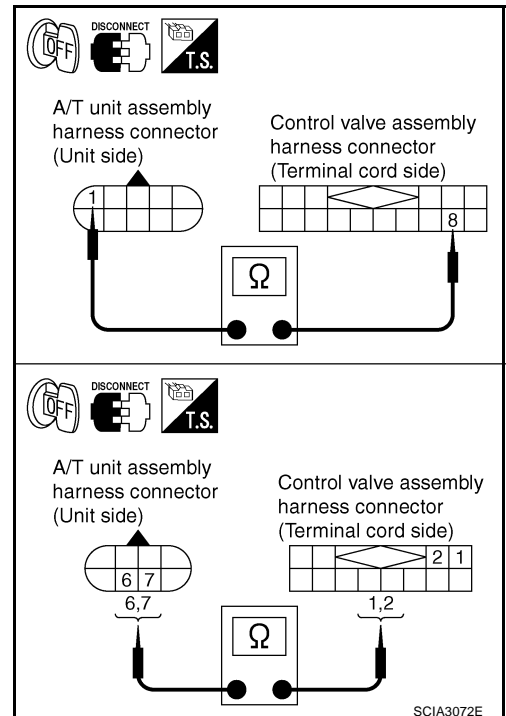
Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	1 (B)	Yes
Control valve assembly harness connector	F302	8 (B)	
A/T unit assembly harness connector	F8	6 (B/OR)	Yes
Control valve assembly harness connector	F301	1 (B/OR)	
A/T unit assembly harness connector	F8	7 (OR)	Yes
Control valve assembly harness connector	F301	2 (OR)	

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

OK or NG

OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

NG >> Repair or replace damaged parts.



DTC P1716 TURBINE REVOLUTION SENSOR

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**
NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

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DTC P1721 VEHICLE SPEED SENSOR MTR

DTC P1721 VEHICLE SPEED SENSOR MTR

PFP:24814

Description

ACS000BN

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.

On Board Diagnosis Logic

ACS000BO

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "VHE SPD SE-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

ACS000BP

Harness or connectors
(The sensor circuit is open or shorted.)

DTC Confirmation Procedure

ACS000BQ

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.

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine and maintain the following conditions for at least 5 consecutive seconds.
ACCELE POS: 1/8 or less
VHCL SPEED SE: 30 km/h (17 MPH) or more
4. If DTC is detected, go to [AT-165, "Diagnostic Procedure"](#).

SELECT SYSTEM
A/T
ENGINE

SAT014K

DTC P1721 VEHICLE SPEED SENSOR MTR

Diagnostic Procedure

ACS000BR

1. CHECK INPUT SIGNALS

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".

OK or NG

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

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

PCIA0033E

2. CHECK DTC, STEP 1

Check following items.

1. Refer to [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#) .
2. Refer to [BRC-24, "CONSULT-II Functions"](#) .
3. Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> If NG, recheck pin terminals for damage or loose connection with harness connector.

3. CHECK DTC, STEP 2

Perform DTC confirmation procedure. [AT-164, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> If the system returns a malfunction, recheck pin terminals for damage or loose connection with harness connector.

DTC P1730 A/T INTERLOCK

DTC P1730 A/T INTERLOCK

PFP:00000

Description

ACS000BS

- Fail-safe function to detect interlock conditions.
- Fail-safe function to the transmission range switch detects the selector position and sends a signal to the TCM.

On Board Diagnosis Logic

ACS000BT

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

Possible Cause

ACS000BU

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

DTC Confirmation Procedure

ACS000BV

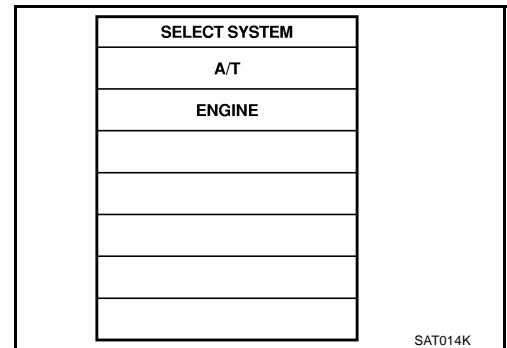
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 2 consecutive seconds.
Selector lever: "D" position
5. If DTC is detected, go to [AT-171, "Diagnostic Procedure"](#).



④ WITH GST

Follow the procedure "With CONSULT-II".

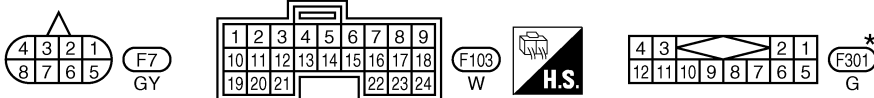
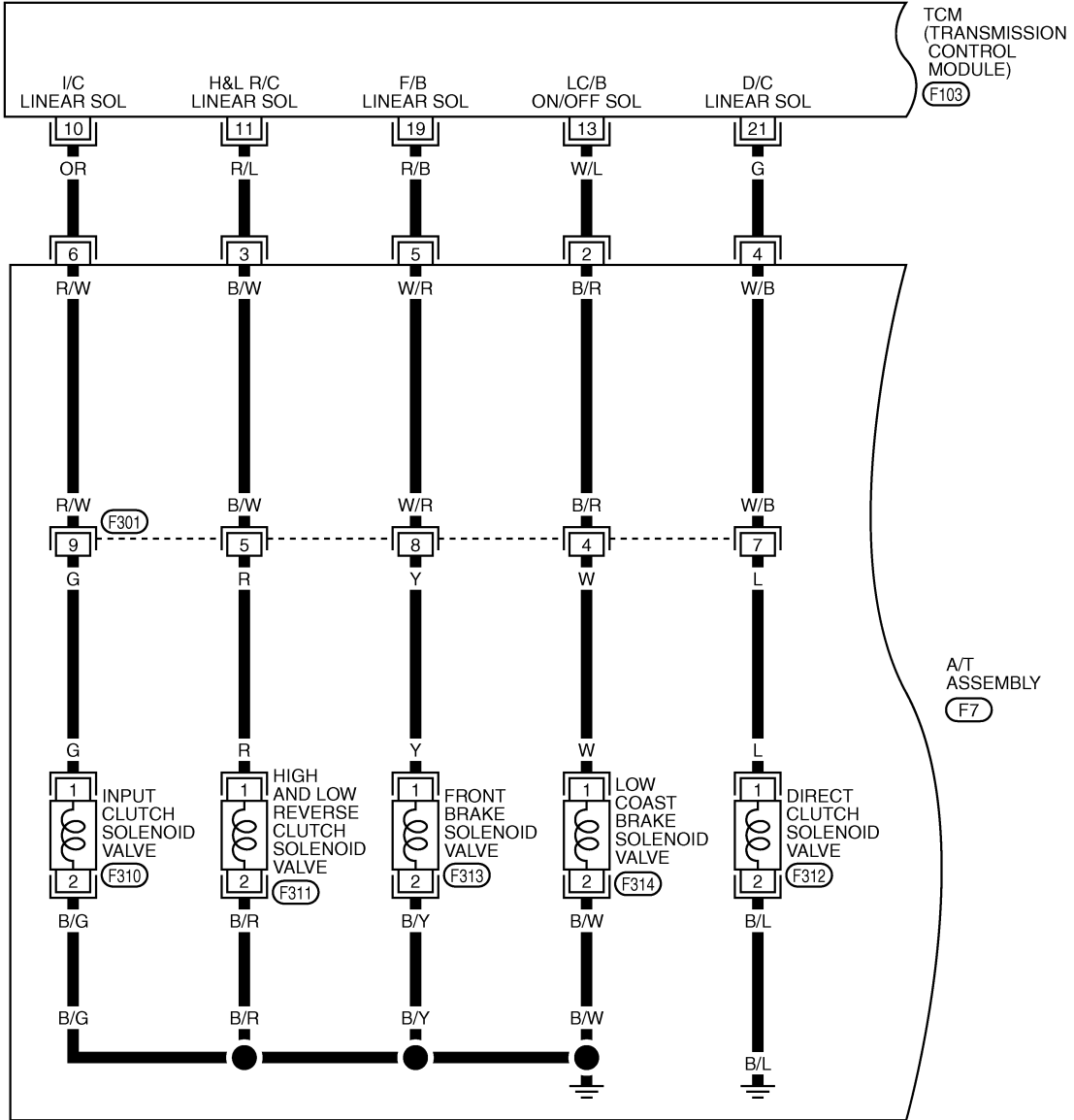
DTC P1730 A/T INTERLOCK

Wiring Diagram — AT — I/LOCK

ACS000BW

AT-I/LOCK-01

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



2 1, F310, F311, F312, F313, F314

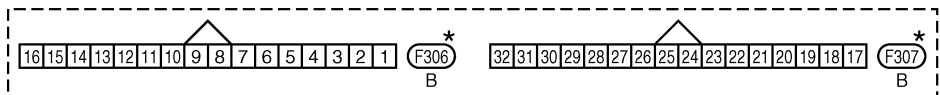
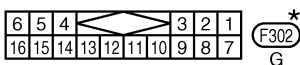
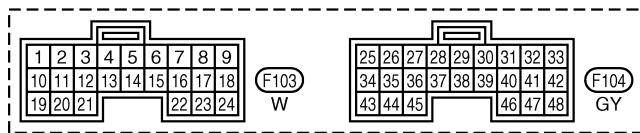
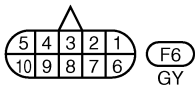
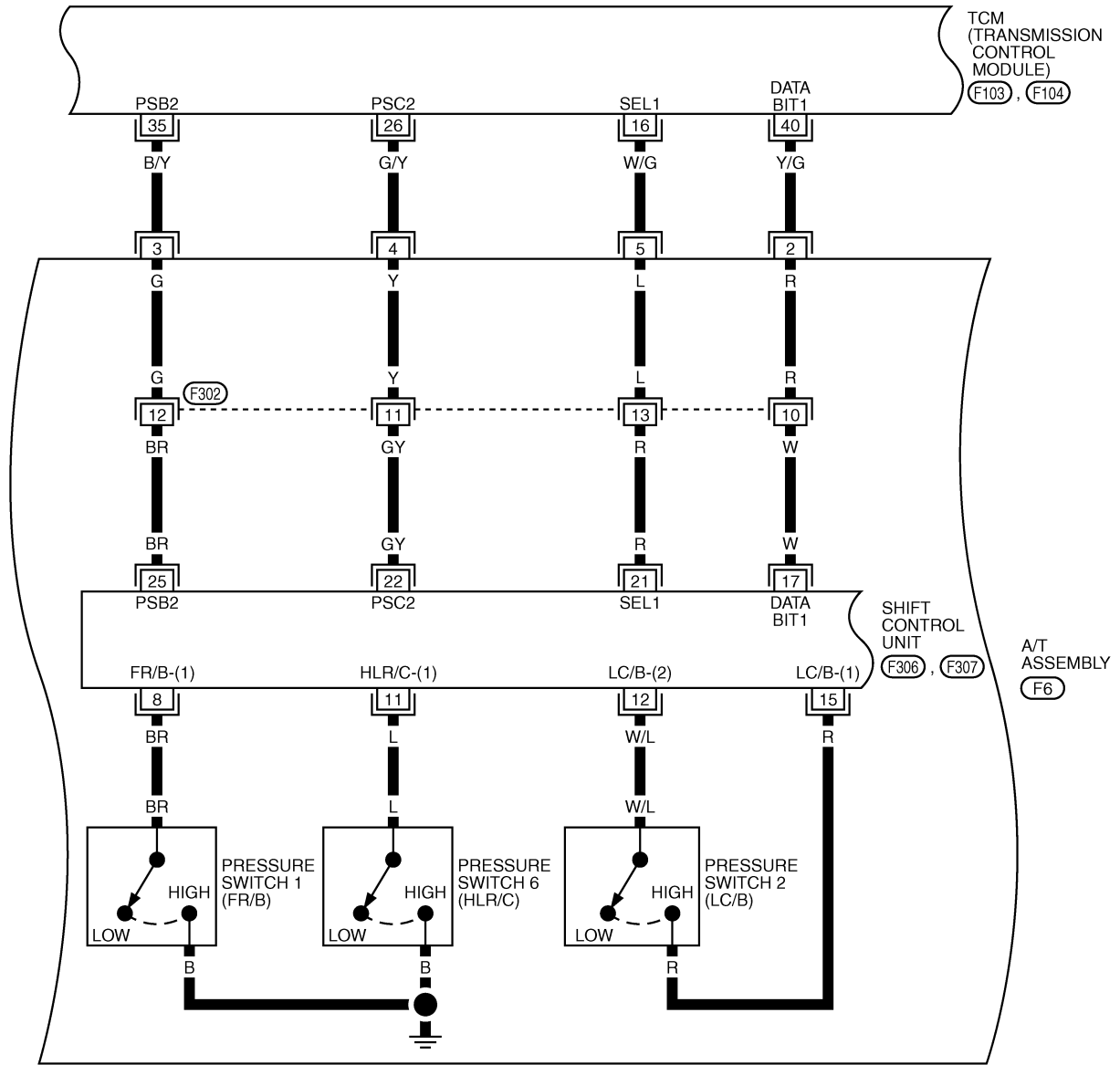
*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

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DTC P1730 A/T INTERLOCK

AT-I/LOCK-02

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

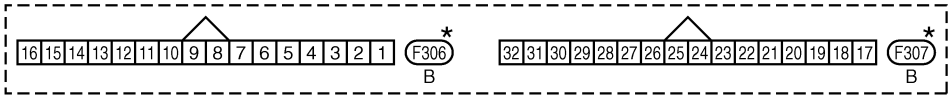
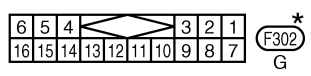
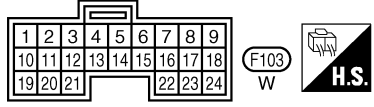
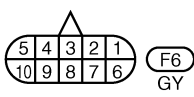
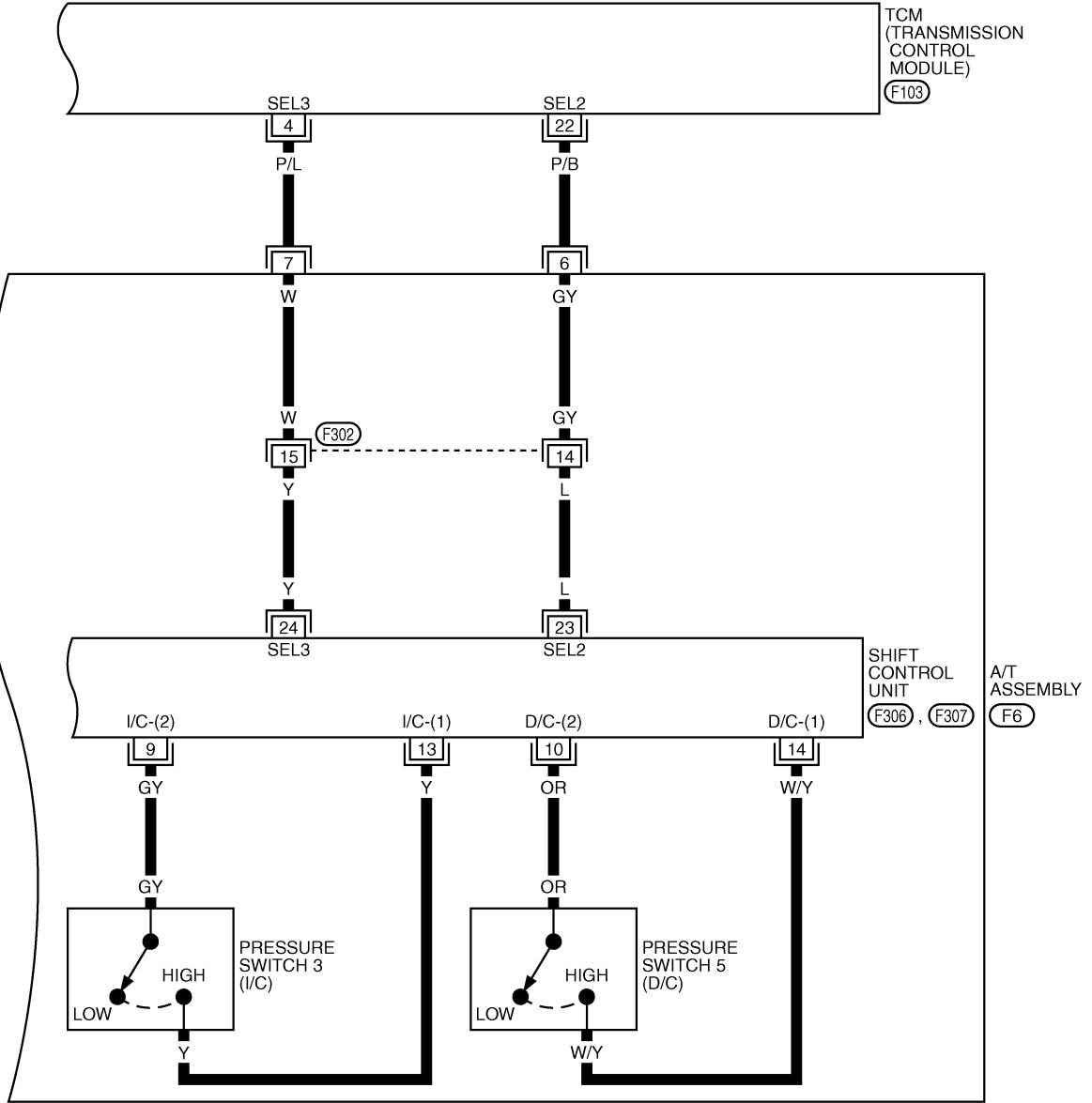


*: THIS CONNECTOR IS NOT SHOWN IN "HARNESS LAYOUT", PG SECTION.

DTC P1730 A/T INTERLOCK

AT-I/LOCK-03

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



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

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DTC P1730 A/T INTERLOCK

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)	
4	P/L	SEL3 (pressure switch 3)	–	–	–	
10	OR	Input clutch solenoid valve	When vehicle cruises	When the solenoid valve operating (in 1st gear, 2nd gear, or 3rd gear)	More than 2V	
				When the solenoid valve is not operating (4th gear or 5th gear)	0V	
11	R/L	High and low reverse clutch solenoid valve		When the solenoid valve operating [6 km/h (4MPH) or faster in 1st gear or 2nd gear]	More than 2V	
				When the solenoid valve is not operating [6 km/h (4MPH) or slower in 1st gear or 3rd, 4th, or 5th gear]	0V	
13	W/L	Low coast brake solenoid valve		When the solenoid valve is operating (when running in M1-1 gear or M2-2 gear)	Battery voltage	
				When the solenoid valve is not operating (when running in "D")	0V	
16	W/G	SEL1 (pressure switch 2)	–	–	–	
19	R/B	Front brake solenoid valve	When vehicle cruises	When the solenoid valve is operating (other than 4th gear)	More than 2V	
				When the solenoid valve is not operating (4th gear)	0V	
21	G	Direct clutch solenoid valve		When the solenoid valve is operating (1st gear or 5th gear)	More than 2V	
				When the solenoid valve is not operating (2nd gear, 3rd gear, or 4th gear)	0V	
22	P/B	SEL2 (pressure switch 5)		–	–	–
26	G/Y	PSC2 (pressure switch 6)		When vehicle cruises	When high and low reverse clutch solenoid valve "ON".	0V
			When high and low reverse clutch solenoid valve "OFF".		Battery voltage	
35	B/Y	PSB2 (pressure switch 1)	When front brake solenoid valve "OFF".		Battery voltage	
			When front brake solenoid valve "ON".		0V	
40	Y/G	DATA BIT1	–		–	–

DTC P1730 A/T INTERLOCK

ACS000BX

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 inter-lock coupling pattern	3rd	–	X	X	–	●	Held in 2nd gear	OFF	OFF	ON	OFF	OFF	OFF
	4th	–	X	X	–	●	Held in 2nd gear	OFF	OFF	ON	OFF	OFF	OFF
	5th	X	X	–	X	●	Held in 2nd gear	OFF	OFF	ON	OFF	OFF	OFF

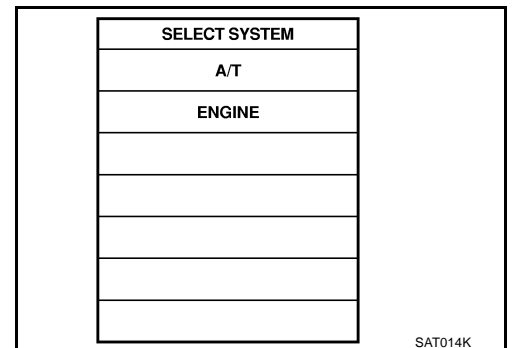
Diagnostic Procedure

ACS000BY

1. PERFORM SELF-DIAGNOSIS

Ⓟ With CONSULT-II

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



⊗ Without CONSULT-II

1. Drive vehicle.
2. Stop vehicle and turn ignition switch OFF.
3. Turn ignition switch ON. (Do not start engine.)
4. Perform self-diagnosis. Refer to [AT-103, "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-215, "DTC P1772 LOW COAST BRAKE SOLENOID VALVE"](#), [AT-220, "DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION"](#).

2. CHECK DTC

Perform "DTC confirmation Procedure". Refer to [AT-166, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 3.

DTC P1730 A/T INTERLOCK

3. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1731 A/T 1ST ENGINE BRAKING

DTC P1731 A/T 1ST ENGINE BRAKING

PF0:00000

Description

ACS000BZ

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

On Board Diagnosis Logic

ACS000C0

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

Possible Cause

ACS000C1

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

DTC Confirmation Procedure

ACS000C2

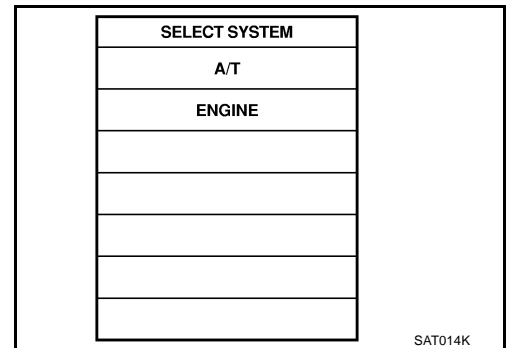
NOTE:

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 "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.
ENGINE SPEED: 1,200 rpm
Selector lever: "D" position
Gear position: 1st gear
5. If DTC is detected, go to [AT-175, "Diagnostic Procedure"](#).



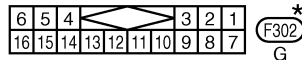
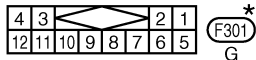
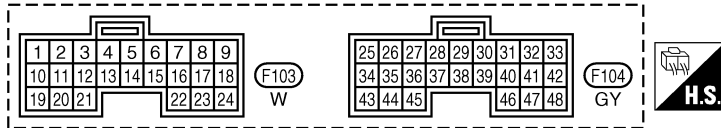
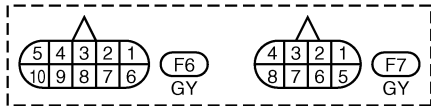
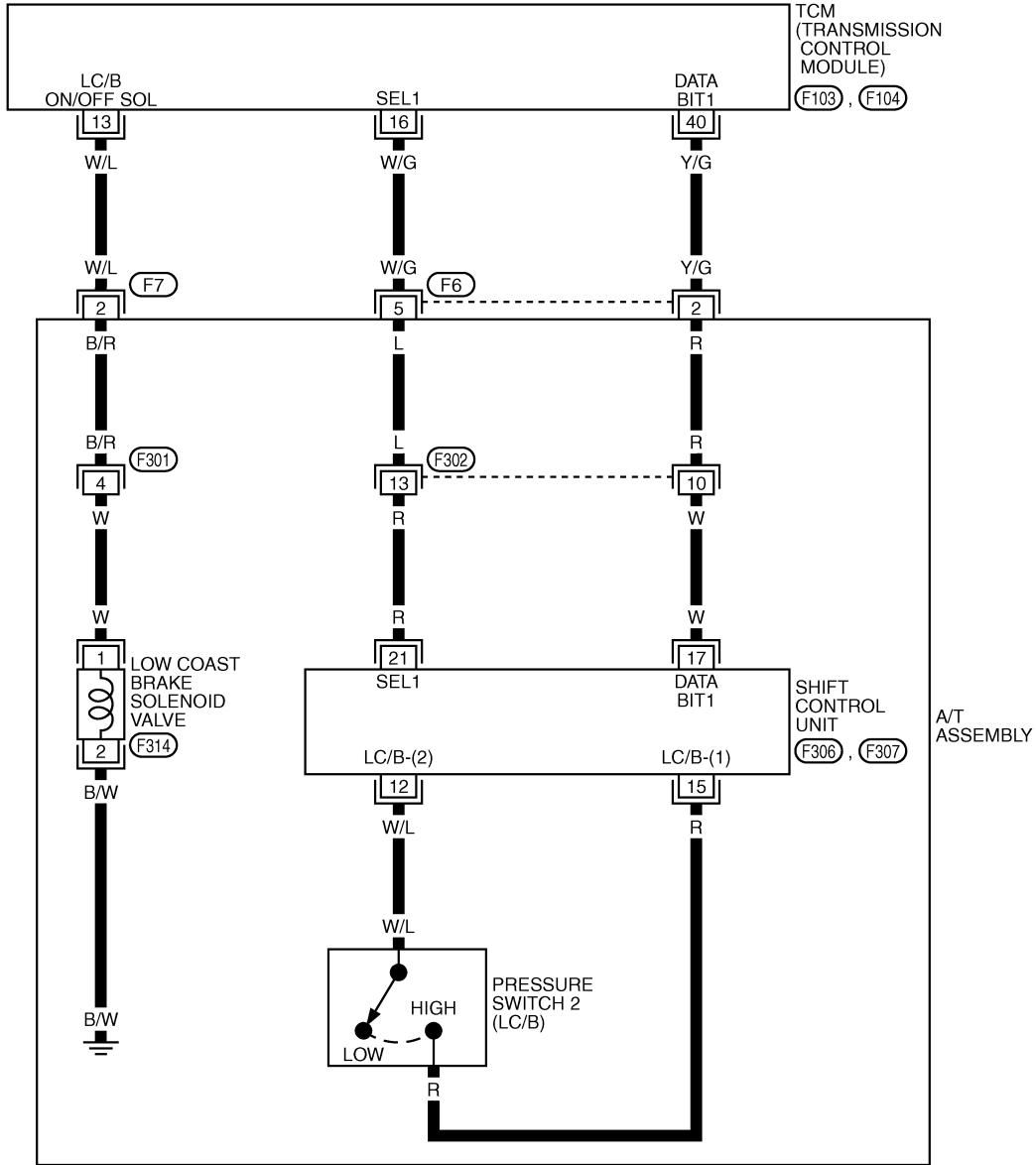
DTC P1731 A/T 1ST ENGINE BRAKING

Wiring Diagram — AT — E/BRE

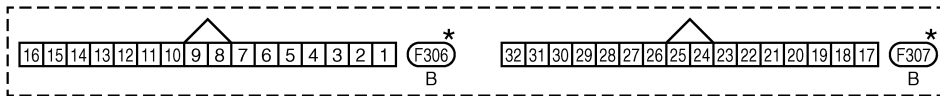
ACS000C3

AT-E/BRE-01

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



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



TCWT0232E

DTC P1731 A/T 1ST ENGINE BRAKING

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
			When vehicle cruises	When the solenoid valve is operating (when running in M1-1 speed or M2-2 speed)	
13	W/L	Low coast brake solenoid valve	When the solenoid valve is operating (when running in M1-1 speed or M2-2 speed)	Battery voltage	
			When the solenoid valve is not operating (when running in "D")	0V	
16	W/G	SEL1 (pressure switch 2)	-	-	
40	Y/G	DATA BIT1	-	-	

Diagnostic Procedure

ACS000C4

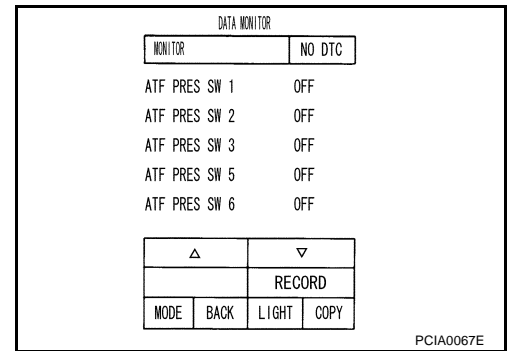
1. CHECK INPUT SIGNALS

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (1st gear), and confirm the ON/OFF actuation of the "ATF PRES SW 2".

OK or NG

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



2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

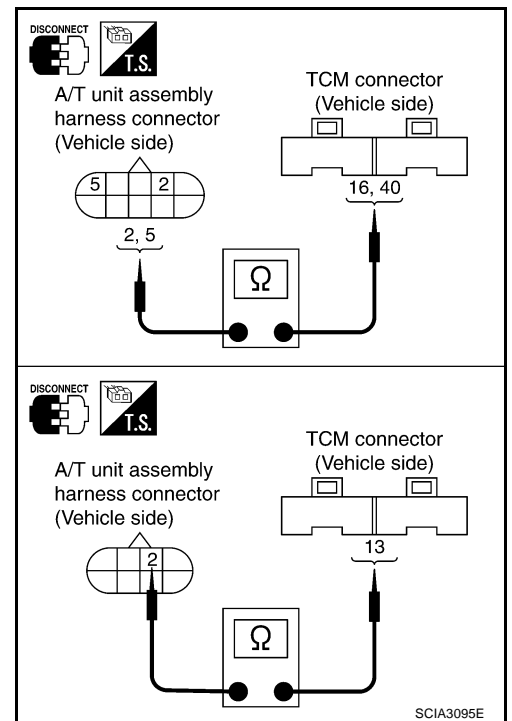
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	13 (W/L)	Yes
A/T unit assembly harness connector	F7	2 (W/L)	
TCM	F103	16 (W/G)	Yes
A/T unit assembly harness connector	F6	5 (W/G)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	

- 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.

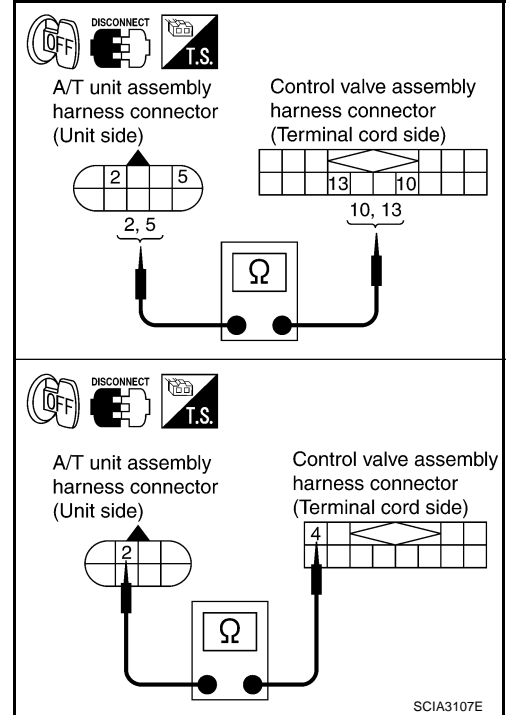


DTC P1731 A/T 1ST ENGINE BRAKING

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	5 (L)	Yes
Control valve assembly harness connector	F302	13 (L)	
A/T unit assembly harness connector	F7	2 (B/R)	Yes
Control valve assembly harness connector	F301	4 (B/R)	



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

OK or NG

OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

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

4. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1752 INPUT CLUTCH SOLENOID VALVE

DTC P1752 INPUT CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS000C5

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.

On Board Diagnosis Logic

ACS000C6

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

Possible Cause

ACS000C7

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

DTC Confirmation Procedure

ACS000C8

CAUTION:

Always drive vehicle at a safe speed.

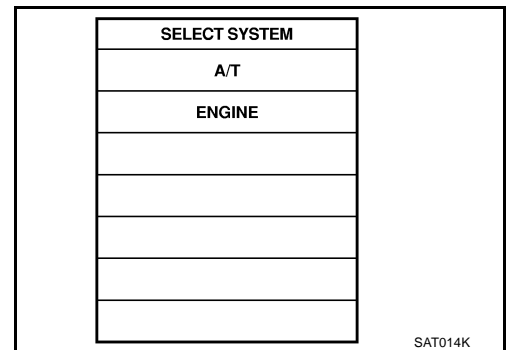
NOTE:

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
 - ACCELE POS: 1.5/8 - 2.0/8**
 - Selector lever: "D" position**
 - Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)**
 - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**



5. If DTC is detected go to "[AT-179, "Diagnostic Procedure"](#)".

WITH GST

Follow the procedure "With CONSULT-II".

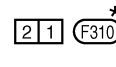
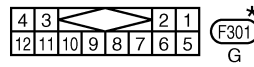
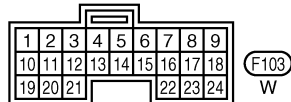
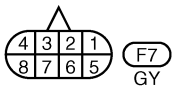
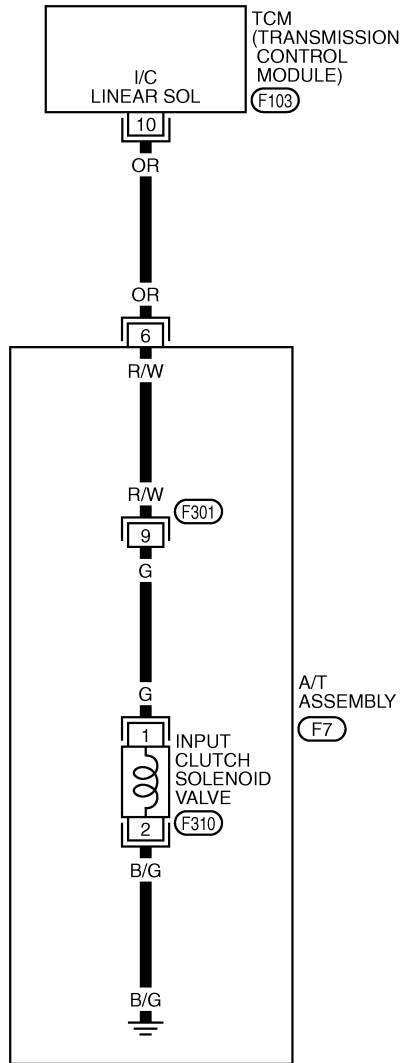
DTC P1752 INPUT CLUTCH SOLENOID VALVE

Wiring Diagram — AT — I/C

ACS000C9

AT-I/C-01

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



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

TCWT0233E

DTC P1752 INPUT CLUTCH SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
10	OR	Input clutch solenoid valve	When vehicle cruises	When the solenoid valve operating (in 1st gear, 2nd gear, or 3rd gear)	More than 2V
				When the solenoid valve is not operating (4th gear or 5th gear)	0V

Diagnostic Procedure

ACS000CA

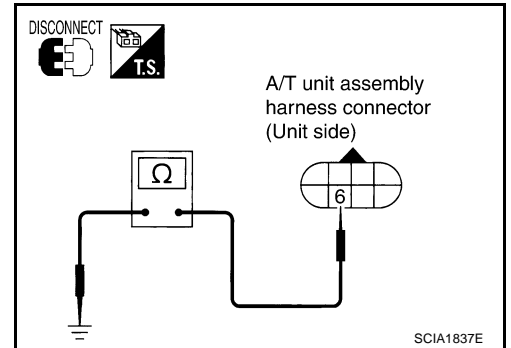
1. CHECK INPUT CLUTCH SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Input clutch solenoid valve	F7	6 (OR) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

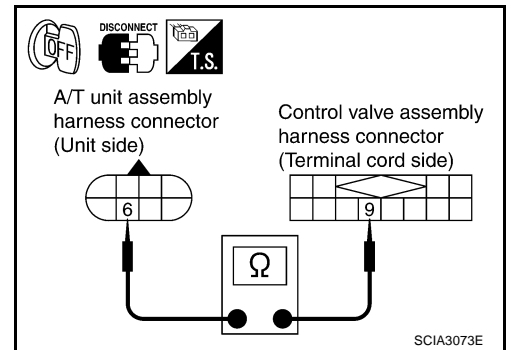
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	6 (R/W)	Yes
Control valve assembly harness connector	F301	9 (R/W)	

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

OK or NG

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



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-181, "Component Inspection"](#).

OK or NG

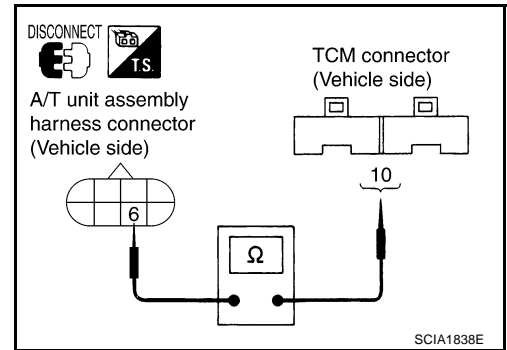
- OK >> GO TO 4.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P1752 INPUT CLUTCH SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	10 (OR)	Yes
A/T unit assembly harness connector	F7	6 (OR)	



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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1752 INPUT CLUTCH SOLENOID VALVE

ACS004IE

Component Inspection INPUT CLUTCH SOLENOID VALVE

Resistance check

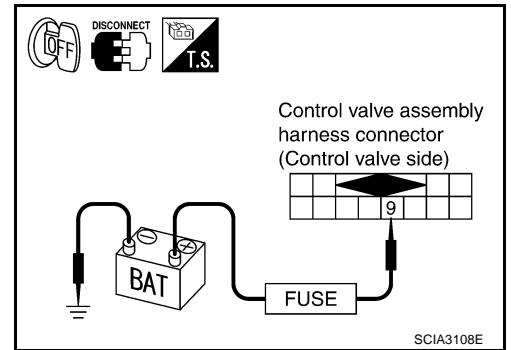
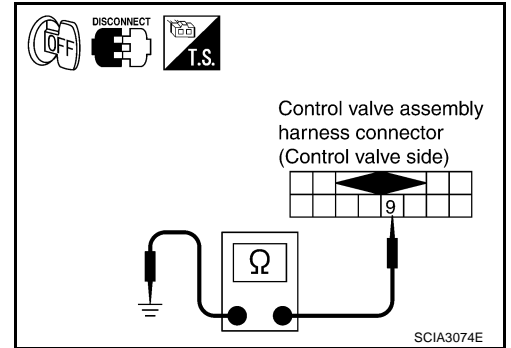
1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Input clutch solenoid valve	F301	9 (G) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 9 and ground.



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

DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS000CB

- 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.

On Board Diagnosis Logic

ACS000CC

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

Possible Cause

ACS000CD

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

DTC Confirmation Procedure

ACS000CE

CAUTION:

Always drive vehicle at a safe speed.

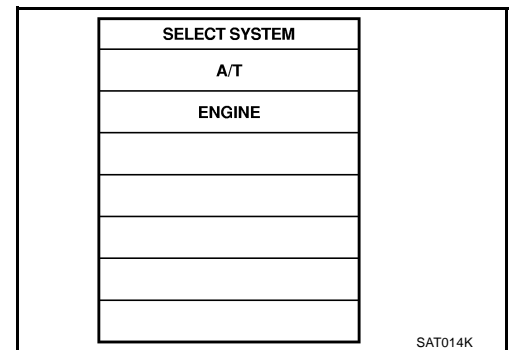
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
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-184, "Diagnostic Procedure"](#).
If DTC (P1752) is detected, go to [AT-179, "Diagnostic Procedure"](#).
If DTC (P1843) is detected, go to [AT-234, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "With CONSULT-II".

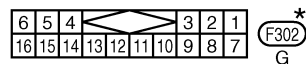
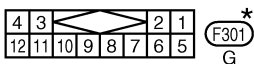
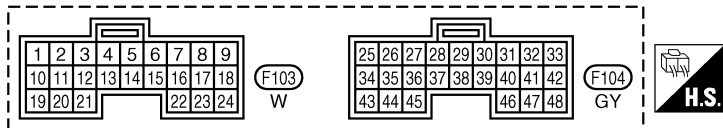
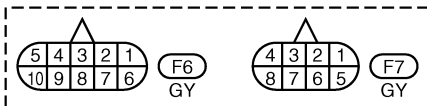
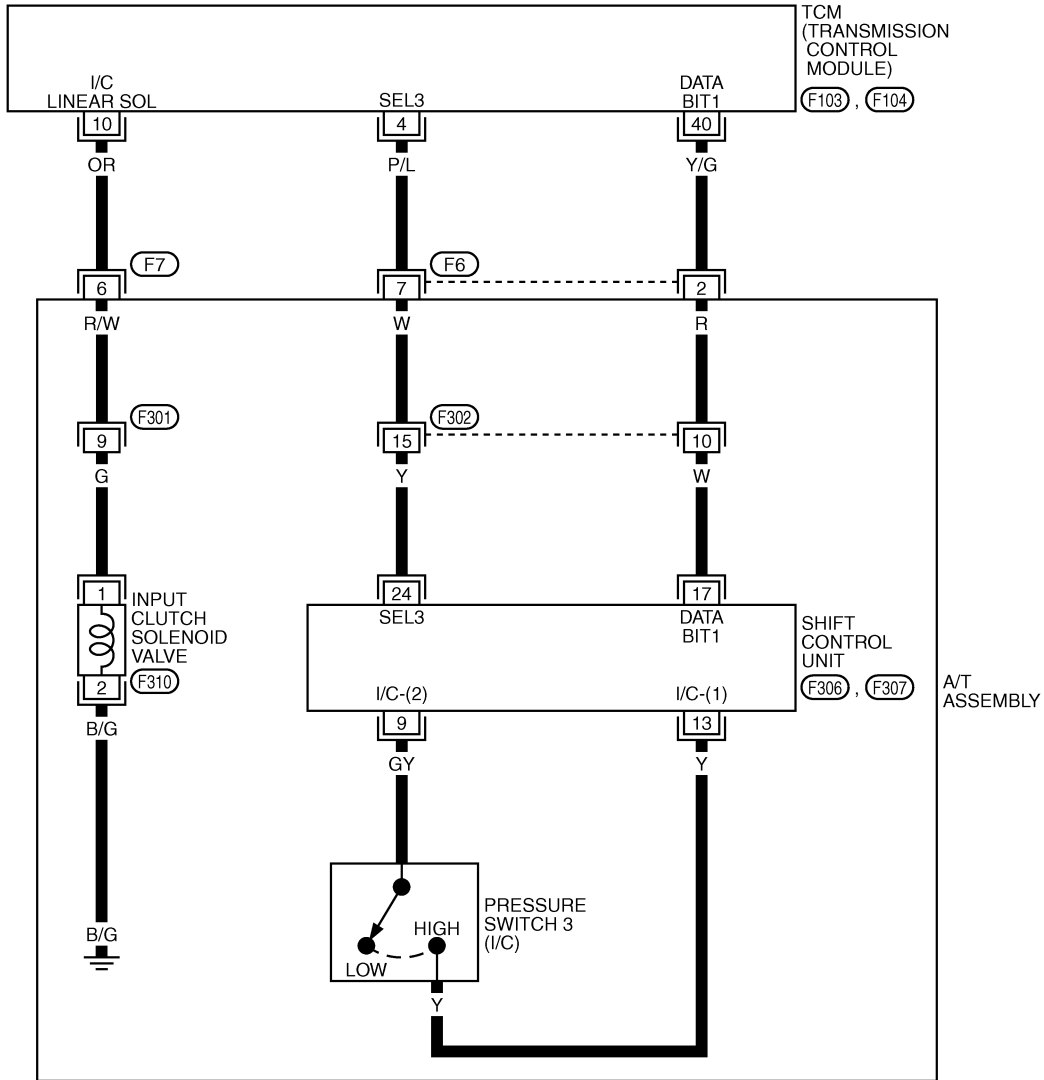
DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

Wiring Diagram — AT — I/CF

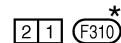
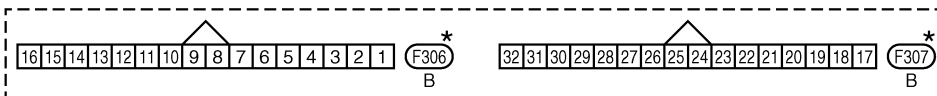
ACS000CF

AT-I/CF-01

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



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



TCWT0234E

DTC P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
4	P/L	SEL3 (pressure switch 3)	-		-
10	OR	Input clutch solenoid valve	When vehicle cruises	When the solenoid valve operating (in 1st gear, 2nd gear, or 3rd gear)	More than 2V
				When the solenoid valve is not operating (4th gear or 5th gear)	0V
40	Y/G	DATA BIT1	-		-

Diagnostic Procedure

ACS000CG

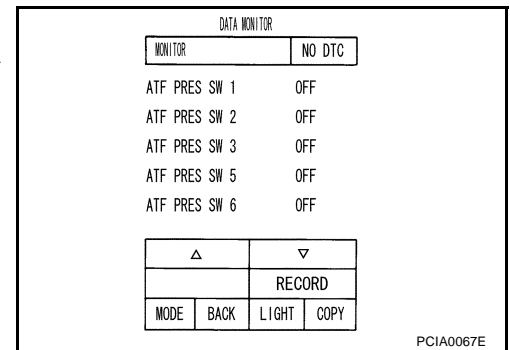
1. CHECK INPUT SIGNALS

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 3".

OK or NG

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



2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

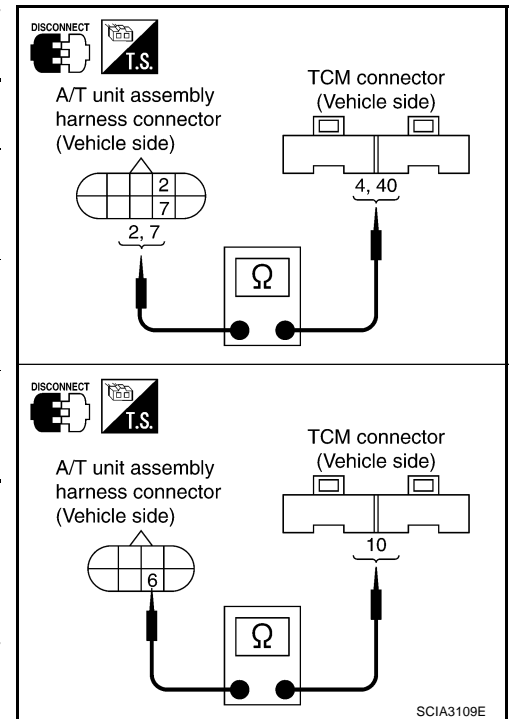
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	4 (P/L)	Yes
A/T unit assembly harness connector	F6	7 (P/L)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	
TCM	F103	10 (OR)	Yes
A/T unit assembly harness connector	F7	6 (OR)	

- 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 P1754 INPUT CLUTCH SOLENOID VALVE FUNCTION

3. CHECK TERMINAL CORD ASSEMBLY

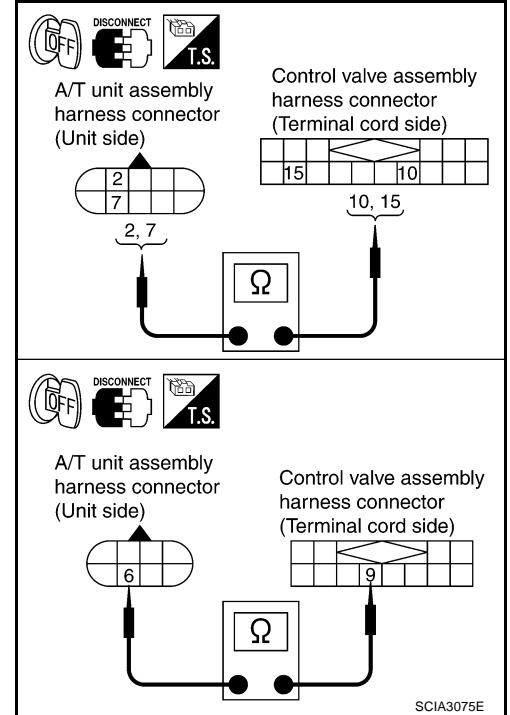
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	7 (W)	Yes
Control valve assembly harness connector	F302	15 (W)	
A/T unit assembly harness connector	F7	6 (R/W)	Yes
Control valve assembly harness connector	F301	9 (R/W)	

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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



4. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

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

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
 NG >> Repair or replace damaged parts.

DTC P1757 FRONT BRAKE SOLENOID VALVE

DTC P1757 FRONT BRAKE SOLENOID VALVE

PFP:31940

Description

ACS000CH

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.

On Board Diagnosis Logic

ACS000CI

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

Possible Cause

ACS000CJ

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

DTC Confirmation Procedure

ACS000CK

CAUTION:

Always drive vehicle at a safe speed.

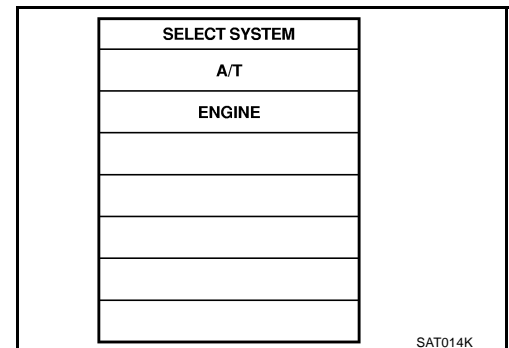
NOTE:

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
ACCELE POS: 1.5/8 - 2.0/8
Selector lever: "D" position
Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
5. If DTC is detected go to [AT-188, "Diagnostic Procedure"](#) .



WITH GST

Follow the procedure "With CONSULT-II".

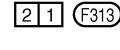
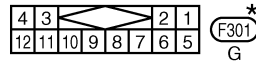
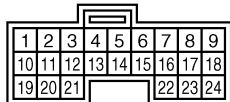
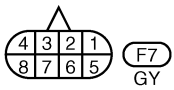
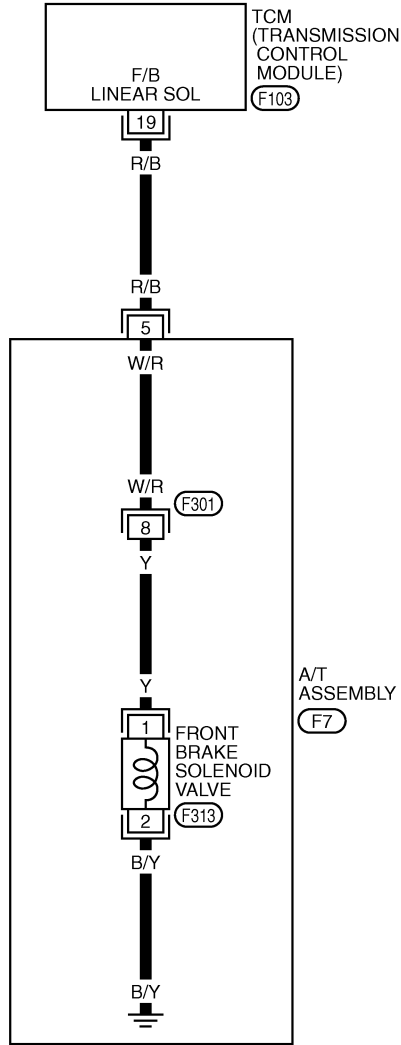
DTC P1757 FRONT BRAKE SOLENOID VALVE

Wiring Diagram — AT — FR/B

ACS000CL

AT-FR/B-01

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



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

TCWT0235E

DTC P1757 FRONT BRAKE SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
19	R/B	Front brake solenoid valve	When vehicle starts	When the solenoid valve is operating (other than 4th gear)	More than 2V
				When the solenoid valve is not operating (4th gear)	0V

Diagnostic Procedure

ACS000CM

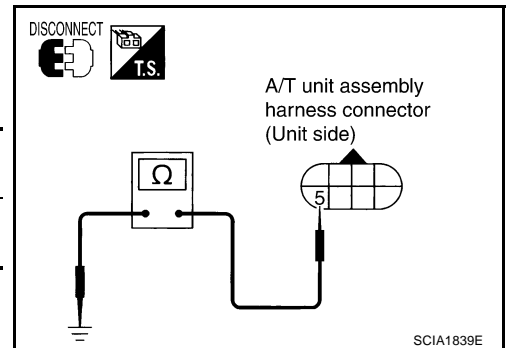
1. CHECK FRONT BRAKE SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Front brake solenoid valve	F7	5 (R/B) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

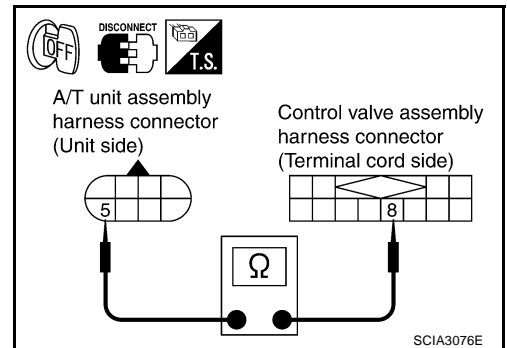
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	5 (W/R)	Yes
Control valve assembly harness connector	F301	8 (W/R)	

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

OK or NG

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



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-190, "Component Inspection"](#).

OK or NG

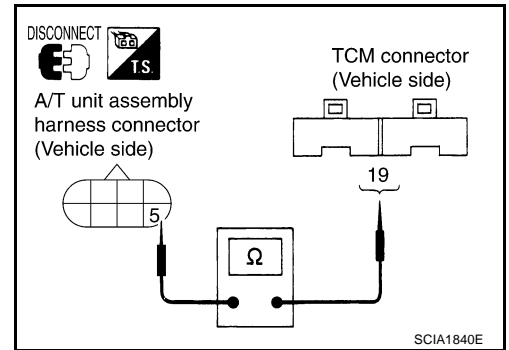
- OK >> GO TO 4.
NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P1757 FRONT BRAKE SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	19 (R/B)	Yes
A/T unit assembly harness connector	F7	5 (R/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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1757 FRONT BRAKE SOLENOID VALVE

ACS004IF

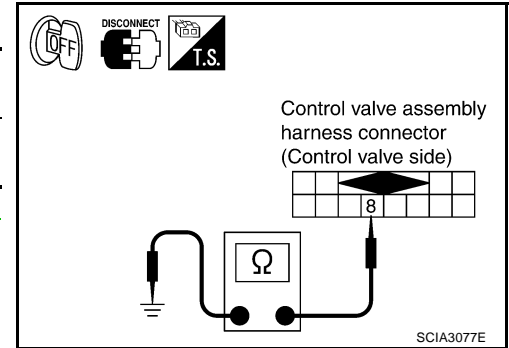
Component Inspection FRONT BRAKE SOLENOID VALVE

Resistance check

1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

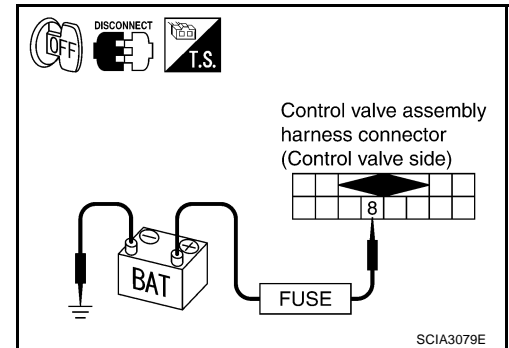
Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Front brake solenoid valve	F301	8 (Y) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .



Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 8 and ground.



DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

PDF:31940

Description

ACS000CN

- 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.

On Board Diagnosis Logic

ACS000CO

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

Possible Cause

ACS000CP

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

DTC Confirmation Procedure

ACS000CQ

CAUTION:

Always drive vehicle at a safe speed.

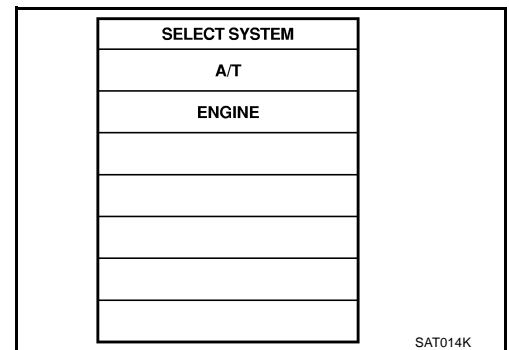
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 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-193, "Diagnostic Procedure"](#).
If DTC (P1757) is detected, go to [AT-188, "Diagnostic Procedure"](#).
If DTC (P1841) is detected, go to [AT-230, "Diagnostic Procedure"](#).



WITH GST

Follow the procedure "With CONSULT-II".

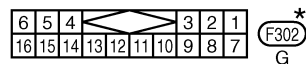
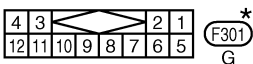
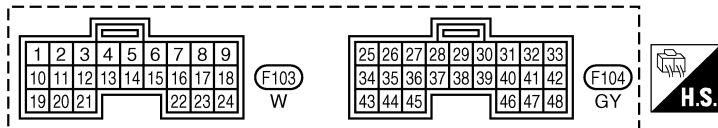
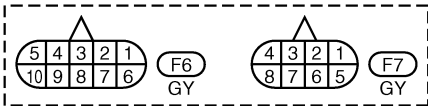
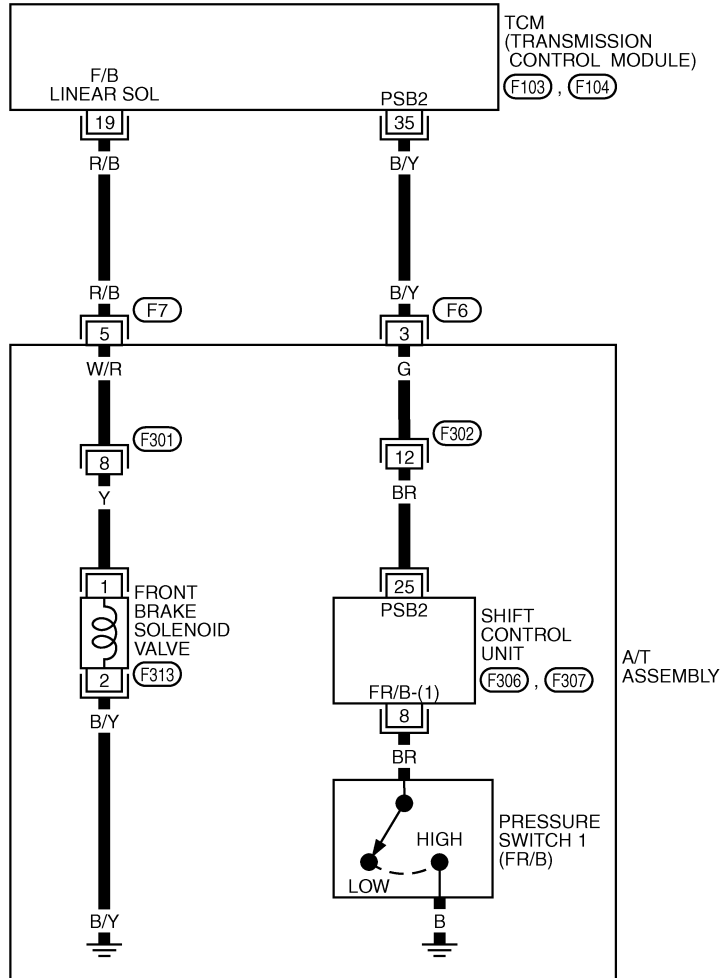
DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

Wiring Diagram — AT — FR/BF

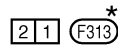
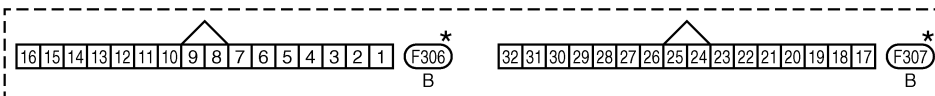
ACS000CR

AT-FR/BF-01

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



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



TCWT0236E

DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition	Data (Approx.)
19	R/B	Front brake solenoid valve	When the solenoid valve is operating (other than 4th gear)	More than 2V
			When the solenoid valve is not operating (4th gear)	0V
35	B/Y	PSB2 (pressure switch 1)	When front brake solenoid valve "OFF".	Battery voltage
			When front brake solenoid valve "ON".	0V

Diagnostic Procedure

ACS000CS

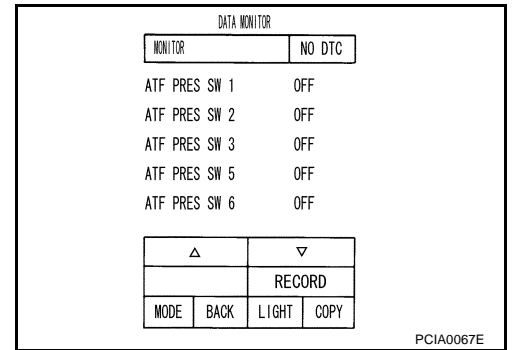
1. INPUT SIGNALS (WITH CONSULT-II)

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1".

OK or NG

- OK >> GO TO 5.
 NG >> GO TO 3.



2. INPUT SIGNALS (WITHOUT CONSULT-II)

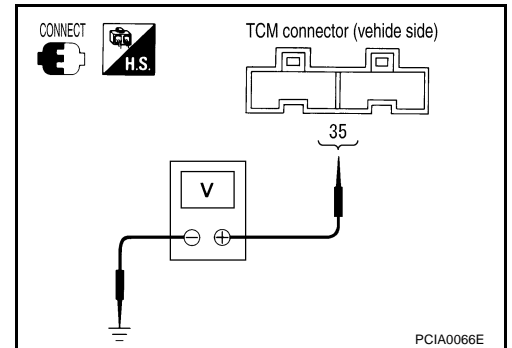
Without CONSULT-II

- Start engine.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear).

Solenoid valve	Connector No.	Terminal No. (Wire color)	Voltage
Front brake solenoid valve	F104	35 (B/Y) - Ground	Battery voltage
			Approx. 0 V

OK or NG

- OK >> GO TO 5.
 NG >> GO TO 3.



DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

3. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

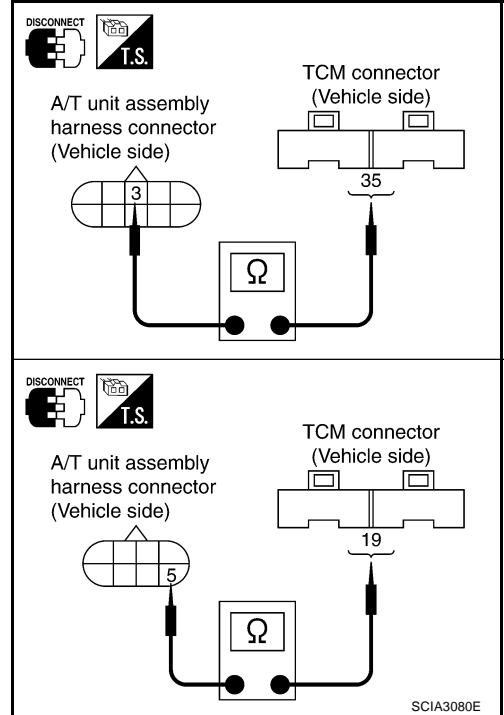
1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F104	35 (B/Y)	Yes
A/T unit assembly harness connector	F6	3 (B/Y)	
TCM	F103	19 (R/B)	Yes
A/T unit assembly harness connector	F7	5 (R/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 4.
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



4. CHECK TERMINAL CORD ASSEMBLY

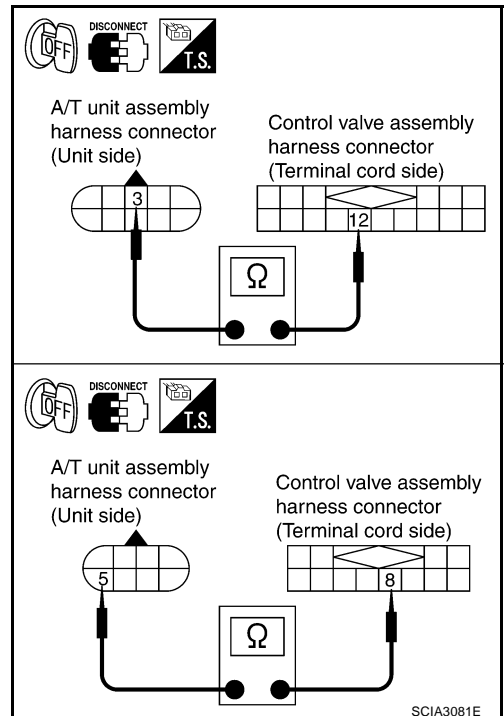
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	3 (G)	Yes
Control valve assembly harness connector	F302	12 (G)	
A/T unit assembly harness connector	F7	5 (W/R)	Yes
Control valve assembly harness connector	F301	8 (W/R)	

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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).
 NG >> Repair open circuit or short to ground or short to power in harness or connectors.



DTC P1759 FRONT BRAKE SOLENOID VALVE FUNCTION

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**
NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

A
B
AT
D
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L
M

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS000CT

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.

On Board Diagnosis Logic

ACS000CU

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

Possible Cause

ACS000CV

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

DTC Confirmation Procedure

ACS000CW

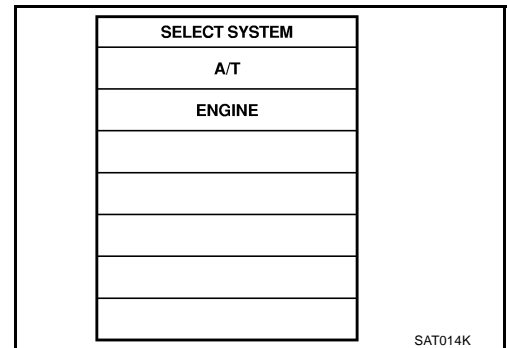
NOTE:

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
 - ACCELE POS: 1.5/8 - 2.0/8**
 - Selector lever: "D" position**
 - Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)**
 - Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.**



5. If DTC is detected, go to [AT-198, "Diagnostic Procedure"](#).

WITH GST

Follow the procedure "With CONSULT-II".

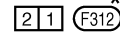
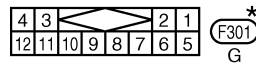
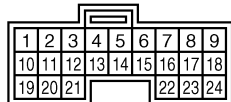
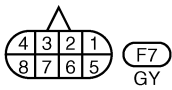
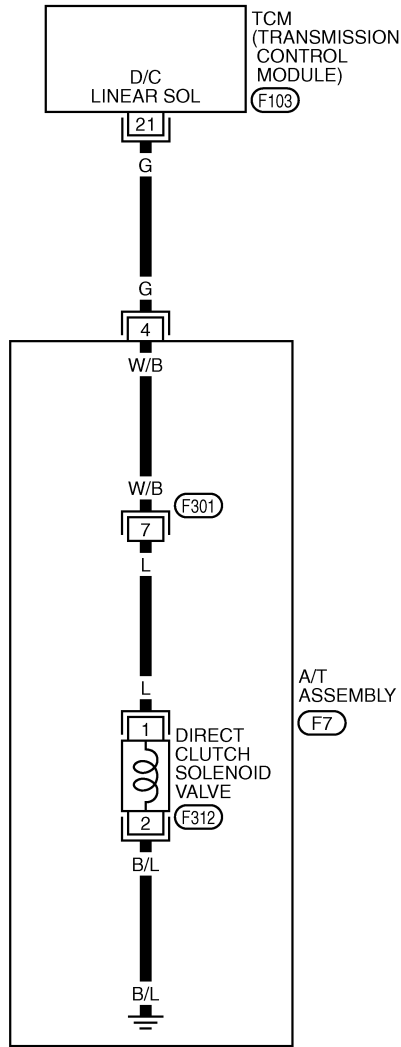
DTC P1762 DIRECT CLUTCH SOLENOID VALVE

Wiring Diagram — AT — D/C

ACS000CX

AT-D/C-01

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



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

TCWT0237E

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
21	G	Direct clutch solenoid valve	When vehicle cruises	When the solenoid valve is operating (1st gear or 5th gear)	More than 2V
				When the solenoid valve is not operating (2nd gear, 3rd gear, or 4th gear)	0V

Diagnostic Procedure

ACS000CY

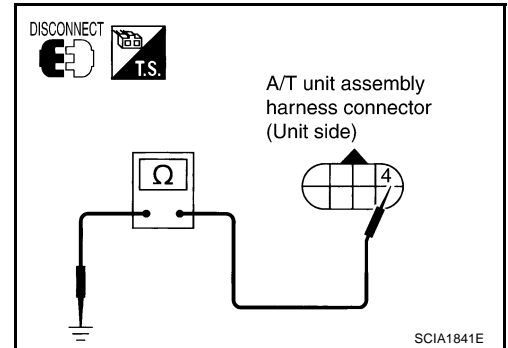
1. CHECK DIRECT CLUTCH SOLENOID VALVE CIRCUIT

- Turn ignition switch OFF.
- Disconnect A/T unit assembly harness connector at the transmission right side.
- Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Direct clutch solenoid valve	F7	4 (G) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

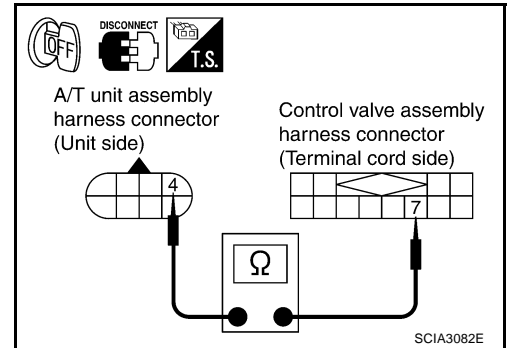
- Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
- Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
- Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	4 (W/B)	Yes
Control valve assembly harness connector	F301	7 (W/B)	

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

OK or NG

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



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-200, "Component Inspection"](#).

OK or NG

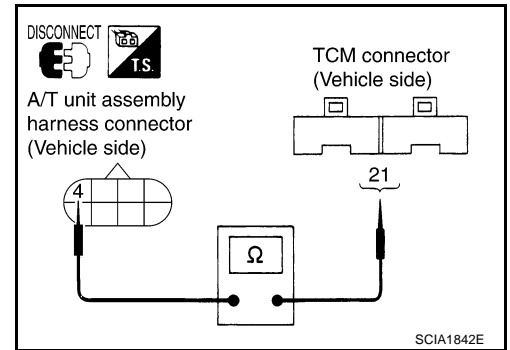
- OK >> GO TO 4.
NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	21 (G)	Yes
A/T unit assembly harness connector	F7	4 (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 5.

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

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1762 DIRECT CLUTCH SOLENOID VALVE

ACS004IG

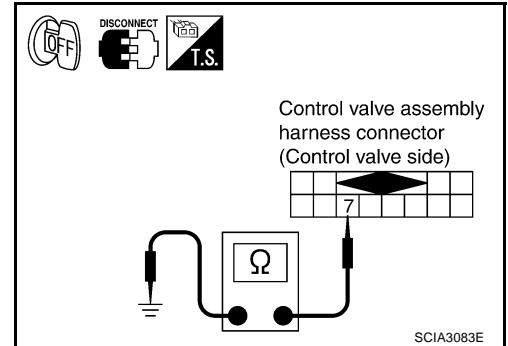
Component Inspection DIRECT CLUTCH SOLENOID VALVE

Resistance check

1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

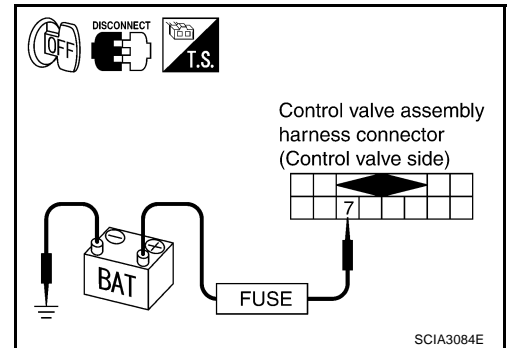
Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Direct clutch solenoid valve	F301	7 (L) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .



Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 7 and ground.



DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

PF3:31940

Description

ACS000CZ

- 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.

On Board Diagnosis Logic

ACS000D0

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "D/C SOLENOID FNCTN" with CONSULT-II or P1764 without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 5 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000D1

- Harness or connectors
(The solenoid and switch circuits are open or shorted.)
- Direct clutch solenoid valve
- ATF pressure switch 5

DTC Confirmation Procedure

ACS000D2

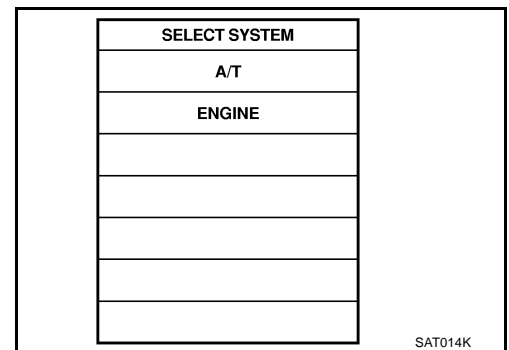
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 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-203, "Diagnostic Procedure"](#) .
If DTC (P1762) is detected, go to [AT-198, "Diagnostic Procedure"](#) .
If DTC (P1845) is detected, go to [AT-238, "Diagnostic Procedure"](#) .



WITH GST

Follow the procedure "With CONSULT-II".

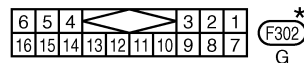
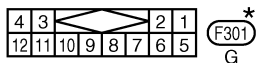
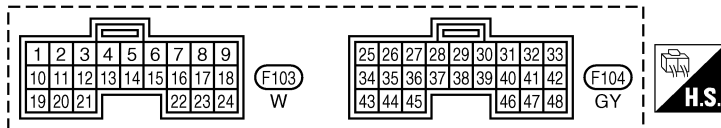
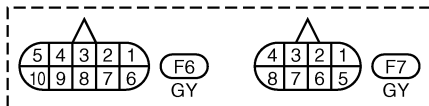
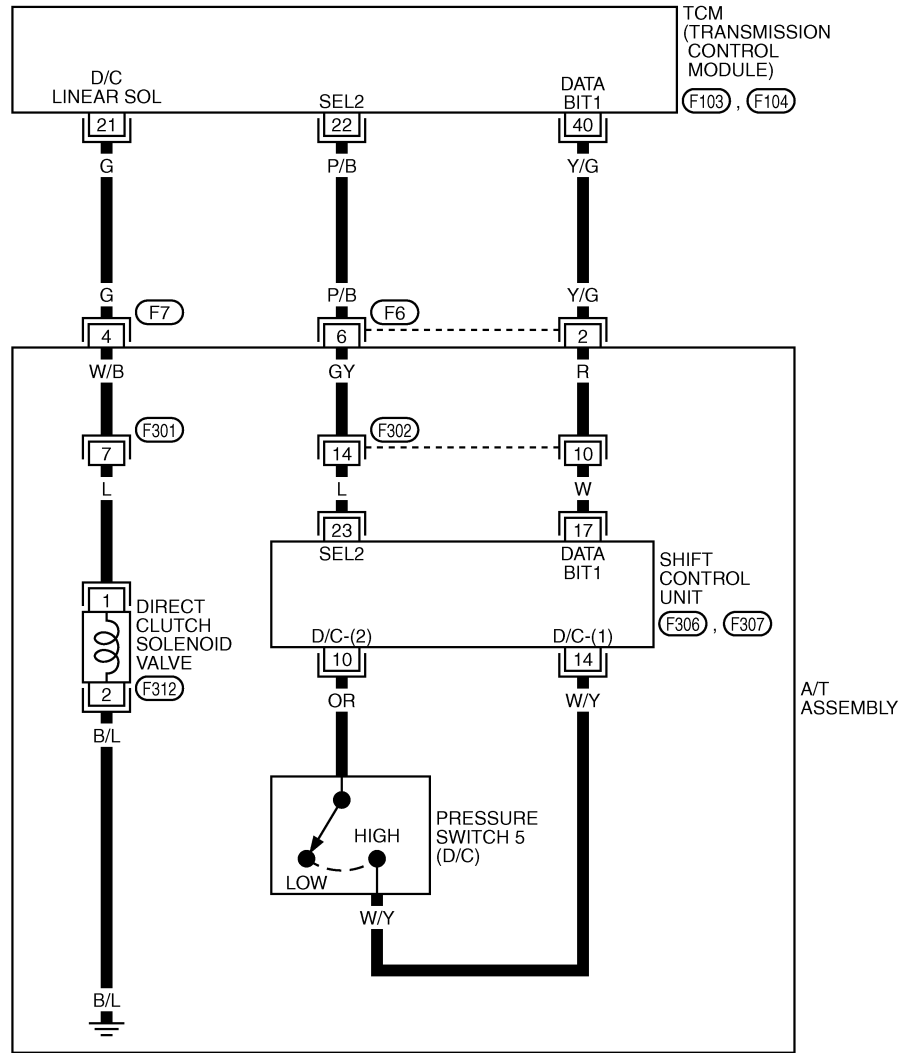
DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

Wiring Diagram — AT — D/CF

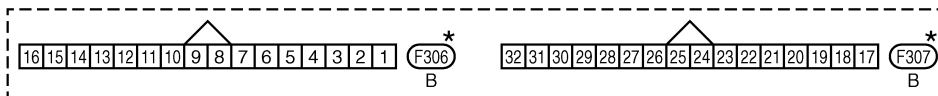
AC5000D3

AT-D/CF-01

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



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



TCWT0238E

DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
21	G	Direct clutch solenoid valve	When vehicle cruises	When the solenoid valve is operating (1st gear or 5th gear)	More than 2V
				When the solenoid valve is not operating (2nd gear, 3rd gear, or 4th gear)	0V
22	P/B	SEL2 (pressure switch 5)	-		-
40	Y/G	DATA BIT1	-		-

Diagnostic Procedure

ACS000D4

1. CHECK INPUT SIGNALS

④ With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 5".

OK or NG

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

DATA MONITOR		MONITOR	NO DTC
		ATF PRES SW 1	OFF
		ATF PRES SW 2	OFF
		ATF PRES SW 3	OFF
		ATF PRES SW 5	OFF
		ATF PRES SW 6	OFF
		△	▽
		RECORD	
MODE	BACK	LIGHT	COPY

PCIA0067E

2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

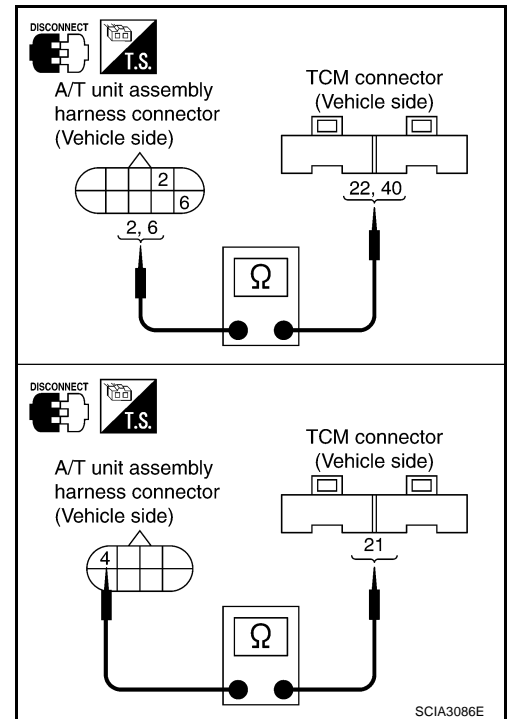
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	22 (P/B)	Yes
A/T unit assembly harness connector	F6	6 (P/B)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	
TCM	F103	21 (G)	Yes
A/T unit assembly harness connector	F7	4 (G)	

- 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.

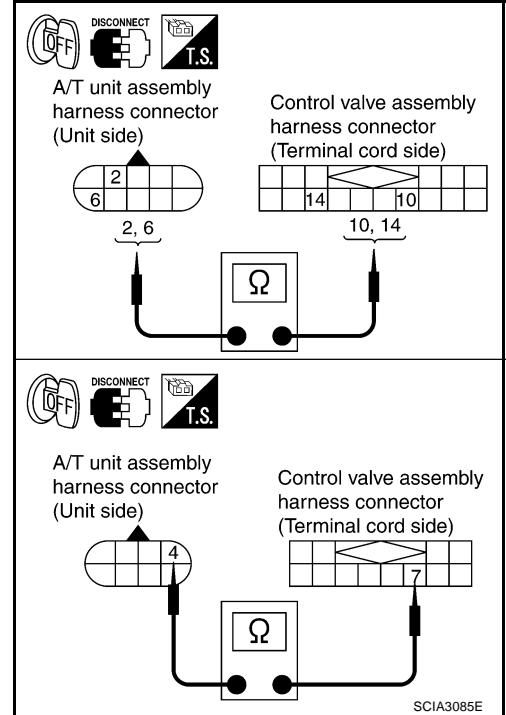


DTC P1764 DIRECT CLUTCH SOLENOID VALVE FUNCTION

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	6 (GY)	Yes
Control valve assembly harness connector	F302	14 (GY)	
A/T unit assembly harness connector	F7	4 (W/B)	Yes
Control valve assembly harness connector	F301	7 (W/B)	



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

OK or NG

OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

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

4. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 5.

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

PFP:31940

Description

ACS000D5

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.

On Board Diagnosis Logic

ACS000D6

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "HLR/C SOL/CIRC" with CONSULT-II or P1767 without CONSULT-II is detected under the following conditions.
 - When TCM detects an improper voltage drop when it tries to operate the solenoid valve.
 - When TCM detects as irregular by comparing target value with monitor value.

Possible Cause

ACS000D7

- Harness or connectors
(The solenoid circuit is open or shorted.)
- High and low reverse clutch solenoid valve

DTC Confirmation Procedure

ACS000D8

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.

ACCELE POS: 1.5/8 - 2.0/8

Selector lever: "D" position

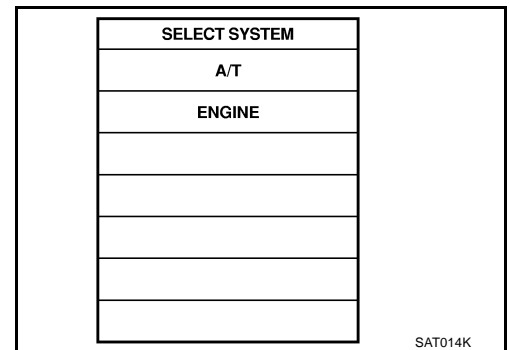
Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)

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

5. If DTC is detected, go to [AT-207, "Diagnostic Procedure"](#).

WITH GST

Follow the procedure "With CONSULT-II".



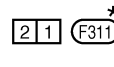
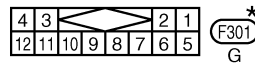
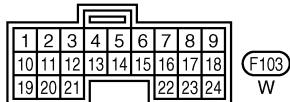
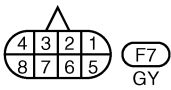
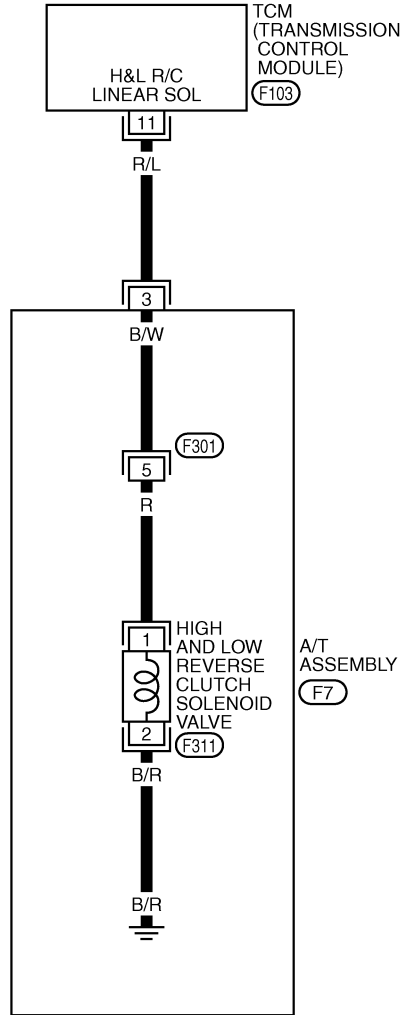
DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

Wiring Diagram — AT — HLR/C

ACS000D9

AT-HLR/C-01

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



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

TCWT0239E

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
11	R/L	High and low reverse clutch solenoid valve	When vehicle cruises	When the solenoid valve operating [6 km/h (4 MPH) or faster in 1st gear or 2nd gear]	More than 2V
				When the solenoid valve is not operating [6 km/h (4 MPH) or slower in 1st gear or 3rd, 4th, or 5th gear]	0V

Diagnostic Procedure

ACS000DA

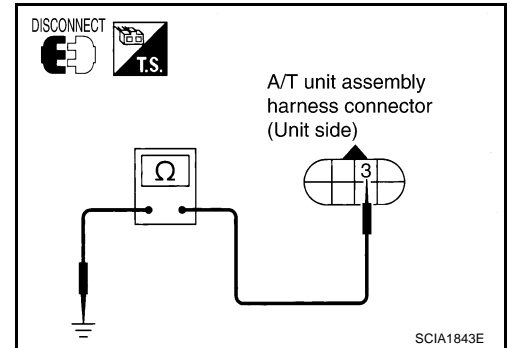
1. CHECK HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
High and low reverse clutch solenoid valve	F7	3 (R/L) - Ground	3 - 9 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

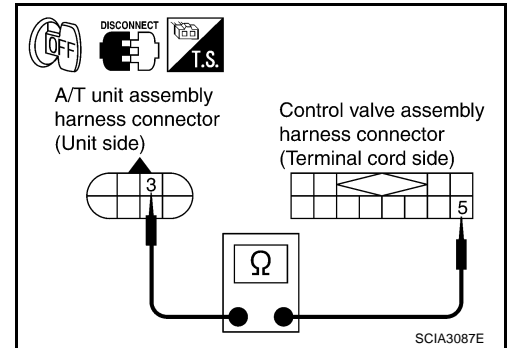
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	3 (B/W)	Yes
Control valve assembly harness connector	F301	5 (B/W)	

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

OK or NG

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



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-209, "Component Inspection"](#).

OK or NG

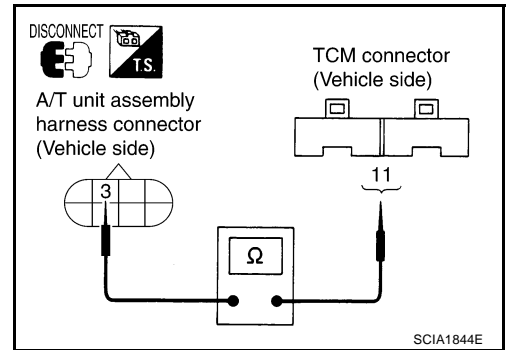
- OK >> GO TO 4.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	11 (R/L)	Yes
A/T unit assembly harness connector	F7	3 (R/L)	



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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

ACS004IH

Component Inspection

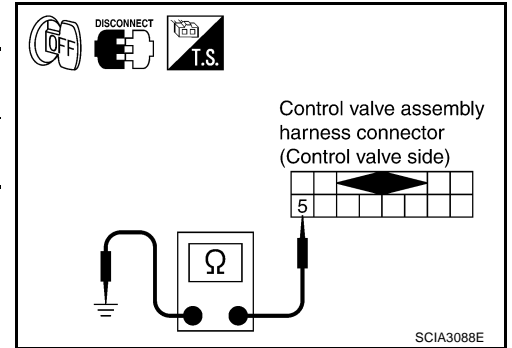
HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE

Resistance check

1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

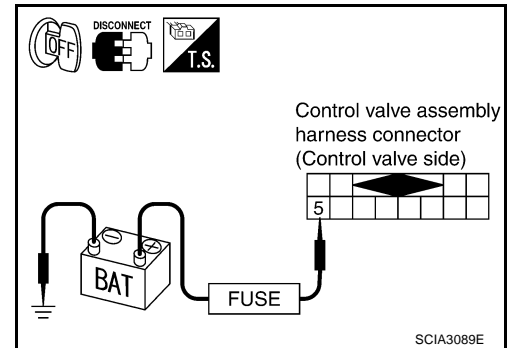
Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
High and low reverse clutch solenoid valve	F301	5 (R) - Ground	3 - 9 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .



Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 5 and ground.



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

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS000DB

- 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.

On Board Diagnosis Logic

ACS000DC

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "HLR/C SOL FNCTN" with CONSULT-II or P1769 without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 6 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000DD

- Harness or connectors
(The solenoid and switch circuits are open or shorted.)
- High and low reverse clutch solenoid valve
- ATF pressure switch 6

DTC Confirmation Procedure

ACS000DE

CAUTION:

Always drive vehicle at a safe speed.

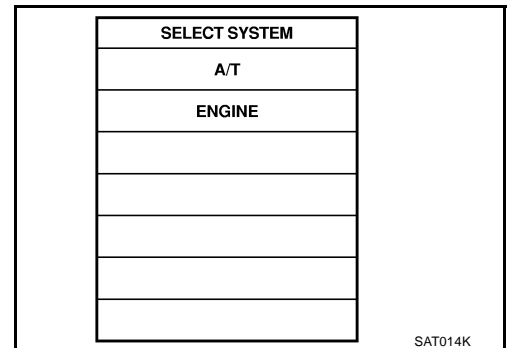
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 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-212, "Diagnostic Procedure"](#) .
If DTC (P1767) is detected, go to [AT-207, "Diagnostic Procedure"](#) .
If DTC (P1846) is detected, go to [AT-242, "Diagnostic Procedure"](#) .



WITH GST

Follow the procedure "With CONSULT-II".

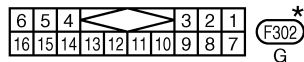
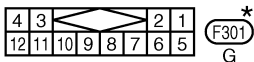
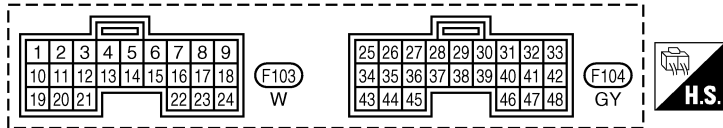
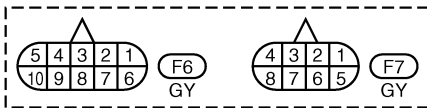
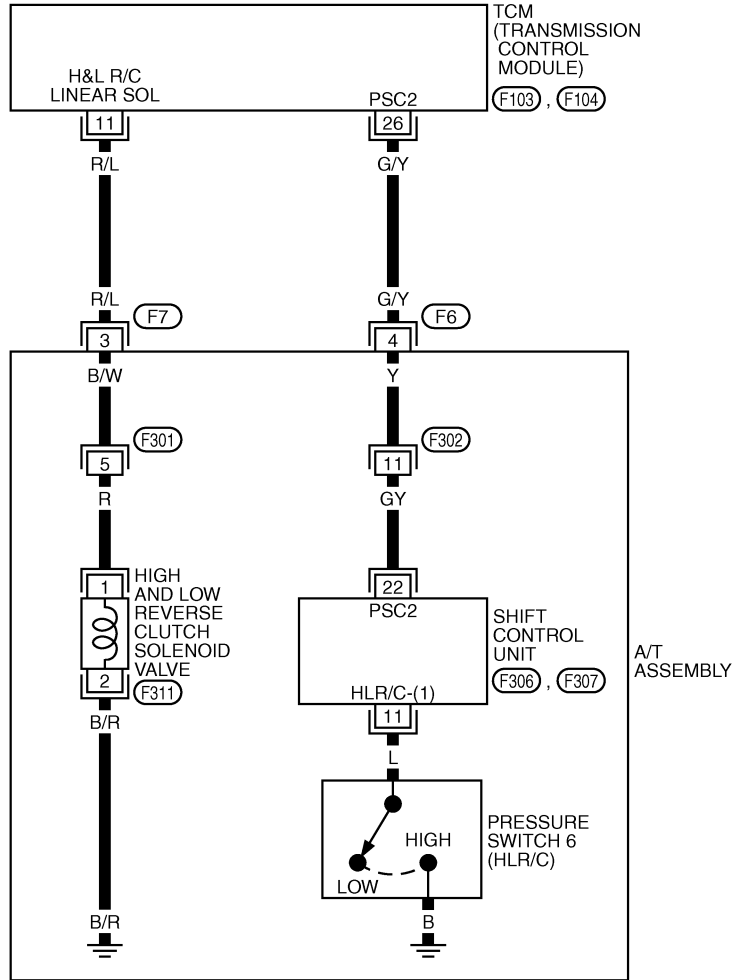
DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

Wiring Diagram — AT — HLR/CF

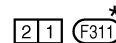
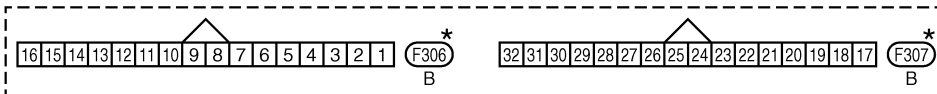
ACS000DF

AT-HLR/CF-01

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



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



TCWT0240E

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

TCM terminal and Data are reference value. Measured between each terminals 5,14,24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
11	R/L	High and low reverse clutch solenoid valve	When vehicle cruises	When the solenoid valve operating [6 km/h (4 MPH) or faster in 1st gear or 2nd gear]	More than 2V
				When the solenoid valve is not operating [6 km/h (4 MPH) or slower in 1st gear or 3rd, 4th, or 5th gear]	0V
26	G/Y	PSC2 (pressure switch 6)		When high and low reverse clutch solenoid valve "ON".	0V
				When high and low reverse clutch solenoid valve "OFF".	Battery voltage

Diagnostic Procedure

ACS000DG

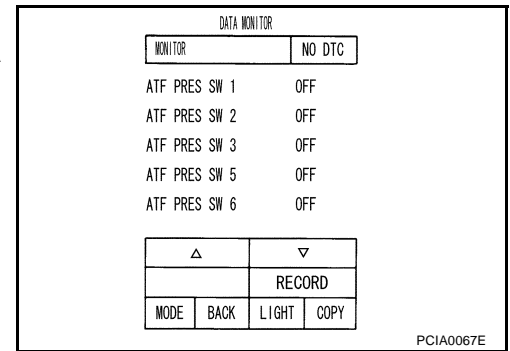
1. CHECK INPUT SIGNALS (WITH CONSULT-II)

Ⓟ With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6".

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



2. CHECK INPUT SIGNALS (WITHOUT CONSULT-II)

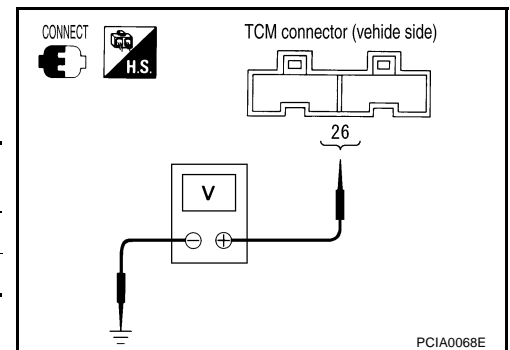
⊗ Without CONSULT-II

- Start engine.
- Accelerate vehicle in the "D" position (2nd ⇒ 3rd gear).

Solenoid valve		Connector No.	Terminal No. (Wire color)	Voltage
High and low reverse clutch solenoid valve	OFF	F104	26 (G/Y) - Ground	Battery voltage
	ON			Approx. 0 V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.

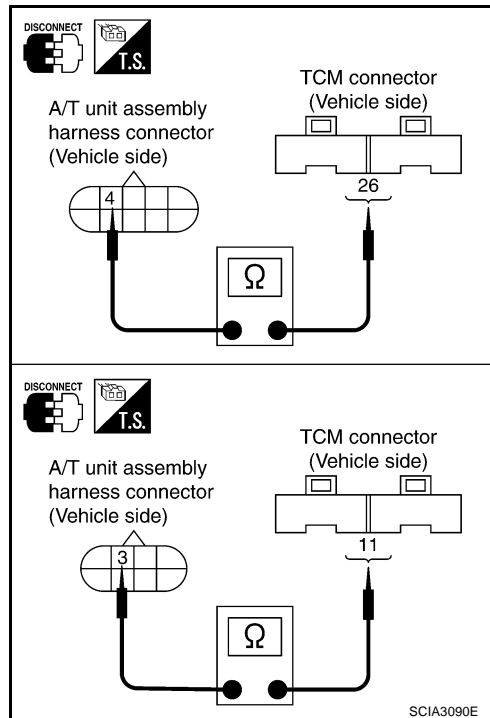


DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

3. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F104	26 (G/Y)	Yes
A/T unit assembly harness connector	F6	4 (G/Y)	
TCM	F103	11 (R/L)	Yes
A/T unit assembly harness connector	F7	3 (R/L)	



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

OK or NG

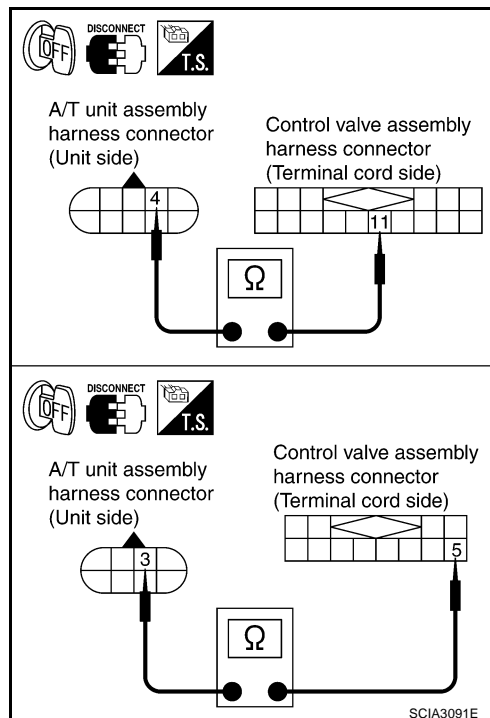
OK >> GO TO 3.

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

4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	4 (Y)	Yes
Control valve assembly harness connector	F302	11 (Y)	
A/T unit assembly harness connector	F7	3 (B/W)	Yes
Control valve assembly harness connector	F301	5 (B/W)	



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

OK or NG

OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

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

DTC P1769 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE FUNCTION

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#)

2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

PFP:31940

Description

ACS000DH

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.

On Board Diagnosis Logic

ACS000DI

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code "LC/B SOLENOID/CIRC" with CONSULT-II or P1772 without CONSULT-II is detected when TCM detects an improper voltage drop when it tries to operate the solenoid valve.

Possible Cause

ACS000DJ

- Harness or connectors
(The solenoid circuit is open or shorted.)
- Low coast brake solenoid valve

DTC Confirmation Procedure

ACS000DK

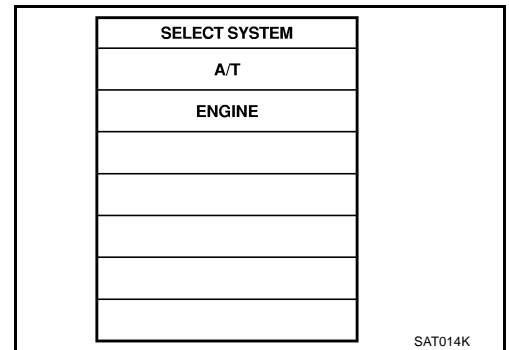
NOTE:

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 "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Start engine.
4. Drive vehicle and maintain the following conditions for at least 5 consecutive seconds.
Selector lever: "M" position
Gear position: "M1-1st" or "M2-2nd" gear (LC/B ON/OFF)
5. If DTC is detected, go to [AT-217, "Diagnostic Procedure"](#).



Ⓢ WITH GST



Follow the procedure "With CONSULT-II".

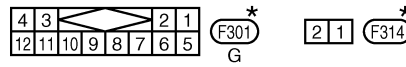
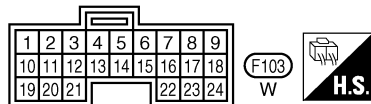
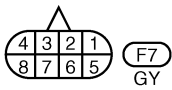
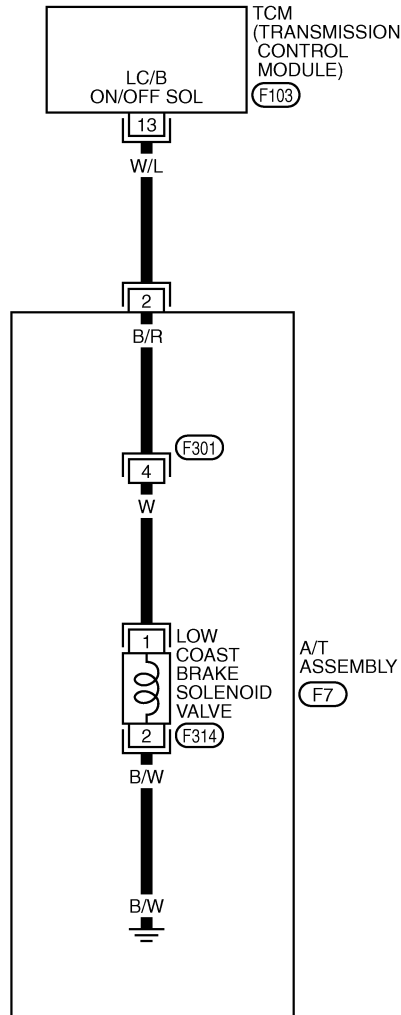
DTC P1772 LOW COAST BRAKE SOLENOID VALVE

Wiring Diagram — AT — LC/B

ACS000DL

AT-LC/B-01

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



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

TCWT0241E

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
13	W/L	Low coast brake solenoid valve	When vehicle cruises	When the solenoid valve is operating (when running in M1-1 gear or M2-2 gear)	Battery voltage
				When the solenoid valve is not operating (when running in "D")	0V

Diagnostic Procedure

ACS000DM

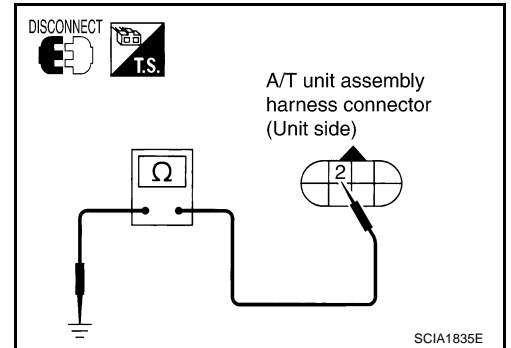
1. CHECK LOW COAST BRAKE SOLENOID VALVE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect A/T unit assembly harness connector at the transmission right side.
3. Check the resistance between terminal and ground.

Solenoid valve	Connector No.	Terminal No. (Wire color)	Resistance (Approx.)
Low coast brake solenoid valve	F7	2 (W/L) - Ground	20 - 40 Ω

OK or NG

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



2. CHECK TERMINAL CORD ASSEMBLY

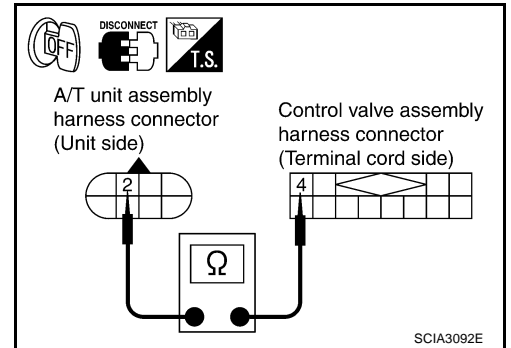
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F7	2 (B/R)	Yes
Control valve assembly harness connector	F301	4 (B/R)	

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

OK or NG

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



3. CHECK VALVE RESISTANCE

Check valve resistance

- Refer to [AT-219, "Component Inspection"](#).

OK or NG

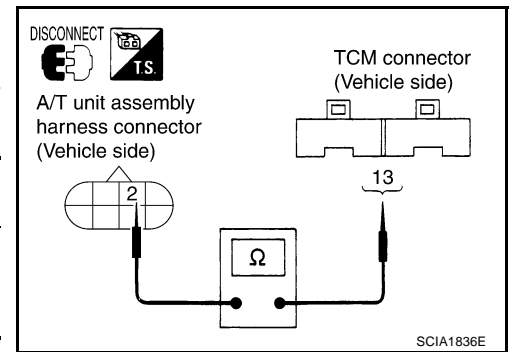
- OK >> GO TO 4.
 NG >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#).

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

4. CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect TCM connector.
3. Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	13 (W/L)	Yes
A/T unit assembly harness connector	F7	2 (W/L)	



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 >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

DTC P1772 LOW COAST BRAKE SOLENOID VALVE

ACS00411

Component Inspection LOW COAST BRAKE SOLENOID VALVE

Resistance check

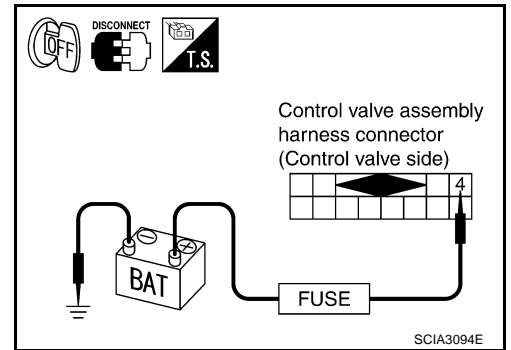
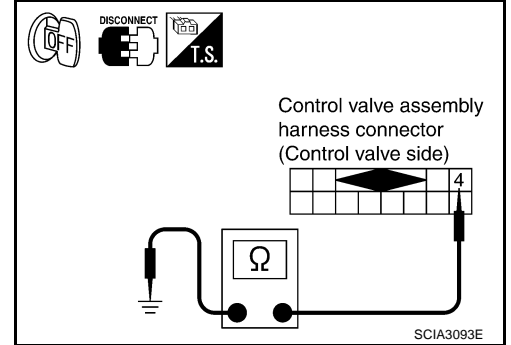
1. Turn ignition switch OFF.
2. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
3. Disconnect control valve assembly harness connector.
4. Check resistance between terminal and ground.

Solenoid Valve	Connector No.	Terminal No. (Wire color)	Resistance (Ω) (Approx.)
Low coast brake solenoid valve	F301	4 (W) - Ground	20 - 40 Ω

5. If NG, replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

Operation check

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 4 and ground.



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

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

PFP:31940

Description

ACS000DN

- 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.

On Board Diagnosis Logic

ACS000DO

- This is an OBD-II self-diagnostic item.
- Diagnostic trouble code “LC/B SOLENOID FNCT” with CONSULT-II or P1774 without CONSULT-II is detected under the following conditions.
 - When TCM detects that actual gear ratio is irregular, and relation between gear position and condition of ATF pressure switch 2 is irregular during depressing accelerator pedal. (Other than during shift change)
 - When TCM detects that relation between gear position and condition of ATF pressure switch 2 is irregular during releasing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000DP

- Harness or connectors
(The solenoid and switch circuits are open or shorted.)
- Low coast brake solenoid valve
- ATF pressure switch 2

DTC Confirmation Procedure

ACS000DQ

CAUTION:

Always drive vehicle at a safe speed.

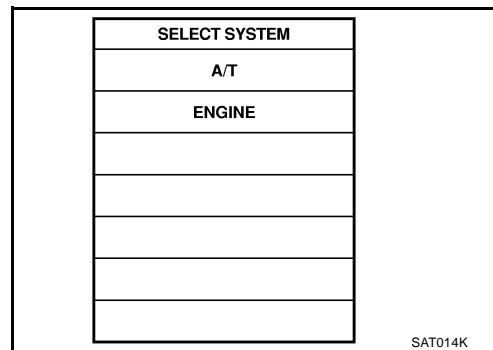
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
Selector lever: “M” position
Gear position: “M1-1st” or “M2-2nd” gear (LC/B ON/OFF)
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II. If DTC (P1774) is detected, refer to [AT-222, "Diagnostic Procedure"](#).
If DTC (P1772) is detected, go to [AT-217, "Diagnostic Procedure"](#).



SAT014K

WITH GST

Follow the procedure “With CONSULT-II”.

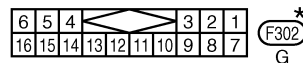
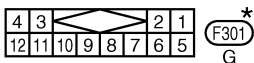
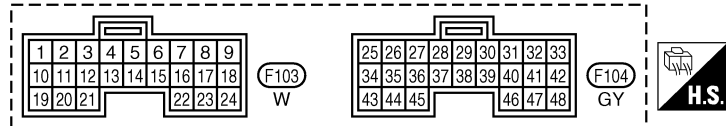
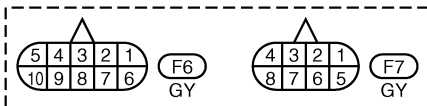
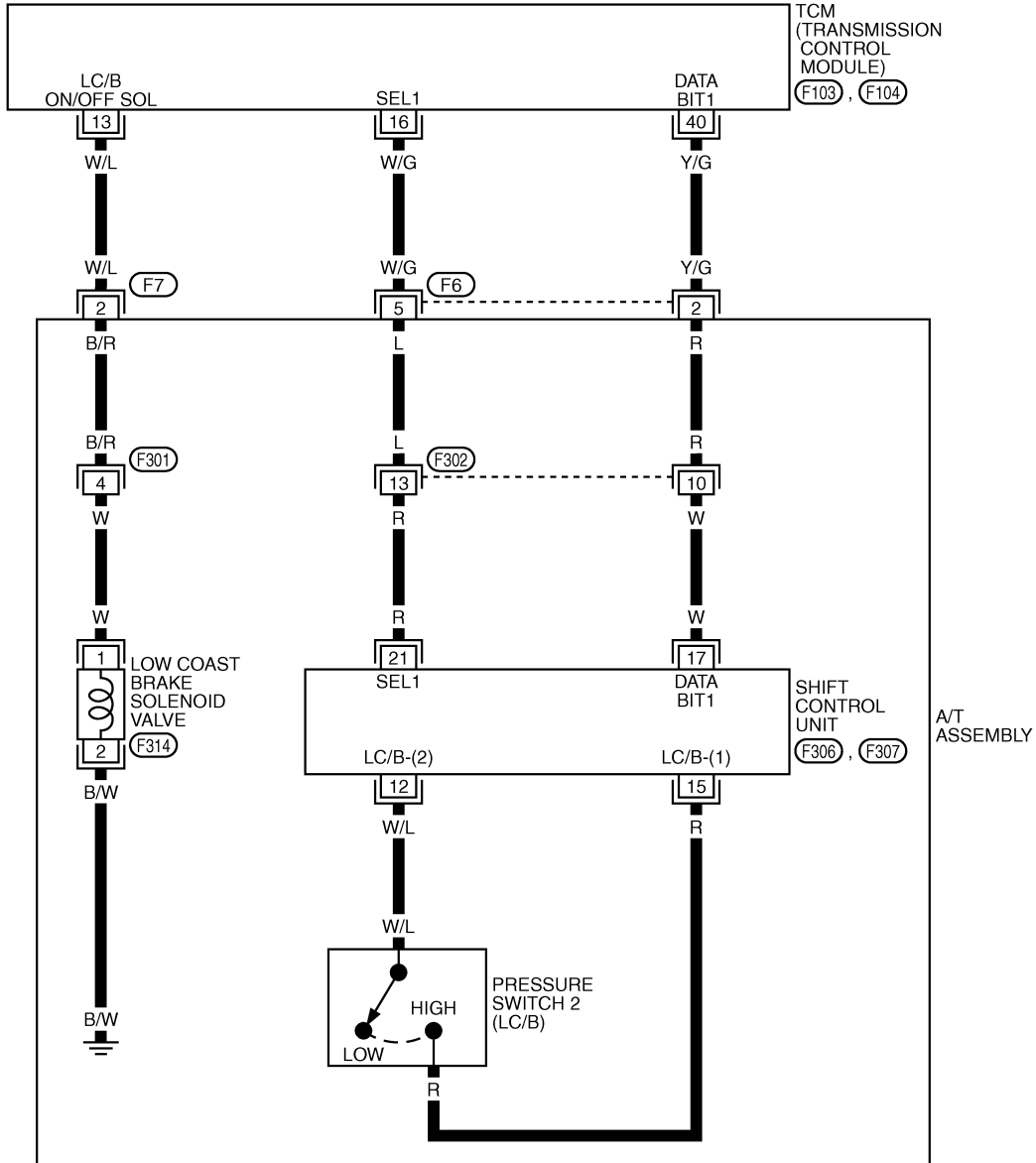
DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

Wiring Diagram — AT — LC/BF

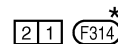
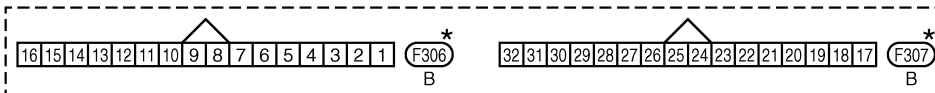
ACS000DR

AT-LC/BF-01

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



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



TCWT0242E

DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
			When vehicle cruises	When the solenoid valve is operating (when running in M1-1 gear or M2-2 gear)	
13	W/L	Low coast brake solenoid valve	When the solenoid valve is operating (when running in "D")	Battery voltage	
			When the solenoid valve is not operating (when running in "D")	0V	
16	W/G	SEL1 (pressure switch 2)	-	-	
40	Y/G	DATA BIT1	-	-	

Diagnostic Procedure

ACS000DS

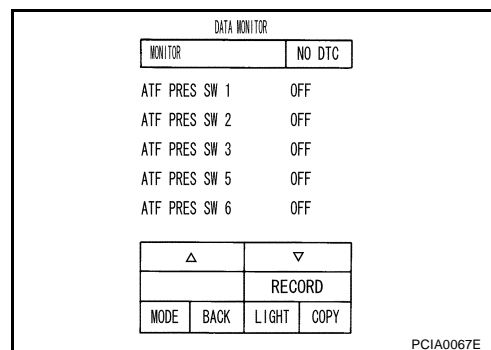
1. CHECK INPUT SIGNALS

Ⓟ With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the manual mode ("M1-1st" or "M2-2nd" gear), and confirm the ON/OFF actuation of the "ATF PRES SW 2".

OK or NG

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



2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

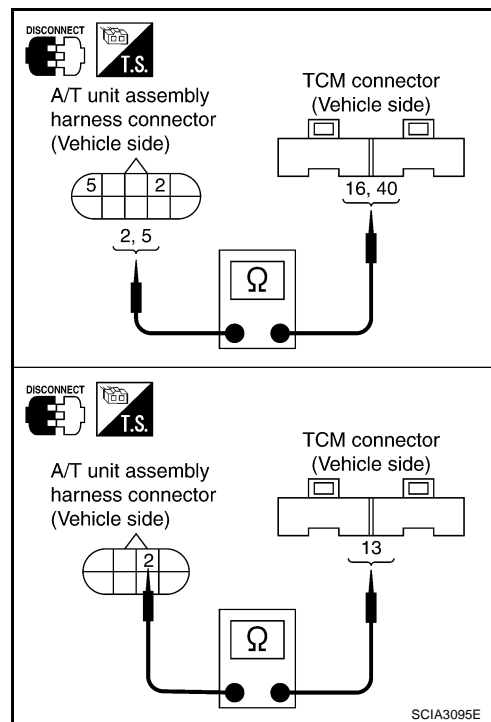
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	16 (W/G)	Yes
A/T unit assembly harness connector	F6	5 (W/G)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	
TCM	F103	13 (W/L)	Yes
A/T unit assembly harness connector	F7	2 (W/L)	

- 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.

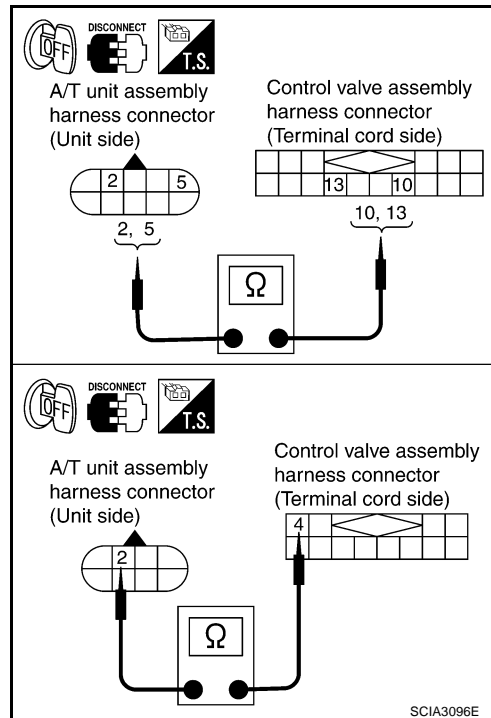


DTC P1774 LOW COAST BRAKE SOLENOID VALVE FUNCTION

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	5 (L)	Yes
Control valve assembly harness connector	F302	13 (L)	
A/T unit assembly harness connector	F7	2 (B/R)	Yes
Control valve assembly harness connector	F301	4 (B/R)	



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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

4. CHECK DTC

Perform "DTC Confirmation Procedure". Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

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

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

DTC P1815 MANUAL MODE SWITCH

DTC P1815 MANUAL MODE SWITCH

PFP:34901

Description

ACS000DT

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 indicator. For inspection, refer to [AT-227, "Position Indicator Lamp"](#).

CONSULT-II Reference Value in Data Monitor Mode

ACS000DU

Monitor Item	Condition	Reference 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	Select lever: + side	ON
	Other than the above	OFF
DOWN SW LEVER	Select lever: - side	ON
	Other than the above	OFF

On Board Diagnosis Logic

ACS000DV

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "MANU MODE SW/CIR" with CONSULT-II is detected when TCM monitors Manual mode, Non manual mode, Up or Down switch signal, and detects as irregular when impossible input pattern occurs 1 second or more.

Possible Cause

ACS000DW

- Harness or connectors
(These switches circuit is open or shorted.)
- Mode select switch (Built into A/T control device)
- Position select switch (Built into A/T control device)

DTC Confirmation Procedure

ACS000DX

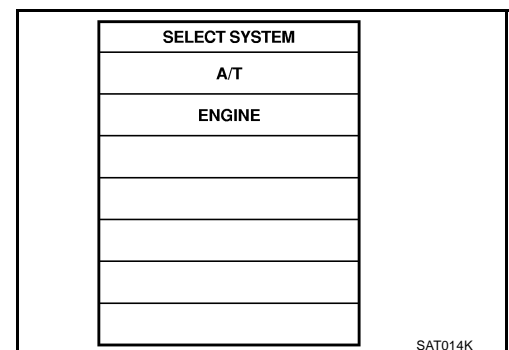
NOTE:

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

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

④ WITH CONSULT-II

1. Turn ignition switch ON. (Do not start engine.)
2. Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Move selector lever to "M" position.
4. Start engine and drive vehicle for at least 2 consecutive seconds.
5. If DTC is detected, go to [AT-226, "Diagnostic Procedure"](#).

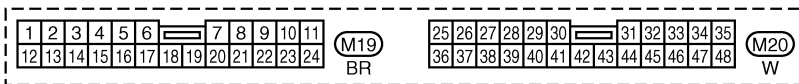
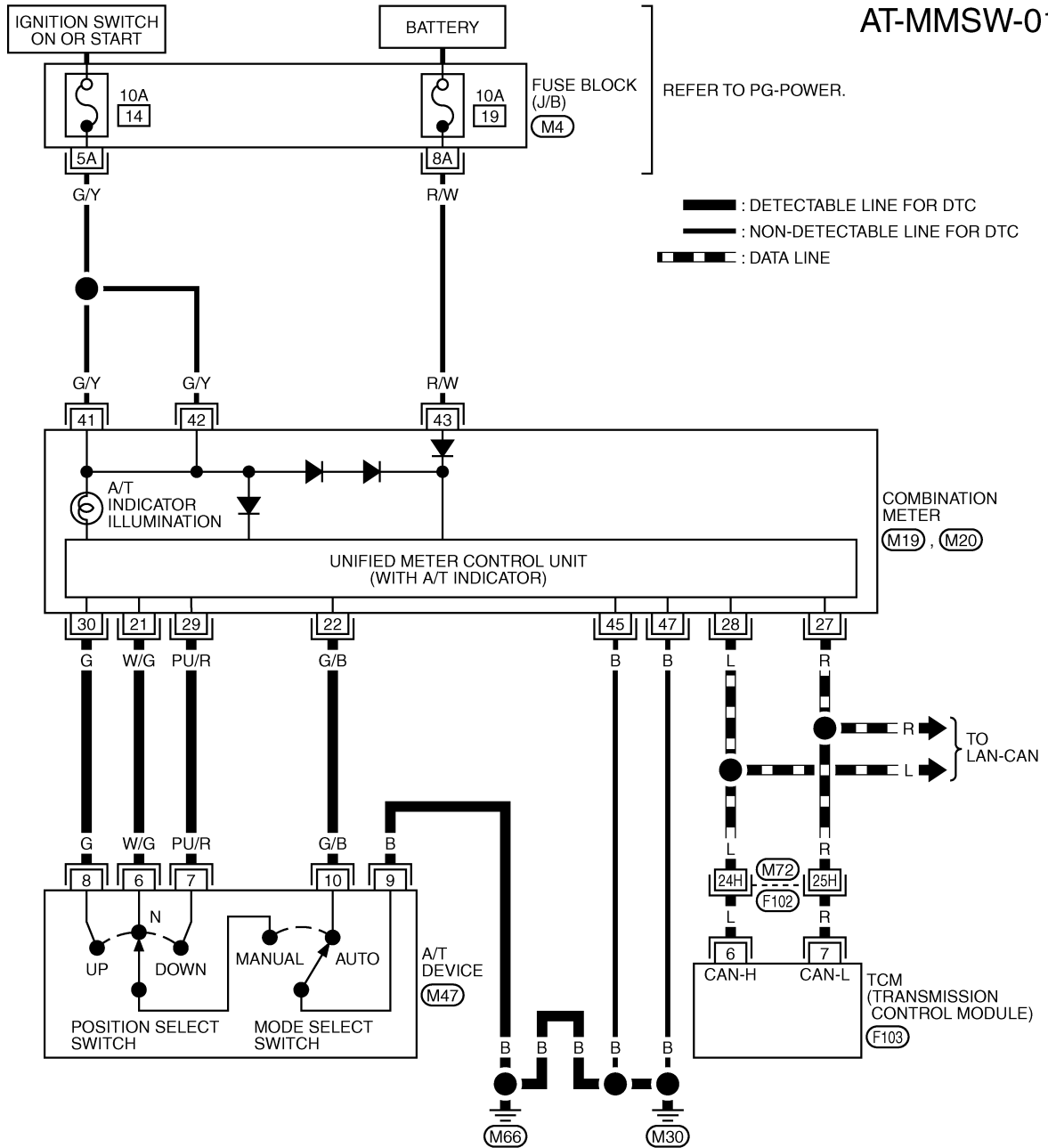


DTC P1815 MANUAL MODE SWITCH

Wiring Diagram — AT — MMSW

ACS000DY

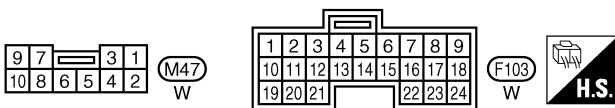
AT-MMSW-01



REFER TO THE FOLLOWING.

(F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)



TCWT0243E

DTC P1815 MANUAL MODE SWITCH

ACS000DZ

Diagnostic Procedure

1. CHECK MANUAL MODE SWITCH CIRCUIT (WITH CONSULT-II)

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. Read out ON/OFF switching action of the "MANU MODE SW", "NON M-MODE SW", "UP SW LEVER", "DOWN SW LEVER".

OK or NG

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

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

PCIA0064E

2. CHECK MANUAL MODE SWITCH CIRCUIT (WITHOUT CONSULT-II)

Without CONSULT-II

Drive vehicle in the manual mode, and confirm that the actual gear position and the meter's indication of the position mutually coincide when the selector lever is shifted to the "+ (up)" or "- (down)" side (1st ⇔ 5th gear).

OK or NG

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

3. DETECT MALFUNCTIONING ITEM

Check the following items.

- Power supply. Refer to [DI-4, "COMBINATION METERS"](#) .
- Manual mode switch. Refer to [AT-227, "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).

OK or NG

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

4. CHECK DTC

Perform DTC confirmation procedure. Refer to [AT-224, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> Replace the control device assembly.

DTC P1815 MANUAL MODE SWITCH

Component Inspection MANUAL MODE SWITCH

ACS000E0

Check continuity between terminals. Refer to [AT-225, "Wiring Diagram — AT — MMSW"](#) .

Item	Position	Connector No.	Terminal No. (Unit side)	Continuity
Manual mode (select) switch	Auto	M47	9 - 10	Yes
	Manual		6 - 9	
UP switch	Up		8 - 9	
DOWN switch	Down		7 - 9	

Position Indicator Lamp DIAGNOSTIC PROCEDURE

ACS000E1

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 select lever is shifted to the "+ (up)" or "- (down)" side (1st ⇔ 5th gear).

OK or NG

- OK >> **INSPECTION END**
 NG >> Check the following items.

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

Position indicator lamp symptom chart

Items	Presumed location of trouble
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 position indicator lamp is not indicated.	Manual mode switch Refer to AT-224, "DTC P1815 MANUAL MODE SWITCH" . A/T main system (Fail-safe function actuated) ● Refer to AT-92, "CONSULT-II SETTING PROCEDURE" .
The actual gear position changes, but the position indicator lamp is not indicated.	Execute the self-diagnosis function. ● Refer to AT-92, "CONSULT-II SETTING PROCEDURE" .
The actual gear position and the indication on the position indicator lamp do not coincide.	Execute the self-diagnosis function. ● Refer to AT-92, "CONSULT-II SETTING PROCEDURE" .
Only a specific position or positions is/are not indicated on the position indicator lamp.	Check the meter control unit. Refer to DI-4, "COMBINATION METERS" .

DTC P1841 ATF PRESSURE SWITCH 1

DTC P1841 ATF PRESSURE SWITCH 1

PFP:25240

Description

ACS000E2

Fail-safe function to detect front brake clutch solenoid valve condition.

On Board Diagnosis Logic

ACS000E3

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 1/CIRC” with CONSULT-II is detected, when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 1 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000E4

- ATF pressure switch 1
- Harness or connectors
(The switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS000E5

CAUTION:

Always drive vehicle at a safe speed.

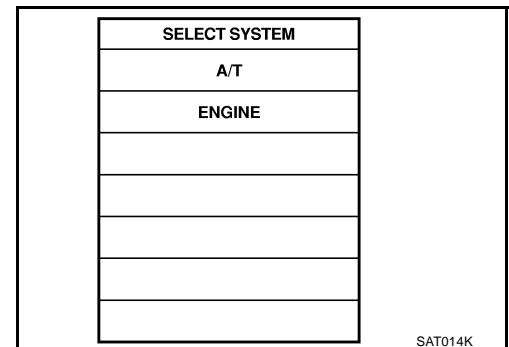
NOTE:

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.

④ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 1.5/8 - 2.0/8
Selector lever: “D” position
Gear position: 3rd ⇒ 4th Gear (FR/B ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.
If DTC (P1841) is detected, go to [AT-230, "Diagnostic Procedure"](#) .
If DTC (P1757) is detected, go to [AT-188, "Diagnostic Procedure"](#) .



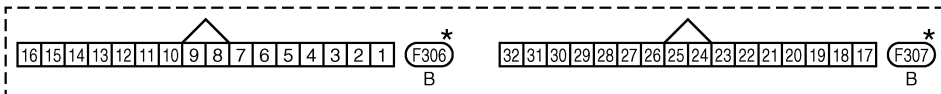
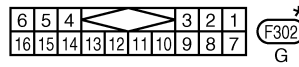
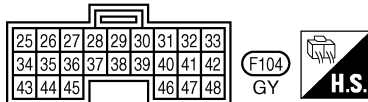
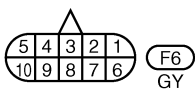
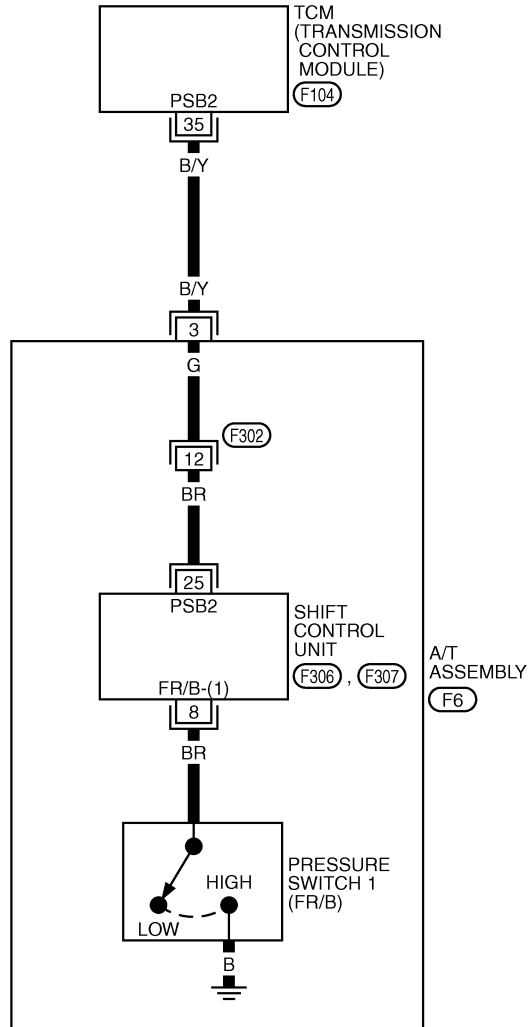
DTC P1841 ATF PRESSURE SWITCH 1

Wiring Diagram — AT — FPSW1

ACS000E6

AT-FPSW1-01

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



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

A
B
AT
D
E
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G
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I
J
K
L
M

DTC P1841 ATF PRESSURE SWITCH 1

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
35	B/Y	PSB2 (pressure switch 1)	When vehicle starts	When front brake solenoid valve "OFF".	Battery voltage
				When front brake solenoid valve "ON".	0V

Diagnostic Procedure

ACS000E7

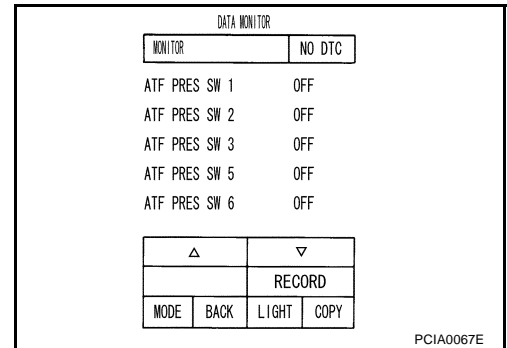
1. CHECK INPUT SIGNALS (WITH CONSULT-II)

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 1".

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



2. CHECK INPUT SIGNALS (WITHOUT CONSULT-II)

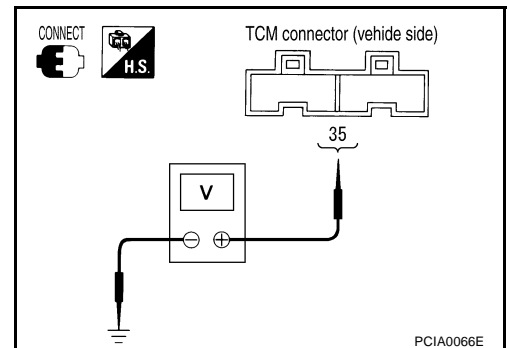
Without CONSULT-II

- Start engine.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear).

Solenoid valve		Connector No.	Terminal No. (Wire color)	Voltage
Front brake solenoid valve	OFF	F104	35 (B/Y) - Ground	Battery voltage
	ON			Approx. 0 V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



3. CHECK POWER SOURCE CIRCUIT

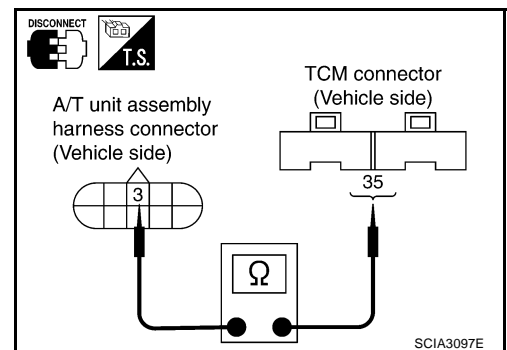
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F104	35 (B/Y)	Yes
A/T unit assembly harness connector	F6	3 (B/Y)	

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

OK or NG

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

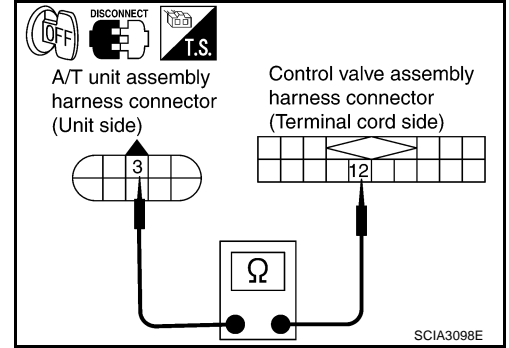


DTC P1841 ATF PRESSURE SWITCH 1

4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	3 (G)	Yes
Control valve assembly harness connector	F302	12 (G)	



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

OK or NG

- OK >> Replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform DTC confirmation procedure. Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair or replace damaged parts.

DTC P1843 ATF PRESSURE SWITCH 3

DTC P1843 ATF PRESSURE SWITCH 3

PFP:25240

Description

ACS000E8

Fail-safe function to detect input clutch solenoid valve condition.

On Board Diagnosis Logic

ACS000E9

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 3/CIRC” with CONSULT-II is detected, when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 3 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000EA

- ATF pressure switch 3
- Harness or connectors
(The switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS000EB

CAUTION:

Always drive vehicle at a safe speed.

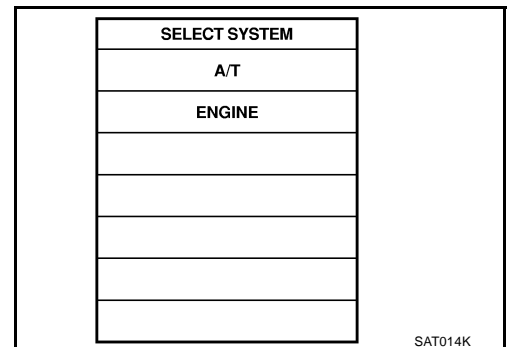
NOTE:

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.

④ WITH CONSULT-II

1. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 1.5/8 - 2.0/8
Selector lever: “D” position
Gear position: 3rd ⇒ 4th Gear (I/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.
If DTC (P1843) is detected, go to [AT-234, "Diagnostic Procedure"](#) .
If DTC (P1752) is detected, go to [AT-179, "Diagnostic Procedure"](#) .



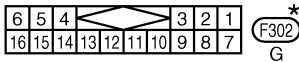
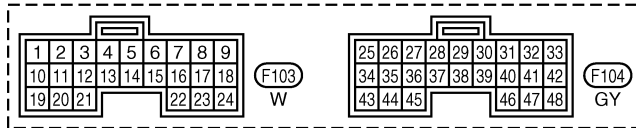
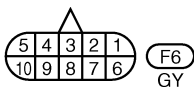
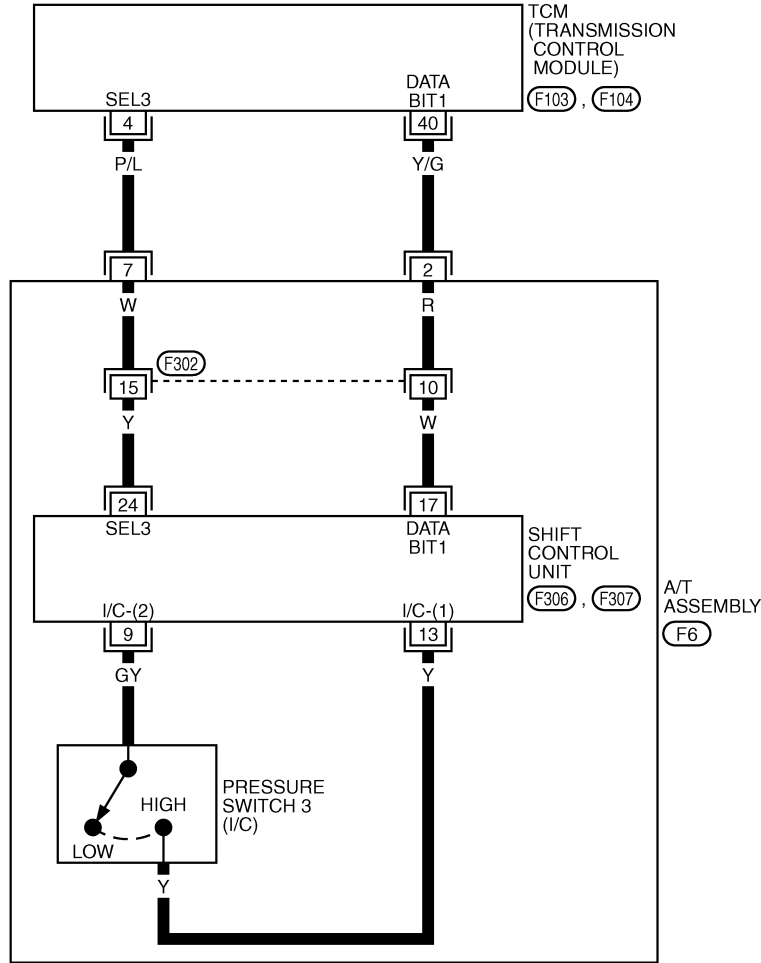
DTC P1843 ATF PRESSURE SWITCH 3

Wiring Diagram — AT — FPSW3

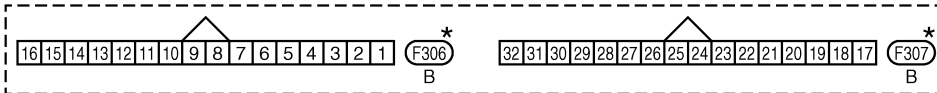
ACS000EC

AT-FPSW3-01

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



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



TCWT0245E

DTC P1843 ATF PRESSURE SWITCH 3

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition	Data (Approx.)
4	P/L	SEL3 (pressure switch 3)	-	-
40	Y/G	DATA BIT1	-	-

Diagnostic Procedure

ACS000ED

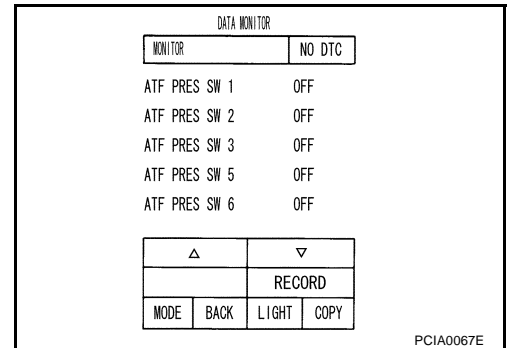
1. CHECK INPUT SIGNALS

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (3rd ⇒ 4th gear), and confirm the ON/OFF actuation of the "ATF PRES SW 3".

OK or NG

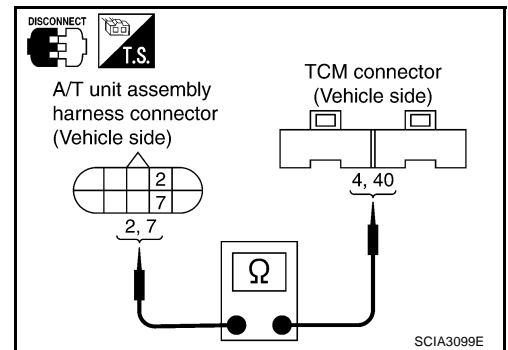
- OK >> GO TO 4.
NG >> GO TO 2.



2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	4 (P/L)	Yes
A/T unit assembly harness connector	F6	7 (P/L)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	



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

OK or NG

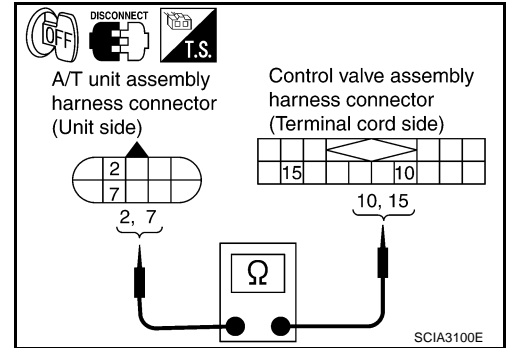
- OK >> GO TO 3.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1843 ATF PRESSURE SWITCH 3

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	7 (W)	Yes
Control valve assembly harness connector	F302	15 (W)	



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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

4. CHECK DTC

Perform DTC confirmation procedure. Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

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

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair or replace damaged parts.

DTC P1845 ATF PRESSURE SWITCH 5

DTC P1845 ATF PRESSURE SWITCH 5

PFP:25240

Description

ACS000EE

Fail-safe function to detect direct clutch solenoid valve condition.

On Board Diagnosis Logic

ACS000EF

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code “ATF PRES SW 5/CIRC” with CONSULT-II is detected, when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 5 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000EG

- ATF pressure switch 5
- Harness or connectors
(The switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS000EH

CAUTION:

Always drive vehicle at a safe speed.

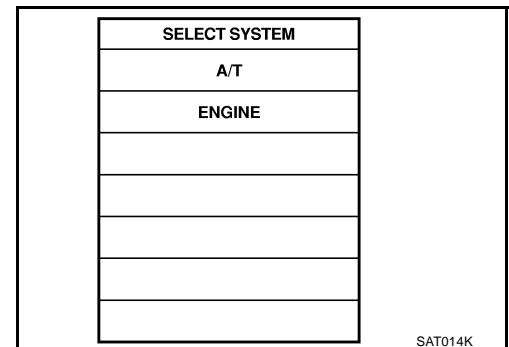
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 1.5/8 - 2.0/8
Selector lever: “D” position
Gear position: 1st ⇒ 2nd Gear (D/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step “2” again.
4. Turn ignition switch OFF, then perform step “1” to “3” again.
5. Check “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.
If DTC (P1845) is detected, go to [AT-238, "Diagnostic Procedure"](#) .
If DTC (P1762) is detected, go to [AT-198, "Diagnostic Procedure"](#) .



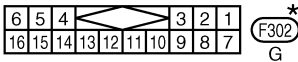
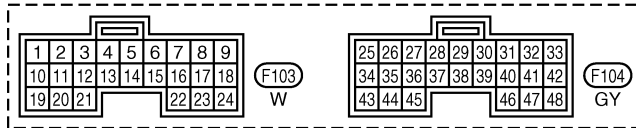
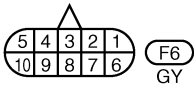
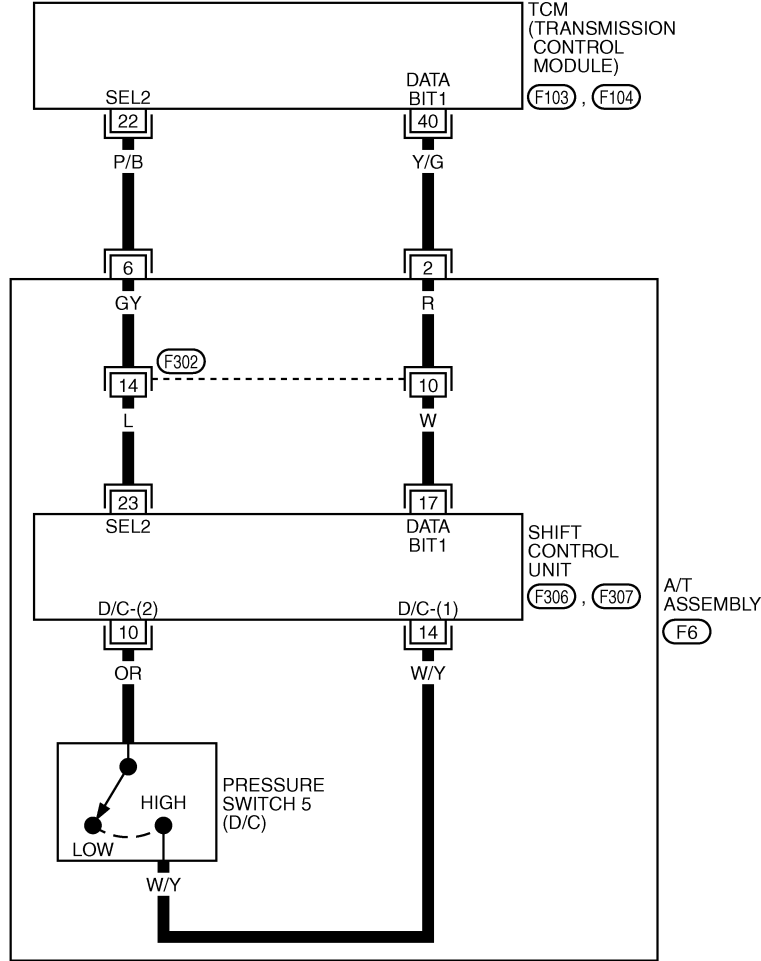
DTC P1845 ATF PRESSURE SWITCH 5

Wiring Diagram — AT — FPSW5

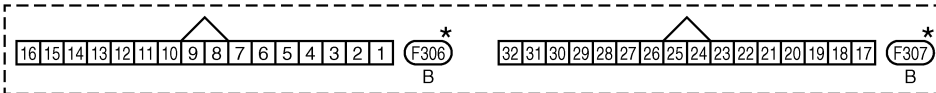
ACS000E1

AT-FPSW5-01

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



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



TCWT0246E

DTC P1845 ATF PRESSURE SWITCH 5

TCM terminals and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition	Data (Approx.)
22	P/B	SEL2 (pressure switch 5)	-	-
40	Y/G	DATA BIT1	-	-

Diagnostic Procedure

ACS000EJ

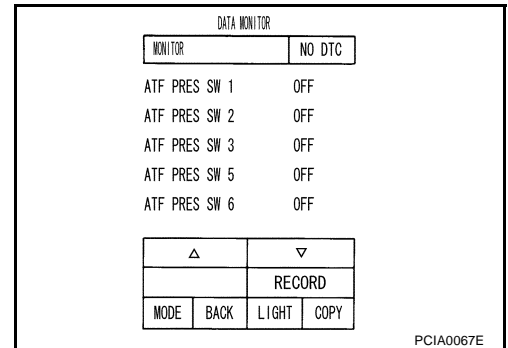
1. CHECK INPUT SIGNALS

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (1st ⇒ 2nd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 5".

OK or NG

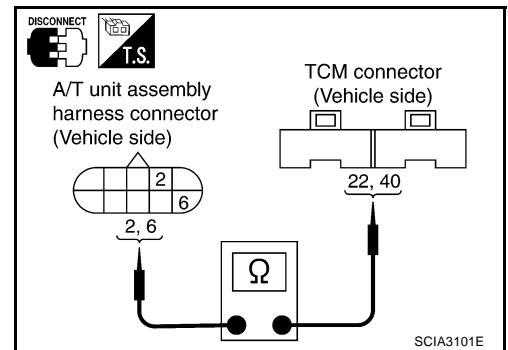
- OK >> GO TO 3.
NG >> GO TO 2.



2. CHECK HARNESS BETWEEN TCM AND A/T UNIT ASSEMBLY HARNESS CONNECTOR

- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F103	22 (P/B)	Yes
A/T unit assembly harness connector	F6	6 (P/B)	
TCM	F104	40 (Y/G)	Yes
A/T unit assembly harness connector	F6	2 (Y/G)	



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

OK or NG

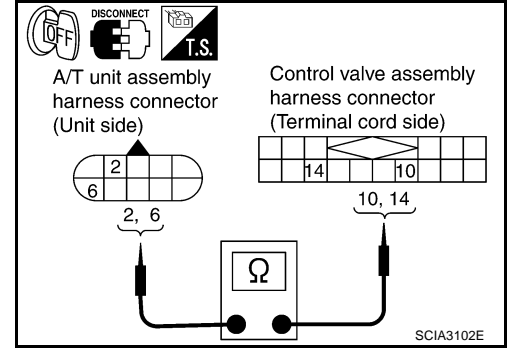
- OK >> GO TO 3.
NG >> Repair open circuit or short to ground or short to power in harness or connectors.

DTC P1845 ATF PRESSURE SWITCH 5

3. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	2 (R)	Yes
Control valve assembly harness connector	F302	10 (R)	
A/T unit assembly harness connector	F6	6 (GY)	Yes
Control valve assembly harness connector	F302	14 (GY)	



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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

4. CHECK DTC

Perform DTC confirmation procedure. Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 3.

5. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair or replace damaged parts.

DTC P1846 ATF PRESSURE SWITCH 6

DTC P1846 ATF PRESSURE SWITCH 6

PFP:25240

Description

ACS000EK

Fail-safe function to detect high and low reverse clutch solenoid valve condition.

On Board Diagnosis Logic

ACS000EL

- This is not an OBD-II self-diagnostic item.
- Diagnostic trouble code "ATF PRES SW 6/CIRC" with CONSULT-II is detected, when TCM detects that actual gear ratio is normal, and relation between gear position and condition of ATF pressure switch 6 is irregular during depressing accelerator pedal. (Other than during shift change)

Possible Cause

ACS000EM

- ATF pressure switch 6
- Harness or connectors
(The switch circuit is open or shorted.)

DTC Confirmation Procedure

ACS000EN

CAUTION:

Always drive vehicle at a safe speed.

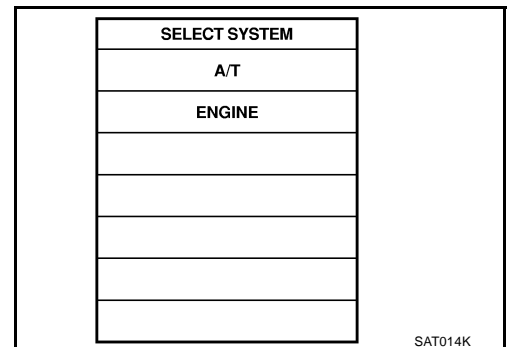
NOTE:

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. Start engine.
2. Accelerate vehicle to maintain the following condition.
ACCELE POS: 1.5/8 - 2.0/8
Selector lever: "D" position
Gear position: 2nd ⇒ 3rd Gear (HLR/C ON/OFF)
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.
3. Perform step "2" again.
4. Turn ignition switch OFF, then perform step "1" to "3" again.
5. Check "SELF-DIAG RESULTS" mode for "A/T" with CONSULT-II.
If DTC (P1846) is detected, go to [AT-242, "Diagnostic Procedure"](#) .
If DTC (P1767) is detected, go to [AT-207, "Diagnostic Procedure"](#) .



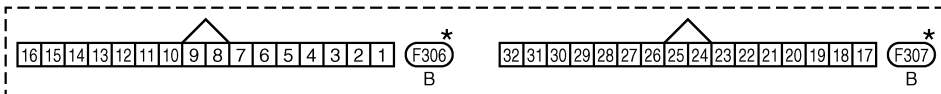
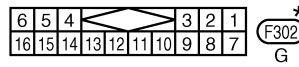
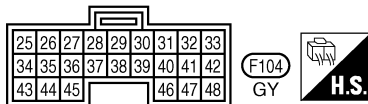
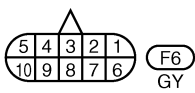
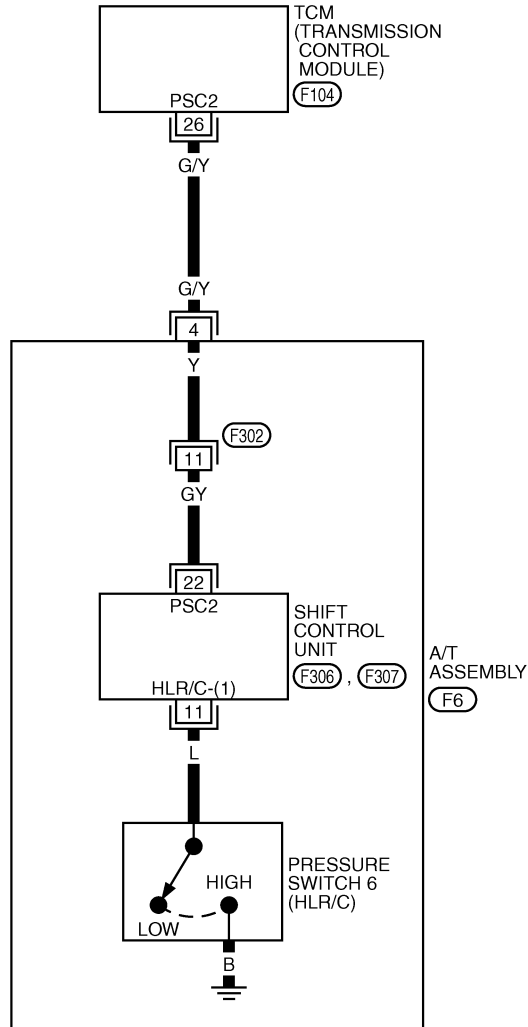
DTC P1846 ATF PRESSURE SWITCH 6

Wiring Diagram — AT — FPSW6

ACS000EO

AT-FPSW6-01

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



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

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

DTC P1846 ATF PRESSURE SWITCH 6

TCM terminal and Data are reference value. Measured between each terminals 5,14,24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
26	G/Y	PSC2 (pressure switch 6)	When vehicle cruises	When high and low reverse clutch solenoid valve "ON".	0V
				When high and low reverse clutch solenoid valve "OFF".	Battery voltage

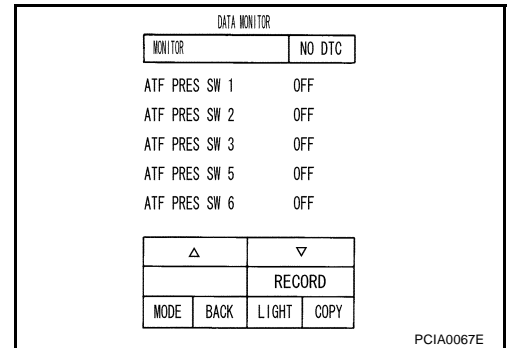
Diagnostic Procedure

ACS000EP

1. CHECK INPUT SIGNALS (WITH CONSULT-II)

With CONSULT-II

- Start engine.
- Select "ECU INPUT SIGNALS" or "MAIN SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
- Accelerate vehicle in the "D" position (2nd ⇒ 3rd gear), and confirm the ON/OFF actuation of the "ATF PRES SW 6".



PCIA0067E

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.

2. CHECK INPUT SIGNALS (WITHOUT CONSULT-II)

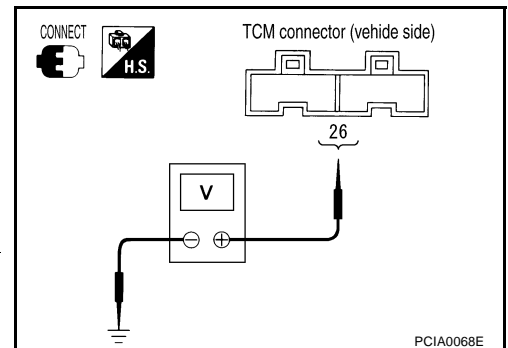
Without CONSULT-II

- Start engine.
- Accelerate vehicle in the "D" position (2nd ⇒ 3rd gear).

Solenoid valve		Connector No.	Terminal No. (Wire color)	Voltage
High and low reverse clutch solenoid valve	OFF	F104	26 (G/Y) - Ground	Battery voltage
	ON			Approx. 0 V

OK or NG

- OK >> GO TO 5.
NG >> GO TO 3.



PCIA0068E

3. CHECK POWER SOURCE CIRCUIT

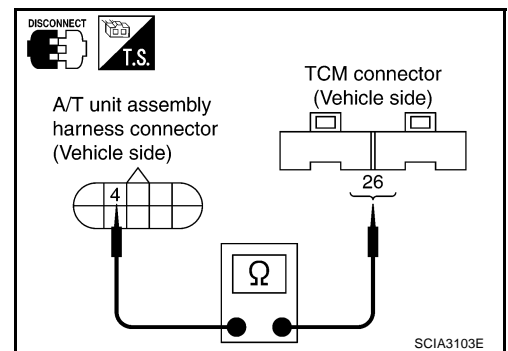
- Turn ignition switch OFF.
- Disconnect TCM connector.
- Check continuity between A/T unit assembly harness connector and TCM connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
TCM	F104	26 (G/Y)	Yes
A/T unit assembly harness connector	F6	4 (G/Y)	

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

OK or NG

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



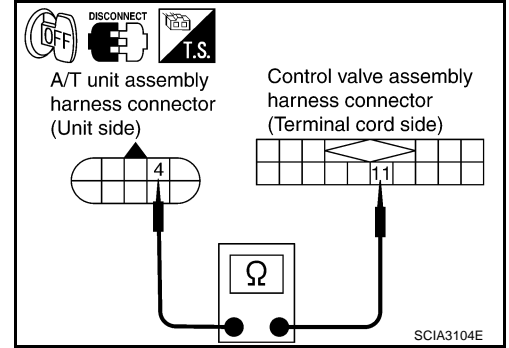
SCIA3103E

DTC P1846 ATF PRESSURE SWITCH 6

4. CHECK TERMINAL CORD ASSEMBLY

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disconnect A/T unit assembly harness connector and control valve assembly harness connector.
3. Check continuity between A/T unit assembly harness connector and control valve assembly harness connector.

Item	Connector No.	Terminal No. (Wire color)	Continuity
A/T unit assembly harness connector	F6	4 (Y)	Yes
Control valve assembly harness connector	F302	11 (Y)	



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

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair open circuit or short to ground or short to power in harness or connectors.

5. CHECK DTC

Perform DTC confirmation procedure. Refer to [AT-108, "DTC Confirmation Procedure"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> Replace the control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
- NG >> Repair or replace damaged parts.

PARK/NEUTRAL POSITION, MANUAL MODE, BRAKE AND THROTTLE POSITION SWITCH CIRCUIT

PARK/NEUTRAL POSITION, MANUAL MODE, BRAKE AND THROTTLE POSITION SWITCH CIRCUIT

PFP:31918

Diagnostic Procedure

ACS000EQ

1. CHECK PNP SWITCH CIRCUIT

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. Read out "N·P", "R" and "D" position switches moving selector lever to each position.

OK or NG

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

DATA MONITOR			
MONITOR		NO DTC	
ATF PRES SW 2	OFF		
ATF PRES SW 3	OFF		
ATF PRES SW 5	OFF		
ATF PRES SW 6	OFF		
SLCT LVR POSI	N·P		
△		▽	
RECORD			
MODE	BACK	LIGHT	COPY

PCIA0034E

2. DETECT MALFUNCTIONING ITEM

Check the following items.

- Disconnection or short-circuit in the harness between TCM and PNP switch 1, 2, 3, 4.
- Disconnection or short-circuit in the harness between the PNP switch 3 monitor and TCM.
- PNP switch. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

OK or NG

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

3. CHECK MANUAL MODE SWITCH CIRCUIT

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. Read out ON/OFF switching action of the "MANU MODE SW", "NON M-MODE SW", "UP SW LEVER", "DOWN SW LEVER".

OK or NG

- OK >> GO TO 5.
NG >> GO TO 4.

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

PCIA0064E

4. DETECT MALFUNCTIONING ITEM

Check the following items.

- Manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .
- Check the connector housing for missing, loosening, bending or falling down of any terminal.

OK or NG

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

PARK/NEUTRAL POSITION, MANUAL MODE, BRAKE AND THROTTLE POSITION SWITCH CIRCUIT

5. CHECK BRAKE SWITCH CIRCUIT

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. Read out ON/OFF switching action of the "BRAKE SW".

OK or NG

OK >> GO TO 6.

NG >> Check the following items.

- Brake switch. Refer to [BR-6, "BRAKE PEDAL"](#).
- Combination meter. Refer to [DI-4, "COMBINATION METERS"](#).

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

6. CHECK THROTTLE POSITION SIGNAL CIRCUIT

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 "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

4. Perform the self-diagnosis for "ENGINE" with CONSULT-II.

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

7. CHECK DTC

Perform SELF-DIAGNOSTIC PROCEDURE.

- Refer to [AT-92, "CONSULT-II"](#).
- CAN Communication Line. Refer to [AT-105](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 8.

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin 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

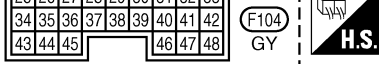
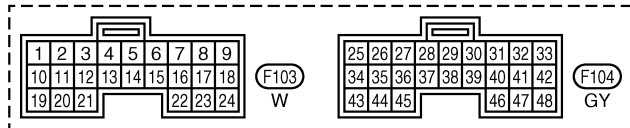
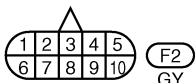
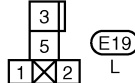
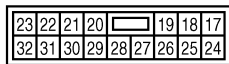
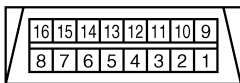
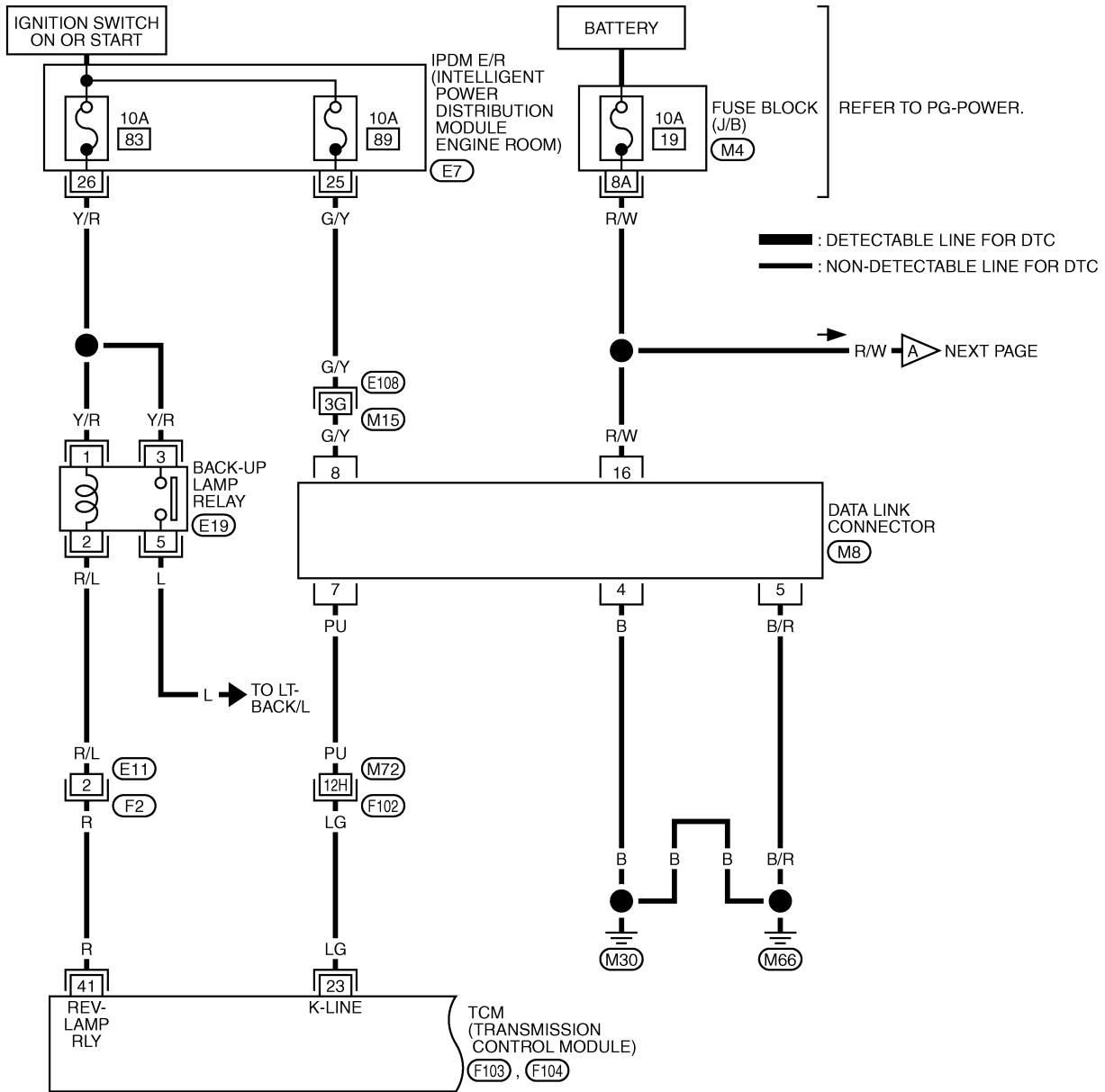
TROUBLE DIAGNOSIS FOR SYMPTOMS

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Wiring Diagram — AT — NONDTC

ACS000ER

AT-NONDTC-01



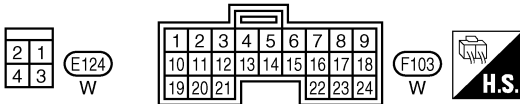
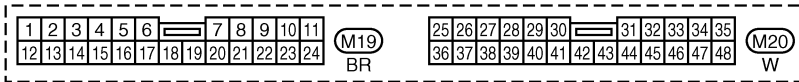
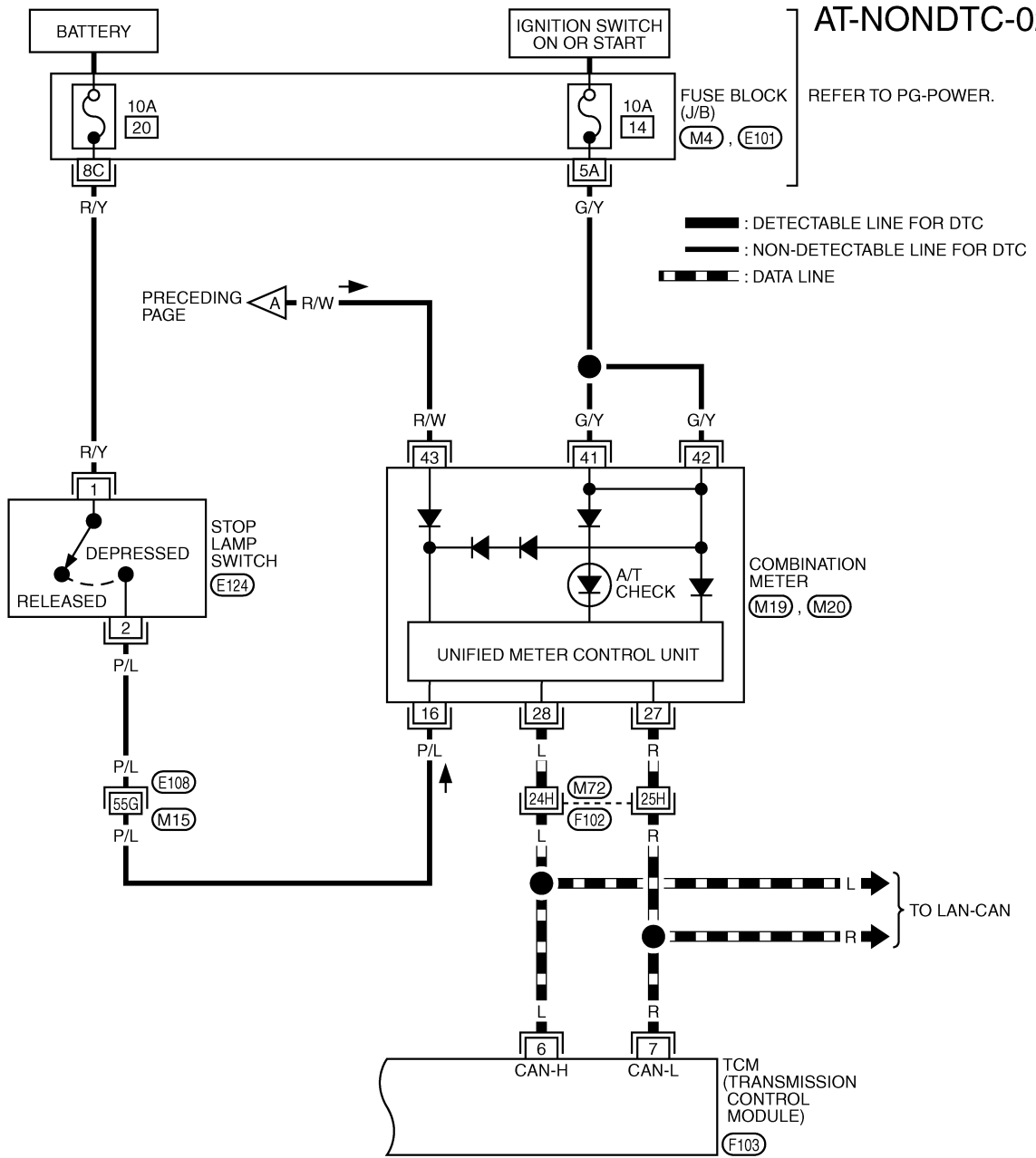
REFER TO THE FOLLOWING.

(E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)

(M4) -FUSE BLOCK-JUNCTION BOX (J/B)

TROUBLE DIAGNOSIS FOR SYMPTOMS

AT-NONDTC-02



REFER TO THE FOLLOWING.
 (E108), (F102) -SUPER MULTIPLE JUNCTION (SMJ)
 (M4), (E101) -FUSE BLOCK-JUNCTION BOX (J/B)

TROUBLE DIAGNOSIS FOR SYMPTOMS

TCM terminal and Data are reference value. Measured between each terminals 5, 14, 24 and 46 (TCM ground).

Terminal No.	Wire color	Item	Condition		Data (Approx.)
6	L	CAN-H	-	-	-
7	R	CAN-L	-	-	-
23	PU	K-line (CONSULT-II signal)	The terminal is connected to the Data link connector for CONSULT-II.		
41	R/L	BACK-UP LAMP relay	IGN ON	Selector lever in "R" position.	0V
				Selector lever in other position.	Battery voltage

A/T Check Indicator Lamp Does Not Come On SYMPTOM:

ACS0029M

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

Execute the self-diagnosis.

Do the self-diagnosis results indicate CAN communication?

- YES >> Check the CAN communication line. Refer to [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).
- NO >> GO TO 2.

2. CHECK TCM POWER SOURCE

- Turn ignition switch ON. (Do not start engine.)
- Check voltage between TCM connector terminals and ground. Refer to [AT-140, "Wiring Diagram — AT — POWER"](#).

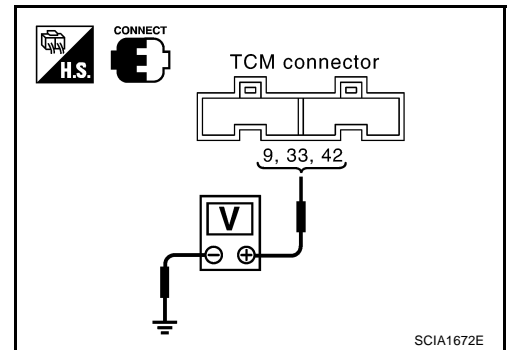
Item	Connector No.	Terminal No. (Wire color)	Voltage
TCM	F103	9 (R/W) - Ground	Battery voltage
		33 (Y/R) - Ground	
	F104	42 (Y/R) - Ground	

- Turn ignition switch OFF.
- Check voltage between TCM connector terminals and ground. Refer to [AT-140, "Wiring Diagram — AT — POWER"](#).

Item	Connector No.	Terminal No. (Wire color)	Voltage
TCM	F103	9 (R/W) - Ground	Battery voltage
		33 (Y/R) - Ground	
	F104	42 (Y/R) - Ground	

OK or NG

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



TROUBLE DIAGNOSIS FOR SYMPTOMS

3. DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between battery and TCM terminal 9
- Harness for short or open between ignition switch and TCM terminals 2, 3, 33 and 42
- Harness for short or open between IPDM E/R terminal 33 and A/T PV IGN relay terminals 2
- Harness for short or open between A/T PV IGN relay terminal 1 and ground.
- 15A fuse (No.34, located in the fuse and fusible link block) and 10A fuse (No. 71, located in the IPDM E/R)
- Ignition switch; Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#) .
- A/T PV IGN relay; Refer to [AT-144, "Component Inspection"](#) .
- ECM relay; Refer to [EC-130, "POWER SUPPLY AND GROUND CIRCUIT"](#) .

OK or NG

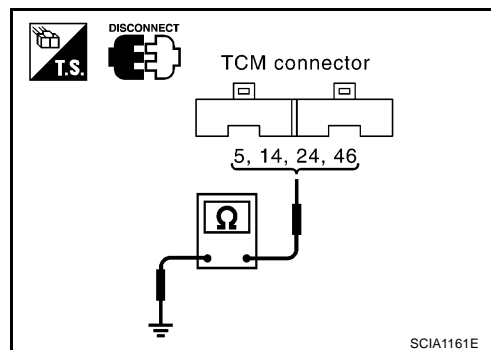
- OK >> GO TO 4.
NG >> Repair or replace damaged parts.

4. CHECK TCM GROUND CIRCUIT

1. Turn ignition switch OFF.
2. Disconnect the TCM connector.
3. Check continuity between terminals 5 (B), 14 (B), 24 (B), 46 (B) and ground. Refer to [AT-140, "Wiring Diagram — AT — POWER"](#) .
4. If OK, check the harness for short-circuit to ground or the power source.

OK or NG

- OK >> GO TO 5.
NG >> Repair the short-circuit(s) in the harness or connector to ground or the power source.



5. CHECK A/T CHECK INDICATOR LAMP CIRCUIT

1. Turn ignition switch OFF.
2. Check the combination meter.
Refer to [DI-4, "COMBINATION METERS"](#) .

OK or NG

- OK >> GO TO 6.
NG >> Replace the combination meter. Refer to [DI-16, "Removal and Installation for Combination Meter"](#)

6. CHECK SYMPTOM

Check again. Refer to [AT-55, "Check Before Engine is Started"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 7.

7. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#)
2. If NG, recheck TCM pin 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

ACS0029N

Engine Cannot Be Started In “P” or “N” Position

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

Execute self-diagnosis.

Do the self-diagnosis results indicate PNP switch?

- YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .
- NO >> GO TO 2.

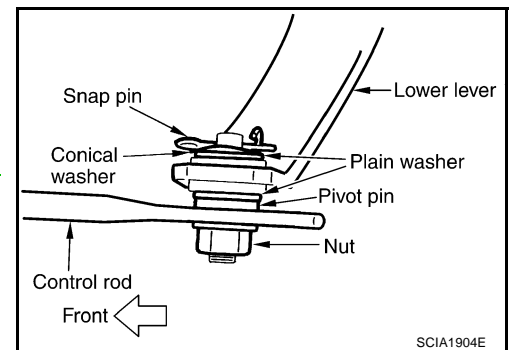
2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#) .



3. CHECK STARTING SYSTEM

Check starting system. Refer to [SC-9, "STARTING SYSTEM"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

In “P” Position, Vehicle Moves When Pushed

ACS0029O

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

Execute self-diagnosis.

Do the self-diagnosis results indicate PNP switch?

- YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .
- NO >> GO TO 2.

TROUBLE DIAGNOSIS FOR SYMPTOMS

2. CHECK CONTROL LINKAGE

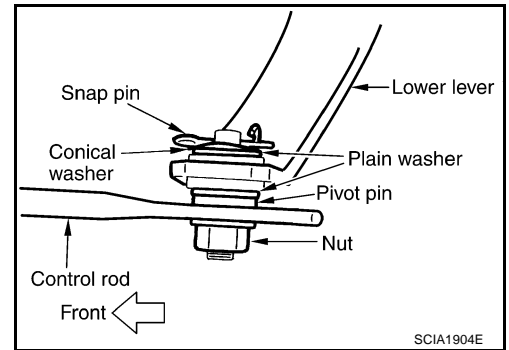
Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



3. CHECK PARKING COMPONENTS

Check parking components. Refer to [AT-307, "Parking Components"](#).

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

In "N" Position, Vehicle Moves SYMPTOM:

Vehicle moves forward or backward when selecting "N" position.

ACS0029P

DIAGNOSTIC PROCEDURE

1. CHECK PNP SWITCH CIRCUIT

Execute self-diagnosis.

Do the self-diagnosis results indicate PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).

NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

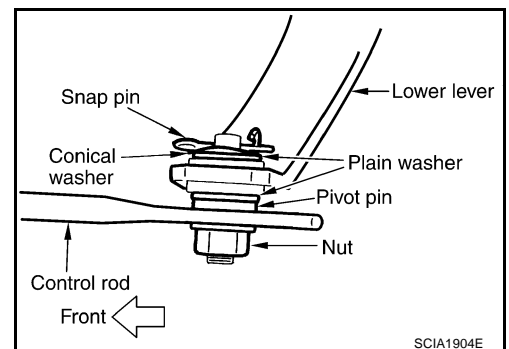
Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



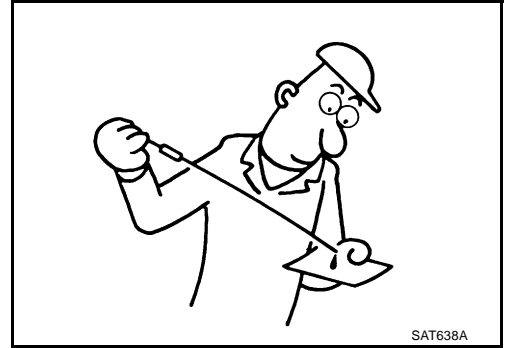
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID LEVEL

Check A/T fluid level. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

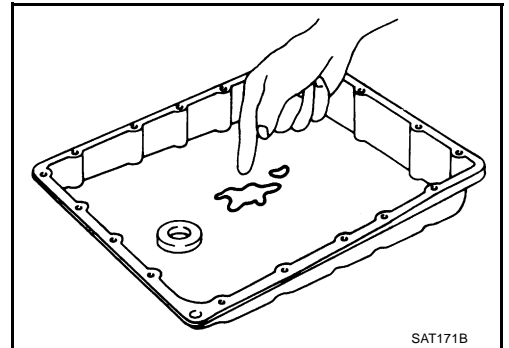


4. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "Symptom Chart"](#) (Symptom No.67).



5. CHECK SYMPTOM

Check again. Refer to [AT-55, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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

ACS0029Q

Large Shock ("N" to "D" Position)

SYMPTOM:

A noticeable shock occurs when the selector lever is shifted from the "N" to "D" position.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate A/T fluid temperature sensor, engine speed signal, accelerator pedal position sensor, ATF pressure switch 1, front brake solenoid valve, CAN communication line?

YES >> Check the malfunctioning system. Refer to [AT-153, "DTC P1710 A/T FLUID TEMPERATURE SENSOR CIRCUIT"](#), [AT-122, "DTC P0725 ENGINE SPEED SIGNAL"](#), [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#), [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#), [AT-186, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#), [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).

NO >> GO TO 2.

2. ENGINE IDLE SPEED

Check the engine idle speed. Refer to [EC-30, "Idle Speed and Ignition Timing Check"](#).

OK or NG

OK >> GO TO 3.

NG >> Repair.

3. CHECK CONTROL LINKAGE

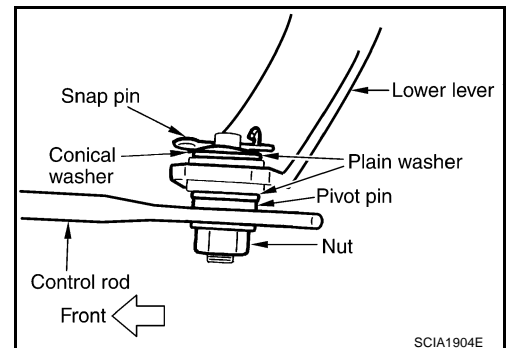
Check the control linkage.

● Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



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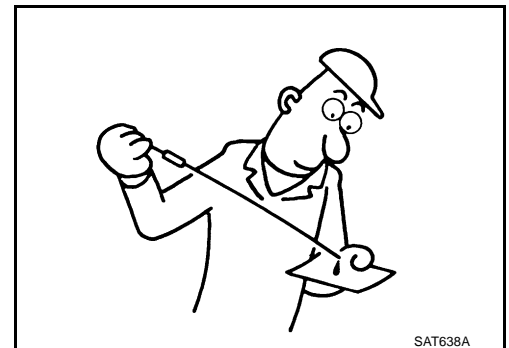
4. CHECK A/T FLUID LEVEL

Check the A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#).

OK or NG

OK >> GO TO 5.

NG >> Refill ATF.



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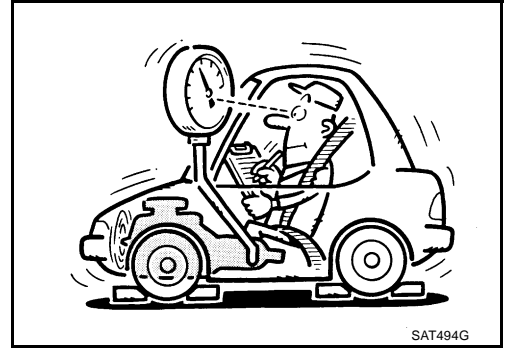
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to [AT-52, "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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

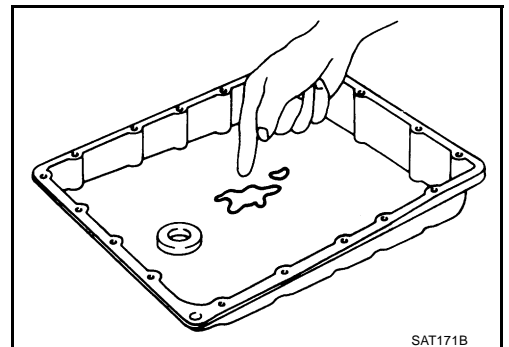
- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.



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-62, "Symptom Chart"](#) (Symptom No.1).

OK or NG

- OK >> GO TO 10.
- NG >> Repair or replace damaged parts.

10. CHECK SYMPTOM

Check again. [AT-55, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 11.

11. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#)
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

Vehicle Does Not Creep Backward In "R" Position SYMPTOM:

ACS0029R

The vehicle does not creep in the "R" position. Or an extreme lack of acceleration is observed.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate accelerator pedal position sensor, ATF pressure switch 6, high and low reverse clutch solenoid valve, CAN communication line, PNP switch?

- YES >> Check the malfunctioning system. Refer to [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-240, "DTC P1846 ATF PRESSURE SWITCH 6"](#) , [AT-205, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"](#) , [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#) , [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) .

- NO >> GO TO 2.

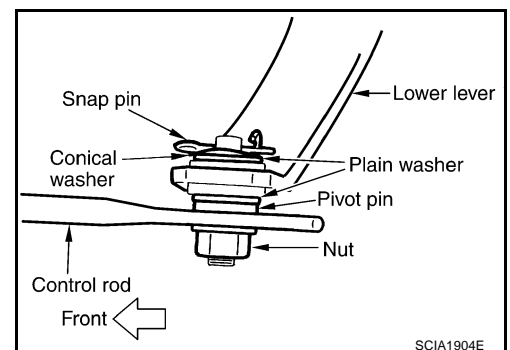
2. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#) .



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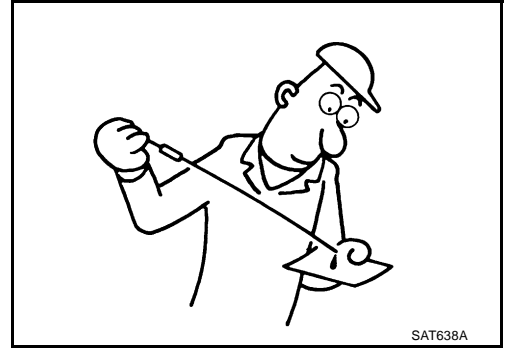
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

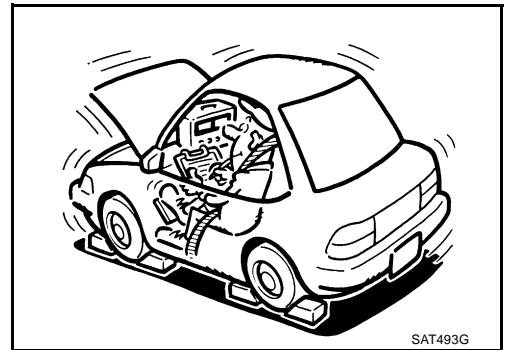


4. CHECK STALL TEST

Check stall revolution with selector lever in "M" and "R" positions. Refer to [AT-51, "STALL TEST"](#) .

OK or NG

- OK >> GO TO 5.
- OK in "M" position, NG in "R" position>>1.Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
 - 2. Check the following items. If any items are damaged, repair or replace damaged parts.
 - Reverse brake
- NG in both "M" and "R" positions>>GO TO 7.

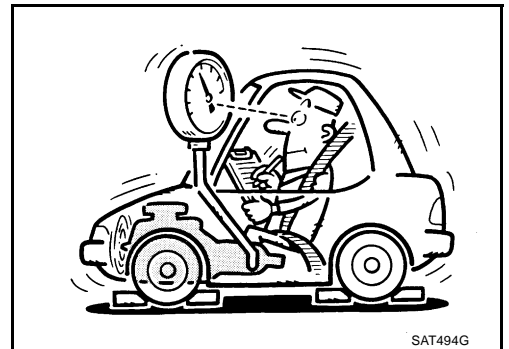


5. CHECK LINE PRESSURE

Check the line pressure with the engine idling. Refer to [AT-52, "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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

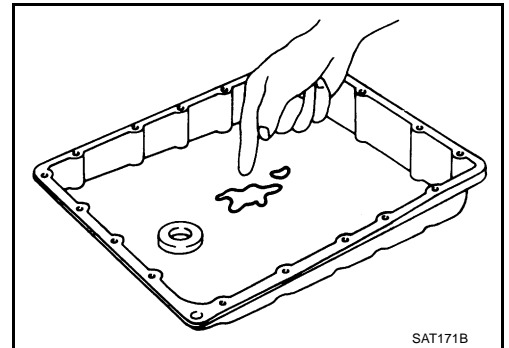
- OK >> GO TO 8.
NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-55, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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

ACS0029S

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

Execute self-diagnosis.

Do the self-diagnostic results indicate accelerator pedal position sensor, CAN communication line, PNP switch?

YES >> Check the malfunctioning system. Refer to [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#), [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#), [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#).

NO >> GO TO 2.

2. CHECK CONTROL LINKAGE

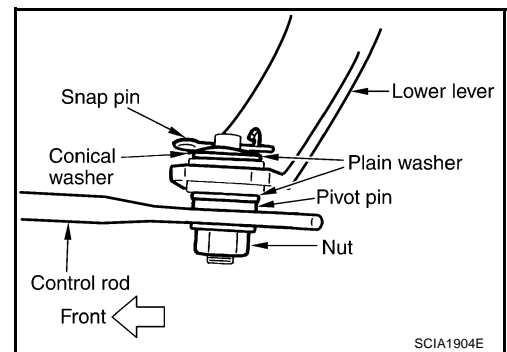
Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 3.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



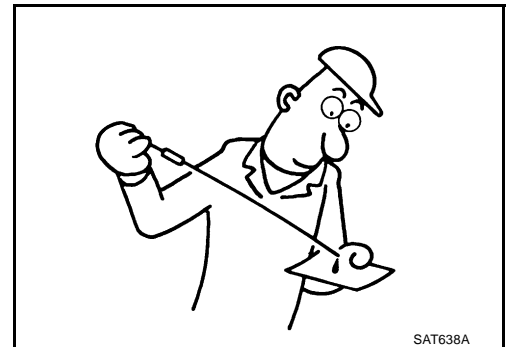
3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#).

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



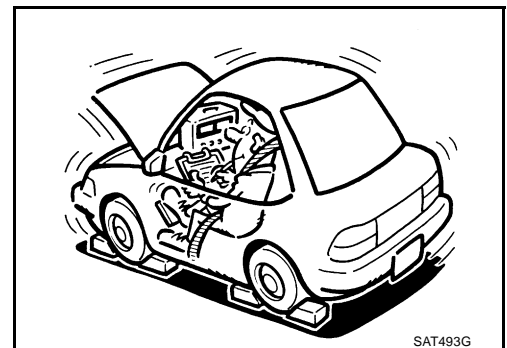
4. CHECK STALL TEST

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.



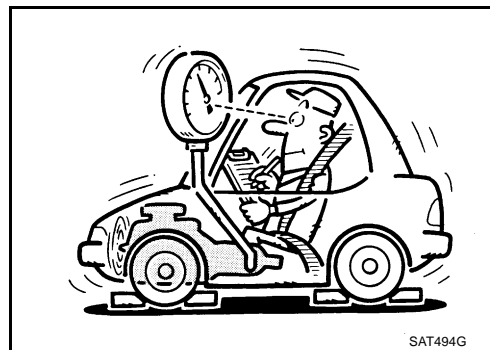
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to [AT-52, "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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

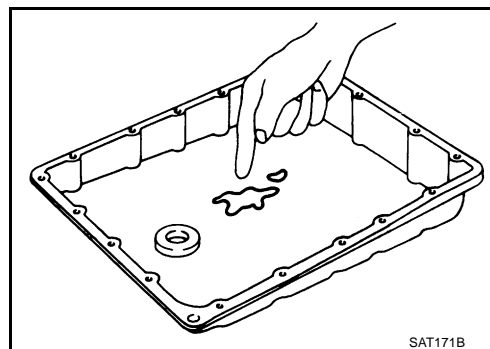
- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 10.
- NG >> GO TO 9.



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-62, "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-55, "Check at Idle"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
NG >> Repair or replace damaged parts.

Vehicle Cannot Be Started From D1

ACS0029T

SYMPTOM:

Vehicle cannot be started from D1 on cruise test - Part 1.

DIAGNOSTIC PROCEDURE

1. CONFIRM THE SYMPTOM

Check if vehicle creeps in "R" position.

OK or NG

- OK >> GO TO 2.
NG >> Refer to [AT-255, "Vehicle Does Not Creep Backward In "R" Position"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Is any malfunction detected by self-diagnostic results?

- YES >> Check the malfunctioning system.
NO >> GO TO 3.

3. CHECK ACCELERATOR POSITION (APP) SENSOR

Check accelerator pedal position (APP) sensor. Refer to [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) .

OK or NG

- OK >> GO TO 4.
NG >> Repair or replace accelerator pedal position (APP) sensor.

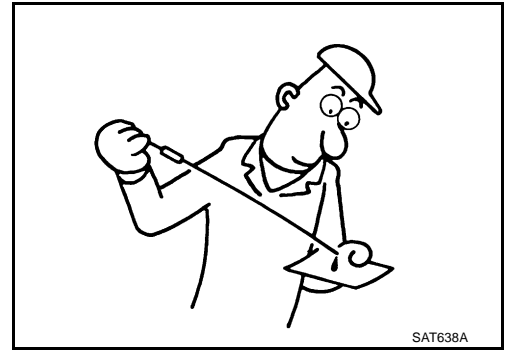
TROUBLE DIAGNOSIS FOR SYMPTOMS

4. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 5.
- NG >> Refill ATF.

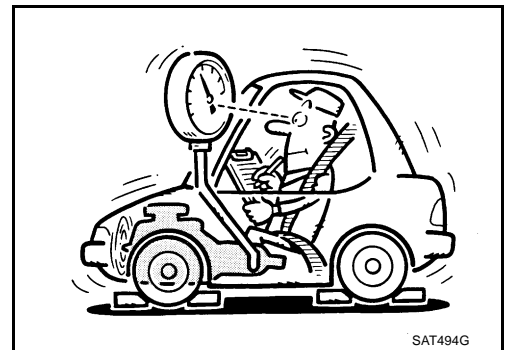


5. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-52, "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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

7. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

- OK >> GO TO 8.
- NG >> Repair or replace damaged parts.

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

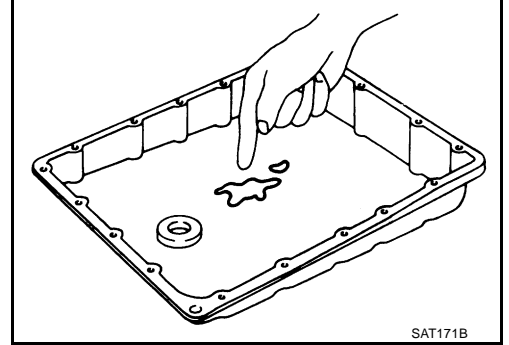
TROUBLE DIAGNOSIS FOR SYMPTOMS

8. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 11.

11. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.23).

OK or NG

- OK >> GO TO 10.
NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0029U

A/T Does Not Shift: D1 → D2

SYMPTOM:

The vehicle does not shift-up from the D1 to D2 gear at the specified speed.

DIAGNOSTIC PROCEDURE

1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

OK >> GO TO 2.

NG >> Refer to [AT-258, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-260, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate ATF pressure switch 5, direct clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

YES >> Check the malfunctioning system. Refer to [AT-236, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-196, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-117, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-164, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

NO >> GO TO 3.

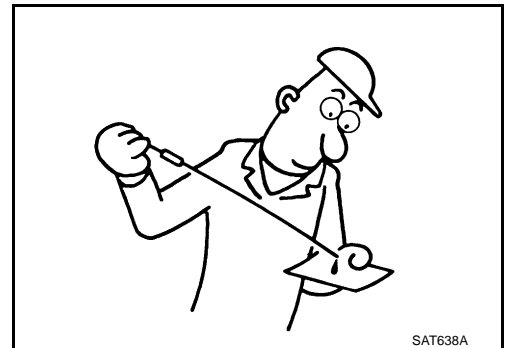
3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



4. CHECK LINE PRESSURE

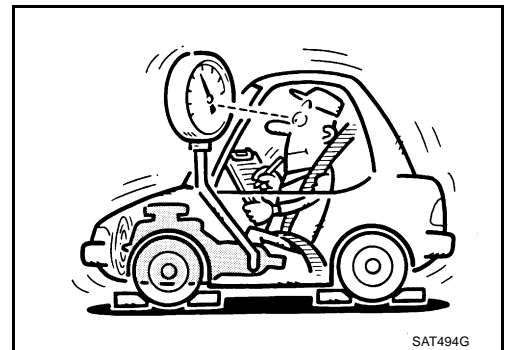
Check line pressure at the engine stall point. Refer to [AT-52, "LINE PRESSURE TEST"](#) .

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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

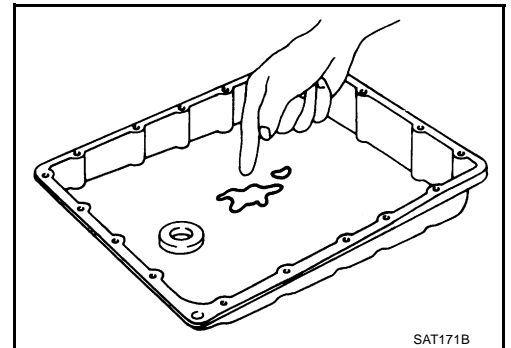
- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 10.

TROUBLE DIAGNOSIS FOR SYMPTOMS

10. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin 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-62, "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

ACS0029V

SYMPTOM:

The vehicle does not shift-up from D2 to D3 gear at the specified speed.

DIAGNOSTIC PROCEDURE

1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.
NG >> Refer to [AT-258, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-260, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate ATF pressure switch 6, high and low reverse clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

- YES >> Check the malfunctioning system. Refer to [AT-240, "DTC P1846 ATF PRESSURE SWITCH 6"](#) , [AT-205, "DTC P1767 HIGH AND LOW REVERSE CLUTCH SOLENOID VALVE"](#) , [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-117, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-164, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

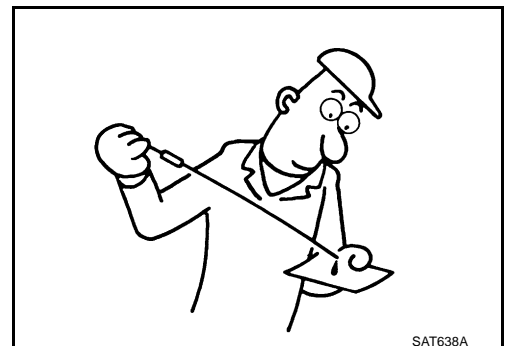
- NO >> GO TO 3.

3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
NG >> Refill ATF.



TROUBLE DIAGNOSIS FOR SYMPTOMS

4. CHECK LINE PRESSURE

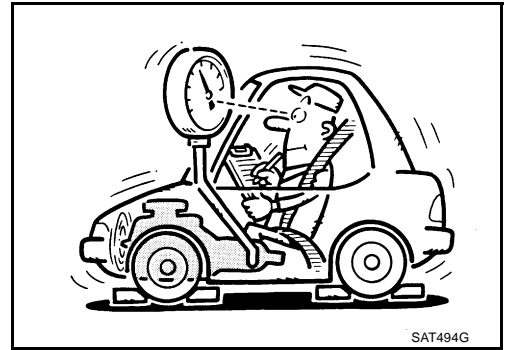
Check line pressure at the engine stall point. Refer to [AT-52, "LINE PRESSURE TEST"](#) .

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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .

3. Check the following items:

- Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .

2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .

3. Check the following items:

- Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

- Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .

- Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

OK >> GO TO 7.

NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

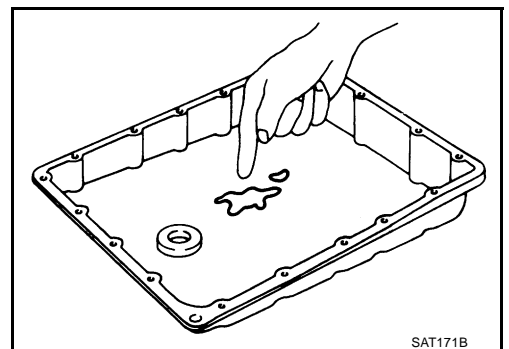
1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .

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-62, "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-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

10. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "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

ACS0029W

SYMPTOM:

- The vehicle does not shift-up from the D3 to D4 gear at the specified speed.
- The vehicle does not shift-up from the D3 to D4 gear unless A/T is warmed up.

DIAGNOSTIC PROCEDURE

1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position" and vehicle can be started from D1.

OK or NG

- OK >> GO TO 2.
- NG >> Refer to [AT-258, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-260, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate ATF pressure switch 1, ATF pressure switch 3, front brake solenoid valve, input clutch solenoid valve, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

- YES >> Check the malfunctioning system. Refer to [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-232, "DTC P1843 ATF PRESSURE SWITCH 3"](#) , [AT-177, "DTC P1752 INPUT CLUTCH SOLENOID VALVE"](#) , [AT-186, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-117, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-164, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .
- NO >> GO TO 3.

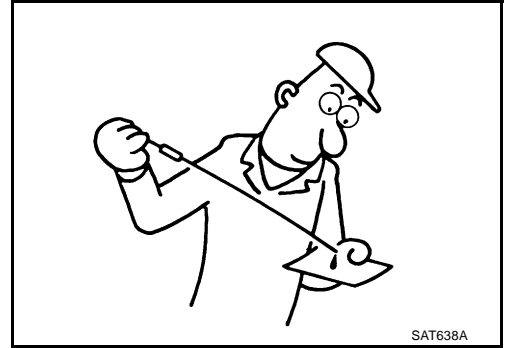
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 4.
- NG >> Refill ATF.

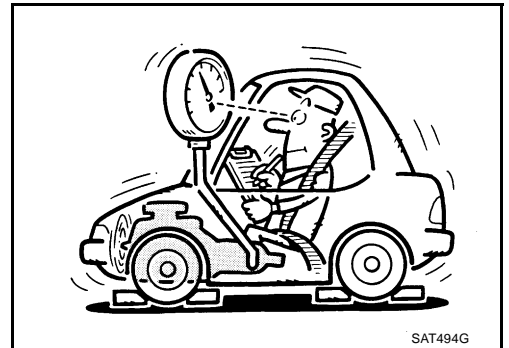


4. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-52, "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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

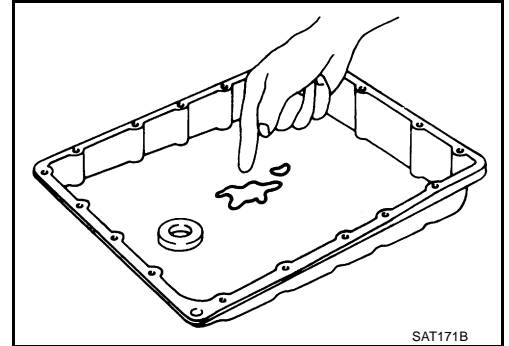
TROUBLE DIAGNOSIS FOR SYMPTOMS

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

10. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.12).

OK or NG

- OK >> GO TO 9.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS0029X

A/T Does Not Shift: D4 → D5

SYMPTOM:

- The vehicle does not shift-up from the D4 to D5 gear at the specified speed.
- The vehicle does not shift-up from the D4 to D5 gear unless A/T is warmed up.

DIAGNOSTIC PROCEDURE

1. CONFIRM THE SYMPTOM

Check if vehicle creeps forward in "D" position and vehicle can be started from D1.

OK or NG

OK >> GO TO 2.

NG >> Refer to [AT-258, "Vehicle Does Not Creep Forward In "D" Position"](#) , [AT-260, "Vehicle Cannot Be Started From D1"](#) .

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate ATF pressure switch 1, ATF pressure switch 5, front brake solenoid valve, direct clutch solenoid valve, accelerator pedal position sensor, turbine revolution sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

YES >> Check the malfunctioning system. Refer to [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-236, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-186, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-196, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-159, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-117, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-164, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

NO >> GO TO 3.

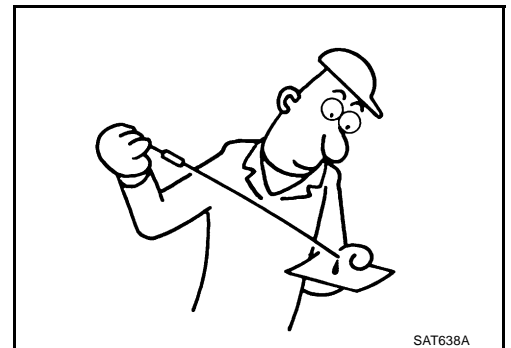
3. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 4.

NG >> Refill ATF.



4. CHECK LINE PRESSURE

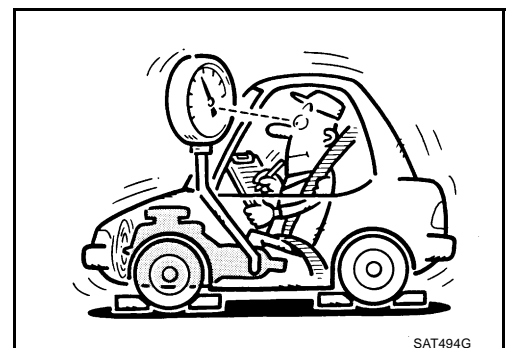
Check line pressure at the engine stall point. Refer to [AT-52, "LINE PRESSURE TEST"](#) .

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. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

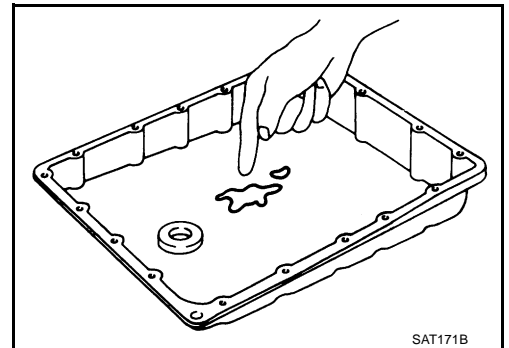
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

7. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-56, "Cruise Test - Part 1"](#) , [AT-58, "Cruise Test - Part 2"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 10.

TROUBLE DIAGNOSIS FOR SYMPTOMS

10. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin 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-62, "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:**

ACS0029Y

A/T does not perform lock-up at the specified speed.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, accelerator pedal position sensor, CAN communication?

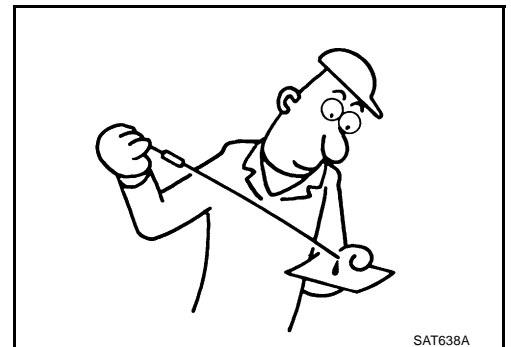
- YES >> Check the malfunctioning system. Refer to [AT-124, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#), [AT-122, "DTC P0725 ENGINE SPEED SIGNAL"](#), [AT-159, "DTC P1716 TURBINE REVOLUTION SENSOR"](#), [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#), [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#).

OK or NG

- OK >> GO TO 3.
NG >> Refill ATF.



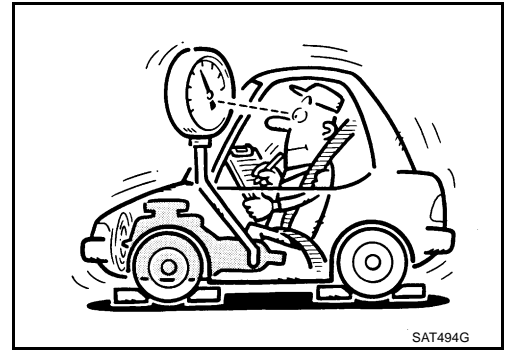
TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK LINE PRESSURE

Check line pressure at the engine stall point. Refer to [AT-52, "LINE PRESSURE TEST"](#) .

OK or NG

- OK >> GO TO 6.
- NG - 1 >> Line pressure high. GO TO 4.
- NG - 2 >> Line pressure low. GO TO 5.



4. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

5. DETECT MALFUNCTIONING ITEM

1. Control valve assembly. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Disassemble A/T. Refer to [AT-325, "DISASSEMBLY"](#) .
3. Check the following items:
 - Oil pump assembly. Refer to [AT-339, "Oil Pump"](#) .
 - Power train system. Refer to [AT-325, "DISASSEMBLY"](#) .
 - Transmission case. Refer to [AT-325, "DISASSEMBLY"](#) .

OK or NG

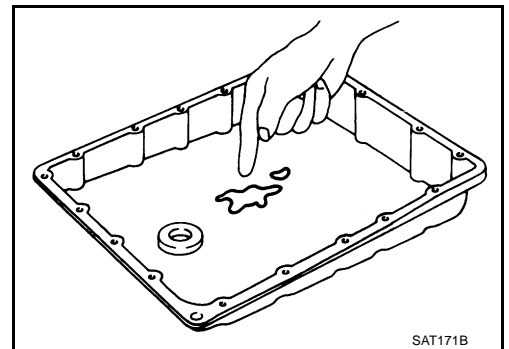
- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

6. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
2. Check A/T fluid condition. Refer to [AT-51, "Fluid Condition Check"](#) .

OK or NG

- OK >> GO TO 7.
- NG >> GO TO 10.



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TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-62, "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-56, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 9.

9. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "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

ACS0029Z

SYMPTOM:

The lock-up condition cannot be maintained for more than 30 seconds.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, CAN communication?

- YES >> Check the malfunctioning system. Refer to [AT-124, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#) , [AT-122, "DTC P0725 ENGINE SPEED SIGNAL"](#) , [AT-159, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) , [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#) .
- NO >> GO TO 2.

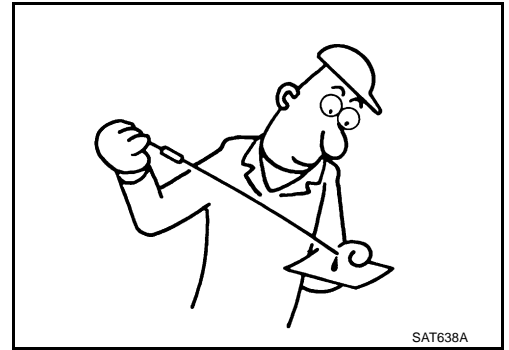
TROUBLE DIAGNOSIS FOR SYMPTOMS

2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.

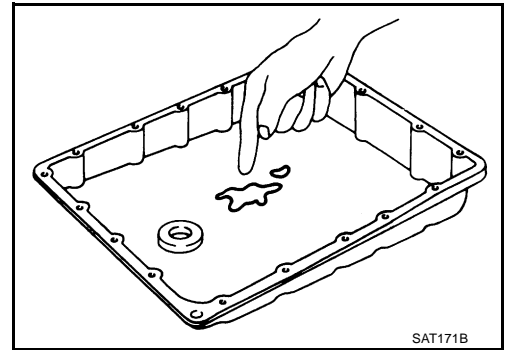


3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-56, "Cruise Test - Part 1"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

- OK >> **INSPECTION END**
- NG >> Repair or replace damaged parts.

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TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-62, "Symptom Chart"](#) (Symptom No.25).

OK or NG

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

Lock-up Is Not Released

ACS002A0

SYMPTOM:

The lock-up condition cannot be cancelled even after releasing the accelerator pedal.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate torque converter clutch solenoid valve, engine speed signal, turbine revolution sensor, CAN communication?

- YES >> Check the malfunctioning system. Refer to [AT-124, "DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE"](#), [AT-122, "DTC P0725 ENGINE SPEED SIGNAL"](#), [AT-159, "DTC P1716 TURBINE REVOLUTION SENSOR"](#), [AT-105, "DTC U1000 CAN COMMUNICATION LINE"](#).
- NO >> GO TO 2.

2. CHECK SYMPTOM

Check again. Refer to [AT-56, "Cruise Test - Part 1"](#).

OK or NG

- OK >> **INSPECTION END**
NG >> GO TO 3.

3. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin 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

ACS002A1

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 again. Refer to [AT-13, "Checking A/T Fluid"](#).

OK or NG

- OK >> GO TO 2.
NG >> Refill ATF.

TROUBLE DIAGNOSIS FOR SYMPTOMS

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate front brake solenoid valve, direct clutch solenoid valve, ATF pressure switch 1, ATF pressure switch 5, accelerator pedal position sensor, vehicle speed sensor A/T (revolution sensor) and vehicle speed sensor MTR?

YES >> Check the malfunctioning system. Refer to [AT-186, "DTC P1757 FRONT BRAKE SOLENOID VALVE"](#) , [AT-196, "DTC P1762 DIRECT CLUTCH SOLENOID VALVE"](#) , [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#) , [AT-236, "DTC P1845 ATF PRESSURE SWITCH 5"](#) , [AT-151, "DTC P1705 THROTTLE POSITION SENSOR"](#) , [AT-117, "DTC P0720 VEHICLE SPEED SENSOR A/T \(REVOLUTION SENSOR\)"](#) , [AT-164, "DTC P1721 VEHICLE SPEED SENSOR MTR"](#) .

NO >> GO TO 3.

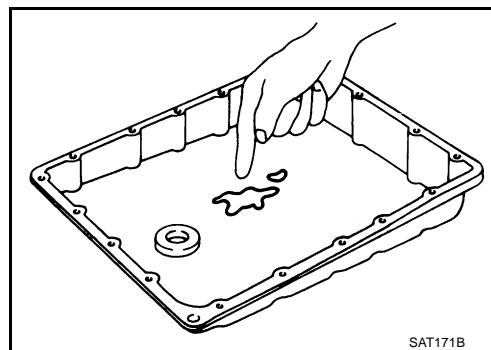
3. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "Symptom Chart"](#) (Symptom No.72).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

5. CHECK SYMPTOM

Check again. [AT-56, "Cruise Test - Part 1"](#) .

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 6.

6. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

7. DETECT MALFUNCTIONING ITEM

- Check the malfunction items. If any items are damaged, repair or replace damaged parts. Refer to [AT-62, "Symptom Chart"](#) (Symptom No.72).

OK or NG

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

Cannot Be Changed to Manual Mode SYMPTOM:

ACS002A2

Does not change to manual mode when manual shift gate is used.

DIAGNOSTIC PROCEDURE

1. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

- OK >> GO TO 2.
- NG >> Repair or replace damaged parts.

2. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate turbine revolution sensor?

- YES >> Check the malfunctioning system. Refer to [AT-159, "DTC P1716 TURBINE REVOLUTION SENSOR"](#) .
- NO >> **INSPECTION END**

A/T Does Not Shift: 5th gear → 4th gear SYMPTOM:

ACS002A3

When shifted from 5M to 4M position in manual mode, does not downshift from 5th to 4th gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 1?

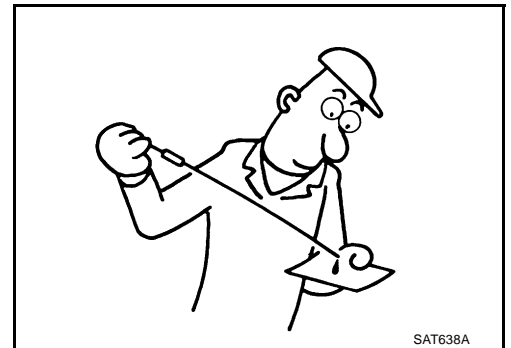
- YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#) .
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

- OK >> GO TO 3.
- NG >> Refill ATF.



TROUBLE DIAGNOSIS FOR SYMPTOMS

3. CHECK CONTROL LINKAGE

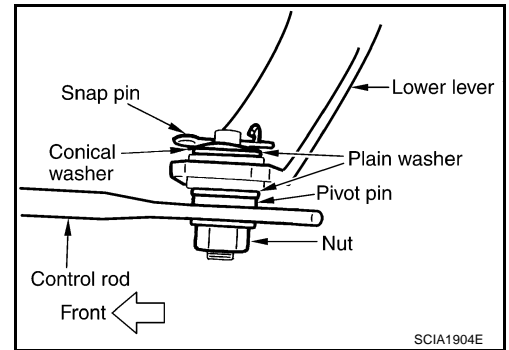
Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#).

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

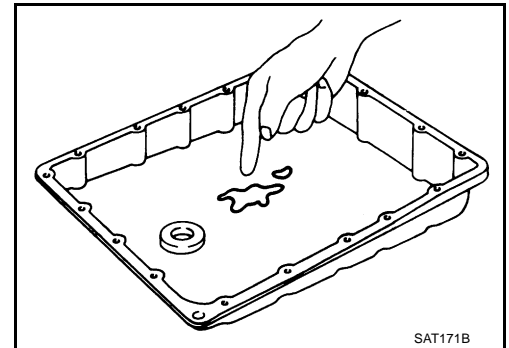
5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#).
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-62, "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-59, "Cruise Test - Part 3"](#).

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 8.

TROUBLE DIAGNOSIS FOR SYMPTOMS

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#).
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.14).

OK or NG

- OK >> GO TO 7.
NG >> Repair or replace damaged parts.

A/T Does Not Shift: 4th gear → 3rd gear

ACS002A4

SYMPTOM:

When shifted from 4M to 3M position in manual mode, does not downshift from 4th to 3rd gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 1, ATF pressure switch 3?

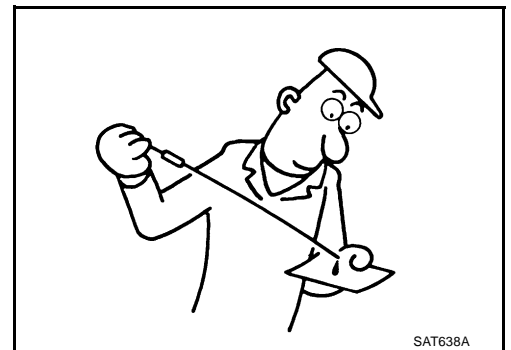
- YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#), [AT-228, "DTC P1841 ATF PRESSURE SWITCH 1"](#), [AT-232, "DTC P1843 ATF PRESSURE SWITCH 3"](#).
- NO >> GO TO 2.

2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#).

OK or NG

- OK >> GO TO 3.
NG >> Refill ATF.



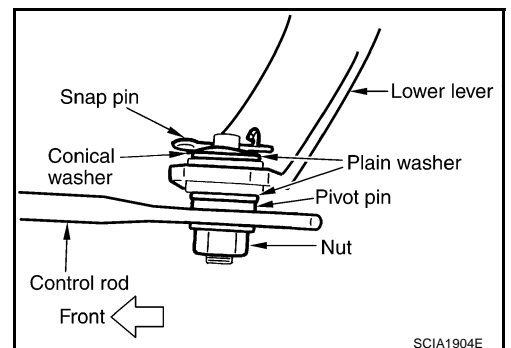
3. CHECK CONTROL LINKAGE

Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#).

OK or NG

- OK >> GO TO 4.
NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#).



TROUBLE DIAGNOSIS FOR SYMPTOMS

4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

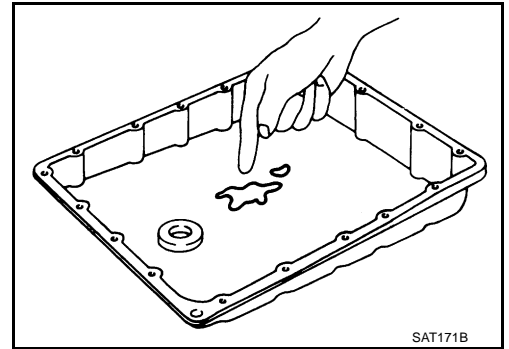
- OK >> GO TO 5.
- NG >> Repair or replace damaged parts.

5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-59, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.15).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS002A5

A/T Does Not Shift: 3rd gear → 2nd gear

SYMPTOM:

When shifted from 3M to 2M position in manual mode, does not downshift from 3rd to 2nd gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 6?

YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-240, "DTC P1846 ATF PRESSURE SWITCH 6"](#) .

NO >> GO TO 2.

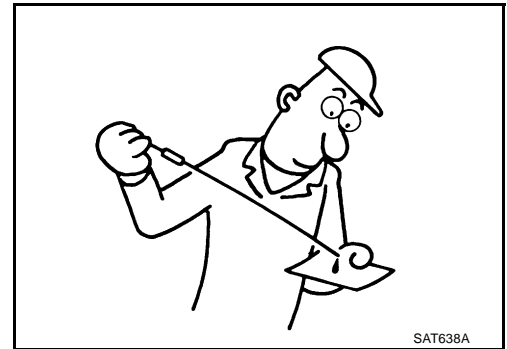
2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

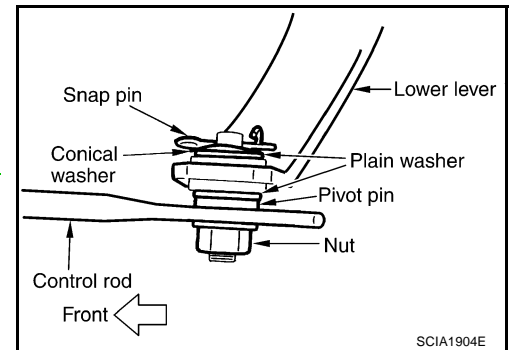
Check the control linkage.

● Refer to [AT-289, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#) .



4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

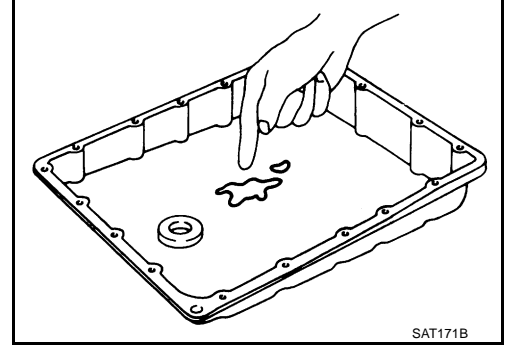
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-59, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.16).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS002A6

A/T Does Not Shift: 2nd gear → 1st gear

SYMPTOM:

When shifted from 2M to 1M position in manual mode, does not downshift from 2nd to 1st gear.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 5?

YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-236, "DTC P1845 ATF PRESSURE SWITCH 5"](#) .

NO >> GO TO 2.

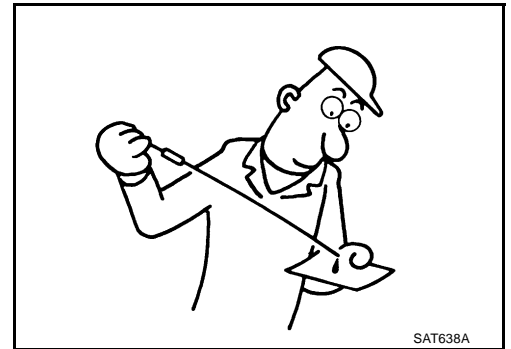
2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

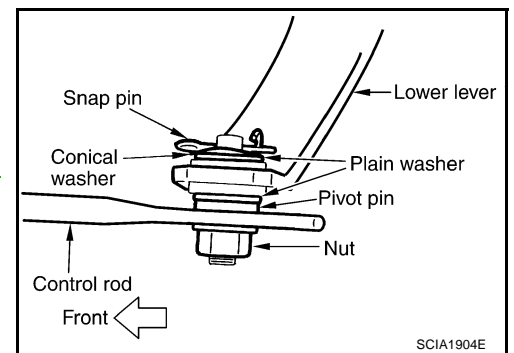
Check the control linkage.

● Refer to [AT-289, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#) .



4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

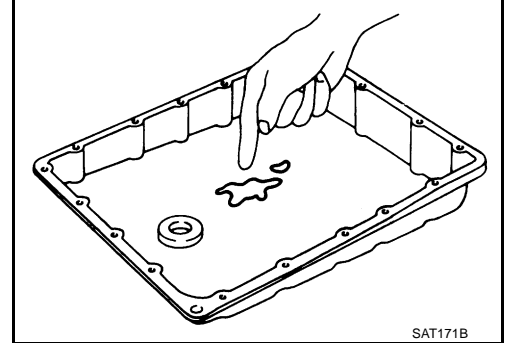
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-59, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.17).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

TROUBLE DIAGNOSIS FOR SYMPTOMS

ACS002A7

Vehicle Does Not Decelerate By Engine Brake

SYMPTOM:

No engine brake is applied when the gear is shifted from the D2 to D1.

DIAGNOSTIC PROCEDURE

1. CHECK SELF-DIAGNOSTIC RESULTS

Execute self-diagnosis.

Do the self-diagnostic results indicate PNP switch, ATF pressure switch 5?

YES >> Check the malfunctioning system. Refer to [AT-112, "DTC P0705 PARK/NEUTRAL POSITION SWITCH"](#) , [AT-236, "DTC P1845 ATF PRESSURE SWITCH 5"](#) .

NO >> GO TO 2.

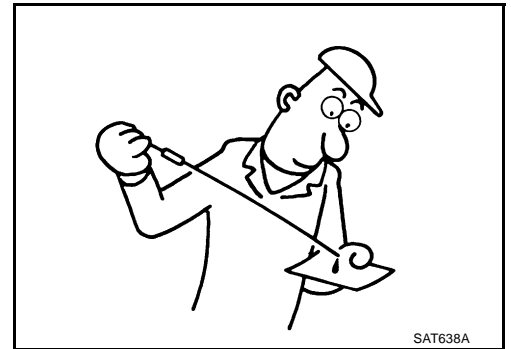
2. CHECK A/T FLUID LEVEL

Check A/T fluid level again. Refer to [AT-13, "Checking A/T Fluid"](#) .

OK or NG

OK >> GO TO 3.

NG >> Refill ATF.



3. CHECK CONTROL LINKAGE

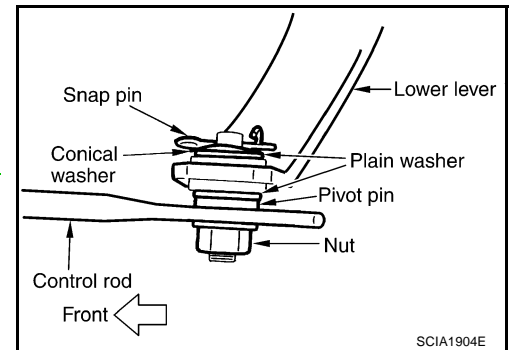
Check the control linkage.

- Refer to [AT-289, "Checking of A/T Position"](#) .

OK or NG

OK >> GO TO 4.

NG >> Adjust control linkage. Refer to [AT-289, "Adjustment of A/T Position"](#) .



4. MANUAL MODE SWITCH

Check the manual mode switch. Refer to [AT-224, "DTC P1815 MANUAL MODE SWITCH"](#) .

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

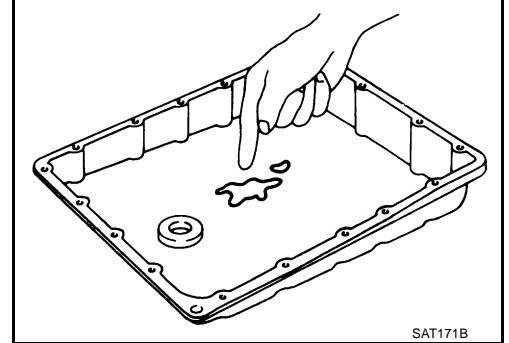
TROUBLE DIAGNOSIS FOR SYMPTOMS

5. CHECK A/T FLUID CONDITION

1. Remove oil pan. Refer to [AT-299, "Control Valve Assembly"](#) .
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-62, "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-59, "Cruise Test - Part 3"](#) .

OK or NG

- OK >> **INSPECTION END**
- NG >> GO TO 8.

8. PERFORM TCM INSPECTION

1. Perform TCM input/output signal inspection. Refer to [AT-89, "TCM Input/Output Signal Reference Values"](#) .
2. If NG, recheck TCM pin 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-62, "Symptom Chart"](#) (Symptom No.58).

OK or NG

- OK >> GO TO 7.
- NG >> Repair or replace damaged parts.

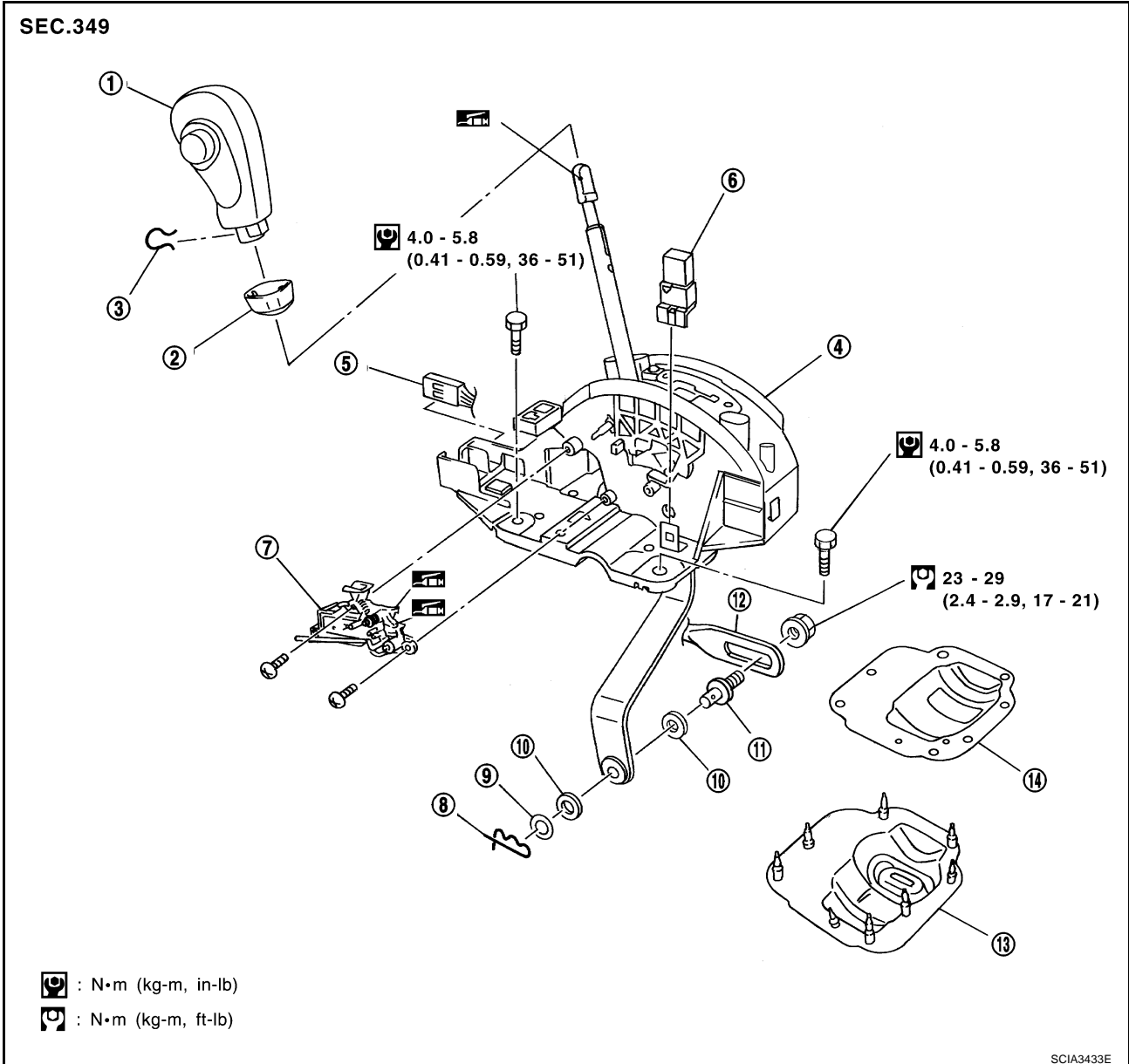
SHIFT CONTROL SYSTEM

SHIFT CONTROL SYSTEM

PFP:34901

Control Device Removal and Installation

ACS000GG

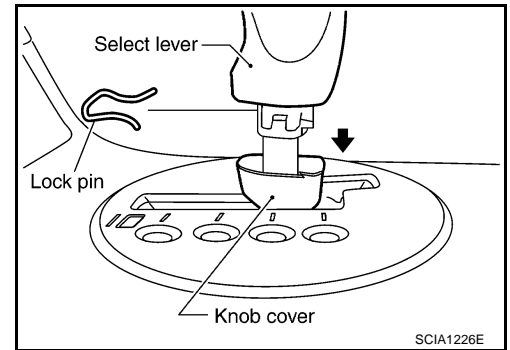


- | | | |
|--|---------------------------------|---------------------|
| 1. Select lever knob | 2. Knob cover | 3. Lock pin |
| 4. Control device assembly | 5. A/T device harness connector | 6. Shift lock relay |
| 7. Shift lock solenoid and park position switch assembly | 8. Snap pin | 9. Conical washer |
| 10. Plain washer | 11. Pivot pin | 12. Control rod |
| 13. Dust cover | 14. Dust cover plate | |

SHIFT CONTROL SYSTEM

REMOVAL

1. Disconnect lower lever of control device and control rod.
2. Remove knob cover below select lever downward.
3. Pull lock pin out of select lever knob.
4. Remove select lever knob.
5. Remove console finisher.
 - Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#) .
6. Remove center console.
 - Refer to [IP-10, "INSTRUMENT PANEL ASSEMBLY"](#) .
7. Remove key interlock cable from control device.
 - Refer to [AT-296, "KEY INTERLOCK CABLE"](#) .
8. Disconnect A/T device harness connector.
9. Remove control device assembly.



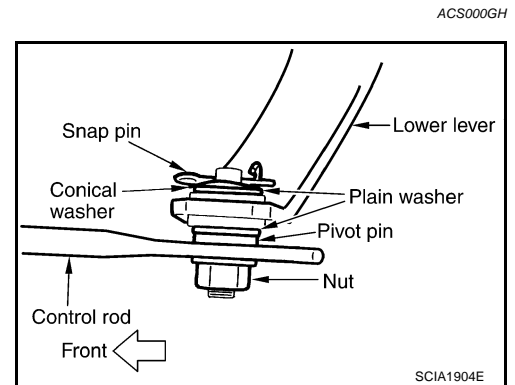
INSTALLATION

Install in reverse order of removal. Be careful of the following:

- After installation is completed, adjust and check A/T position.

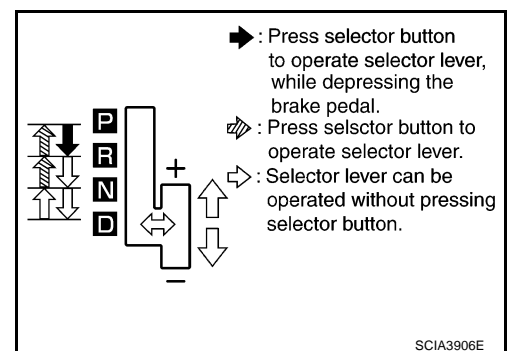
Adjustment of A/T Position

1. Loosen nut of pivot pin.
2. Place PNP switch and select lever in "P" position.
3. While pressing lower lever toward rear of vehicle (in "P" position direction), tighten nut to specified torque.



Checking of A/T Position

1. Place select lever in "P" position, and turn ignition switch ON (engine stop).
2. Check that select lever can be shifted to other than "P" position when brake pedal is depressed. Also check that select lever can be shifted from "P" position only when brake pedal is depressed.
3. Move the select lever and check for excessive effort, sticking, noise or rattle.
4. Confirm the select 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 select 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 selector button is pressed in "P", "R", or "N" position without applying forward/backward force to select 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 select 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 select lever in the "P" and "N" positions. And confirm that the engine can be started when the select lever is being moved back and front in the "P" position.
9. Check that transmission is locked completely in "P" position.
10. When select lever is set to manual shift gate, check that manual mode is displayed on combination meter.



SHIFT CONTROL SYSTEM

Shift select lever to “+” and “-” sides, and check that set shift position changes. (Only while a car is operating)

A/T SHIFT LOCK SYSTEM

A/T SHIFT LOCK SYSTEM

PFP:34950

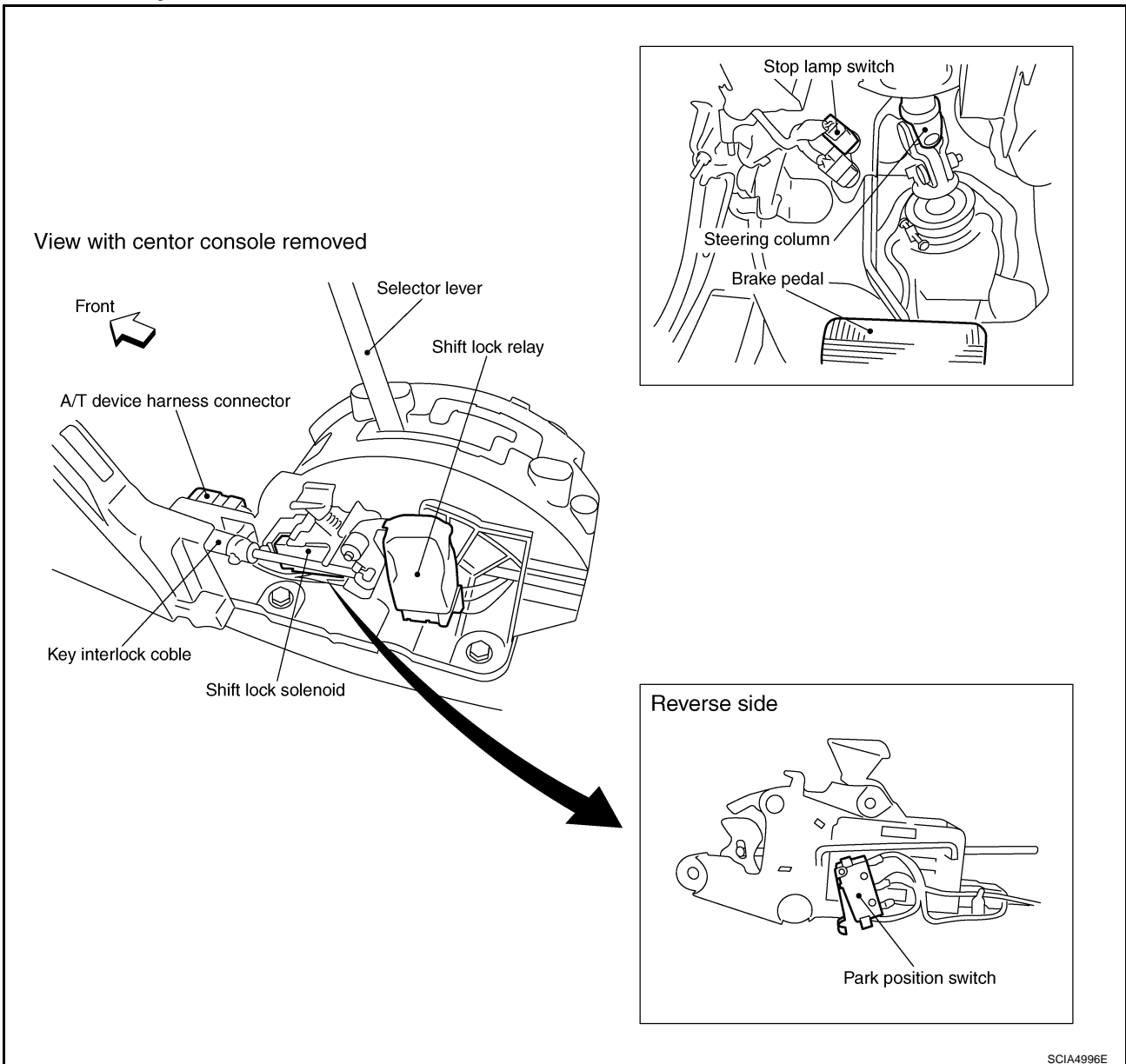
Description

ACS000GK

- 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

ACS000GL

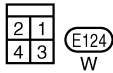
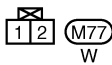
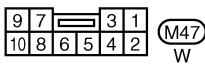
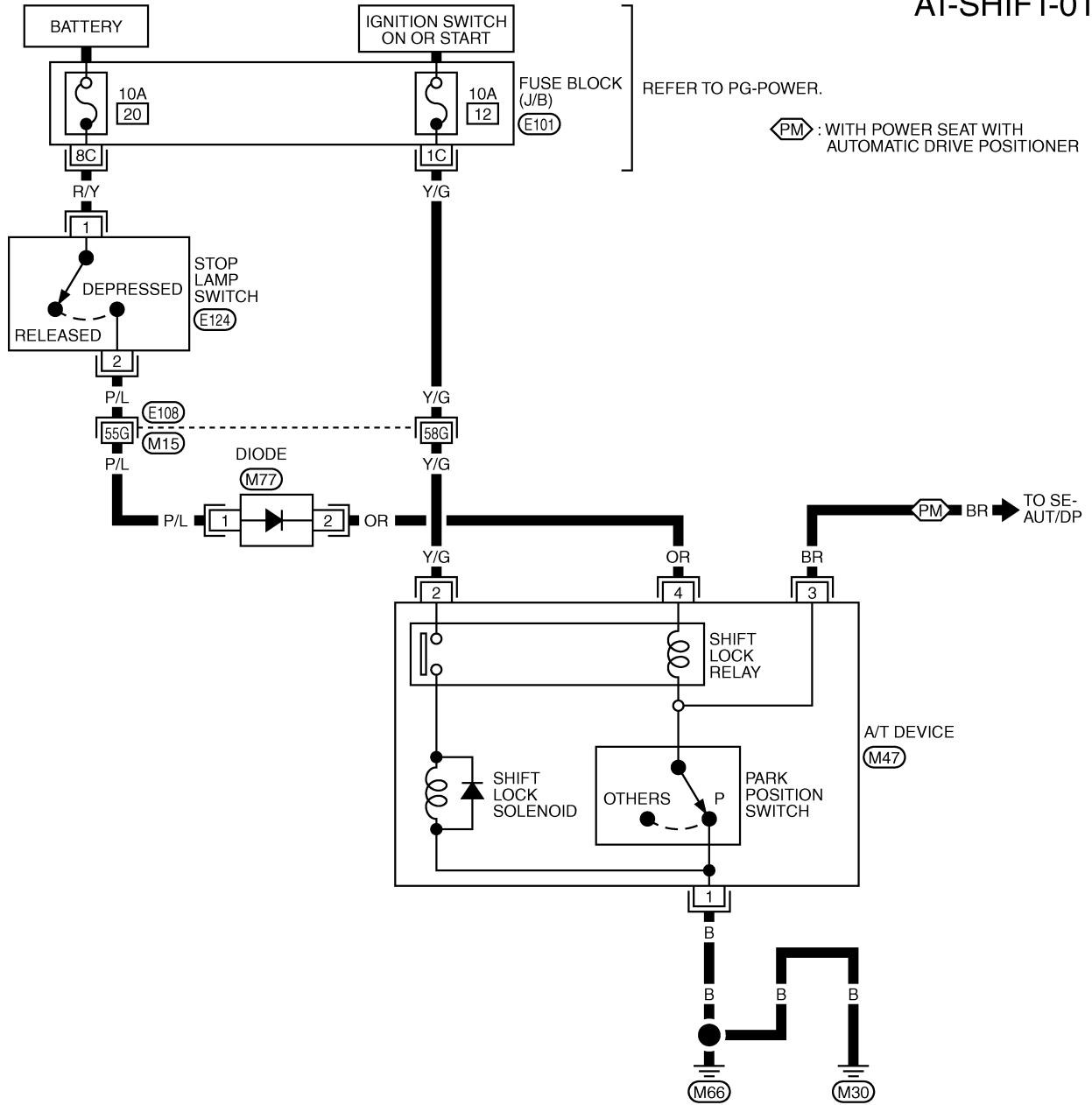


A/T SHIFT LOCK SYSTEM

ACS000GM

AT-SHIFT-01

Wiring Diagram — AT — SHIFT



REFER TO THE FOLLOWING.

(E108) -SUPER MULTIPLE JUNCTION (SMJ)

(E101) -FUSE BLOCK-JUNCTION BOX (J/B)

TCWT0250E

A/T SHIFT LOCK SYSTEM

ACS000GN

Diagnostic Procedure

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-296, "KEY INTERLOCK CABLE"](#) .

2. CHECK SELECTOR LEVER POSITION

Check selector lever position for damage.

OK or NG

OK >> GO TO 3.

NG >> Check selector lever. Refer to [AT-289, "Adjustment of A/T Position"](#) .

3. CHECK POWER SOURCE

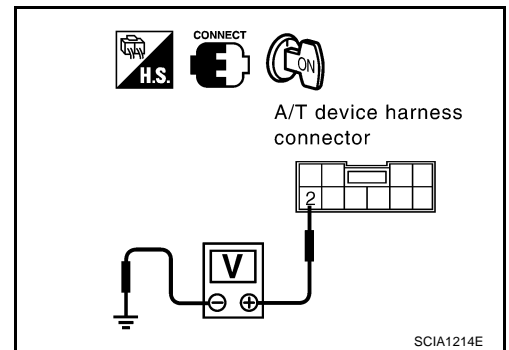
1. Turn ignition switch ON. (Do not start engine.)
2. Check voltage between A/T device harness connector M47 terminal 2 (Y/G) and ground.

Voltage: Battery voltage

OK or NG

OK >> GO TO 5.

NG >> GO TO 4.



4. DETECT MALFUNCTIONING ITEM

Check the following items:

1. Harness for short or open between ignition switch and A/T device harness terminal 2
2. 10A fuse [No.12, located in the fuse block (J/B)]
3. Ignition switch (Refer to [PG-3, "POWER SUPPLY ROUTING CIRCUIT"](#) .)

OK or NG

OK >> GO TO 5.

NG >> Repair or replace damaged parts.

A/T SHIFT LOCK SYSTEM

5. CHECK INPUT SIGNAL A/T DEVICE

Turn ignition switch OFF.

- Check voltage between A/T device harness connector M47 terminal 4 (OR) and ground.

Voltage:

Brake pedal depressed:

Battery voltage

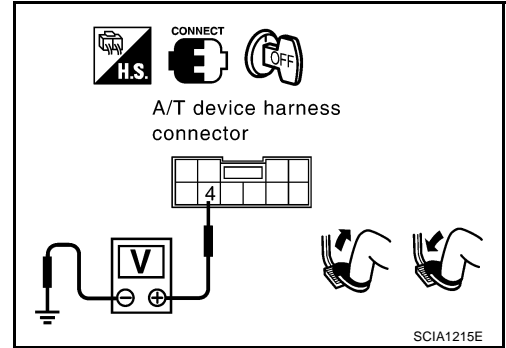
Brake pedal released:

0V

OK or NG

OK >> GO TO 7.

NG >> GO TO 6.



6. DETECT MALFUNCTIONING ITEM

Check the following items:

1. Harness for short or open between battery and stop lamp switch harness connector 1
2. Harness for short or open between stop lamp switch harness connector 2 and A/T device harness connector 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 1 (R/Y) and 2 (P/L).
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.

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 (B) and ground.

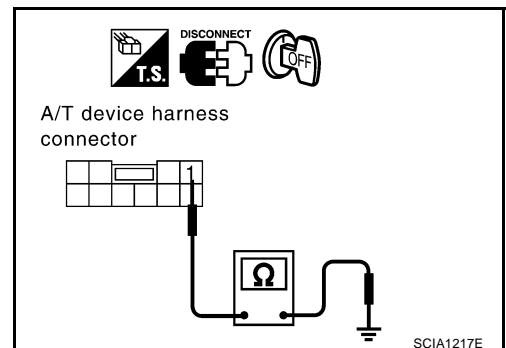
Continuity should exist.

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

OK or NG

OK >> GO TO 8.

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



A/T SHIFT LOCK SYSTEM

8. CHECK PARK POSITION SWITCH AND RELAY CIRCUIT (COIL SIDE)

Check continuity between A/T device harness connector terminals 1 (B) and 4 (OR).

A/T device harness connector

Condition	Continuity
When selector lever is set in "P" position and selector lever button is released	Yes
Except above	No

SCIA1218E

OK or NG

OK >> GO TO 9.

NG >> ● Replace park position switch or relay.

- Repair open circuit or short to ground or short to power in harness or connectors.

9. CHECK SHIFT LOCK SOLENOID AND RELAY CIRCUIT (POINT SIDE)

1. Connect A/T device harness connector.
2. Turn ignition switch ON. (Do not start engine.)
3. Check shift lock solenoid and 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 relay.

- Repair open circuit or short to ground or short to power in harness or connectors.

10. CHECK SHIFT LOCK OPERATION

1. Connect A/T device harness connector.
2. Turn ignition switch from OFF to ON. (Do not start engine.)
3. Recheck shift lock operation.

OK or NG

OK >> **INSPECTION END**

NG >> GO TO 11.

11. CHECK A/T DEVICE INSPECTION

1. Perform A/T device input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK or NG

OK >> **INSPECTION END**

NG >> Repair or replace damaged parts.

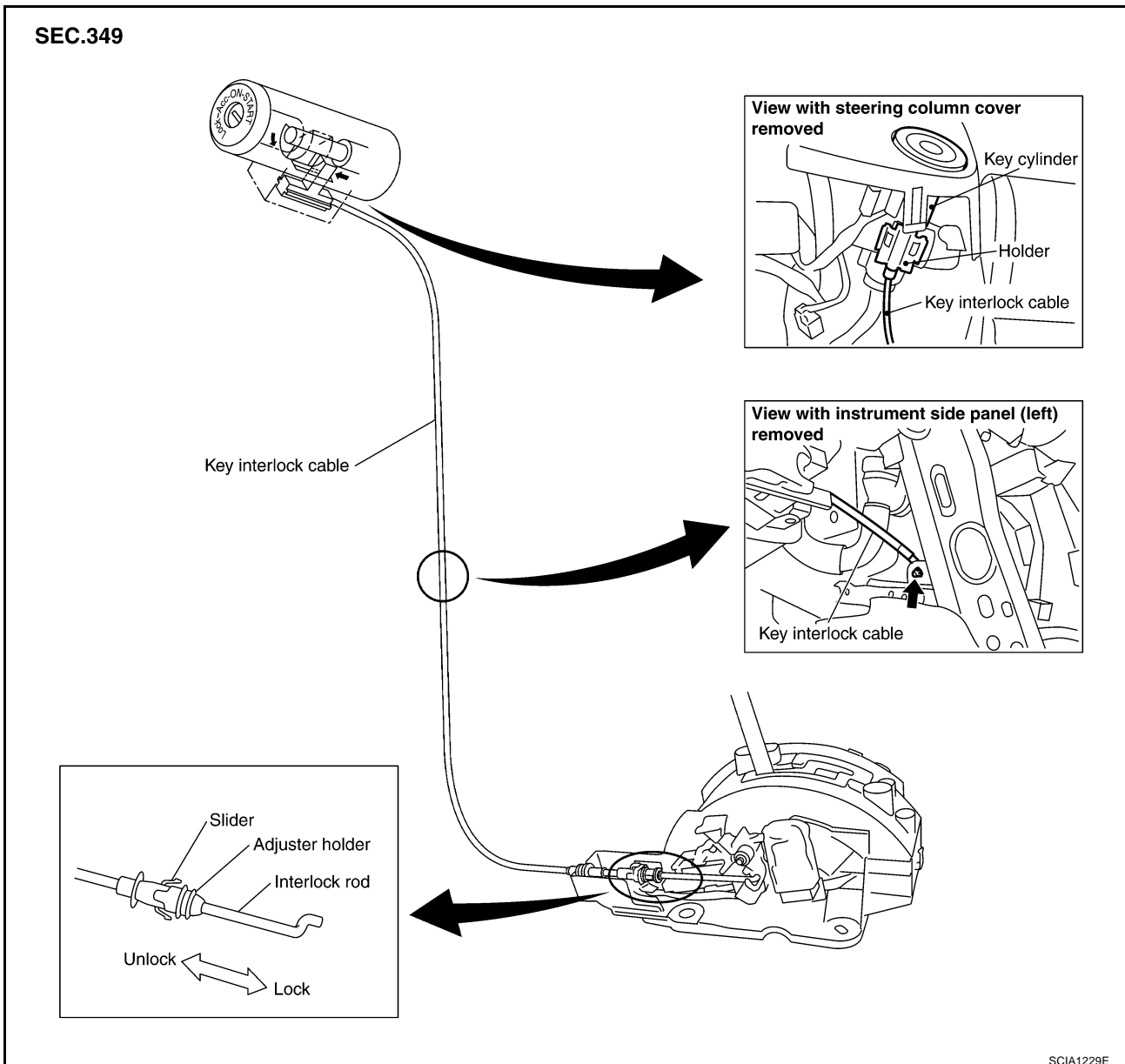
KEY INTERLOCK CABLE

PFP:34908

ACS000GD

KEY INTERLOCK CABLE

Components



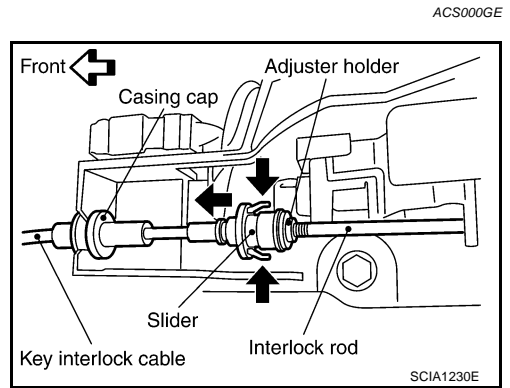
CAUTION:

- 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 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.

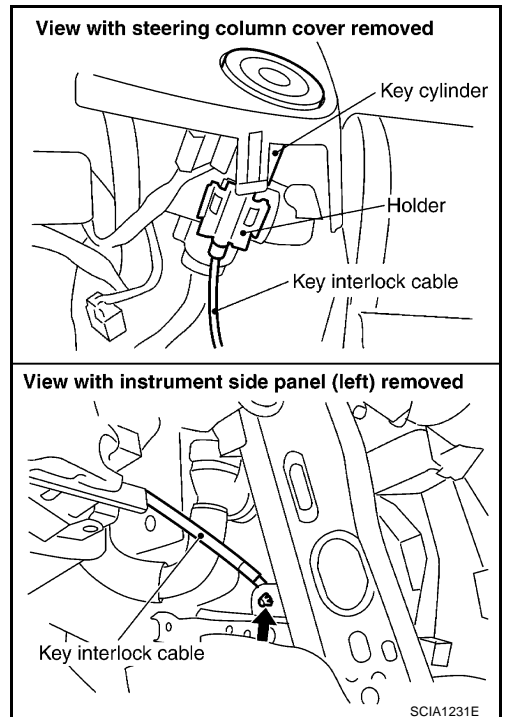
KEY INTERLOCK CABLE

Removal

1. Unlock slider by squeezing lock tabs on slider from adjuster holder.
2. Remove casing cap from bracket of control device and remove interlock rod from cable.



3. Remove holder from key cylinder and remove key interlock cable.



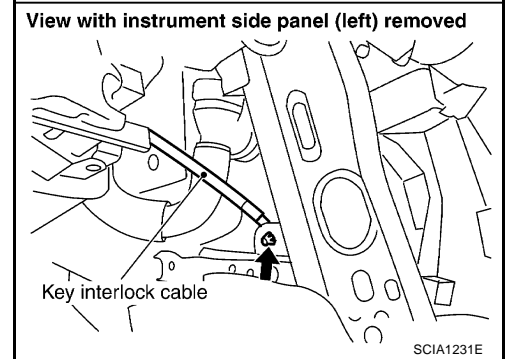
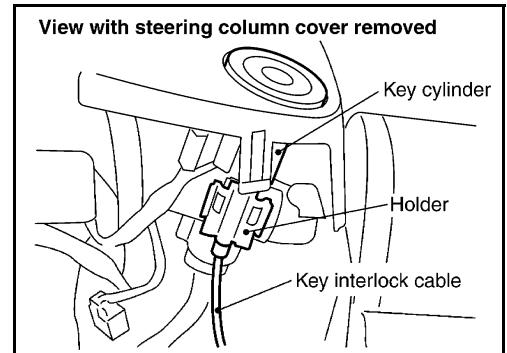
A
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KEY INTERLOCK CABLE

ACS000GF

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 selector lever to P position.

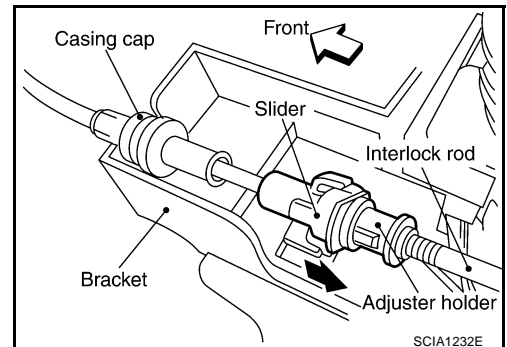


5. Insert interlock rod into adjuster holder.
6. Install casing cap to bracket.
7. Move slider in order to fix adjuster holder to interlock rod.

CAUTION:

Do not touch any adjacent parts of key interlock cable when slider is being held.

Insert slider into key interlock rod straightly.



ON-VEHICLE SERVICE

PF0:00000

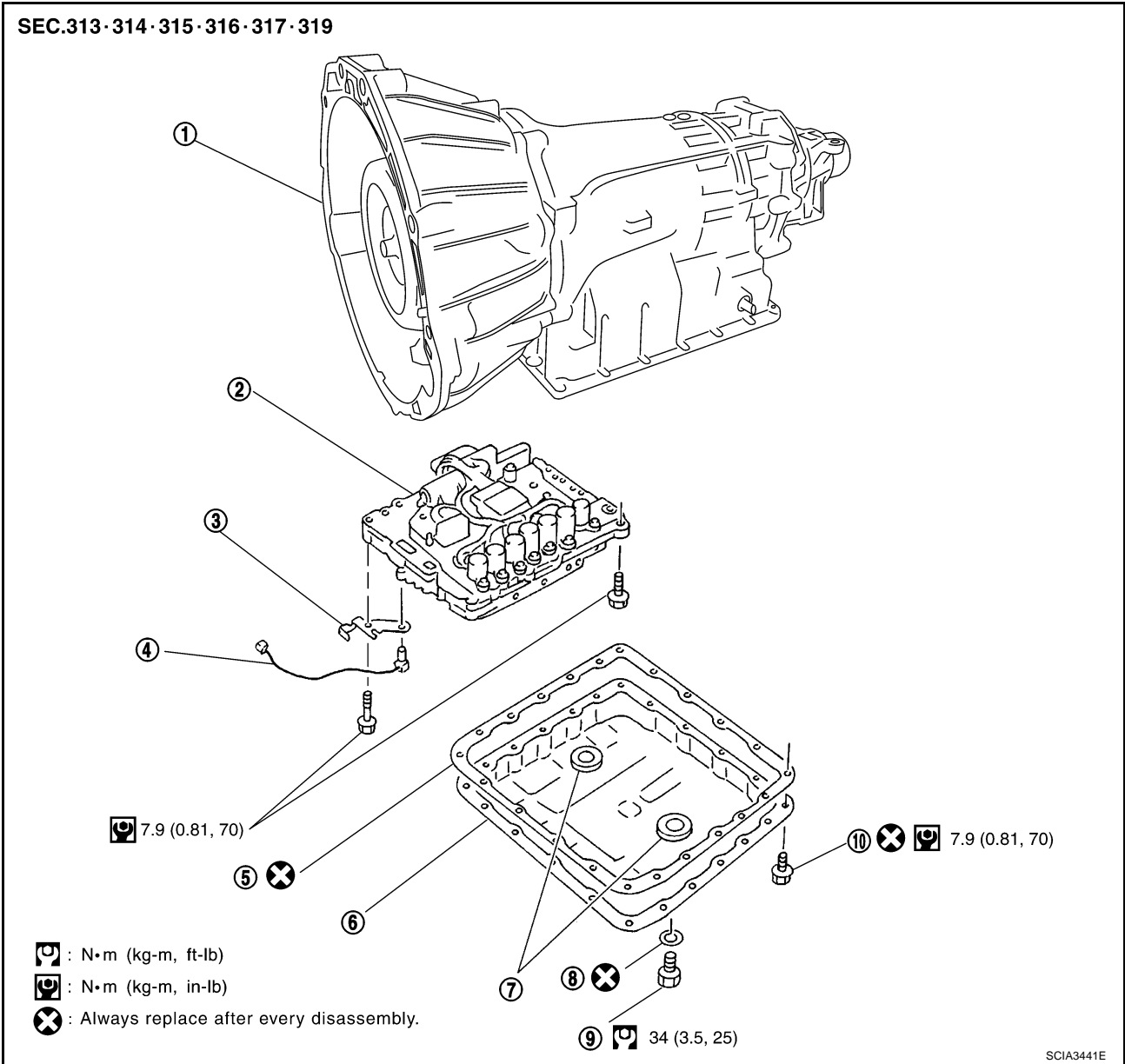
Control Valve Assembly

ACS004IW

CAUTION:

When replacing the control valve assembly, erase EEP ROM in TCM. Refer to [AT-8, "Precautions for TCM, A/T Assembly and Control Valve Assembly Replacement"](#) .

COMPONENTS



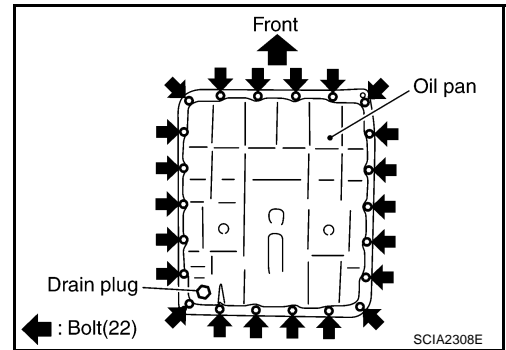
- | | | |
|-----------------------------------|---------------------------|---------------|
| 1. Transmission | 2. Control valve assembly | 3. Bracket |
| 4. A/T fluid temperature sensor 2 | 5. Oil pan gasket | 6. Oil pan |
| 7. Magnet | 8. Drain plug gasket | 9. Drain plug |
| 10. Oil pan mounting bolt | | |

REMOVAL

1. Disconnect the negative battery terminal.
2. Disconnect heated oxygen sensor 2 harness connector.
3. Drain ATF through drain plug.

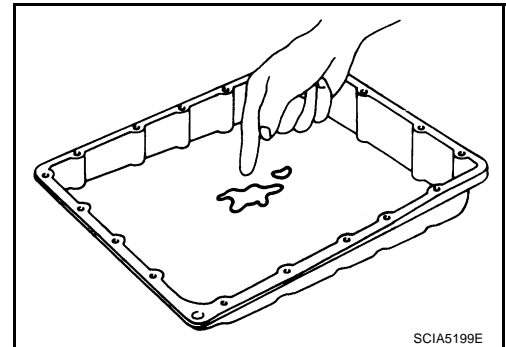
ON-VEHICLE SERVICE

4. Remove oil pan and oil pan gasket.

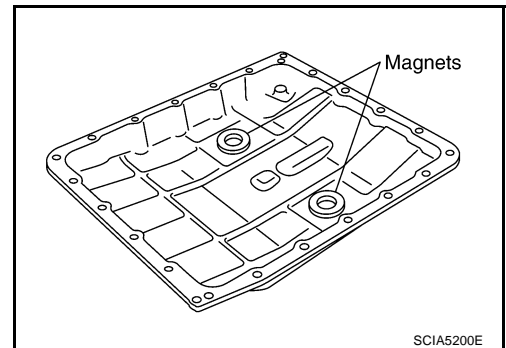


5. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause 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-15, "A/T Fluid Cooler Cleaning"](#).

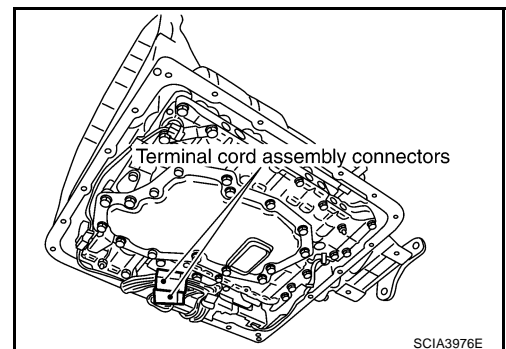


6. Remove magnets from oil pan.



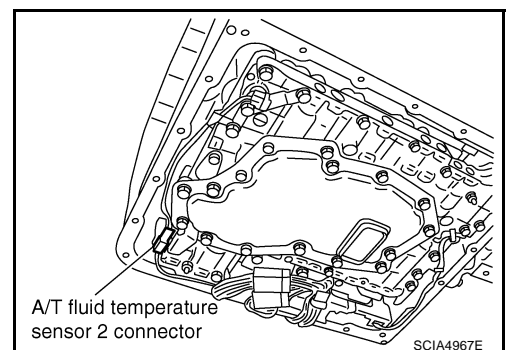
7. Disconnect terminal cord assembly connectors.

CAUTION:
Be careful not to damage connector.



8. Disconnect A/T fluid temperature sensor 2 connector.

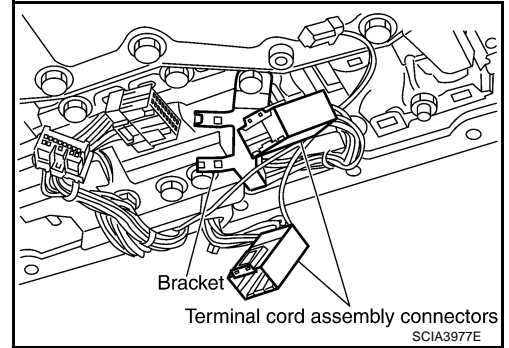
CAUTION:
Be careful not to damage connector.



ON-VEHICLE SERVICE

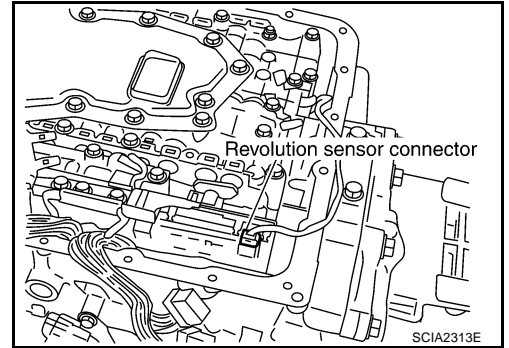
9. Remove terminal cord assembly connectors from bracket.

CAUTION:
Be careful not to damage connector.



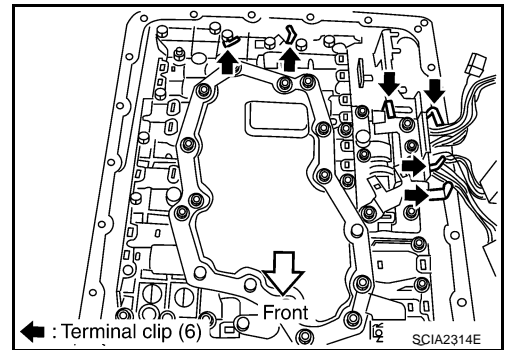
10. Disconnect revolution sensor connector.

CAUTION:
Be careful not to damage connector.



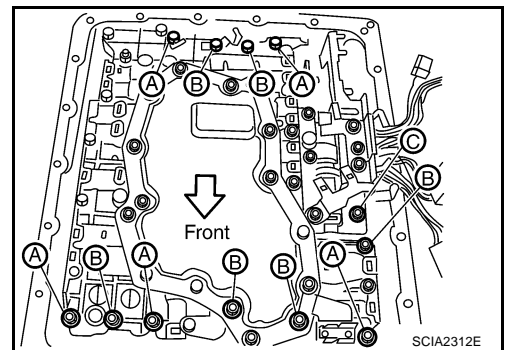
11. Straighten terminal clips to free terminal cord assembly and revolution sensor harness then remove terminal clips.

CAUTION:
Hang down terminal cord assembly and revolution sensor harness toward outside so as not to disturb removal of control valve assembly.



12. Remove bolts A, B and C from control valve assembly.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1



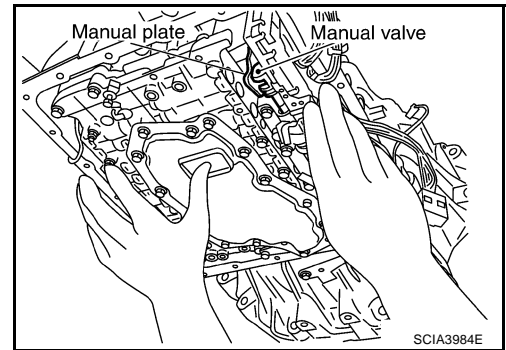
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ON-VEHICLE SERVICE

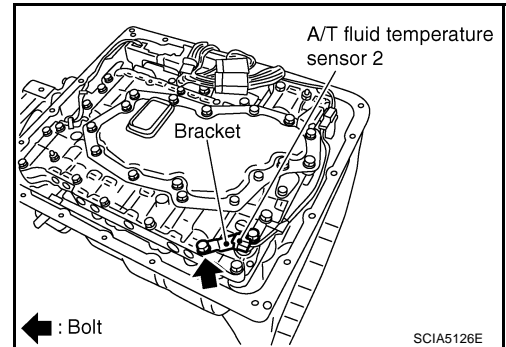
13. Remove control valve assembly from transmission case.

CAUTION:

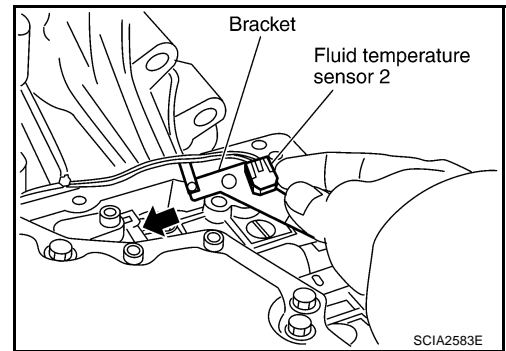
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



14. Remove A/T fluid temperature sensor 2 with bracket from control valve assembly.



15. Remove bracket from A/T fluid temperature sensor 2.

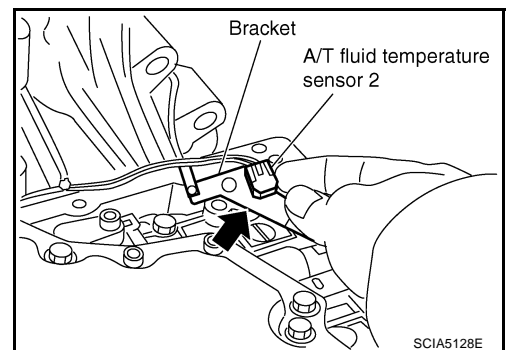


INSTALLATION

CAUTION:

After completing installation, check A/T fluid leakage and A/T fluid level. Refer to [AT-13, "Changing A/T Fluid"](#) , [AT-13, "Checking A/T Fluid"](#) .

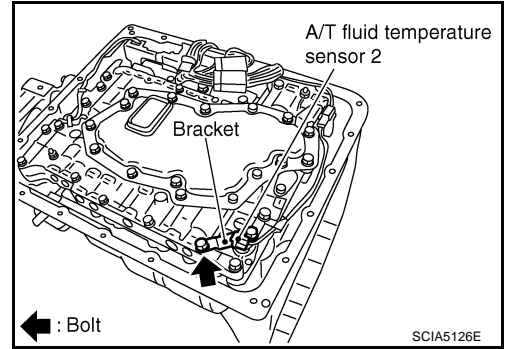
1. Install A/T fluid temperature sensor 2 in bracket.



ON-VEHICLE SERVICE

2. Install A/T fluid temperature sensor 2 in control valve assembly. (With bracket.)

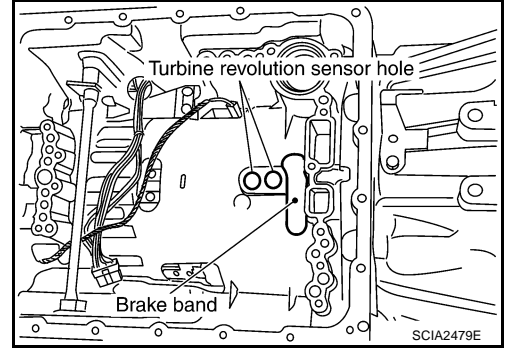
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



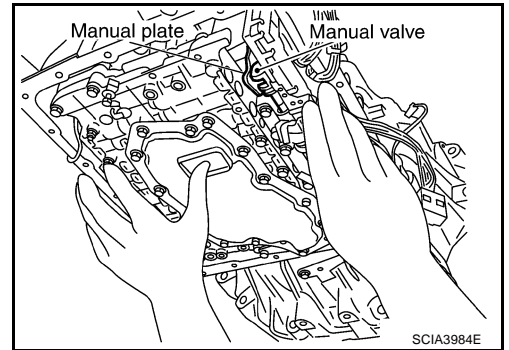
3. Install control valve assembly.
 - a. Install control valve assembly in transmission case.

CAUTION:

- Make sure that turbine sensor securely installs turbine sensor hole.
- Hang down terminal cord assembly and revolution sensor harness toward outside so as not to disturb installation of control valve assembly.

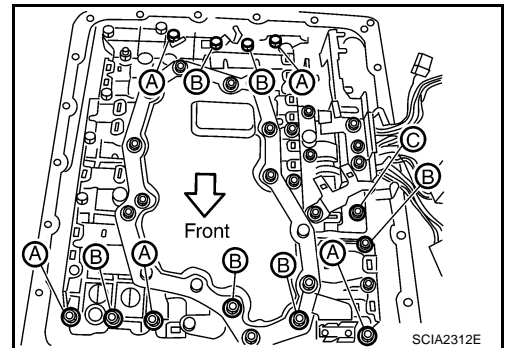


- Assemble it so that manual valve cutout is engaged with manual plate projection.



- b. Install bolts A, B and C in control valve assembly.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1

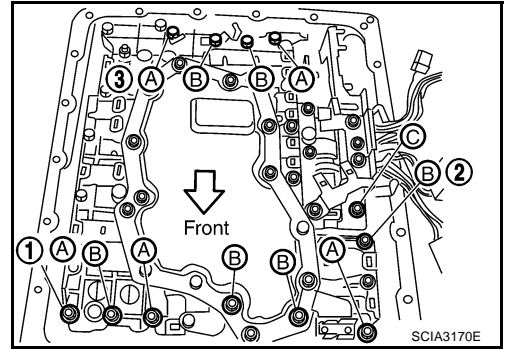


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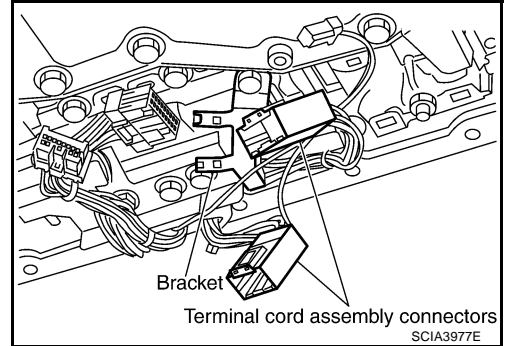
ON-VEHICLE SERVICE

- c. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

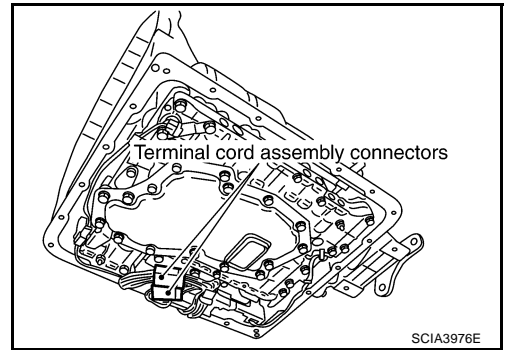
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



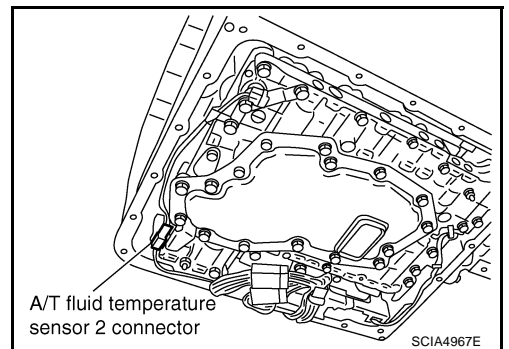
4. Install terminal cord assembly connectors in bracket.



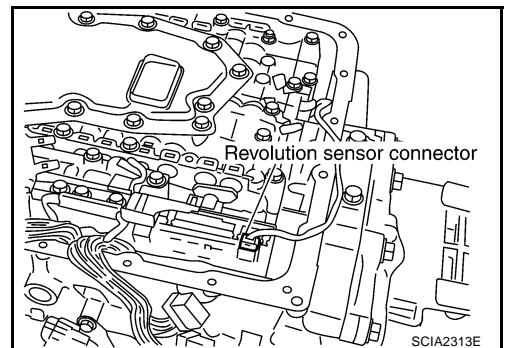
5. Connect terminal cord assembly connectors.



6. Connect A/T fluid temperature sensor 2 connector.

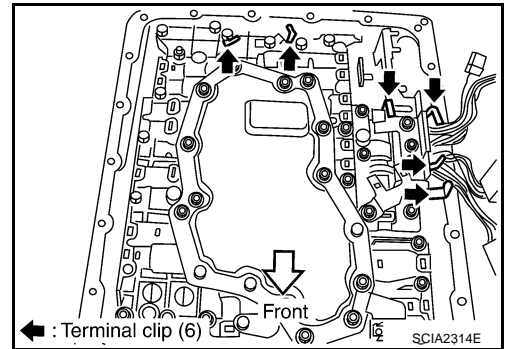


7. Connect revolution sensor connector.

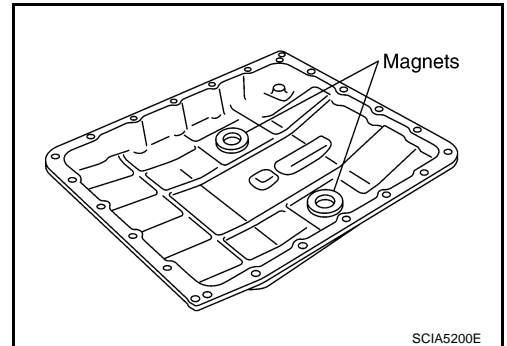


ON-VEHICLE SERVICE

8. Securely fasten terminal harness with clip.



9. Install magnets in oil pan.



10. Install oil pan in transmission case.

a. Install oil pan gasket in oil pan.

CAUTION:

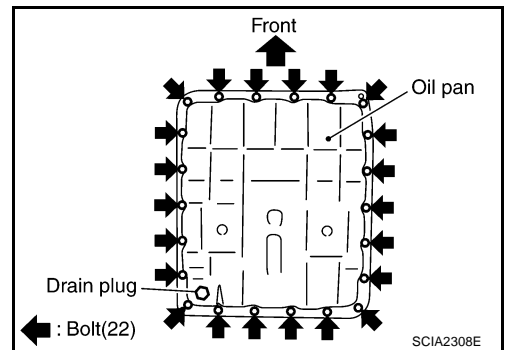
- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.

b. Install oil pan (with oil pan gasket) in transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.

- Be careful not to pinch harnesses.



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.

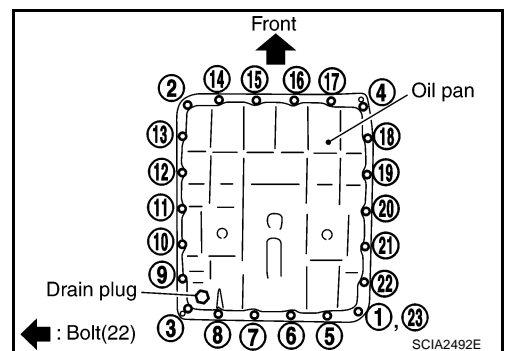
 : 7.9 N·m (0.81 kg·m, 70 in·lb)

11. Install drain plug in oil pan.

CAUTION:

Do not reuse drain plug gasket.

 : 34 N·m (3.5 kg·m, 25 ft·lb)



12. Pour ATF into transmission assembly.

13. Connect heated oxygen sensor 2 harness connector.

14. Connect the negative battery terminal.

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ON-VEHICLE SERVICE

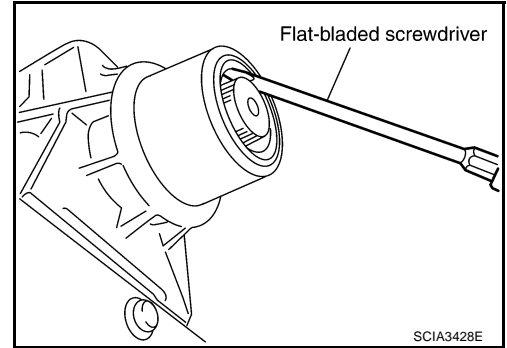
ACS004K1

Rear Oil Seal REMOVAL

1. Remove exhaust tube with power tool. Refer to [EX-3, "Removal and Installation"](#) .
2. Remove propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
3. Remove rear oil seal using a flat-bladed screwdriver.

CAUTION:

Be careful not to scratch rear extension assembly.



INSTALLATION

CAUTION:

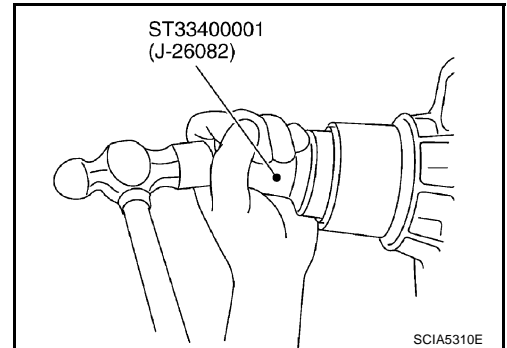
After completing installation, check A/T fluid leakage and A/T fluid level. Refer to [AT-13, "Changing A/T Fluid"](#) , [AT-13, "Checking A/T Fluid"](#) .

1. As shown below, use a drift to drive rear oil seal into the rear extension until it is flush.

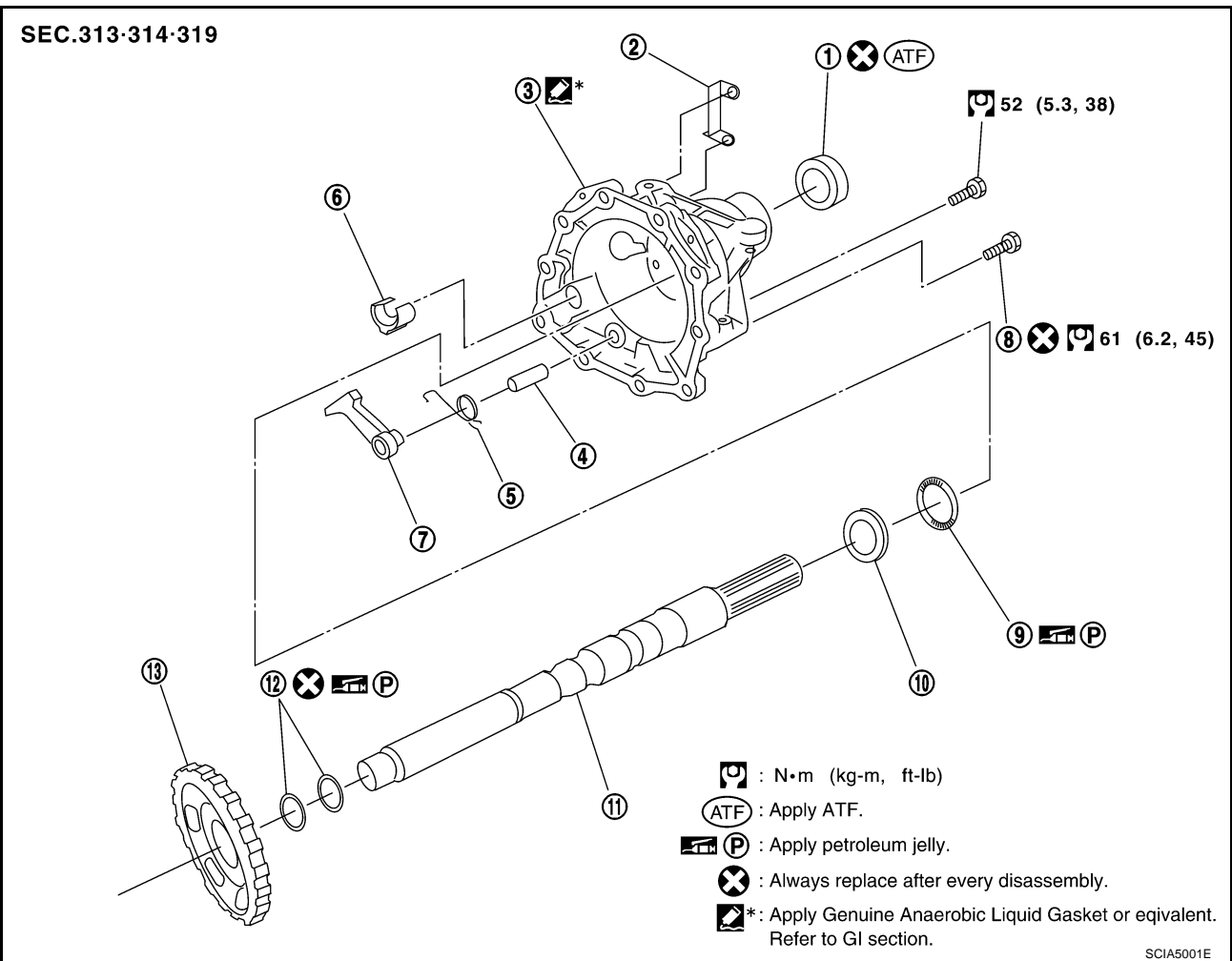
CAUTION:

- Apply ATF to rear oil seal.
- Do not reuse rear oil seal

2. Install propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
3. Install exhaust tube. Refer to [EX-3, "Removal and Installation"](#) .



Parking Components COMPONENTS



- | | | |
|------------------|----------------------|-----------------------------|
| 1. Rear oil seal | 2. Terminal bracket | 3. Rear extension |
| 4. Pawl shaft | 5. Return spring | 6. Parking actuator support |
| 7. Parking pawl | 8. Self-sealing bolt | 9. Needle bearing |
| 10. Bearing race | 11. Output shaft | 12. Seal ring |
| 13. Parking gear | | |

REMOVAL

1. Drain ATF through drain plug.
2. Remove exhaust tube with power tool. Refer to [EX-3, "Removal and Installation"](#) .
3. Remove propeller shaft. Refer to [PR-4, "Removal and Installation"](#) .
4. Support transmission assembly with a transmission jack.

CAUTION:

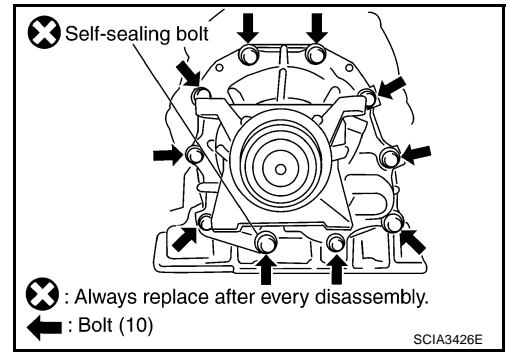
When setting transmission jack, be careful not to allow it to collide against the drain plug.

5. Remove engine rear member with power tool. Refer to [AT-314, "Removal and Installation"](#) .

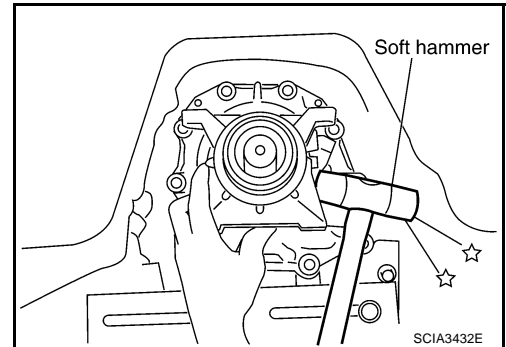
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ON-VEHICLE SERVICE

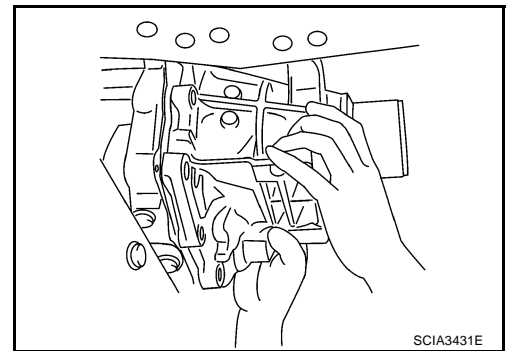
6. Remove tightening bolts for rear extension assembly.



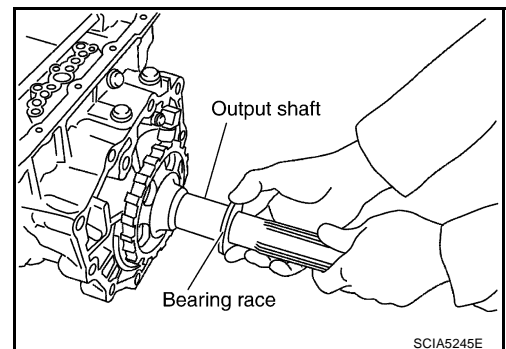
7. Tap rear extension assembly with soft hammer.



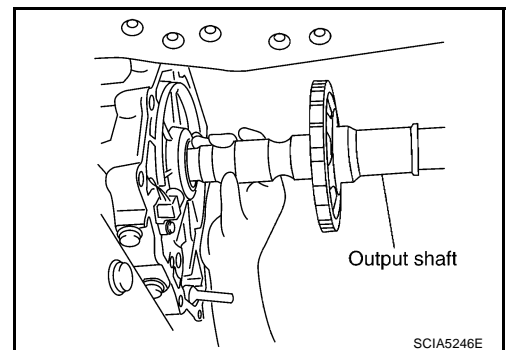
8. Remove rear extension assembly from transmission case.



9. Remove bearing race from output shaft.

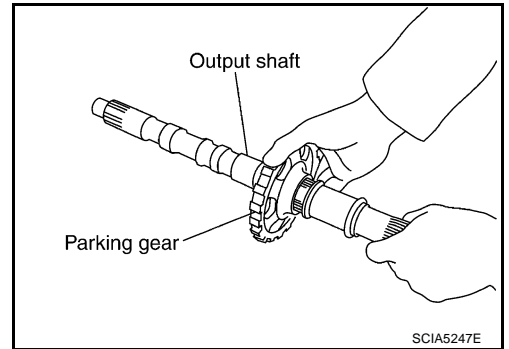


10. Remove output shaft from transmission case.

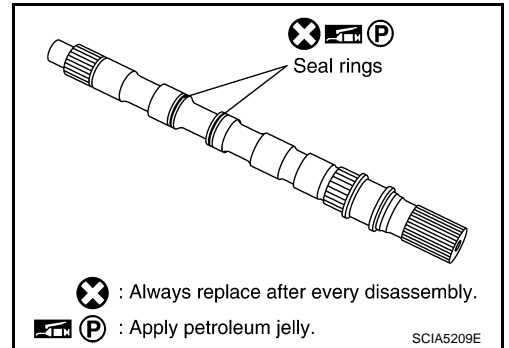


ON-VEHICLE SERVICE

11. Remove parking gear from output shaft.

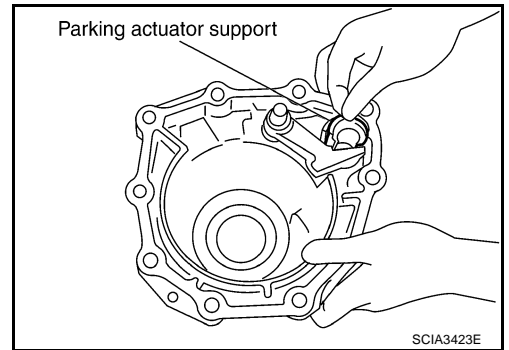


12. Remove seal rings from output shaft.

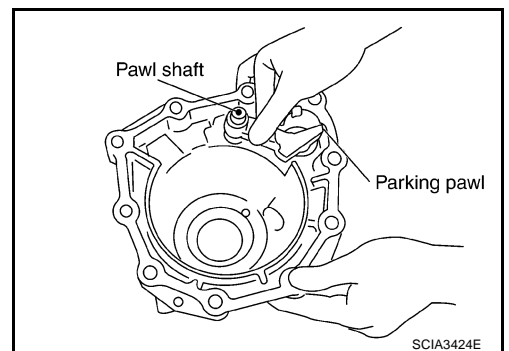


13. Remove needle bearing from rear extension.

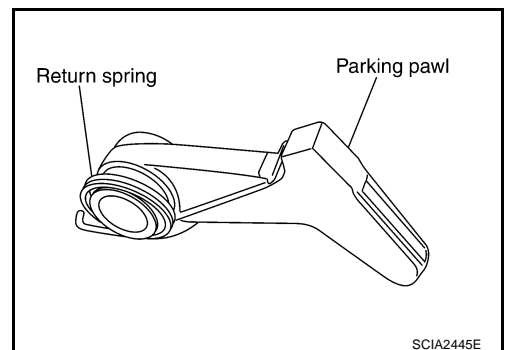
14. Remove parking actuator support from rear extension assembly.



15. Remove parking pawl, pawl shaft and return spring from rear extension.



16. Remove return spring from parking pawl.

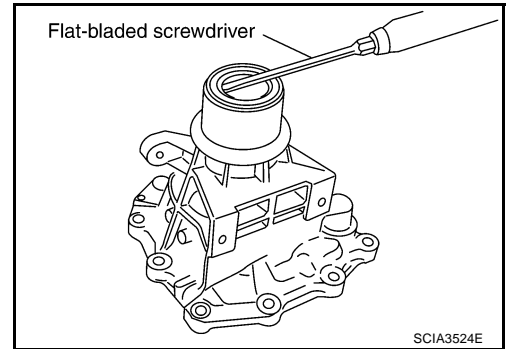


ON-VEHICLE SERVICE

17. Remove rear oil seal from rear extension.

CAUTION:

Be careful not to scratch rear extension.



INSTALLATION

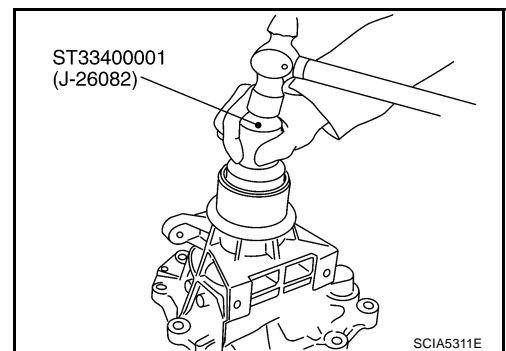
CAUTION:

After completing installation, check A/T fluid leakage and A/T fluid level. Refer to [AT-13, "Changing A/T Fluid"](#) , [AT-13, "Checking A/T Fluid"](#) .

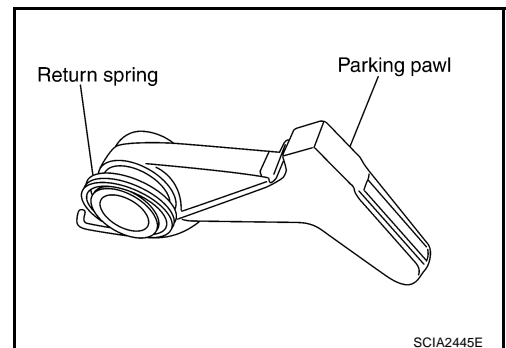
1. As shown below, use a drift to drive rear oil seal into the rear extension until it is flush.

CAUTION:

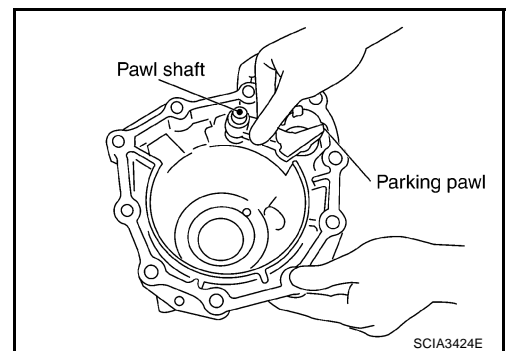
- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.



2. Install return spring in parking pawl.



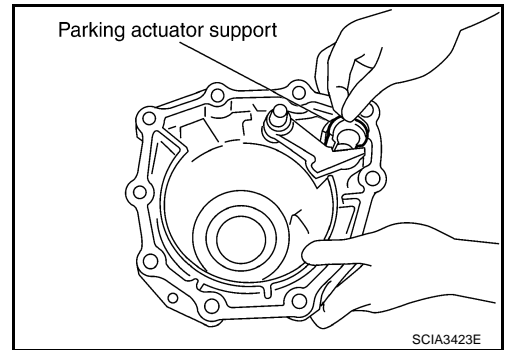
3. Install parking pawl and pawl shaft in rear extension.



ON-VEHICLE SERVICE

4. Install parking actuator support in rear extension.
5. Install needle bearing in rear extension.

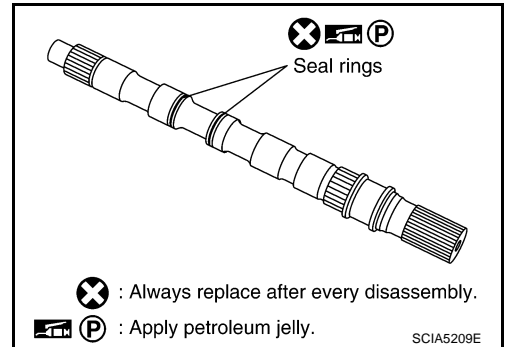
CAUTION:
Apply petroleum jelly to needle bearing.



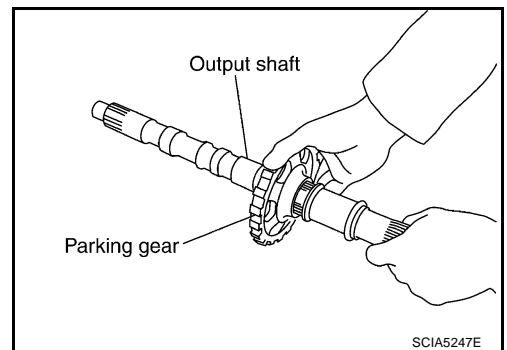
6. Install seal rings in out put shaft.

CAUTION:

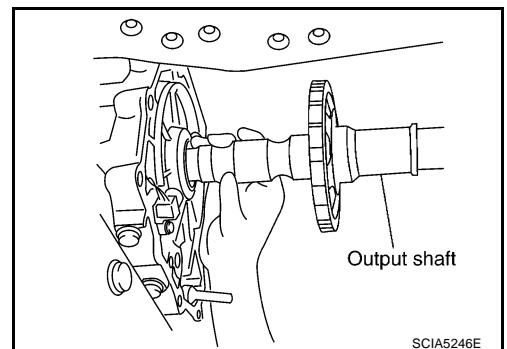
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



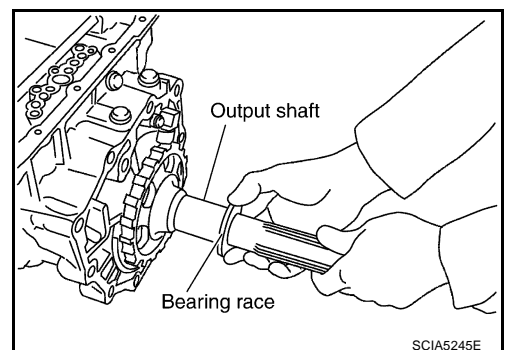
7. Install parking gear in output shaft



8. Install output shaft in transmission case.



9. Install bearing race in output shaft.

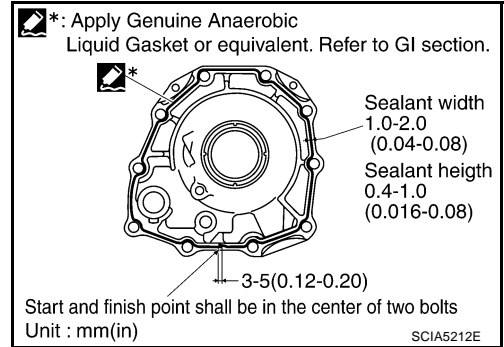


ON-VEHICLE SERVICE

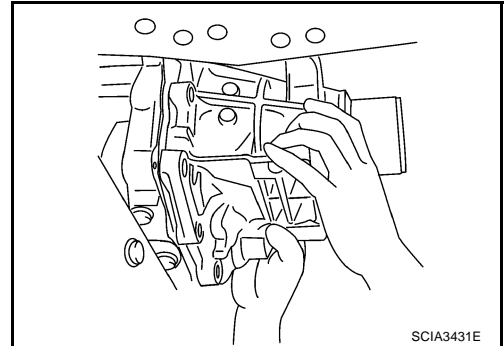
10. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-45, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

CAUTION:

Complete remove all moisture, oil and old sealant, etc. From the transmission case and rear extension assembly.



11. Install rear extension assembly in transmission case.



12. Tighten rear extension assembly mounting bolts to specified torque. (Because terminal bracket is tightened together with rear extension assembly before procedure 11)

CAUTION:

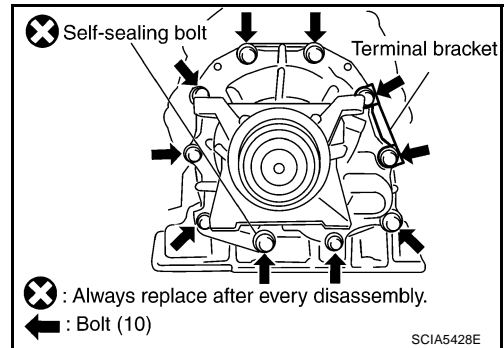
Do not reuse self-sealing bolt.

Rear extension mounting bolt

: 52 N·m (5.3 Kg-m, 38 ft-lb)

Self-sealing bolt

: 61 N·m (6.2 Kg-m, 45 ft-lb)



13. Install engine rear member. Refer to [AT-314, "Removal and Installation"](#) .
14. Install propeller shaft. Refer to [PR-4, "Removal and Installation"](#)
15. Install exhaust tube. Refer to [EX-3, "Removal and Installation"](#) .
16. Install drain plug in oil pan.

CAUTION:

Do not reuse drain plug gasket.

: 34 N·m (3.5 kg-m, 25 ft-lb)

17. Pour ATF into transmission assembly.

AIR BREATHER HOSE

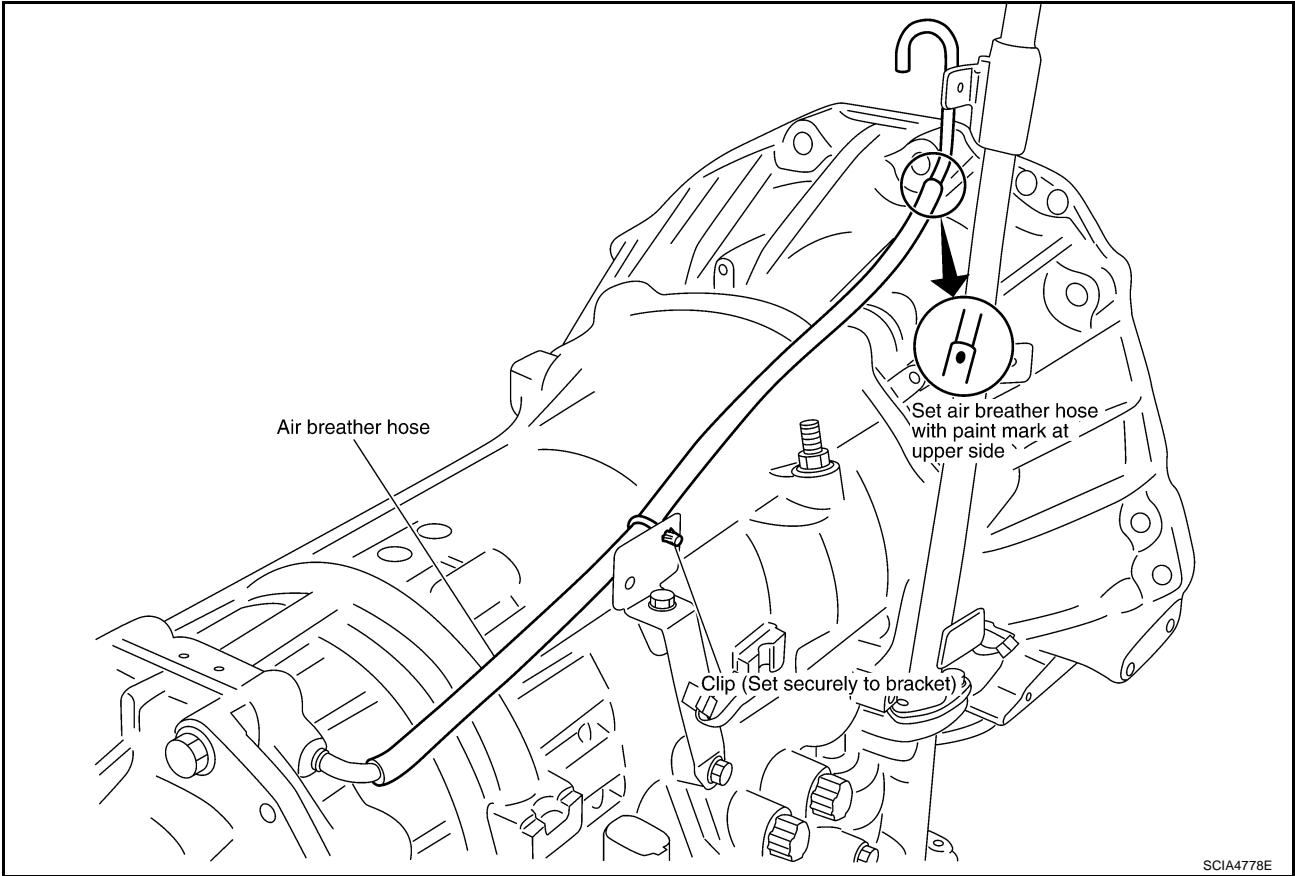
AIR BREATHER HOSE

PFP:31098

Removal and Installation

ACS000FM

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.

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TRANSMISSION ASSEMBLY

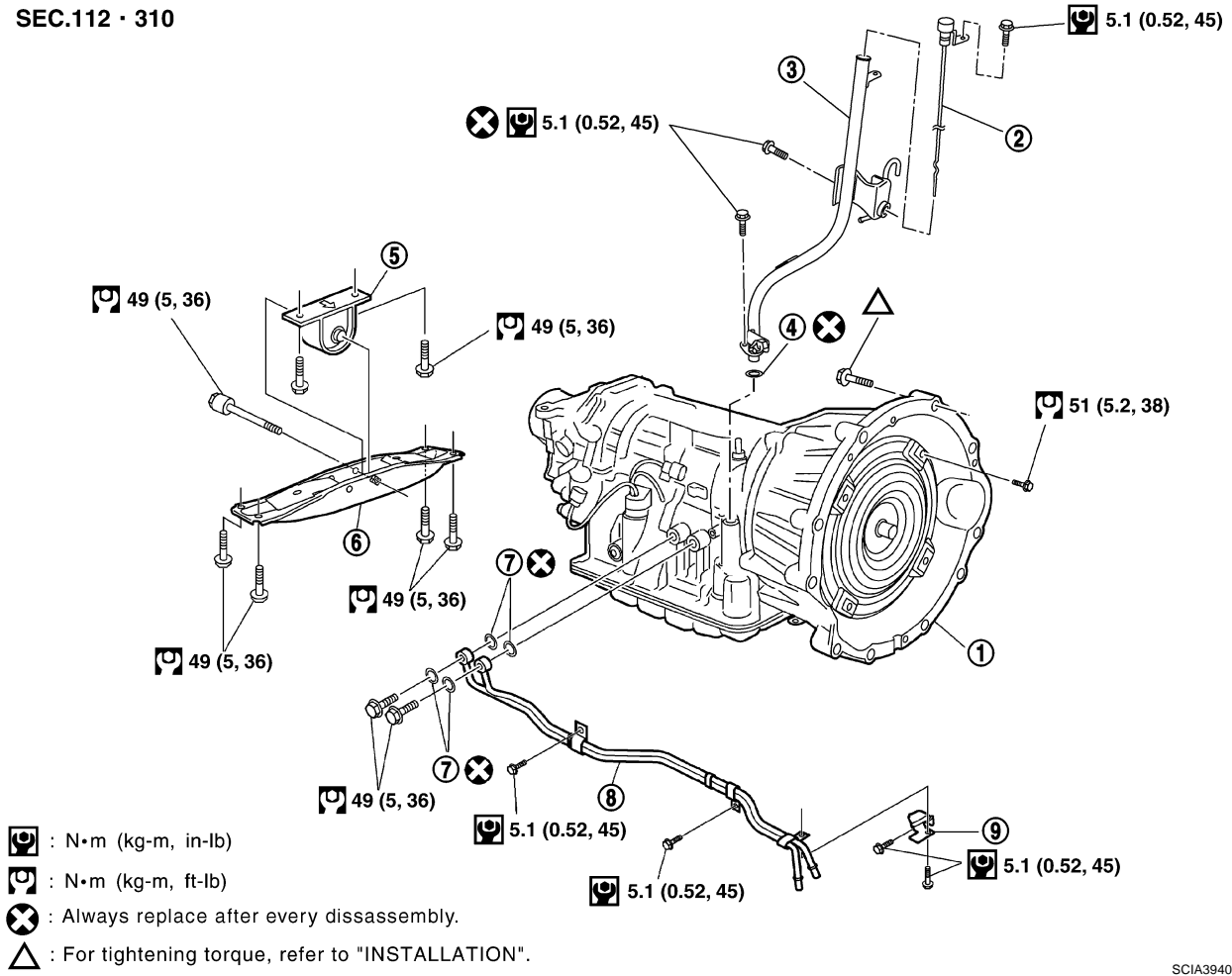
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TRANSMISSION ASSEMBLY

Removal and Installation

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- | | | |
|--------------------------|--------------------------|----------------------------|
| 1. Transmission assembly | 2. A/T fluid level gauge | 3. A/T fluid charging pipe |
| 4. O-ring | 5. Insulator | 6. Engine rear member |
| 7. Copper washer | 8. Fluid cooler tube | 9. Bracket |

REMOVAL

CAUTION:

When removing the A/T assembly from engine, first remove the crankshaft position sensor (POS) from the A/T assembly.

Be careful not to damage sensor edge.

1. Disconnect the negative battery terminal.
2. Remove engine under cover with power tool.
3. Remove exhaust tube with power tool. Refer to [EX-3, "EXHAUST SYSTEM"](#).
4. Remove three way catalyst. Refer to [EM-25, "Removal and Installation"](#).
5. Remove propeller shaft. Refer to [PR-4, "REAR PROPELLER SHAFT"](#).
6. Remove A/T control rod. Refer to [AT-288, "SHIFT CONTROL SYSTEM"](#).
7. Disconnect A/T solenoid valve harness connectors.

TRANSMISSION ASSEMBLY

8. Remove crankshaft position sensor (POS) from A/T assembly.

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.

9. Remove fluid cooler tube and A/T fluid charging pipe.

10. Plug up openings such as the fluid charging pipe hole, etc.

11. Remove air breather hose. Refer to [AT-313, "AIR BREATHER HOSE"](#) .

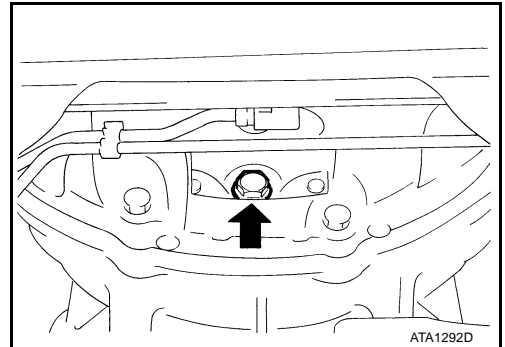
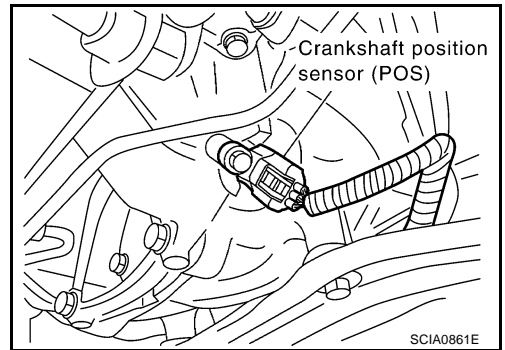
12. Remove starter motor. Refer to [SC-9, "STARTING SYSTEM"](#) .

13. Remove dust cover from converter housing part.

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 A/T assembly with a transmission jack.

CAUTION:

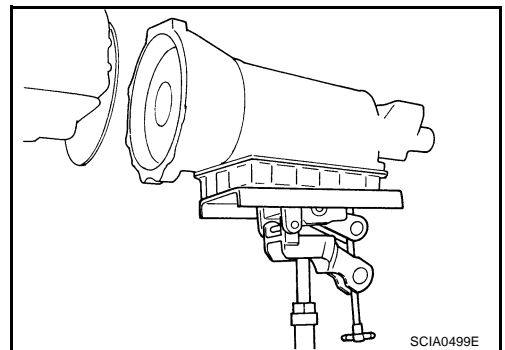
When setting the transmission jack, be careful not to allow it to collide against the drain plug.

16. Remove engine rear member with power tool.

17. Remove bolts fixing A/T assembly to engine with power tool.

18. Remove A/T assembly from vehicle with a transmission jack.

- Secure torque converter to prevent it from dropping.
- Secure A/T assembly to a transmission jack.

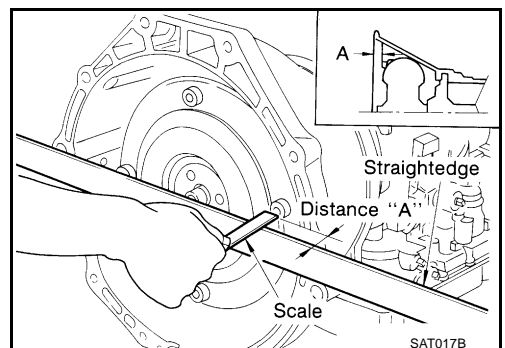


INSPECTION

Installation and Inspection of Torque Converter

- After inserting a torque converter to a transmission, be sure to check dimension "A" to ensure it is within the reference value limit.

Dimension "A": 25.0 mm (0.98 in) or more



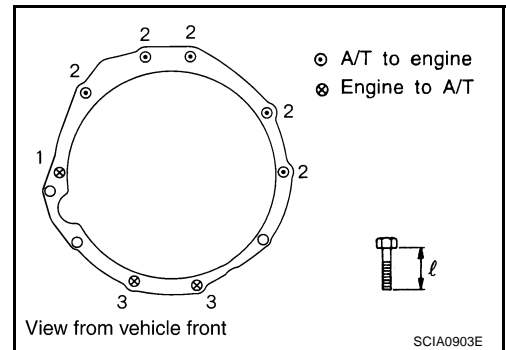
TRANSMISSION ASSEMBLY

INSTALLATION

Install the removed parts in the reverse order of the removal, while paying attention to the following work.

- When installing transmission to the engine, attach the fixing bolts in accordance with the following standard.

Bolt No.	1	2	3
Number of bolts	1	5	2
Bolt length "ℓ"mm (in)	55 (2.17)	65 (2.56)	35 (1.38)
Tightening torque N-m (kg-m, ft-lb)	75 (7.7, 55)		47 (4.8, 35)

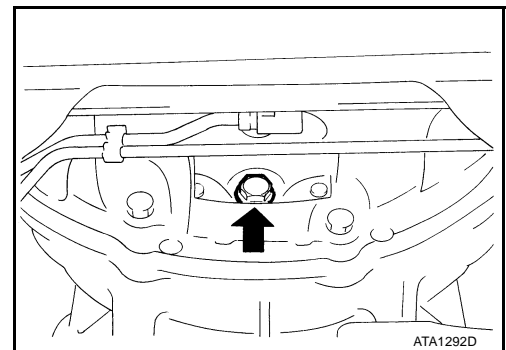


- Align the positions of tightening bolts for drive plate with those of the torque converter, and temporarily tighten the bolts. Then, tighten the bolts with the specified torque.

 : 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-29, "Removal and Installation"](#) .
- After completing installation, check fluid leakage, fluid level, and the positions of A/T. Refer to [AT-13, "Changing A/T Fluid"](#) , [AT-289, "Adjustment of A/T Position"](#) , [AT-289, "Checking of A/T Position"](#) .
- When replacing the A/T assembly, erase EEP ROM in TCM. Refer to [AT-8, "Precautions for TCM, A/T Assembly and Control Valve Assembly Replacement"](#) .



OVERHAUL

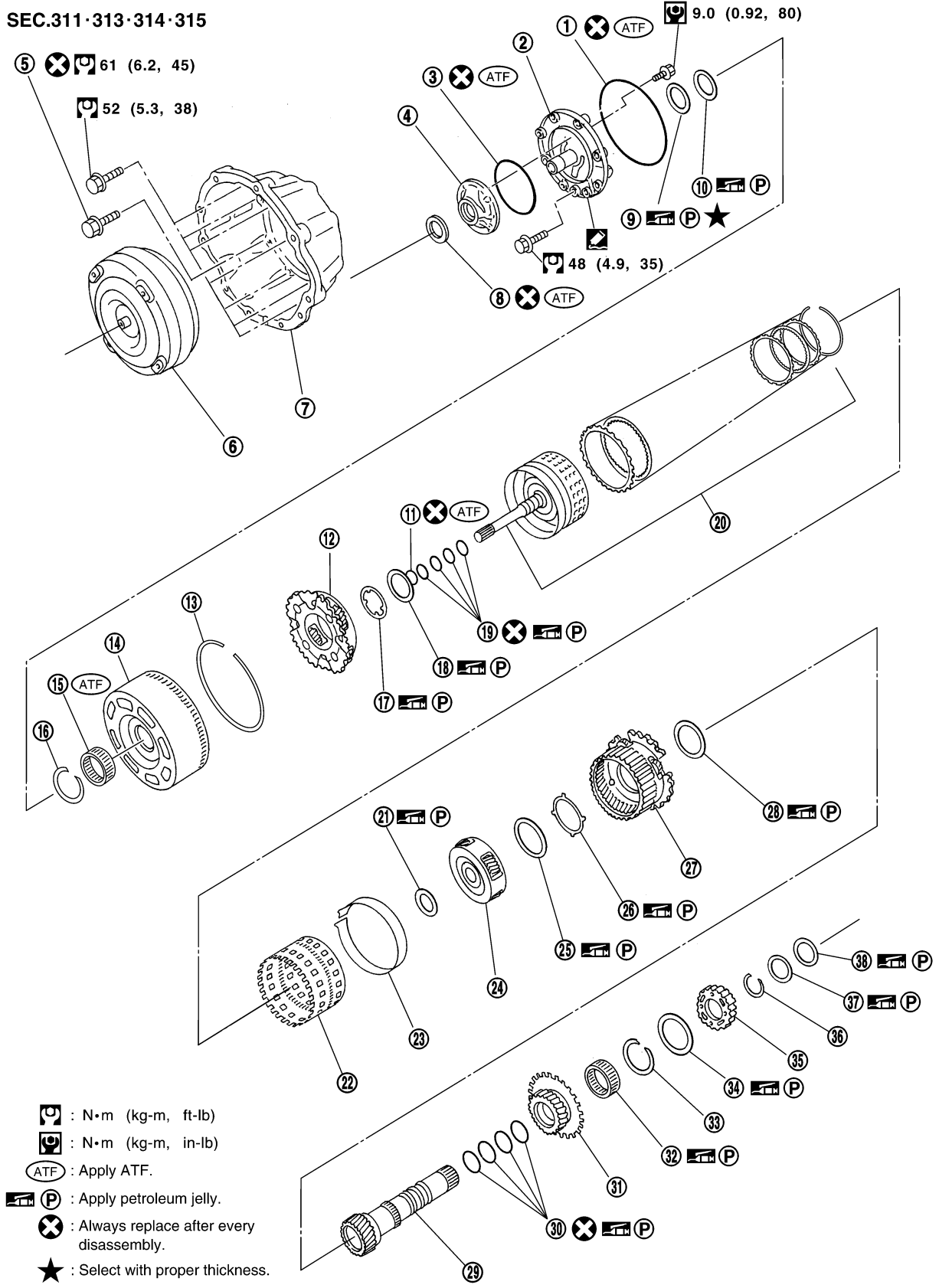
OVERHAUL Components

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SEC.311·313·314·315



- ⑤ 61 (6.2, 45)
- 52 (5.3, 38)

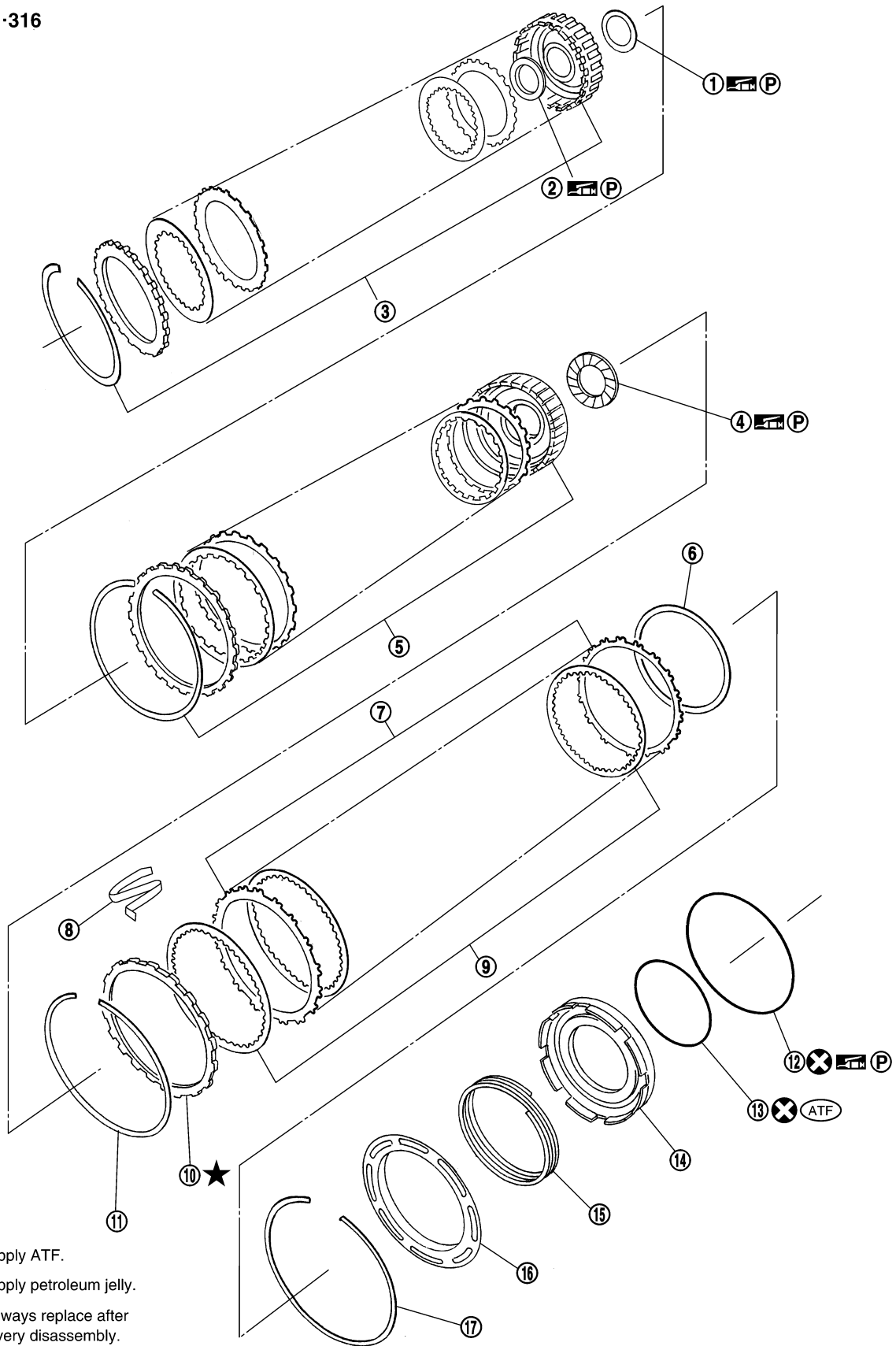
- : N·m (kg-m, ft-lb)
- : N·m (kg-m, in-lb)
- (ATF) : Apply ATF.
- (P) : Apply petroleum jelly.
- : Always replace after every disassembly.
- ★ : Select with proper thickness.
- : Apply Genuine RTV silicone sealant or equivalent. Refer to GI section.

OVERHAUL

- | | | |
|------------------------|-------------------------------------|----------------------------|
| 1. O-ring | 2. Oil pump cover | 3. O-ring |
| 4. Oil pump housing | 5. Self-sealing bolt | 6. Torque converter |
| 7. Converter housing | 8. Oil pump housing oil seal | 9. Bearing race |
| 10. Needle bearing | 11. O-ring | 12. Front carrier assembly |
| 13. Snap ring | 14. Front sun gear | 15. 3rd one-way clutch |
| 16. Snap ring | 17. Bearing race | 18. Needle bearing |
| 19. Seal ring | 20. Input clutch assembly | 21. Needle bearing |
| 22. Rear internal gear | 23. Brake band | 24. Mid carrier assembly |
| 25. Needle bearing | 26. Bearing race | 27. Rear carrier assembly |
| 28. Needle bearing | 29. Mid sun gear | 30. Seal ring |
| 31. Rear sun gear | 32. 1st one-way clutch | 33. Snap ring |
| 34. Needle bearing | 35. High and low reverse clutch hub | 36. Snap ring |
| 37. Bearing race | 38. Needle bearing | |

OVERHAUL

SEC.315-316



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|-------------------|---------------------------|---|
| 1. Needle bearing | 2. Bearing race | 3. High and low reverse clutch assembly |
| 4. Needle bearing | 5. Direct clutch assembly | 6. Reverse brake dish plate |

AT-319

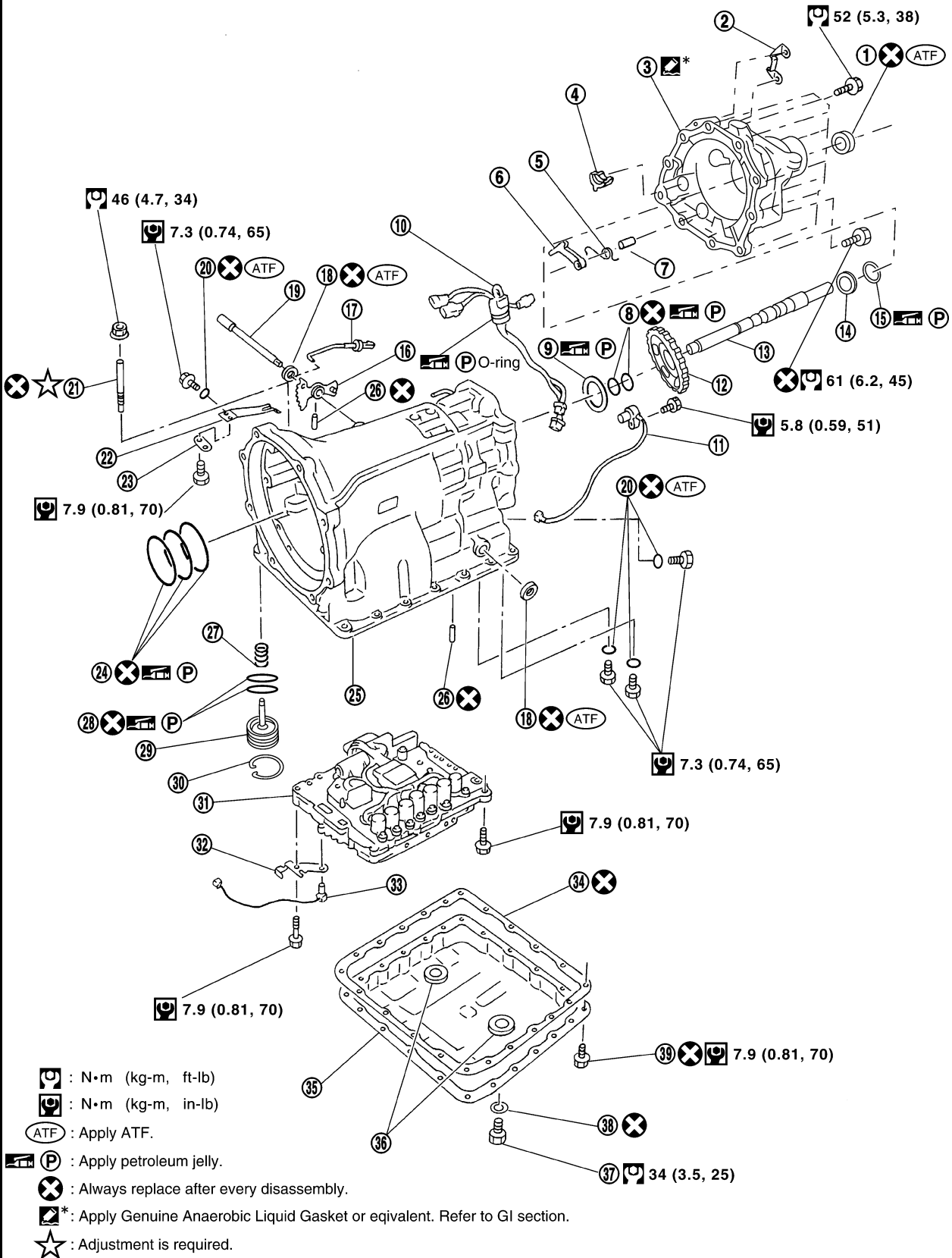
SCIA5043E

OVERHAUL

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| 7. Reverse brake driven plate | 8. N-spring | 9. Reverse brake drive plate |
| 10. Reverse brake retaining plate | 11. Snap ring | 12. Lip seal |
| 13. D-ring | 14. Reverse brake piston | 15. Return spring |
| 16. Spring retainer | 17. Snap ring | |

OVERHAUL

SEC.313 · 314 · 315 · 316 · 317 · 319



SCIA5438E

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|-----------------------------|---------------------|-------------------|
| 1. Rear oil seal | 2. Terminal bracket | 3. Rear extension |
| 4. Parking actuator support | 5. Return spring | 6. Parking pawl |
| 7. Pawl shaft | 8. Seal ring | 9. Needle bearing |

AT-321

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OVERHAUL

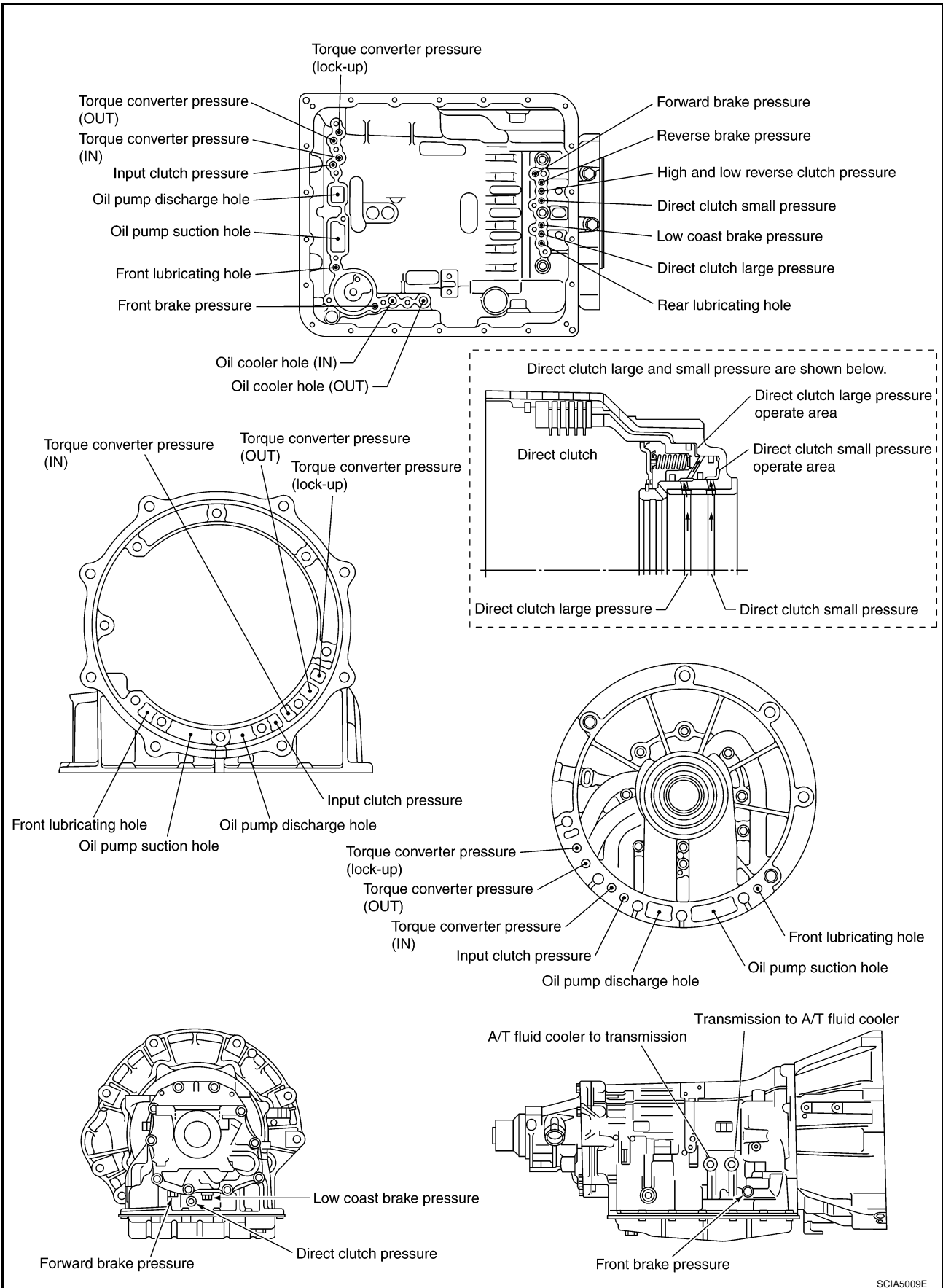
- | | | |
|----------------------------|-----------------------|------------------------------------|
| 10. Terminal cord assembly | 11. Revolution sensor | 12. Parking gear |
| 13. Output shaft | 14. Bearing race | 15. Needle bearing |
| 16. Manual plate | 17. Parking rod | 18. Manual shaft oil seal |
| 19. Manual shaft | 20. O-ring | 21. Band servo anchor end pin |
| 22. Detent spring | 23. Spacer | 24. Seal ring |
| 25. Transmission case | 26. Retaining pin | 27. Return spring |
| 28. O-ring | 29. Servo assembly | 30. Snap ring |
| 31. Control valve assembly | 32. Bracket | 33. A/T fluid temperature sensor 2 |
| 34. Oil pan gasket | 35. Oil pan | 36. Magnet |
| 37. Drain plug | 38. Drain plug gasket | 39. Oil pan mounting bolt |

OVERHAUL

Oil Channel

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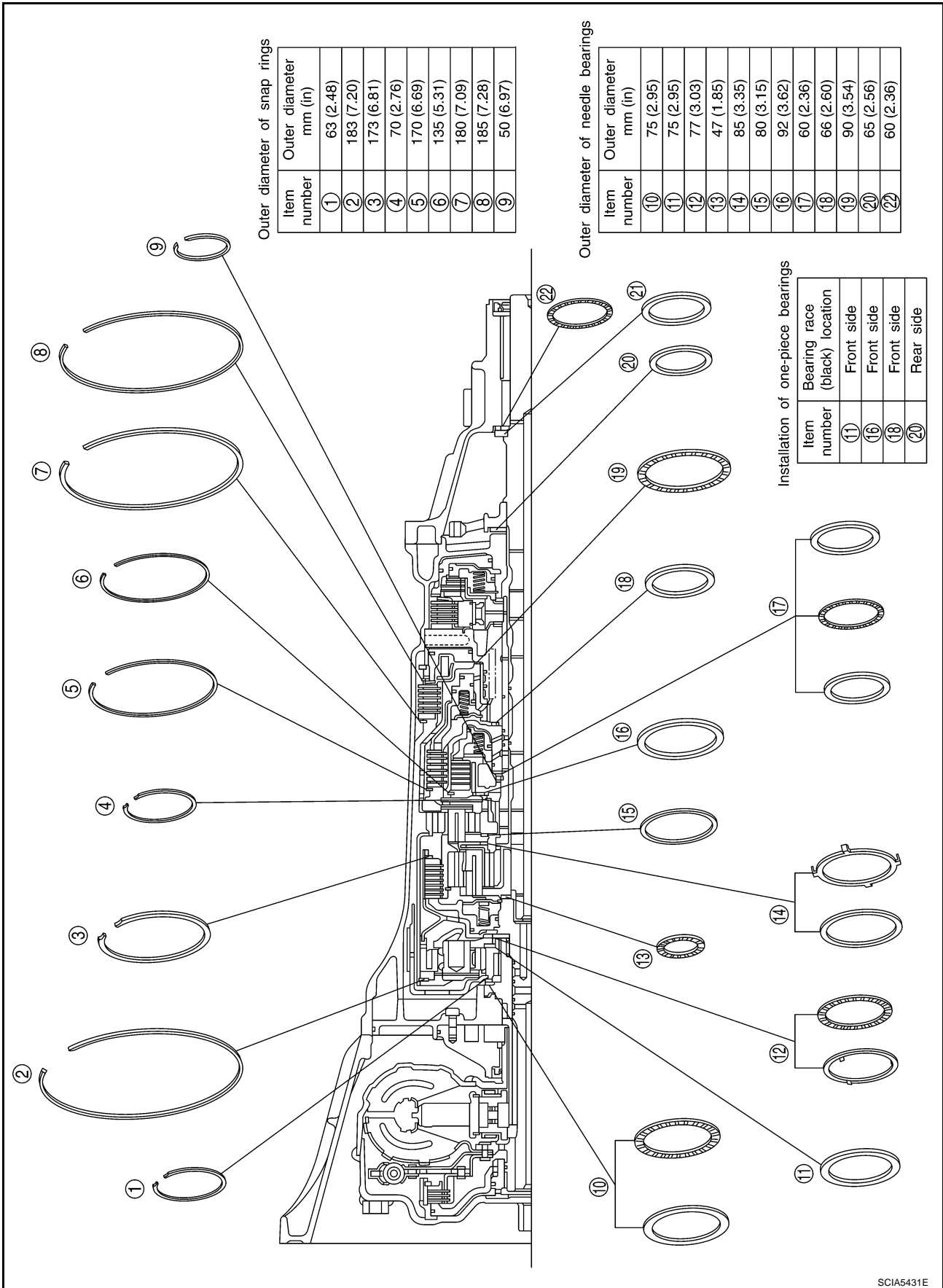


SCIA5009E

OVERHAUL

Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

ACS004IL



SCIA5431E

DISASSEMBLY

PFP:31020

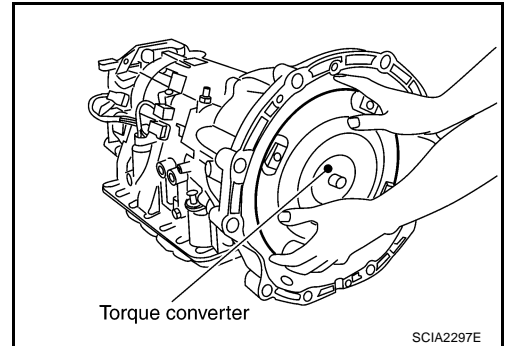
Disassembly

ACS004M8

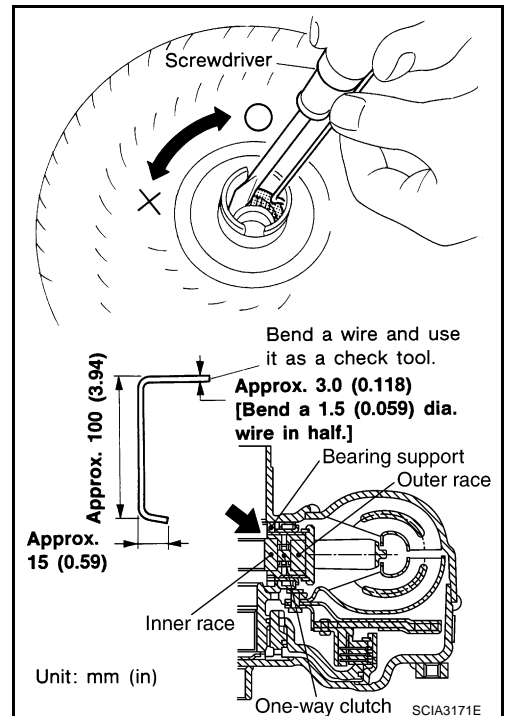
CAUTION:

Do not disassemble parts behind Drum Support. Refer to [AT-18, "Cross-Sectional View"](#) .

1. Drain ATF through drain plug.
2. Remove torque converter by holding it firmly and turing while pulling straight out.



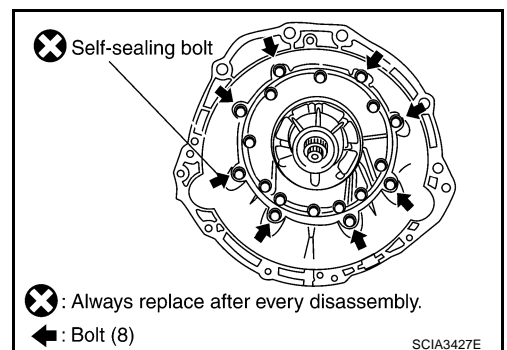
3. Check torque converter one-way clutch using check tool as shown at figure.
 - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
 - b. When fixing bearing support with check tool, rotate one-way clutch spline using screwdriver.
 - c. Check that inner race rotates clockwise only. If not, replace torque converter assembly.



4. Remove converter housing from transmission case.

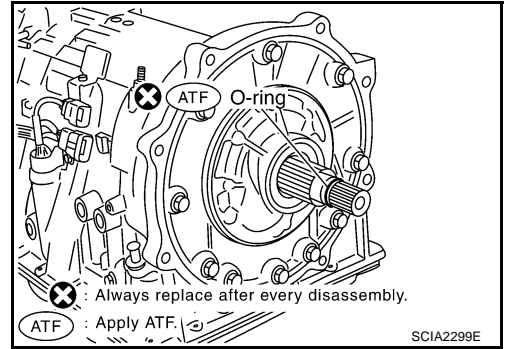
CAUTION:

Be careful not to scratch converter housing.

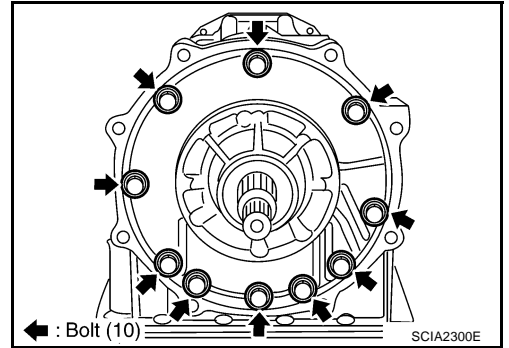


DISASSEMBLY

5. Remove O-ring from input clutch assembly.



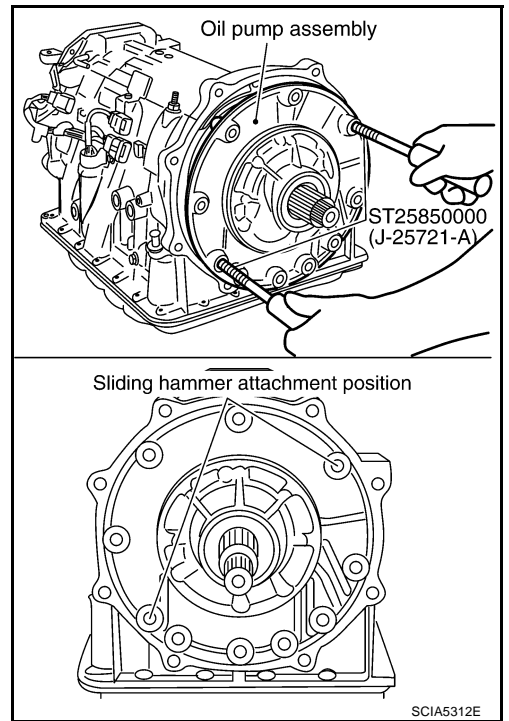
6. Remove tightening bolts for oil pump assembly and transmission case.



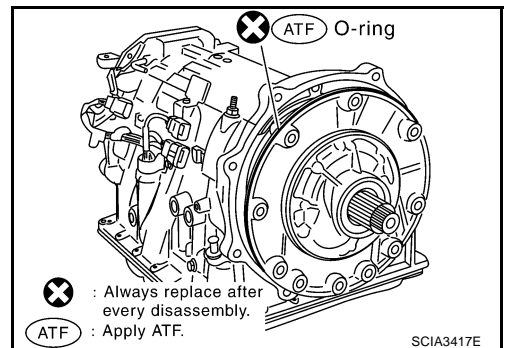
7. Attach sliding hammer to oil pump assembly and extract it evenly from transmission case.

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.

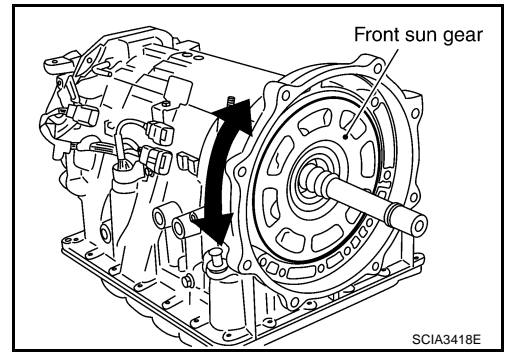


DISASSEMBLY

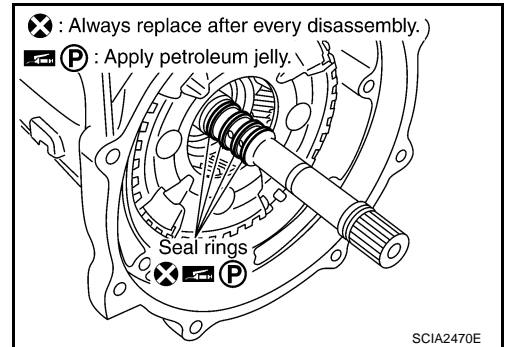
9. Remove bearing race, needle bearing and front sun gear from transmission case.

NOTE:

Remove front sun gear by rotating left and right.



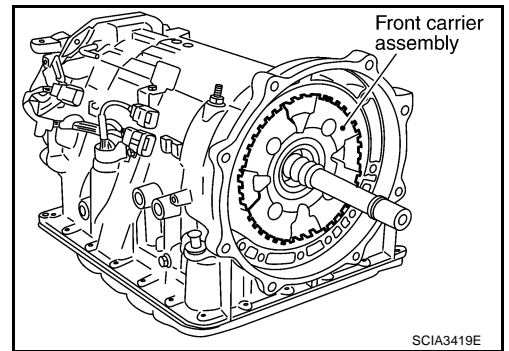
10. Remove seal rings from input clutch assembly.



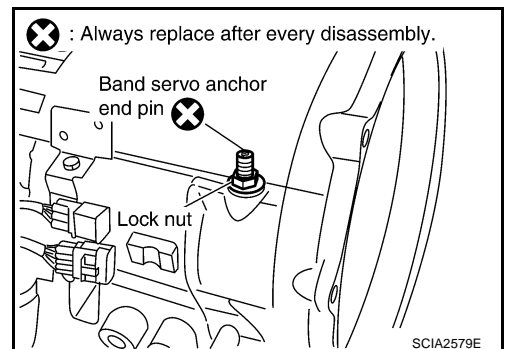
11. Remove front carrier assembly from transmission case. (With input clutch assembly and rear internal gear.)

CAUTION:

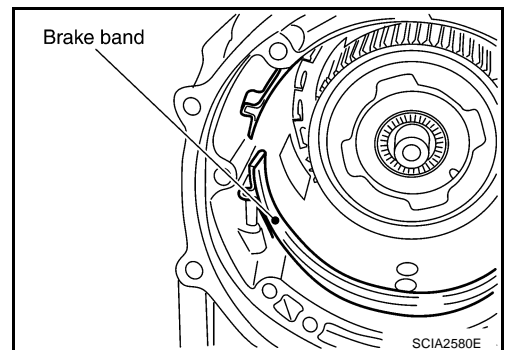
Be careful to remove it with needle bearing.



12. Loosen lock nut and remove band servo anchor end pin from transmission case.



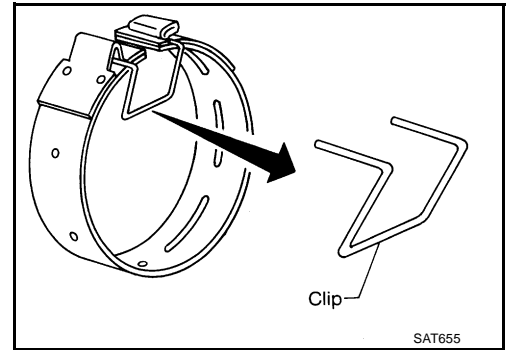
13. Remove brake band from transmission case.



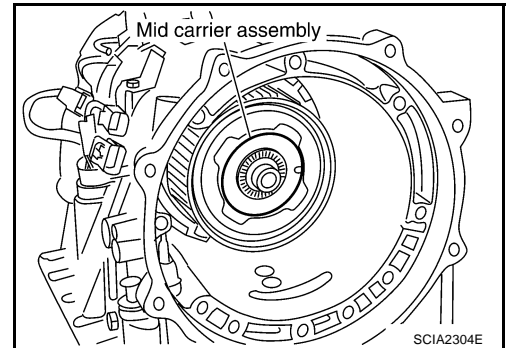
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DISASSEMBLY

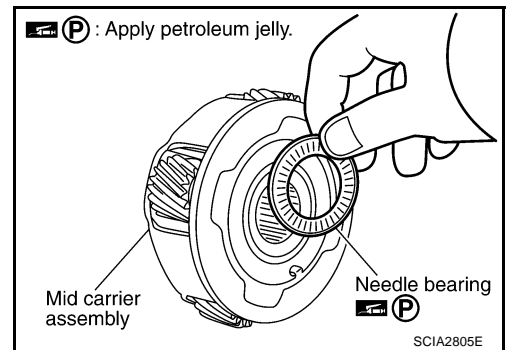
- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown in the figure at left. Leave the clip in position after removing the brake band.
- Check brake band facing for damage, cracks, wear or burns.



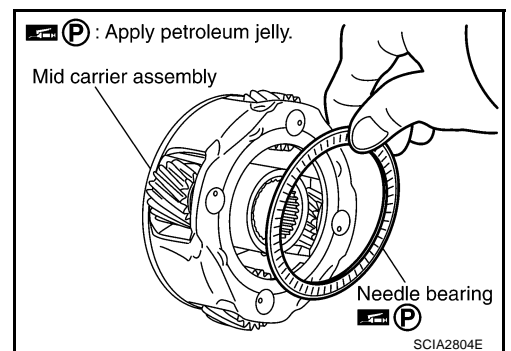
14. Remove mid carrier assembly and rear carrier assembly as a unit.
15. Remove mid carrier assembly from rear carrier assembly.



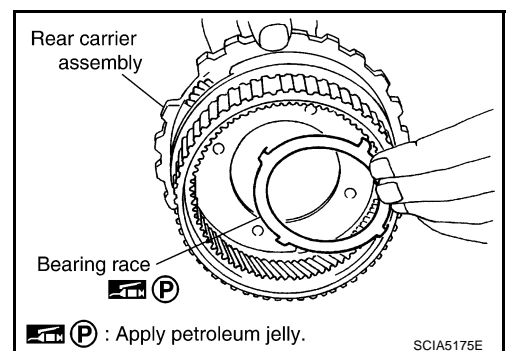
16. Remove needle bearing (front side) from mid carrier assembly.



17. Remove needle bearing (rear side) from mid carrier assembly.

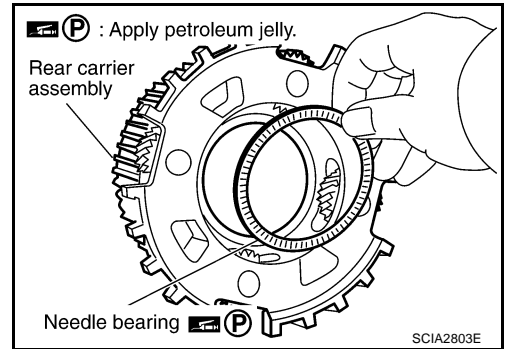


18. Remove bearing race from rear carrier assembly.



DISASSEMBLY

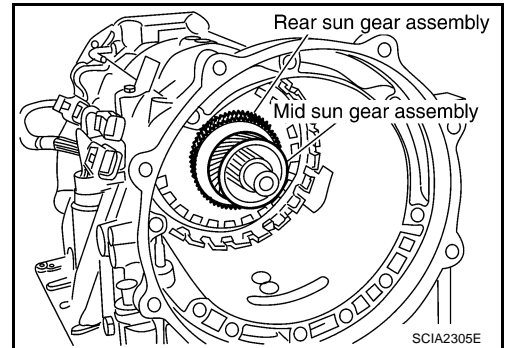
19. Remove needle bearing from rear carrier assembly.



20. Remove mid sun gear assembly, rear sun gear assembly and high and low reverse clutch hub as a unit.

CAUTION:

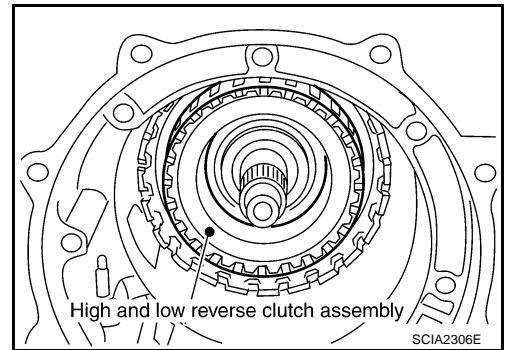
Be careful to remove them with bearing race and needle bearing.



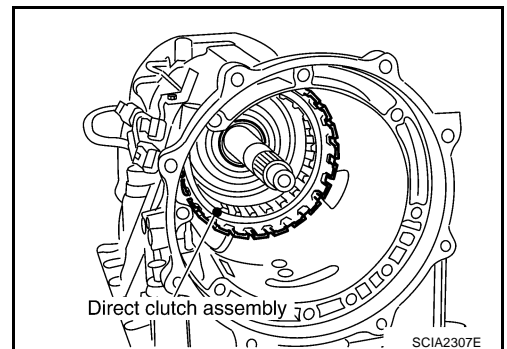
21. Remove high and low reverse clutch assembly from transmission case.

CAUTION:

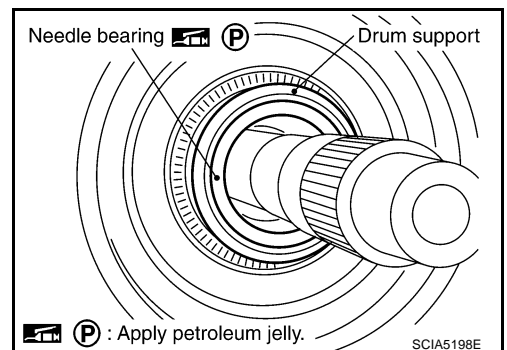
Make sure that needle bearing is installed to the high and low reverse clutch assembly edge surface.



22. Remove direct clutch assembly from transmission case.



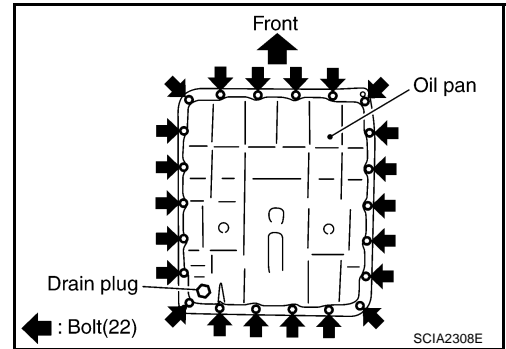
23. Remove needle bearing from drum support edge surface.



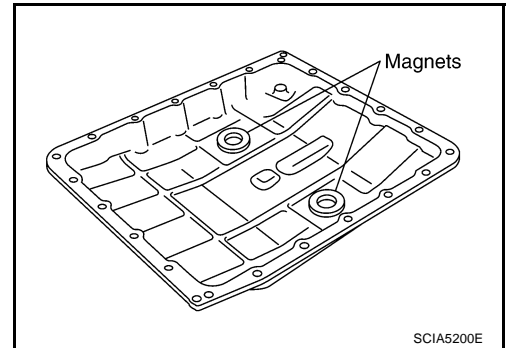
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DISASSEMBLY

24. Remove oil pan and oil pan gasket.

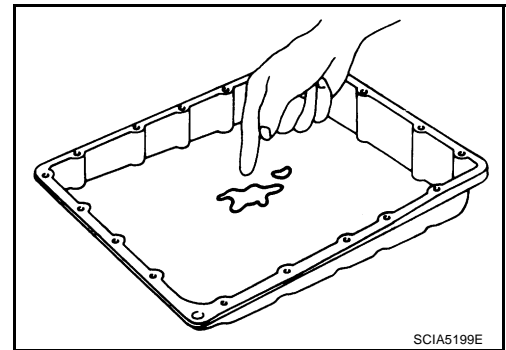


25. Remove magnets from oil pan.



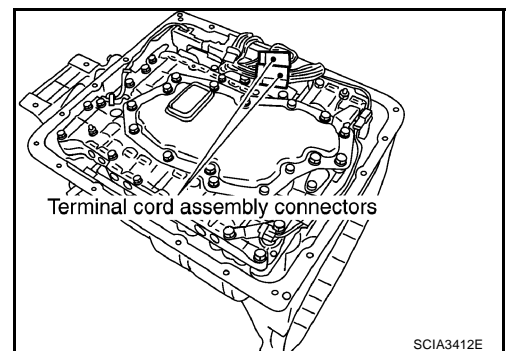
26. Check foreign materials in oil pan to help determine causes of malfunction. If the A/T fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause 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-15, "A/T Fluid Cooler Cleaning"](#).



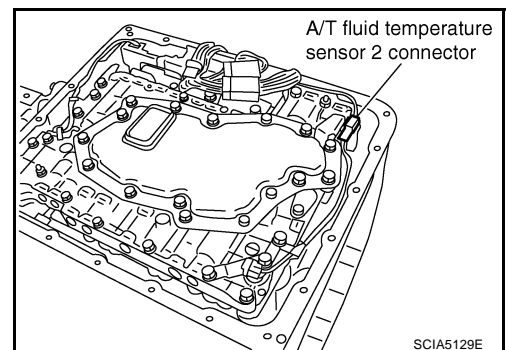
27. Disconnect terminal cord assembly connectors.

- CAUTION:**
Be careful not to damage connector.



28. Disconnect A/T fluid temperature sensor 2 connector.

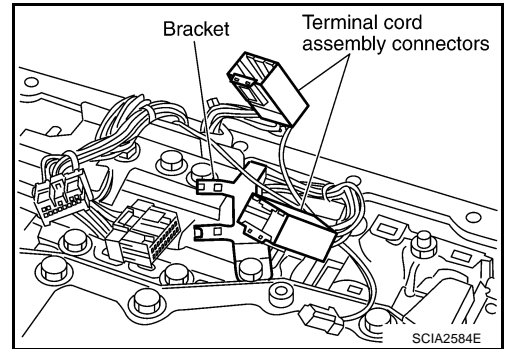
- CAUTION:**
Be careful not to damage connector.



DISASSEMBLY

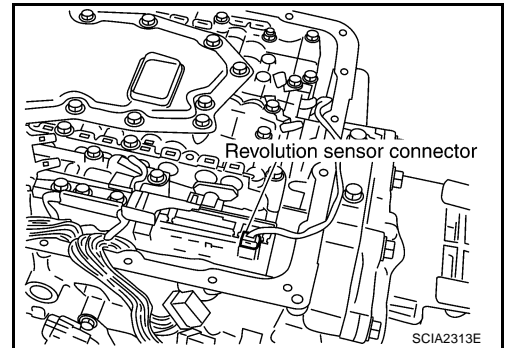
29. Remove terminal cord assembly connectors from bracket.

CAUTION:
Be careful not to damage connector.



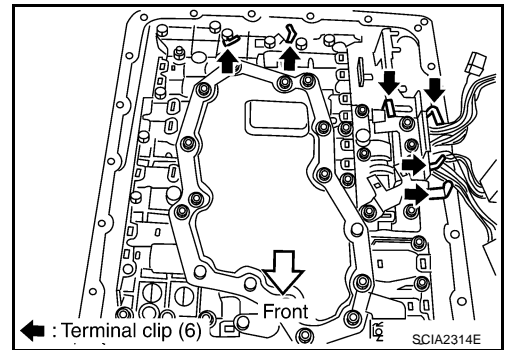
30. Disconnect revolution sensor connector.

CAUTION:
Be careful not to damage connector.



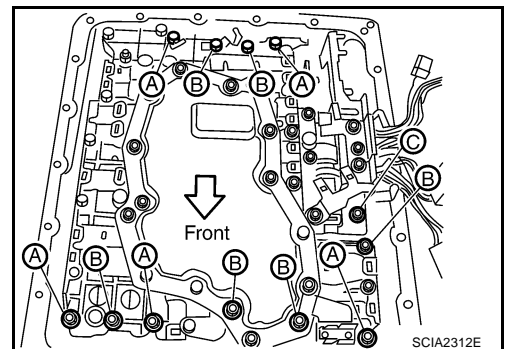
31. Straighten terminal clips to free terminal cord assembly and revolution sensor harness then remove terminal clips.

CAUTION:
Hang down terminal cord assembly and revolution sensor harness toward outside so as not to disturb removal of control valve assembly.



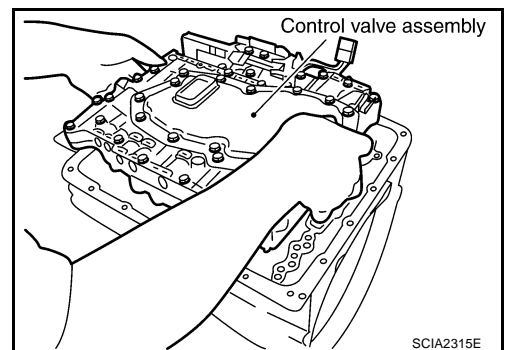
32. Remove bolts A, B and C from control valve assembly.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1



33. Remove control valve assembly from transmission case.

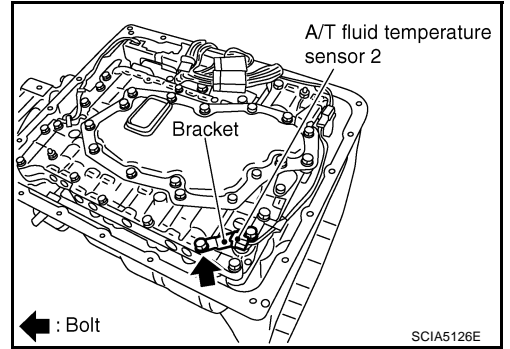
CAUTION:
When removing, be careful with the manual valve notch and manual plate height. Remove it vertically.



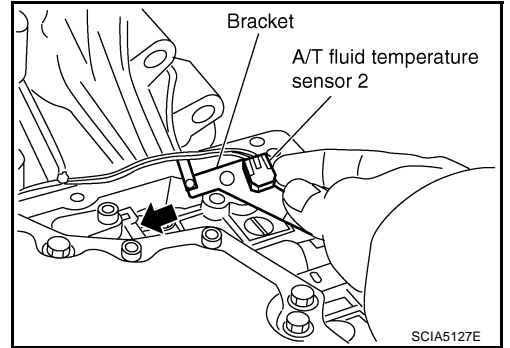
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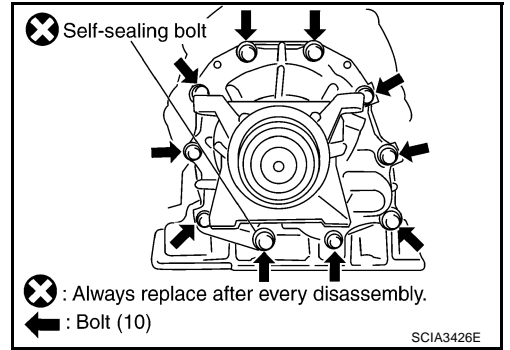
34. Remove A/T fluid temperature sensor 2 with bracket from control valve assembly.



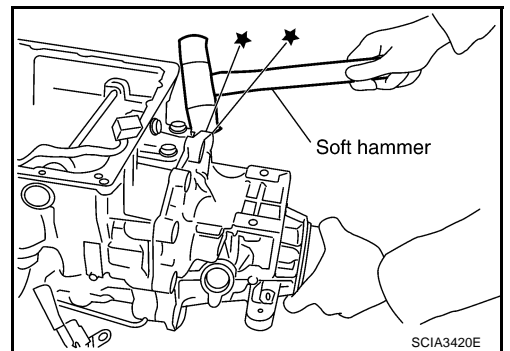
35. Remove bracket from A/T fluid temperature sensor 2.



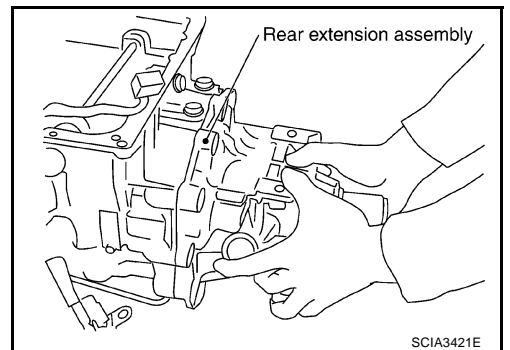
36. Remove tightening bolts for rear extension assembly and transmission case.



37. Tap rear extension assembly with soft hammer.

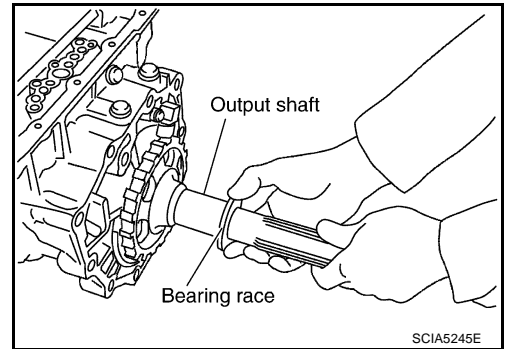


38. Remove rear extension assembly from transmission case.



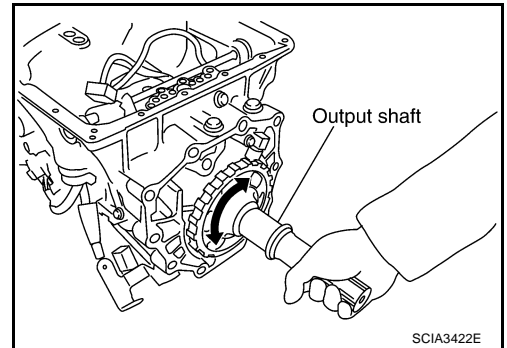
DISASSEMBLY

39. Remove bearing race from output shaft.



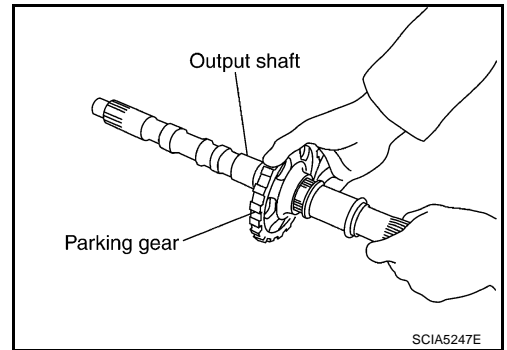
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40. Remove output shaft from transmission case by rotating left and right.



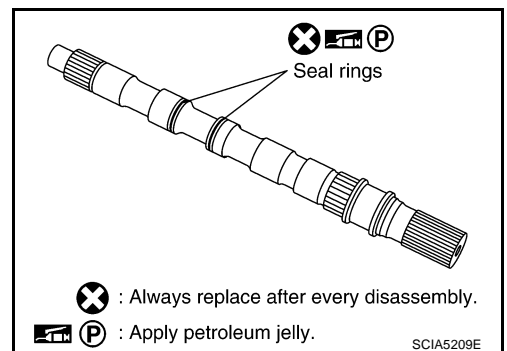
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41. Remove parking gear from output shaft.



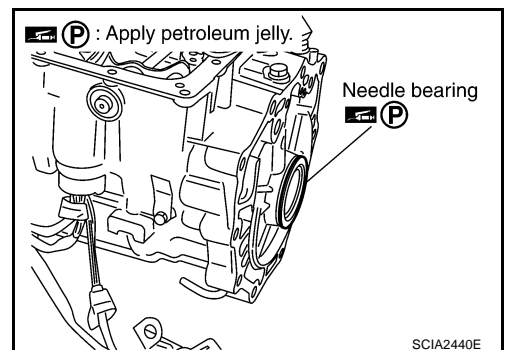
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42. Remove seal rings from output shaft.



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43. Remove needle bearing from transmission case.

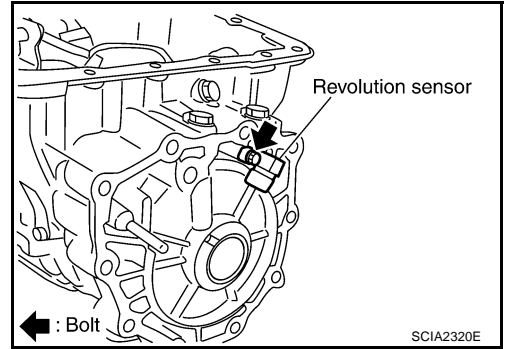


DISASSEMBLY

44. Remove revolution sensor from transmission case.

CAUTION:

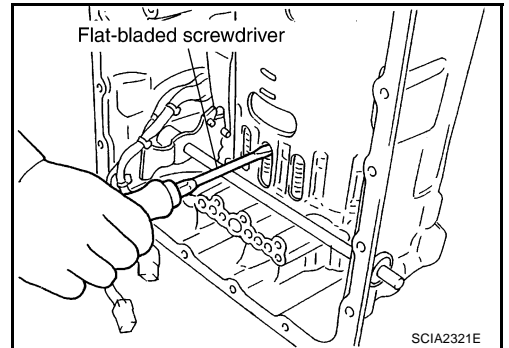
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



45. Remove reverse brake snap ring (fixing plate) using 2 flat-bladed screwdrivers.

NOTE:

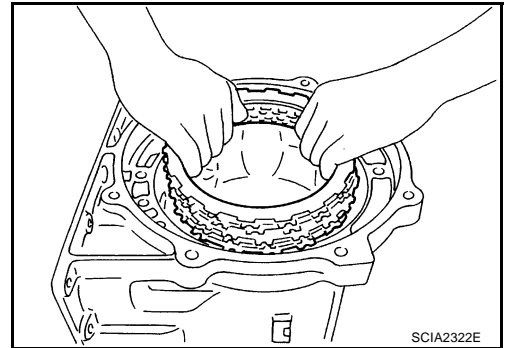
Press out snap ring from the transmission case oil pan side gap using a flat-bladed screwdriver, and remove it using another screwdriver.



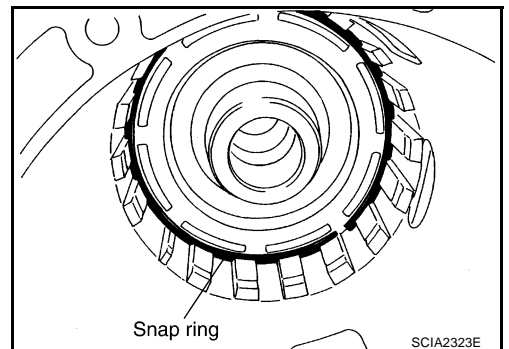
46. Remove reverse brake retaining plate, drive plates, driven plates and dish plate from transmission case.

CAUTION:

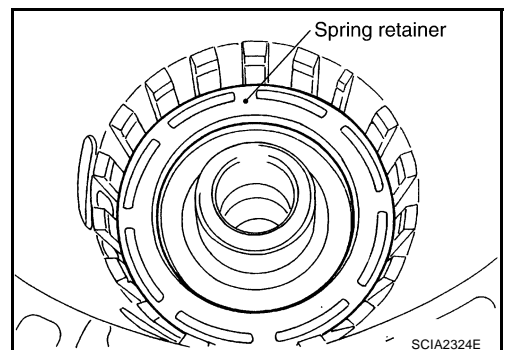
Be careful to remove it with N-spring.



47. Remove snap ring (fixing spring retainer) using a flat-bladed screwdriver.

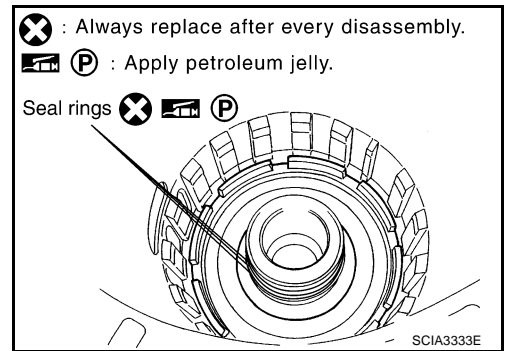


48. Remove spring retainer and return spring from transmission case.

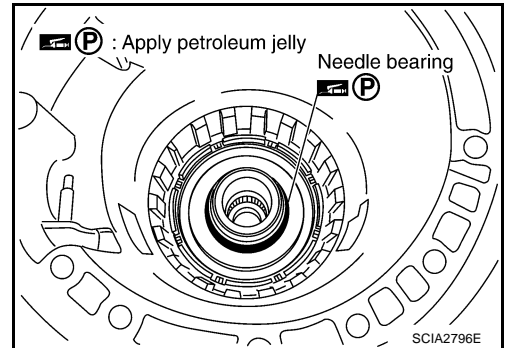


DISASSEMBLY

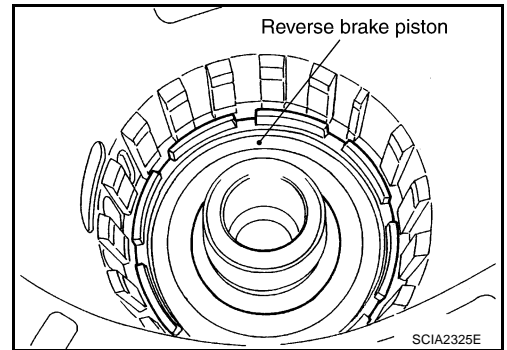
49. Remove seal rings from drum support.



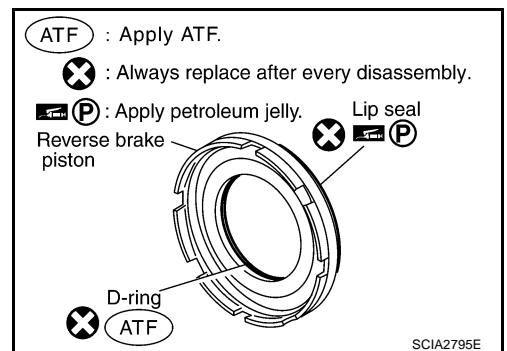
50. Remove needle bearing from drum support edge surface.



51. Remove reverse brake piston from transmission case.

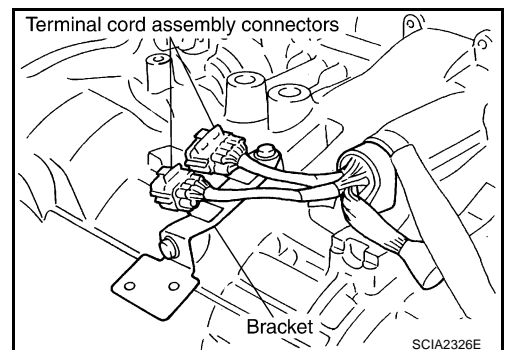


52. Remove lip seal and D-ring from reverse brake piston.



53. Remove terminal cord assembly connectors from bracket.

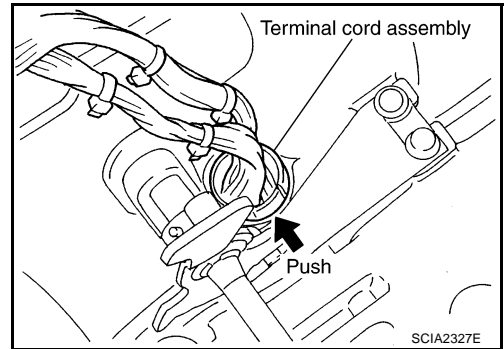
CAUTION:
Be careful not to damage connector.



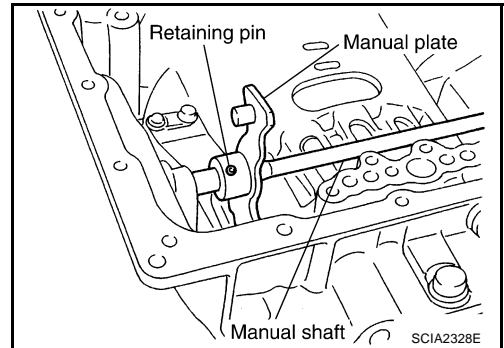
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DISASSEMBLY

54. Remove terminal cord assembly from transmission case.

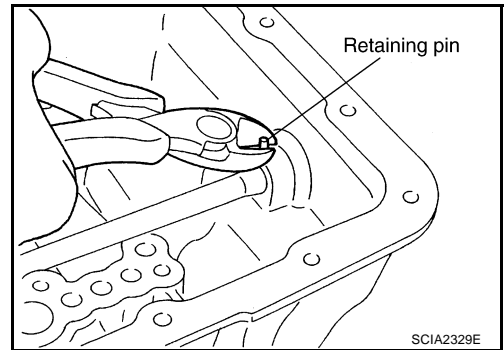


55. Use a pin punch (4mm dia. commercial service tool) to knock out retaining pin.



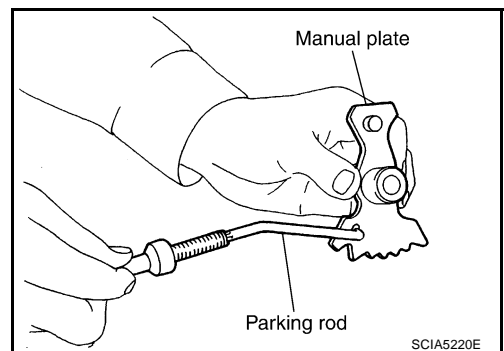
56. Remove manual shaft retaining pin with nippers.

57. Remove manual plate (with parking rod) from manual shaft.



58. Remove parking rod from manual plate.

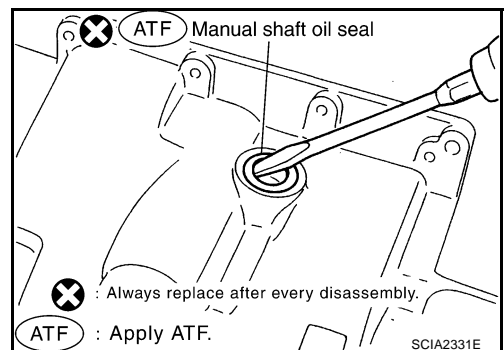
59. Remove manual shaft from transmission case.



60. Remove manual shaft oil seals using a flat-bladed screwdriver.

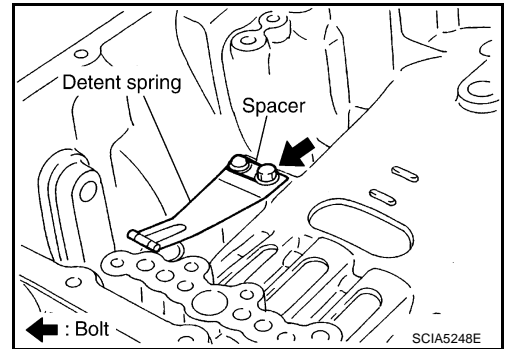
CAUTION:

Be careful not to scratch transmission case.

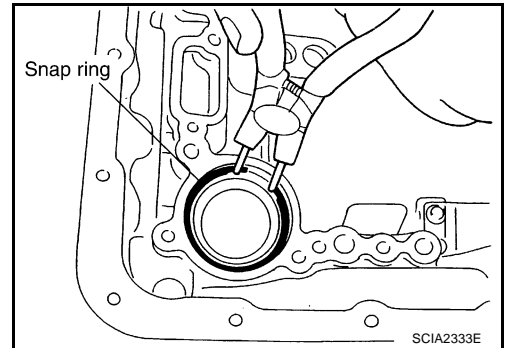


DISASSEMBLY

61. Remove detent spring and spacer from transmission case.



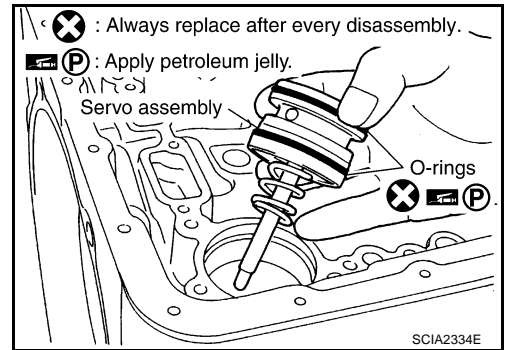
62. Using snap ring pliers, remove snap ring from transmission case.



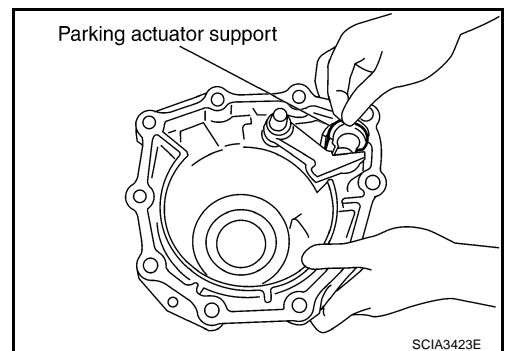
63. Remove servo assembly (with return spring) from transmission case.

64. Remove return spring from servo assembly.

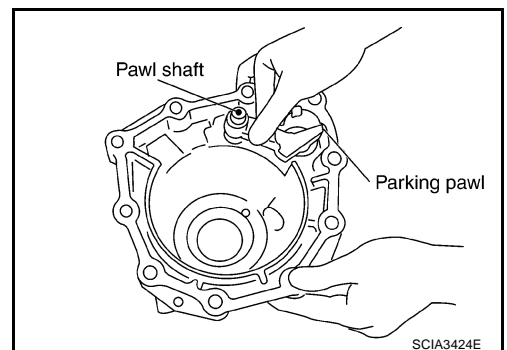
65. Remove O-rings from servo assembly.



66. Remove parking actuator support from rear extension.



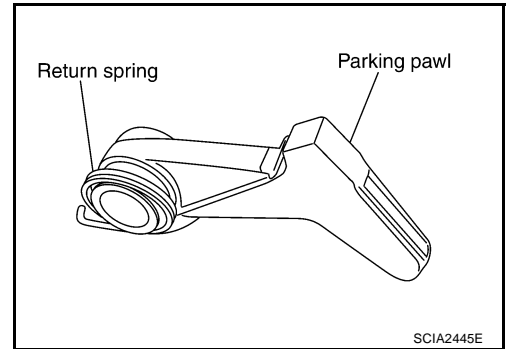
67. Remove parking pawl, pawl shaft and return spring from rear extension.



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DISASSEMBLY

68. Remove return spring from parking pawl.

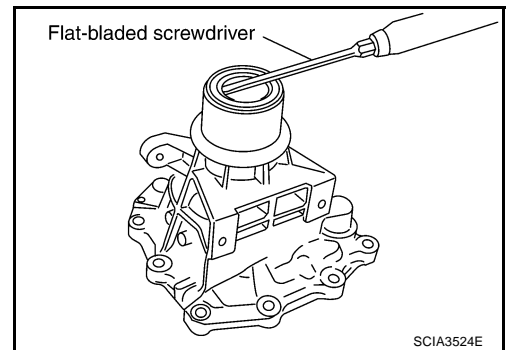


69. Remove needle bearing from rear extension.

70. Remove rear oil seal from rear extension.

CAUTION:

Be careful not to scratch rear extension.



REPAIR FOR COMPONENT PARTS

REPAIR FOR COMPONENT PARTS

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Oil Pump COMPONENTS

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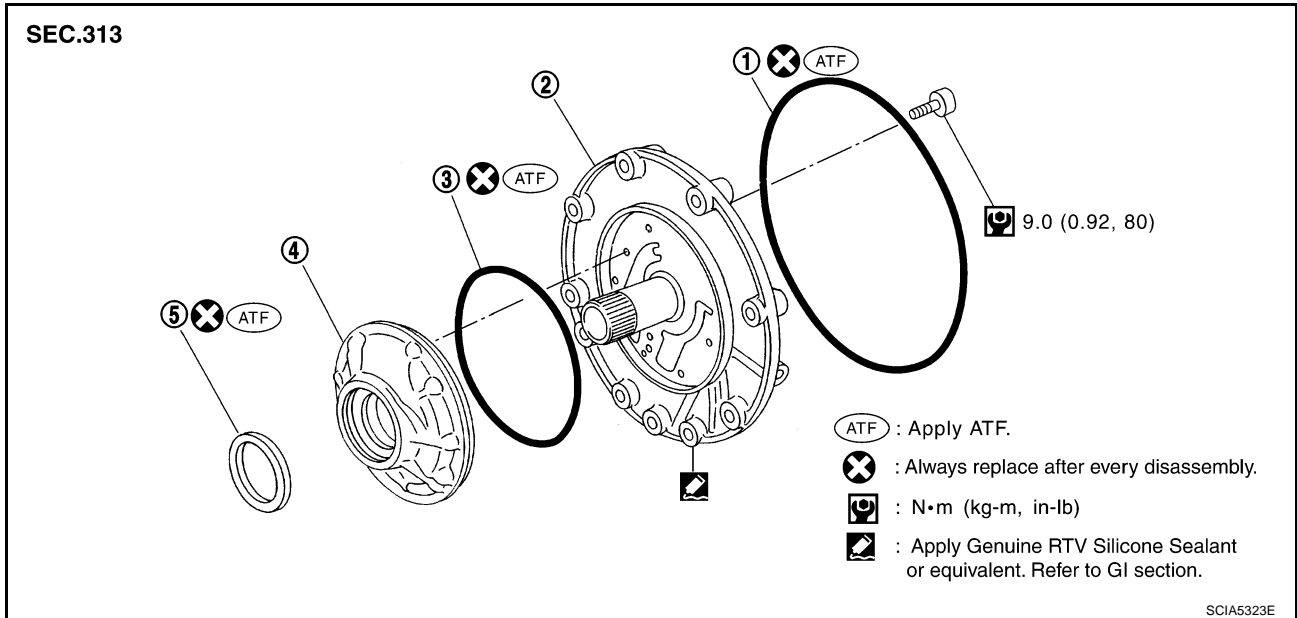
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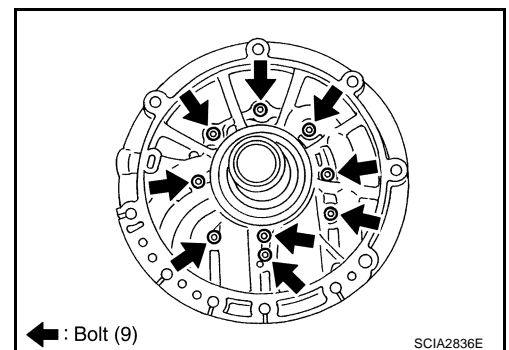
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DISASSEMBLY

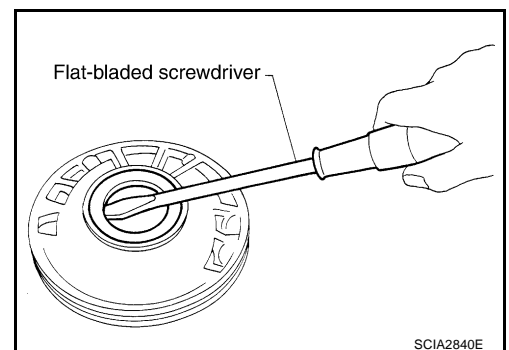
1. Remove oil pump housing from oil pump cover.



2. Remove oil pump housing oil seal using a flat-bladed screwdriver.

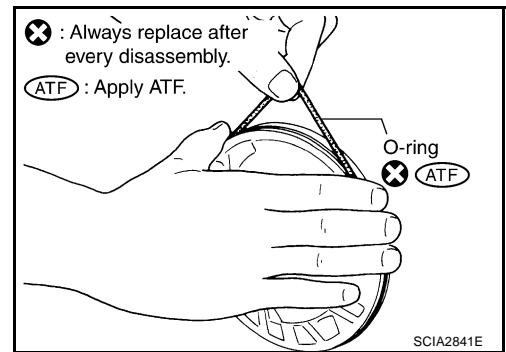
CAUTION:

Be careful not to scratch oil pump housing.

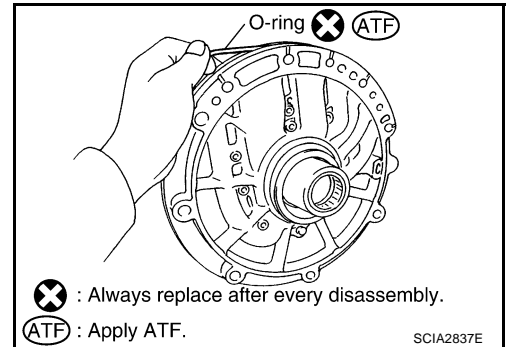


REPAIR FOR COMPONENT PARTS

3. Remove O-ring from oil pump housing.



4. Remove O-ring from oil pump cover.

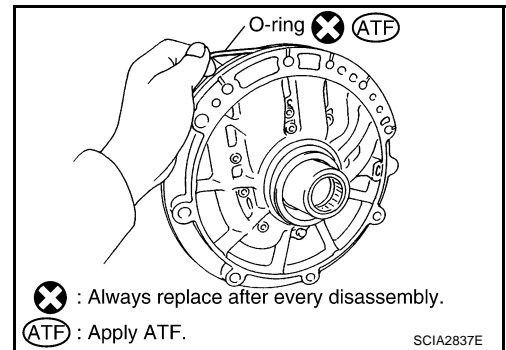


ASSEMBLY

1. Install O-ring in oil pump cover.

CAUTION:

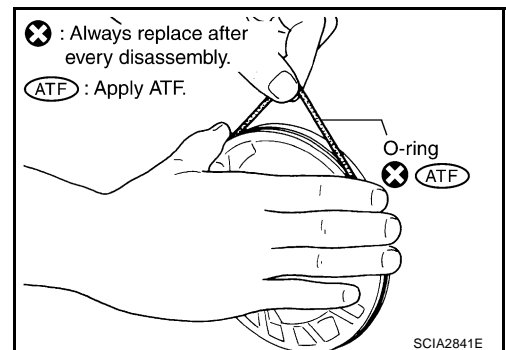
- Do not reuse O-ring.
- Apply ATF to O-ring.



2. Install O-ring in oil pump housing.

CAUTION:

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

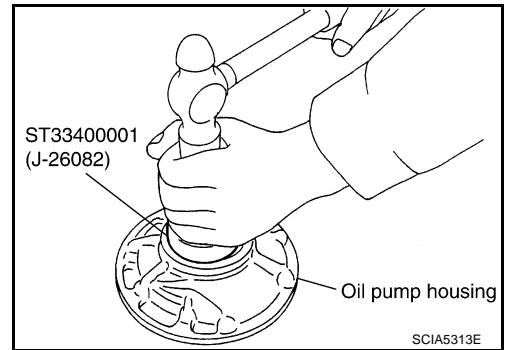


REPAIR FOR COMPONENT PARTS

3. Using a drift, install oil pump housing oil seal to the oil pump housing until is flush.

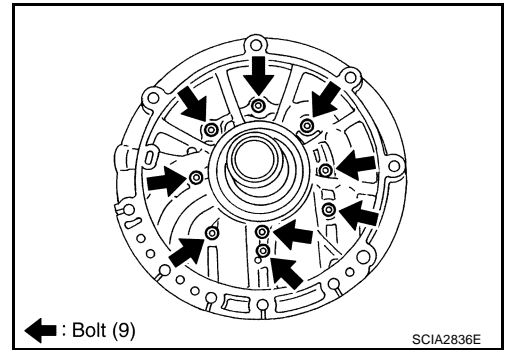
CAUTION:

- Do not reuse oil pump housing oil seal.
- Apply ATF to oil pump housing oil seal.



4. Install oil pump housing in oil pump cover.

 : 9.0 N·m (0.92 kg-m, 80 in-lb.)

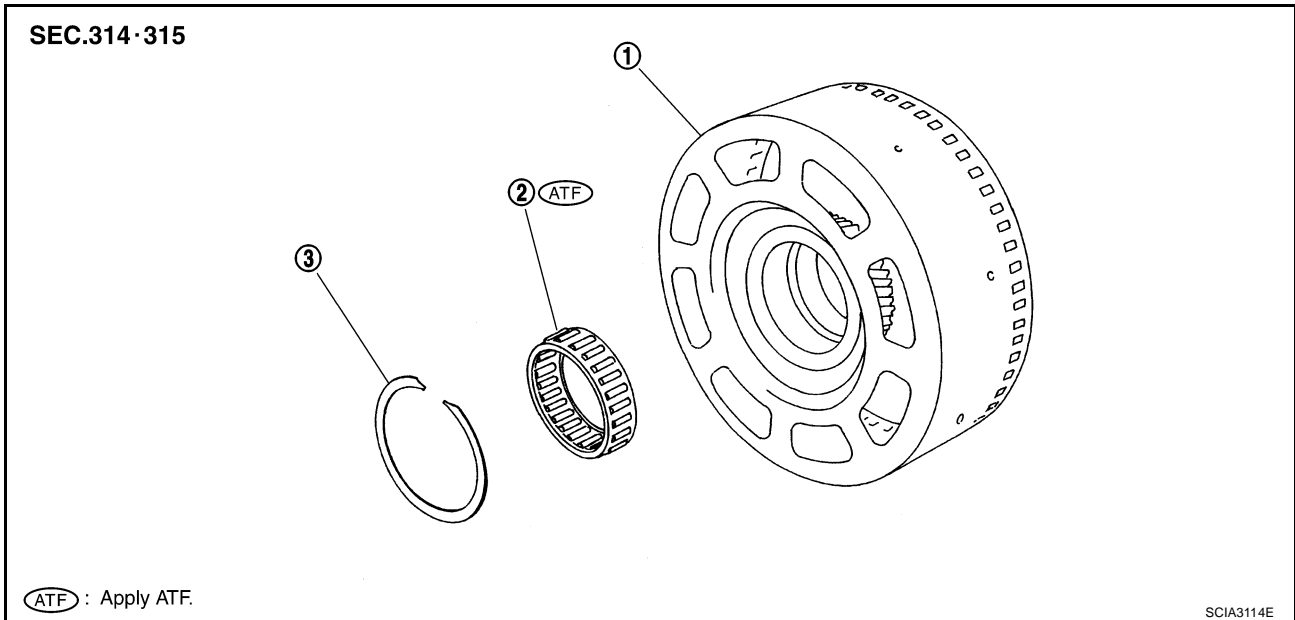


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REPAIR FOR COMPONENT PARTS

ACS00410

Front Sun Gear, 3rd One-Way Clutch COMPONENTS



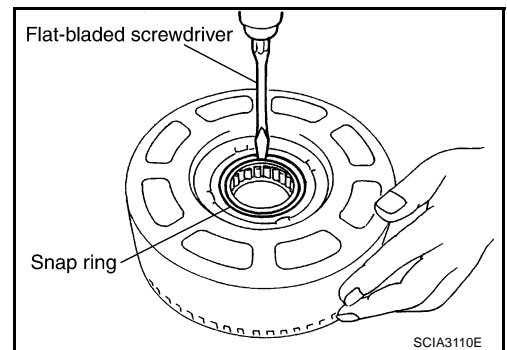
1. Front sun gear

2. 3rd one-way clutch

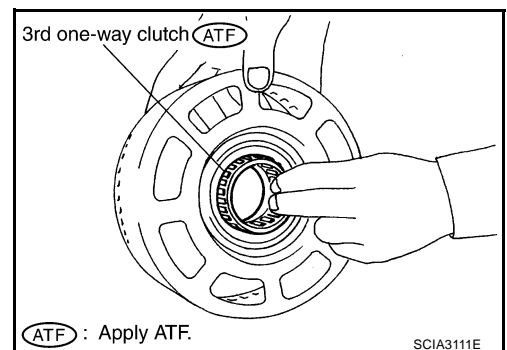
3. Snap ring

DISASSEMBLY

1. Using a flat-bladed screwdriver, remove snap ring from front sun gear.



2. Remove 3rd one-way clutch from front sun gear.



INSPECTION

3rd One-way Clutch

- Check frictional surface for wear or damage.

CAUTION:

If necessary, replace the 3rd one-way clutch.

Front Sun Gear Snap Ring

- Check for deformation, fatigue or damage.

REPAIR FOR COMPONENT PARTS

CAUTION:

If necessary, replace the snap ring.

Front Sun Gear

- Check for deformation, fatigue or damage.

CAUTION:

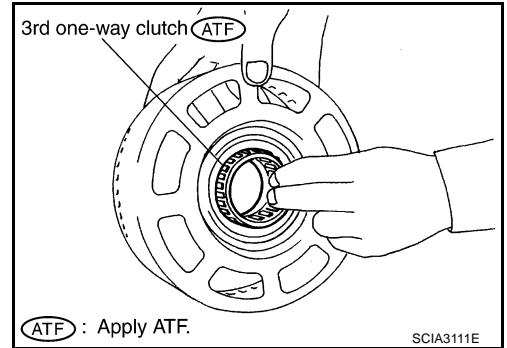
If necessary, replace the front sun gear.

ASSEMBLY

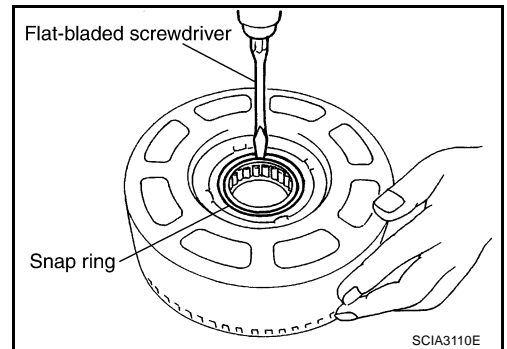
1. Install 3rd one-way clutch in front sun gear.

CAUTION:

Apply ATF to 3rd one-way clutch.



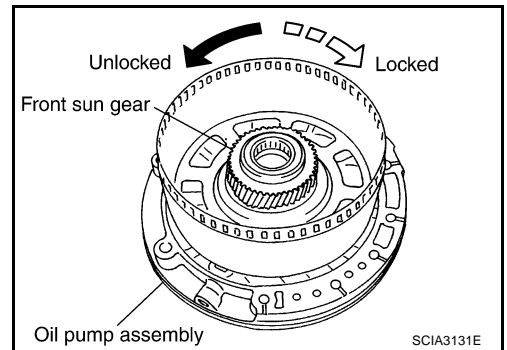
2. Using a flat-bladed screwdriver, install snap ring in front sun gear.



3. Check operation of 3rd one-way clutch.
 - a. Hold oil pump assembly and turn front sun gear.
 - b. Check 3rd one-way clutch for correct locking and unlocking directions.

CAUTION:

If not as shown in illustration, check installation direction of 3rd one-way clutch.



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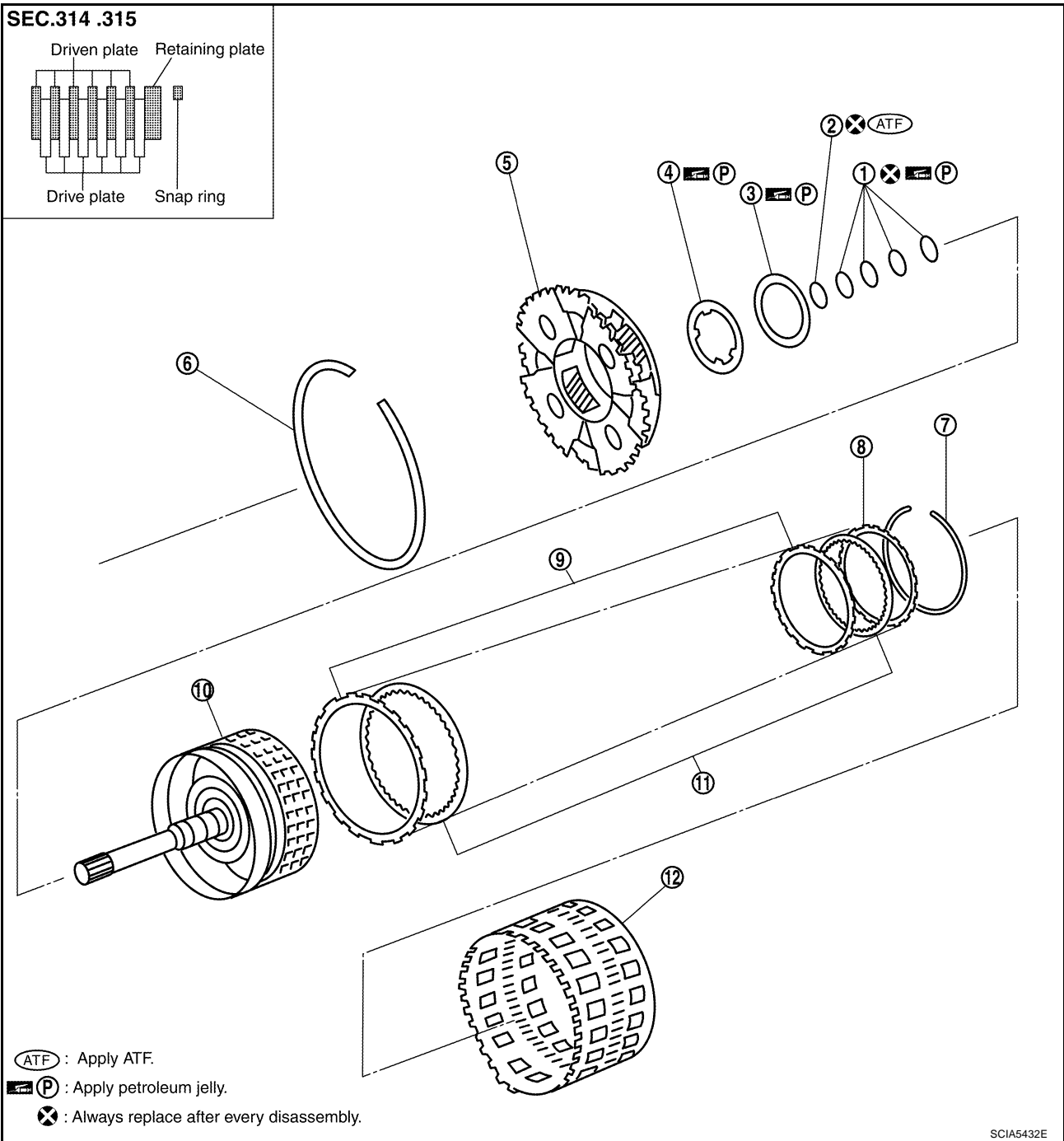
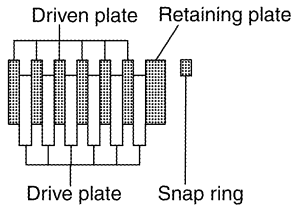
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REPAIR FOR COMPONENT PARTS

ACS004IP

Front Carrier, Input Clutch, Rear Internal Gear COMPONENTS

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- : Apply ATF.
- : Apply petroleum jelly.
- : Always replace after every disassembly.

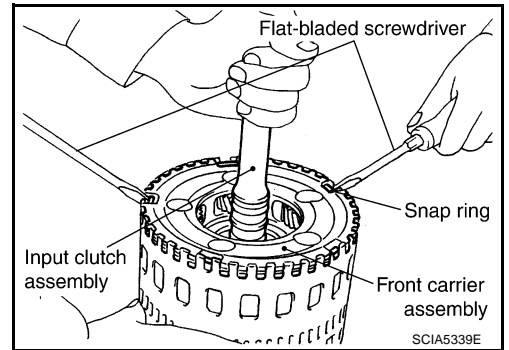
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|-----------------------|---------------------------|------------------------|
| 1. Seal ring | 2. O-ring | 3. Needle bearing |
| 4. Bearing race | 5. Front carrier assembly | 6. Snap ring |
| 7. Snap ring | 8. Retaining plate | 9. Driven plate |
| 10. Input clutch drum | 11. Drive plate | 12. Rear internal gear |

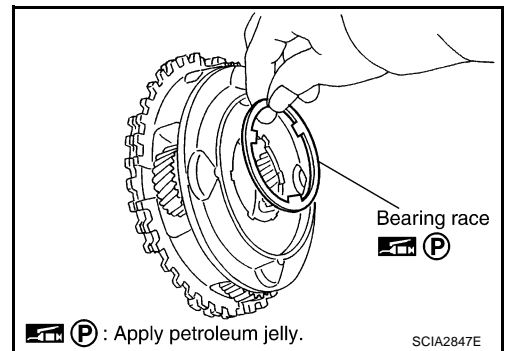
REPAIR FOR COMPONENT PARTS

DISASSEMBLY

1. Compress snap ring using 2 flat-bladed screwdrivers.
2. Remove front carrier assembly and input clutch assembly from rear internal gear.
3. Remove front carrier assembly from input clutch assembly.

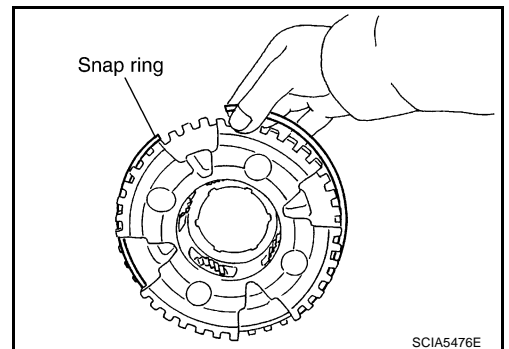


- a. Remove bearing race from front carrier assembly.



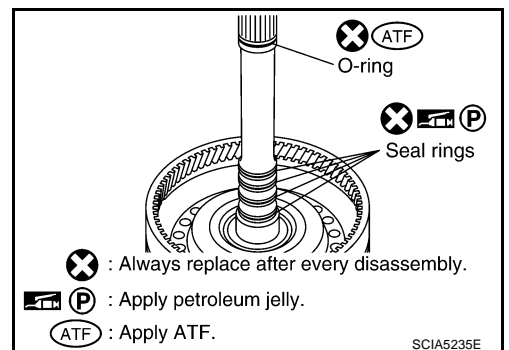
- b. Remove snap ring from front carrier assembly.

CAUTION:
Do not expand snap ring excessively.



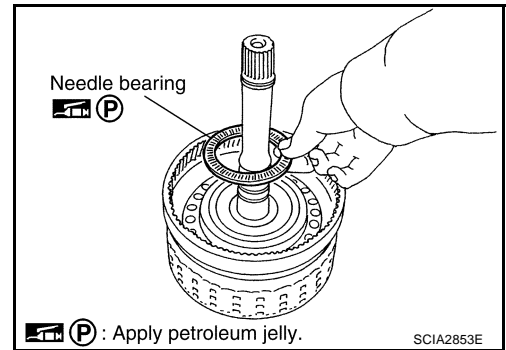
4. Disassemble input clutch assembly.

- a. Remove O-ring and seal rings from input clutch assembly.

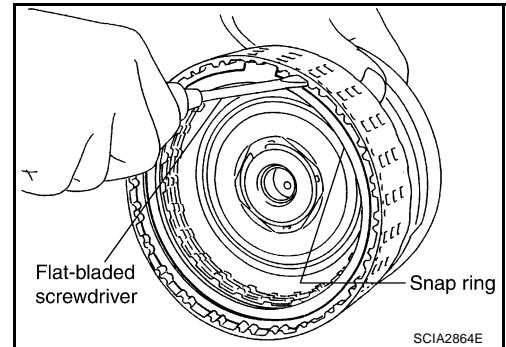


REPAIR FOR COMPONENT PARTS

- b. Remove needle bearing from input clutch assembly.



- c. Using a flat-bladed screwdriver, remove snap ring from input clutch drum.
- d. Remove drive plates, driven plates and retaining plate from input clutch drum.



INSPECTION

Front Carrier Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the snap ring.

Input Clutch Snap Ring

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Drum

- Check for deformation, fatigue or damage or burns.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Drive Plates

- Check facing for burns, cracks or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Input Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

CAUTION:

If necessary, replace the input clutch assembly.

Front Carrier

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the front carrier assembly.

Rear Internal Gear

- Check for deformation, fatigue or damage.

CAUTION:

If necessary, replace the rear internal gear assembly.

REPAIR FOR COMPONENT PARTS

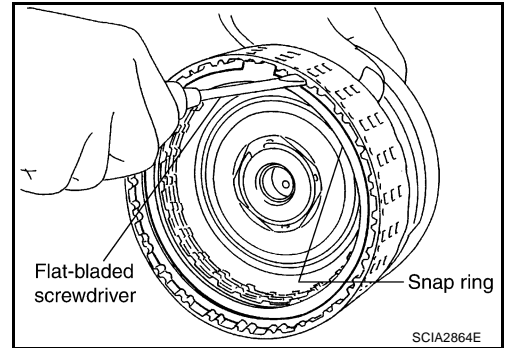
ASSEMBLY

1. Install input clutch.
 - a. Install drive plates, driven plates and retaining plate in input clutch drum.

CAUTION:

Take care with order of plates.

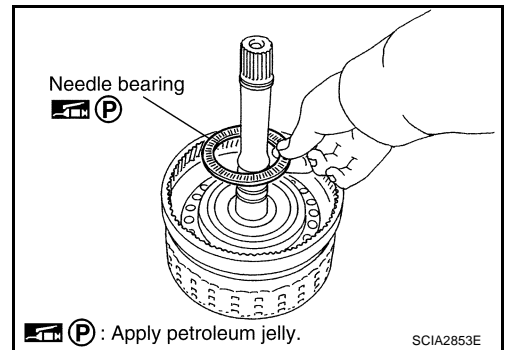
- b. Using a flat-bladed screwdriver, install snap ring in input clutch drum.



- c. Install needle bearing in input clutch assembly.

CAUTION:

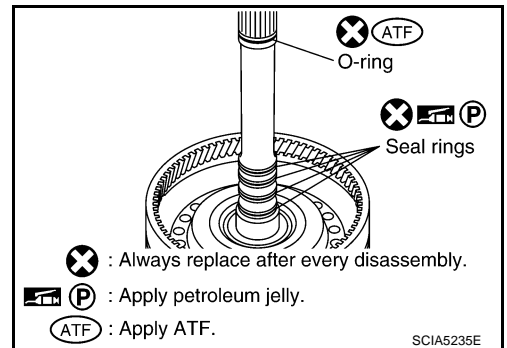
Apply petroleum jelly to needle bearing.



- d. Install O-ring and seal rings in input clutch assembly.

CAUTION:

- Do not reuse O-ring and seal rings.
- Apply ATF to O-ring.
- Apply petroleum jelly to seal rings.

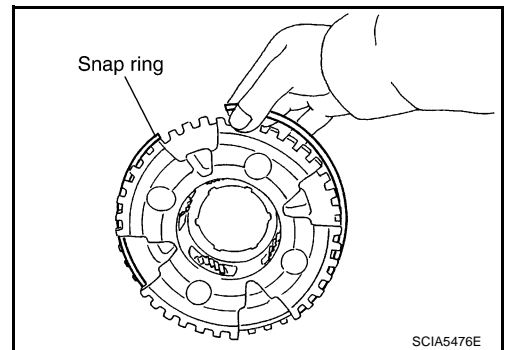


2. Install front carrier assembly.

- a. Install snap ring to front carrier assembly.

CAUTION:

Do not expand snap ring excessively.



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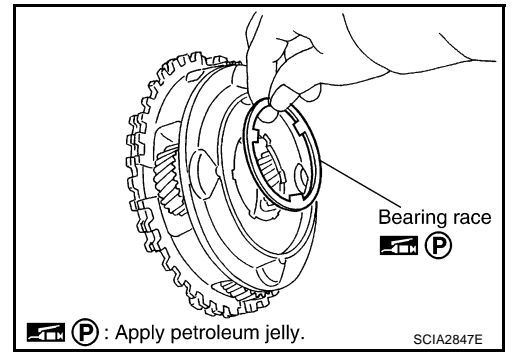
REPAIR FOR COMPONENT PARTS

- b. Install bearing race in front carrier assembly.

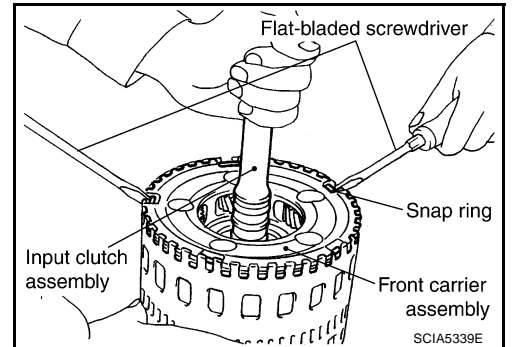
CAUTION:

Apply petroleum jelly to bearing race.

- c. Install front carrier assembly to input clutch assembly.



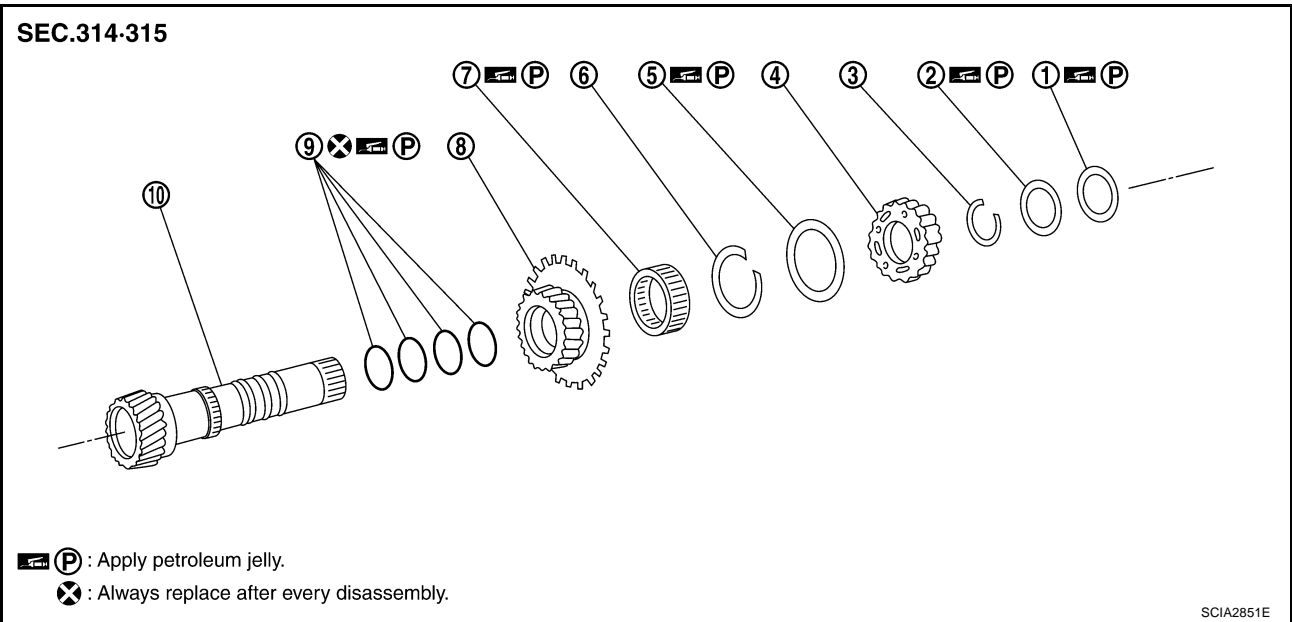
3. Compress snap ring using 2 flat-bladed screwdrivers.
4. Install front carrier assembly and input clutch assembly to rear internal gear.



REPAIR FOR COMPONENT PARTS

Mid Sun Gear, Rear Sun Gear, High and Low Reverse Clutch Hub COMPONENTS

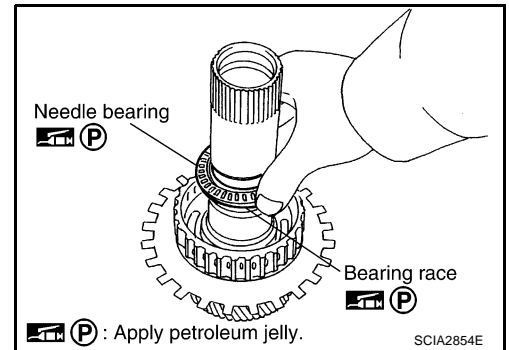
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|------------------------------------|-------------------|--------------|
| 1. Needle bearing | 2. Bearing race | 3. Snap ring |
| 4. High and low reverse clutch hub | 5. Needle bearing | 6. Snap ring |
| 7. 1st one-way clutch | 8. Rear sun gear | 9. Seal ring |
| 10. Mid sun gear | | |

DISASSEMBLY

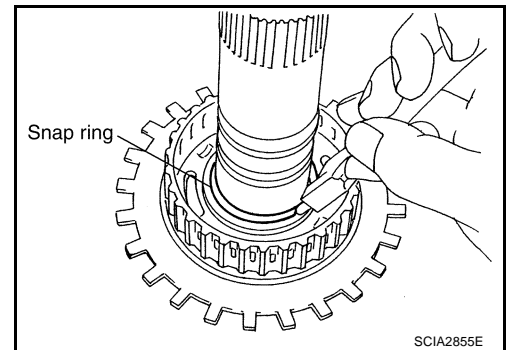
1. Remove needle bearing and bearing race.



2. Using a snap ring pliers, remove snap ring from high and low reverse clutch hub.

CAUTION:

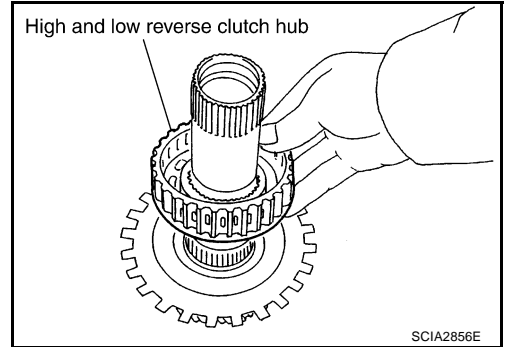
Do not expand snap ring excessively.



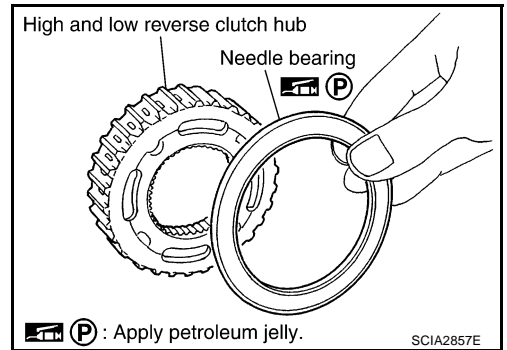
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REPAIR FOR COMPONENT PARTS

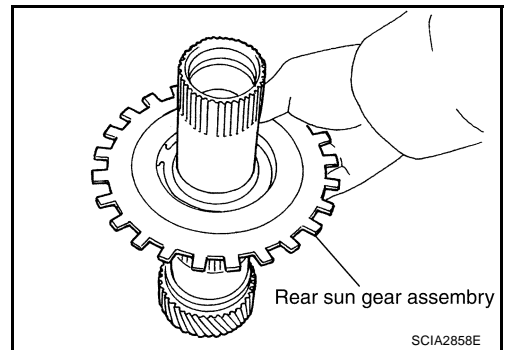
3. Remove high and low reverse clutch hub from mid sun gear assembly.



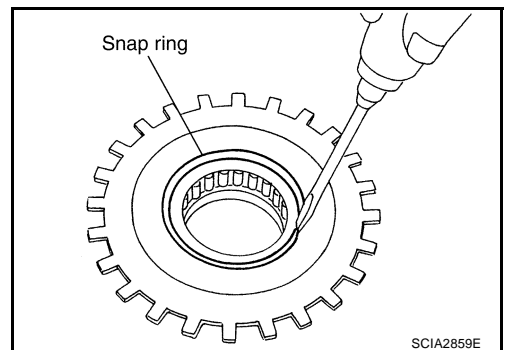
- a. Remove needle bearing from high and low reverse clutch hub.



4. Remove rear sun gear assembly from mid sun gear assembly.

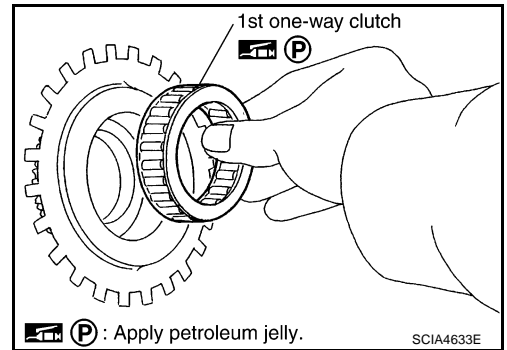


- a. Using a flat-bladed screwdriver, remove snap ring from rear sun gear.

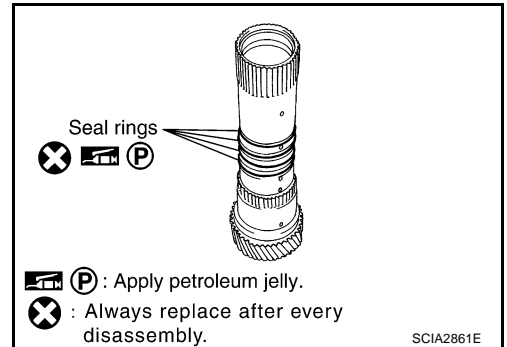


REPAIR FOR COMPONENT PARTS

- 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:

Replace mid sun gear assembly and high and low reverse clutch assembly as a set if necessary.

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.

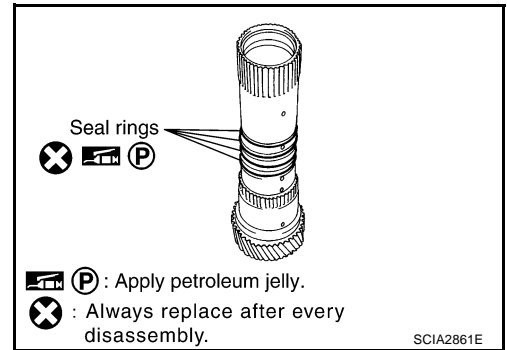
REPAIR FOR COMPONENT PARTS

ASSEMBLY

1. Install seal rings from mid sun gear.

CAUTION:

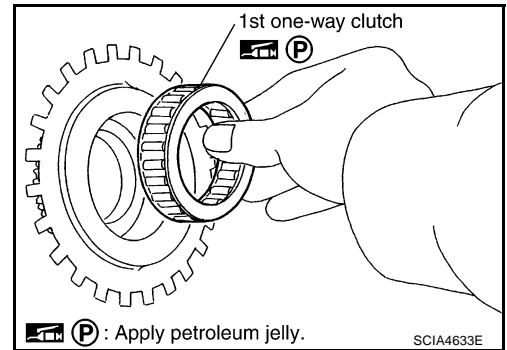
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



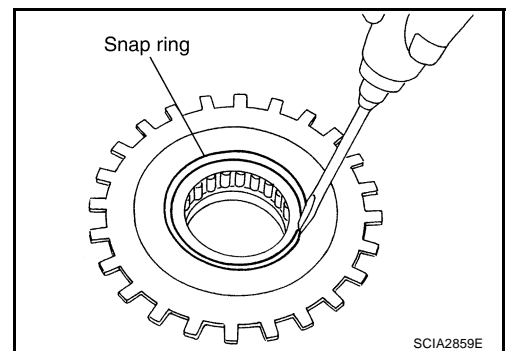
2. Install 1st one-way clutch in rear sun gear.

CAUTION:

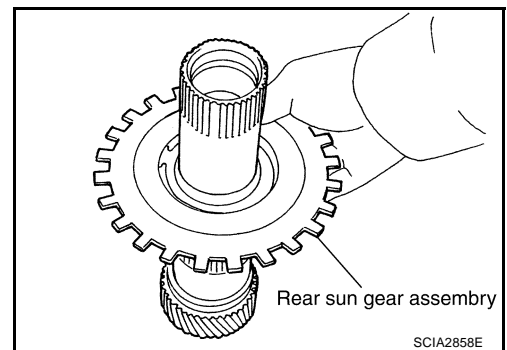
- Apply petroleum jelly to 1st one-way clutch.



3. Using a flat-bladed screwdriver, install snap ring in rear sun gear.



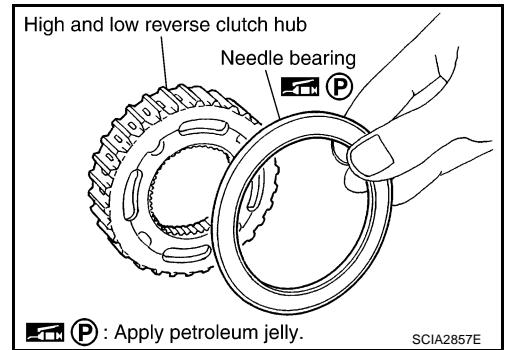
4. Install rear sun gear assembly in mid sun gear assembly.



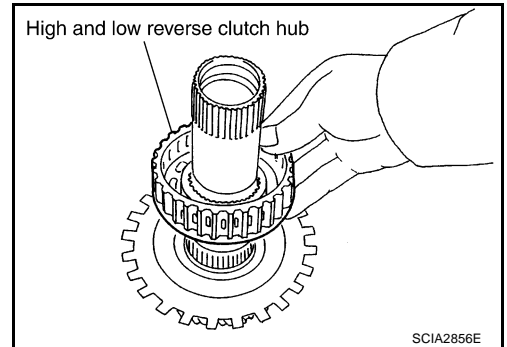
REPAIR FOR COMPONENT PARTS

5. Install needle bearing in high and low reverse clutch hub.

CAUTION:
Apply petroleum jelly to needle bearing.

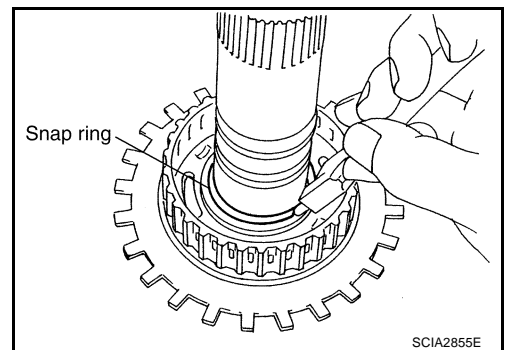


6. Install high and low reverse clutch hub in mid sun gear assembly.



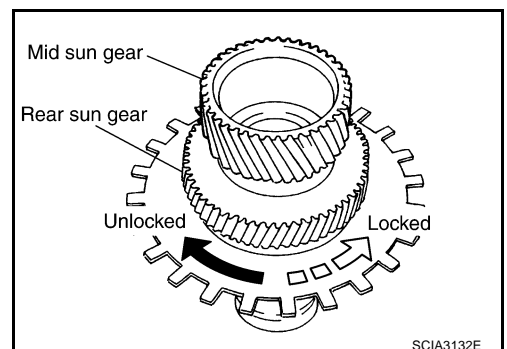
7. Using a snap ring pliers, install snap ring in high and low reverse clutch hub.

CAUTION:
Do not expand snap ring excessively.



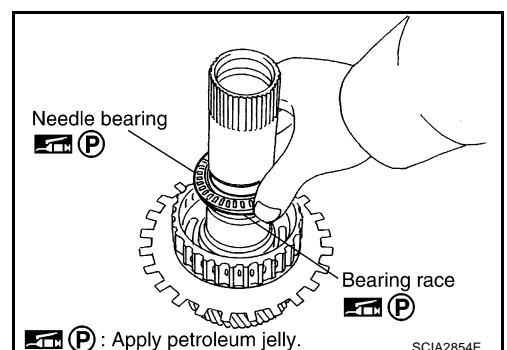
8. Check operation of 1st one-way clutch.
a. Hold mid sun gear and turn rear sun gear.
b. Check 1st one-way clutch for correct locking and unlocking directions.

CAUTION:
If not as shown in illustration, check installation direction of 1st one-way clutch.



9. Install needle bearing and bearing race.

CAUTION:
Apply petroleum jelly to needle bearing and bearing race.

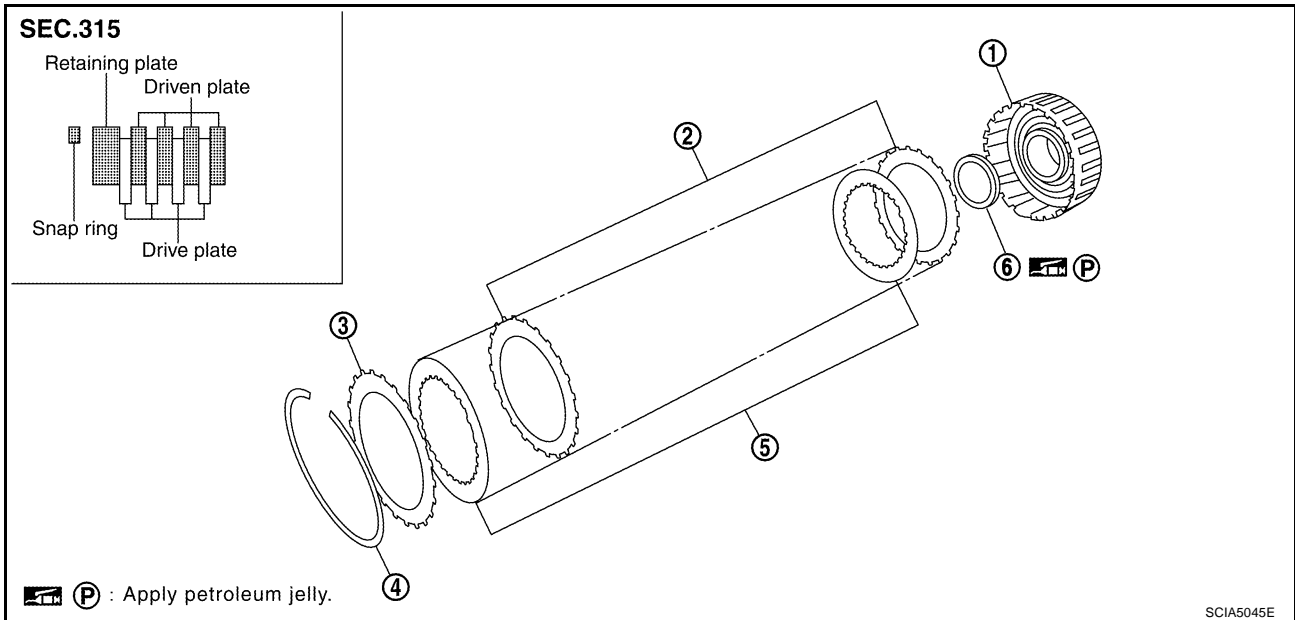


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REPAIR FOR COMPONENT PARTS

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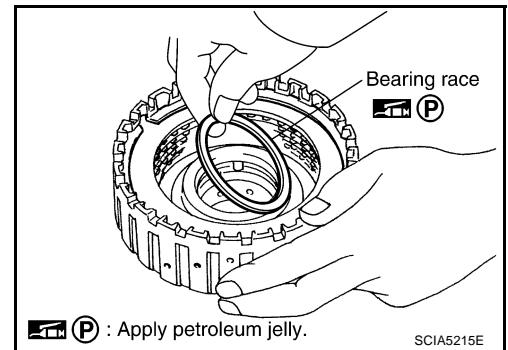
High and Low Reverse Clutch COMPONENTS



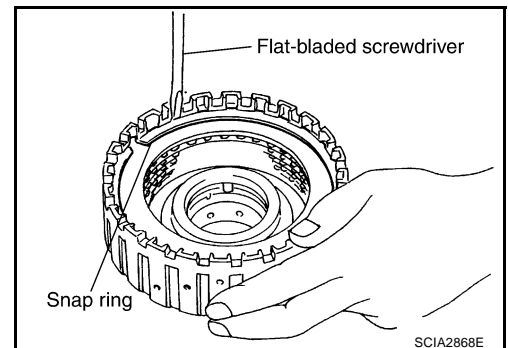
- | | | |
|-------------------------------------|-----------------|--------------------|
| 1. High and low reverse clutch drum | 2. Driven plate | 3. Retaining plate |
| 4. Snap ring | 5. Drive plate | 6. Bearing race |

DISASSEMBLY

1. Remove bearing race from high and low reverse clutch drum.



2. Using a flat-bladed screwdriver, remove snap ring from high and low reverse clutch drum.
3. Remove drive plates, driven plates and retaining plate from high and low reverse clutch drum.



INSPECTION

- Check the following, and replace high and low reverse clutch assembly if necessary.

High and Low Reverse Clutch Snap Ring

- Check for deformation, fatigue or damage.

High and Low Reverse Clutch Drive Plates

- Check facing for burns, cracks or damage.

REPAIR FOR COMPONENT PARTS

High and Low Reverse Clutch Retaining Plate and Driven Plates

- Check facing for burns, cracks or damage.

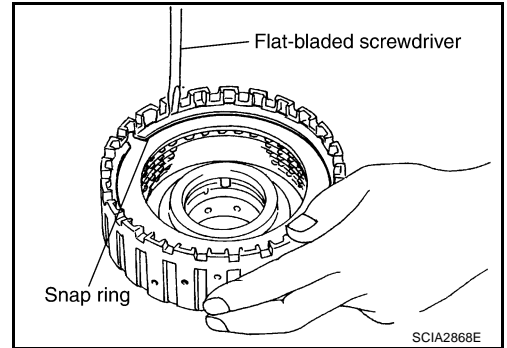
ASSEMBLY

1. Install drive plates, driven plates and retaining plate in high and low reverse clutch drum.

CAUTION:

Take care with order of plates.

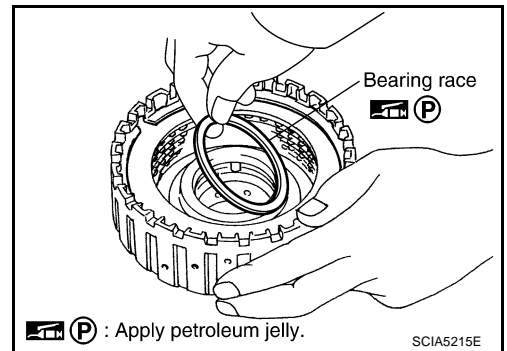
2. Using a flat-bladed screwdriver, install snap ring in high and low reverse clutch drum.



3. Install bearing race to high and low reverse clutch drum.

CAUTION:

Apply petroleum jelly to bearing race.

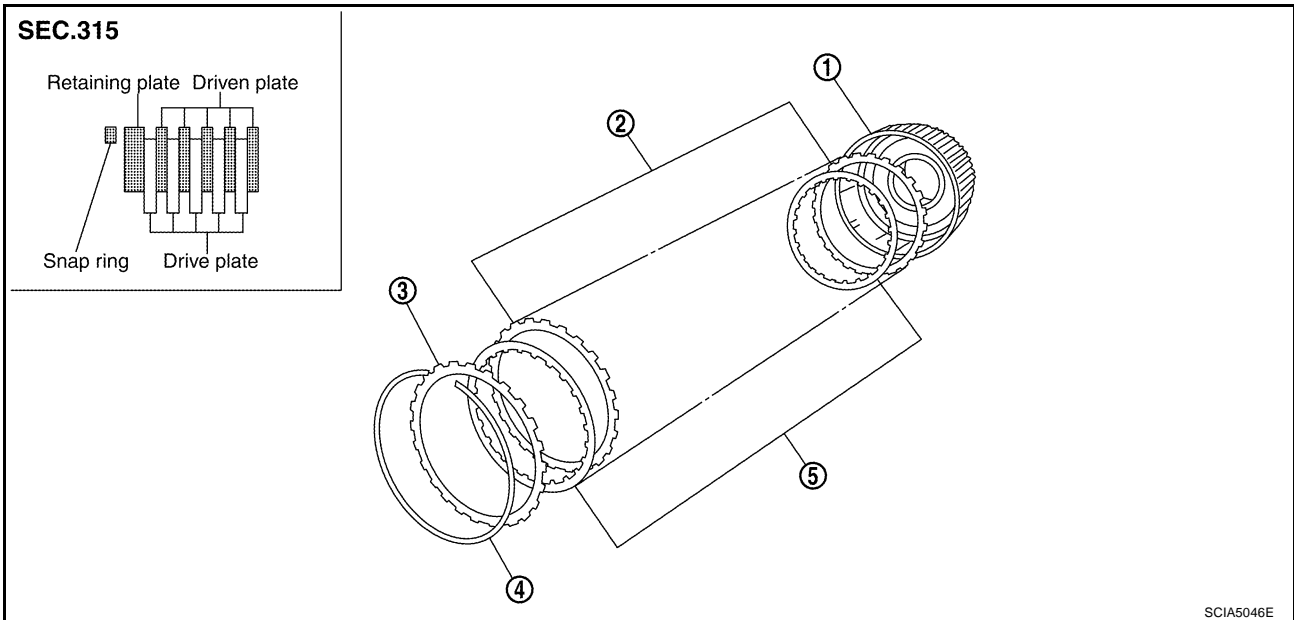


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REPAIR FOR COMPONENT PARTS

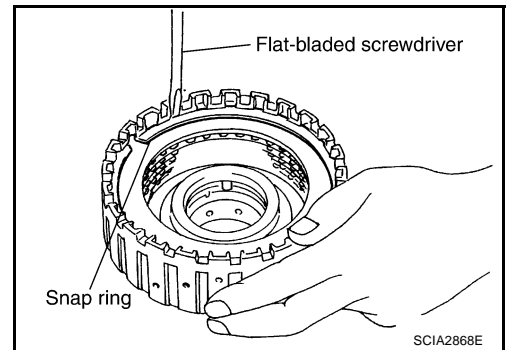
ACS004IS

Direct Clutch COMPONENTS



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

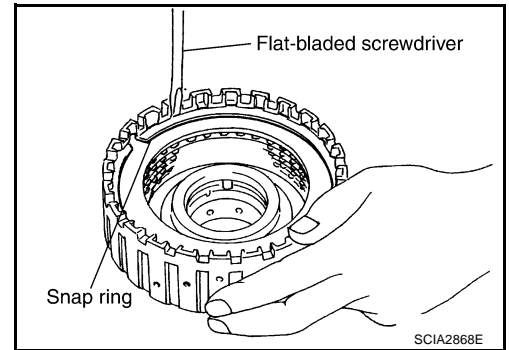
ASSEMBLY

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.



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ASSEMBLY

ASSEMBLY

PFP:00000

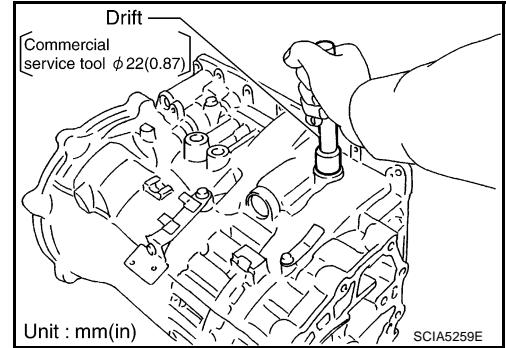
Assembly (1)

ACS004M9

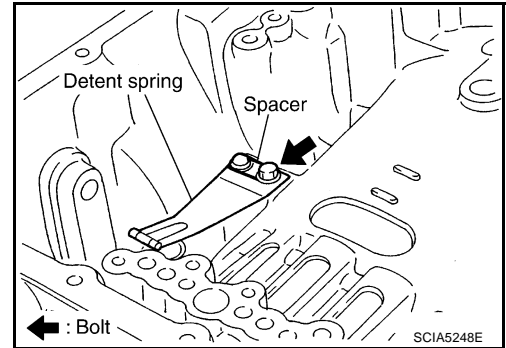
1. As shown below, use a drift [commercial service tool $\phi 22$ mm (0.87 in)] to drive manual shaft oil seals into the transmission case until it is flush.

CAUTION:

- Apply ATF to manual shaft oil seals.
- Do not reuse manual shaft oil seals.



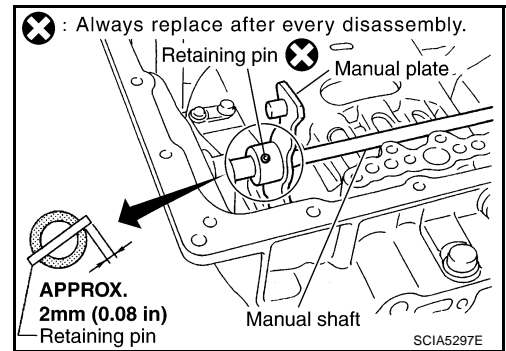
2. Install detent spring and spacer in transmission case.



3. Assemble manual shaft, manual plate, and parking rod after installing manual shaft to transmission case.
4. Install retaining pin into the manual plate and manual shaft.
 - a. Fit pinhole of the manual plate to pinhole of the manual shaft with a pin punch.
 - b. Use a hammer to tap the retaining pin into the manual plate.

CAUTION:

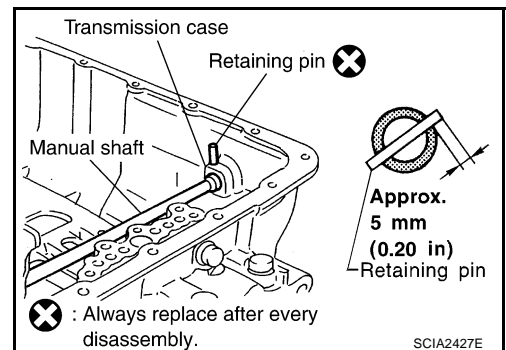
- Drive retaining pin to 2 ± 0.5 mm over the manual plate.
- Do not reuse retaining pin.



5. Install retaining pin into the transmission case and manual shaft.
 - a. Fit pinhole of the transmission case to pinhole of the manual shaft with a pin punch.
 - b. Use a hammer to tap the retaining pin into the transmission case.

CAUTION:

- Drive retaining pin to 5 ± 1 mm over the transmission case.
- Do not reuse retaining pin.

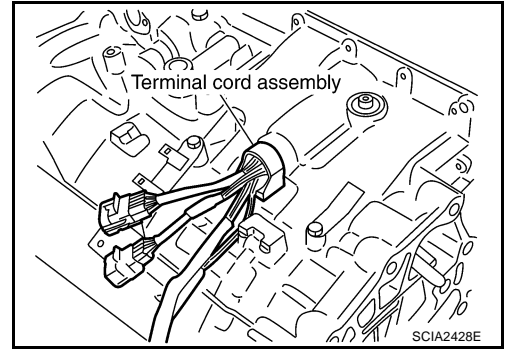


ASSEMBLY

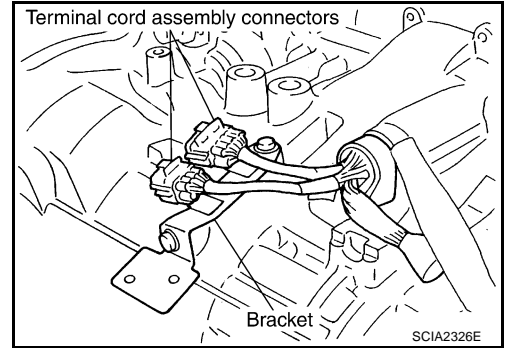
6. Install terminal cord assembly in transmission case.

CAUTION:

Apply petroleum jelly to O-ring.



7. Install terminal cord assembly connectors in bracket.



8. Install O-rings in servo assembly.

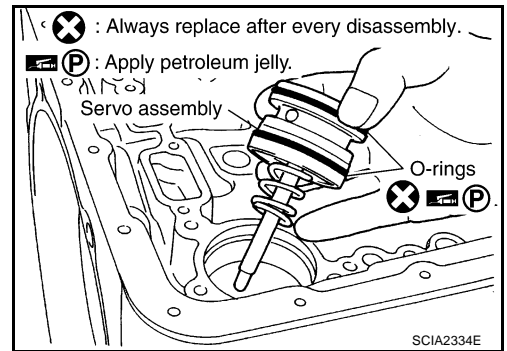
CAUTION:

Do not reuse O-rings.

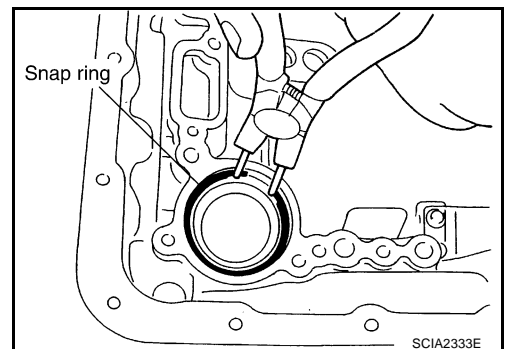
Apply petroleum jelly to O-rings.

9. Install return spring in servo assembly.

10. Install servo assembly in transmission case.



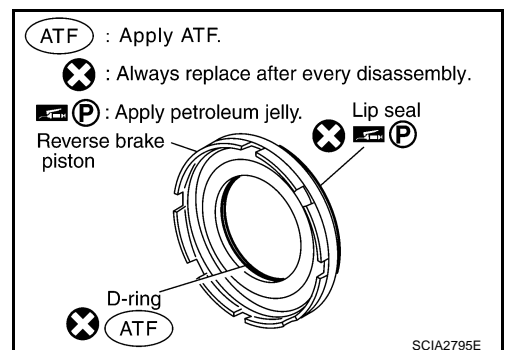
11. Using snap ring pliers, install snap ring in transmission case.



12. Install lip seal and D-ring in reverse brake piston.

CAUTION:

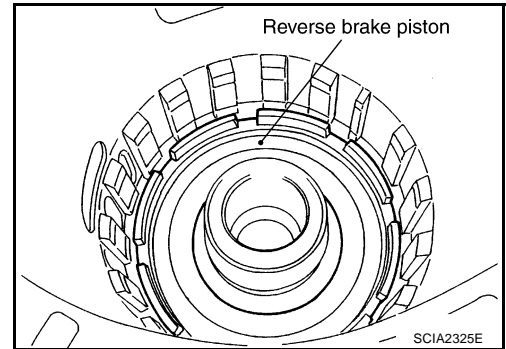
- Do not reuse lip seal and D-ring.
- Apply petroleum jelly to lip seal.
- Apply ATF to D-ring.



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ASSEMBLY

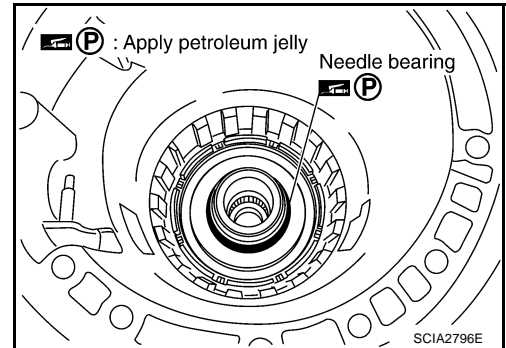
13. Install reverse brake piston in transmission case.



14. Install needle bearing in transmission case.

CAUTION:

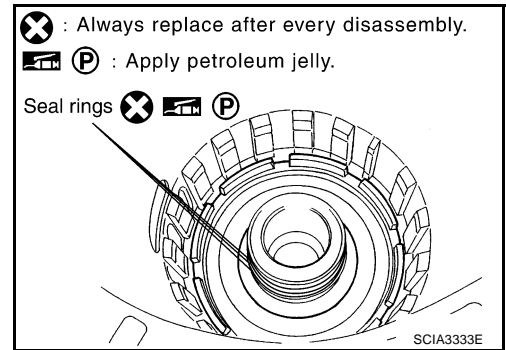
Apply petroleum jelly to needle bearing.



15. Install seal rings in drum support.

CAUTION:

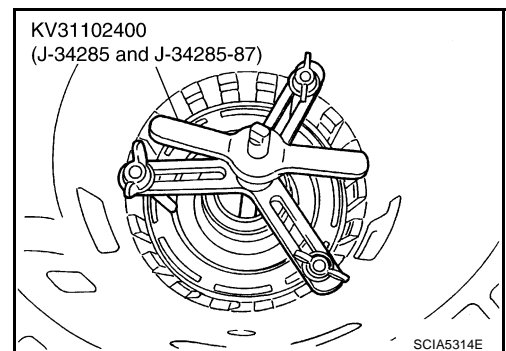
- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



16. After installing the return spring and spring retainer in transmission case, use a clutch spring compressor to install snap ring in transmission case.

CAUTION:

Securely assemble them using a flat-bladed screwdriver so that snap ring tension is slightly weak.

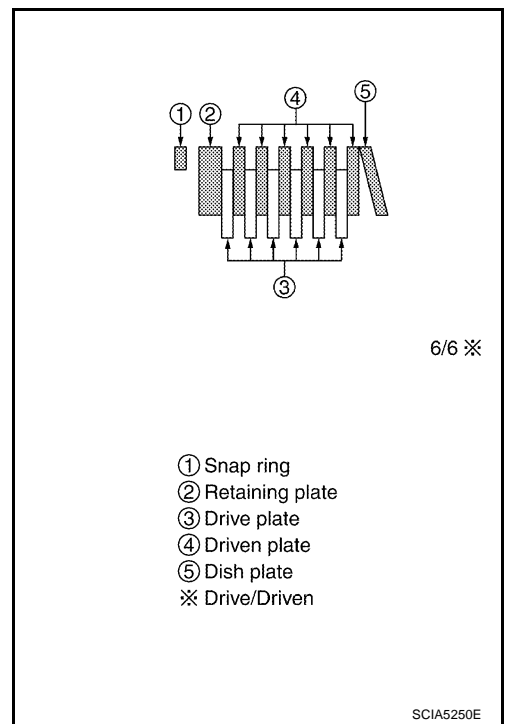


ASSEMBLY

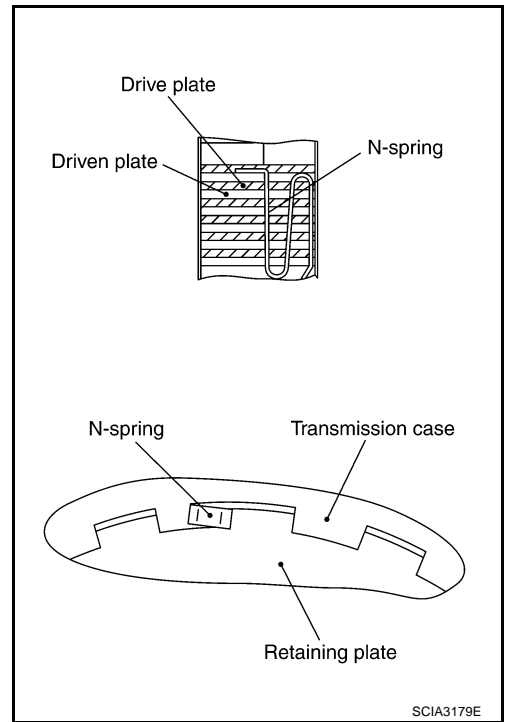
17. Install reverse brake retaining plate, drive plates, driven plates and dish plate in transmission case.

CAUTION:

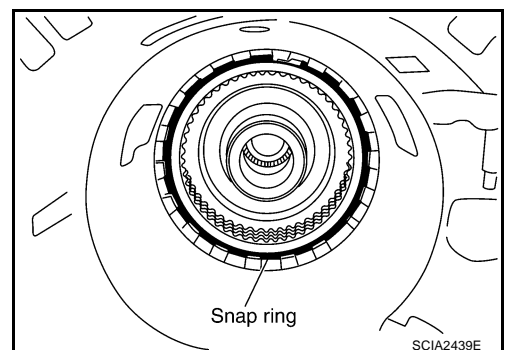
Take care with order of plates.



18. Assemble N-spring.



19. Install snap ring in transmission case.



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ASSEMBLY

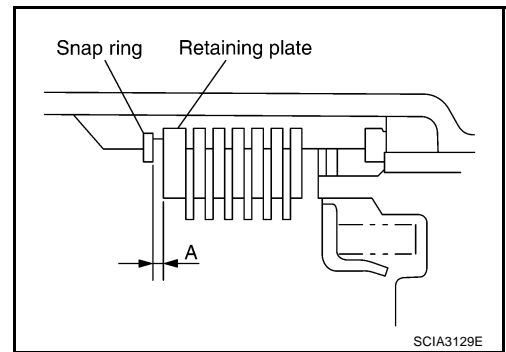
20. Measure clearance between retaining plate and snap ring. If not within specified clearance, select proper retaining plate.

Specified clearance "A":

Standard: 0.7 - 1.1mm (0.028 - 0.043 in)

Retaining plate:

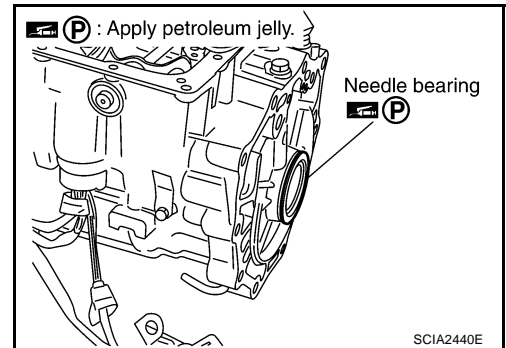
Refer to [AT-378, "Reverse Brake"](#) .



21. Install needle bearing in transmission case.

CAUTION:

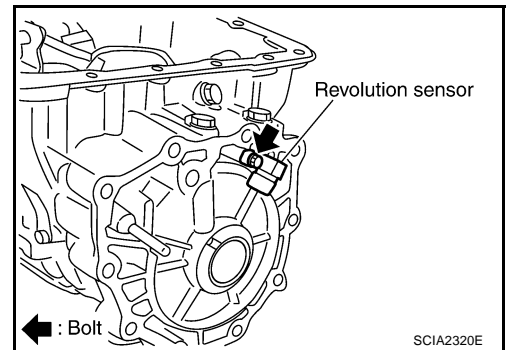
Apply petroleum jelly to needle bearing.



22. Install revolution sensor in transmission case.

CAUTION:

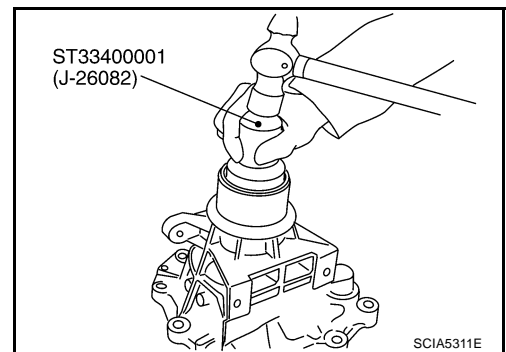
- Do not subject it to impact by dropping or hitting it.
- Do not disassemble.
- Do not allow metal filings, etc., to get on the sensor's front edge magnetic area.
- Do not place in an area affected by magnetism.



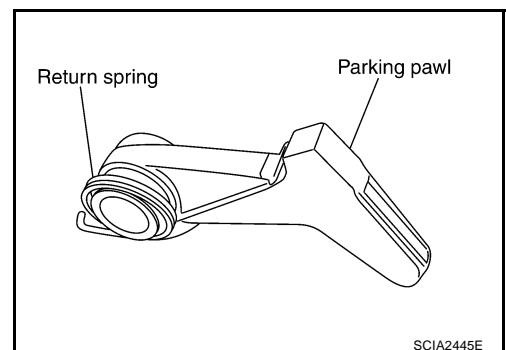
23. As shown below, use a drift to drive rear oil seal into the rear extension until it is flush.

CAUTION:

- Apply ATF to rear oil seal.
- Do not reuse rear oil seal.

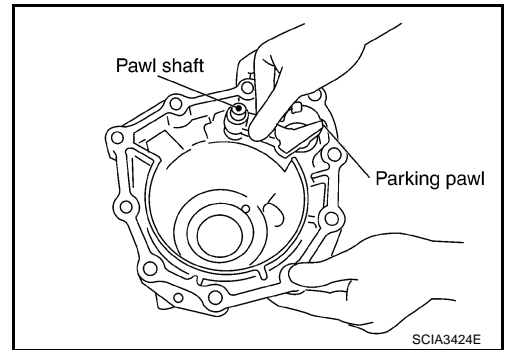


24. Install return spring in parking pawl.



ASSEMBLY

25. Install parking pawl and pawl shaft in rear extension.

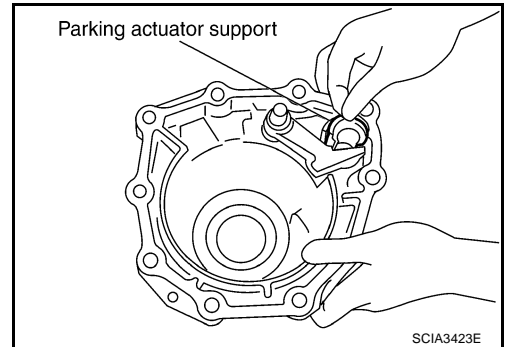


26. Install parking actuator support in rear extension.

27. Install needle bearing in rear extension.

CAUTION:

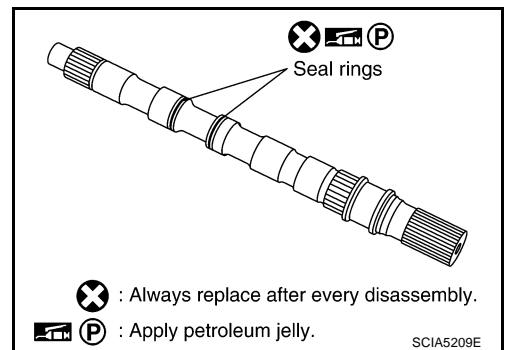
Apply petroleum jelly to needle bearing.



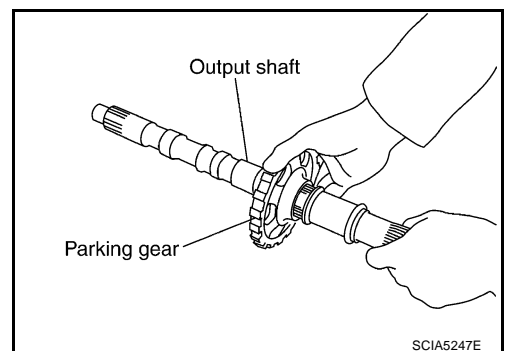
28. Install seal rings in output shaft.

CAUTION:

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



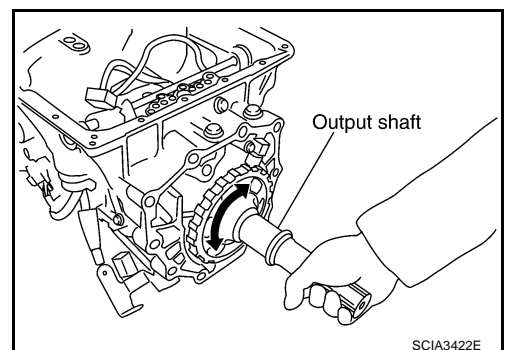
29. Install parking gear in output shaft.



30. Install output shaft in transmission case.

CAUTION:

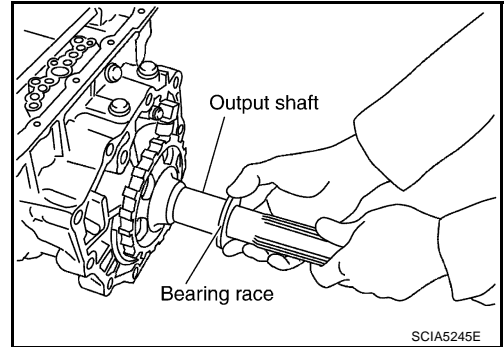
Be careful not to mistake front for rear because both sides looks similar. (Thinner end is front side.)



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ASSEMBLY

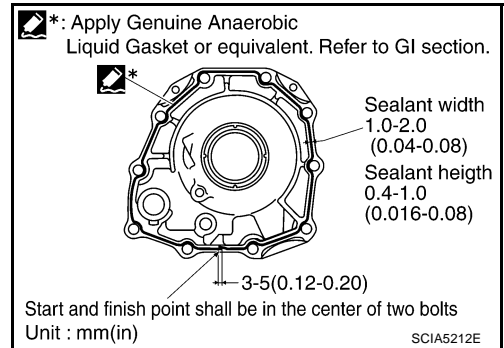
31. Install bearing race in output shaft.



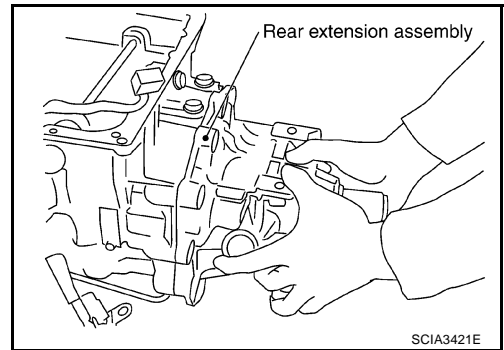
32. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to [GI-45, "Recommended Chemical Products and Sealants"](#) .) to rear extension assembly as shown in illustration.

CAUTION:

Complete remove all moisture, oil and old sealant, etc. From the transmission case and rear extension mounting surfaces.



33. Install rear extension assembly in transmission case.



34. Tighten rear extension assembly mounting bolts to specified torque. (Because terminal bracket is tightened together with output shaft & companion flange, it should be installed before procedure 33.)

CAUTION:

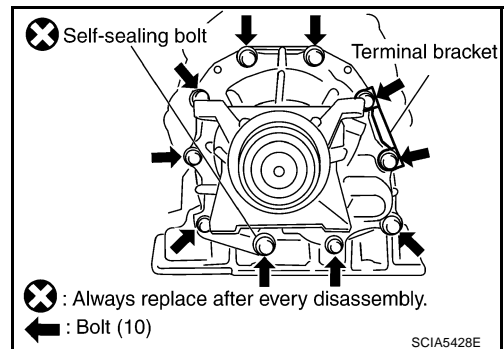
Do not reuse self-sealing bolt.

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)

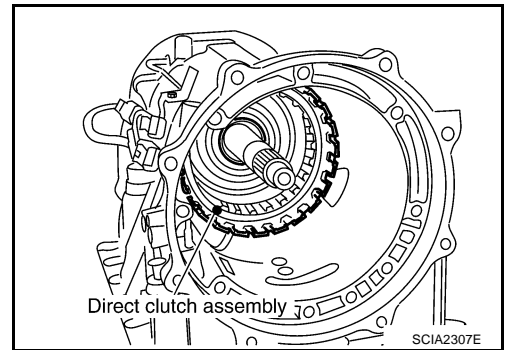


ASSEMBLY

35. Install direct clutch assembly in reverse brake.

CAUTION:

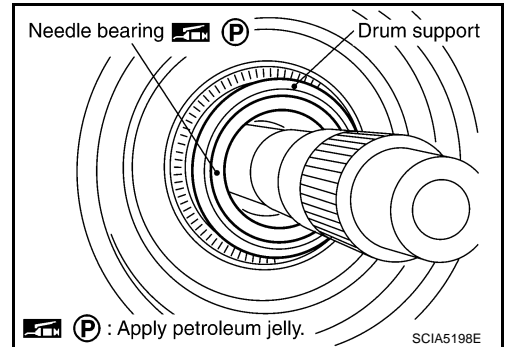
Make sure that drum support edge surface and direct clutch inner boss edge surface come to almost same place.



36. Install needle bearing in drum support edge surface.

CAUTION:

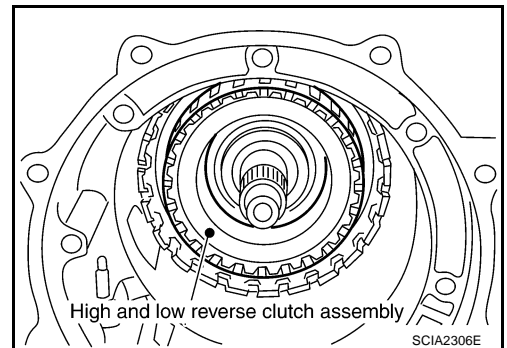
Apply petroleum jelly to needle bearing.



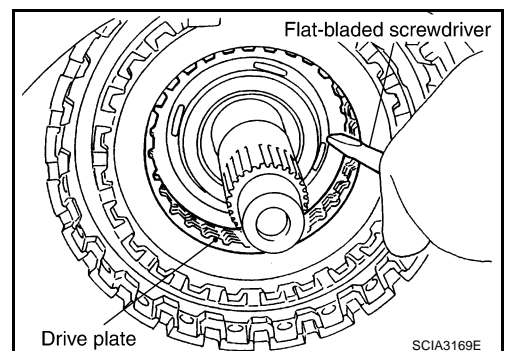
37. Install high and low reverse clutch assembly in direct clutch assembly.

CAUTION:

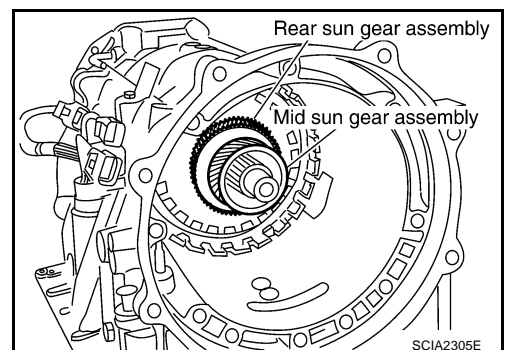
Be sure to replace high and low reverse clutch and mid sun gear as a set.



38. Using a flat-bladed screwdriver, range the drive plates.



39. Install high and low reverse clutch hub, mid sun gear assembly and rear sun gear assembly as a unit.

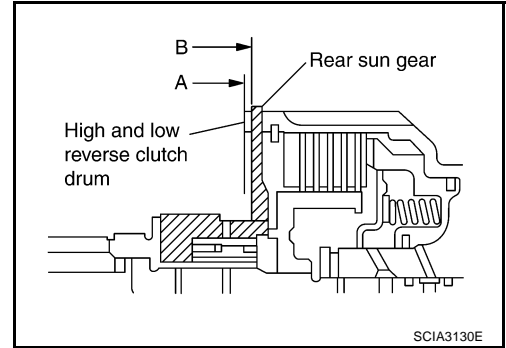


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ASSEMBLY

CAUTION:

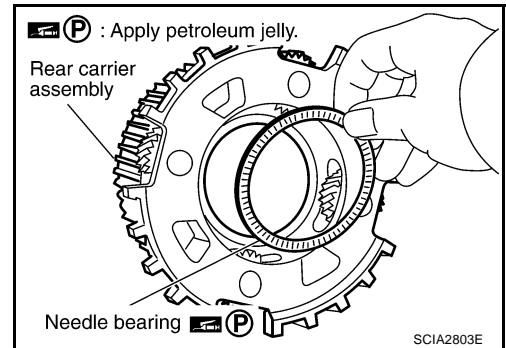
Check that portion A of high and low reverse clutch drum protrudes approximately 2 mm (0.08 in) beyond portion B of rear sun gear.



40. Install needle bearing in rear carrier assembly.

CAUTION:

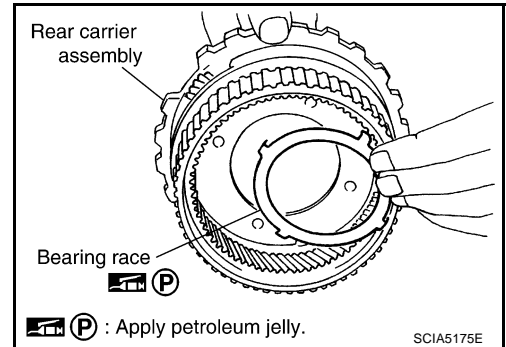
Apply petroleum jelly to needle bearing.



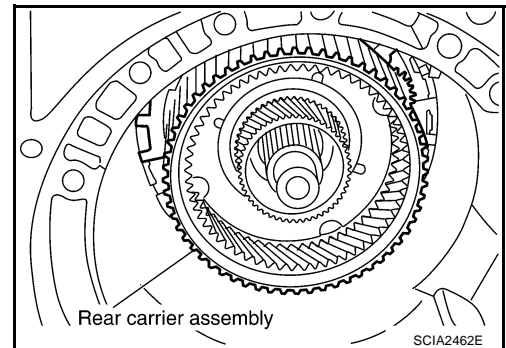
41. Install bearing race in rear carrier assembly.

CAUTION:

Apply petroleum jelly to bearing race.



42. Install rear carrier assembly in direct clutch drum.

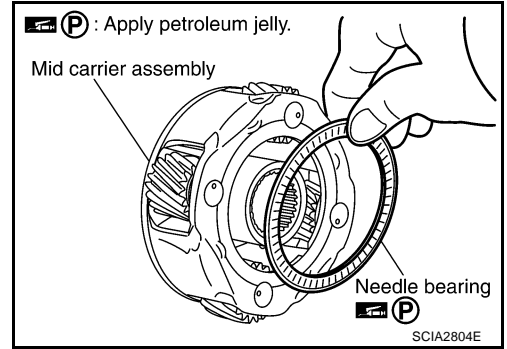


ASSEMBLY

43. Install needle bearing (rear side) in mid carrier assembly.

CAUTION:

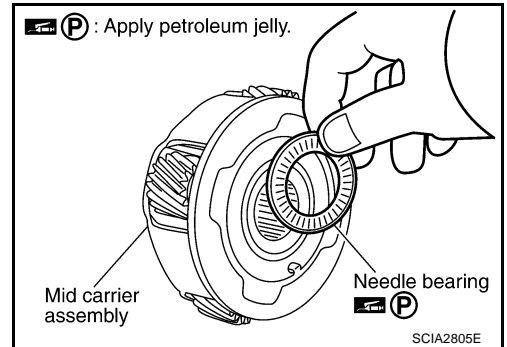
Apply petroleum jelly to needle bearing.



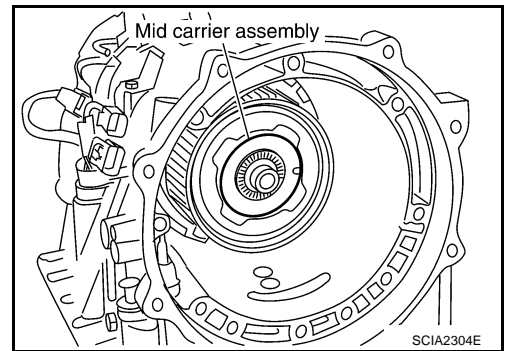
44. Install needle bearing (front side) in mid carrier assembly.

CAUTION:

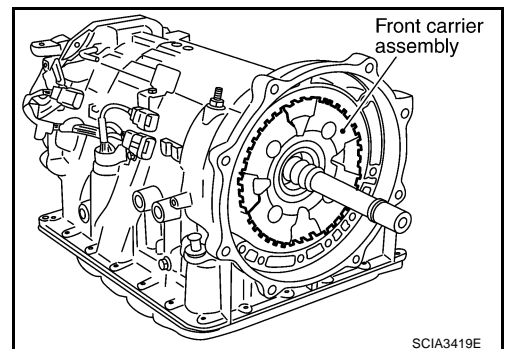
Apply petroleum jelly to needle bearing.



45. Install mid carrier assembly in rear carrier assembly.



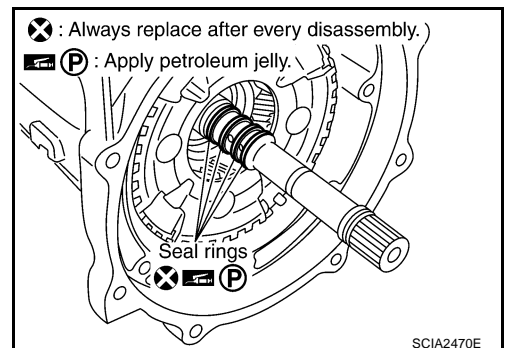
46. Install front carrier assembly (with input clutch assembly and rear internal gear) to rear carrier assembly.



47. Install seal rings in input clutch assembly.

CAUTION:

- Do not reuse seal rings.
- Apply petroleum jelly to seal rings.



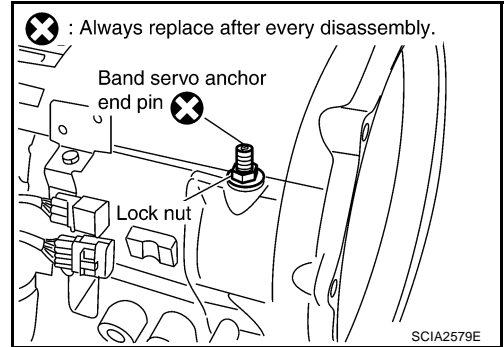
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ASSEMBLY

48. Install band servo anchor end pin and lock nut in transmission case.

CAUTION:

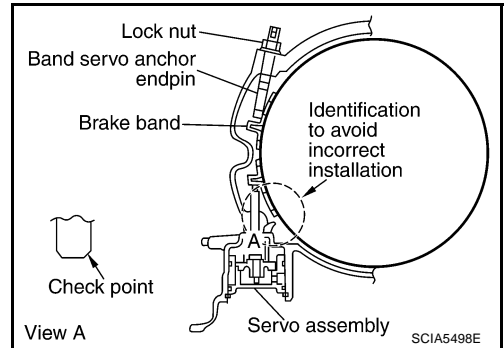
Do not reuse band servo anchor end pin.



49. Install brake band in transmission case.

CAUTION:

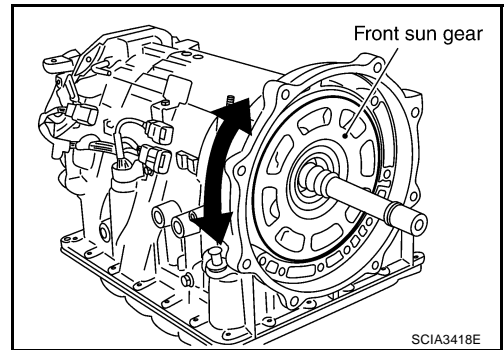
Assemble it so that identification to avoid incorrect installation faces servo side.



50. Install front sun gear in transmission case.

CAUTION:

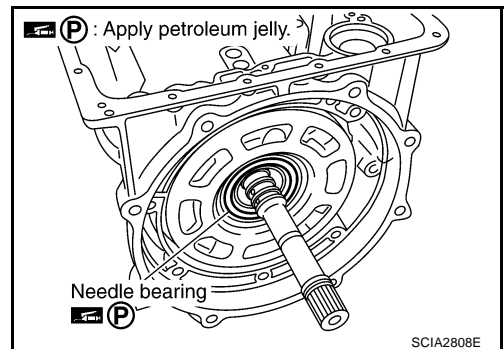
Apply ATF to front sun gear bearing and 3rd one-way clutch end bearing.



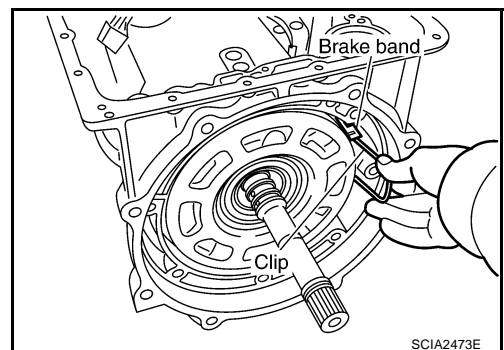
51. Install needle bearing in front sun gear.

CAUTION:

Apply petroleum jelly to needle bearing.



52. Adjust brake band tilting using clips so that brake band contacts front sun gear drum evenly.



ASSEMBLY

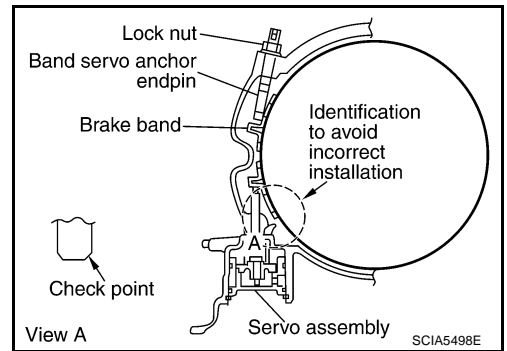
53. Adjust brake band.

- 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)

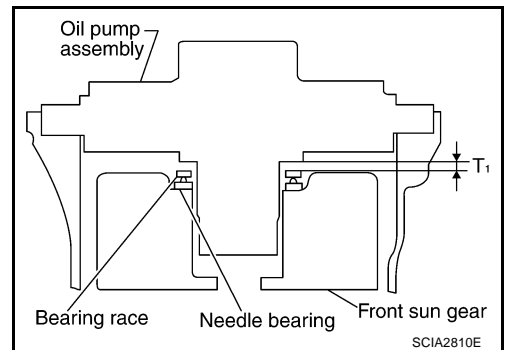
- c. Back of band servo anchor end pin three turns.
- d. While band servo anchor end pin, tighten lock nut to specified torque.

 : 46 N·m (4.7 kg·m, 34 ft·lb)

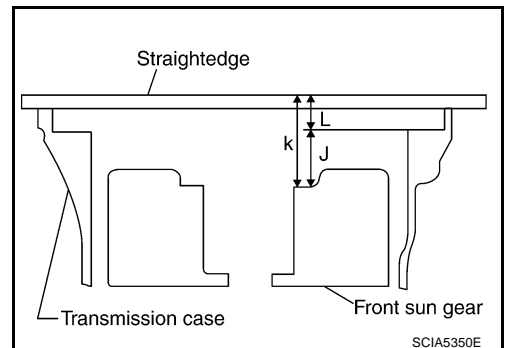


Adjustment TOTAL END PLAY

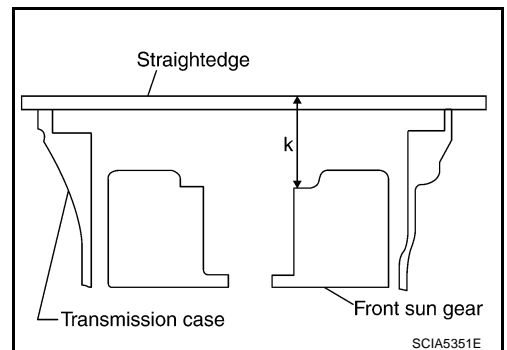
- Measure clearance between front sun gear and needle bearing for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.



1. Measure dimensions "K" and "L" and then calculate dimension "J".



- a. Measure dimension "K".

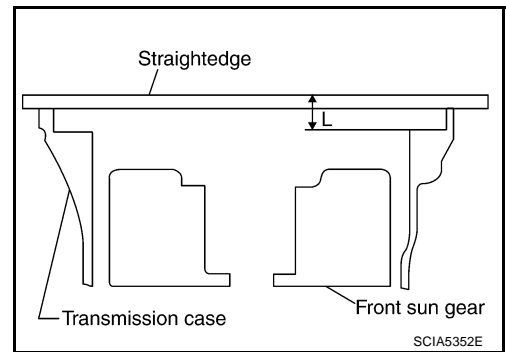


ASSEMBLY

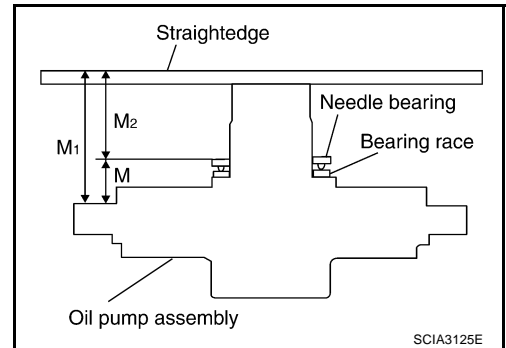
- b. Measure dimension "L".
- c. Calculate dimension "J".

"J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of front sun gear.

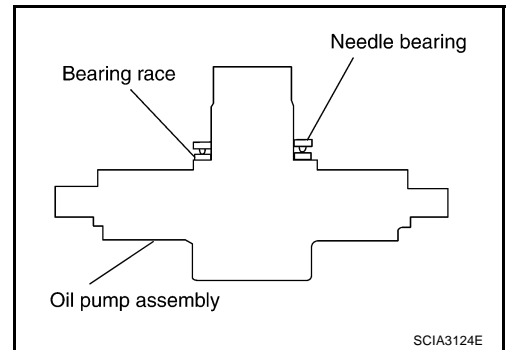
$$J = K - L$$



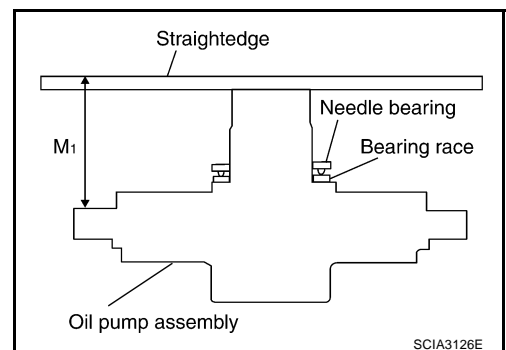
2. Measure dimensions "M1" and "M2" and then calculate dimension "M".



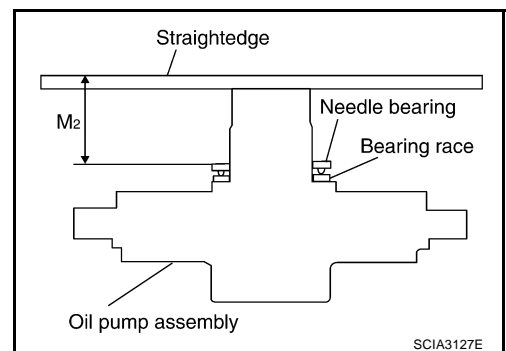
- a. Place bearing race and needle bearing on oil pump assembly.



- b. Measure thickness of straightedge "M1".



- c. Measure thickness of straightedge "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".

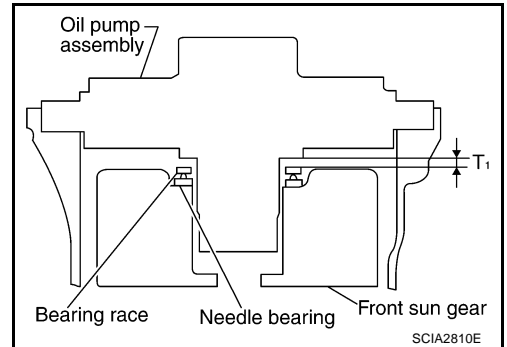
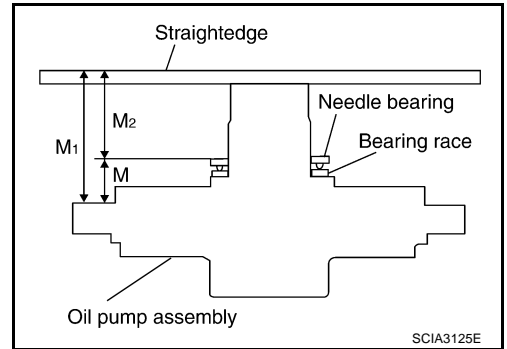
$$T_1 = J - M$$

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-379, "BEARING RACE FOR ADJUSTING TOTAL END PLAY"](#).



Assembly (2)

1. Install O-ring in oil pump assembly.

CAUTION:

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

2. Install bearing race in oil pump assembly.

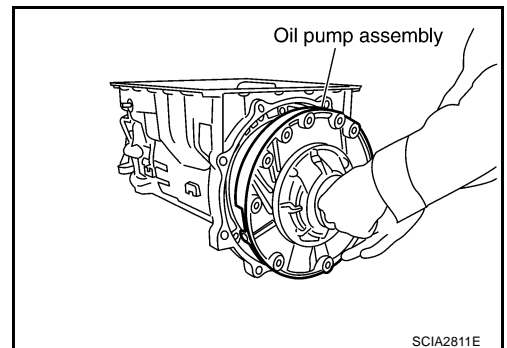
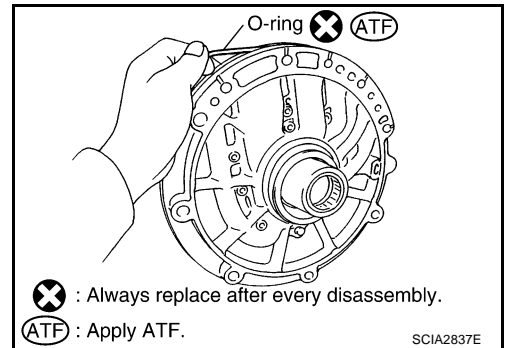
CAUTION:

Apply petroleum jelly to bearing race.

3. Install oil pump assembly in transmission case.

CAUTION:

Apply ATF to oil pump bush.

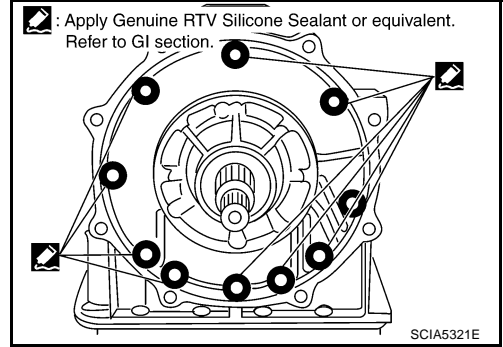


ASSEMBLY

4. Apply recommended sealant (Genuine RTV Silicone Sealant or equivalent. Refer to [GI-45, "Recommended Chemical Products and Sealants"](#) .) to oil pump assembly as shown in illustration.

CAUTION:

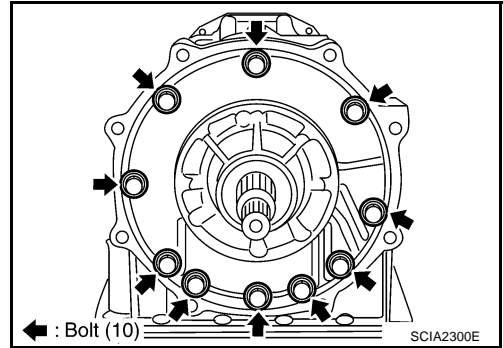
Complete remove all moisture, oil and old sealant, etc. From the oil pump mounting bolts and oil pump mounting bolt mounting surfaces.



5. Tighten oil pump mounting bolts to specified torque. Refer to [AT-317, "Components"](#) .

CAUTION:

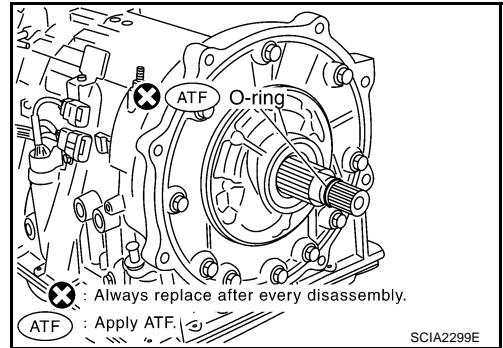
Apply ATF to oil pump bushing.



6. Install O-ring in input clutch assembly.

CAUTION:

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



7. Install converter housing in transmission case.

CAUTION:

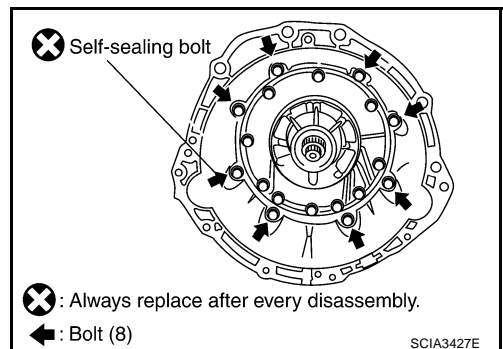
Do not reuse self-sealing bolt.

Converter housing mounting bolt:

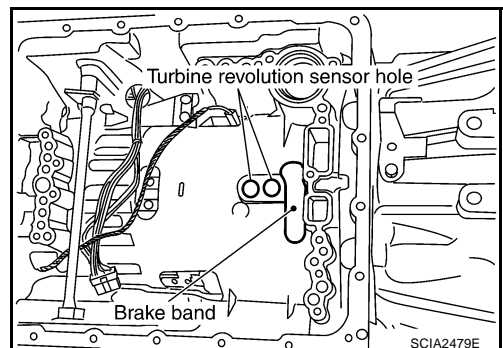
☒ : 52 N·m (5.3 kg·m, 38 ft·lb)

Self-sealing bolt:

⊗ : 61 N·m (6.2 kg·m, 45 ft·lb)

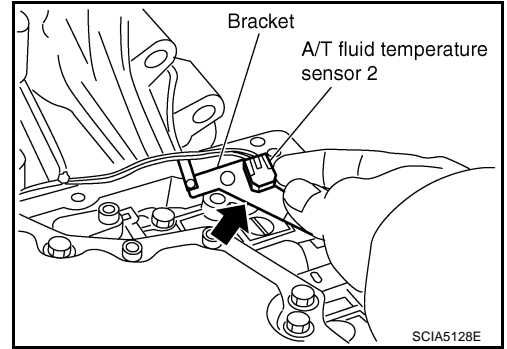


8. Make sure that brake band does not close turbine revolution sensor hole.

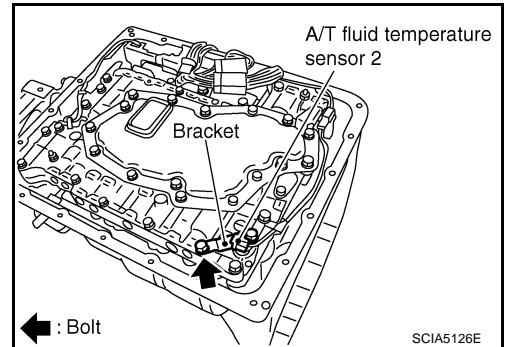


ASSEMBLY

9. Install A/T fluid temperature sensor 2 in bracket.

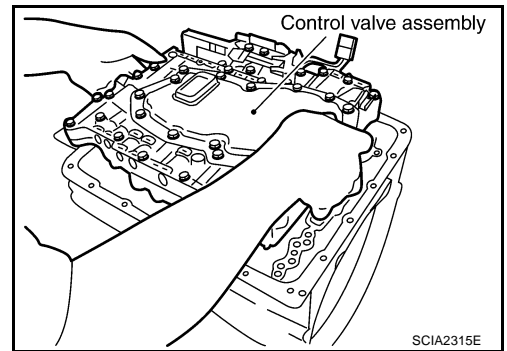


10. Install A/T fluid temperature sensor 2 (with bracket) in control valve assembly.



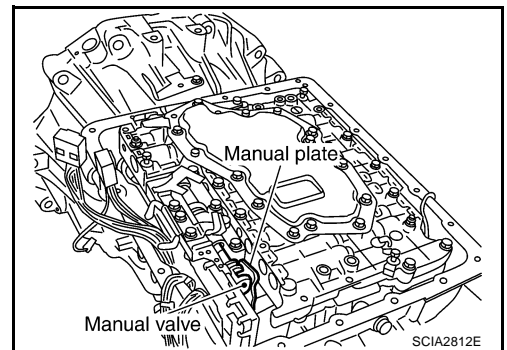
11. Install control valve assembly.

a. Install control valve assembly in transmission case.



CAUTION:

- Hang down terminal cord assembly and revolution sensor harness toward outside so as not to disturb installation of control valve assembly.
- Make sure that turbine sensor securely installs turbine sensor hole.
- Assemble it so that manual valve cutout is engaged with manual plate projection.

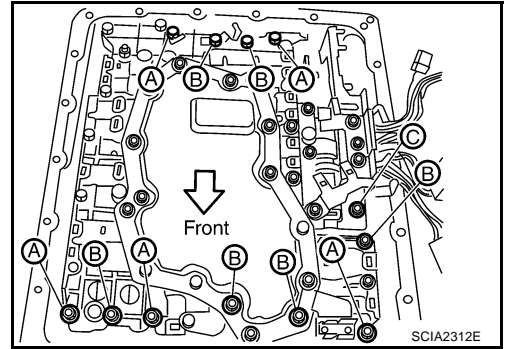


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ASSEMBLY

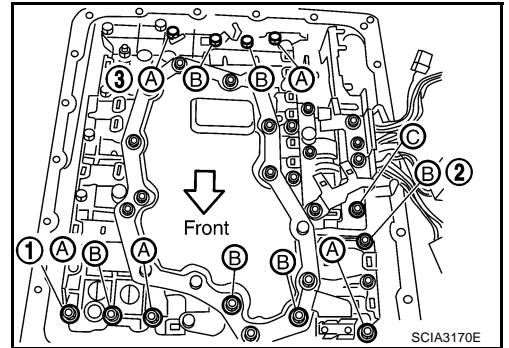
b. Install bolts A, B and C in control valve assembly.

Bolt symbol	Length mm (in)	Number of bolts
A	42 (1.65)	5
B	55 (2.17)	6
C	40 (1.57)	1

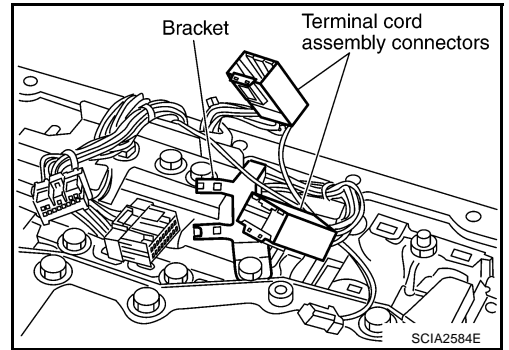


c. Tighten bolt 1, 2 and 3 temporarily to prevent dislocation. After that tighten them in order (1 → 2 → 3), and then tighten other bolts.

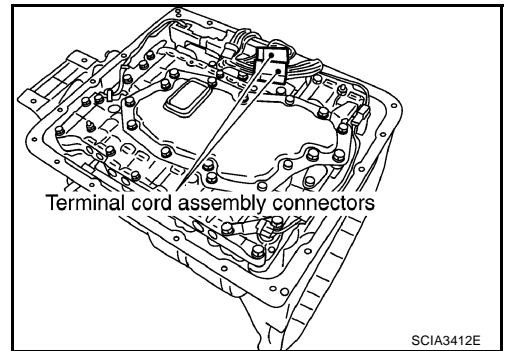
 : 7.9 N·m (0.81 kg·m, 70 in·lb)



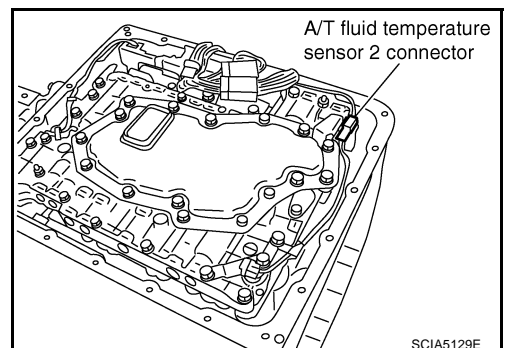
12. Install terminal cord assembly connectors in bracket.



13. Connect terminal cord assembly connectors.

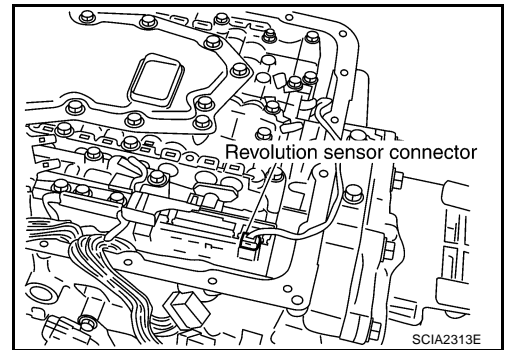


14. Connect A/T fluid temperature sensor 2 connector.

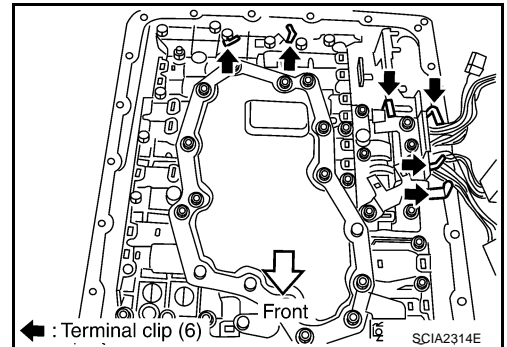


ASSEMBLY

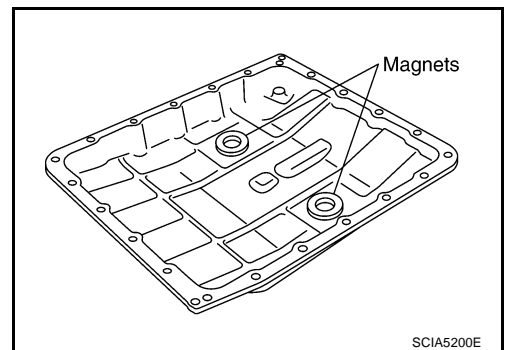
15. Connect revolution sensor connector.



16. Securely fasten terminal harness with terminal clips.



17. Install magnets in oil pan.



18. Install oil pan in transmission case.

a. Install oil pan gasket in oil pan.

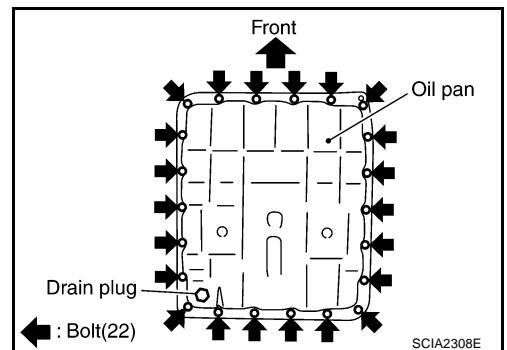
CAUTION:

- Do not reuse oil pan gasket.
- Install it in the direction to align hole positions.

b. Install oil pan (with oil pan gasket) in transmission case.

CAUTION:

- Install it so that drain plug comes to the position as shown in the figure.
- Be careful not to pinch harnesses.



ASSEMBLY

- 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.

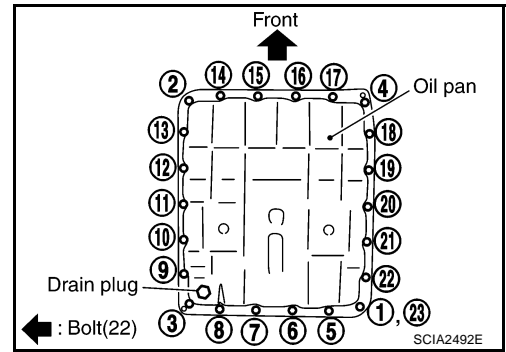
 : 7.9 N·m (0.81 kg-m, 70 in-lb)

19. Install drain plug in oil pan.

CAUTION:

Do not reuse drain plug gasket.

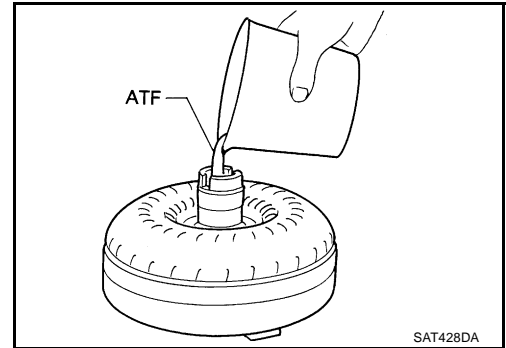
 : 34 N·m (3.5 kg-m, 25 ft-lb)



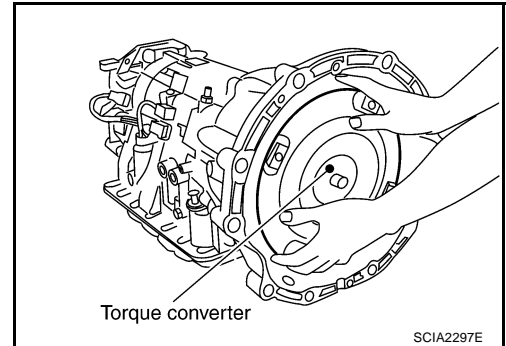
20. Install torque converter.

- a. Pour ATF into torque converter.

- Approximately 2 liter (2-1/8 US qt, 1-3/4 Imp qt) of fluid is required for a new torque converter.
- When reusing old torque converter, add the same amount of fluid as was drained.



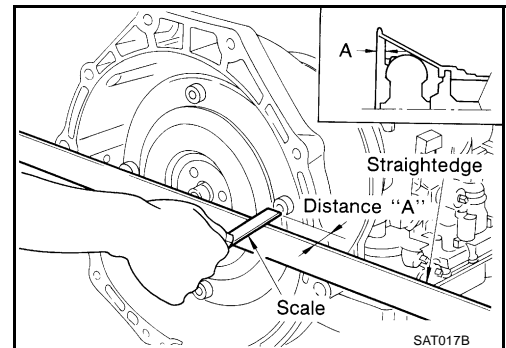
- b. Install torque converter while aligning notches of torque converter with notches of oil pump.



- 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)

PF0:00030

General Specifications

ACS000FO

Applied model		VQ35DE engine
		2WD
Automatic transmission model		RE5R05A
Transmission model code number		91X17
Stall torque ratio		2.0: 1
Transmission gear ratio	1st	3.540
	2nd	2.264
	3rd	1.417
	4th	1.000
	5th	0.834
	Reverse	2.370
Recommended fluid		Genuine Nissan Matic J ATF*1
Fluid capacity		10.3 liter (10-7/8 US qt, 9-1/8 Imp qt)

CAUTION:

- Use only Genuine Nissan Matic J ATF. Do not mix with other fluid.
- Using automatic transmission fluid other than Genuine Nissan Matic J ATF will deteriorate in driveability and automatic transmission durability, and may damage the automatic transmission, which is not covered by the warranty.

*1: Refer to [MA-9, "Fluids and Lubricants"](#) .

Vehicle Speed When Shifting Gears

ACS000FP

Throttle position	Vehicle speed km/h (MPH)							
	D1 →D2	D2 →D3	D3 →D4	D4 →D5	D5 →D4	D4 →D3	D3 →D2	D2 →D1
Full throttle	58 - 62 (36 - 39)	90 - 98 (56 - 61)	135 - 145 (84 - 90)	201 - 211 (125 - 131)	197 - 207 (122 - 129)	123 - 133 (76 - 83)	76 - 84 (47 - 52)	37 - 41 (23 - 25)
Half throttle	46 - 50 (29 - 31)	71 - 79 (44 - 49)	107 - 117 (66 - 73)	135 - 145 (84 - 90)	88 - 98 (55 - 61)	63 - 73 (39 - 45)	29 - 37 (18 - 23)	11 - 15 (7 - 9)

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

Vehicle Speed When Performing and Releasing Complete Lock-up

ACS000FQ

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

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

Vehicle Speed When Performing and Releasing Slip Lock-up

ACS000FR

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

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

Stall Speed

ACS000FS

Stall speed	2,600 - 2,900 rpm
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SERVICE DATA AND SPECIFICATIONS (SDS)

Line Pressure

ACS000FT

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

Solenoid Valves

ACS000FU

Name	Resistance (Approx.) (Ω)	Terminal No.
Line pressure solenoid valve	3 - 9	7
Torque converter clutch solenoid valve		8
Input clutch solenoid valve		6
High & low reverse clutch solenoid valve		3
Front brake solenoid valve		5
Direct clutch solenoid valve		4
Low coast brake solenoid valve	20 - 40	2

A/T Fluid Temperature Sensor

ACS000FV

Name	Condition	CONSULT-II "DATA MONITOR" (Approx.) (V)	Resistance (Approx.) (kΩ)
A/T fluid temperature sensor 1	0°C (32°F)	2.2	15
	20°C (68°F)	1.8	6.5
	80°C (176°F)	0.6	0.9
A/T fluid temperature sensor 2	0°C (32°F)	2.2	10
	20°C (68°F)	1.7	4
	80°C (176°F)	0.45	0.5

Turbine Revolution Sensor

ACS000FW

Name	Condition	Data (Approx.)
Turbine revolution sensor 1	When running at 50 km/h (31 MPH) in 4th speed with the closed throttle position switch "OFF".	1.3 (kHz)
Turbine revolution sensor 2	When moving at 20 km/h (12 MPH) in 1st speed with the closed throttle position switch "OFF".	

Vehicle Speed Sensor A/T (Revolution Sensor)

ACS000FX

Name	Condition	Data (Approx.)
Revolution sensor	When moving at 20 km/h (12 MPH).	185 (Hz)

Reverse Brake

ACS004IX

Model code number	91X17	
Thickness of retaining plates	Thickness mm (in)	Part number*
	4.2 (0.165)	31667 90X14
	4.4 (0.173)	31667 90X15
	4.6 (0.181)	31667 90X16
	4.8 (0.189)	31667 90X17
	5.0 (0.197)	31667 90X18
	5.2 (0.205)	31667 90X19

*: Always check with the Parts Department for the latest parts information.

Total End Play

ACS004IY

Total end play mm (in)	0.25 - 0.55 (0.0098 - 0.0217)
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SERVICE DATA AND SPECIFICATIONS (SDS)

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.

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SERVICE DATA AND SPECIFICATIONS (SDS)
