

AUTOMATIC TRANSAXLE

SECTION **AT**

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Alphabetical & P No. Index for DTC

NJAT0243

ALPHABETICAL INDEX FOR DTC

NJAT0243S01

Check if the vehicle is a model with Euro-OBD system or not by the "Type approval number" on the identification plate. Refer to GI-40, "IDENTIFICATION PLATE".

Type approval number	Model
Available	With Euro-OBD system
Not available (blank)	Without Euro-OBD system

Items (CONSULT-II screen terms)	DTC	Reference page
	CONSULT-II GST*1	
A/T 1ST GR FNCTN	P0731	AT-202
A/T 2ND GR FNCTN	P0732	AT-209
A/T 3RD GR FNCTN	P0733	AT-215
A/T 4TH GR FNCTN	P0734	AT-221
ATF TEMP SEN/CIRC	P0710	AT-187
ENGINE SPEED SIG	P0725	AT-198
L/PRESS SOL/CIRC	P0745	AT-237
O/R CLTCH SOL/CIRC	P1760	AT-265
PNP SW/CIRC	P0705	AT-181
SFT SOL A/CIRC*2	P0750	AT-244
SFT SOL B/CIRC*2	P0755	AT-250
TCC SOLENOID/CIRC	P0740	AT-231
TP SEN/CIRC A/T*2	P1705	AT-256
VEH SPD SEN/CIR AT*3	P0720	AT-193

*1: These numbers are prescribed by SAE J2012.

*2: When the fail-safe operation occurs, the MIL illuminates.

*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

TROUBLE DIAGNOSIS — INDEX

EURO-OBD

Alphabetical & P No. Index for DTC (Cont'd)

P NO. INDEX FOR DTC

Check if the vehicle is a model with Euro-OBD system or not by the "Type approval number" on the identification plate. Refer to GI-40, "IDENTIFICATION PLATE".

=NJAT0243S02

Type approval number	Model
Available	With Euro-OBD system
Not available (blank)	Without Euro-OBD system

DTC	Items (CONSULT-II screen terms)	Reference page
CONSULT-II GST*1		
P0705	PNP SW/CIRC	AT-181
P0710	ATF TEMP SEN/CIRC	AT-187
P0720	VEH SPD SEN/CIR AT*3	AT-193
P0725	ENGINE SPEED SIG	AT-198
P0731	A/T 1ST GR FNCTN	AT-202
P0732	A/T 2ND GR FNCTN	AT-209
P0733	A/T 3RD GR FNCTN	AT-215
P0734	A/T 4TH GR FNCTN	AT-221
P0740	TCC SOLENOID/CIRC	AT-231
P0745	L/PRESS SOL/CIRC	AT-237
P0750	SFT SOL A/CIRC*2	AT-244
P0755	SFT SOL B/CIRC*2	AT-250
P1705	TP SEN/CIRC A/T*2	AT-256
P1760	O/R CLTCH SOL/CIRC	AT-265

*1: These numbers are prescribed by SAE J2012.

*2: When the fail-safe operation occurs, the MIL illuminates.

*3: The MIL illuminates when both the "Revolution sensor signal" and the "Vehicle speed sensor signal" meet the fail-safe condition at the same time.

PRECAUTIONS

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

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

NJAT0249

The Supplemental Restraint System such as "AIR BAG" and "SEAT BELT PRE-TENSIONER" used along with a seat belt, helps to reduce the risk or severity of injury to the driver and front passenger for certain types of collision. The SRS system composition which is available to NISSAN MODEL N16 is as follows (The composition varies according to the destination and optional equipment.):

- For a frontal collision
The Supplemental Restraint System consists of driver air bag module (located in the center of the steering wheel), front passenger air bag module (located on the instrument panel on passenger side), front seat belt pre-tensioners, a diagnosis sensor unit, warning lamp, wiring harness and spiral cable.
- For a side collision
The Supplemental Restraint System consists of front side air bag module (located in the outer side of front seat), side air bag (satellite) sensor, diagnosis sensor unit (one of components of air bags for a frontal collision), wiring harness, warning lamp (one of components of air bags for a frontal collision).

Information necessary to service the system safely is included in the **RS 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 should be performed by an authorized NISSAN 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 RS section.
- Do not use electrical test equipment on any circuit related to the SRS unless instructed to in this Service Manual. Spiral cable and wiring harnesses covered with yellow insulation tape either just before the harness connectors or for the complete harness are related to the SRS.

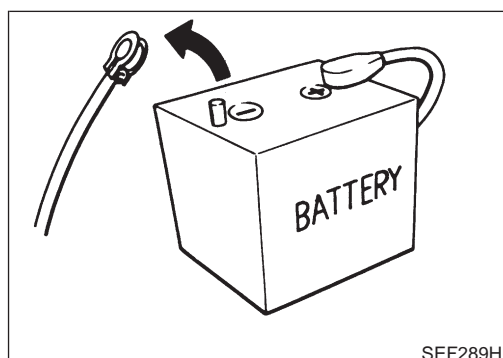
Precautions for On Board Diagnostic (EURO-OBD) System of A/T and Engine — Euro-OBD

NJAT0245

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 terminal before any repair or inspection work. The open/short circuit of related switches, sensors, solenoid valves, etc. will cause the MIL to light up.
- Be sure to connect and lock the connectors securely after work. A loose (unlocked) connector will cause the MIL to light up due to an open circuit. (Be sure the connector is free from water, grease, dirt, bent terminals, etc.)
- Be sure to route and secure the harnesses properly after work. Interference of the harness with a bracket, etc. may cause the MIL to light up due to a short circuit.
- Be sure to connect rubber tubes properly after work. A misconnected or disconnected rubber tube may cause the MIL to light up due to a malfunction of the 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.



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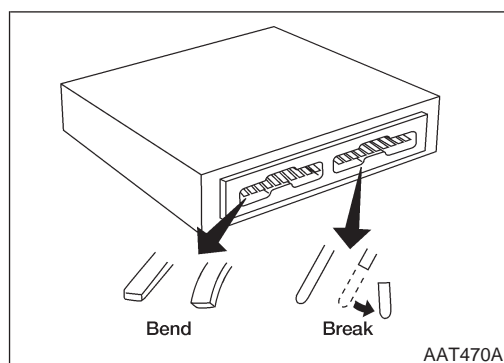
Precautions

NJAT0246

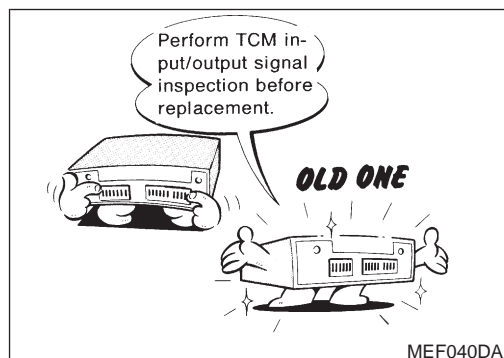
- Before connecting or disconnecting the TCM harness connector, turn ignition switch OFF and disconnect negative battery terminal. Failure to do so may damage the TCM. Because battery voltage is applied to TCM even if ignition switch is turned off.

PRECAUTIONS

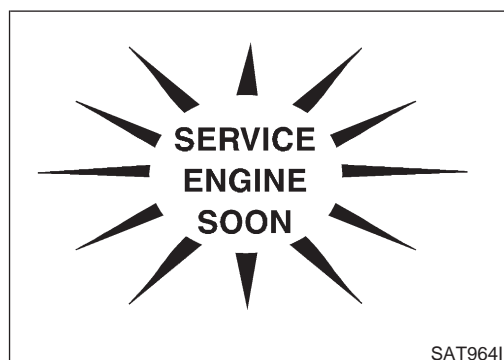
Precautions (Cont'd)



- 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. (See page AT-116.)



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

- 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.
- 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

PRECAUTIONS

Precautions (Cont'd)

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 "Changing A/T Fluid", AT-15.

Service Notice or Precautions

NJAT0247

FAIL-SAFE

NJAT0247S01

The TCM has an electronic Fail-Safe (limp home mode). This allows the vehicle to be driven even if a major electrical input/output device circuit is damaged.

Under Fail-Safe, the vehicle always runs in third gear, even with a shift lever position of "1", "2" or "D". The customer may complain of sluggish or poor acceleration.

When the ignition key is turned "ON" following Fail-Safe operation, O/D OFF indicator lamp blinks for about 8 seconds. (For EXCEPT FOR EURO-OBD; "SELF-DIAGNOSTIC PROCEDURE (WITHOUT CONSULT-II)", refer to AT-42 and for EURO-OBD; "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", refer to AT-61.)

Fail-Safe may occur without electrical circuit damage if the vehicle is driven under extreme conditions (such as excessive wheel spin followed by sudden braking). To recover normal shift pattern, turn the ignition key "OFF" for 5 seconds, then "ON".

The blinking of the O/D OFF indicator lamp for about 8 seconds will appear only once and be cleared. The customer may resume normal driving conditions.

Always follow the "WORK FLOW" [Refer to AT-71 (Except for Euro-OBD), AT-76 (EURO-OBD).]

The SELF-DIAGNOSIS results will be as follows:

The first SELF-DIAGNOSIS will indicate damage to the vehicle speed sensor or the revolution sensor.

During the next SELF-DIAGNOSIS, performed after checking the sensor, no damages will be indicated.

TORQUE CONVERTER SERVICE

NJAT0247S02

The torque converter should be replaced under any of the following conditions:

- External leaks in the hub weld area.
- Converter hub is scored or damaged.
- Converter pilot is broken, damaged or fits poorly into crankshaft.
- Steel particles are found after flushing the cooler and cooler lines.
- Pump is damaged or steel particles are found in the converter.
- Vehicle has TCC shudder and/or no TCC apply. Replace only after all hydraulic and electrical diagnoses have been made. (Converter clutch material may be glazed.)
- Converter is contaminated with engine coolant containing antifreeze.
- Internal failure of stator roller clutch.
- Heavy clutch debris due to overheating (blue converter).
- Steel particles or clutch lining material found in fluid filter or on magnet when no internal parts in unit are worn or damaged — indicates that lining material came from converter.

The torque converter should not be replaced if:

AT-9

PRECAUTIONS

Service Notice or Precautions (Cont'd)

- The fluid has an odor, is discolored, and there is no evidence of metal or clutch facing particles.
- The threads in one or more of the converter bolt holes are damaged.
- Transaxle failure did not display evidence of damaged or worn internal parts, steel particles or clutch plate lining material in unit and inside the fluid filter.
- Vehicle has been exposed to high mileage (only). The exception may be where the torque converter clutch dampener plate lining has seen excess wear by vehicles operated in heavy and/or constant traffic, such as taxi, delivery or police use.

EURO-OBD SELF-DIAGNOSIS — EURO-OBD —

- 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 O/D OFF indicator or the malfunction indicator (MI). Refer to the table on AT-53 for the indicator used to display each self-diagnostic result.

NJAT0247S04

- The self-diagnostic results indicated by the MI are automatically stored in both the ECM and TCM memories.

Always perform the procedure “HOW TO ERASE DTC” on AT-50 to complete the repair and avoid unnecessary blinking of the MI.

- The following self-diagnostic items can be detected using ECM self-diagnostic results mode* only when the O/D OFF indicator lamp does not indicate any malfunctions.

- PNP switch
- A/T 1st, 2nd, 3rd, or 4th gear function

*: For details of EURO-OBD, refer to EC-57, “ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION”.

- **Certain systems and components, especially those related to EURO-OBD, may use a new style slide-locking type harness connector.**

For description and how to disconnect, refer to EL-5, “HARNESS CONNECTOR”.

Wiring Diagrams and Trouble Diagnosis

NJAT0248

When you read wiring diagrams, refer to the following:

- GI-12, “HOW TO READ WIRING DIAGRAMS”
- EL-10, “POWER SUPPLY ROUTING”

When you perform trouble diagnosis, refer to the following:

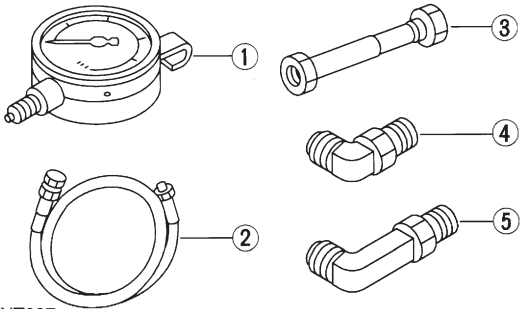
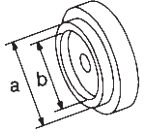
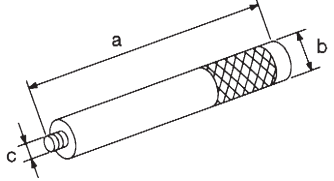
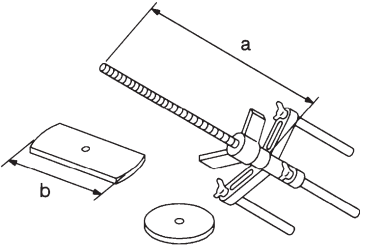
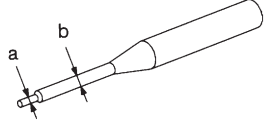
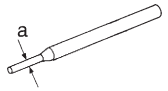
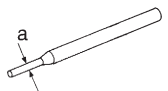
- GI-32, “HOW TO FOLLOW TEST GROUP IN TROUBLE DIAGNOSIS”
- GI-21, “HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT”

PREPARATION

Special Service Tools

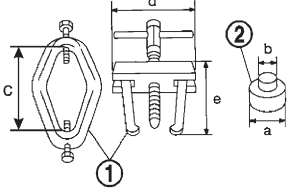
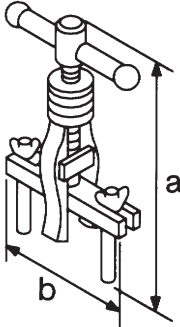
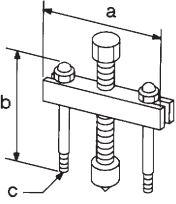
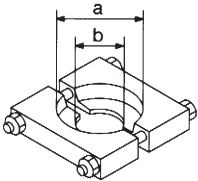
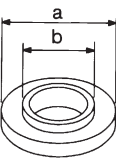
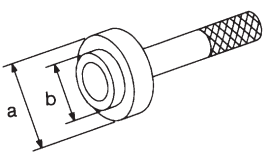
Special Service Tools

NJAT0006

Tool number Tool name	Description
ST2505S001 Oil pressure gauge set 1 ST25051001 Oil pressure gauge 2 ST25052000 Hose 3 ST25053000 Joint pipe 4 ST25054000 Adapter 5 ST25055000 Adapter	 <p>Measuring line pressure</p> <p>NT097</p>
KV31103000 Drift	 <p>Installing differential oil seal (Use with ST35325000.) a: 59 mm (2.32 in) dia. b: 49 mm (1.93 in) dia.</p> <p>NT105</p>
ST35325000 Drift	 <p>Installing differential oil seal (Use with KV31103000.) a: 215 mm (8.46 in) b: 25 mm (0.98 in) dia. c: M12 x 1.5P</p> <p>NT417</p>
KV31103200 Clutch spring compressor	 <p>Removing and installing clutch return spring a: 320 mm (12.60 in) b: 174 mm (6.85 in)</p> <p>NT423</p>
ST23540000 Pin punch	 <p>Removing and installing parking rod plate, manual plate and differential pinion mate shaft retaining pins a: 2.3 mm (0.091 in) dia. b: 4 mm (0.16 in) dia.</p> <p>NT442</p>
KV32101000 Pin punch	 <p>Installing throttle lever and manual shaft retaining pins a: 4 mm (0.16 in) dia.</p> <p>NT410</p>
ST25710000 Pin punch	 <p>Aligning groove of manual shaft and hole of transmission case a: 2 mm (0.08 in) dia.</p> <p>NT410</p>

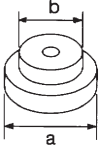
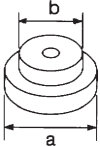
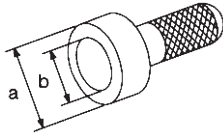
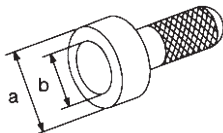
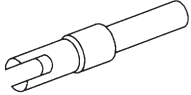
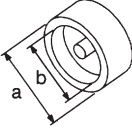
PREPARATION

Special Service Tools (Cont'd)

Tool number Tool name	Description
ST3306S001 Differential side bearing puller set 1 ST33051001 Puller 2 ST33061000 Adapter	 <p>Removing differential side bearing inner race a: 39 mm (1.54 in) dia. b: 29.5 mm (1.161 in) dia. c: 130 mm (5.12 in) d: 135 mm (5.31 in) e: 120 mm (4.72 in)</p>
NT745	
KV381054S0 Puller	 <ul style="list-style-type: none"> ● Removing idler gear bearing outer race ● Removing differential side oil seals ● Removing differential side bearing outer race ● Removing needle bearing from bearing retainer a: 250 mm (9.84 in) b: 160 mm (6.30 in)
NT414	
ST27180001 Puller	 <ul style="list-style-type: none"> ● Removing idler gear a: 100 mm (3.94 in) b: 110 mm (4.33 in) c: M8 x 1.25P
NT424	
ST30031000 Puller	 <p>Removing reduction gear bearing inner race a: 90 mm (3.54 in) dia. b: 50 mm (1.97 in) dia.</p>
NT411	
ST35272000 Drift	 <ul style="list-style-type: none"> ● Installing reduction gear bearing inner race ● Installing idler gear bearing inner race a: 72 mm (2.83 in) dia. b: 35.5 mm (1.398 in) dia.
NT426	
ST37830000 Drift	 <p>Installing idler gear bearing outer race a: 62 mm (2.44 in) dia. b: 39 mm (1.54 in) dia.</p>
NT427	

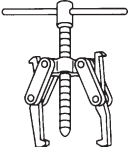
PREPARATION

Special Service Tools (Cont'd)

Tool number Tool name	Description
ST35321000 Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing output shaft bearing a: 49 mm (1.93 in) dia. b: 41 mm (1.61 in) dia.</p> </div> </div> <p style="text-align: center;">NT073</p>
ST30633000 Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <p>Installing differential side bearing outer race a: 67 mm (2.64 in) dia. b: 49 mm (1.93 in) dia.</p> </div> </div> <p style="text-align: center;">NT073</p>
ST35271000 Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> ● Installing idler gear <p>a: 72 mm (2.83 in) dia. b: 63 mm (2.48 in) dia.</p> </div> </div> <p style="text-align: center;">NT115</p>
ST33400001 Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> ● Installing oil pump housing oil seal <p>a: 60 mm (2.36 in) dia. b: 47 mm (1.85 in) dia.</p> </div> </div> <p style="text-align: center;">NT115</p>
KV38105710 Preload adapter	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> ● Measuring clearance between side gear and differential case </div> </div> <p style="text-align: center;">NT087</p>
KV40104840 Drift	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> ● Installing output shaft bearing outer race onto bearing retainer <p>a: 49 mm (1.93 in) dia. b: 42 mm (1.65 in) dia.</p> </div> </div> <p style="text-align: center;">NT108</p>

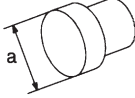
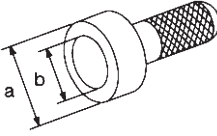
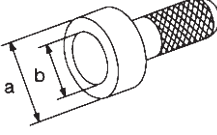
Commercial Service Tools

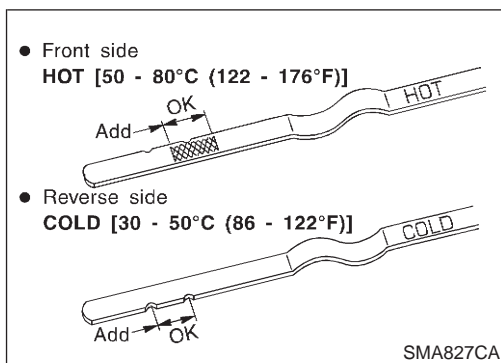
NJAT0007

Tool name	Description
Puller	<div style="display: flex; align-items: center; justify-content: center;">  <div style="margin-left: 20px;"> <ul style="list-style-type: none"> ● Removing idler gear bearing inner race ● Removing and installing band servo piston snap ring </div> </div> <p style="text-align: center;">NT077</p>

PREPARATION

Commercial Service Tools (Cont'd)

Tool name	Description
Drift	 <p>Removing idler gear bearing inner race a: 34 mm (1.34 in) dia.</p> <p>NT109</p>
Drift	 <p>Installing differential left side bearing a: 86 mm (3.39 in) dia. b: 80 mm (3.15 in) dia.</p> <p>NT115</p>
Drift	 <p>Installing differential right side bearing a: 46 mm (1.81 in) dia. b: 40 mm (1.57 in) dia.</p> <p>NT115</p>



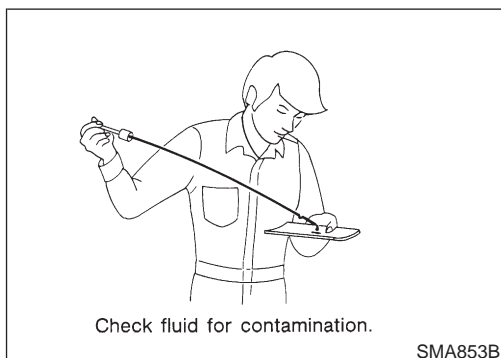
Checking A/T Fluid

NJAT0228

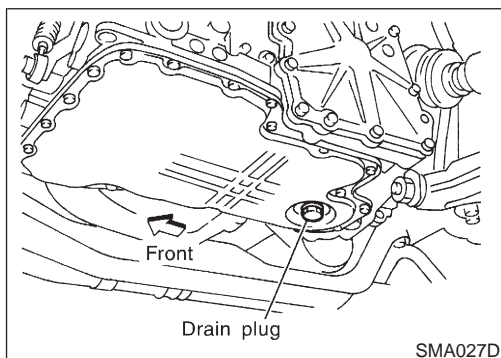
1. Warm up engine.
2. Check for fluid leakage.
3. Before driving, fluid level can be checked at fluid temperatures of 30 to 50°C (86 to 122°F) using "COLD" range on dipstick.
 - a. Park vehicle on level surface and set parking brake.
 - b. Start engine and move selector lever through each gear position. Leave selector lever in "P" position.
 - c. Check fluid level with engine idling.
 - d. Remove dipstick and note reading. If level is at low side of either range, and fluid to the charging pipe.
 - e. Re-insert dipstick into charging pipe as far as it will go.
 - f. Remove dipstick and note reading. If reading is at low side of range, add fluid to the charging pipe.

Do not overfill.

4. Drive vehicle for approximately 5 minutes in urban areas.
5. Re-check fluid level at fluid temperatures of 50 to 80°C (122 to 176°F) using "HOT" range on dipstick.



6. Check fluid condition.
 - If fluid is very dark or smells burned, refer to AT section for checking 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 LC-16, "Radiator".



Changing A/T Fluid

NJAT0229

1. Warm up A/T fluid.
2. Stop engine.
3. Drain A/T fluid from drain plug and refill with new A/T fluid. Always refill same volume with drained fluid.

Fluid grade:

Nissan Matic "D" or Genuine Nissan Automatic Transmission Fluid. Refer to "RECOMMENDED FLUIDS AND LUBRICANTS", MA-20.

Fluid capacity (With torque converter):

7.0 l (6-1/8 Imp qt)

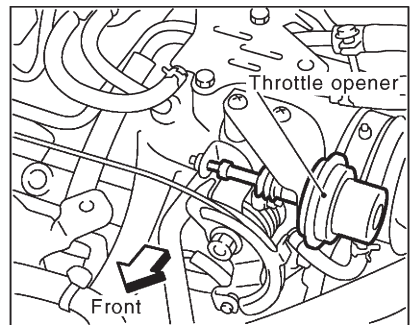
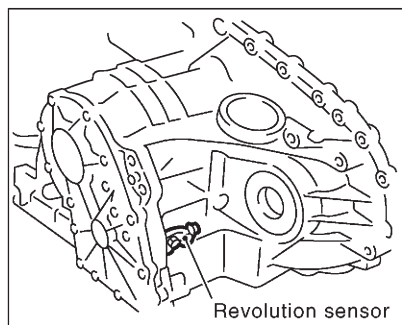
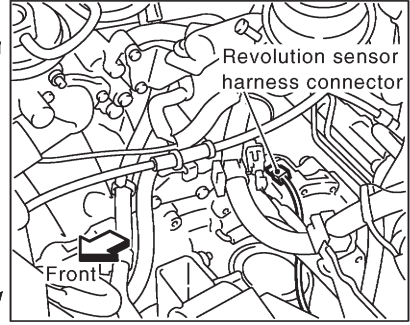
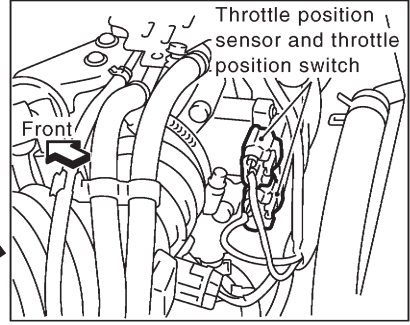
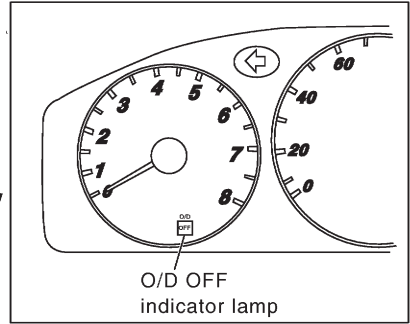
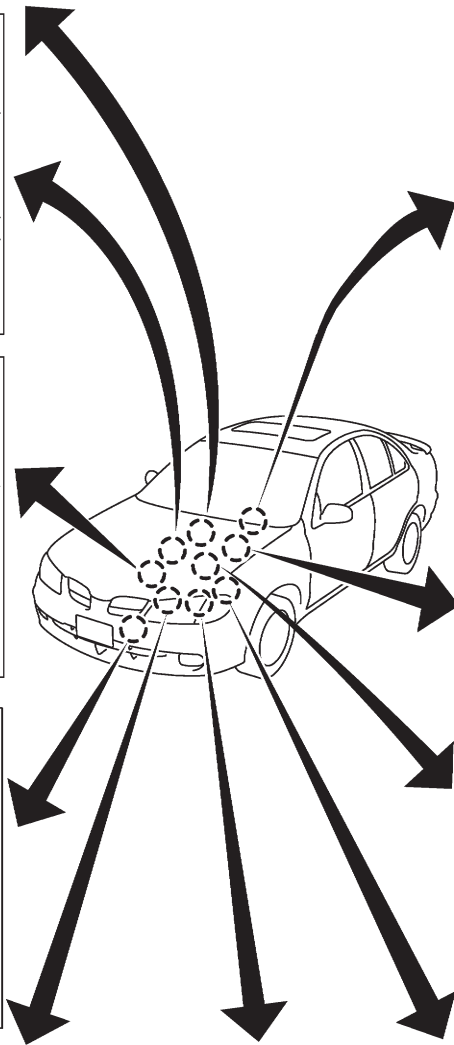
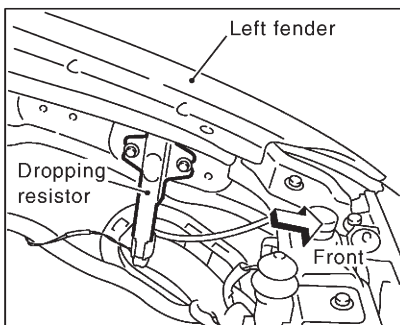
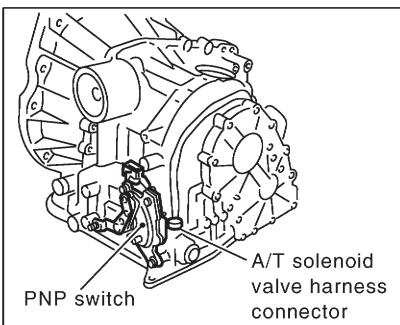
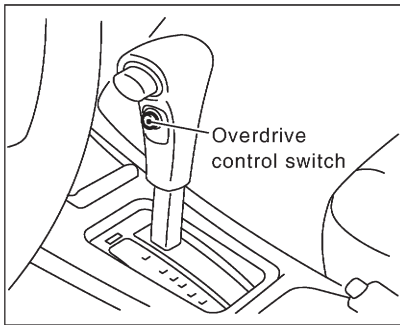
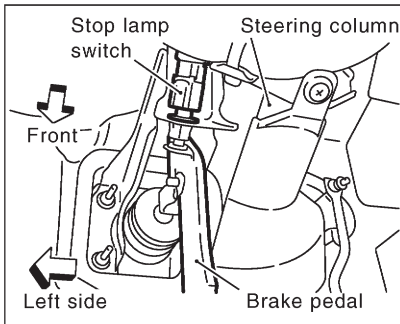
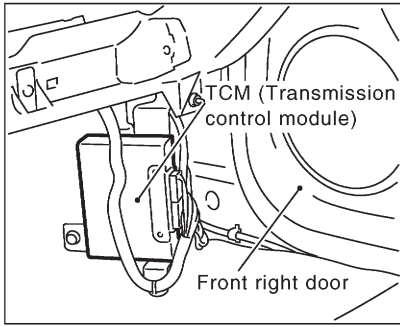
Drain plug:

⊗ : 29 - 39 N-m (3.0 - 4.0 kg-m, 22 - 29 ft-lb)

4. Run engine at idle speed for five minutes.
5. Check fluid level and condition. Refer to "Checking A/T Fluid". If fluid is still dirty, repeat steps 2 through 5.

OVERALL SYSTEM

A/T Electrical Parts Location

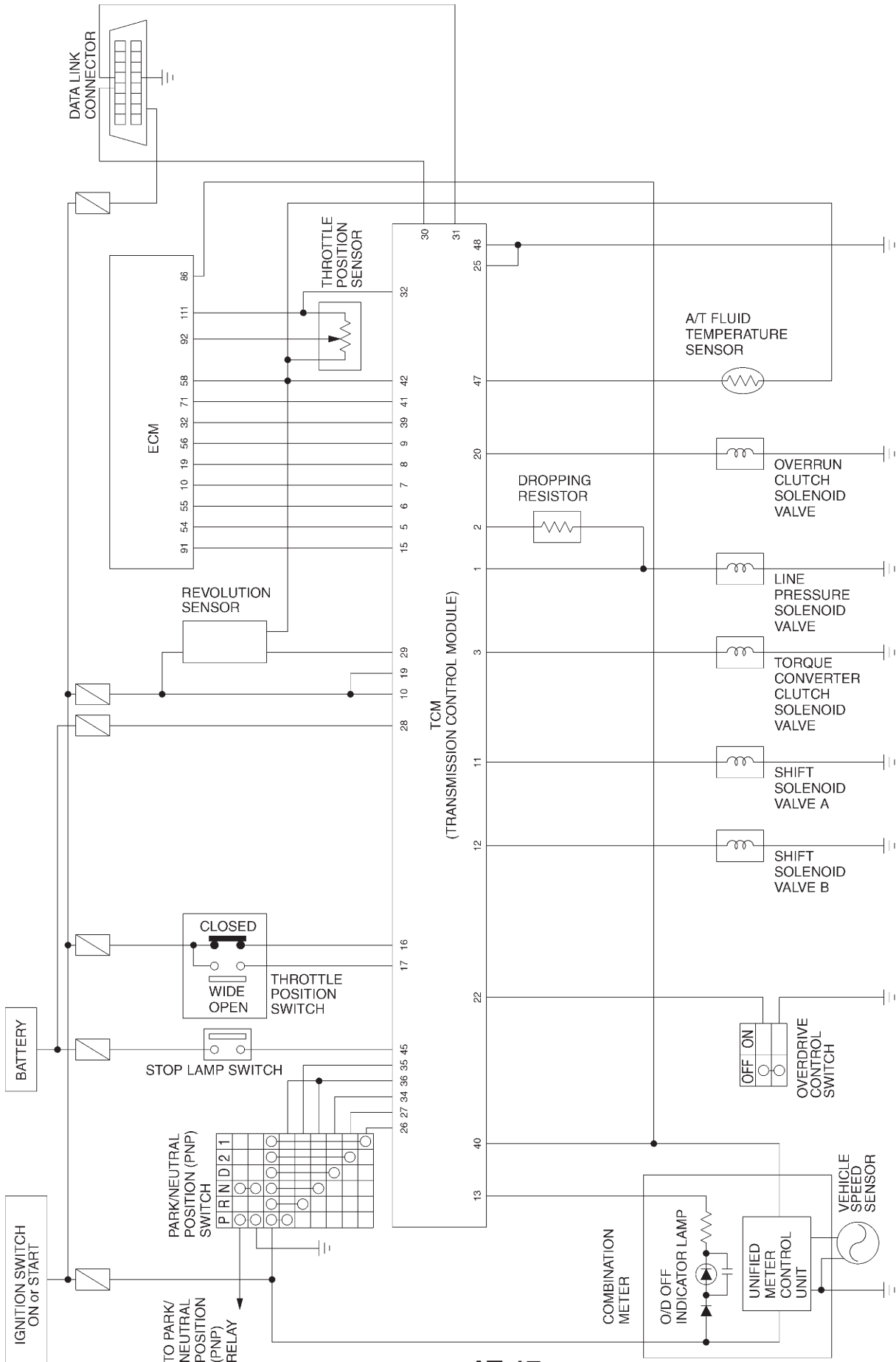


OVERALL SYSTEM

Circuit Diagram

NJAT0009

Circuit Diagram



AT-17

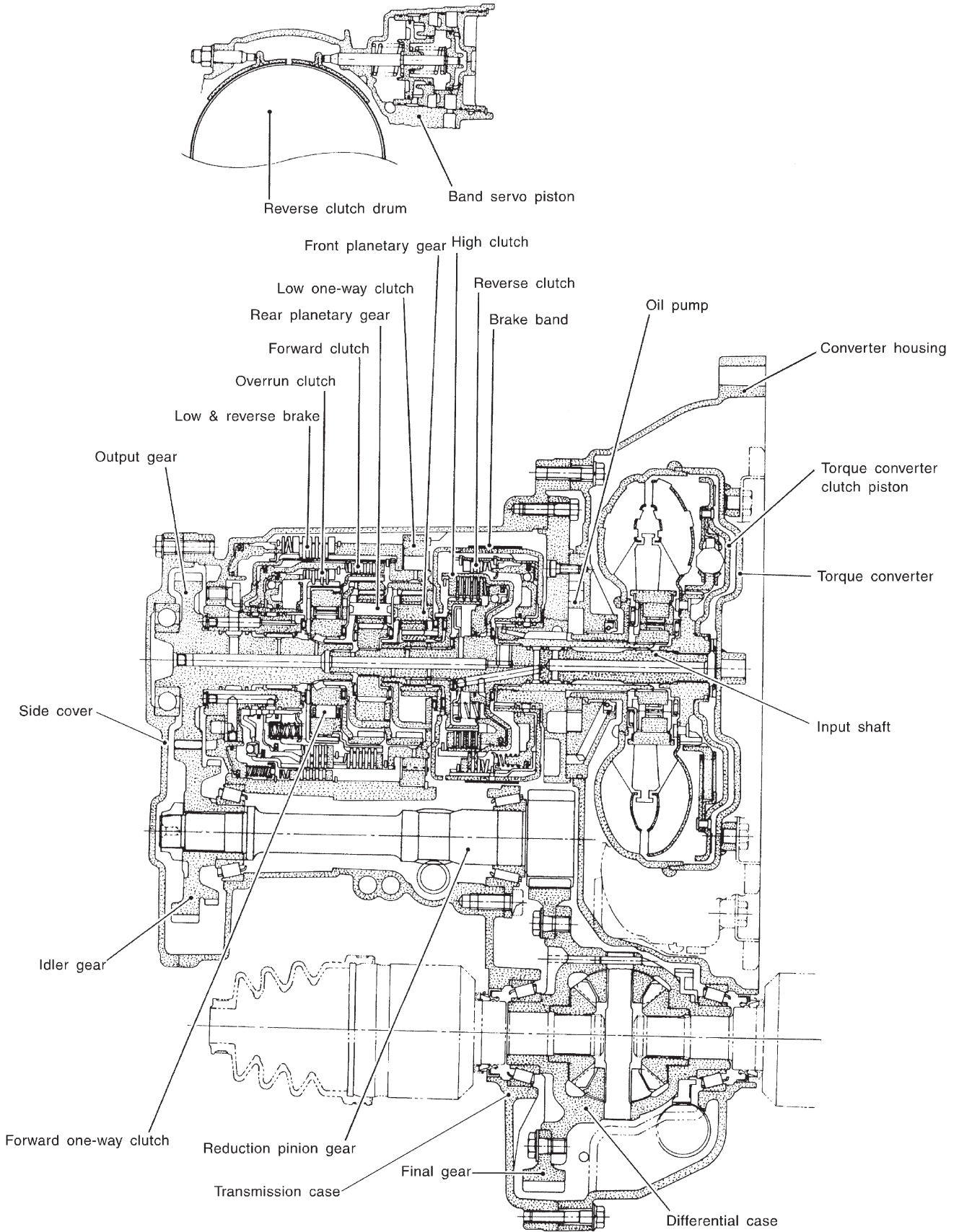
YAT229

OVERALL SYSTEM

Cross-sectional View —

Cross-sectional View —

NJAT0217

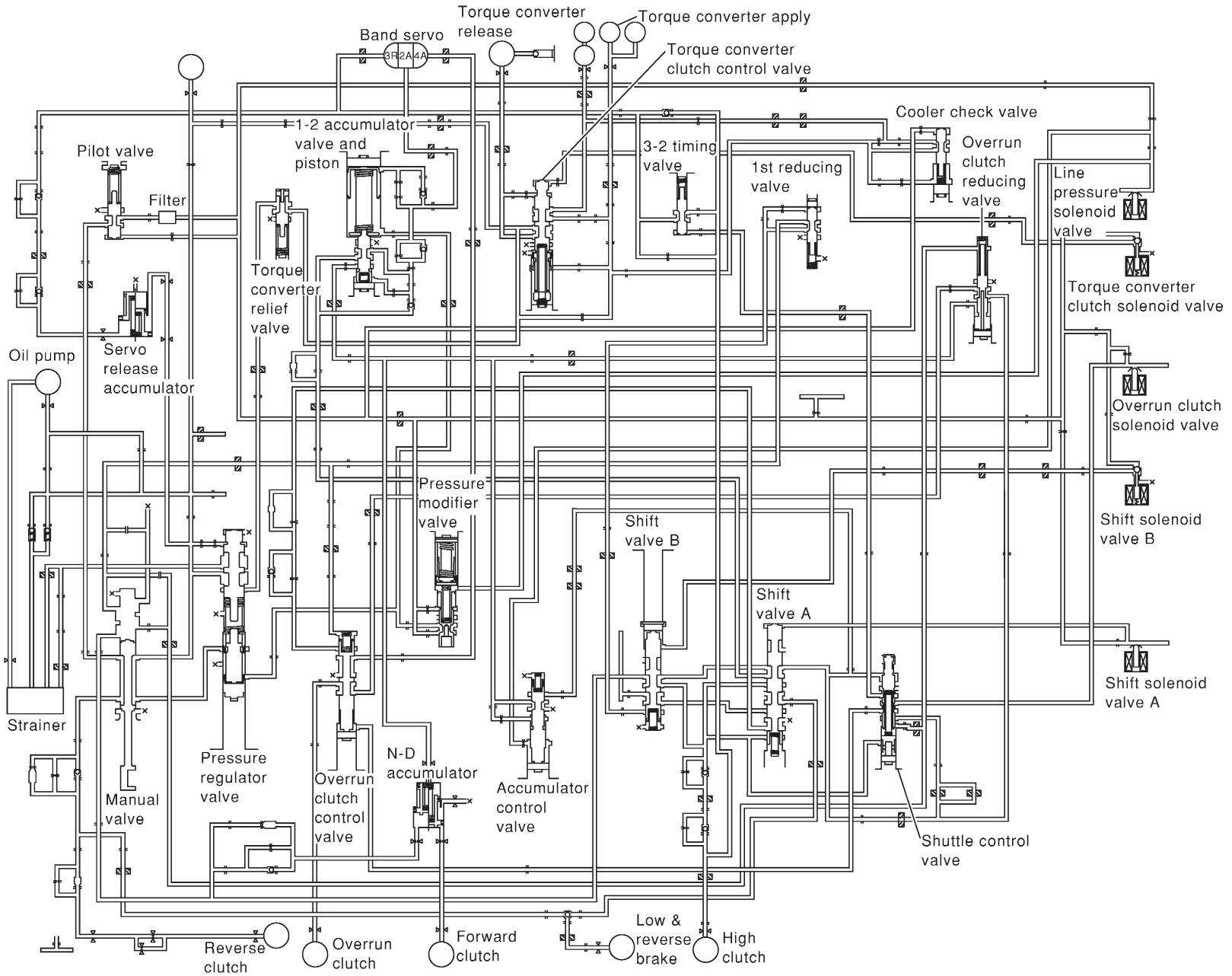


SAT842J

AT-18

OVERALL SYSTEM

Hydraulic Control Circuit



Hydraulic Control Circuit

NJAT0012

AT-19

SAT844J

OVERALL SYSTEM

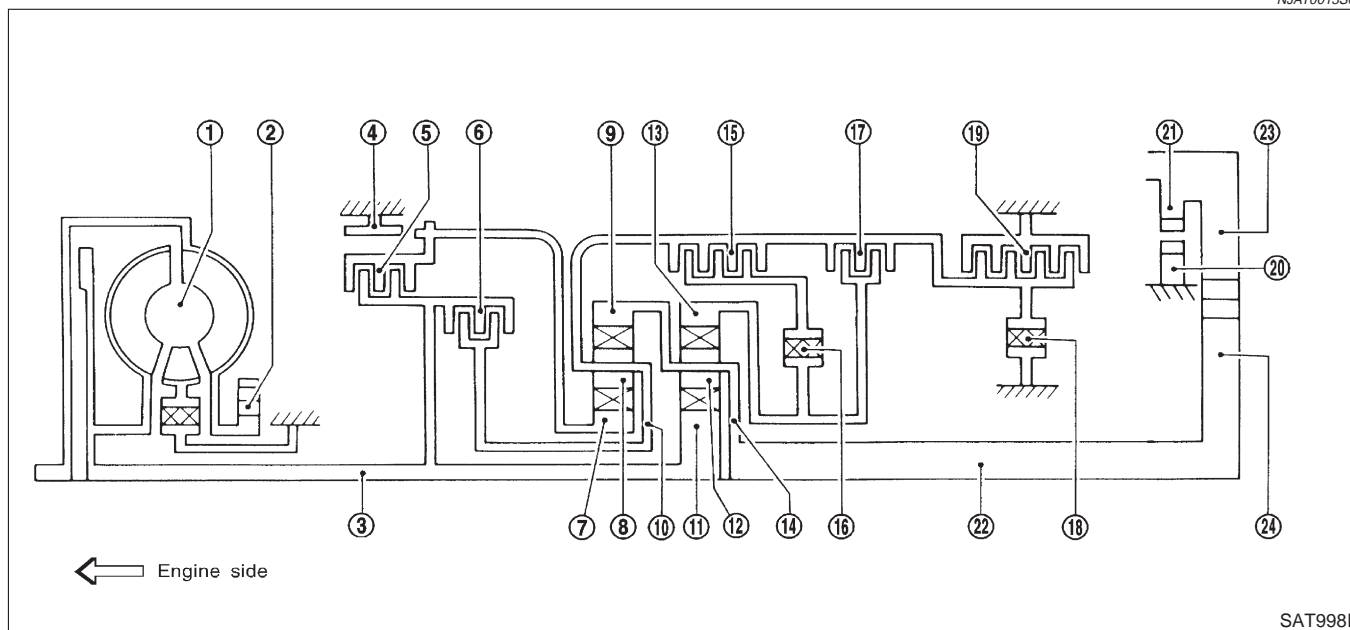
Shift Mechanism

Shift Mechanism

NJAT0013

CONSTRUCTION

NJAT0013S01



SAT9981

- | | | |
|----------------------|-----------------------------|-------------------------|
| 1. Torque converter | 9. Front internal gear | 17. Overrun clutch |
| 2. Oil pump | 10. Front planetary carrier | 18. Low one-way clutch |
| 3. Input shaft | 11. Rear sun gear | 19. Low & reverse brake |
| 4. Brake band | 12. Rear pinion gear | 20. Parking pawl |
| 5. Reverse clutch | 13. Rear internal gear | 21. Parking gear |
| 6. High clutch | 14. Rear planetary carrier | 22. Output shaft |
| 7. Front sun gear | 15. Forward clutch | 23. Idle gear |
| 8. Front pinion gear | 16. Forward one-way clutch | 24. Output gear |

FUNCTION OF CLUTCH AND BRAKE

NJAT0013S03

Clutch and brake components	Abbr.	Function
5 Reverse clutch	R/C	To transmit input power to front sun gear 7.
6 High clutch	H/C	To transmit input power to front planetary carrier 10.
15 Forward clutch	F/C	To connect front planetary carrier 10 with forward one-way clutch 16.
17 Overrun clutch	O/C	To connect front planetary carrier 10 with rear internal gear 13.
4 Brake band	B/B	To lock front sun gear 7.
16 Forward one-way clutch	F/O.C	When forward clutch 15 is engaged, to stop rear internal gear 13 from rotating in opposite direction against engine revolution.
18 Low one-way clutch	L/O.C	To stop front planetary carrier 10 from rotating in opposite direction against engine revolution.
19 Low & reverse brake	L & R/B	To lock front planetary carrier 10.

OVERALL SYSTEM

Shift Mechanism (Cont'd)

CLUTCH AND BAND CHART

NJAT0013S04

Shift position	Reverse clutch 5	High clutch 6	Forward clutch 15	Over-run clutch 17	Band servo			Forward one-way clutch 16	Low one-way clutch 18	Low & reverse brake 19	Lock-up	Remarks
					2nd apply	3rd release	4th apply					
P												PARK POSITION
R	○									○		REVERSE POSITION
N												NEUTRAL POSITION
D*4	1st		○	*1D				B	B			Automatic shift 1 ⇔ 2 ⇔ 3 ⇔ 4
	2nd		○	*1A	○			B				
	3rd		○	*1A	*2C	C		B			*5○	
	4th		○	C	*3C	C	○				○	
2	1st		○	D				B	B			Automatic shift 1 ⇔ 2
	2nd		○	A	○			B				
1	1st		○	○				B		○		Locks (held stationary) in 1st speed 1 ⇔ 2
	2nd		○	○	○			B				

*1: Operates when overdrive control switch is set in "OFF" position.

*2: Oil pressure is applied to both 2nd "apply" side and 3rd "release" side of band servo piston. However, brake band does not contract because oil pressure area on the "release" side is greater than that on the "apply" side.

*3: Oil pressure is applied to 4th "apply" side in condition *2 above, and brake band contracts.

*4: A/T will not shift to 4th when overdrive control switch is set in "OFF" position.

*5: Operates when overdrive control switch is "OFF".

○ : Operates.

A: Operates when throttle opening is less than 3/16, activating engine brake.

B: Operates during "progressive" acceleration.

C: Operates but does not affect power transmission.

D: Operates when throttle opening is less than 3/16, but does not affect engine brake.

OVERALL SYSTEM

Shift Mechanism (Cont'd)

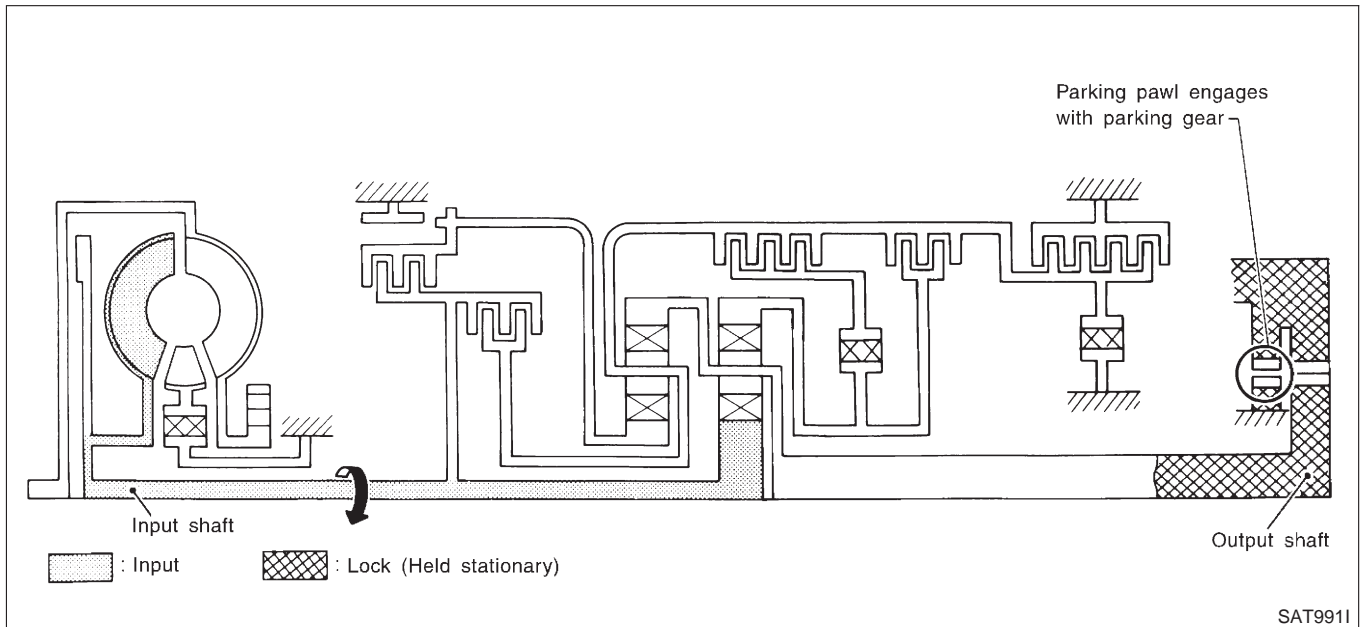
POWER TRANSMISSION

=NJAT0013S02

“N” and “P” Positions

NJAT0013S0201

- “N” position
Power from the input shaft is not transmitted to the output shaft because the clutches do not operate.
- “P” position
Similar to the “N” position, the clutches do not operate. The parking pawl engages with the parking gear to mechanically hold the output shaft so that the power train is locked.



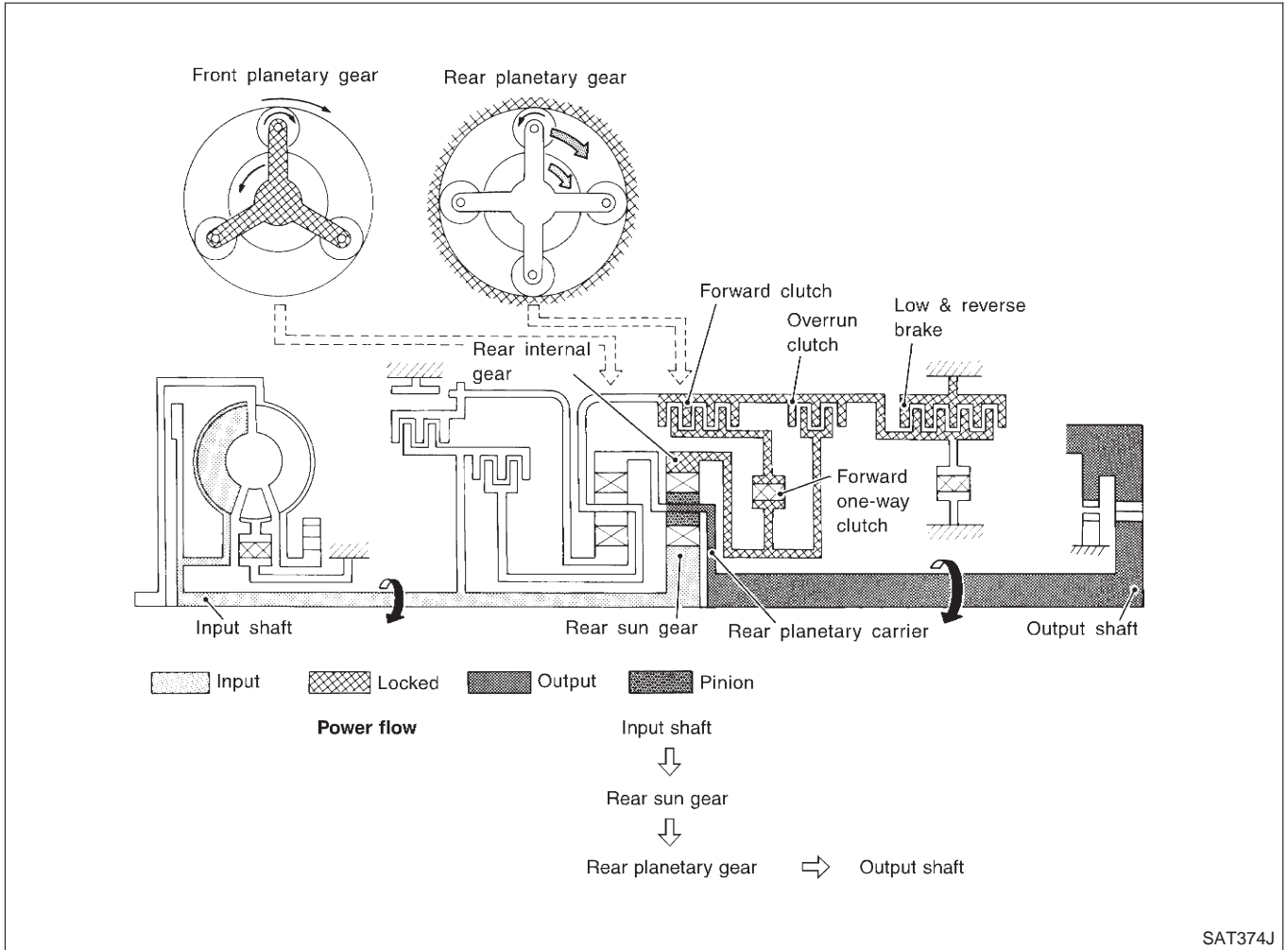
OVERALL SYSTEM

Shift Mechanism (Cont'd)

“1₁” Position

=NJAT0013S0202

<ul style="list-style-type: none"> ● Forward clutch ● Forward one-way clutch ● Overrun clutch ● Low and reverse brake 	<p>As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D₁ and 2₁.</p>
<p>Engine brake</p>	<p>Overrun clutch always engages, therefore engine brake can be obtained when decelerating.</p>



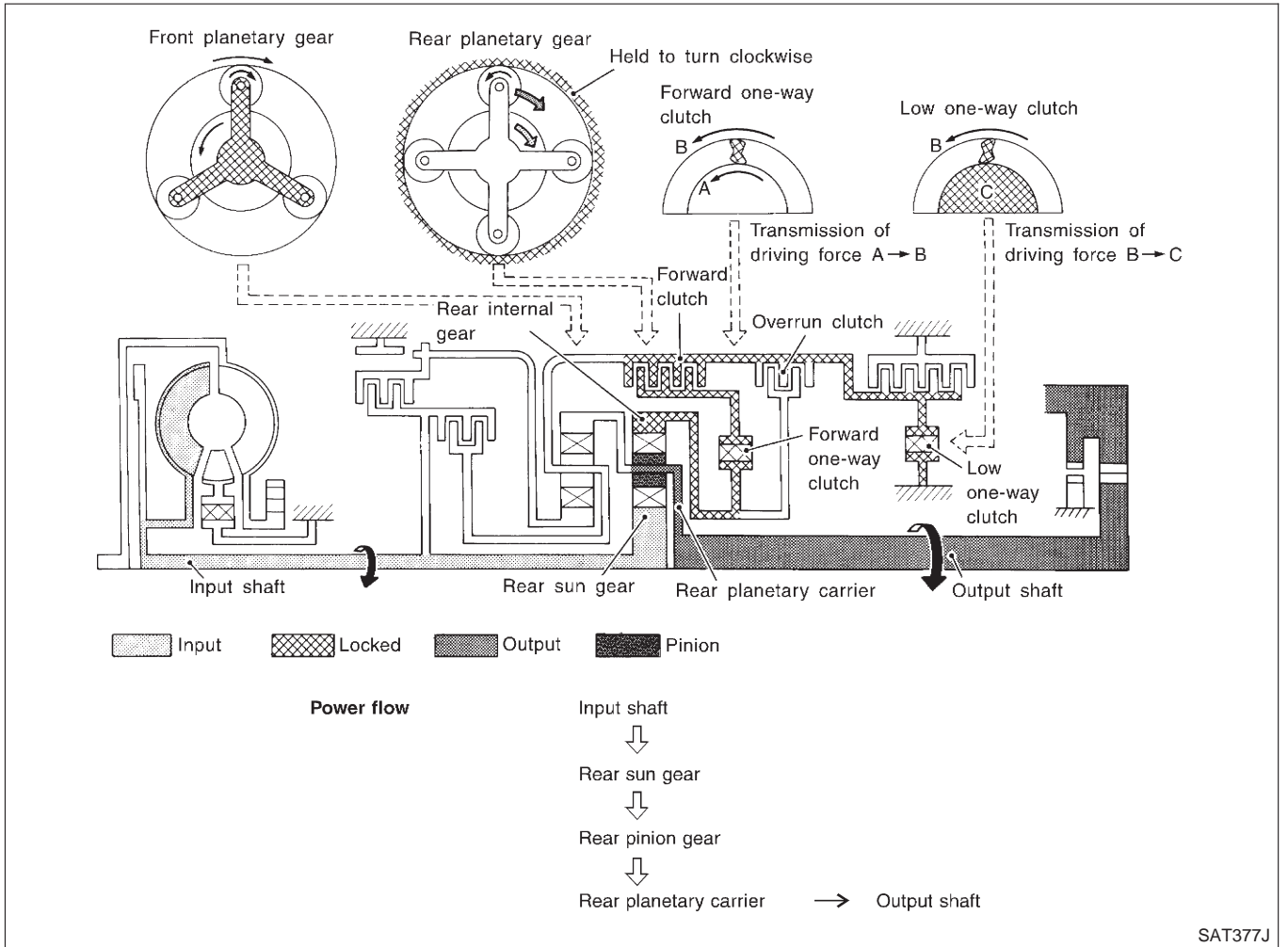
OVERALL SYSTEM

Shift Mechanism (Cont'd)

“D₁” and “2₁” Positions

=NJAT0013S0203

<ul style="list-style-type: none"> ● Forward one-way clutch ● Forward clutch ● Low one-way clutch 	<p>Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches.</p>
<p>Overrun clutch engagement conditions (Engine brake)</p>	<p>D₁: Overdrive control switch “OFF” and throttle opening is less than 3/16 2₁: Always engaged At D₁ and 2₁ positions, engine brake is not activated due to free turning of low one-way clutch.</p>



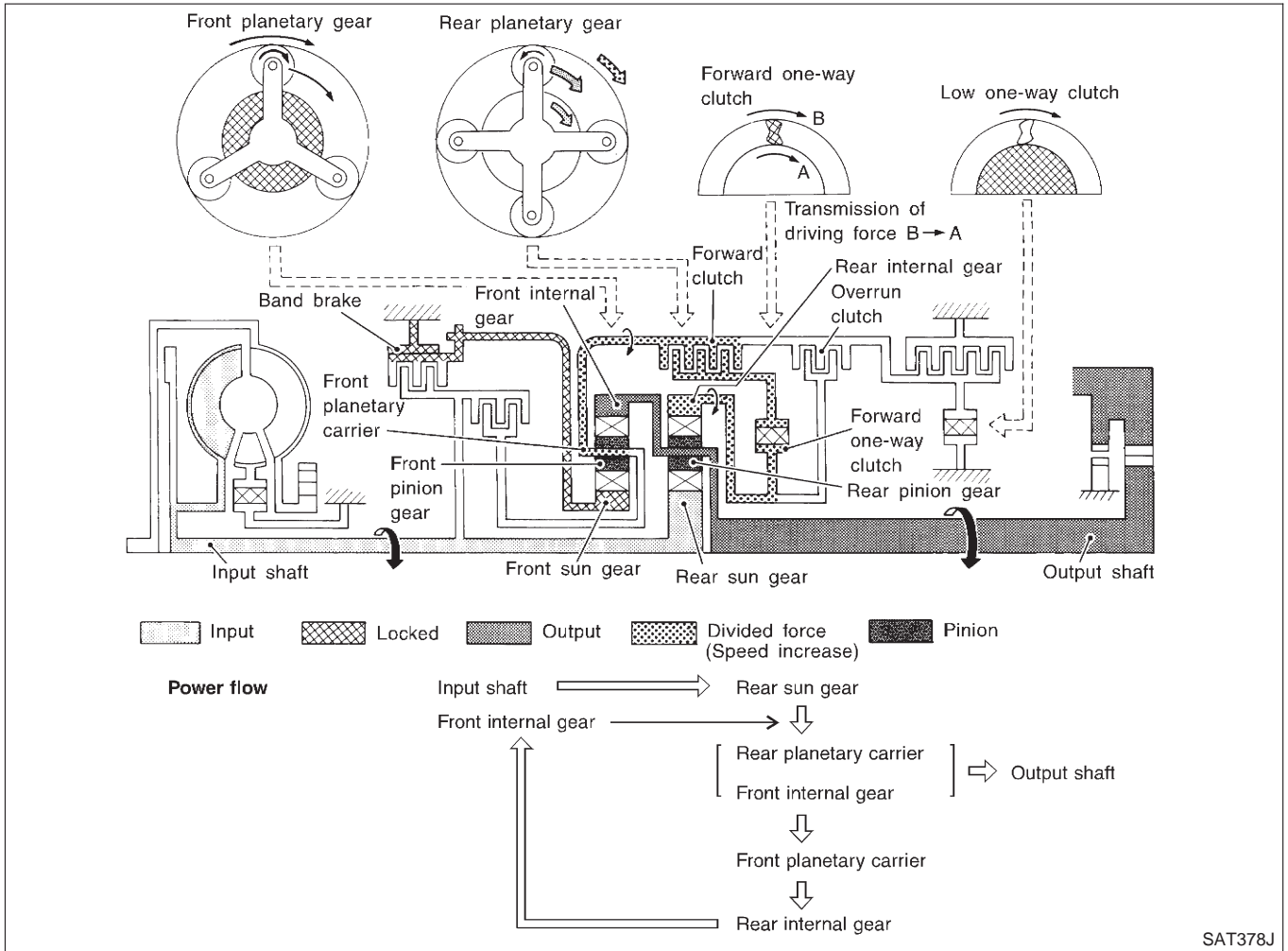
OVERALL SYSTEM

Shift Mechanism (Cont'd)

“D₂”, “2₂” and “1₂” Positions

=NJAT0013S0204

<ul style="list-style-type: none"> ● Forward clutch ● Forward one-way clutch ● Brake band 	<p>Rear sun gear drives rear planetary carrier and combined front internal gear. Front internal gear now rotates around front sun gear accompanying front planetary carrier.</p> <p>As front planetary carrier transfers the power to rear internal gear through forward clutch and forward one-way clutch, this rotation of rear internal gear increases the speed of rear planetary carrier compared with that of the 1st speed.</p>
<p>Overrun clutch engagement conditions</p>	<p>D₂: Overdrive control switch “OFF” and throttle opening is less than 3/16</p> <p>2₂ and 1₂: Always engaged</p>



SAT378J

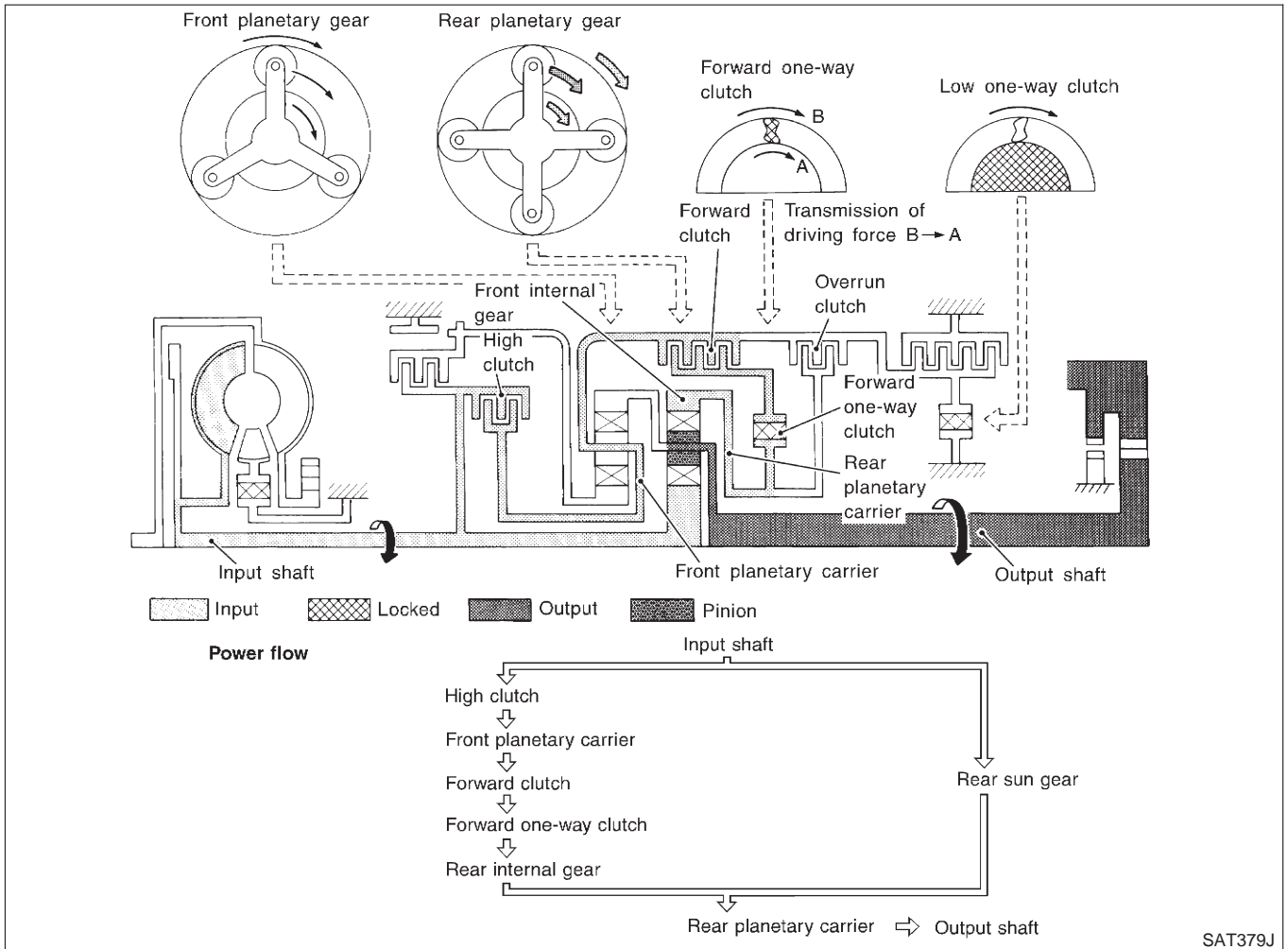
OVERALL SYSTEM

Shift Mechanism (Cont'd)

"D₃" Position

=NJAT0013S0205

<ul style="list-style-type: none"> ● High clutch ● Forward clutch ● Forward one-way clutch 	<p>Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch. This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.</p>
<p>Overrun clutch engagement conditions</p>	<p>D₃: Overdrive control switch "OFF" and throttle opening is less than 3/16</p>



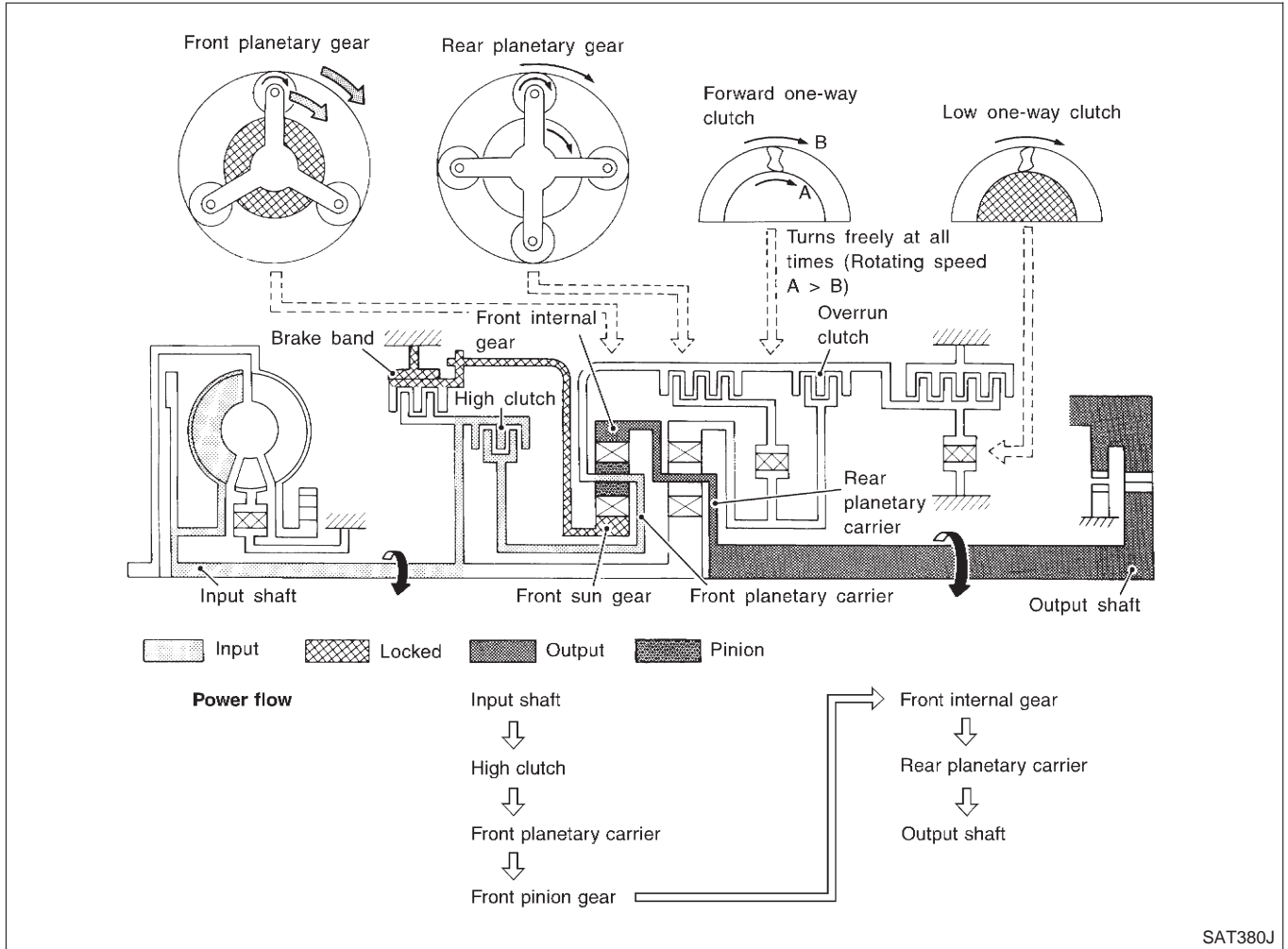
OVERALL SYSTEM

Shift Mechanism (Cont'd)

“D₄” (OD) Position

=NJAT0013S0206

<ul style="list-style-type: none"> ● High clutch ● Brake band ● Forward clutch (Does not affect power transmission) 	<p>Input power is transmitted to front carrier through high clutch. This front carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.</p>
<p>Engine brake</p>	<p>At D₄ position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.</p>



SAT380J

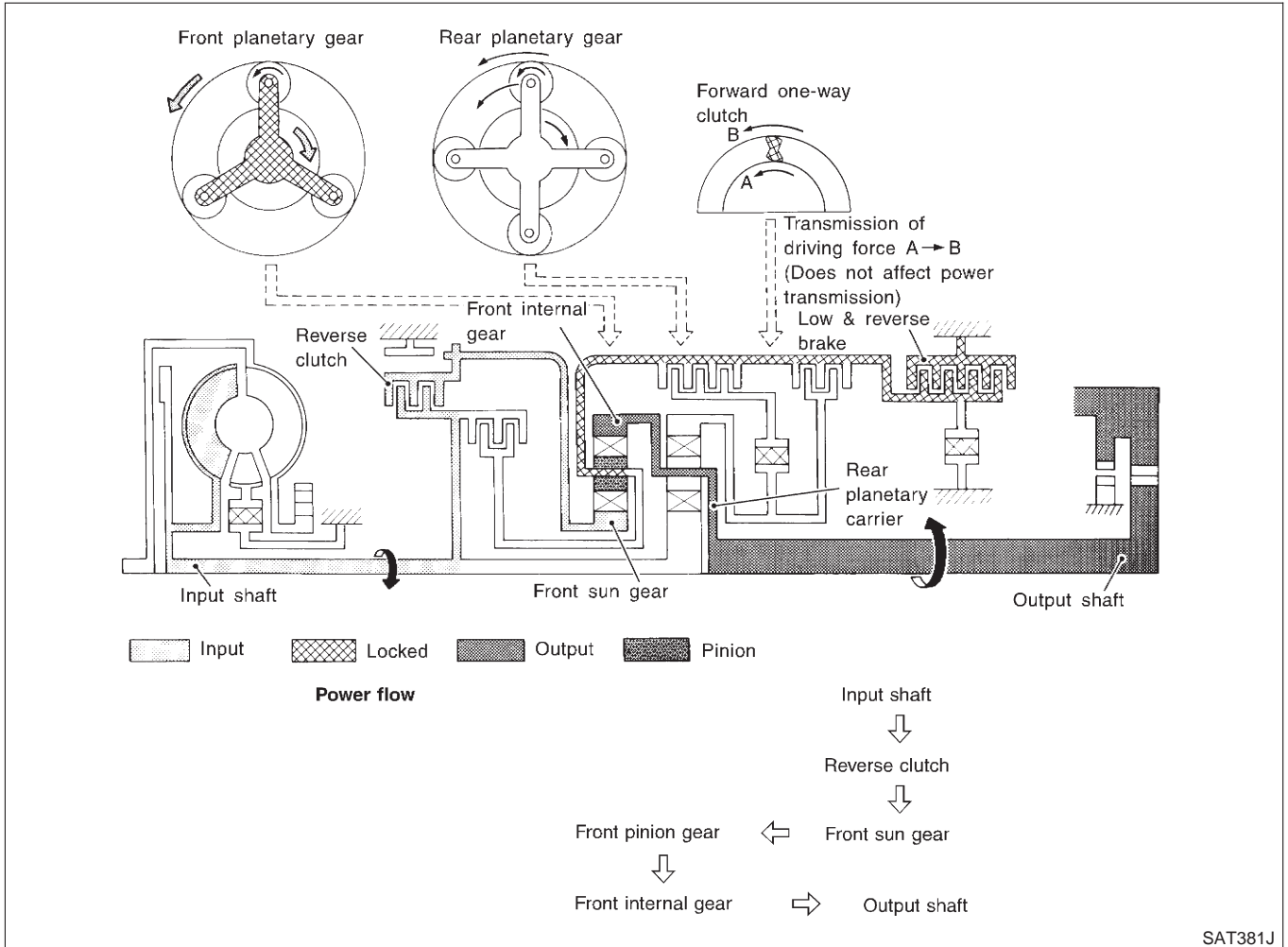
OVERALL SYSTEM

Shift Mechanism (Cont'd)

"R" Position

=NJAT0013S0207

<ul style="list-style-type: none"> ● Reverse clutch ● Low and reverse brake 	<p>Front planetary carrier is stationary because of the operation of low and reverse brake. Input power is transmitted to front sun gear through reverse clutch, which drives front internal gear in the opposite direction.</p>
<p>Engine brake</p>	<p>As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.</p>



OVERALL SYSTEM

Control System

Control System

=NJAT0014

OUTLINE

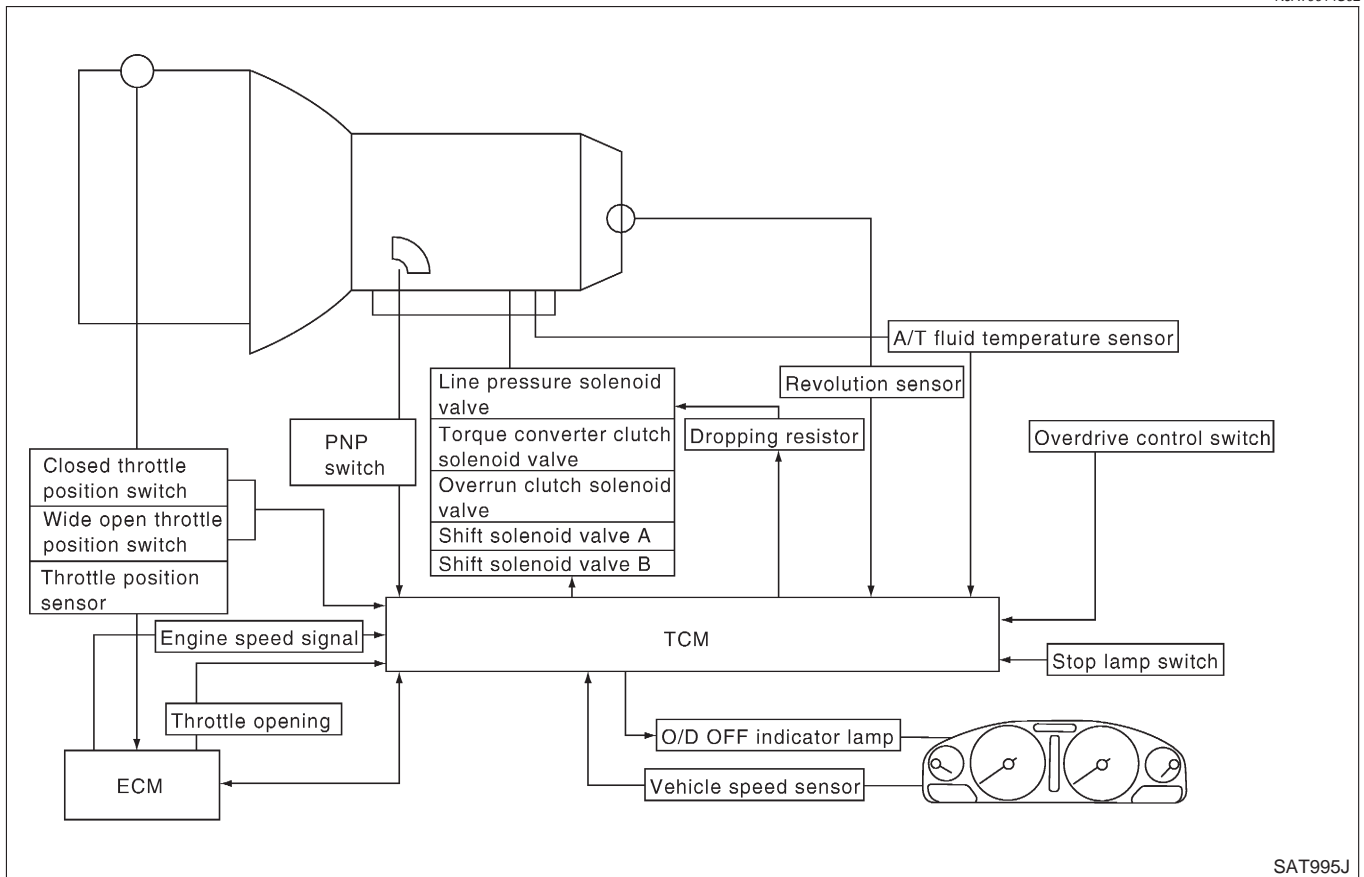
NJAT0014S01

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

SWITCHES & SENSORS		TCM		ACTUATORS
PNP switch Throttle position sensor Closed throttle position switch Wide open throttle position switch Engine speed signal A/T fluid temperature sensor Revolution sensor Vehicle speed sensor Overdrive control switch Stop lamp switch	▶	Shift control Line pressure control Lock-up control Overrun clutch control Timing control Fail-safe control Self-diagnosis CONSULT-II communication line control Duet-EA control	▶	Shift solenoid valve A Shift solenoid valve B Overrun clutch solenoid valve Torque converter clutch solenoid valve Line pressure solenoid valve O/D OFF indicator lamp

CONTROL SYSTEM

NJAT0014S02



OVERALL SYSTEM

Control System (Cont'd)

TCM FUNCTION

=NJAT0014S03

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.

INPUT/OUTPUT SIGNAL OF TCM

NJAT0014S04

	Sensors, switches and solenoid valves	Function
Input	PNP switch	Detects select lever position and sends a signal to TCM.
	Throttle position sensor	Detects throttle valve position and sends a signal to TCM.
	Closed throttle position switch	Detects throttle valve's fully-closed position and sends a signal to TCM.
	Wide open throttle position switch	Detects a throttle valve position of greater than 1/2 of full throttle and sends a signal to TCM.
	Engine speed signal	From ECM.
	A/T fluid temperature sensor	Detects transmission fluid temperature and sends a signal to TCM.
	Revolution sensor	Detects output shaft rpm and sends a signal to TCM.
	Vehicle speed sensor	Used as an auxiliary vehicle speed sensor. Sends a signal when revolution sensor (installed on transmission) malfunctions.
	Overdrive control switch	Sends a signal, which prohibits a shift to "D ₄ " (overdrive) position, to the TCM.
	Stop lamp switch	Releases lock-up system when depressing pedal in lock-up condition.
Output	Shift solenoid valve A/B	Selects shifting point suited to driving conditions in relation to a signal sent from TCM.
	Line pressure solenoid valve	Regulates (or decreases) line pressure suited to driving conditions in relation to a signal sent from TCM.
	Torque converter clutch solenoid valve	Regulates (or decreases) lock-up pressure suited to driving conditions in relation to a signal sent from TCM.
	Overrun clutch solenoid valve	Controls an "engine brake" effect suited to driving conditions in relation to a signal sent from TCM.
	O/D OFF indicator lamp	Shows TCM faults, when A/T control components malfunction.

Control Mechanism

NJAT0015

LINE PRESSURE CONTROL

NJAT0015S01

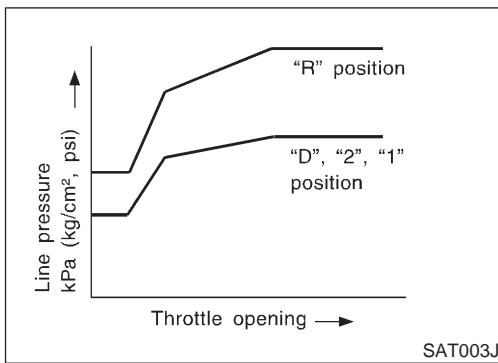
TCM has various line pressure control characteristics to match the driving conditions.

An ON-OFF duty signal is sent to the line pressure solenoid valve based on TCM characteristics.

Hydraulic pressure on the clutch and brake is electronically controlled through the line pressure solenoid valve to accommodate engine torque. This results in smooth shift operation.

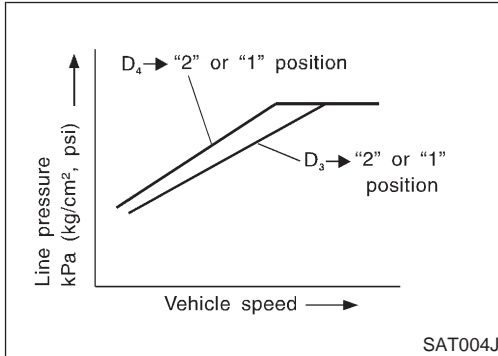
OVERALL SYSTEM

Control Mechanism (Cont'd)



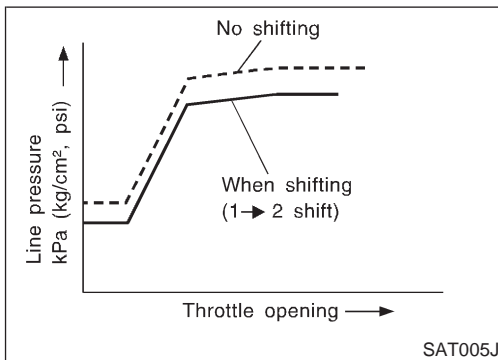
Normal Control

The line pressure to throttle opening characteristics is set for suitable clutch operation. NJAT0015S0101



Back-up Control (Engine brake)

If the selector lever is shifted to "2" position while driving in D₄ (OD) or D₃, great driving force is applied to the clutch inside the transmission. Clutch operating pressure (line pressure) must be increased to deal with this driving force. NJAT0015S0102

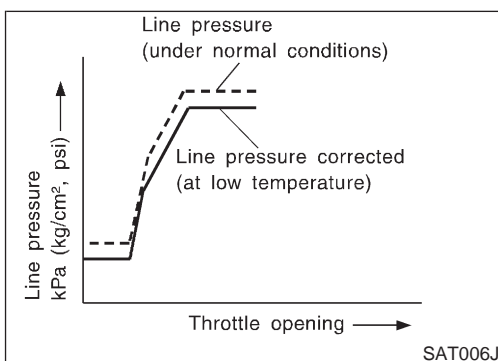


During Shift Change

The line pressure is temporarily reduced corresponding to a change in engine torque when shifting gears (that is, when the shift solenoid valve is switched for clutch operation) to reduce shifting shock. NJAT0015S0103

At Low Fluid Temperature

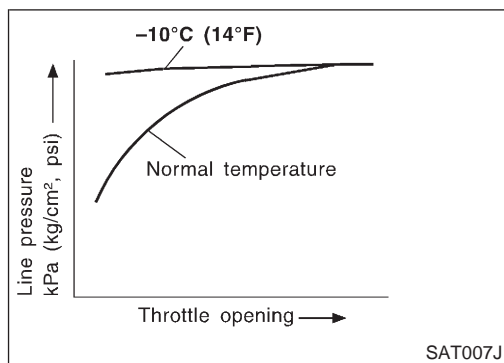
- Fluid viscosity and frictional characteristics of the clutch facing change with fluid temperature. Clutch engaging or band-contacting pressure is compensated for, according to fluid temperature, to stabilize shifting quality. NJAT0015S0104



- The line pressure is reduced below 60°C (140°F) to prevent shifting shock due to low viscosity of automatic transmission fluid when temperature is low.

OVERALL SYSTEM

Control Mechanism (Cont'd)

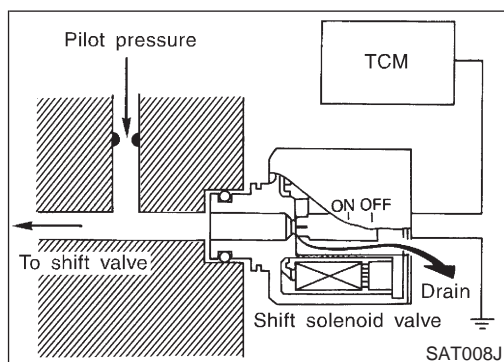


- Line pressure is increased to a maximum irrespective of the throttle opening when fluid temperature drops to -10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.

SHIFT CONTROL

The shift is regulated entirely by electronic control to accommodate vehicle speed and varying engine operations. This is accomplished by electrical signals transmitted by the revolution sensor and throttle position sensor. This results in improved acceleration performance and fuel economy.

NJAT0015S02



Control of Shift Solenoid Valves A and B

The TCM activates shift solenoid valves A and B according to signals from the throttle position sensor and revolution sensor to select the optimum gear position on the basis of the shift schedule memorized in the TCM.

The shift solenoid valve performs simple ON-OFF operation. When set to "ON", the drain circuit closes and pilot pressure is applied to the shift valve.

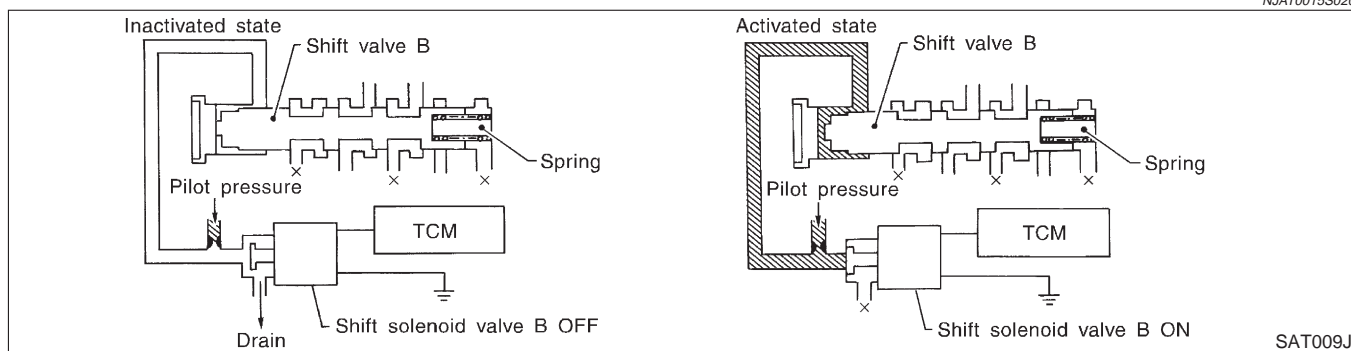
NJAT0015S0201

Relation Between Shift Solenoid Valves A and B and Gear Positions

Shift solenoid valve	Gear position				
	D ₁ , 2 ₁ , 1 ₁	D ₂ , 2 ₂ , 1 ₂	D ₃	D ₄ (OD)	N-P
A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)	ON (Closed)
B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)

NJAT0015S0203

Control of Shift Valves A and B



NJAT0015S0202

SAT009J

OVERALL SYSTEM

Control Mechanism (Cont'd)

Pilot pressure generated by the operation of shift solenoid valves A and B is applied to the end face of shift valves A and B. The drawing above shows the operation of shift valve B. When the shift solenoid valve is "ON", pilot pressure applied to the end face of the shift valve overcomes spring force, moving the valve upward.

LOCK-UP CONTROL

NJAT0015S03

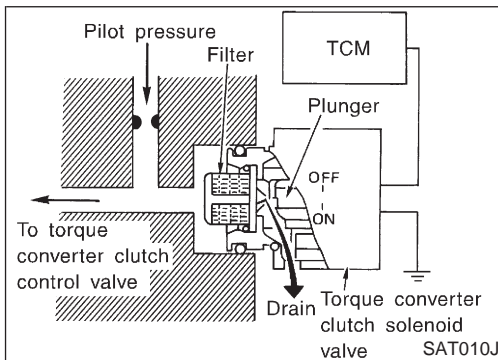
The torque converter clutch piston in the torque converter is locked to eliminate torque converter slip to increase power transmission efficiency. The solenoid valve is controlled by an ON-OFF duty signal sent from the TCM. The signal is converted to an oil pressure signal which controls the torque converter clutch piston.

Conditions for Lock-up Operation

NJAT0015S0301

When vehicle is driven in 4th gear position, vehicle speed and throttle opening are detected. If the detected values fall within the lock-up zone memorized in the TCM, lock-up is performed.

Overdrive control switch	ON	OFF
Selector lever	"D" position	
Gear position	D ₄	D ₃
Vehicle speed sensor	More than set value	
Throttle position sensor	Less than set opening	
Closed throttle position switch	OFF	
A/T fluid temperature sensor	More than 40°C (104°F)	

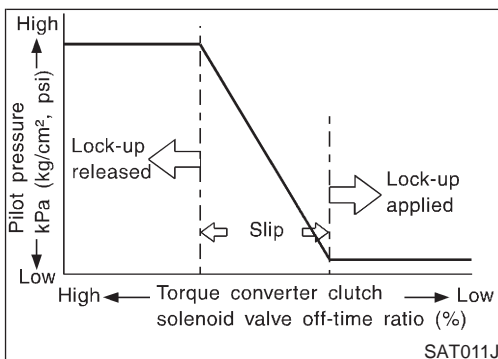


Torque Converter Clutch Solenoid Valve Control

NJAT0015S0302

The torque converter clutch solenoid valve is controlled by the TCM. The plunger closes the drain circuit during the "OFF" period, and opens the circuit during the "ON" period. If the percentage of OFF-time increases in one cycle, the pilot pressure drain time is reduced and pilot pressure remains high.

The torque converter clutch piston is designed to slip to adjust the ratio of ON-OFF, thereby reducing lock-up shock.



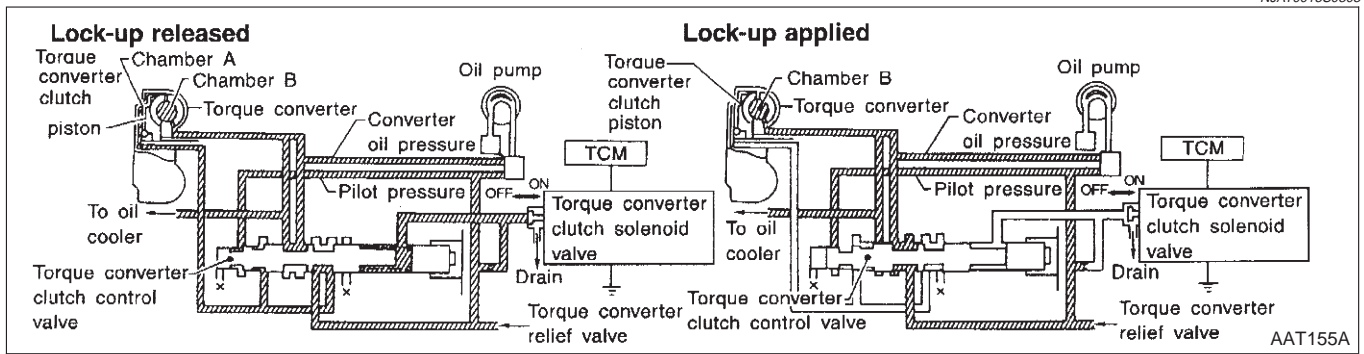
OFF-time INCREASING
 ↓
 Amount of drain DECREASING
 ↓
 Pilot pressure HIGH
 ↓
 Lock-up RELEASING

OVERALL SYSTEM

Control Mechanism (Cont'd)

Torque Converter Clutch Control Valve Operation

NJAT0015S0303



AAT155A

Lock-up released

The OFF-duration of the torque converter clutch solenoid valve is long, and pilot pressure is high. The pilot pressure pushes the end face of the torque converter clutch control valve in combination with spring force to move the valve to the left. As a result, converter pressure is applied to chamber A (torque converter clutch piston release side). Accordingly, the torque converter clutch piston remains unlocked.

Lock-up applied

When the OFF-duration of the torque converter clutch solenoid valve is short, pilot pressure drains and becomes low. Accordingly, the control valve moves to the right by the pilot pressure of the other circuit and converter pressure. As a result, converter pressure is applied to chamber B, keeping the torque converter clutch piston applied.

Also smooth lock-up is provided by transient application and release of the lock-up.

OVERRUN CLUTCH CONTROL (ENGINE BRAKE CONTROL)

NJAT0015S04

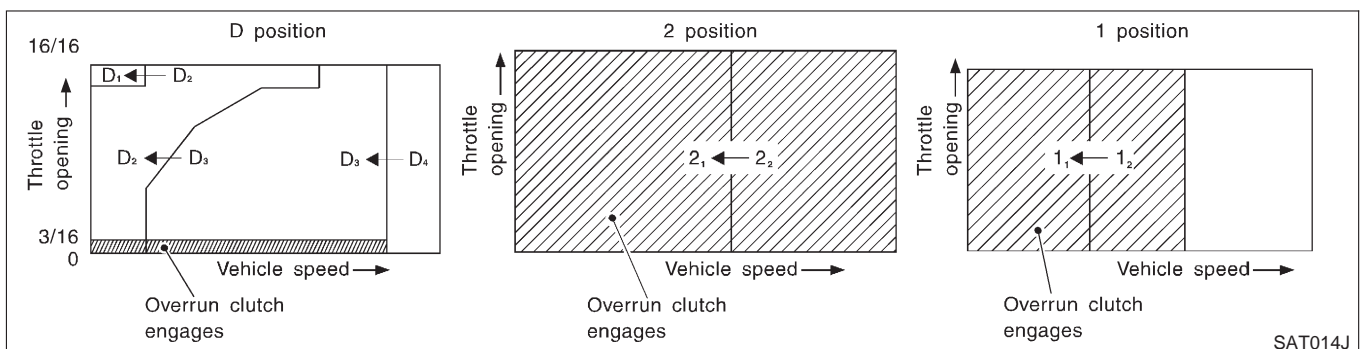
Forward one-way clutch is used to reduce shifting shocks in downshifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

The overrun clutch operates when the engine brake is needed.

Overrun Clutch Operating Conditions

NJAT0015S0401

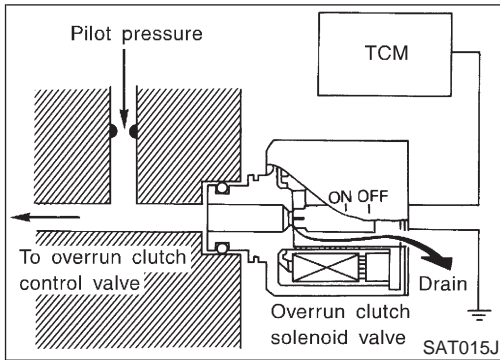
Selector lever position	Gear position	Throttle opening
"D" position	D ₁ , D ₂ , D ₃ gear position	Less than 3/16
"2" position	2 ₁ , 2 ₂ gear position	
"1" position	1 ₁ , 1 ₂ gear position	At any position



SAT014J

OVERALL SYSTEM

Control Mechanism (Cont'd)



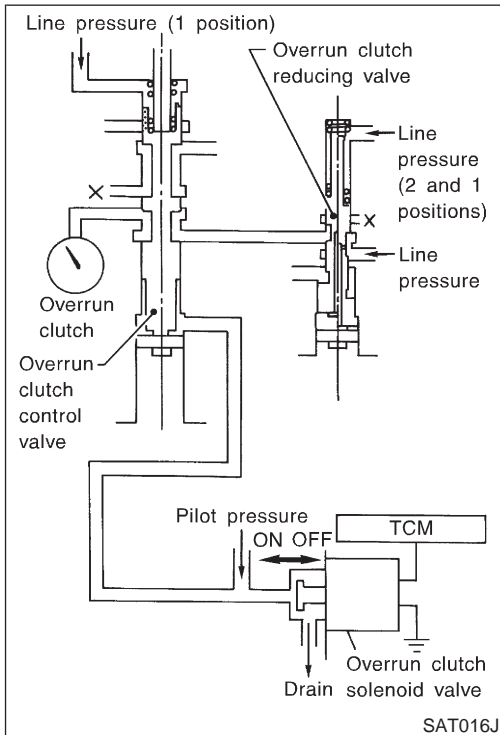
Overrun Clutch Solenoid Valve Control

NJAT0015S0402

The overrun clutch solenoid valve is operated by an ON-OFF signal transmitted by the TCM to provide overrun clutch control (engine brake control).

When this solenoid valve is "ON", the pilot pressure drain port closes. When it is "OFF", the drain port opens.

During the solenoid valve "ON" pilot pressure is applied to the end face of the overrun clutch control valve.



Overrun Clutch Control Valve Operation

NJAT0015S0403

When the solenoid valve is "ON", pilot pressure is applied to the overrun clutch control valve. This pushes up the overrun clutch control valve. The line pressure is then shut off so that the clutch does not engage.

When the solenoid valve is "OFF", pilot pressure is not generated. At this point, the overrun clutch control valve moves downward by spring force. As a result, overrun clutch operation pressure is provided by the overrun clutch reducing valve. This causes the overrun clutch to engage.

In the 1 position, the overrun clutch control valve remains pushed down so that the overrun clutch is engaged at all times.

Control Valve

NJAT0016

FUNCTION OF CONTROL VALVES

NJAT0016S01

Valve name	Function
Pressure regulator valve, plug and sleeve	Regulates oil discharged from the oil pump to provide optimum line pressure for all driving conditions.
Pressure modifier valve and sleeve	Used as a signal supplementary valve to the pressure regulator valve. Regulates pressure-modifier pressure (signal pressure) which controls optimum line pressure for all driving conditions.
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, shift timing.
Accumulator control valve	Regulates accumulator back-pressure to pressure suited to driving conditions.
Manual valve	Directs line pressure to oil circuits corresponding to select positions. Hydraulic pressure drains when the shift lever is in Neutral.
Shift valve A	Simultaneously switches four oil circuits using output pressure of shift solenoid valve A to meet driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve B.

OVERALL SYSTEM

Control Valve (Cont'd)

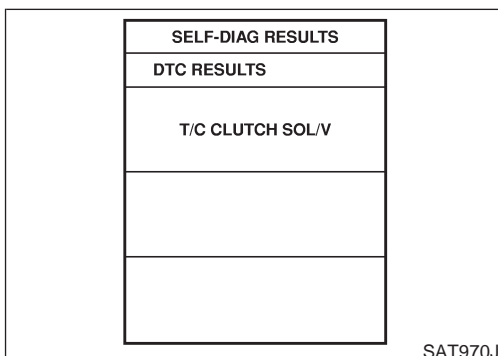
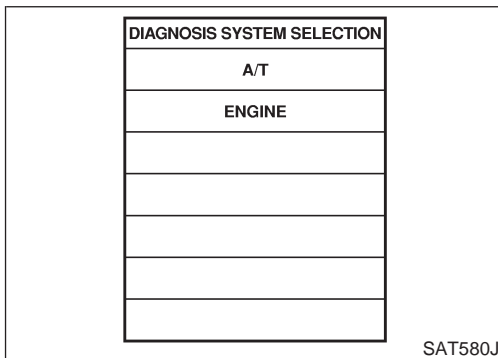
Valve name	Function
Shift valve B	Simultaneously switches three oil circuits using output pressure of shift solenoid valve B in relation to driving conditions (vehicle speed, throttle opening, etc.). Provides automatic downshifting and up-shifting (1st → 2nd → 3rd → 4th gears/4th → 3rd → 2nd → 1st gears) in combination with shift valve A.
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in D ₄ . (Interlocking occurs if the overrun clutch engages during D ₄ .)
1st reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when down-shifting from the "1" position 1 ₂ to 1 ₁ .
Overrun clutch reducing valve	Reduces oil pressure directed to the overrun clutch and prevents engine-brake shock. In "1" and "2" positions, line pressure acts on the overrun clutch reducing valve to increase the pressure-regulating point, with resultant engine brake capability.
Torque converter relief valve	Prevents an excessive rise in torque converter pressure.
Torque converter clutch control valve, plug and sleeve	Activates or inactivates the lock-up function. Also provides smooth lock-up through transient application and release of the lock-up system.
1-2 accumulator valve and piston	Dampens the shock encountered when 2nd gear band servo contracts, and provides smooth shifting.
3-2 timing valve	Switches oil pressure with 3-2 timing valve according to throttle opening.
Shuttle control valve	Reduces shock when down-shifting from 3rd to 2nd and regulates overrun clutch.
Cooler check valve	Regulates oil pressure which causes lock-up when driving at low speeds.

CONSULT-II

After performing "SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)" (AT-37), place check marks for results on the "DIAGNOSTIC WORKSHEET", AT-69. 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) Shift solenoid valve "A" or "B" is displayed on CONSULT-II at the start of shifting. 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.



Ⓜ SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)

1. Turn on CONSULT-II and touch "A/T" for TCM self-diagnosis.
If A/T is not displayed, check TCM power supply and ground circuit. Refer to AT-116. If result is NG, refer to EL-10, "POWER SUPPLY ROUTING".
2. Touch "SELF-DIAG RESULTS".
Display shows malfunction experienced since the last erasing operation.
CONSULT-II performs "REAL TIME DIAG".
Also, any malfunction detected while in this mode will be displayed at real time.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

CONSULT-II (Cont'd)

SELF-DIAGNOSTIC RESULT TEST MODE

NJAT0022S03

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	Remarks
Item	Display		
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		<ul style="list-style-type: none"> No failure has been detected. 	
Initial start		<ul style="list-style-type: none"> This is not a malfunction message (Whenever shutting off a power supply to the TCM, this message appears on the screen.) 	
INITIAL START	—		
Revolution sensor	VHCL SPEED SEN-A/T	<ul style="list-style-type: none"> TCM does not receive the proper voltage signal from the sensor. 	
Vehicle speed sensor (Meter)	VHCL SPEED SEN-MTR	<ul style="list-style-type: none"> TCM does not receive the proper voltage signal from the sensor. 	
Throttle position sensor Throttle position switch	THROTTLE POSI SEN	<ul style="list-style-type: none"> TCM receives an excessively low or high voltage from the sensor. 	
Shift solenoid valve A	SHIFT SOLENOID/V A	<ul style="list-style-type: none"> TCM detects an improper voltage drop when it tries to operate the solenoid valve. 	
Shift solenoid valve B	SHIFT SOLENOID/V B	<ul style="list-style-type: none"> TCM detects an improper voltage drop when it tries to operate the solenoid valve. 	
Overrun clutch solenoid valve	OVERRUN CLUTCH S/V	<ul style="list-style-type: none"> TCM detects an improper voltage drop when it tries to operate the solenoid valve. 	
T/C clutch solenoid valve	T/C CLUTCH SOL/V	<ul style="list-style-type: none"> TCM detects an improper voltage drop when it tries to operate the solenoid valve. 	
A/T fluid temperature sensor	BATT/FLUID TEMP SEN	<ul style="list-style-type: none"> TCM receives an excessively low or high voltage from the sensor. 	To be displayed in case of abnormality and when no recording is made.
Engine speed signal	ENGINE SPEED SIG	<ul style="list-style-type: none"> TCM does not receive the proper voltage signal from the ECM. 	
Line pressure solenoid valve	LINE PRESSURE S/V	<ul style="list-style-type: none"> TCM detects an improper voltage drop when it tries to operate the solenoid valve. 	
TCM (RAM)	CONTROL UNIT (RAM)	<ul style="list-style-type: none"> TCM memory (RAM) is malfunctioning. 	
TCM (ROM)	CONTROL UNIT (ROM)	<ul style="list-style-type: none"> TCM memory (ROM) is malfunctioning. 	
TCM (EEP ROM)	CONT UNIT (EEP ROM)	<ul style="list-style-type: none"> TCM memory (EEP ROM) is malfunctioning. 	

DATA MONITOR MODE (A/T)

NJAT0022S04

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE-A/T [km/h] or [mph]	X	—	<ul style="list-style-type: none"> Vehicle speed computed from signal of revolution sensor is displayed. 	When racing engine in "N" or "P" position with vehicle stationary, CONSULT-II data may not indicate 0 km/h (0 mph).

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 2 (Meter)	VHCL/S SE·MTR [km/h] or [mph]	X	—	<ul style="list-style-type: none"> Vehicle speed computed from signal of vehicle speed sensor is displayed. 	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor	THRTL POS SEN [V]	X	—	<ul style="list-style-type: none"> Throttle position sensor signal voltage is displayed. 	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	<ul style="list-style-type: none"> A/T fluid temperature sensor signal voltage is displayed. Signal voltage lowers as fluid temperature rises. 	
Battery voltage	BATTERY VOLT [V]	X	—	<ul style="list-style-type: none"> Source voltage of TCM is displayed. 	
Engine speed	ENGINE SPEED [rpm]	X	X	<ul style="list-style-type: none"> Engine speed, computed from engine speed signal, is displayed. 	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of overdrive control SW is displayed. 	
P/N position switch	PN POSI SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of P/N position SW is displayed. 	
R position switch	R POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of R position SW is displayed. 	
D position switch	D POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of D position SW is displayed. 	
2 position switch	2 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 2 position SW, is displayed. 	
1 position switch	1 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 1 position SW, is displayed. 	
ASCD cruise signal	ASCD-CRUISE [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
ASCD OD cut signal	ASCD-OD CUT [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of kickdown SW, is displayed. 	<ul style="list-style-type: none"> This is displayed even when no kickdown switch is equipped.
Closed throttle position switch	CLOSED THL/SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of closed throttle position SW, is displayed. 	
Wide open throttle position switch	W/O THRL/P-SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of wide open throttle position SW, is displayed. 	
Gear position	GEAR	—	X	<ul style="list-style-type: none"> Gear position data used for computation by TCM, is displayed. 	
Selector lever position	SLCT LVR POSI	—	X	<ul style="list-style-type: none"> Selector lever position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	<ul style="list-style-type: none"> Vehicle speed data, used for computation by TCM, is displayed. 	
Stop lamp switch	BRAKE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status are displayed. ON: Brake pedal is depressed. OFF: Brake pedal is released. 	
Throttle position	THROTTLE POSI [8]	—	X	<ul style="list-style-type: none"> Throttle position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	<ul style="list-style-type: none"> Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed. 	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	<ul style="list-style-type: none"> Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed. 	

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

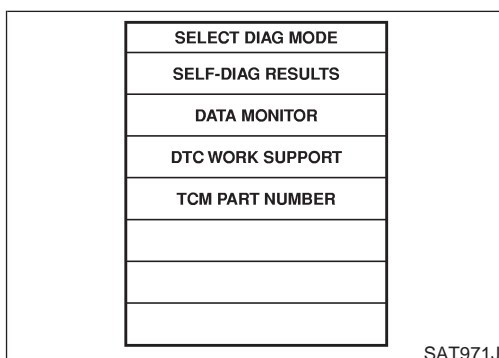
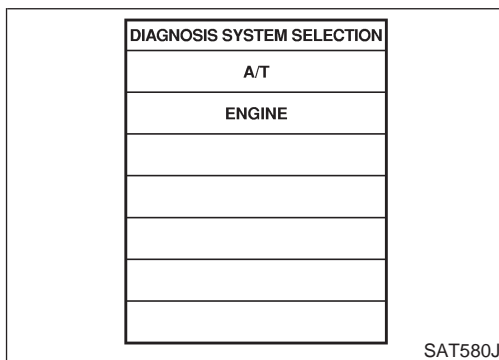
EXCEPT FOR EURO-OB

CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed. 	Control value of solenoid is displayed even if solenoid circuit is disconnected. The "OFF" signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed. 	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed. 	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	<ul style="list-style-type: none"> Control status of O/D OFF indicator lamp is displayed. 	

X: Applicable

—: Not applicable



HOW TO ERASE SELF-DIAGNOSTIC RESULTS (Ⓜ WITH CONSULT-II)

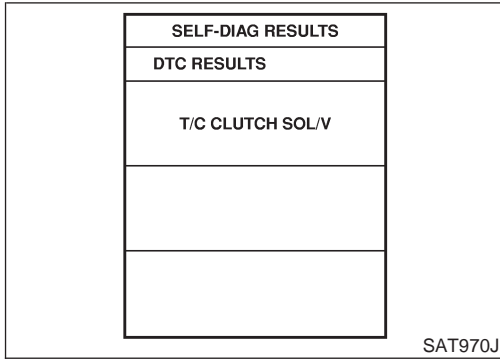
NJAT0022S08

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait for at least 3 seconds and then turn it "ON" again.
2. Turn CONSULT-II "ON", and touch "A/T".
3. Touch "SELF-DIAG RESULTS".

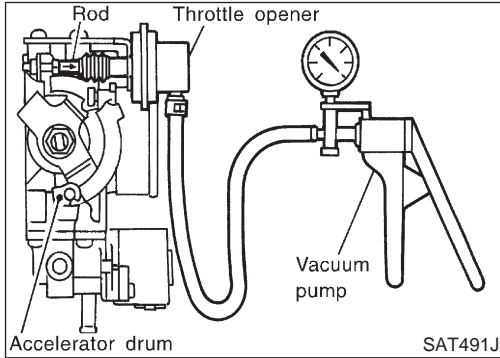
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OBD

CONSULT-II (Cont'd)



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



Diagnostic Procedure Without CONSULT-II

NJAT0230

⊗ SELF-DIAGNOSTIC PROCEDURE (WITHOUT CONSULT-II)

NJAT0230S01

Preparation

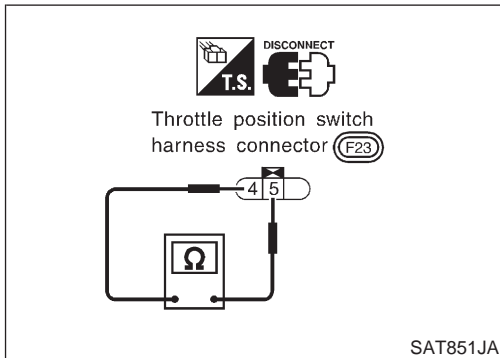
NJAT0230S0101

1. Turn ignition switch to "OFF" position.
2. Connect the handy type vacuum pump to the throttle opener and apply vacuum -25.3 kPa (-253 mbar, -190 mmHg, -7.48 inHg). (If throttle opener is equipped)
3. Disconnect the throttle position switch harness connector.
4. Turn ignition switch to "ON" position.
5. Check continuity of the closed throttle position switch.

Continuity should exist.

(If continuity does not exist, check throttle opener and closed throttle position switch. Then increase vacuum until closed throttle position switch shows continuity.)

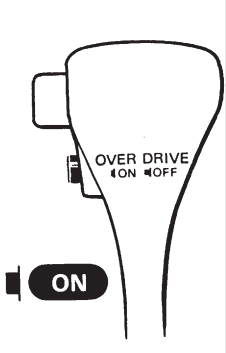
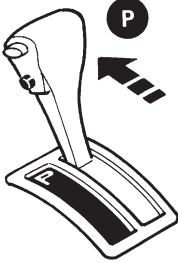
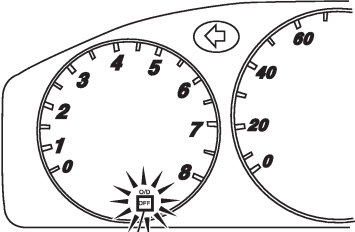
6. Go to "Self-diagnostic procedure (Without CONSULT-II)".


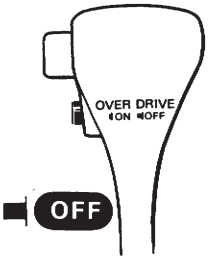


ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

Diagnostic Procedure Without CONSULT-II (Cont'd)

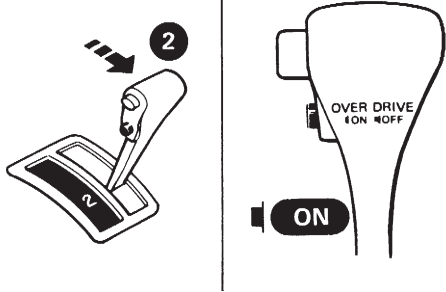
1	CHECK O/D OFF INDICATOR LAMP
<p>1. Start engine and warm it up to normal operating temperature. 2. Turn ignition switch to "OFF" position. Wait 5 seconds. 3. Turn ignition switch to "ACC" position.</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <p>4. Set overdrive control switch to "ON" position. 5. Move selector lever to "P" position. 6. Turn ignition switch to "ON" position. (Do not start engine.) 7. Does O/D OFF indicator lamp come on for about 2 seconds?</p> <div style="text-align: center;">  <p>O/D OFF indicator lamp</p> </div> <p style="text-align: right;">SAT774B</p>	
<p>Yes or No</p>	
Yes	▶ GO TO 2.
No	▶ Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-288.

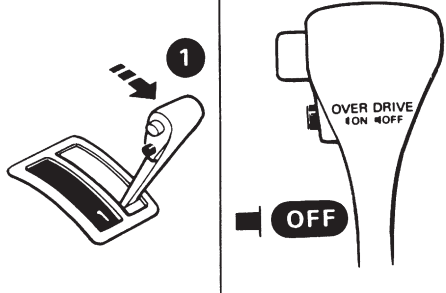
2	JUDGEMENT PROCEDURE STEP 1
<p>1. Turn ignition switch to "OFF" position. 2. Turn ignition switch to "ACC" position. 3. Move selector lever to "D" position. 4. Set overdrive control switch to "OFF" position. 5. Turn ignition switch to "ON" position. (Do not start engine.) ● Wait more than 2 seconds after turning ignition switch "ON".</p> <div style="display: flex; justify-content: space-around; align-items: center;">   </div> <p style="text-align: right;">SAT653E</p>	
▶	GO TO 3.

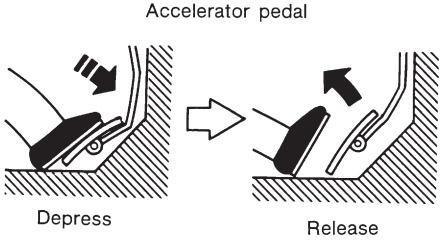
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

Diagnostic Procedure Without CONSULT-II (Cont'd)

3	JUDGEMENT PROCEDURE STEP 2
<p>1. Move selector lever to "2" position. 2. Set overdrive control switch to "ON" position.</p>	
	
SAT780B	
▶ GO TO 4.	

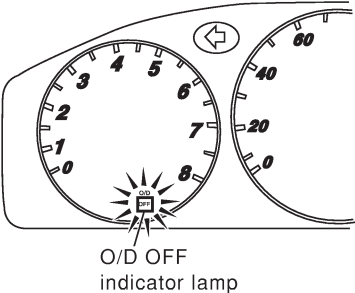

4	JUDGEMENT PROCEDURE STEP 3
<p>1. Move selector lever to "1" position. 2. Set overdrive control switch to "OFF" position.</p>	
	
SAT781B	
▶ GO TO 5.	

5	JUDGEMENT PROCEDURE STEP 4
<p>1. Depress accelerator pedal fully and release it.</p>	
	
SAT981F	
▶ GO TO 6.	

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

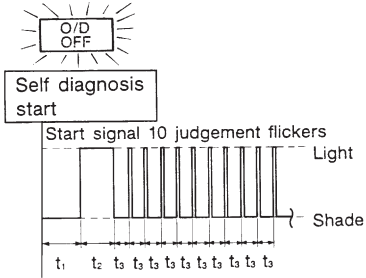
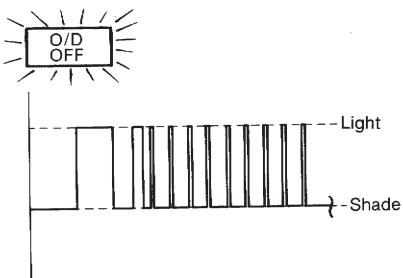
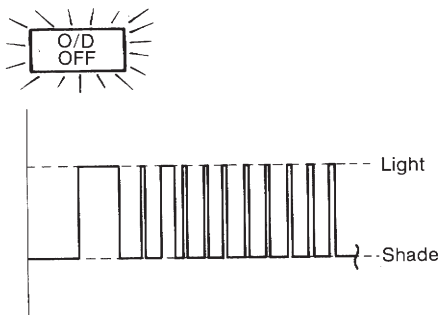
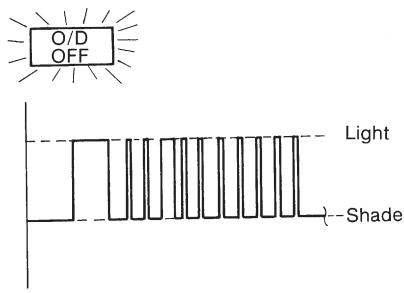
Diagnostic Procedure Without CONSULT-II (Cont'd)

6	CHECK SELF-DIAGNOSIS CODE
Check O/D OFF indicator lamp. Refer to JUDGEMENT OF SELF-DIAGNOSIS CODE, AT-45.	
	
NAT352	
	DIAGNOSIS END

JUDGEMENT OF SELF-DIAGNOSIS CODE

NJAT0230S02

O/D OFF indicator lamp:

<p>All judgement flickers are the same.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT436F</p> <p>All circuits that can be confirmed by self-diagnosis are OK.</p>	<p>1st judgement flicker is longer than others.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT437F</p> <p>Revolution sensor circuit is short-circuited or disconnected. ⇒ Go to VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR). General: AT-124</p>
<p>2nd judgement flicker is longer than others.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT439F</p> <p>Vehicle speed sensor circuit is short-circuited or disconnected. ⇒ Go to VEHICLE SPEED SENSOR-MTR. General: AT-129</p>	<p>3rd judgement flicker is longer than others.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT441F</p> <p>Throttle position sensor circuit is short-circuited or disconnected. ⇒ Go to THROTTLE POSITION SENSOR. General: AT-132</p>

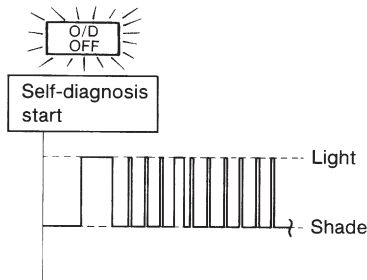
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

Diagnostic Procedure Without CONSULT-II (Cont'd)

O/D OFF indicator lamp:

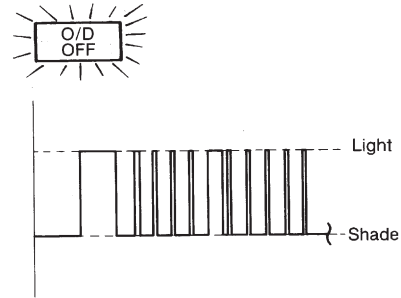
4th judgement flicker is longer than others.



SAT443F

Shift solenoid valve A circuit is short-circuited or disconnected.
⇒ **Go to SHIFT SOLENOID VALVE A.**
General: AT-140

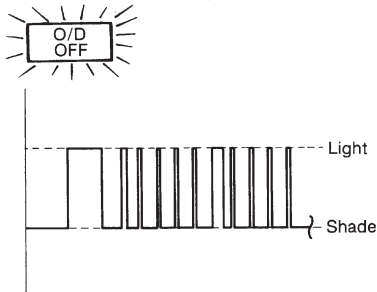
5th judgement flicker is longer than others.



SAT445F

Shift solenoid valve B circuit is short-circuited or disconnected.
⇒ **Go to SHIFT SOLENOID VALVE B.**
General: AT-146

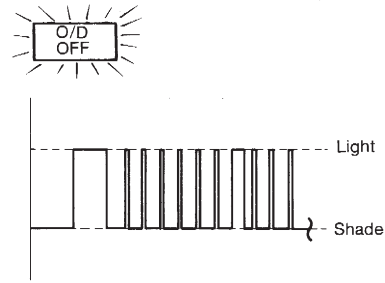
6th judgement flicker is longer than others.



SAT447F

Overrun clutch solenoid valve circuit is short-circuited or disconnected.
⇒ **Go to OVERRUN CLUTCH SOLENOID VALVE.**
General: AT-152

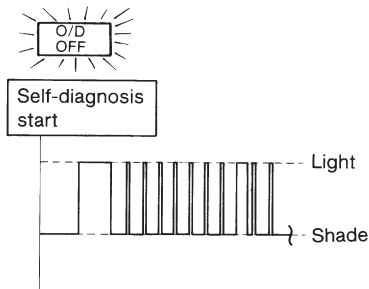
7th judgement flicker is longer than others.



SAT449F

Torque converter clutch solenoid valve circuit is short-circuited or disconnected.
⇒ **Go to TORQUE CONVERTER CLUTCH SOLENOID VALVE.**
General: AT-157

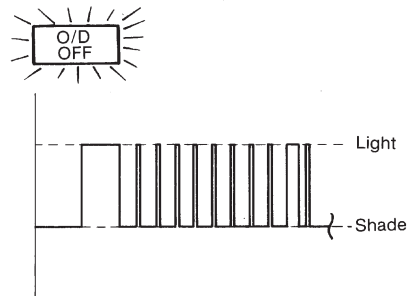
8th judgement flicker is longer than others.



SAT451F

A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.
⇒ **Go to A/T FLUID TEMPERATURE SENSOR AND TCM POWER SOURCE.**
General: AT-163

9th judgement flicker is longer than others.



SAT453F

Engine speed signal circuit is short-circuited or disconnected.
⇒ **Go to ENGINE SPEED SIGNAL.**
General: AT-170

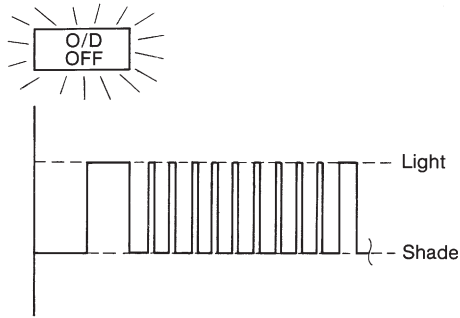
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EXCEPT FOR EURO-OB

Diagnostic Procedure Without CONSULT-II (Cont'd)

O/D OFF indicator lamp:

10th judgement flicker is longer than others.



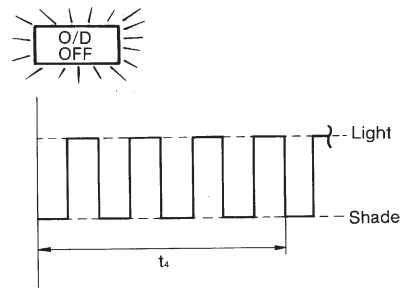
SAT455F

Line pressure solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to LINE PRESSURE SOLENOID VALVE.**

General: AT-174

Flickers as shown below.



SAT457F

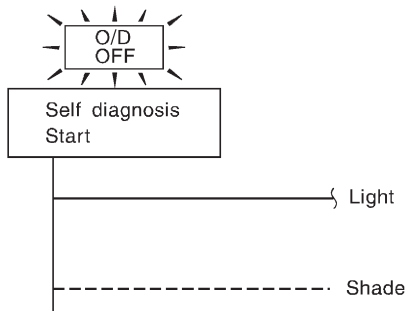
Battery power is low.

Battery has been disconnected for a long time.

Battery is connected conversely.

(When reconnecting TCM connectors. — This is not a problem.)

Lamp comes on.



SAT367J

PNP switch, overdrive control switch or throttle position switch circuit is disconnected or TCM is damaged.

⇒ **Go to 21. TCM Self-diagnosis Does Not Activate (PNP, OVERDRIVE CONTROL AND THROTTLE POSITION SWITCHES).**

General: AT-326

$t_1 = 2.5$ seconds $t_2 = 2.0$ seconds $t_3 = 1.0$ second $t_4 = 1.0$ second

HOW TO ERASE SELF-DIAGNOSTIC RESULTS (⊗ WITHOUT CONSULT-II)

NJAT0230S03

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait for at least 3 seconds and then turn it "ON" again.
2. Perform "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)". Refer to AT-42.
3. Turn ignition switch "OFF". (The self-diagnostic results will be erased.)

Introduction

NJAT0251

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

The first is the emission-related on board diagnostic system (EURO-OBDD) performed by the TCM in combination with the ECM. The malfunction is indicated by the MI (malfunction indicator) 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 O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with EURO-OBDD self-diagnostic items. For detail, refer to AT-53.

EURO-OBDD Function for A/T System

NJAT0252

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

The MI 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 EURO-OBDD

NJAT0253

ONE TRIP DETECTION LOGIC

If a malfunction is sensed during the first test drive, the MI 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.

NJAT0253S01

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 MI 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 MI will illuminate. — Second Trip

NJAT0253S02

A/T-related parts for which the MI illuminates during the first or second test drive are listed below.

Items	MI	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750	X	
Shift solenoid valve B — DTC: P0755	X	
Throttle position sensor or switch — DTC: P1705	X	
Except above		X

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

EURO-OBDD Diagnostic Trouble Code (DTC)

NJAT0254

HOW TO READ DTC AND 1ST TRIP DTC

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

NJAT0254S01

(P) with CONSULT-II or (GST) GST CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.

These DTCs 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, using CONSULT-II (if available) is recommended.**

A sample of CONSULT-II display for DTC is shown in the following page. DTC or 1st trip DTC of a malfunction is displayed in SELF DIAGNOSIS mode for “ENGINE” with CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.

SELECT SYSTEM
A/T
ENGINE

SAT014K

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

NJAT0254S0101

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-81, "CONSULT-II".

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/MI 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.

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EURO-OBD

EURO-OBD Diagnostic Trouble Code (DTC) (Cont'd)

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 DTCs) 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. NJAT0254S02

- If the battery terminal 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 EURO-OBD. For details, refer to EC-68, "How to Erase Emission-related Diagnostic Information".

- Diagnostic trouble codes (DTC)
- 1st trip diagnostic trouble codes (1st trip DTC)
- Freeze frame data
- 1st trip freeze frame data
- System readiness test (SRT) codes
- Test values

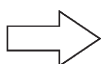
Ⓟ HOW TO ERASE DTC (WITH CONSULT-II)

- If a DTC is displayed for both ECM and TCM, it needs to be erased for both ECM and TCM. NJAT0254S03
1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
 2. Turn CONSULT-II "ON" and touch "A/T".
 3. Touch "SELF DIAGNOSIS".
 4. Touch "ERASE". (The DTC in the TCM will be erased.) Then touch "BACK" twice.
 5. Touch "ENGINE".
 6. Touch "SELF DIAGNOSIS".
 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 5 seconds and then turn it "ON" (engine stopped) again.

SELECT SYSTEM
A/T
ENGINE



SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

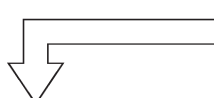


SELF-DIAG RESULTS
DTC RESULTS
T/C CLUTCH SOL/V

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

3. Turn "SELF-DIAG RESULTS".

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



Touch "BACK".



SELECT SYSTEM
A/T
ENGINE

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

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.)

SAT017K

HOW TO ERASE DTC (WITH GST)

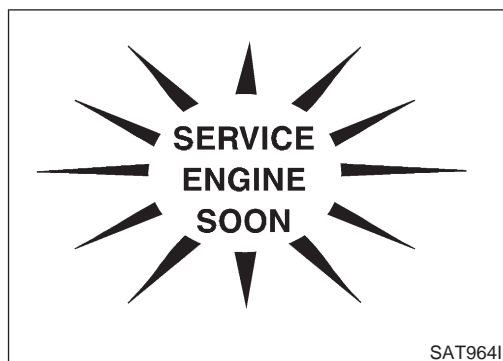
NJAT0254S04

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform "EURO-OB SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-61. (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-92, "Generic Scan Tool (GST)".

HOW TO ERASE DTC (NO TOOLS)

NJAT0254S05

1. If the ignition switch stays "ON" after repair work, be sure to turn ignition switch "OFF" once. Wait at least 5 seconds and then turn it "ON" (engine stopped) again.
2. Perform "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)". Refer to AT-61. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)



Malfunction Indicator (MI)

=NJAT0255

1. The malfunction indicator will light up when the ignition switch is turned ON without the engine running. This is for checking the lamp.
 - If the malfunction indicator does not light up, refer to EL-107, "Warning Lamps". (Or see MI & CONSULT-II in EC section. Refer to EC-72, "Description", "Malfunction Indicator (MI)" and EC-81, "CONSULT-II".)
2. When the engine is started, the malfunction indicator should go off. If the lamp remains on, the on board diagnostic system has detected an emission-related (EURO-OBD) malfunction. For detail, refer to EC-57, "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION".

CONSULT-II

NJAT0256

After performing "SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)" (AT-53), place check marks for results on the "DIAGNOSTIC WORKSHEET", AT-74. 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) Shift solenoid valve "A" or "B" is displayed on CONSULT-II at the start of shifting. 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.

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELF DIAG RESULTS	
DTC RESULTS	
T/C CLUTCH SCL/V	

SAT584J



Ⓜ SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II) NJAT0256S01

1. Turn on CONSULT-II and touch "ENGINE" for EURO-OB detected items or touch "A/T" for TCM self-diagnosis. If A/T is not displayed, check TCM power supply and ground circuit. Refer to AT-116. If result is NG, refer to EL-10, "POWER SUPPLY ROUTING".

2. Touch "SELF DIAGNOSIS". Display shows malfunction experienced since the last erasing operation. CONSULT-II performs "real time diagnosis". Also, any malfunction detected while in this mode will be displayed at real time.

SELF-DIAGNOSTIC RESULT TEST MODE



NJAT0256S02

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	EURO-OB (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator*2, "ENGINE" on CONSULT-II or GST
—	PNP SW/CIRC	<ul style="list-style-type: none"> ● TCM does not receive the correct voltage signal (based on the gear position) from the switch. 	—	P0705
—	VEH SPD SEN/CIR AT	<ul style="list-style-type: none"> ● TCM does not receive the proper voltage signal from the sensor. 	X	P0720
—	—	<ul style="list-style-type: none"> ● TCM does not receive the proper voltage signal from the sensor. 	X	—
—	A/T 1ST GR FNCTN	<ul style="list-style-type: none"> ● A/T cannot be shifted to the 1st gear position even if electrical circuit is good. 	—	P0731*1
—	A/T 2ND GR FNCTN	<ul style="list-style-type: none"> ● A/T cannot be shifted to the 2nd gear position even if electrical circuit is good. 	—	P0732*1
—	A/T 3RD GR FNCTN	<ul style="list-style-type: none"> ● A/T cannot be shifted to the 3rd gear position even if electrical circuit is good. 	—	P0733*1
—	A/T 4TH GR FNCTN	<ul style="list-style-type: none"> ● A/T cannot be shifted to the 4th gear position even if electrical circuit is good. 	—	P0734*1

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EURO-OB



CONSULT-II (Cont'd)

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	EURO-OB (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator*2, "ENGINE" on CON- SULT-II or GST
Shift solenoid valve A		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0750
SHIFT SOLENOID/V A	SFT SOL A/CIRC			
Shift solenoid valve B		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0755
SHIFT SOLENOID/V B	SFT SOL B/CIRC			
Overrun clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P1760
OVERRUN CLUTCH S/V	O/R CLUCH SOL/CIRC			
T/C clutch solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0740
T/C CLUTCH SOL/V	TCC SOLENOID/CIRC			
Line pressure solenoid valve		● TCM detects an improper voltage drop when it tries to operate the solenoid valve.	X	P0745
LINE PRESSURE S/V	L/PRESS SOL/CIRC			
Throttle position sensor, Throttle position switch		● TCM receives an excessively low or high voltage from the sensor.	X	P1705
THROTTLE POSI SEN	TP SEN/CIRC A/T			
Engine speed signal		● TCM does not receive the proper voltage signal from the ECM.	X	P0725
ENGINE SPEED SIG				
A/T fluid temperature sensor		● TCM receives an excessively low or high voltage from the sensor.	X	P0710
BATT/FLUID TEMP SEN	ATF TEMP SEN/CIRC			
TCM (RAM)		● TCM memory (RAM) is malfunctioning.	—	—
CONTROL UNIT (RAM)	—			
TCM (ROM)		● TCM memory (ROM) is malfunctioning.	—	—
CONTROL UNIT (ROM)	—			
TCM (EEP ROM)		● TCM memory (EEP ROM) is malfunctioning.	—	—
CONT UNIT (EEP ROM)	—			
Initial start		● This is not a malfunction message (Whenever shutting off a power supply to the TCM, this message appears on the screen.)	X	—
INITIAL START	—			

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EURO-OBD

CONSULT-II (Cont'd)

Detected items (Screen terms for CONSULT-II, "SELF DIAGNOSIS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	EURO-OBD (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp or "A/T" on CONSULT-II	 Available by malfunction indicator*2, "ENGINE" on CONSULT-II or GST
No failure (NO SELF DIAGNOSTIC FAILURE INDICATED FURTHER TESTING MAY BE REQUIRED**)		<ul style="list-style-type: none"> No failure has been detected. 	X	X

X: Applicable

—: Not applicable

*1: These malfunctions cannot be displayed by MI  if another malfunction is assigned to MI.

*2: Refer to EC-72, "Malfunction Indicator (MI)".

DATA MONITOR MODE (A/T)

NJAT0256S03

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE-A/T [km/h] or [mph]	X	—	<ul style="list-style-type: none"> Vehicle speed computed from signal of revolution sensor is displayed. 	When racing engine in "N" or "P" position with vehicle stationary, CONSULT-II data may not indicate 0 km/h (0 mph).
Vehicle speed sensor 2 (Meter)	VHCL/S SE-MTR [km/h] or [mph]	X	—	<ul style="list-style-type: none"> Vehicle speed computed from signal of vehicle speed sensor is displayed. 	Vehicle speed display may not be accurate under approx. 10 km/h (6 mph). It may not indicate 0 km/h (0 mph) when vehicle is stationary.
Throttle position sensor	THRTL POS SEN [V]	X	—	<ul style="list-style-type: none"> Throttle position sensor signal voltage is displayed. 	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	<ul style="list-style-type: none"> A/T fluid temperature sensor signal voltage is displayed. Signal voltage lowers as fluid temperature rises. 	
Battery voltage	BATTERY VOLT [V]	X	—	<ul style="list-style-type: none"> Source voltage of TCM is displayed. 	
Engine speed	ENGINE SPEED [rpm]	X	X	<ul style="list-style-type: none"> Engine speed, computed from engine speed signal, is displayed. 	Engine speed display may not be accurate under approx. 800 rpm. It may not indicate 0 rpm even when engine is not running.
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of overdrive control SW is displayed. 	
P/N position switch	PN POSI SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of P/N position SW is displayed. 	

ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EURO-OB

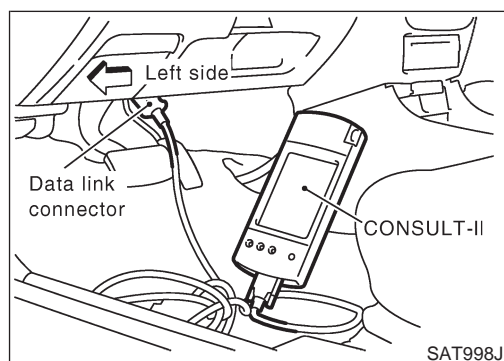
CONSULT-II (Cont'd)

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
R position switch	R POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of R position SW is displayed. 	
D position switch	D POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF state computed from signal of D position SW is displayed. 	
2 position switch	2 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 2 position SW, is displayed. 	
1 position switch	1 POSITION SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of 1 position SW, is displayed. 	
ASCD cruise signal	ASCD-CRUISE [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.
ASCD OD cut signal	ASCD-OD CUT [ON/OFF]	X	—	<ul style="list-style-type: none"> Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released 	<ul style="list-style-type: none"> This is displayed even when no ASCD is mounted.
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of kickdown SW, is displayed. 	<ul style="list-style-type: none"> This is displayed even when no kickdown switch is equipped.
Closed throttle position switch	CLOSED THL/SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of closed throttle position SW, is displayed. 	
Wide open throttle position switch	W/O THRL/P-SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status, computed from signal of wide open throttle position SW, is displayed. 	
Gear position	GEAR	—	X	<ul style="list-style-type: none"> Gear position data used for computation by TCM, is displayed. 	
Selector lever position	SLCT LVR POSI	—	X	<ul style="list-style-type: none"> Selector lever position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Vehicle speed	VEHICLE SPEED [km/h] or [mph]	—	X	<ul style="list-style-type: none"> Vehicle speed data, used for computation by TCM, is displayed. 	
Stop lamp switch	BRAKE SW [ON/OFF]	X	—	<ul style="list-style-type: none"> ON/OFF status are displayed. ON: Brake pedal is depressed. OFF: Brake pedal is released. 	

Item	Display	Monitor item		Description	Remarks
		ECU input signals	Main signals		
Throttle position	THROTTLE POSI [8]	—	X	<ul style="list-style-type: none"> Throttle position data, used for computation by TCM, is displayed. 	<ul style="list-style-type: none"> A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	<ul style="list-style-type: none"> Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed. 	
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	<ul style="list-style-type: none"> Control value of torque converter clutch solenoid valve, computed by TCM from each input signal, is displayed. 	
Shift solenoid valve A	SHIFT S/V A [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve A, computed by TCM from each input signal, is displayed. 	Control value of solenoid is displayed even if solenoid circuit is disconnected. The "OFF" signal is displayed if solenoid circuit is shorted.
Shift solenoid valve B	SHIFT S/V B [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of shift solenoid valve B, computed by TCM from each input signal, is displayed. 	
Overrun clutch solenoid valve	OVERRUN/C S/V [ON/OFF]	—	X	<ul style="list-style-type: none"> Control value of overrun clutch solenoid valve computed by TCM from each input signal is displayed. 	
Self-diagnosis display lamp (O/D OFF indicator lamp)	SELF-D DP LMP [ON/OFF]	—	X	<ul style="list-style-type: none"> Control status of O/D OFF indicator lamp is displayed. 	

X: Applicable

—: Not applicable



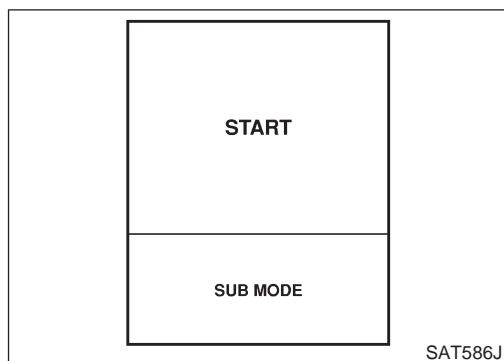
DTC WORK SUPPORT MODE WITH CONSULT-II CONSULT-II Setting Procedure

NJAT0256S04

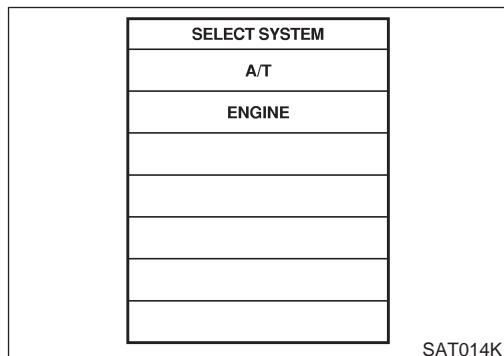
NJAT0256S0401

1. Turn ignition switch "OFF".
2. Connect CONSULT-II to data link connector which is located in left side lower dash panel.

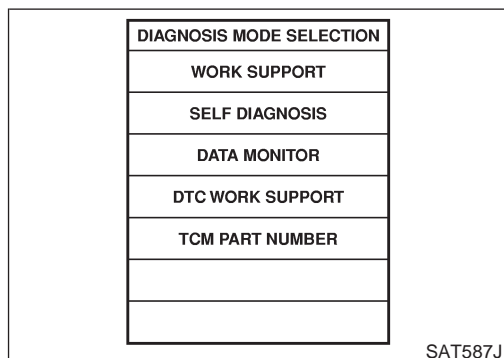
CONSULT-II (Cont'd)



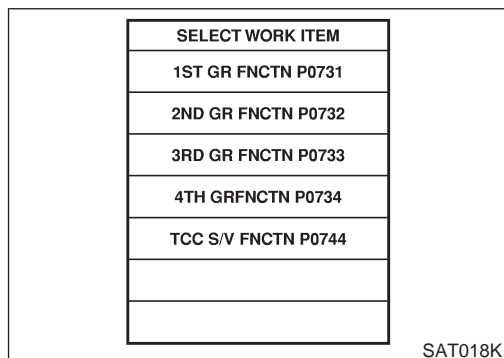
3. Turn ignition switch "ON".
4. Touch "START".



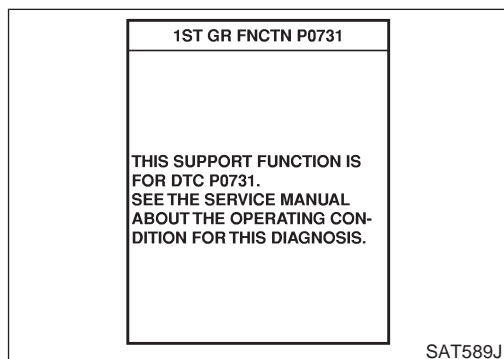
5. Touch "A/T".



6. Touch "DTC WORK SUPPORT".



7. Touch select item menu (1ST, 2ND, etc.).



8. Touch "START".

1ST GR FNCTN P0731	
OUT OF CONDITON	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

SAT590JA

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

1ST GR FNCTN P0731	
TESTING	
MONITOR	
GEAR	XXX
VEHICLE SPEED	XXXkm/h
THROTTLE POSI	XXX
TCC S/V DUTY	XXX %

SAT591J

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

1ST GR FNCTN P0731	
STOP VEHICLE	

SAT592J

10. Stop vehicle. If "NG" appears on the screen, malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".

1ST GR FNCTN P0731	
NG	

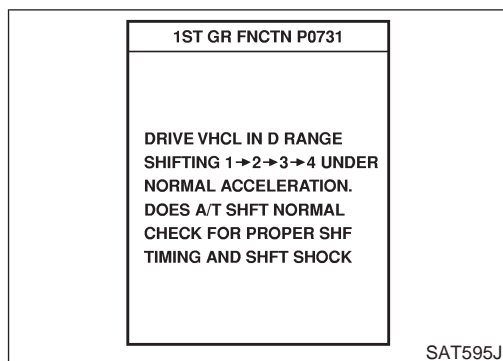
SAT593J

11. Perform test drive to check gear shift feeling in accordance with instructions displayed.

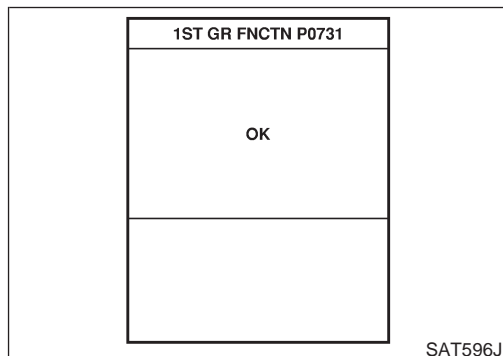
1ST GR FNCTN P0731	
DRIVE VHCL IN D RANGE SHIFTING 1→2→3→4 UNDER NORMAL ACCELERATION. DOES A/T SHFT NORMAL CHECK FOR PROPER SHF TIMING AND SHFT SHOCK	

SAT594J

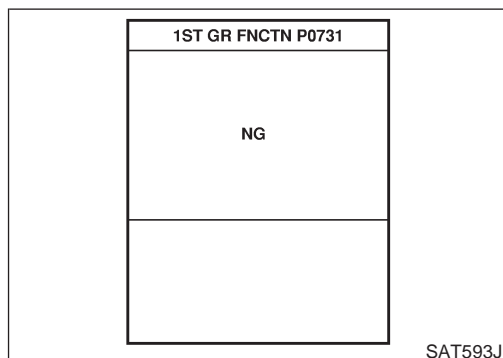
CONSULT-II (Cont'd)



12. Touch "YES" or "NO".



13. CONSULT-II procedure ended.
If "NG" appears on the screen, a malfunction may exist. Go to "DIAGNOSTIC PROCEDURE".



DTC WORK SUPPORT MODE

NJAT0256S05

DTC work support item	Description	Check items (Possible cause)
1ST GR FNCTN P0731	Following items for "A/T 1st gear function (P0731)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
2ND GR FNCTN P0732	Following items for "A/T 2nd gear function (P0732)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
3RD GR FNCTN P0733	Following items for "A/T 3rd gear function (P0733)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit

DTC work support item	Description	Check items (Possible cause)
4TH GR FNCTN P0734	Following items for "A/T 4th gear function (P0734)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Overrun clutch solenoid valve ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit

Diagnostic Procedure Without CONSULT-II

GST **EURO-OB** SELF-DIAGNOSTIC PROCEDURE (WITH GST) NJAT0352

NJAT0352S04

Refer to EC-92, section "Generic Scan Tool (GST)".

NO TOOLS **EURO-OB** SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

NJAT0352S05

Refer to EC-72, "Malfunction Indicator (MI)".

NO TOOLS **TCM** SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

NJAT0352S06

NJAT0352S0601

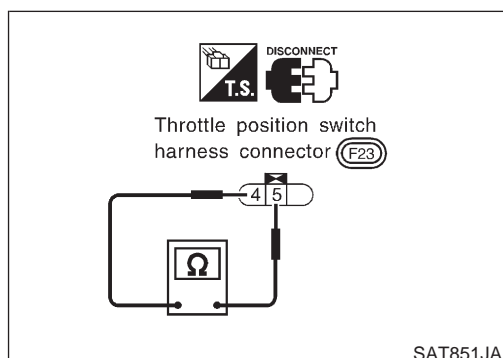
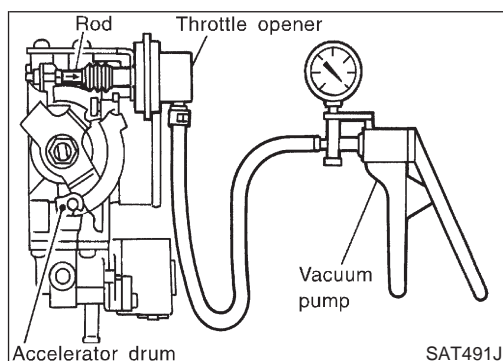
Preparation

1. Turn ignition switch to "OFF" position.
2. Connect the handy type vacuum pump to the throttle opener and apply vacuum -25.3 kPa (-253 mbar , -190 mmHg , -7.48 inHg). (If throttle opener is equipped)
3. Disconnect the throttle position switch harness connector.
4. Turn ignition switch to "ON" position.
5. Check continuity of the closed throttle position switch.

Continuity should exist.

(If continuity does not exist, check throttle opener and closed throttle position switch. Then increase vacuum until closed throttle position switch shows continuity.)

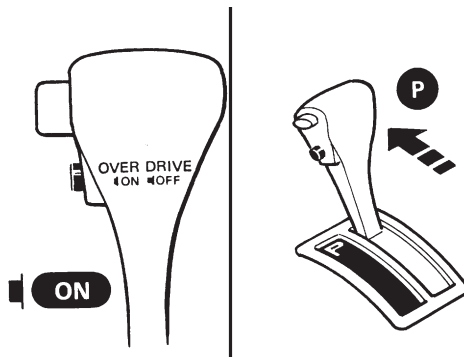
6. Go to "Self-diagnostic procedure (Without CONSULT-II)".



Diagnostic Procedure Without CONSULT-II (Cont'd)

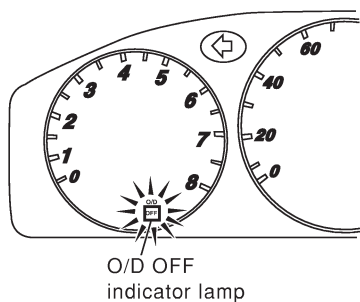
1 CHECK O/D OFF INDICATOR LAMP

1. Start engine and warm it up to normal operating temperature.
2. Turn ignition switch to "OFF" position.
Wait 5 seconds.
3. Turn ignition switch to "ACC" position.



SAT774B

4. Set overdrive control switch to "ON" position.
5. Move selector lever to "P" position.
6. Turn ignition switch to "ON" position. (Do not start engine.)
7. Does O/D OFF indicator lamp come on for about 2 seconds?



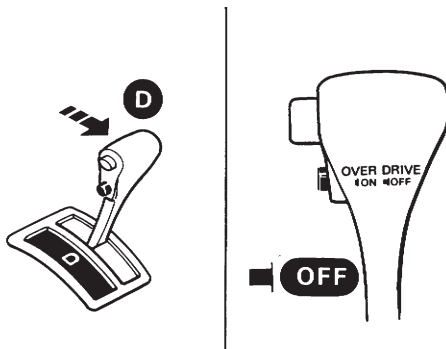
NAT352

Yes or No

Yes	▶	GO TO 2.
No	▶	Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-288.

2 JUDGEMENT PROCEDURE STEP 1

1. Turn ignition switch to "OFF" position.
2. Turn ignition switch to "ACC" position.
3. Move selector lever to "D" position.
4. Set overdrive control switch to "OFF" position.
5. Turn ignition switch to "ON" position. (Do not start engine.)
- Wait more than 2 seconds after turning ignition switch "ON".



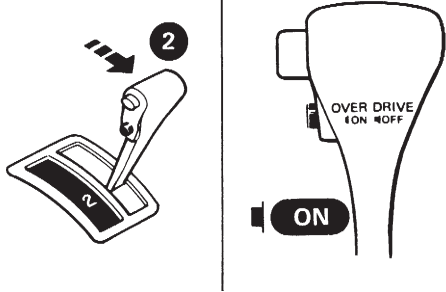
SAT653E

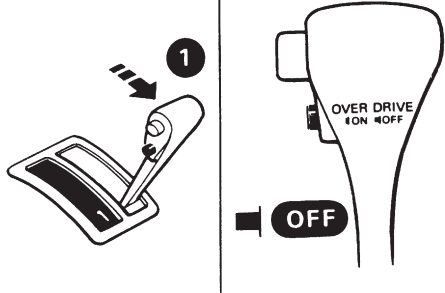
	▶	GO TO 3.
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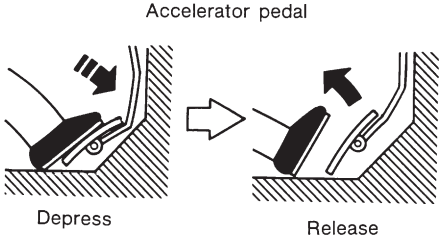
ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION

EURO-OBD

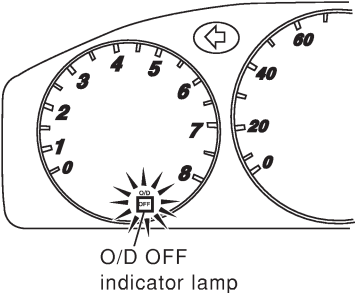
Diagnostic Procedure Without CONSULT-II (Cont'd)

3	JUDGEMENT PROCEDURE STEP 2
<p>1. Move selector lever to "2" position. 2. Set overdrive control switch to "ON" position.</p>	
	
SAT780B	
▶ GO TO 4.	

4	JUDGEMENT PROCEDURE STEP 3
<p>1. Move selector lever to "1" position. 2. Set overdrive control switch to "OFF" position.</p>	
	
SAT781B	
▶ GO TO 5.	

5	JUDGEMENT PROCEDURE STEP 4
<p>1. Depress accelerator pedal fully and release it.</p>	
	
SAT981F	
▶ GO TO 6.	

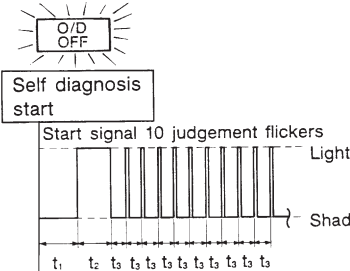
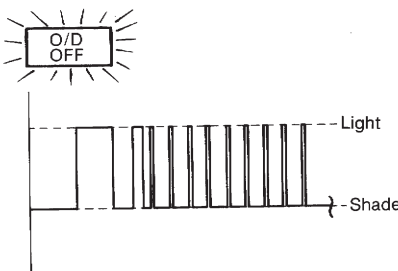
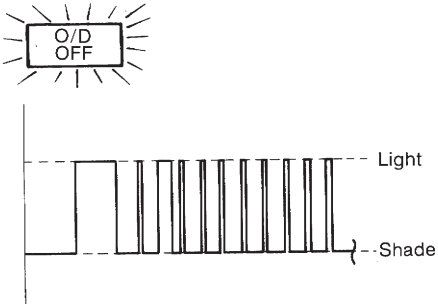
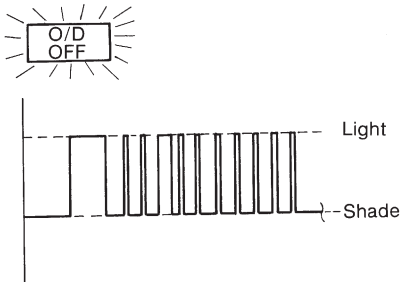
Diagnostic Procedure Without CONSULT-II (Cont'd)

6	CHECK SELF-DIAGNOSIS CODE
Check O/D OFF indicator lamp. Refer to JUDGEMENT OF SELF-DIAGNOSIS CODE, AT-64.	
	
NAT352	
▶	DIAGNOSIS END

JUDGEMENT OF SELF-DIAGNOSIS CODE

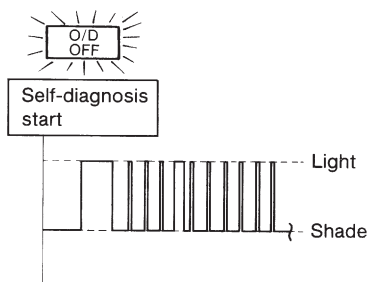
NJAT0352S02

O/D OFF indicator lamp:

<p>All judgement flickers are the same.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right; font-size: small;">SAT436F</p> <p>All circuits that can be confirmed by self-diagnosis are OK.</p>	<p>1st judgement flicker is longer than others.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right; font-size: small;">SAT437F</p> <p>Revolution sensor circuit is short-circuited or disconnected. ⇒ Go to VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR). EURO-OBD: AT-193</p>
<p>2nd judgement flicker is longer than others.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right; font-size: small;">SAT439F</p> <p>Vehicle speed sensor circuit is short-circuited or disconnected. ⇒ Go to VEHICLE SPEED SENSOR-MTR. EURO-OBD: AT-278</p>	<p>3rd judgement flicker is longer than others.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: right; font-size: small;">SAT441F</p> <p>Throttle position sensor circuit is short-circuited or disconnected. ⇒ Go to THROTTLE POSITION SENSOR. EURO-OBD: AT-256</p>

O/D OFF indicator lamp:

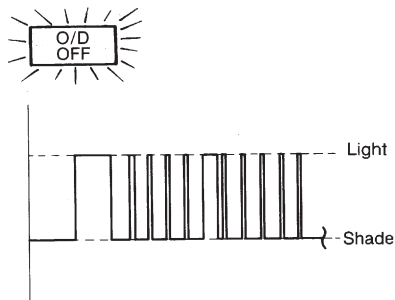
4th judgement flicker is longer than others.



SAT443F

Shift solenoid valve A circuit is short-circuited or disconnected.
 ⇒ **Go to SHIFT SOLENOID VALVE A.**
 EURO-OBD: AT-244

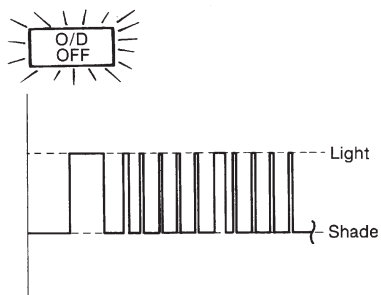
5th judgement flicker is longer than others.



SAT445F

Shift solenoid valve B circuit is short-circuited or disconnected.
 ⇒ **Go to SHIFT SOLENOID VALVE B.**
 EURO-OBD: AT-250

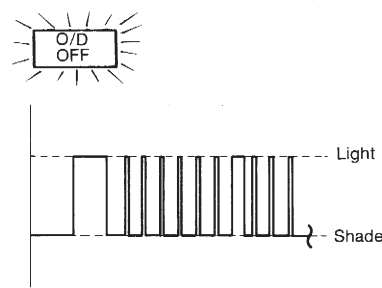
6th judgement flicker is longer than others.



SAT447F

Overrun clutch solenoid valve circuit is short-circuited or disconnected.
 ⇒ **Go to OVERRUN CLUTCH SOLENOID VALVE.**
 EURO-OBD: AT-265

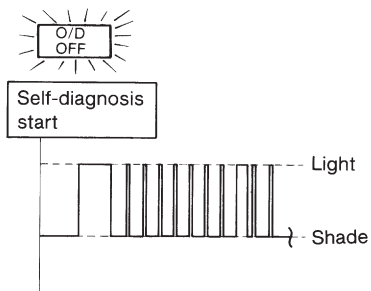
7th judgement flicker is longer than others.



SAT449F

Torque converter clutch solenoid valve circuit is short-circuited or disconnected.
 ⇒ **Go to TORQUE CONVERTER CLUTCH SOLENOID VALVE.**
 EURO-OBD: AT-231

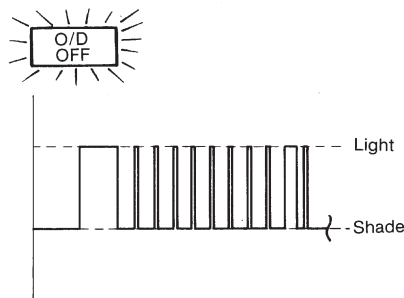
8th judgement flicker is longer than others.



SAT451F

A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.
 ⇒ **Go to A/T FLUID TEMPERATURE SENSOR AND TCM POWER SOURCE.**
 EURO-OBD: AT-271

9th judgement flicker is longer than others.

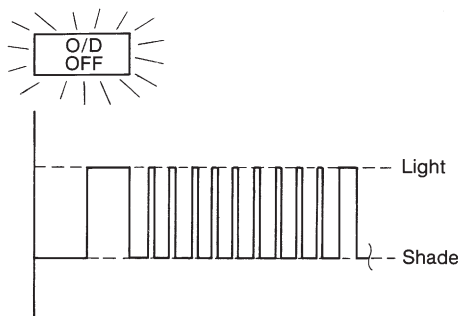


SAT453F

Engine speed signal circuit is short-circuited or disconnected.
 ⇒ **Go to ENGINE SPEED SIGNAL.**
 EURO-OBD: AT-198

O/D OFF indicator lamp:

10th judgement flicker is longer than others.



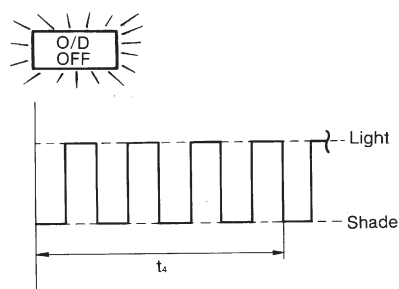
SAT455F

Line pressure solenoid valve circuit is short-circuited or disconnected.

⇒ **Go to LINE PRESSURE SOLENOID VALVE.**

EURO-OBD: AT-237

Flickers as shown below.



SAT457F

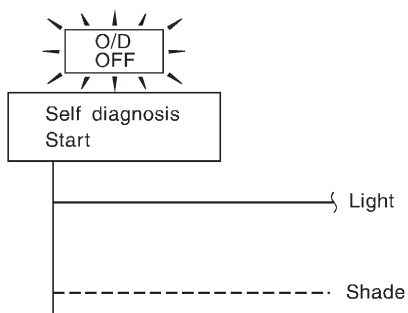
Battery power is low.

Battery has been disconnected for a long time.

Battery is connected conversely.

(When reconnecting TCM connectors. — This is not a problem.)

Lamp comes on.



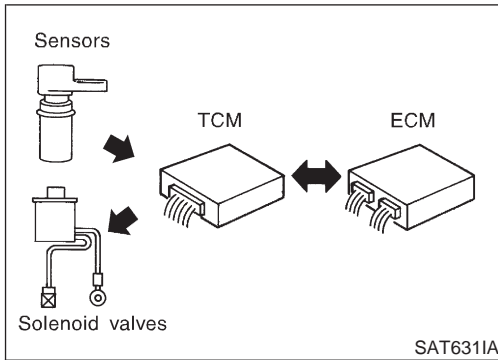
SAT367J

PNP switch, overdrive control switch or throttle position switch circuit is disconnected or TCM is damaged.

⇒ **Go to 21. TCM Self-diagnosis Does Not Activate (PNP, OVERDRIVE CONTROL AND THROTTLE POSITION SWITCHES).**

EURO-OBD: AT-326

$t_1 = 2.5$ seconds $t_2 = 2.0$ seconds $t_3 = 1.0$ second $t_4 = 1.0$ second



Introduction

NJAT0023

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

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

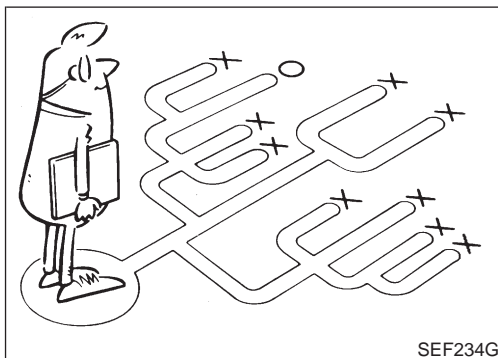
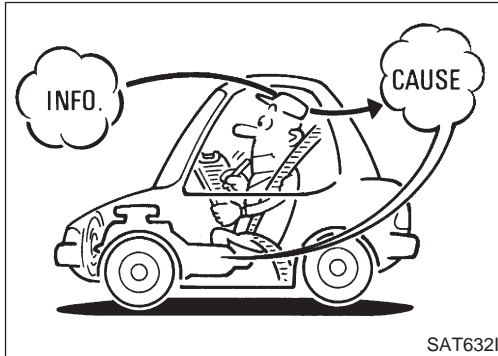
It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only, may not find the cause of the problems. A road test with CONSULT-II or a circuit tester connected should be performed. Follow the "Work Flow". Refer to AT-71.

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 problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example (AT-68) should be used.

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

Also check related Service bulletins for information.



TROUBLE DIAGNOSIS — INTRODUCTION

EXCEPT FOR EURO-OB

Introduction (Cont'd)

Diagnostic Worksheet

=NJAT0023S0102

1.	<input type="checkbox"/> Read the Fail-safe and listen to customer complaints.	AT-9		
2.	<input type="checkbox"/> CHECK A/T FLUID <input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level	AT-78		
3.	<input type="checkbox"/> Perform STALL TEST and LINE PRESSURE TEST. <input type="checkbox"/> Stall test — Mark possible damaged components/others. <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch </td> <td style="width: 50%; vertical-align: top;"> <input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK </td> </tr> </table> <input type="checkbox"/> Line Pressure test — Suspected parts:	<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch	<input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK	AT-78, 82
<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch	<input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK			
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures.	AT-83		
4-1.	Check before engine is started. <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-124. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-129. <input type="checkbox"/> Throttle position sensor, AT-132. <input type="checkbox"/> Shift solenoid valve A, AT-140. <input type="checkbox"/> Shift solenoid valve B, AT-146. <input type="checkbox"/> Overrun clutch solenoid valve, AT-152. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-157. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-163. <input type="checkbox"/> Engine speed signal, AT-170. <input type="checkbox"/> Line pressure solenoid valve, AT-174. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> Battery <input type="checkbox"/> Others	AT-85		
4-2.	Check at idle <input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-288. <input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, AT-291. <input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-292. <input type="checkbox"/> 4. In "N" Position, Vehicle Moves, AT-293. <input type="checkbox"/> 5. Large Shock. "N" → "R" Position, AT-295. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, AT-297. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-300.	AT-87		

TROUBLE DIAGNOSIS — INTRODUCTION

EXCEPT FOR EURO-OB

Introduction (Cont'd)

4.	4-3.	<p>Cruise test</p> <hr/> <p>Part-1</p> <ul style="list-style-type: none"> <input type="checkbox"/> 8. Vehicle Cannot Be Started From D₁, AT-303. <input type="checkbox"/> 9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂, AT-306. <input type="checkbox"/> 10. A/T Does Not Shift: D₂ → D₃, AT-309. <input type="checkbox"/> 11. A/T Does Not Shift: D₃ → D₄, AT-312. <input type="checkbox"/> 12. A/T Does Not Perform Lock-up, AT-315. <input type="checkbox"/> 13. A/T Does Not Hold Lock-up Condition, AT-317. <input type="checkbox"/> 14. Lock-up Is Not Released, AT-319. <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Light Braking D₄ → D₃), AT-320. <hr/> <p>Part-2</p> <ul style="list-style-type: none"> <input type="checkbox"/> 16. Vehicle Does Not Start From D₁, AT-322. <input type="checkbox"/> 9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂, AT-306. <input type="checkbox"/> 10. A/T Does Not Shift: D₂ → D₃, AT-309. <input type="checkbox"/> 11. A/T Does Not Shift: D₃ → D₄, AT-312. <hr/> <p>Part-3</p> <ul style="list-style-type: none"> <input type="checkbox"/> 17. A/T Does Not Shift: D₄ → D₃ When Overdrive Control Switch "ON" → "OFF", AT-323 <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In D₃), AT-320. <input type="checkbox"/> 18. A/T Does Not Shift: D₃ → 2₂, When Selector Lever "D" → "2" Position, AT-324. <input type="checkbox"/> 15. Engine Speed Does Not Return To Idle (Engine Brake In 2₂), AT-320. <input type="checkbox"/> 19. A/T Does Not Shift: 2₂ → 1₁, When Selector Lever "2" → "1" Position, AT-325. <input type="checkbox"/> 20. Vehicle Does Not Decelerate By Engine Brake, AT-326. <input type="checkbox"/> 21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks), AT-326. <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <hr/> <ul style="list-style-type: none"> <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-124. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-129. <input type="checkbox"/> Throttle position sensor, AT-132. <input type="checkbox"/> Shift solenoid valve A, AT-140. <input type="checkbox"/> Shift solenoid valve B, AT-146. <input type="checkbox"/> Overrun clutch solenoid valve, AT-152. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-157. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-163. <input type="checkbox"/> Engine speed signal, AT-170. <input type="checkbox"/> Line pressure solenoid valve, AT-174. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> Battery <input type="checkbox"/> Others 	<p>AT-90 AT-93</p> <hr/> <p>AT-97</p> <hr/> <p>AT-99</p>
5.		<input type="checkbox"/> For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.	AT-38
6.		<input type="checkbox"/> Perform all ROAD TEST and re-mark required procedures.	AT-83
7.		<input type="checkbox"/> Perform the Diagnostic Procedures for all remaining items marked NG. Repair or replace the damaged parts. Refer to the Symptom Chart when you perform the procedures. (The chart also shows some other possible symptoms and the component inspection orders.)	AT-116 AT-103
8.		<input type="checkbox"/> Erase self-diagnosis code from TCM memories.	AT-41 AT-47

Work Flow

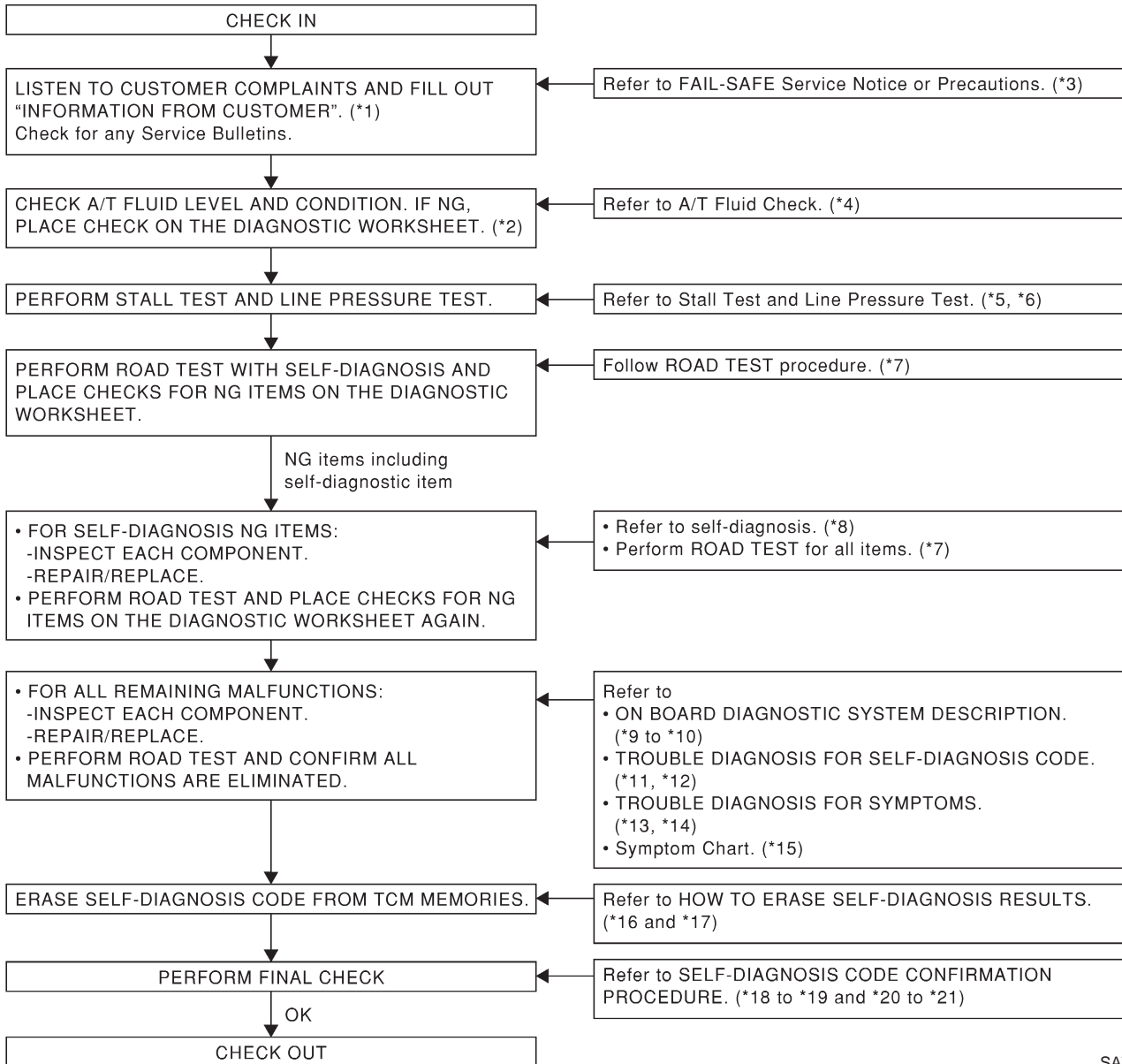
HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

NJAT0024
NJAT0024S01

A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. 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" (AT-68) and "DIAGNOSTIC WORKSHEET" (AT-69), to perform the best troubleshooting possible.

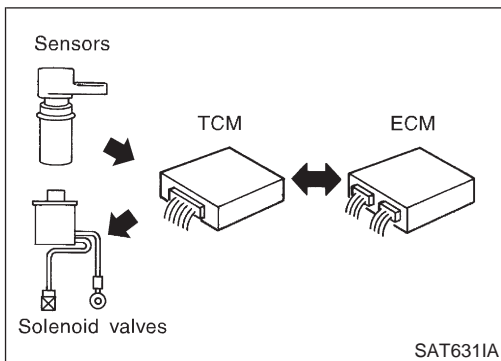
WORK FLOW CHART

NJAT0024S02

SAT097KA

*1: AT-68
*2: AT-69
*3: AT-9
*4: AT-78
*5: AT-78
*6: AT-82
*7: AT-83

*8: AT-37
*9: AT-37
*10: AT-47
*11: AT-121
*12: AT-124 to AT-174
*13: AT-286
*14: AT-288 to AT-326

*15: AT-103
*16: AT-41
*17: AT-47
*18: AT-125
*19: AT-175
*20: AT-282
*21: AT-284



Introduction

NJAT0257

The TCM receives a signal from the vehicle speed 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 EURO-OBD related parts of the A/T system for malfunction-diagnostic purposes. The TCM is capable of diagnosing malfunctioning parts while the ECM can store malfunctions in its memory.

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

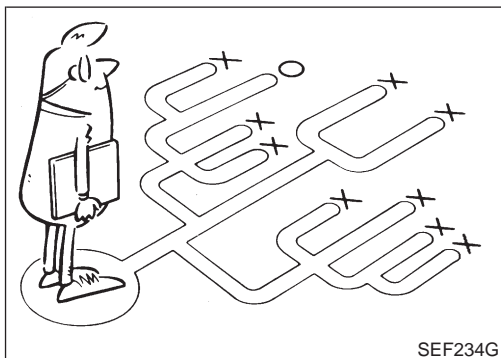
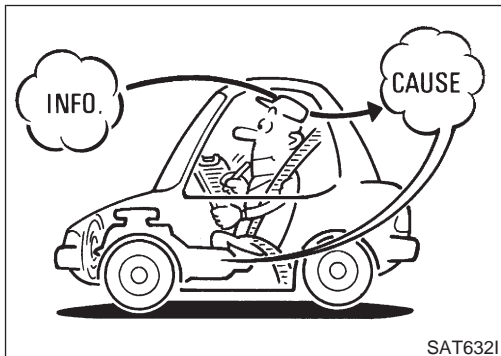
It is much more difficult to diagnose a problem that occurs intermittently rather than continuously. Most intermittent problems are caused by poor electric connections or improper wiring. In this case, careful checking of suspected circuits may help prevent the replacement of good parts.

A visual check only, may not find the cause of the problems. A road test with CONSULT-II (or GST) or a circuit tester connected should be performed. Follow the "Work Flow". Refer to AT-76.

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 problems, especially intermittent ones. Find out what symptoms are present and under what conditions they occur. A "Diagnostic Worksheet" like the example (AT-73) should be used.

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

Also check related Service bulletins for information.



Diagnostic Worksheet

=NJAT0257S0102

1.	<input type="checkbox"/> Read the Fail-safe and listen to customer complaints.	AT-9					
2.	<input type="checkbox"/> CHECK A/T FLUID <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level </td> </tr> </table>	<input type="checkbox"/> Leakage (Follow specified procedure) <input type="checkbox"/> Fluid condition <input type="checkbox"/> Fluid level	AT-78				
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3.	<input type="checkbox"/> Perform STALL TEST and LINE PRESSURE TEST. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> Stall test — Mark possible damaged components/others. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch </td> <td style="padding: 2px;"> <input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK </td> </tr> </table> </td> </tr> <tr> <td colspan="2" style="padding: 2px;"> <input type="checkbox"/> Line Pressure test — Suspected parts: </td> </tr> </table>	<input type="checkbox"/> Stall test — Mark possible damaged components/others. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch </td> <td style="padding: 2px;"> <input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK </td> </tr> </table>	<input type="checkbox"/> Torque converter one-way clutch <input type="checkbox"/> Reverse clutch <input type="checkbox"/> Forward clutch <input type="checkbox"/> Overrun clutch <input type="checkbox"/> Forward one-way clutch	<input type="checkbox"/> Low & reverse brake <input type="checkbox"/> Low one-way clutch <input type="checkbox"/> Engine <input type="checkbox"/> Line pressure is low <input type="checkbox"/> Clutches and brakes except high clutch and brake band are OK	<input type="checkbox"/> Line Pressure test — Suspected parts:		AT-78, 82
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<input type="checkbox"/> Line Pressure test — Suspected parts:							
4.	<input type="checkbox"/> Perform all ROAD TEST and mark required procedures.	AT-83					
4-1.	Check before engine is started. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> PNP switch, AT-181. <input type="checkbox"/> A/T fluid temperature sensor, AT-187. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-193. <input type="checkbox"/> Engine speed signal, AT-198. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-231. <input type="checkbox"/> Line pressure solenoid valve, AT-237. <input type="checkbox"/> Shift solenoid valve A, AT-244. <input type="checkbox"/> Shift solenoid valve B, AT-250. <input type="checkbox"/> Throttle position sensor, AT-256. <input type="checkbox"/> Overrun clutch solenoid valve, AT-265. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-271. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-278. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> Battery <input type="checkbox"/> Others </td> </tr> </table> </td> </tr> </table>	<input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> PNP switch, AT-181. <input type="checkbox"/> A/T fluid temperature sensor, AT-187. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-193. <input type="checkbox"/> Engine speed signal, AT-198. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-231. <input type="checkbox"/> Line pressure solenoid valve, AT-237. <input type="checkbox"/> Shift solenoid valve A, AT-244. <input type="checkbox"/> Shift solenoid valve B, AT-250. <input type="checkbox"/> Throttle position sensor, AT-256. <input type="checkbox"/> Overrun clutch solenoid valve, AT-265. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-271. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-278. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> Battery <input type="checkbox"/> Others </td> </tr> </table>	<input type="checkbox"/> PNP switch, AT-181. <input type="checkbox"/> A/T fluid temperature sensor, AT-187. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-193. <input type="checkbox"/> Engine speed signal, AT-198. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-231. <input type="checkbox"/> Line pressure solenoid valve, AT-237. <input type="checkbox"/> Shift solenoid valve A, AT-244. <input type="checkbox"/> Shift solenoid valve B, AT-250. <input type="checkbox"/> Throttle position sensor, AT-256. <input type="checkbox"/> Overrun clutch solenoid valve, AT-265. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-271. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-278. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> Battery <input type="checkbox"/> Others	AT-85			
<input type="checkbox"/> SELF-DIAGNOSTIC PROCEDURE — Mark detected items. <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> PNP switch, AT-181. <input type="checkbox"/> A/T fluid temperature sensor, AT-187. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-193. <input type="checkbox"/> Engine speed signal, AT-198. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-231. <input type="checkbox"/> Line pressure solenoid valve, AT-237. <input type="checkbox"/> Shift solenoid valve A, AT-244. <input type="checkbox"/> Shift solenoid valve B, AT-250. <input type="checkbox"/> Throttle position sensor, AT-256. <input type="checkbox"/> Overrun clutch solenoid valve, AT-265. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-271. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-278. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> Battery <input type="checkbox"/> Others </td> </tr> </table>	<input type="checkbox"/> PNP switch, AT-181. <input type="checkbox"/> A/T fluid temperature sensor, AT-187. <input type="checkbox"/> Vehicle speed sensor-A/T (Revolution sensor), AT-193. <input type="checkbox"/> Engine speed signal, AT-198. <input type="checkbox"/> Torque converter clutch solenoid valve, AT-231. <input type="checkbox"/> Line pressure solenoid valve, AT-237. <input type="checkbox"/> Shift solenoid valve A, AT-244. <input type="checkbox"/> Shift solenoid valve B, AT-250. <input type="checkbox"/> Throttle position sensor, AT-256. <input type="checkbox"/> Overrun clutch solenoid valve, AT-265. <input type="checkbox"/> PNP, overdrive control and throttle position switches, AT-326. <input type="checkbox"/> A/T fluid temperature sensor and TCM power source, AT-271. <input type="checkbox"/> Vehicle speed sensor-MTR, AT-278. <input type="checkbox"/> Control unit (RAM), control unit (ROM), AT-282. <input type="checkbox"/> Control unit (EEP ROM), AT-284. <input type="checkbox"/> Battery <input type="checkbox"/> Others						
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4-2.	Check at idle <table border="1" style="width: 100%; margin-top: 5px;"> <tr> <td style="padding: 2px;"> <input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-288. <input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, AT-291. <input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-292. <input type="checkbox"/> 4. In "N" Position, Vehicle Moves, AT-293. <input type="checkbox"/> 5. Large Shock. "N" → "R" Position, AT-295. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, AT-297. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-300. </td> </tr> </table>	<input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-288. <input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, AT-291. <input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-292. <input type="checkbox"/> 4. In "N" Position, Vehicle Moves, AT-293. <input type="checkbox"/> 5. Large Shock. "N" → "R" Position, AT-295. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, AT-297. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-300.	AT-87				
<input type="checkbox"/> 1. O/D OFF Indicator Lamp Does Not Come On, AT-288. <input type="checkbox"/> 2. Engine Cannot Be Started In "P" And "N" Position, AT-291. <input type="checkbox"/> 3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-292. <input type="checkbox"/> 4. In "N" Position, Vehicle Moves, AT-293. <input type="checkbox"/> 5. Large Shock. "N" → "R" Position, AT-295. <input type="checkbox"/> 6. Vehicle Does Not Creep Backward In "R" Position, AT-297. <input type="checkbox"/> 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-300.							

Work Flow

HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

NJAT0258

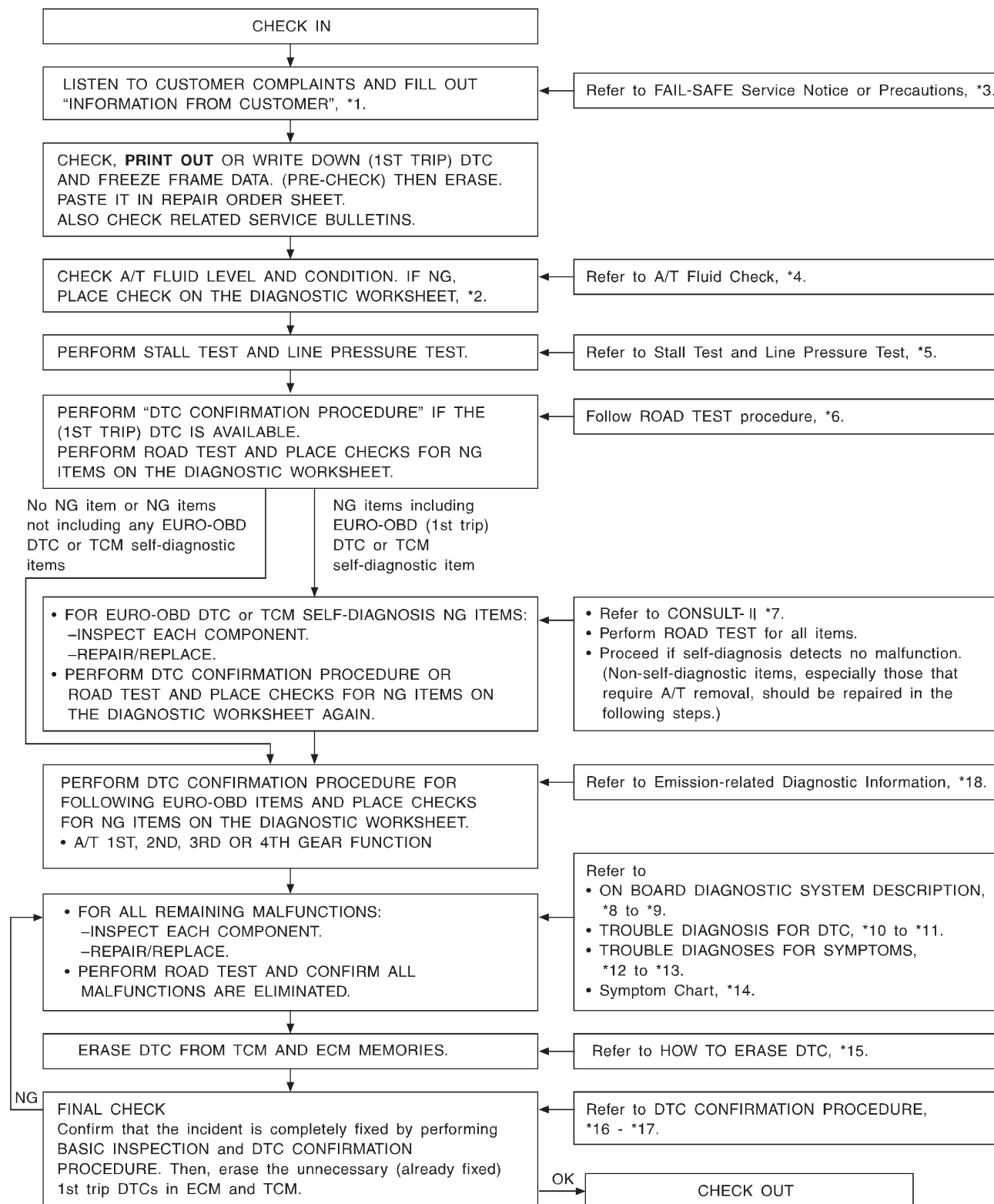
A good understanding of the malfunction conditions can make troubleshooting faster and more accurate. In general, each customer feels differently about a problem. It is important to fully understand the symptoms or conditions for a customer complaint.

NJAT0258S01

Make good use of the two sheets provided, "INFORMATION FROM CUSTOMER" (AT-73) and "DIAGNOSTIC WORKSHEET" (AT-74), to perform the best troubleshooting possible.

WORK FLOW CHART

NJAT0258S02



*1: AT-73

*2: AT-74

*3: AT-9

*4: AT-78

*5: AT-78 and AT-82

*6: AT-83

*7: AT-52

*8: AT-48

*9: AT-64

*10: AT-181

*11: AT-278 and AT-282 to AT-284

*12: AT-288

*13: AT-326

*14: AT-103

*15: AT-50

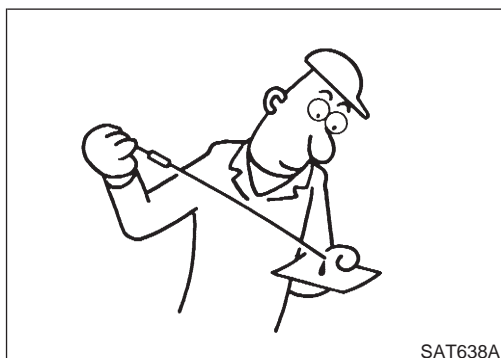
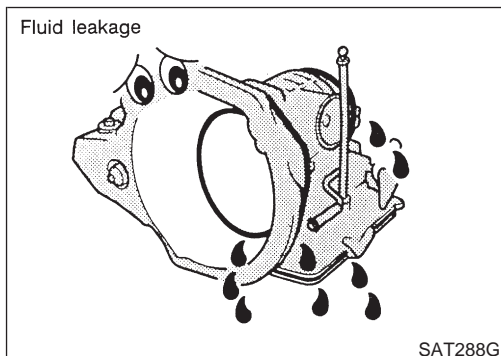
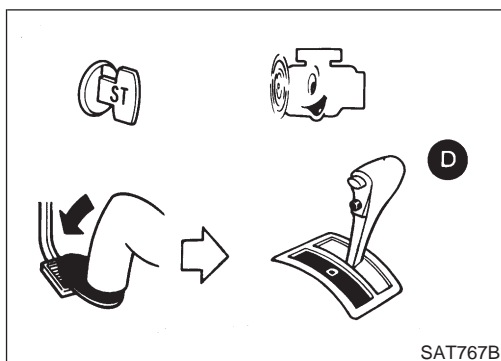
*16: AT-181

*17: AT-278 and AT-282 to AT-284

*18: EC-58

TROUBLE DIAGNOSIS — BASIC INSPECTION

A/T Fluid Check



A/T Fluid Check

FLUID LEAKAGE CHECK

NJAT0025

NJAT0025S01

1. Clean area suspected of leaking. — for example, mating surface of converter housing and transmission case.
2. Start engine, apply foot brake, place selector lever in “D” position and wait a few minutes.
3. Stop engine.
4. Check for fresh leakage.

FLUID CONDITION CHECK

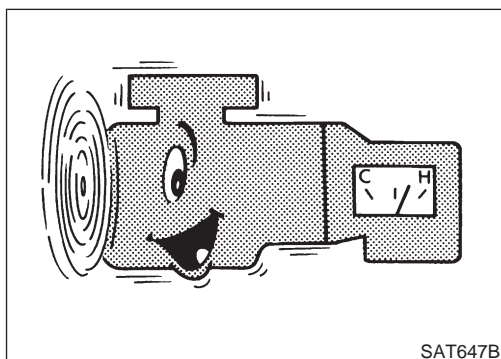
NJAT0025S02

Fluid color	Suspected problem
Dark or black with burned odor	Wear of frictional material
Milky pink	Water contamination — Road water entering through filler tube or breather
Varnished fluid, light to dark brown and tacky	Oxidation — Over or under filling, — Overheating

FLUID LEVEL CHECK

NJAT0025S03

Refer to “Checking A/T Fluid”, AT-15.



Stall Test

STALL TEST PROCEDURE

NJAT0026

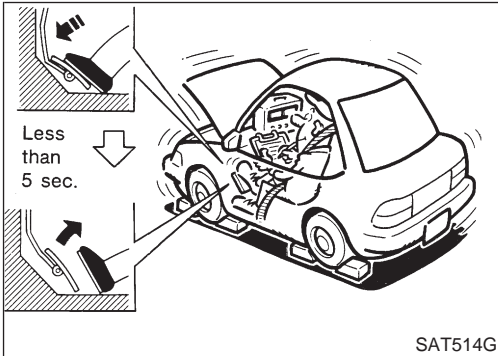
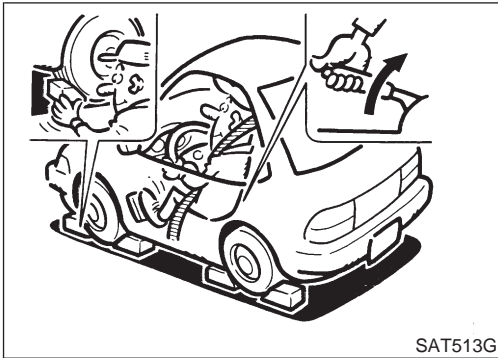
NJAT0026S01

1. Check A/T fluid and engine oil levels. If necessary, add.
2. Drive vehicle for approx. 10 minutes or until fluid and oil reach operating temperature.

**ATF operating temperature:
50 - 80°C (122 - 176°F)**

TROUBLE DIAGNOSIS — BASIC INSPECTION

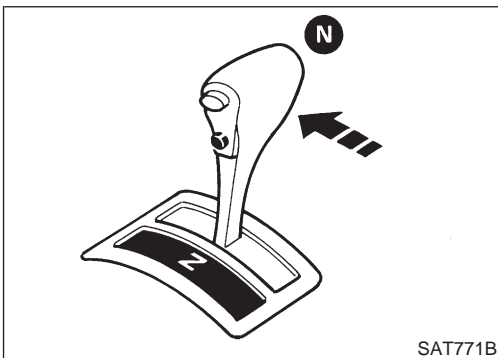
Stall Test (Cont'd)



3. Set parking brake and block wheels.
4. Install a tachometer where it can be seen by driver during test.
 - **It is good practice to mark the point of specified engine rpm on indicator.**
5. Start engine, apply foot brake, and place selector lever in D position.
6. Accelerate to wide open throttle gradually while applying foot brake.
7. Quickly note the engine stall revolution and immediately release throttle.
 - **During test, never hold throttle wide open for more than 5 seconds.**

Stall revolution:

QG13DE	2,000 - 2,300 rpm
QG15DE	2,000 - 2,300 rpm
QG16DE	2,200 - 2,700 rpm
QG18DE	2,050 - 2,500 rpm



8. Move selector lever to "N" position.
9. Cool off ATF.
 - **Run engine at idle for at least one minute.**
10. Repeat steps 5 through 9 with selector lever in "2", "1" and "R" positions.

JUDGEMENT OF STALL TEST

NJAT0026S02

The test result and possible damaged components relating to each result are shown in the illustrations on next page. In order to pinpoint the possible damaged components, follow the WORK FLOW shown in AT-71 (Except for Euro-OBD) or AT-76 (EURO-OBD).

NOTE:

Stall revolution is too high in "D", "2" or "1" position:

- Slippage occurs in 1st gear but not in 2nd and 3rd gears. Low one-way clutch slippage
- Slippage occurs in the following gears:

TROUBLE DIAGNOSIS — BASIC INSPECTION

Stall Test (Cont'd)

1st through 3rd gears in "D" position and engine brake functions with overdrive control switch set to "OFF".

1st and 2nd gears in "2" position and engine brake functions with accelerator pedal released (fully closed throttle). Forward clutch or forward one-way clutch slippage

Stall revolution is too high in R position:

- Engine brake does not function in "1" position. Low & reverse brake slippage
- Engine brake functions in "1" position. Reverse clutch slippage

Stall revolution within specifications:

- Vehicle does not achieve speed of more than 80 km/h (50 MPH). One-way clutch seizure in torque converter housing

CAUTION:

Be careful since automatic fluid temperature increases abnormally.

- Slippage occurs in 3rd and 4th gears in "D" position. High clutch slippage
- Slippage occurs in 2nd and 4th gear in "D" position. Brake band slippage
- Engine brake does not function in 2nd and 3rd gears in "D" position, 2nd gear in "2" position, and 1st gear in "1" position with overdrive control switch set to "OFF".

Stall revolution less than specifications:

- Poor acceleration during starts. One-way clutch seizure in torque converter

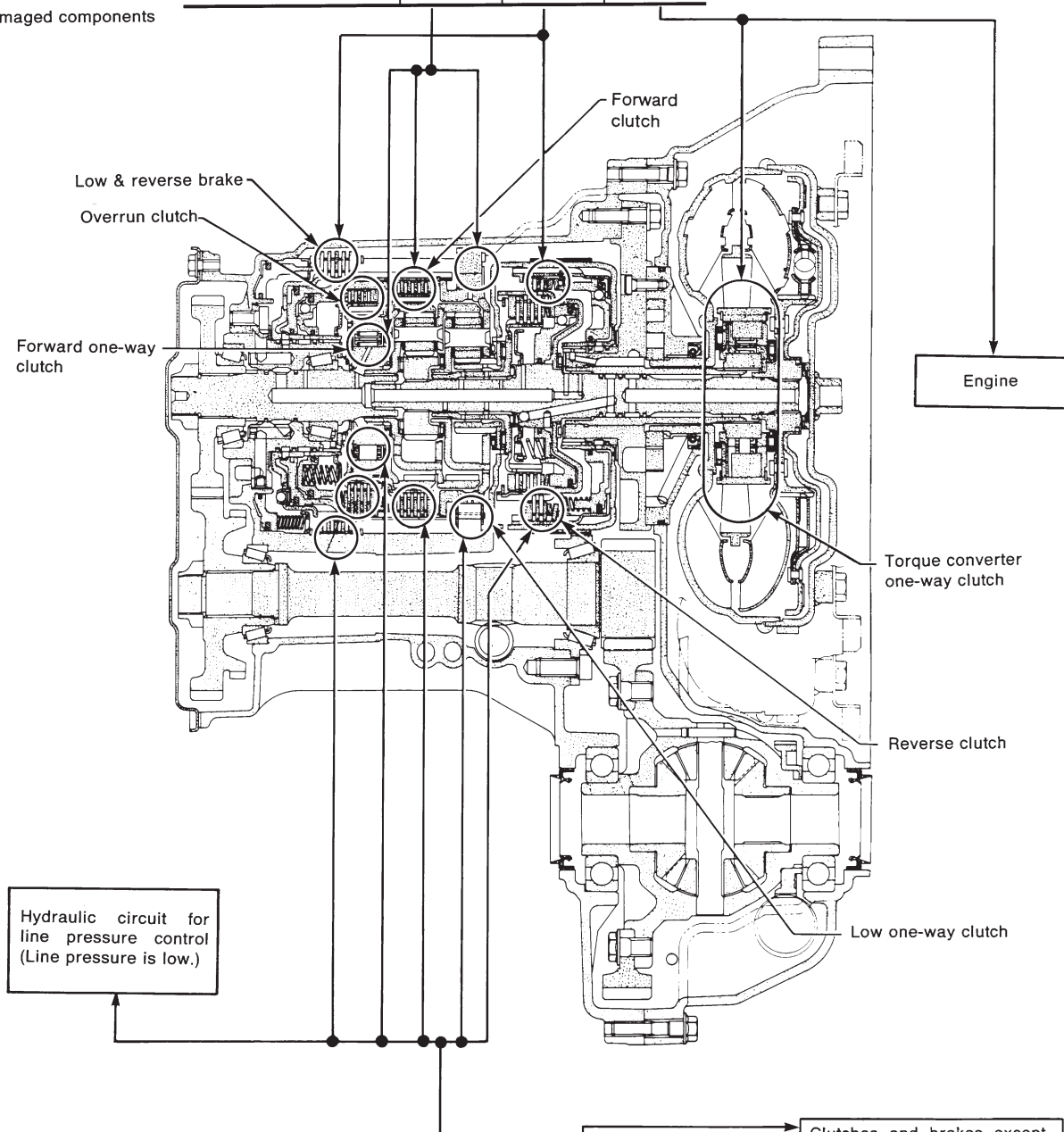
TROUBLE DIAGNOSIS — BASIC INSPECTION

Stall Test (Cont'd)

Selector lever position	Judgement		
D	H	O	L
2	H	O	L
1	H	O	L
R	O	H	L

O : Stall revolution is normal.
 H : Stall revolution is higher than specified.
 L : Stall revolution is lower than specified.

Damaged components



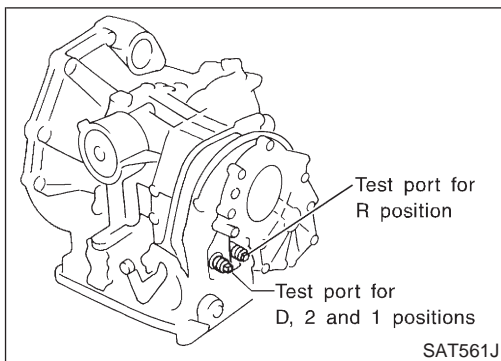
D	H	O
2	H	O
1	H	O
R	H	O
Selector lever position	Judgement	

Clutches and brakes except high clutch and brake band are OK. (Condition of high clutch and brake band cannot be confirmed by stall test.)

SAT871HA

TROUBLE DIAGNOSIS — BASIC INSPECTION

Line Pressure Test



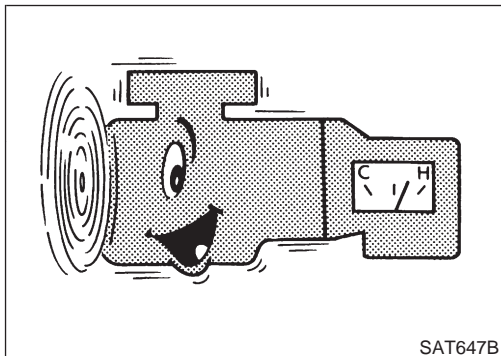
Line Pressure Test LINE PRESSURE TEST PORTS

NJAT0027

NJAT0027S01

Location of line pressure test ports are shown in the illustration.

- Always replace pressure plugs as they are self-sealing bolts.

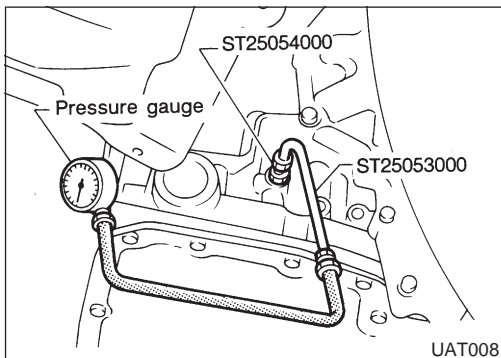


LINE PRESSURE TEST PROCEDURE

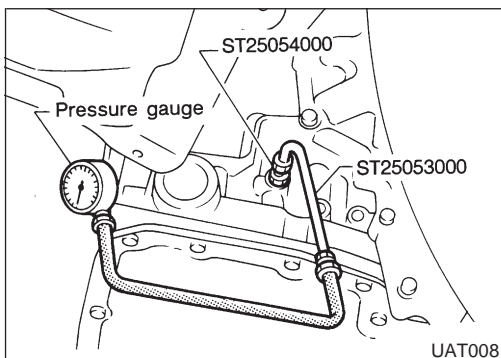
NJAT0027S02

1. Check A/T fluid and engine oil levels. If necessary, add fluid or oil.
2. Drive vehicle for approx. 10 minutes or until engine oil and ATF reach operating temperature.

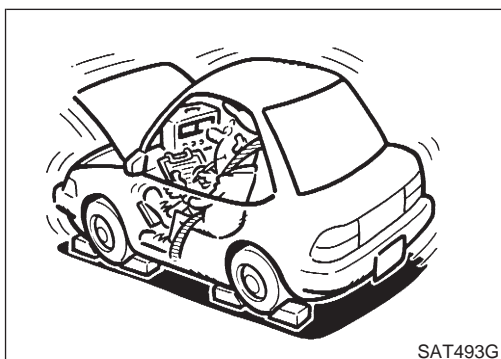
ATF operating temperature:
50 - 80°C (122 - 176°F)



3. Install pressure gauge to corresponding line pressure port.



4. Set parking brake and block wheels.
 - Continue to depress brake pedal fully while line pressure test is being performed at stall speed.



5. Start engine and measure line pressure at idle and stall speed.
 - When measuring line pressure at stall speed, follow the stall test procedure.

Line pressure: Refer to SDS, AT-450.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Line Pressure Test (Cont'd)

JUDGEMENT OF LINE PRESSURE TEST

NJAT0027S03

	Judgement	Suspected parts
At idle	Line pressure is low in all positions.	<ul style="list-style-type: none"> ● Oil pump wear ● Control piston damage ● Pressure regulator valve or plug sticking ● Spring for pressure regulator valve damaged ● Fluid pressure leakage between oil strainer and pressure regulator valve ● Clogged strainer
	Line pressure is low in particular position.	<ul style="list-style-type: none"> ● Fluid pressure leakage between manual valve and particular clutch ● For example, line pressure is: <ul style="list-style-type: none"> – Low in "R" and "1" positions, but – Normal in "D" and "2" positions. Therefore, fluid leakage exists at or around low and reverse brake circuit. Refer to "CLUTCH AND BAND CHART", AT-21.
	Line pressure is high.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● A/T fluid temperature sensor damaged ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure modifier valve sticking ● Pressure regulator valve or plug sticking ● Open in dropping resistor circuit
At stall speed	Line pressure is low.	<ul style="list-style-type: none"> ● Maladjustment of throttle position sensor ● Line pressure solenoid valve sticking ● Short circuit of line pressure solenoid valve circuit ● Pressure regulator valve or plug sticking ● Pressure modifier valve sticking ● Pilot valve sticking

ROAD TEST PROCEDURE

1. Check before engine is started.



2. Check at idle.



3. Cruise test.

SAT786A



SAT496G

Road Test

DESCRIPTION

NJAT0028

NJAT0028S01

- The purpose of the test is to determine overall performance of A/T and analyze causes of problems.
- The road test consists of the following three parts:
 1. Check before engine is started
 2. Check at idle
 3. Cruise test
- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to the following items.

	ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION	TROUBLE DIAGNOSES FOR SYMPTOMS
General and Except for Euro-OBD	AT-37 - AT-47	AT-286 and AT-288 - AT-326

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

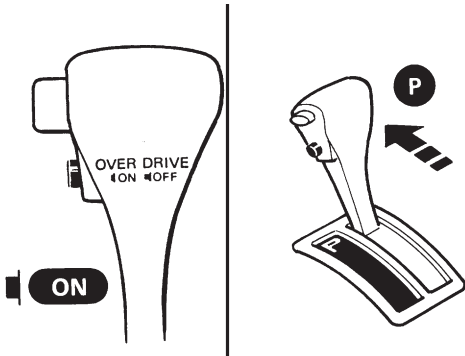
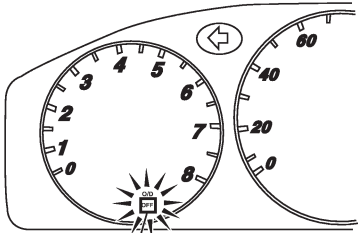
	ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION	TROUBLE DIAGNOSES FOR SYMPTOMS
EURO-OBD	AT-48 - AT-64	AT-288 - AT-326

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

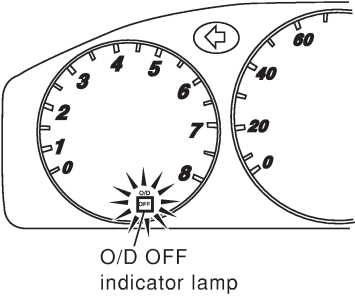
1. CHECK BEFORE ENGINE IS STARTED

=NJAT0028S02

1	CHECK O/D OFF INDICATOR LAMP	<p>1. Park vehicle on flat surface. 2. Turn ignition switch to "OFF" position. 3. Move selector lever to "P" position. 4. Set overdrive control switch to "ON" position.</p> <div style="text-align: center;">  </div> <p>5. Turn ignition switch to "ON" position. (Do not start engine.) 6. Does O/D OFF indicator lamp come on for about 2 seconds?</p> <div style="text-align: center;">  <p>O/D OFF indicator lamp</p> </div> <p style="text-align: center;">Yes or No</p>	SAT774B
Yes	▶	GO TO 2.	
No	▶	Stop ROAD TEST. Go to "1. O/D OFF Indicator Lamp Does Not Come On", AT-288.	NAT352

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

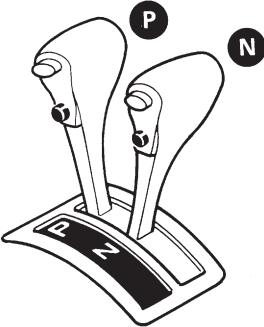
2	CHECK O/D OFF INDICATOR LAMP	
Does O/D OFF indicator lamp flicker for about 8 seconds?		
 <p style="text-align: center;">O/D OFF indicator lamp</p>		
NAT352		
Yes or No		
Yes (Except for Euro-OBD)	▶	Perform self-diagnosis and check NG items on the DIAGNOSTIC WORKSHEET, AT-68. Refer to SELF-DIAGNOSIS PROCEDURE (Without CONSULT-II), AT-42.
No (Except for Euro-OBD)	▶	<ol style="list-style-type: none"> 1. Turn ignition switch to "OFF" position. 2. Perform self-diagnosis and note NG items. Refer to SELF-DIAGNOSIS PROCEDURE (Without CONSULT-II), AT-42. 3. Go to "2. CHECK AT IDLE", AT-87.
Yes (EURO-OBD)	▶	Perform self-diagnosis and check NG items on the DIAGNOSTIC WORKSHEET, AT-73. Refer to TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS), AT-61.
No (EURO-OBD)	▶	<ol style="list-style-type: none"> 1. Turn ignition switch to "OFF" position. 2. Perform self-diagnosis and note NG items. Refer to TCM SELF-DIAGNOSIS PROCEDURE (NO TOOLS), AT-61. 3. Go to "2. CHECK AT IDLE", AT-87.

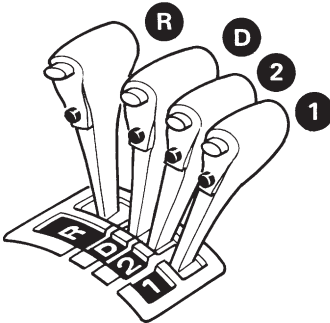
TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

2. CHECK AT IDLE

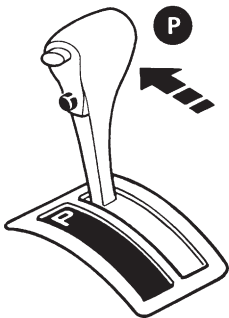
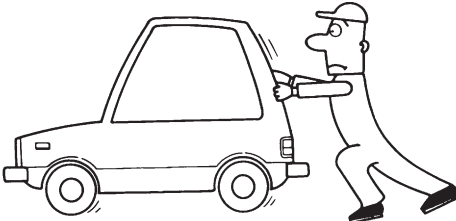
=NJAT0028S03

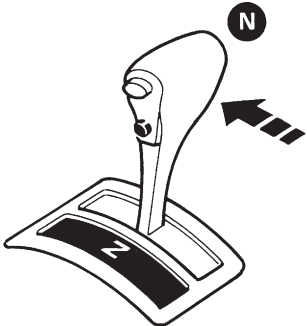
1	CHECK ENGINE START	
<p>1. Park vehicle on flat surface. 2. Turn ignition switch to "OFF" position. 3. Move selector lever to "P" or "N" position.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT769B</p> <p>4. Turn ignition switch to "START" position. 5. Is engine started?</p> <p style="text-align: center;">Yes or No</p>		
Yes	▶	GO TO 2.
No	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "2. Engine Cannot Be Started In "P" and "N" Position", AT-291. Continue ROAD TEST.

2	CHECK ENGINE START	
<p>1. Turn ignition switch to "OFF" position. 2. Move selector lever to "D", "1", "2" or "R" position.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT770B</p> <p>3. Turn ignition switch to "START" position. 4. Is engine started?</p> <p style="text-align: center;">Yes or No</p>		
Yes	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "2. Engine Cannot Be Started In "P" and "N" Position", AT-291. Continue ROAD TEST.
No	▶	GO TO 3.

TROUBLE DIAGNOSIS — BASIC INSPECTION


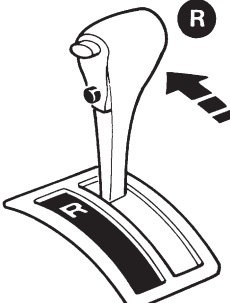
Road Test (Cont'd)


3	CHECK VEHICLE MOVE	
<ol style="list-style-type: none"> 1. Turn ignition switch to "OFF" position. 2. Move selector lever to "P" position. 		
		
SAT768B		
<ol style="list-style-type: none"> 3. Release parking brake. 4. Push vehicle forward or backward. 5. Does vehicle move when it is pushed forward or backward? 		
		
SAT796A		
Yes or No		
Yes	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed", AT-292. Continue ROAD TEST.
No	▶	GO TO 4.

4	CHECK VEHICLE MOVE	
<ol style="list-style-type: none"> 1. Apply parking brake. 2. Move selector lever to "N" position. 3. Turn ignition switch to "START" position and start engine. 		
		
SAT771B		
<ol style="list-style-type: none"> 4. Release parking brake. 5. Does vehicle move forward or backward? 		
Yes or No		
Yes	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "4. In "N" Position, Vehicle Moves", AT-293. Continue ROAD TEST.
No	▶	GO TO 5.

TROUBLE DIAGNOSIS — BASIC INSPECTION

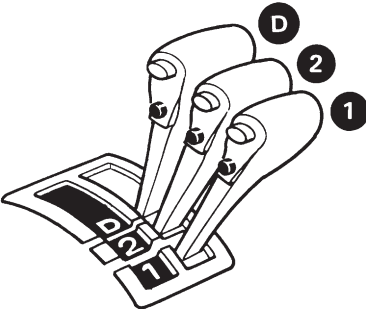
Road Test (Cont'd)

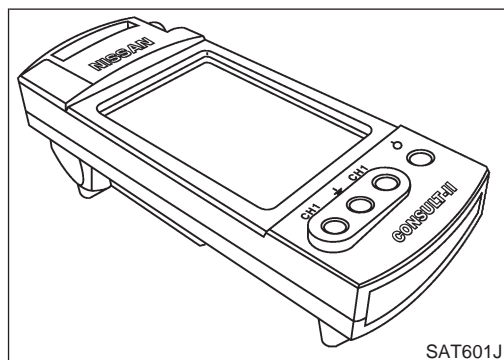
5	CHECK SHIFT SHOCK	
1. Apply foot brake.		
<p>Brake pedal</p> 		
2. Move selector lever to "R" position.		
SAT797A		
		
3. Is there large shock when changing from "N" to "R" position?		
SAT772B		
Yes or No		
Yes	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "5. Large Shock "N" → "R" Position", AT-295. Continue ROAD TEST.
No	▶	GO TO 6.

6	CHECK VEHICLE MOVE	
1. Release foot brake for several seconds.		
<p>Brake pedal</p>  <p>For several seconds</p>		
SAT799A		
2. Does vehicle creep backward when foot brake is released?		
Yes or No		
Yes	▶	GO TO 7.
No	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "6. Vehicle Does Not Creep Backward In "R" Position", AT-297. Continue ROAD TEST.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

7	CHECK VEHICLE MOVE	
<p>1. Move selector lever to "D", "2" and "1" positions and check if vehicle creeps forward.</p> <div style="text-align: center;">  </div>		
<p>2. Does vehicle creep forward in all three positions?</p> <p style="text-align: right;">SAT773B</p>		
Yes or No		
Yes	▶	Go to 3. CRUISE TEST, AT-90.
No	▶	Mark the box on the DIAGNOSTIC WORKSHEET. Go to "7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position", AT-300. Continue ROAD TEST.



3. CRUISE TEST

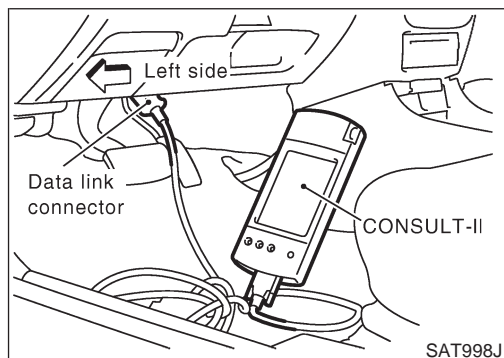
NJAT0028S04

- Check all items listed in Parts 1 through 3.

Ⓜ With CONSULT-II

NJAT0028S0401

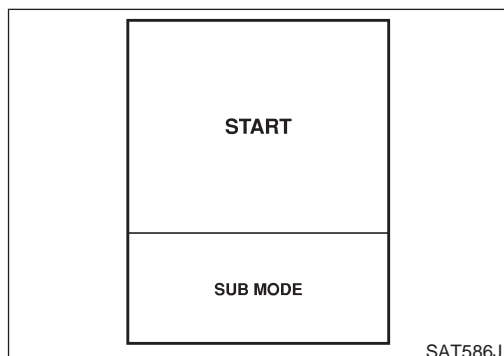
- Using CONSULT-II, conduct a cruise test and record the result.
- Print the result and ensure that shifts and lock-ups take place as per Shift Schedule.



CONSULT-II Setting Procedure

NJAT0028S0402

1. Turn ignition switch "OFF".
2. Connect CONSULT-II to data link connector, which is located in left side lower dash panel.



3. Turn ignition switch "ON".
4. Touch "START".

AT-90

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

DIAGNOSIS SYSTEM SELECTION
A/T
ENGINE

SAT580J

5. Touch "A/T".

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J

6. Touch "DATA MONITOR".

DATA MONITOR
SELECT MONITOR ITEM
ECU INPUT SIGNALS
MAIN SIGNAL
SELECTION FROM MENU

SAT972J

7. Touch "MAIN SIGNALS" or "ECU INPUT SIGNALS".

8. Select "Numerical Display", "Barchart Display" or "Line Graph Display".

SET RECORDING CONDITION
AUTO TRIG
MANU TRIG
TRIGGER POINT
<div style="display: flex; align-items: center; justify-content: center;"> << <div style="width: 100px; height: 15px; background: linear-gradient(to right, black 80%, white 80%); border: 1px solid black; position: relative;"> <div style="position: absolute; right: -5px; top: -5px; width: 5px; height: 5px; background-color: white; border: 1px solid black;"></div> </div> >> </div>
<div style="display: flex; justify-content: space-between; width: 100px;"> 0%20%40%60%80%100% </div>
Recording Speed
<div style="display: flex; align-items: center; justify-content: center;"> << <div style="width: 100px; height: 15px; background-color: black; border: 1px solid black; position: relative;"> <div style="position: absolute; right: -5px; top: -5px; width: 5px; height: 5px; background-color: white; border: 1px solid black;"></div> </div> >> </div>
<div style="display: flex; justify-content: space-between; width: 100px;"> MINMAX </div>
<div style="display: flex; justify-content: space-between; width: 100px;"> /64/32/16/8/4/2FULL </div>

SAT973J

9. Touch "SETTING" to recording condition ("AUTO TRIG" or "MANU TRIG") and touch "BACK".

10. Touch "Start".

DATA MONITOR	
MONITOR	NO DTC
ENGINE SPEED	XXX rpm
GEAR	XXX
SLCT LVR POSI	N/P
VEHICLE SPEED	XXX km/h
THROTTLE POSI	XXX

SAT985J

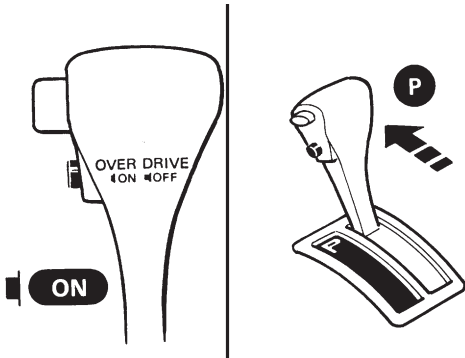
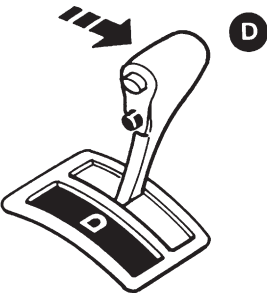
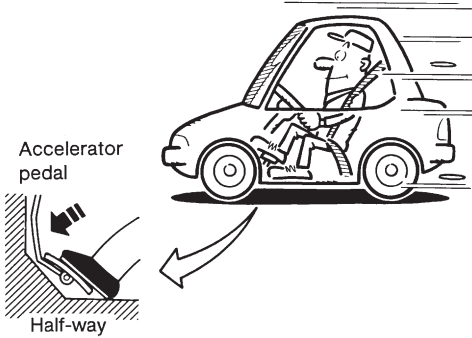
11. When performing cruise test, touch "RECORD".

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

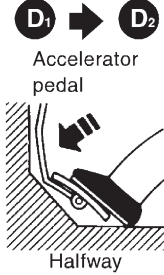
Cruise Test — Part 1

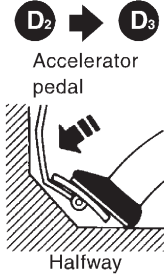
=NJAT0028S0404

1	CHECK STARTING GEAR (D₁) POSITION		
		<p>1. Drive vehicle for approx. 10 minutes to warm engine oil and ATF up to operating temperature. ATF operating temperature: 50 - 80°C (122 - 176°F)</p> <p>2. Park vehicle on flat surface.</p> <p>3. Set overdrive control switch to "ON" position.</p> <p>4. Move selector lever to "P" position.</p> <div style="text-align: center;">  </div>	SAT774B
		<p>5. Start engine.</p> <p>6. Move selector lever to "D" position.</p> <div style="text-align: center;">  </div>	SAT775B
		<p>7. Accelerate vehicle by constantly depressing accelerator pedal halfway.</p> <div style="text-align: center;">  </div>	SAT495G
		<p>8. Does vehicle start from D₁? <input type="checkbox"/> Read gear position.</p> <p style="text-align: center;">Yes or No</p>	
Yes	▶	GO TO 2.	
No	▶	Go to "8. Vehicle Cannot Be Started From D ₁ ", AT-303. Continue ROAD TEST.	

TROUBLE DIAGNOSIS — BASIC INSPECTION

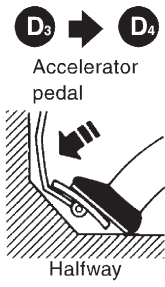
Road Test (Cont'd)

2	CHECK SHIFT UP (D₁ TO D₂)	
<p>Does A/T shift from D₁ to D₂ at the specified speed?</p> <p>Ⓟ Read gear position, throttle opening and vehicle speed. Specified speed when shifting from D₁ to D₂: Refer to Shift schedule, AT-449.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">Accelerator pedal</p> <p style="margin-left: 100px;">Halfway</p> </div> <p style="text-align: right; margin-right: 50px;">SAT954I</p> <p style="text-align: center;">Yes or No</p>		
Yes	▶	GO TO 3.
No	▶	Go to "9. A/T Does Not Shift: D ₁ → D ₂ Or Does Not Kickdown: D ₄ → D ₂ ", AT-306. Continue ROAD TEST.

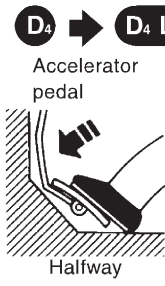
3	CHECK SHIFT UP (D₂ TO D₃)	
<p>Does A/T shift from D₂ to D₃ at the specified speed?</p> <p>Ⓟ Read gear position, throttle position and vehicle speed. Specified speed when shifting from D₂ to D₃: Refer to Shift schedule, AT-449.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">Accelerator pedal</p> <p style="margin-left: 100px;">Halfway</p> </div> <p style="text-align: right; margin-right: 50px;">SAT955I</p> <p style="text-align: center;">Yes or No</p>		
Yes	▶	GO TO 4.
No	▶	Go to "10. A/T Does Not Shift: D ₂ → D ₃ ", AT-309. Continue ROAD TEST.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

4	CHECK SHIFT UP (D₃ TO D₄)	
Does A/T shift from D ₃ to D ₄ at the specified speed? ④ Read gear position, throttle position and vehicle speed. Specified speed when shifting from D ₃ to D ₄ : Refer to Shift schedule, AT-449.		
		
Yes or No		
Yes	▶	GO TO 5.
No	▶	Go to "11. A/T Does Not Shift: D ₃ → D ₄ ", AT-312. Continue ROAD TEST.

SAT956I

5	CHECK LOCK-UP (D₄ TO D₄ L/U)	
Does A/T perform lock-up at the specified speed? ④ Read vehicle speed, throttle position when lock-up duty becomes 94%. Specified speed when lock-up occurs: Refer to Shift schedule, AT-449.		
		
Yes or No		
Yes	▶	GO TO 6.
No	▶	Go to "12. A/T Does Not Perform Lock-up", AT-315. Continue ROAD TEST.

SAT957I

6	CHECK HOLD LOCK-UP	
Does A/T hold lock-up condition for more than 30 seconds? <p style="text-align: center;">Yes or No</p>		
Yes	▶	GO TO 7.
No	▶	Go to "13. A/T Does Not Hold Lock-up Condition", AT-317.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

7	CHECK SHIFT DOWN (D₄ L/U TO D₄)
<p>1. Release accelerator pedal. 2. Is lock-up released when accelerator pedal is released?</p> <div style="text-align: center;"> <p style="text-align: center;">Released Lightly applied</p> </div> <p style="text-align: right;">SAT958I</p>	
Yes or No	
Yes	▶▶ GO TO 8.
No	▶▶ Go to "14. Lock-up Is Not Released", AT-319. Continue ROAD TEST.

8	CHECK SHIFT DOWN (D₄ TO D₃)
<p>1. Decelerate vehicle by applying foot brake lightly. 2. Does engine speed return to idle smoothly when A/T is shifted from D₄ to D₃?</p> <p>Ⓜ Read gear position and engine speed.</p> <div style="text-align: center;"> <p style="text-align: center;">Released Lightly applied</p> </div> <p style="text-align: right;">SAT959I</p>	
Yes or No	
Yes	▶▶ 1. Stop vehicle. 2. Go to "Cruise test — Part 2", AT-97.
No	▶▶ Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-320. Continue ROAD TEST.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

Cruise Test — Part 2

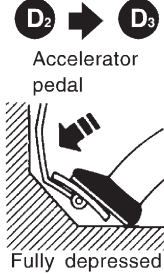
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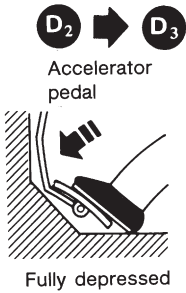
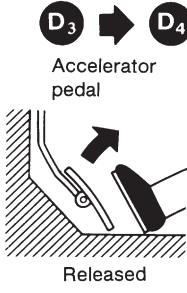
1	CHECK STARTING GEAR (D₁) POSITION		
<p>1. Confirm overdrive control switch is in "ON" position. 2. Confirm selector lever is in "D" position. 3. Accelerate vehicle by half throttle again. 4. Does vehicle start from D₁?</p> <p> Read gear position.</p>			
SAT495G			
Yes or No			
Yes	▶	GO TO 2.	
No	▶	Go to "16. Vehicle Does Not Start From D ₁ ", AT-322. Continue ROAD TEST.	

2	CHECK SHIFT UP AND SHIFT DOWN (D₃ TO D₄ TO D₂)		
<p>1. Accelerate vehicle to 80 km/h (50 MPH) as shown in illustration. 2. Release accelerator pedal and then quickly depress it fully. 3. Does A/T shift from D₄ to D₂ as soon as accelerator pedal is depressed fully?</p> <p> Read gear position and throttle position.</p>			
SAT404H			
Yes or No			
Yes	▶	GO TO 3.	
No	▶	Go to "9. A/T Does Not Shift: D ₁ → D ₂ Or Does Not Kickdown: D ₄ → D ₂ ", AT-306. Continue ROAD TEST.	

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

3	CHECK SHIFT UP (D₂ TO D₃)	
<p>Does A/T shift from D₂ to D₃ at the specified speed?</p> <p>Ⓟ Read gear position, throttle position and vehicle speed. Specified speed when shifting from D₂ to D₃: Refer to Shift schedule, AT-449.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT960I</p>		
Yes or No		
Yes	▶	GO TO 4.
No	▶	Go to "10. A/T Does Not Shift: D ₂ → D ₃ ", AT-309. Continue ROAD TEST.

4	CHECK SHIFT UP (D₃ TO D₄) AND ENGINE BRAKE	
<p>Release accelerator pedal after shifting from D₂ to D₃. Does A/T shift from D₃ to D₄ and does vehicle decelerate by engine brake?</p> <p>Ⓟ Read gear position, throttle position and vehicle speed.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  </div> <div style="text-align: center;">  </div> </div> <p style="text-align: right;">SAT405H</p>		
Yes or No		
Yes	▶	1. Stop vehicle. 2. Go to "Cruise test — Part 3", AT-99.
No	▶	Go to "11. A/T Does Not Shift: D ₃ → D ₄ ", AT-312. Continue ROAD TEST.

TROUBLE DIAGNOSIS — BASIC INSPECTION

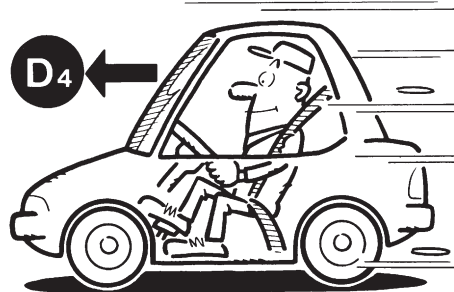
Road Test (Cont'd)

Cruise Test — Part 3

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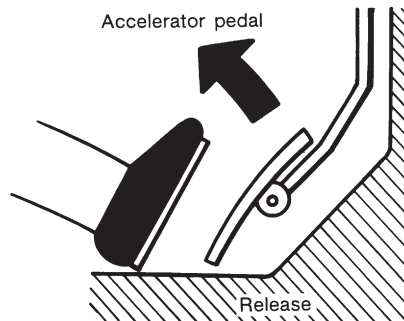
1 CHECK SHIFT DOWN (D₄ TO D₃)

1. Confirm overdrive control switch is in "ON" position.
2. Confirm selector lever is in "D" position.
3. Accelerate vehicle using half-throttle to D₄.



SAT812A

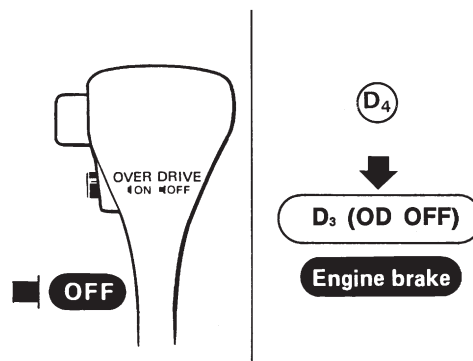
4. Release accelerator pedal.



SAT813A

5. Set overdrive control switch to "OFF" position while driving in D₄.
6. Does A/T shift from D₄ to D₃ (O/D OFF)?

Ⓜ Read gear position and vehicle speed.



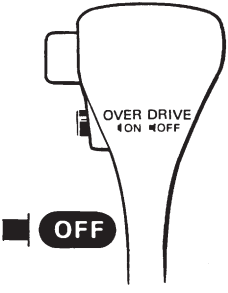
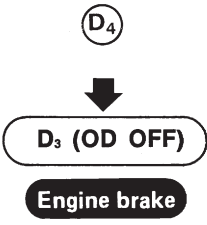
SAT776BA

Yes or No


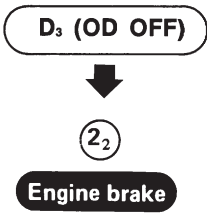
Yes	▶	GO TO 2.
No	▶	Go to "17. A/T Does Not Shift: D ₄ → D ₃ , When Overdrive Control Switch "ON" → "OFF", AT-323. Continue ROAD TEST.

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

2	CHECK ENGINE BRAKE		
Does vehicle decelerate by engine brake?			
			
Yes or No			
Yes	▶	GO TO 3.	
No	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-320. Continue ROAD TEST.	


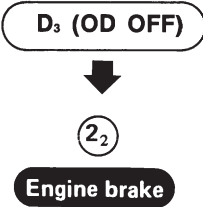
SAT776BA

3	CHECK SHIFT DOWN (D₃ TO D₂)		
1. Move selector lever from "D" to "2" position while driving in D ₃ (O/D OFF). 2. Does A/T shift from D ₃ (O/D OFF) to 2 ₂ ? ⓘ Read gear position.			
			
Yes or No			
Yes	▶	GO TO 4.	
No	▶	Go to "18. A/T Does Not Shift: D ₃ → D ₂ , When Selector Lever "D" → "2" Position", AT-324. Continue ROAD TEST.	

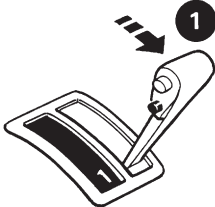
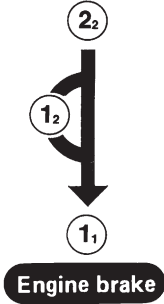
SAT791GA

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

4	CHECK ENGINE BRAKE		
Does vehicle decelerate by engine brake?			
			
Yes or No			
Yes	▶	GO TO 5.	
No	▶	Go to "15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃)", AT-320. Continue ROAD TEST.	

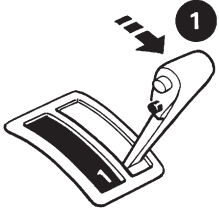
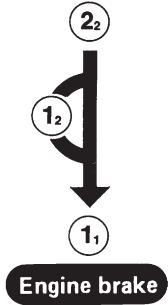
SAT791GA

5	CHECK SHIFT DOWN		
1. Move selector lever from "2" to "1" position while driving in 2 ₂ . 2. Does A/T shift from 2 ₂ to 1 ₁ position? ⓘ Read gear position.			
			
Yes or No			
Yes	▶	GO TO 6.	
No	▶	Go to "19. A/T Does Not Shift: 2 ₂ → 1 ₁ , When Selector lever "2" → "1" Position", AT-325. Continue ROAD TEST.	

SAT778B

TROUBLE DIAGNOSIS — BASIC INSPECTION

Road Test (Cont'd)

6	CHECK ENGINE BRAKE	
Does vehicle decelerate by engine brake?		
<div style="display: flex; justify-content: space-around; align-items: center;">  <div style="text-align: center;">  </div> </div> <p style="text-align: right; margin-top: 10px;">SAT778B</p>		
Yes or No		
Yes	▶	<ol style="list-style-type: none"> 1. Stop vehicle. 2. Perform self-diagnosis. Except for Euro-OBD: Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42/EURO-OBD: Refer to "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61.
No	▶	Go to "20. Vehicle Does Not Decelerate By Engine Brake", AT-326. Continue ROAD TEST.

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart

Symptom Chart

NJAT0029

Numbers are arranged in order of inspection.

Perform inspections starting with number one and work up.

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Engine cannot start in "P" and "N" positions. AT-291	ON vehicle	1. Ignition switch and starter	EL-10, "POWER SUPPLY ROUTING" and SC-13, "STARTING SYSTEM"	
		2. Control cable adjustment	AT-344	←
		3. PNP switch adjustment	AT-344	←
Engine starts in position other than "N" and "P" positions. AT-291	ON vehicle	1. Control cable adjustment	AT-344	←
		2. PNP switch adjustment	AT-344	←
Transaxle noise in "P" and "N" positions.	ON vehicle	1. Fluid level	AT-78	←
		2. Line pressure test	AT-82	←
		3. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		5. Engine speed signal	AT-170	AT-198
	OFF vehicle	6. Oil pump	AT-371	←
		7. Torque converter	AT-354	←
Vehicle moves when changing into "P" position, or parking gear does not disengage when shifted out of "P" position. AT-292	ON vehicle	1. Control cable adjustment	AT-344	←
	OFF vehicle	2. Parking components	AT-351	AT-351
Vehicle runs in "N" position. AT-293	ON vehicle	1. Control cable adjustment	AT-344	←
	OFF vehicle	2. Forward clutch	AT-399	←
		3. Reverse clutch	AT-390	←
		4. Overrun clutch	AT-399	←
Vehicle will not run in "R" position (but runs in "D", "2" and "1" positions). Clutch slips. Very poor acceleration. AT-297	ON vehicle	1. Control cable adjustment	AT-344	←
		2. Line pressure test	AT-82	←
		3. Line pressure solenoid valve	AT-174	AT-237
		4. Control valve assembly	AT-343	←
	OFF vehicle	5. Reverse clutch	AT-390	←
		6. High clutch	AT-394	←
		7. Forward clutch	AT-399	←
		8. Overrun clutch	AT-399	←
		9. Low & reverse brake	AT-406	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Vehicle braked when shifting into "R" position.	ON vehicle	1. Fluid level	AT-78	←
		2. Control cable adjustment	AT-344	←
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. High clutch	AT-394	←
		7. Brake band	AT-419	←
		8. Forward clutch	AT-399	←
		9. Overrun clutch	AT-399	←
Sharp shock in shifting from "N" to "D" position.	ON vehicle	1. Engine idling rpm	EC-41, "Idle Speed and Ignition Timing"	EC-41, "Idle Speed and Ignition Timing"
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. A/T fluid temperature sensor	AT-163	AT-187
		5. Engine speed signal	AT-170	AT-198
		6. Line pressure solenoid valve	AT-174	AT-237
		7. Control valve assembly	AT-343	←
		8. Accumulator N-D	AT-343	←
	OFF vehicle	9. Forward clutch	AT-399	←
Vehicle will not run in "D" and "2" positions (but runs in "1" and "R" positions).	ON vehicle	1. Control cable adjustment	AT-344	←
	OFF vehicle	2. Low one-way clutch	AT-350	AT-350
Vehicle will not run in "D", "1", "2" positions (but runs in "R" position). Clutch slips. Very poor acceleration. AT-300	ON vehicle	1. Fluid level	AT-78	←
		2. Line pressure test	AT-82	←
		3. Line pressure solenoid valve	AT-174	AT-237
		4. Control valve assembly	AT-343	←
		5. Accumulator N-D	AT-343	←
	OFF vehicle	6. Reverse clutch	AT-390	←
		7. High clutch	AT-394	←
		8. Forward clutch	AT-399	←
		9. Forward one-way clutch	AT-410	←
		10. Low one-way clutch	AT-350	AT-350

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Clutches or brakes slip somewhat in starting.	ON vehicle	1. Fluid level	AT-78	←
		2. Control cable adjustment	AT-344	←
		3. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		4. Line pressure test	AT-82	←
		5. Line pressure solenoid valve	AT-174	AT-237
		6. Control valve assembly	AT-343	←
		7. Accumulator N-D	AT-343	←
	OFF vehicle	8. Forward clutch	AT-399	←
		9. Reverse clutch	AT-390	←
		10. Low & reverse brake	AT-406	←
		11. Oil pump	AT-371	←
		12. Torque converter	AT-354	←
Excessive creep.	ON vehicle	1. Engine idling rpm	EC-41, "Idle Speed and Ignition Timing"	EC-41, "Idle Speed and Ignition Timing"
No creep at all. AT-297 and AT-300	ON vehicle	1. Fluid level	AT-78	←
		2. Line pressure test	AT-82	←
		3. Control valve assembly	AT-343	←
	OFF vehicle	4. Forward clutch	AT-399	←
		5. Oil pump	AT-371	←
		6. Torque converter	AT-354	←
Failure to change gear from "D ₁ " to "D ₂ ".	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Control cable adjustment	AT-344	←
		3. Shift solenoid valve A	AT-140	AT-244
		4. Control valve assembly	AT-343	←
		5. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
	OFF vehicle	6. Brake band	AT-419	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Failure to change gear from "D ₂ " to "D ₃ ".	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Control cable adjustment	AT-344	←
		3. Shift solenoid valve B	AT-146	AT-250
		4. Control valve assembly	AT-343	←
		5. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
	OFF vehicle	6. High clutch	AT-394	←
		7. Brake band	AT-419	←
Failure to change gear from "D ₃ " to "D ₄ ".	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Control cable adjustment	AT-344	←
		3. Shift solenoid valve A	AT-140	AT-244
		4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		5. A/T fluid temperature sensor	AT-163	AT-187
	OFF vehicle	6. Brake band	AT-419	←
Too high a gear change point from "D ₁ " to "D ₂ ", from "D ₂ " to "D ₃ ", from "D ₃ " to "D ₄ ". AT-306, AT-309 and AT-312	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
Gear change directly from "D ₁ " to "D ₃ " occurs.	ON vehicle	1. Fluid level	AT-78	←
		2. Accumulator servo release	AT-343	←
	OFF vehicle	3. Brake band	AT-419	←
Engine stops when shifting lever into "R", "D", "2" and "1".	ON vehicle	1. Engine idling rpm	EC-41, "Idle Speed and Ignition Timing"	EC-41, "Idle Speed and Ignition Timing"
		2. Torque converter clutch solenoid valve	AT-157	AT-231
		3. Control valve assembly	AT-343	←
	OFF vehicle	4. Torque converter	AT-354	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Too sharp a shock in change from "D ₁ " to "D ₂ ".	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Line pressure test	AT-82	←
		3. Accumulator servo release	AT-343	←
		4. Control valve assembly	AT-343	←
		5. A/T fluid temperature sensor	AT-163	AT-187
	OFF vehicle	6. Brake band	AT-419	←
Too sharp a shock in change from "D ₂ " to "D ₃ ".	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Line pressure test	AT-82	←
		3. Control valve assembly	AT-343	←
	OFF vehicle	4. High clutch	AT-394	←
		5. Brake band	AT-419	←
Too sharp a shock in change from "D ₃ " to "D ₄ ".	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Line pressure test	AT-82	←
		3. Control valve assembly	AT-343	←
	OFF vehicle	4. Brake band	AT-419	←
		5. Overrun clutch	AT-399	←
Almost no shock or clutches slipping in change from "D ₁ " to "D ₂ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Accumulator servo release	AT-343	←
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. Brake band	AT-419	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Almost no shock or slipping in change from "D ₂ " to "D ₃ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Control valve assembly	AT-343	←
	OFF vehicle	5. High clutch	AT-394	←
		6. Brake band	AT-419	←
Almost no shock or slipping in change from "D ₃ " to "D ₄ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Control valve assembly	AT-343	←
	OFF vehicle	5. High clutch	AT-394	←
		6. Brake band	AT-419	←
Vehicle braked by gear change from "D ₁ " to "D ₂ ".	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Reverse clutch	AT-390	←
		3. Low & reverse brake	AT-406	←
		4. High clutch	AT-394	←
		5. Low one-way clutch	AT-350	AT-350
Vehicle braked by gear change from "D ₂ " to "D ₃ ".	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Brake band	AT-419	←
Vehicle braked by gear change from "D ₃ " to "D ₄ ".	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Overrun clutch	AT-399	←
		3. Forward one-way clutch	AT-410	←
		4. Reverse clutch	AT-390	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Maximum speed not attained. Acceleration poor.	ON vehicle	1. Fluid level	AT-78	←
		2. PNP switch adjustment	AT-344	←
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. Reverse clutch	AT-390	←
		7. High clutch	AT-394	←
		8. Brake band	AT-419	←
		9. Low & reverse brake	AT-406	←
		10. Oil pump	AT-371	←
		11. Torque converter	AT-354	←
Failure to change gear from "D ₄ " to "D ₃ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Overrun clutch solenoid valve	AT-152	AT-265
		4. Shift solenoid valve A	AT-140	AT-244
		5. Line pressure solenoid valve	AT-174	AT-237
		6. Control valve assembly	AT-343	←
	OFF vehicle	7. Low & reverse brake	AT-406	←
		8. Overrun clutch	AT-399	←
Failure to change gear from "D ₃ " to "D ₂ " or from "D ₄ " to "D ₂ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. High clutch	AT-394	←
		7. Brake band	AT-419	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Failure to change gear from "D ₂ " to "D ₁ " or from "D ₃ " to "D ₁ ".	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. Low one-way clutch	AT-350	AT-350
		7. High clutch	AT-394	←
		8. Brake band	AT-419	←
Gear change shock felt during deceleration by releasing accelerator pedal.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Line pressure test	AT-82	←
		3. Overrun clutch solenoid valve	AT-152	AT-265
		4. Control valve assembly	AT-343	←
Too high a change point from "D ₄ " to "D ₃ ", from "D ₃ " to "D ₂ ", from "D ₂ " to "D ₁ ".	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
Kickdown does not operate when depressing pedal in "D ₄ " within kickdown vehicle speed.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
Kickdown operates or engine overruns when depressing pedal in "D ₄ " beyond kickdown vehicle speed limit.	ON vehicle	1. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Races extremely fast or slips in changing from "D ₄ " to "D ₃ " when depressing pedal.	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. High clutch	AT-394	←
		7. Forward clutch	AT-399	←
Races extremely fast or slips in changing from "D ₄ " to "D ₂ " when depressing pedal.	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
		5. Shift solenoid valve A	AT-140	AT-244
		6. Control valve assembly	AT-343	←
	OFF vehicle	7. Brake band	AT-419	←
		8. Forward clutch	AT-399	←
Races extremely fast or slips in changing from "D ₃ " to "D ₂ " when depressing pedal.	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
		5. Control valve assembly	AT-343	←
		6. A/T fluid temperature sensor	AT-163	AT-187
	OFF vehicle	7. Brake band	AT-419	←
		8. Forward clutch	AT-399	←
		9. High clutch	AT-394	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Races extremely fast or slips in changing from "D ₄ " or "D ₃ " to "D ₁ " when depressing pedal.	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
		5. Control valve assembly	AT-343	←
	OFF vehicle	6. Forward clutch	AT-399	←
		7. Forward one-way clutch	AT-410	←
		8. Low one-way clutch	AT-350	AT-350
Vehicle will not run in any position.	ON vehicle	1. Fluid level	AT-78	←
		2. Control cable adjustment	AT-344	←
		3. Line pressure test	AT-82	←
		4. Line pressure solenoid valve	AT-174	AT-237
	OFF vehicle	5. Oil pump	AT-371	←
		6. High clutch	AT-394	←
		7. Brake band	AT-419	←
		8. Low & reverse brake	AT-406	←
		9. Torque converter	AT-354	←
		10. Parking components	AT-428	←
Transmission noise in "D", "2", "1" and "R" positions.	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Torque converter	AT-354	←
Failure to change from "D ₃ " to "2 ₂ " when changing lever into "2" position. AT-320	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Overrun clutch solenoid valve	AT-152	AT-265
		4. Shift solenoid valve A	AT-140	AT-244
		5. Shift solenoid valve B	AT-146	AT-250
		6. Control valve assembly	AT-343	←
		7. Control cable adjustment	AT-344	←
	OFF vehicle	8. Brake band	AT-419	←
		9. Overrun clutch	AT-399	←
Gear change from "2 ₂ " to "2 ₃ " in "2" position.	ON vehicle	1. PNP switch adjustment	AT-344	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Engine brake does not operate in "1" position. AT-322	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Control cable adjustment	AT-344	←
		3. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		4. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		5. Shift solenoid valve A	AT-140	AT-244
		6. Control valve assembly	AT-343	←
		7. Overrun clutch solenoid valve	AT-152	AT-265
	OFF vehicle	8. Overrun clutch	AT-399	←
		9. Low & reverse brake	AT-406	←
Gear change from "1 ₁ " to "1 ₂ " in "1" position.	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Control cable adjustment	AT-344	←
Does not change from "1 ₂ " to "1 ₁ " in "1" position.	ON vehicle	1. PNP switch adjustment	AT-344	←
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		3. Shift solenoid valve A	AT-140	AT-244
		4. Control valve assembly	AT-343	←
		5. Overrun clutch solenoid valve	AT-152	AT-265
	OFF vehicle	6. Overrun clutch	AT-399	←
		7. Low & reverse brake	AT-406	←
Large shock changing from "1 ₂ " to "1 ₁ " in "1" position.	ON vehicle	1. Control valve assembly	AT-343	←
	OFF vehicle	2. Low & reverse brake	AT-406	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Transmission overheats.	ON vehicle	1. Fluid level	AT-78	←
		2. Engine idling rpm	EC-41, "Idle Speed and Ignition Timing"	EC-41, "Idle Speed and Ignition Timing"
		3. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		4. Line pressure test	AT-82	←
		5. Line pressure solenoid valve	AT-174	AT-237
		6. Control valve assembly	AT-343	←
	OFF vehicle	7. Oil pump	AT-371	←
		8. Reverse clutch	AT-390	←
		9. High clutch	AT-394	←
		10. Brake band	AT-419	←
		11. Forward clutch	AT-399	←
		12. Overrun clutch	AT-399	←
		13. Low & reverse brake	AT-406	←
		14. Torque converter	AT-354	←
ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Reverse clutch	AT-390	←
		3. High clutch	AT-394	←
		4. Brake band	AT-419	←
		5. Forward clutch	AT-399	←
		6. Overrun clutch	AT-399	←
		7. Low & reverse brake	AT-406	←
Offensive smell at fluid charging pipe.	ON vehicle	1. Fluid level	AT-78	←
	OFF vehicle	2. Torque converter	AT-354	←
		3. Oil pump	AT-371	←
		4. Reverse clutch	AT-390	←
		5. High clutch	AT-394	←
		6. Brake band	AT-419	←
		7. Forward clutch	AT-399	←
		8. Overrun clutch	AT-399	←
		9. Low & reverse brake	AT-406	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

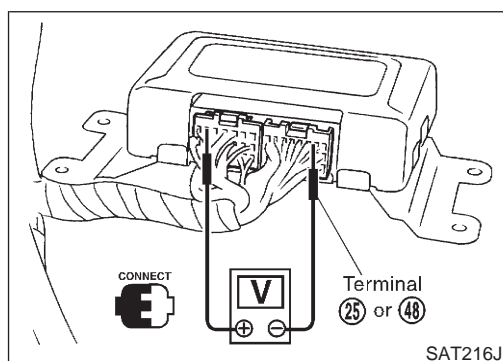
Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
Torque converter is not locked up.	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		3. PNP switch adjustment	AT-344	←
		4. Engine speed signal	AT-170	AT-198
		5. A/T fluid temperature sensor	AT-163	AT-187
		6. Line pressure test	AT-82	←
		7. Torque converter clutch solenoid valve	AT-157	AT-231
		8. Control valve assembly	AT-343	←
	OFF vehicle	9. Torque converter	AT-354	←
Torque converter clutch piston slip.	ON vehicle	1. Fluid level	AT-78	←
		2. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		3. Line pressure test	AT-82	←
		4. Torque converter clutch solenoid valve	AT-157	AT-231
		5. Line pressure solenoid valve	AT-174	AT-237
		6. Control valve assembly	AT-343	←
	OFF vehicle	7. Torque converter	AT-354	←
Lock-up point is extremely high or low. AT-315	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		3. Torque converter clutch solenoid valve	AT-157	AT-231
		4. Control valve assembly	AT-343	←

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

Symptom Chart (Cont'd)

Symptom	Condition	Diagnostic Item	Reference Page	
			Except for Euro-OBD	EURO-OBD
A/T does not shift to "D ₄ " when driving with overdrive control switch "ON".	ON vehicle	1. Throttle position sensor (Adjustment)	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"	EC-168, "DTC P0120 THROTTLE POSITION SENSOR"
		2. PNP switch adjustment	AT-344	←
		3. Vehicle speed sensor-A/T (Revolution sensor) and vehicle speed sensor-MTR	AT-124, AT-129	AT-193, AT-278
		4. Shift solenoid valve A	AT-140	AT-244
		5. Overrun clutch solenoid valve	AT-152	AT-265
		6. Control valve assembly	AT-343	←
		7. A/T fluid temperature sensor	AT-163	AT-187
		8. Line pressure test	AT-82	←
	OFF vehicle	9. Brake band	AT-419	←
		10. Overrun clutch	AT-399	←
Engine is stopped at "R", "D", "2" and "1" positions.	ON vehicle	1. Fluid level	AT-78	←
		2. Torque converter clutch solenoid valve	AT-157	AT-231
		3. Shift solenoid valve A	AT-140	AT-244
		4. Shift solenoid valve B	AT-146	AT-250
		5. Control valve assembly	AT-343	←



TCM Terminals and Reference Value PREPARATION

NJAT0030

NJAT0030S01

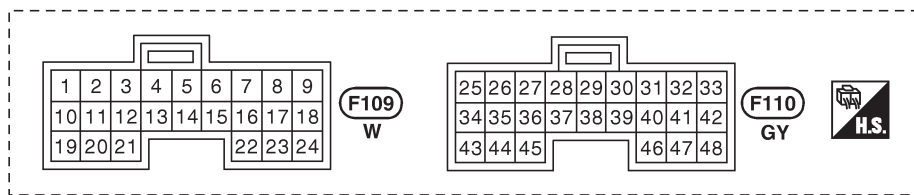
- Measure voltage between each terminal and terminal 25 or 48 by following "TCM INSPECTION TABLE".

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

TCM Terminals and Reference Value (Cont'd)

TCM HARNESS CONNECTOR TERMINAL LAYOUT








NJAT0030S02



SAT999J







TCM INSPECTION TABLE (Data are reference values.)

NJAT0030S03

Terminal No.	Wire color	Item	Condition		Judgement standard
1	R/W	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	P/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
3	GY/R	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less
5 *2	Y/R	—		—	—
6 *2	Y/G	—		—	—
7 *2	Y/B	—		—	—
8*2	BR/W	—		—	—
9*2	G/Y	—		—	—
10	BR/R	Power source		When turning ignition switch to "ON".	Battery voltage
				When turning ignition switch to "OFF".	1V or less
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less

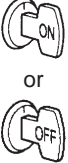







TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item		Condition	Judgement standard
13	G/R	O/D OFF indicator lamp		When setting overdrive control switch in "OFF" position.	1V or less
				When setting overdrive control switch in "ON" position.	Battery voltage
15 *2	PU	—		—	—
16	Y/PU	Closed throttle position switch (in throttle position switch)		When releasing accelerator pedal after warming up engine. ● Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42 — Except for Euro-OBD. ● Refer to "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61 — EURO-OBD.	Battery voltage
				When depressing accelerator pedal after warming up engine. ● Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42 — Except for Euro-OBD. ● Refer to "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61 — EURO-OBD.	1V or less
17	LG	Wide open throttle position switch (in throttle position switch)		When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
				When releasing accelerator pedal after warming up engine.	1V or less
19	BR/R	Power source		Same as No. 10	
20	L/B	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	1V or less
22	OR/B	Overdrive control switch		When setting overdrive control switch in "ON" position	Battery voltage
				When setting overdrive control switch in "OFF" position	1V or less
25	B	Ground		—	—
26	BR/Y	PNP switch "1" position		When setting selector lever to "1" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
27	L	PNP switch "2" position		When setting selector lever to "2" position.	Battery voltage
				When setting selector lever to other positions.	1V or less


TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition		Judgement standard
28	R/B	Power source (Memory back-up)		When turning ignition switch to "OFF".	Battery voltage
				When turning ignition switch to "ON".	Battery voltage
29	W	Revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz
				When vehicle parks.	Under 1.3V or over 4.5V
30 *3	G/B	—		—	—
31 *3	GY/L	—		—	—
32	R	Throttle position sensor (Power source)		—	4.5 - 5.5V
34	W/G	PNP switch "D" position		When setting selector lever to "D" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
35	G/W	PNP switch "R" position		When setting selector lever to "R" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
36	G	PNP switch "N" or "P" position		When setting selector lever to "N" or "P" position.	Battery voltage
				When setting selector lever to other positions.	1V or less
39	L/OR	Engine speed signal		<ul style="list-style-type: none"> ● Refer to EC-41, "Idle Speed and Ignition Timing". — Except for Euro-OBD ● Refer to EC-41, "Idle Speed and Ignition Timing". — EURO-OBD 	—
40	PU/R	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V

TROUBLE DIAGNOSIS — GENERAL DESCRIPTION

TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition		Judgement standard
41	GY	Throttle position sensor		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
42	B	Throttle position sensor (Ground)		—	—
45	R/Y	Stop lamp switch		When depressing brake pedal.	Battery voltage
				When releasing brake pedal.	1V or less
47	BR	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	Approximately 1.5V
				When ATF temperature is 80°C (176°F).	Approximately 0.5V
48	B	Ground		—	—

*2: This terminal is connected to the ECM. (Terminal No. 15 is for EURO-OBD only.)

*3: These terminals are connected to the data link connector.

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Wiring Diagram — AT — MAIN

Wiring Diagram — AT — MAIN

NJAT0031

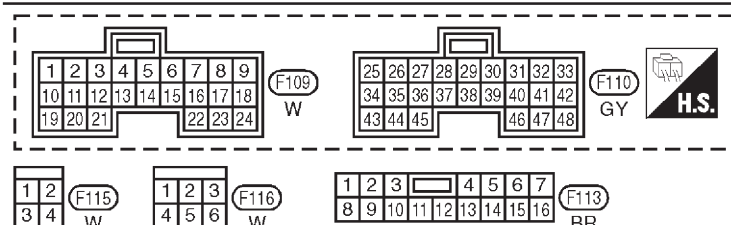
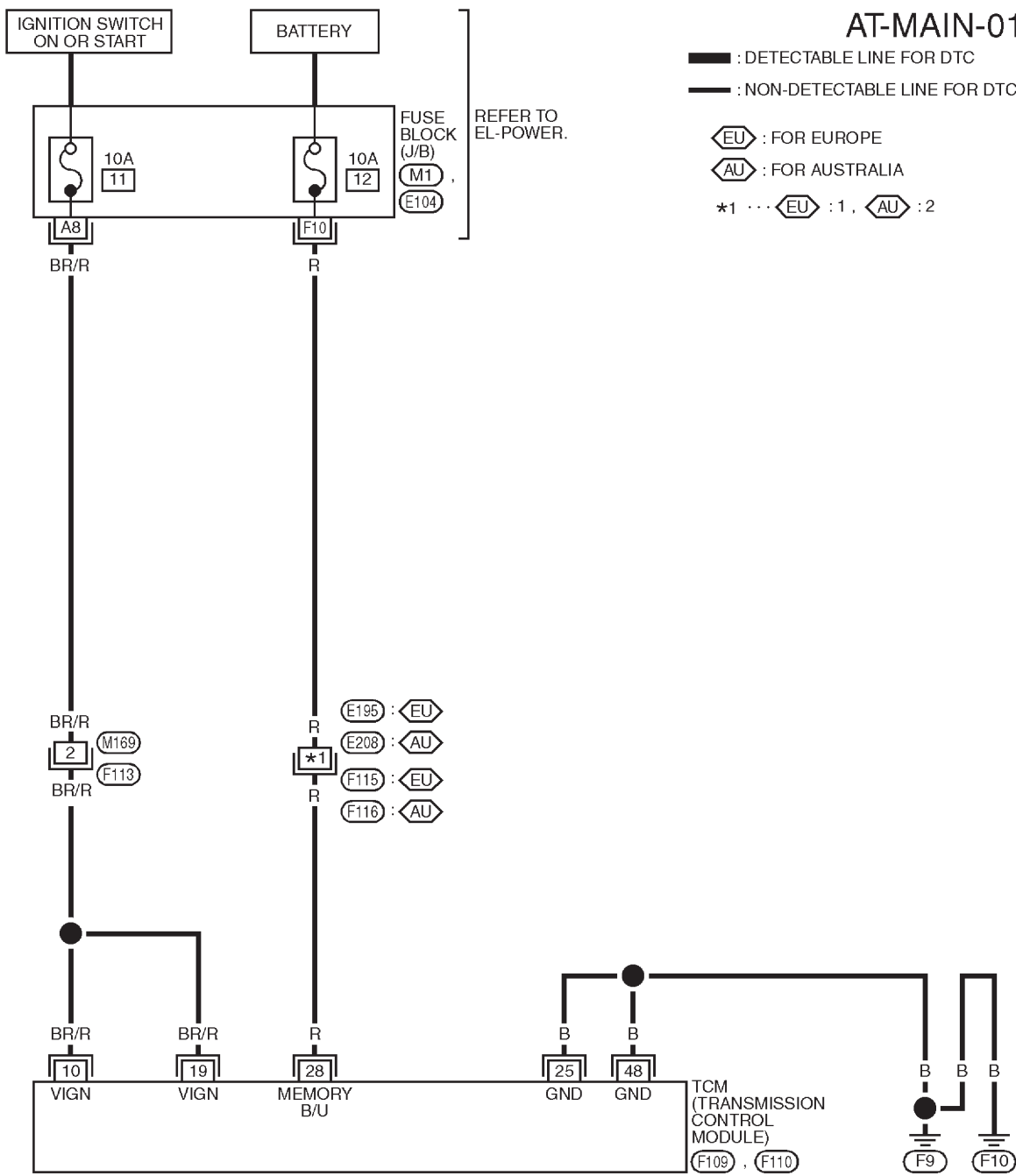
AT-MAIN-01

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

EU : FOR EUROPE

AU : FOR AUSTRALIA

*1 ... EU : 1, AU : 2



REFER TO THE FOLLOWING.
M1 , E104 - FUSE BLOCK-
 JUNCTION BOX (J/B)

YAT230


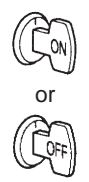
TROUBLE DIAGNOSIS FOR POWER SUPPLY

Wiring Diagram — AT — MAIN (Cont'd)

TCM TERMINALS AND REFERENCE VALUE

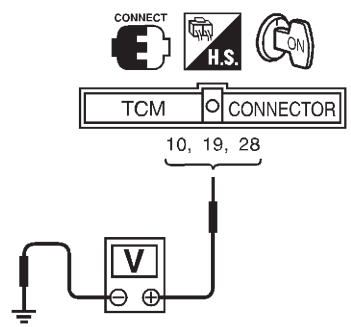
NJAT0031S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
10	BR/R	Power source		When turning ignition switch to "ON".	Battery voltage
				When turning ignition switch to "OFF".	1V or less
19	BR/R	Power source	Same as No. 10		
25	B	Ground	—	—	
28	R/B	Power source (Memory back-up)		When turning ignition switch to "OFF".	Battery voltage
				When turning ignition switch to "ON".	Battery voltage
48	B	Ground	—	—	

Diagnostic Procedure

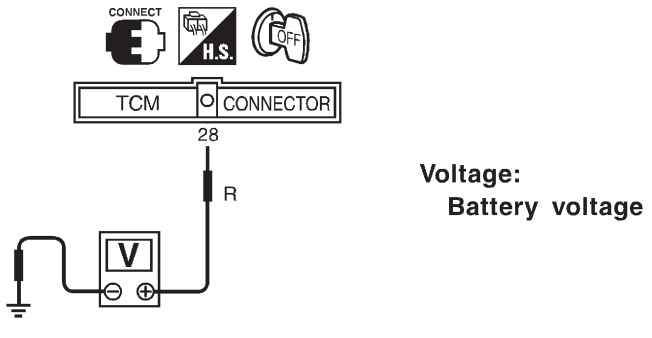
NJAT0231

1	CHECK TCM POWER SOURCE STEP 1	
<p>1. Turn ignition switch to ON position. (Do not start engine.)</p> <p>2. Check voltage between TCM terminals 10, 19, 28 and ground.</p> <div style="text-align: center;">  <p style="margin-left: 100px;">Voltage: Battery voltage</p> </div> <p style="text-align: center; margin-top: 10px;">OK or NG</p>		
OK	▶	GO TO 2.
NG	▶	GO TO 3.

SAT611J

TROUBLE DIAGNOSIS FOR POWER SUPPLY

Diagnostic Procedure (Cont'd)

2	CHECK TCM POWER SOURCE STEP 2	
<p>1. Turn ignition switch to OFF position. 2. Check voltage between TCM terminal 28 and ground.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">NAT350</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	GO TO 3.

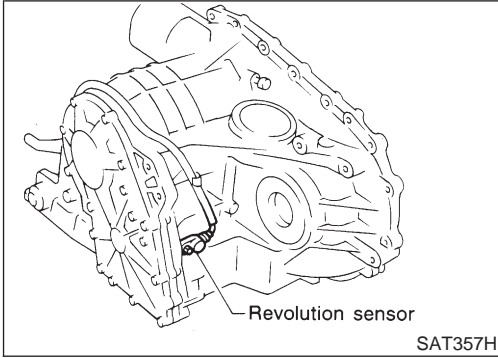
3	DETECT MALFUNCTIONING ITEM	
<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between ignition switch and TCM terminals 10, 19 and 28 (Main harness) ● Fuse ● Ignition switch <p style="padding-left: 20px;">Refer to EL-10, "POWER SUPPLY ROUTING".</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

4	CHECK TCM GROUND CIRCUIT	
<p>1. Turn ignition switch to OFF position. 2. Disconnect TCM harness connector. 3. Check continuity between TCM terminals 25, 48 and ground. Refer to wiring diagram — AT — MAIN. Continuity should exist. If OK, check harness for short to ground and short to power.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

EXCEPT FOR EURO-OBD

Description



Description

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.

NJAT0038

TCM TERMINALS AND REFERENCE VALUE

NJAT0038S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard
29	W	Revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz
				When vehicle parks.	Under 1.3V or over 4.5V
42	B	Throttle position sensor (Ground)		—	—

ON BOARD DIAGNOSIS LOGIC

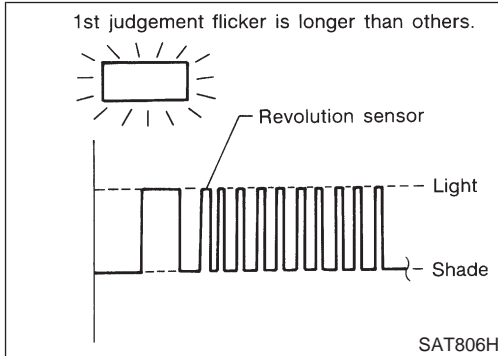
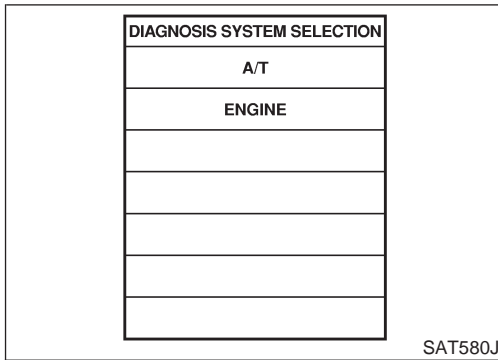
NJAT0038S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P12 : VHCL SPEED SEN-AT X1 : 1st judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Revolution sensor

VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

EXCEPT FOR EURO-OBD

Description (Cont'd)



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0038S04

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

④ With CONSULT-II

NJAT0038S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.

⊗ Without CONSULT-II

NJAT0038S0402

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 30 km/h (19 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

EXCEPT FOR EURO-OBD

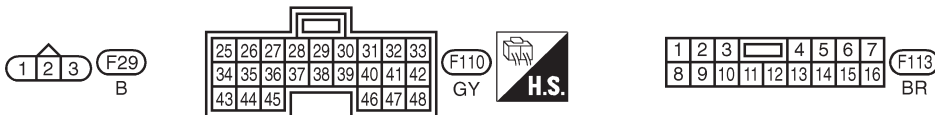
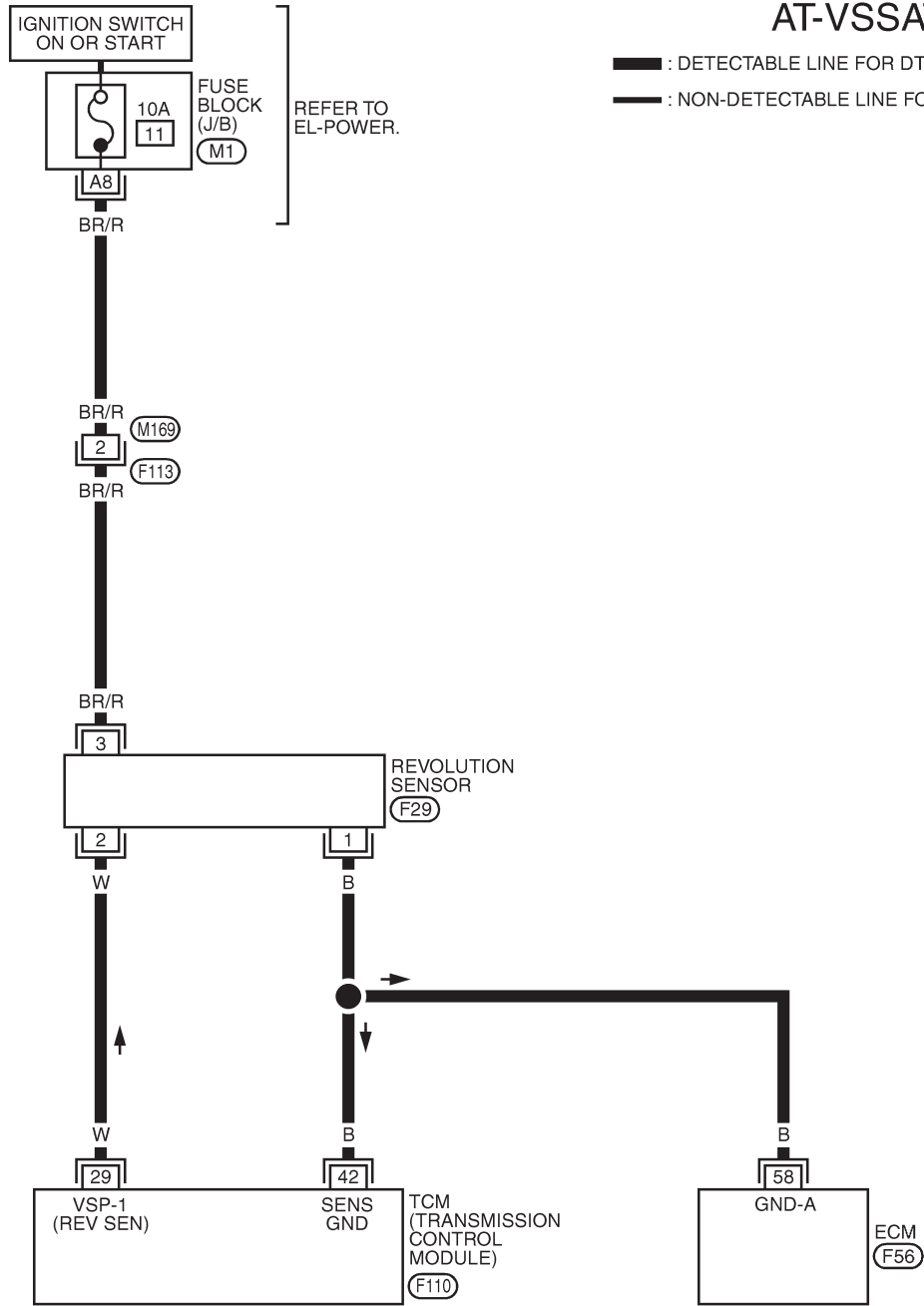
Wiring Diagram — AT — VSSA/T

Wiring Diagram — AT — VSSA/T

NJAT0201

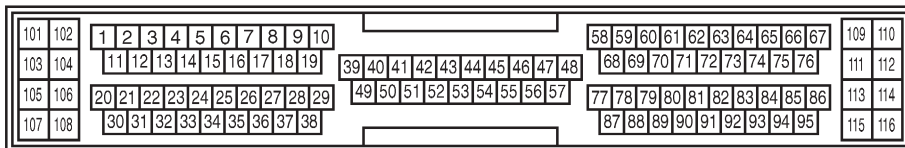
AT-VSSAT-01

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



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK-JUNCTION BOX (J/B)



(F56) GY **H.S.**

YAT233

VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

EXCEPT FOR EURO-OBD

Diagnostic Procedure

Diagnostic Procedure

NJAT0039

1	CHECK INPUT SIGNAL (With CONSULT-II)																	
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.</p>																		
<table border="1" style="margin: auto;"> <tr><th colspan="2">DIAGNOSIS SYSTEM SELECTION</th></tr> <tr><td style="text-align: center;">A/T</td><td></td></tr> <tr><td style="text-align: center;">ENGINE</td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> <tr><td> </td><td></td></tr> </table>			DIAGNOSIS SYSTEM SELECTION		A/T		ENGINE											
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ENGINE																		
<p>3. Read out the value of "VHCL/S SE-A/T" while driving. Check the value changes according to driving speed.</p>																		
<table border="1" style="margin: auto;"> <tr><th colspan="2">DATA MONITOR</th></tr> <tr><th colspan="2">MONITORING</th></tr> <tr><td>VHCL/S SE-A/T</td><td>XXX km/h</td></tr> <tr><td>VHCL/S SE-MTR</td><td>XXX km/h</td></tr> <tr><td>THRTL POS SEN</td><td>XXX V</td></tr> <tr><td>FLUID TEMP SE</td><td>XXX V</td></tr> <tr><td>BATTERY VOLT</td><td>XXX V</td></tr> </table>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V		
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VHCL/S SE-MTR	XXX km/h																	
THRTL POS SEN	XXX V																	
FLUID TEMP SE	XXX V																	
BATTERY VOLT	XXX V																	
OK or NG																		
OK	▶	GO TO 3.																
NG	▶	GO TO 2.																

SAT580J

SAT614J

2	CHECK REVOLUTION SENSOR (With CONSULT-II)							
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine.</p>								
<table border="1" style="margin: auto;"> <thead> <tr> <th style="width: 60%;">Condition</th> <th>Judgement standard</th> </tr> </thead> <tbody> <tr> <td> When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item. </td> <td style="text-align: center;">Approximately 150 Hz</td> </tr> <tr> <td>When vehicle parks.</td> <td style="text-align: center;">Under 1.3V or over 4.5V</td> </tr> </tbody> </table>			Condition	Judgement standard	When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz	When vehicle parks.	Under 1.3V or over 4.5V
Condition	Judgement standard							
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz							
When vehicle parks.	Under 1.3V or over 4.5V							
<p>● Harness for short or open between TCM, ECM and revolution sensor (Main harness)</p>								
OK or NG								
OK	▶	GO TO 3.						
NG	▶	Repair or replace damaged parts.						

MTBL0452

VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR)

EXCEPT FOR EURO-OBD

Diagnostic Procedure (Cont'd)

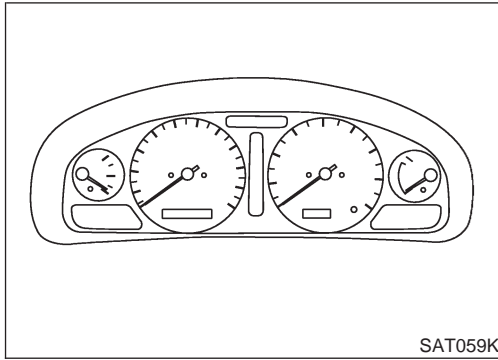
3	CHECK DTC
Perform Self-diagnosis Code confirmation procedure, AT-125.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ GO TO 4.

4	CHECK TCM INSPECTION
1. Perform TCM input/output signal inspection. 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.

VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

EXCEPT FOR EURO-OBD

Description



Description


The vehicle speed sensor-MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor-MTR.

NJAT0079

TCM TERMINALS AND REFERENCE VALUE



NJAT0079S01

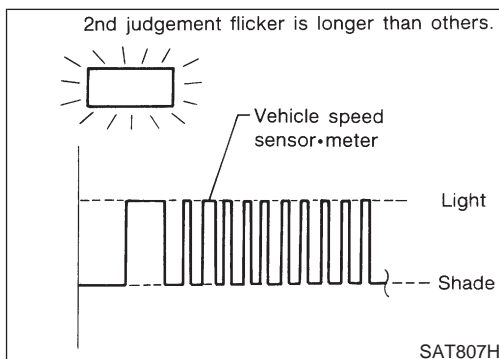
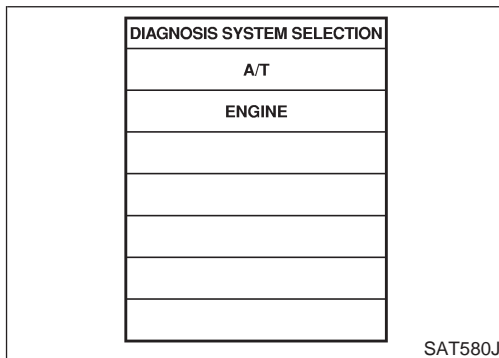
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
40	PU/R	Vehicle speed sensor	 When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.	Voltage varies between less than 1V and more than 4.5V

ON BOARD DIAGNOSIS LOGIC

NJAT0079S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : VHCL SPEED SEN-MTR	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Vehicle speed sensor
 : 2nd judgement flicker		



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0079S04

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

With CONSULT-II

NJAT0079S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position and vehicle speed higher than 20 km/h (12 MPH).

Without CONSULT-II

NJAT0079S0402

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position and vehicle speed higher than 20 km/h (12 MPH).
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

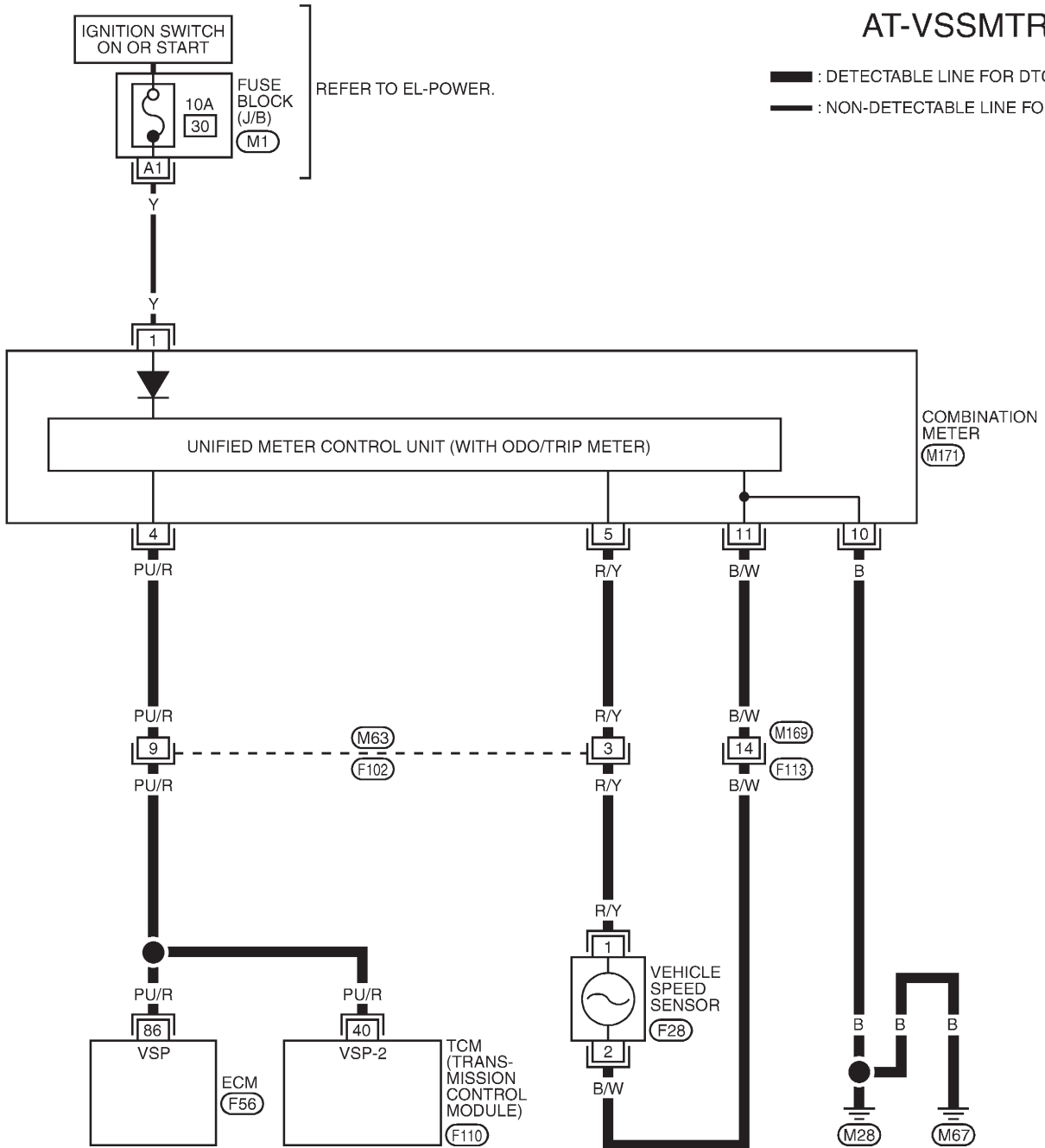
EXCEPT FOR EURO-OBD

Wiring Diagram — AT — VSSMTR

Wiring Diagram — AT — VSSMTR

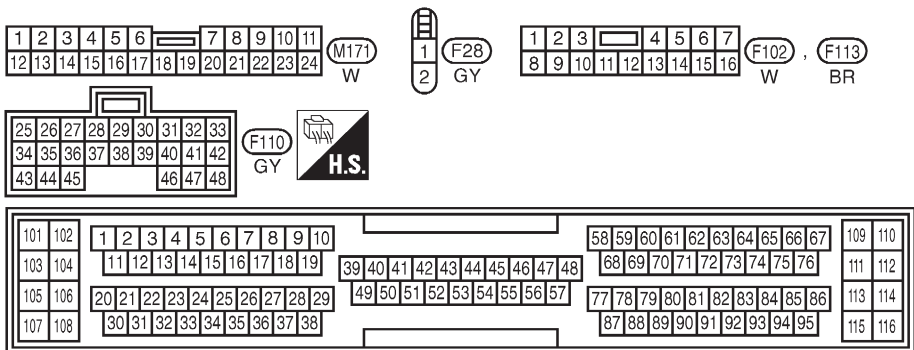
NJAT0215

AT-VSSMTR-01



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

REFER TO EL-POWER.



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK-JUNCTION BOX (J/B)

(F56) GY

YAT246

Diagnostic Procedure

NJAT0080

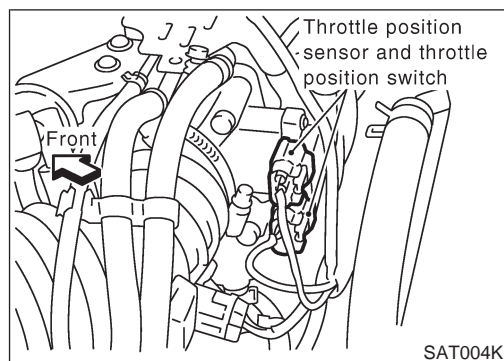
1	CHECK INPUT SIGNAL	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "VHCL/S SE-MTR" while driving. Check the value changes according to driving speed. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div> <p style="text-align: right;">SAT614J</p>	DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
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THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
		<p>Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Check voltage between TCM terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more. Voltage: Voltage varies between less than 1V and more than 4.5V. <div style="text-align: center; margin: 10px 0;"> <p>The diagram shows a voltmeter (V) connected to terminal 40 of the TCM, which is labeled 'PU/R'. The other lead of the voltmeter is connected to ground. Above the TCM, there are three icons: 'CONNECT' (a plug), 'H.S.' (a hand symbol), and 'ST' (a gear symbol). The TCM is shown as a rectangular box with 'TCM' and 'CONNECTOR' labels.</p> </div> <p style="text-align: center;">OK or NG</p> <p style="text-align: right;">SAT465JA</p>														
OK	▶	GO TO 2.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to EL-89, "METERS AND GAUGES". ● Harness for short or open between TCM and vehicle speed sensor (Main harness) 														

2	CHECK DTC	<p>Perform Self-diagnosis Code confirmation procedure, AT-129.</p> <p style="text-align: center;">OK or NG</p>
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OBD

Description



Description

NJAT0070

- Throttle position sensor
The throttle position sensor detects the throttle valve position and sends a signal to the TCM.
- Throttle position switch
Consists of a wide open throttle position switch and a closed throttle position switch.
The wide open throttle position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0070S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Throttle position sensor	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

TCM TERMINALS AND REFERENCE VALUE

NJAT0070S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
16	Y/PU	Closed throttle position switch (in throttle position switch)	When releasing accelerator pedal after warming up engine. Refer to "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.	Battery voltage
			When depressing accelerator pedal after warming up engine. Refer to "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.	1V or less
17	LG	Wide open throttle position switch (in throttle position switch)	When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
			When releasing accelerator pedal after warming up engine.	1V or less
32	R	Throttle position sensor (Power source)	—	4.5 - 5.5V
41	GY	Throttle position sensor	When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
42	B	Ground (Throttle position sensor)	—	—



THROTTLE POSITION SENSOR

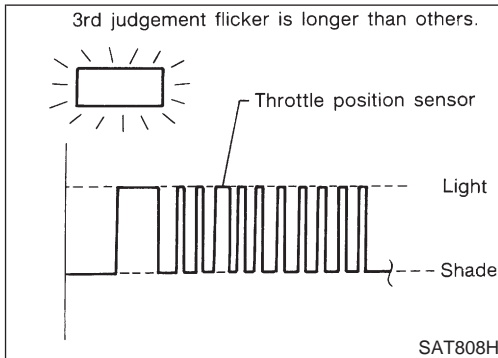
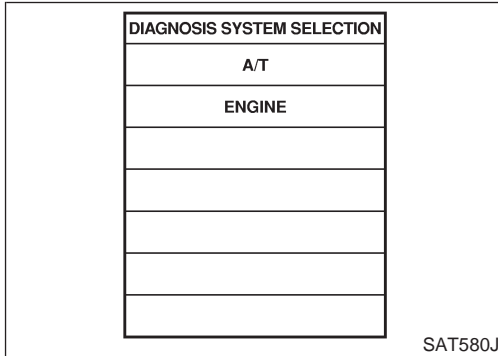
EXCEPT FOR EURO-OB

Description (Cont'd)

ON BOARD DIAGNOSIS LOGIC

NJAT0070S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P : THROTTLE POSI SEN X : 3rd judgement flicker	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Throttle position sensor ● Throttle position switch



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0070S05

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

P With CONSULT-II

NJAT0070S0501

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.

X Without CONSULT-II

NJAT0070S0502

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/2 of the full throttle position and driving for more than 3 seconds.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

THROTTLE POSITION SENSOR

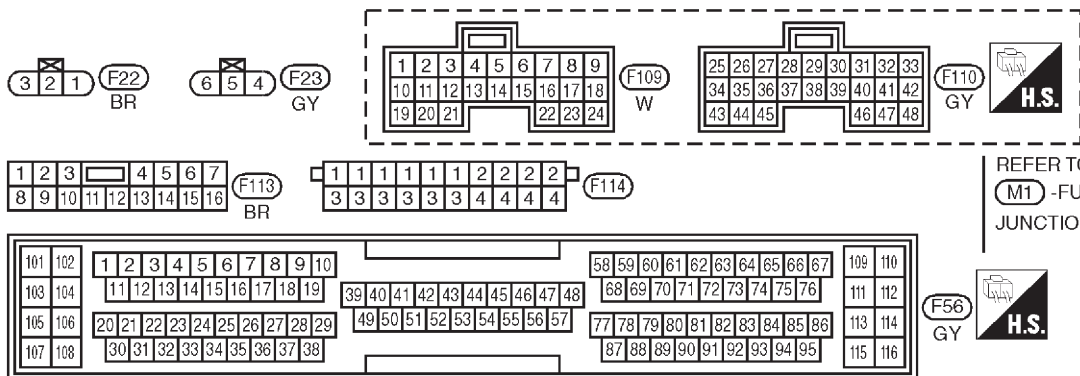
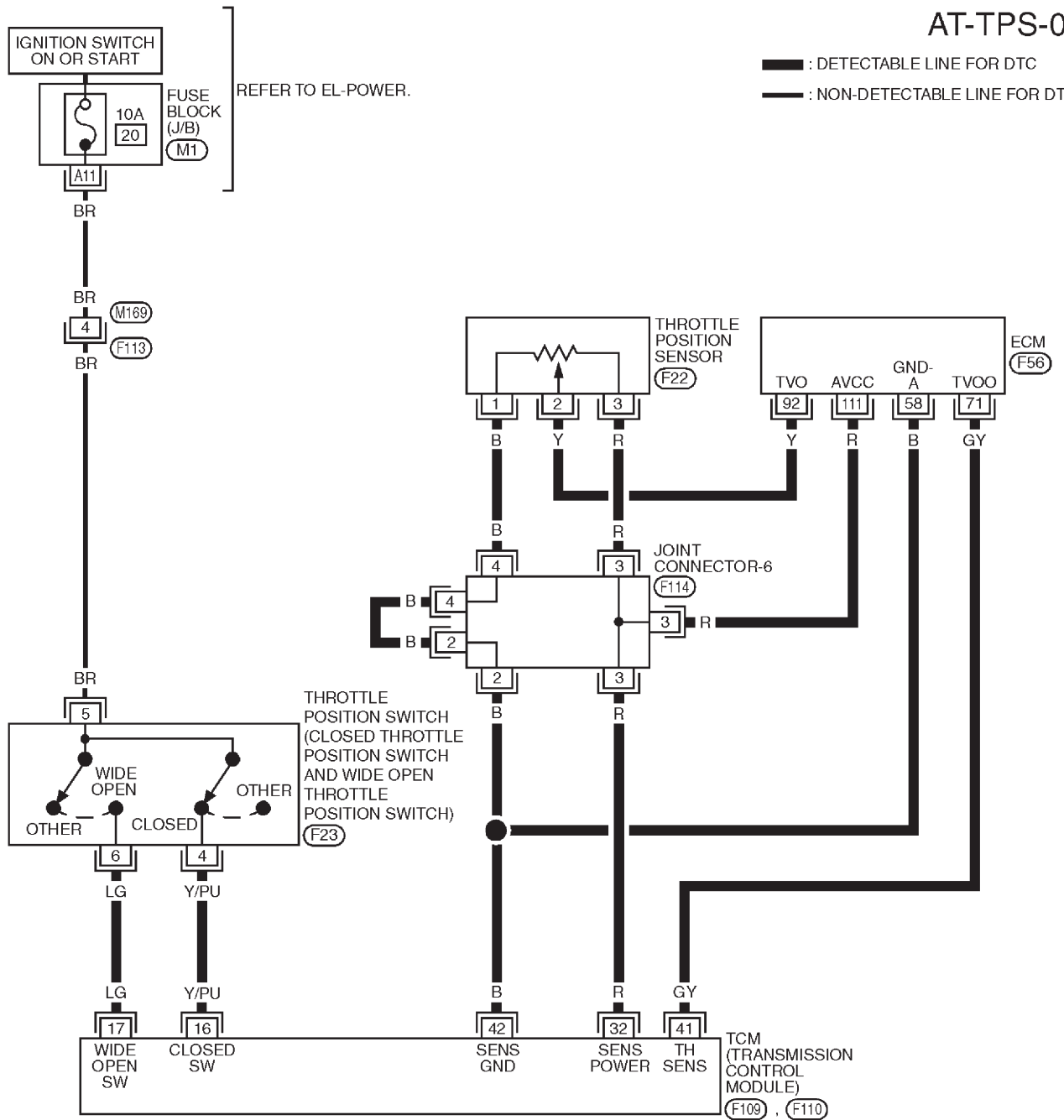
EXCEPT FOR EURO-OBD

Wiring Diagram — AT — TPS

Wiring Diagram — AT — TPS

NJAT0212

AT-TPS-01



YAT243

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OB

Diagnostic Procedure

Diagnostic Procedure

NJAT0071

1	CHECK DTC WITH ECM	
Perform diagnostic test mode II (self-diagnostic results) for engine control. Refer to EC-72, "Malfunction Indicator Lamp (MIL)".		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Check throttle position sensor circuit for engine control. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".

2	CHECK INPUT SIGNAL (WITH CONSULT-II)															
Ⓟ With CONSULT-II 1. Apply vacuum to the throttle opener then check the following. Refer from step 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.																
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OK or NG																
OK	▶	GO TO 4.														
NG	▶	Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)														

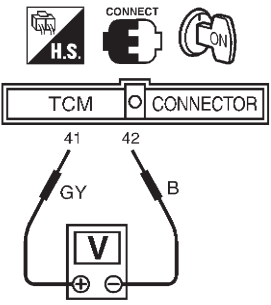
SAT580J

SAT614J

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

3	CHECK INPUT SIGNAL (WITHOUT CONSULT-II)	
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener then check the following. Refer to steps 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Check voltage between TCM terminals 41 and 42 while accelerator pedal is depressed slowly. <p style="margin-left: 20px;">Voltage:</p> <p style="margin-left: 40px;">Fully-closed throttle valve: Approximately 0.5V</p> <p style="margin-left: 40px;">Fully-open throttle valve: Approximately 4V</p> <p>(Voltage rises gradually in response to throttle position)</p> <div style="text-align: center; margin: 20px 0;">  </div> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)

SAT453J

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OB


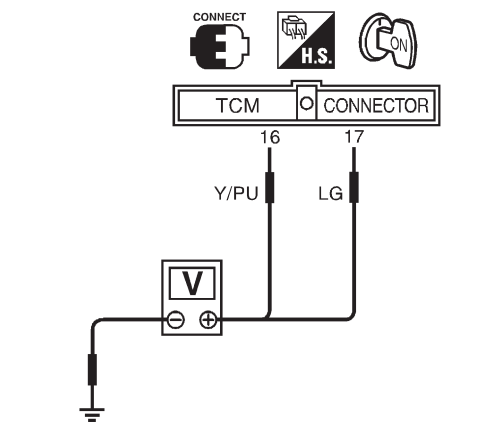
Diagnostic Procedure (Cont'd)

4	CHECK THROTTLE POSITION SWITCH CIRCUIT (WITH CONSULT-II)															
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener, then check the following. Refer to steps 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 4. Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="padding: 5px;">Accelerator pedal condition</th> <th colspan="2" style="padding: 5px;">Data monitor</th> </tr> <tr> <th style="padding: 5px;">CLOSED THL/SW</th> <th style="padding: 5px;">W/O THRL/P-SW</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Released</td> <td style="padding: 5px; text-align: center;">ON</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">Fully depressed</td> <td style="padding: 5px; text-align: center;">OFF</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>			Accelerator pedal condition	Data monitor		CLOSED THL/SW	W/O THRL/P-SW	Released	ON	OFF	Fully depressed	OFF	ON			
Accelerator pedal condition	Data monitor															
	CLOSED THL/SW	W/O THRL/P-SW														
Released	ON	OFF														
Fully depressed	OFF	ON														
MTBL0011																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="padding: 5px;">DATA MONITOR</th> </tr> <tr> <th style="padding: 5px;">MONITORING</th> <th style="padding: 5px;"></th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">POWERSHIFT SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">CLOSED THL/SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">W/O THRL/P-SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">HOLD SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">BRAKE SW</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		POWERSHIFT SW	OFF	CLOSED THL/SW	OFF	W/O THRL/P-SW	OFF	HOLD SW	OFF	BRAKE SW	ON
DATA MONITOR																
MONITORING																
POWERSHIFT SW	OFF															
CLOSED THL/SW	OFF															
W/O THRL/P-SW	OFF															
HOLD SW	OFF															
BRAKE SW	ON															
SAT702J																
OK or NG																
OK	▶	GO TO 6.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Components Inspection", AT-139. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 														

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

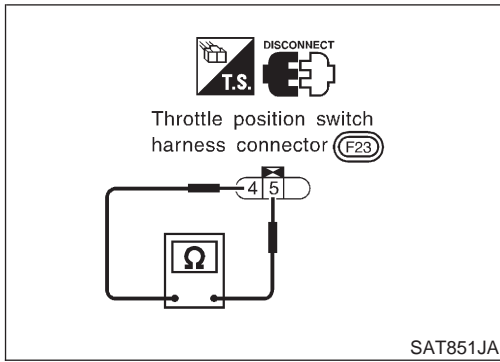
5	CHECK THROTTLE POSITION SWITCH CIRCUIT (WITHOUT CONSULT-II)												
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener, then check the following. Refer to steps 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Check voltage between TCM terminals 16, 17 and ground while depressing, and releasing accelerator pedal slowly. (After warming up engine) 													
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Accelerator pedal condition</th> <th colspan="2">Voltage</th> </tr> <tr> <th>Terminal No. 16</th> <th>Terminal No. 17</th> </tr> </thead> <tbody> <tr> <td>Released</td> <td>Battery voltage</td> <td>1V or less</td> </tr> <tr> <td>Fully depressed</td> <td>1V or less</td> <td>Battery voltage</td> </tr> </tbody> </table>			Accelerator pedal condition	Voltage		Terminal No. 16	Terminal No. 17	Released	Battery voltage	1V or less	Fully depressed	1V or less	Battery voltage
Accelerator pedal condition	Voltage												
	Terminal No. 16	Terminal No. 17											
Released	Battery voltage	1V or less											
Fully depressed	1V or less	Battery voltage											
MTBL0137													
													
													
SAT454JA													
OK or NG													
OK	▶	GO TO 6.											
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Components Inspection", AT-139. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 											

6	CHECK DTC	
Perform Self-diagnosis Code confirmation procedure, AT-133.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

THROTTLE POSITION SENSOR

EXCEPT FOR EURO-OB

Component Inspection



Component Inspection

THROTTLE POSITION SWITCH

=NJAT0072

Closed Throttle Position Switch (Idle position)

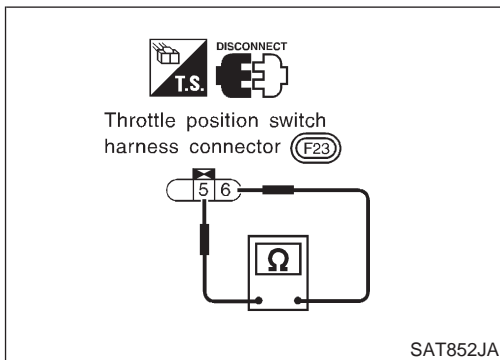
NJAT0072S01

NJAT0072S0101

- Check continuity between terminals 4 and 5.
[Refer to "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.]

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to EC-98, "Basic Inspection".



Wide Open Throttle Position Switch

NJAT0072S0102

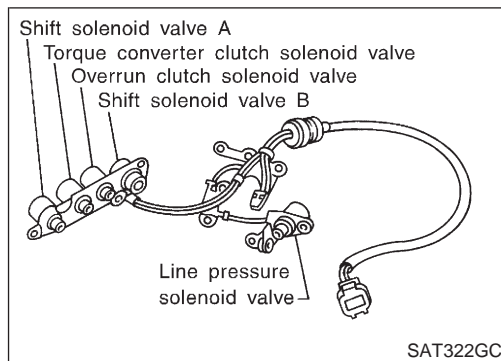
- Check continuity between terminals 5 and 6.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes

SHIFT SOLENOID VALVE A

EXCEPT FOR EURO-OB

Description



Description

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.


NJAT0064

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0064S01

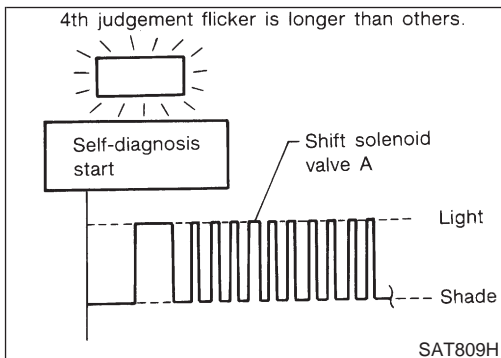
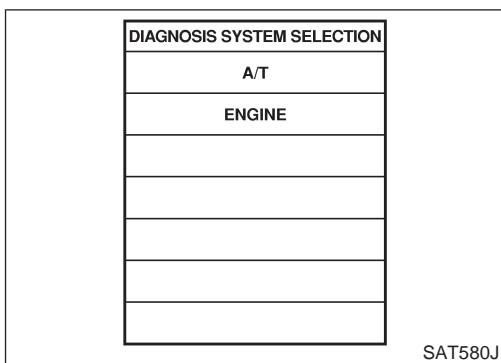
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	LW	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0064S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
<input type="checkbox"/> : SHIFT SOLENOID/VA <input checked="" type="checkbox"/> : 4th judgement flicker	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> Harness or connectors (The solenoid circuit is open or shorted.) Shift solenoid valve A



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0064S04

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

④ **With CONSULT-II**

NJAT0064S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle in D₁ → D₂ position.

⊗ **Without CONSULT-II**

NJAT0064S0402

- 1) Start engine.
- 2) Drive vehicle in D₁ → D₂ position.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

SHIFT SOLENOID VALVE A

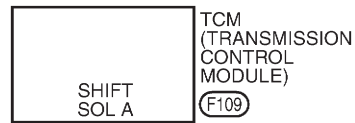
EXCEPT FOR EURO-OBD

Wiring Diagram — AT — SSV/A

Wiring Diagram — AT — SSV/A

NJAT0210

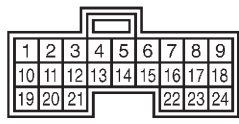
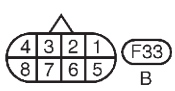
AT-SSV/A-01



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

11
L/W

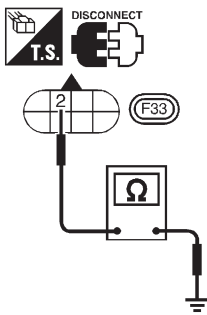
L/W
2
F33



YAT241

Diagnostic Procedure

NJAT0065

1	CHECK VALVE RESISTANCE	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 2 and ground.</p> <p style="color: blue;">Resistance: 20 - 30Ω</p> <div style="text-align: center;">  <p>The diagram illustrates the test setup. A terminal cord assembly connector is shown with terminal 2. A fuse labeled F33 is connected to the circuit. A resistance meter (Ω) is connected between terminal 2 and a ground symbol.</p> </div> <p style="text-align: center;">OK or NG</p>	SAT900JA
OK	▶	GO TO 2.	
NG	▶	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift solenoid valve A Refer to "Component Inspection", AT-145. ● Harness of terminal cord assembly for short or open 	

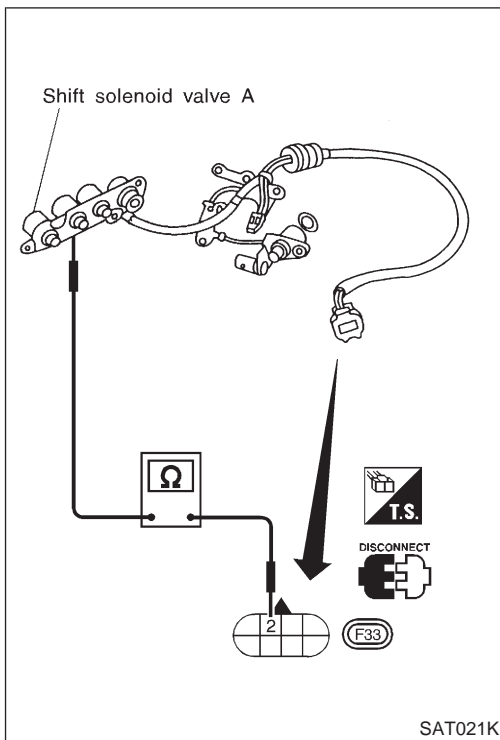
SHIFT SOLENOID VALVE A

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

2	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 2 and TCM harness connector terminal 11. Continuity should exist.</p>		
SAT901JB		
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Self-diagnosis Code confirmation procedure, AT-141.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection SHIFT SOLENOID VALVE A

NJAT0066

NJAT0066S01

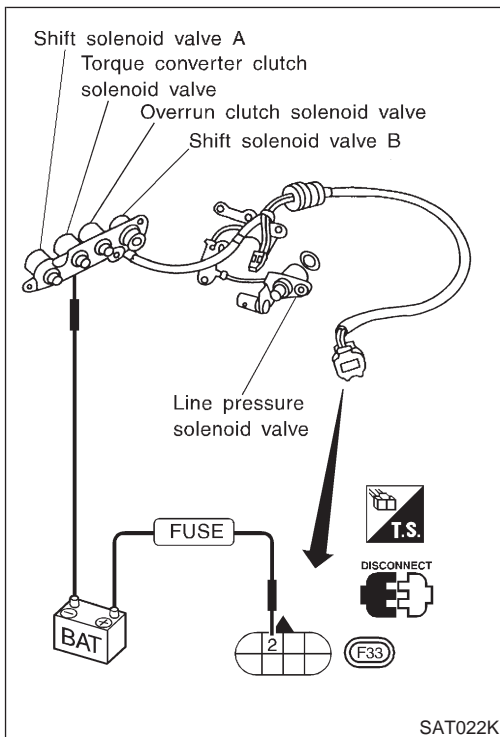
- For removal, refer to AT-343.

Resistance Check

NJAT0066S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	1	2	
Shift solenoid valve A	2	Ground	20 - 30Ω



Operation Check

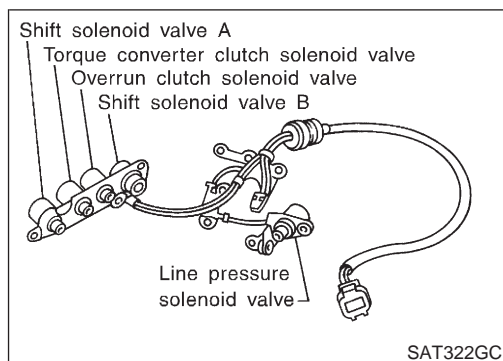
NJAT0066S0102

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

SHIFT SOLENOID VALVE B

EXCEPT FOR EURO-OB

Description



Description

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.


NJAT0067

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0067S01

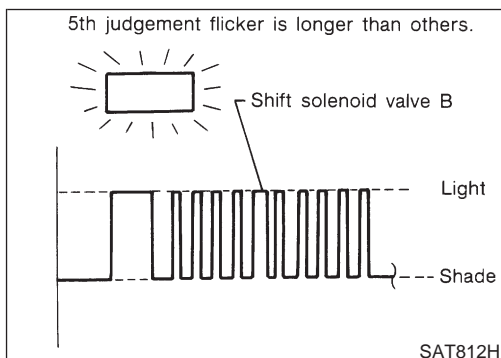
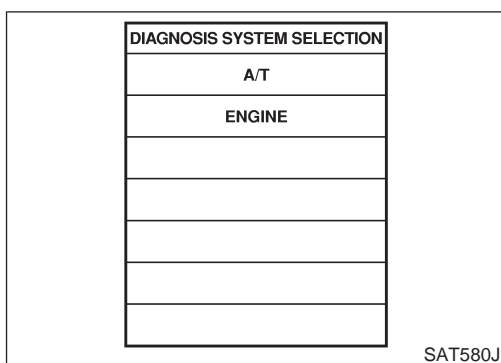
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
12	LY	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0067S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P0563 : SHIFT SOLENOID/VB P0564 : 5th judgement flicker	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Shift solenoid valve B



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0067S04

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

④ **With CONSULT-II**

NJAT0067S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle in D₁ → D₂ → D₃ position.

⊗ **Without CONSULT-II**

NJAT0067S0402

- 1) Start engine.
- 2) Drive vehicle in D₁ → D₂ → D₃ position.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

SHIFT SOLENOID VALVE B

EXCEPT FOR EURO-OB

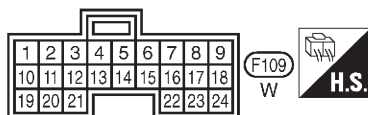
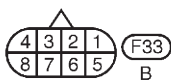
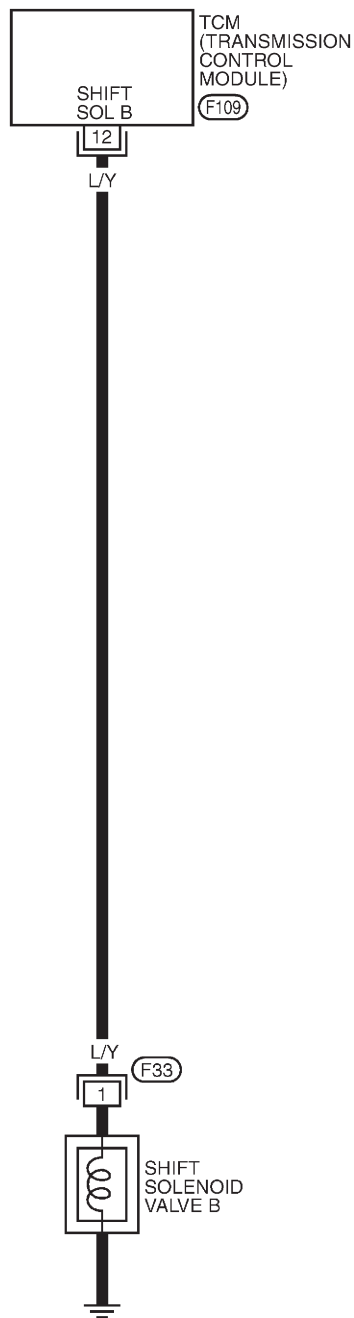
Wiring Diagram — AT — SSV/B

Wiring Diagram — AT — SSV/B

NJAT0211

AT-SSV/B-01

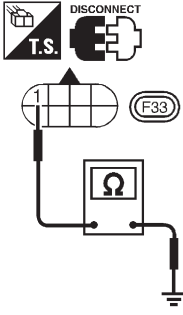
— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC



YAT242

Diagnostic Procedure

NJAT0068

1	CHECK VALVE RESISTANCE	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 1 and ground.</p> <p>Resistance: 5 - 20Ω</p> <div style="text-align: center;">  </div> <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 2.
NG	▶	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift solenoid valve B Refer to "Component Inspection", AT-151. ● Harness of terminal cord assembly for short or open

SAT904JA

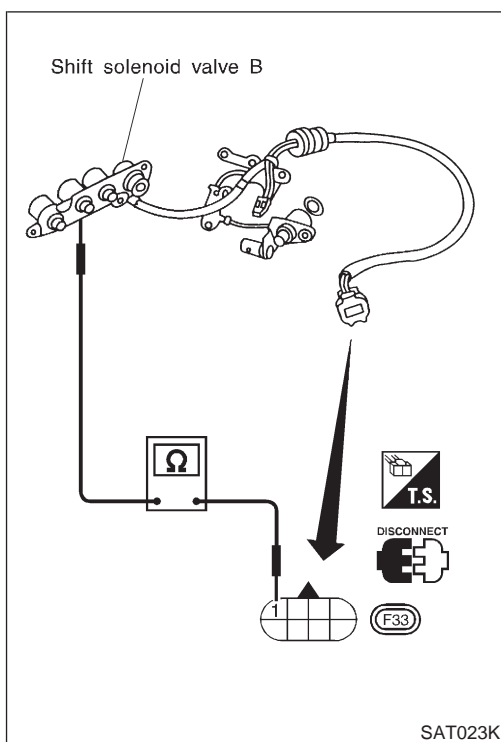
SHIFT SOLENOID VALVE B

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

2	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 12 and TCM harness connector terminal 1. Continuity should exist.</p>		
SAT905JA		
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Self-diagnosis Code confirmation procedure, AT-147.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

SHIFT SOLENOID VALVE B

NJAT0069
NJAT0069S01

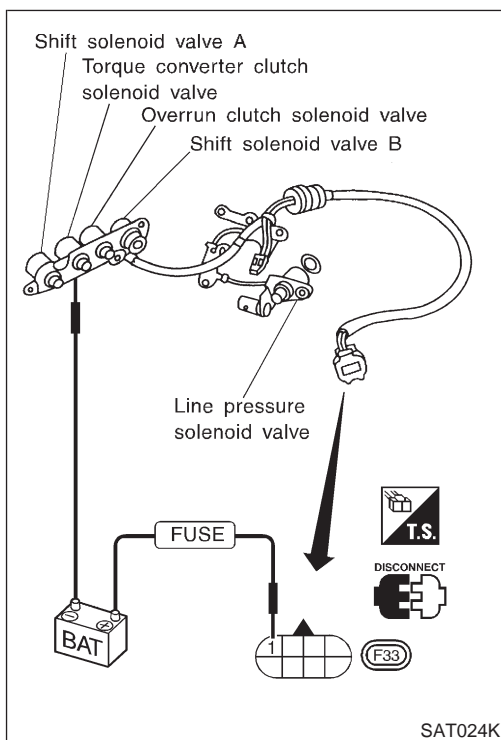
- For removal, refer to AT-343.

Resistance Check

NJAT0069S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	1	Ground	
Shift solenoid valve B	1	Ground	5 - 20Ω



Operation Check

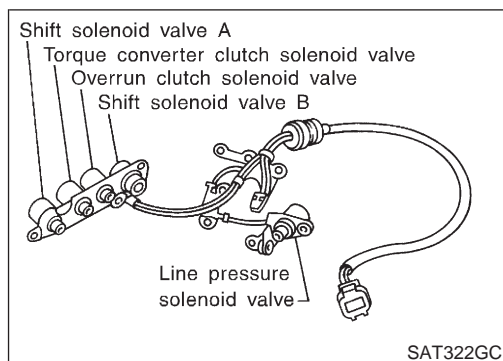
NJAT0069S0102

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

OVERRUN CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OB

Description



Description

The overrun clutch solenoid valve is activated by the TCM in response to signals sent from the inhibitor switch, overdrive control switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled. NJAT0073

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

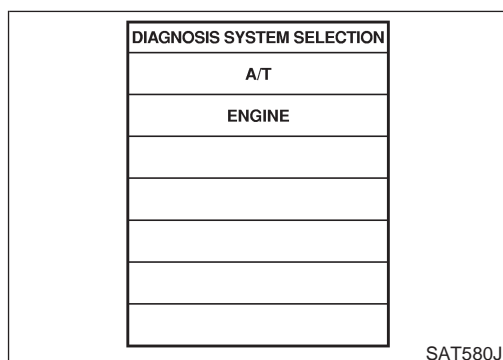
NJAT0073S01

Terminal No.	Wire color	Item	Condition	Judgement standard
20	L/B	Overrun clutch solenoid valve	When overrun clutch solenoid valve operates.	Battery voltage
			When overrun clutch solenoid valve does not operate.	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0073S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
: OVERRUN CLUTCH S/V	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Overrun clutch solenoid valve
: 6th judgement flicker		



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

After the repair, perform the following procedure to confirm the malfunction is eliminated. NJAT0073S04

With CONSULT-II

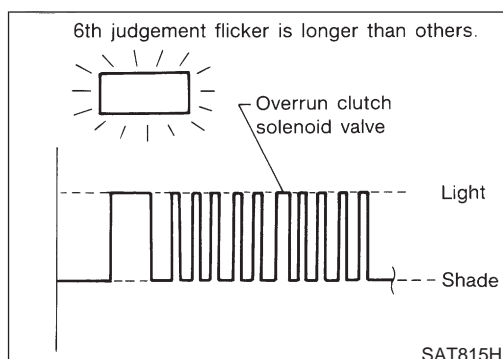
NJAT0073S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position, overdrive control switch in "OFF" position and vehicle speed higher than 10 km/h (6 MPH).

Without CONSULT-II

NJAT0073S0402

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position, overdrive control switch in "OFF" position and vehicle speed higher than 10 km/h (6 MPH).
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.



OVERRUN CLUTCH SOLENOID VALVE

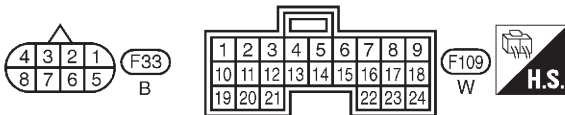
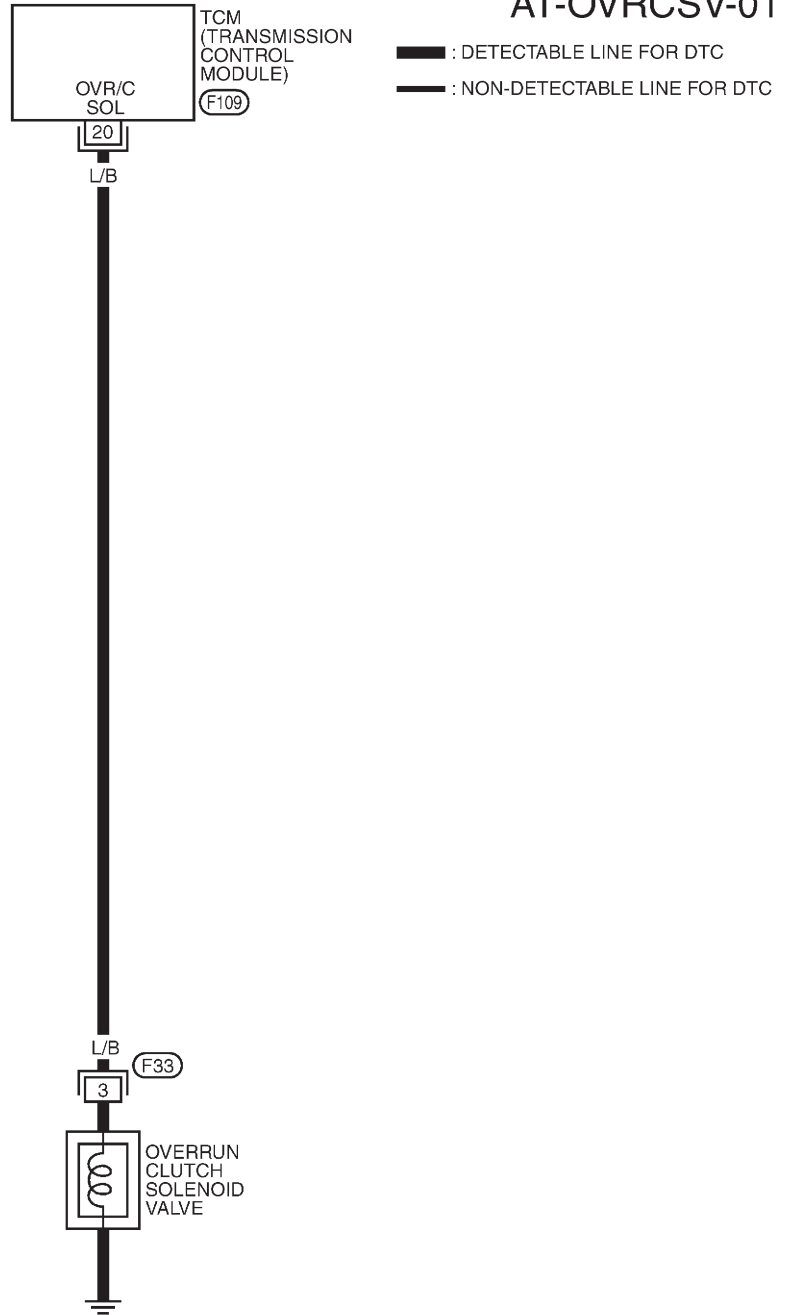
EXCEPT FOR EURO-OB

Wiring Diagram — AT — OVRCSV

Wiring Diagram — AT — OVRCSV

NJAT0213

AT-OVRCSV-01



YAT244

OVERRUN CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OB

Diagnostic Procedure

Diagnostic Procedure

NJAT0074

1	CHECK VALVE RESISTANCE
	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 3 and ground.</p> <p>Resistance: 20 - 30Ω</p> <div data-bbox="651 479 884 786"><p>The diagram illustrates the test setup. At the top, there is a 'DISCONNECT' symbol with 'I.S.' (Ignition Switch) below it. Below this is a terminal cord assembly connector with terminal 3. A wire connects terminal 3 to a fuse labeled 'F33'. Another wire connects the other side of the fuse to a resistor symbol (Ω), which is then connected to a ground symbol.</p></div> <p style="text-align: center;">OK or NG</p>
OK	▶ GO TO 2.
NG	▶ <ul style="list-style-type: none">1. Remove control valve assembly. Refer to AT-343.2. Check the following items:<ul style="list-style-type: none">● Overrun clutch solenoid valve Refer to "Component Inspection", AT-156.● Harness of terminal cord assembly for short or open

SAT908JA

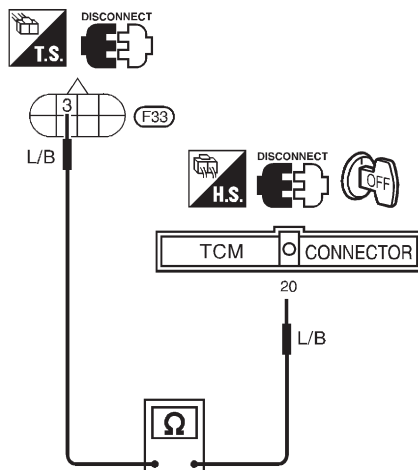
OVERRUN CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

2 CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal 3 and TCM harness connector terminal 20.
Continuity should exist.



SAT909JA

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

Perform Self-diagnosis Code confirmation procedure, AT-152.

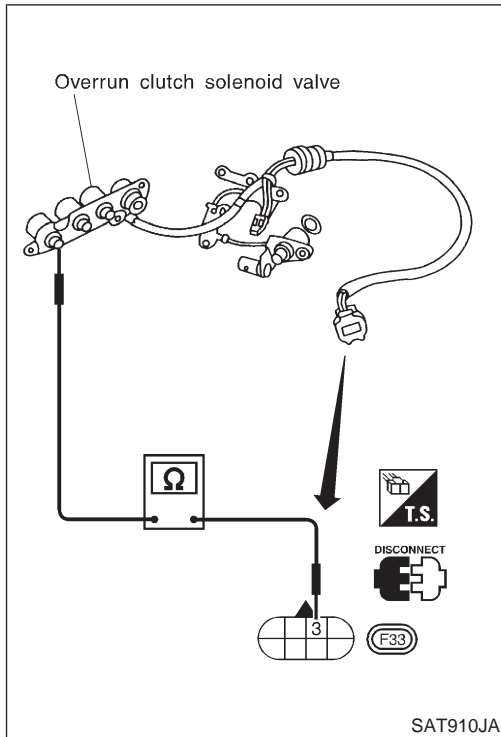
OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

OVERRUN CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OB

Component Inspection



Component Inspection OVERRUN CLUTCH SOLENOID VALVE

NJAT0075

NJAT0075S01

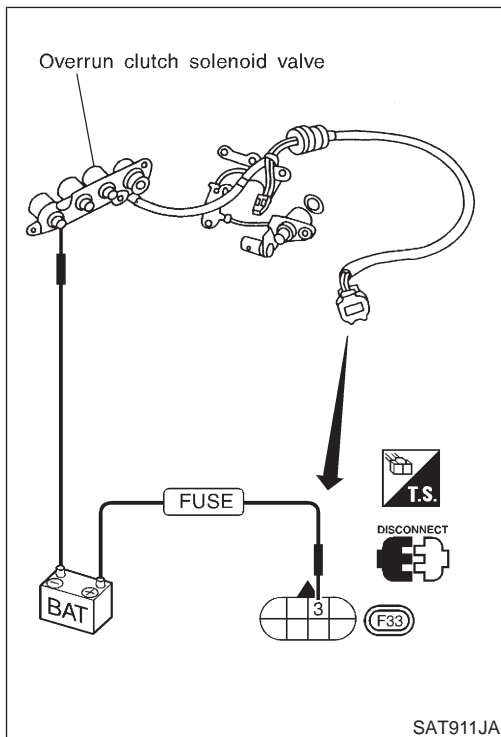
- For removal, refer to AT-343.

Resistance Check

NJAT0075S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	3	Ground	
Overrun clutch solenoid valve	3	Ground	20 - 30Ω



Operation Check

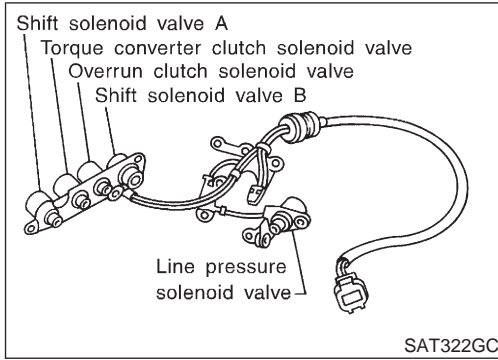
NJAT0075S0102

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

TORQUE CONVERTER CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OBD

Description



Description

The torque converter clutch solenoid valve is activated, with the gear in "D₄", by the TCM in response to signals sent from the vehicle speed and throttle position sensors. Lock-up 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 2/8) 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 IN DATA MONITOR MODE

Remarks: Specification data are reference values.


NJAT0055S01

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up "OFF"	Approximately 4%
	↓	↓
	Lock-up "ON"	Approximately 94%

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

NJAT0055S02

Terminal No.	Wire color	Item	Condition	Judgement standard	
3	GY/R	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less

ON BOARD DIAGNOSIS LOGIC

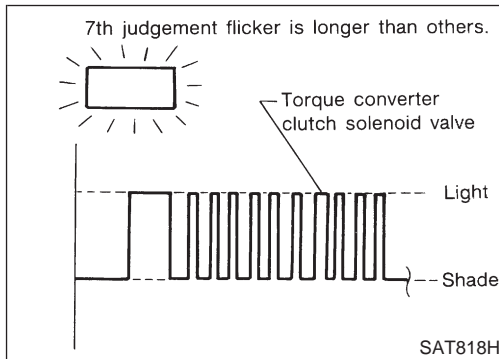
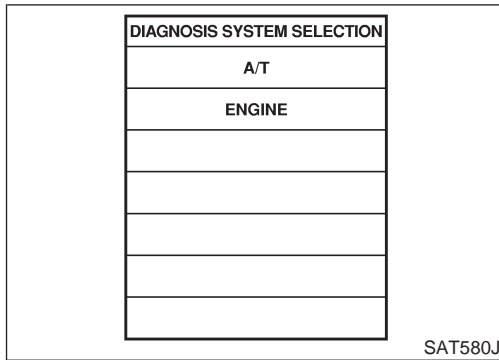
NJAT0055S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P : T/C CLUTCH SOL/V X : 7th judgement flicker	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● T/C clutch solenoid valve

TORQUE CONVERTER CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OB

Description (Cont'd)



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

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

With CONSULT-II

NJAT0055S0501

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up position.

Without CONSULT-II

NJAT0055S0502

- 1) Start engine.
- 2) Drive vehicle in $D_1 \rightarrow D_2 \rightarrow D_3 \rightarrow D_4 \rightarrow D_4$ lock-up position.
- 3) Perform self-diagnosis. Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

TORQUE CONVERTER CLUTCH SOLENOID VALVE

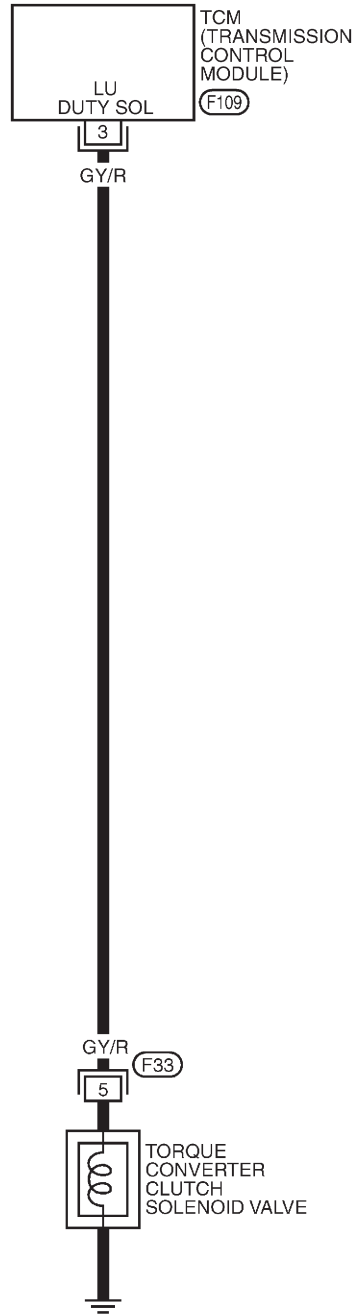
EXCEPT FOR EURO-OB

Wiring Diagram — AT — TCV

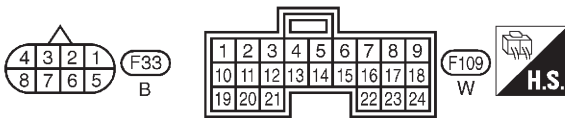
Wiring Diagram — AT — TCV

NJAT0207

AT-TCV-01



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



YAT239

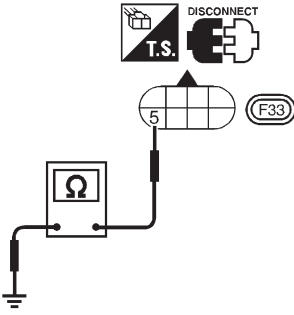
TORQUE CONVERTER CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OBD

Diagnostic Procedure

Diagnostic Procedure

NJAT0056

1	CHECK VALVE RESISTANCE	<p>1. Turn ignition switch to "OFF" position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal 5 and ground.</p> <p style="color: blue;">Resistance: 5 - 20Ω</p> <div style="text-align: center;">  <p style="margin-top: 10px;">OK or NG</p> </div> <p style="text-align: right; font-size: small;">SAT889JA</p>
OK	▶	GO TO 2.
NG	▶	<p>1. Remove oil pan. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Torque converter clutch solenoid valve Refer to "Component Inspection", AT-162. ● Harness of terminal cord assembly for short or open

TORQUE CONVERTER CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OBD

Diagnostic Procedure (Cont'd)

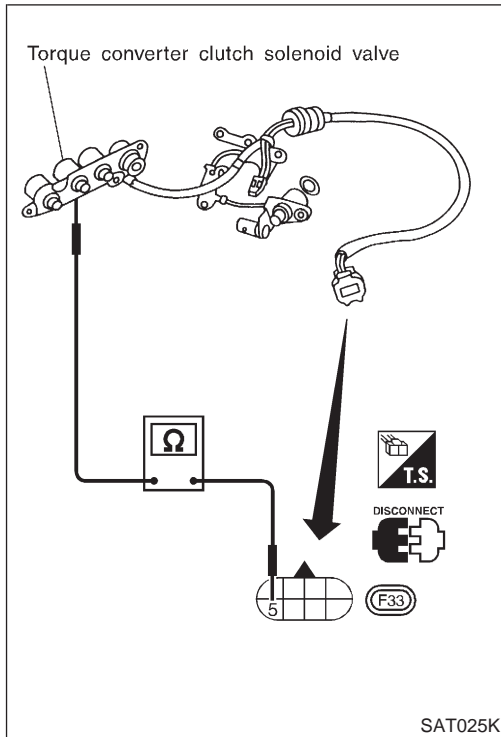
2	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 5 and TCM harness connector terminal 3. Continuity should exist.</p>		
SAT890JA		
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Self-diagnosis Code confirmation procedure, AT-158.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TORQUE CONVERTER CLUTCH SOLENOID VALVE

EXCEPT FOR EURO-OBD

Component Inspection



Component Inspection

TORQUE CONVERTER CLUTCH SOLENOID VALVE

NJAT0057

NJAT0057S01

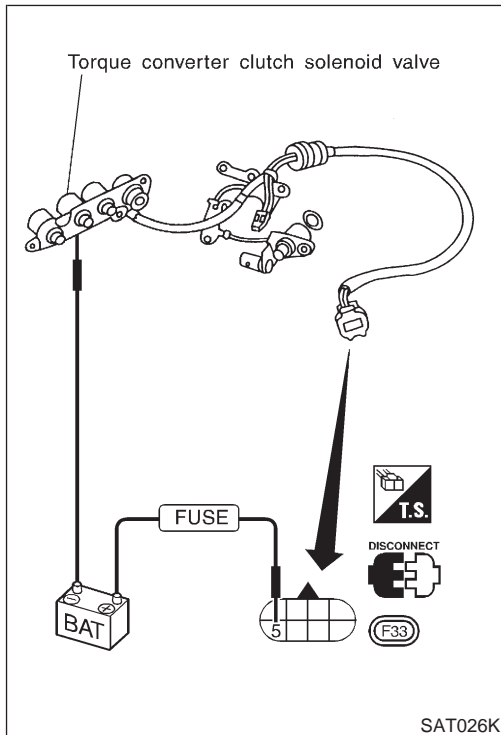
- For removal, refer to AT-343.

Resistance Check

NJAT0057S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	5	Ground	
Torque converter clutch solenoid valve	5	Ground	5 - 20Ω



Operation Check

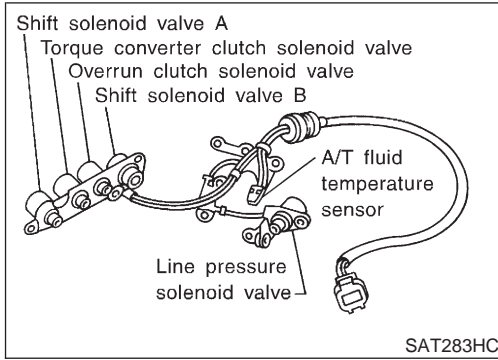
NJAT0057S0102

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

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

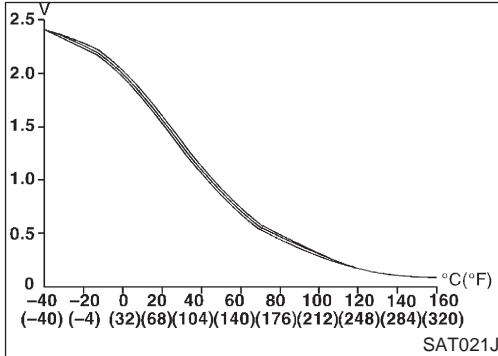
EXCEPT FOR EURO-OB

Description



Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM. NJAT0076









CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values. NJAT0076S01

Monitor item	Condition	Specification	
A/T fluid temperature sensor	Cold [20°C (68°F)]	Approximately 1.5V	Approximately 2.5 kΩ
	↓ Hot [80°C (176°F)]	↓ Approximately 0.5V	↓ Approximately 0.3 kΩ

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NJAT0076S02

Terminal No.	Wire color	Item	Condition	Judgement standard
10	BR/R	Power source		Battery voltage
				1V or less
19	BR/R	Power source	Same as No. 10	
28	R/B	Power source (Memory back-up)		Battery voltage
			or 	Battery voltage
42	B	Ground (A/T fluid temperature sensor)	—	—
47	BR	A/T fluid temperature sensor		—
				When ATF temperature is 20°C (68°F). Approximately 1.5V When ATF temperature is 80°C (176°F). Approximately 0.5V

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

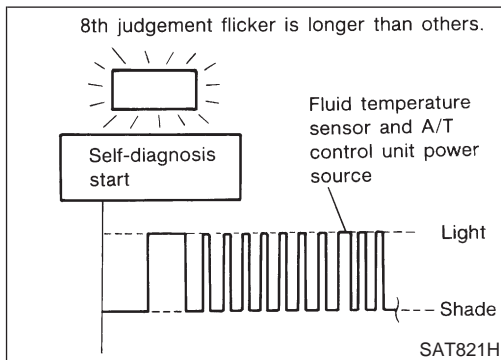
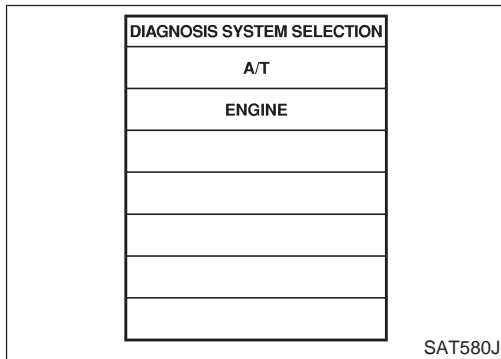
EXCEPT FOR EURO-OB

Description (Cont'd)

ON BOARD DIAGNOSIS LOGIC

NJAT0076S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : BATT/FLUID TEMP SEN (X) : 8th judgement flicker	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● A/T fluid temperature sensor



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0076S05

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

(P) With CONSULT-II

NJAT0076S0501

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes.

(X) Without CONSULT-II

NJAT0076S0502

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full open position, engine speed higher than 450 rpm and driving for more than 10 minutes.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

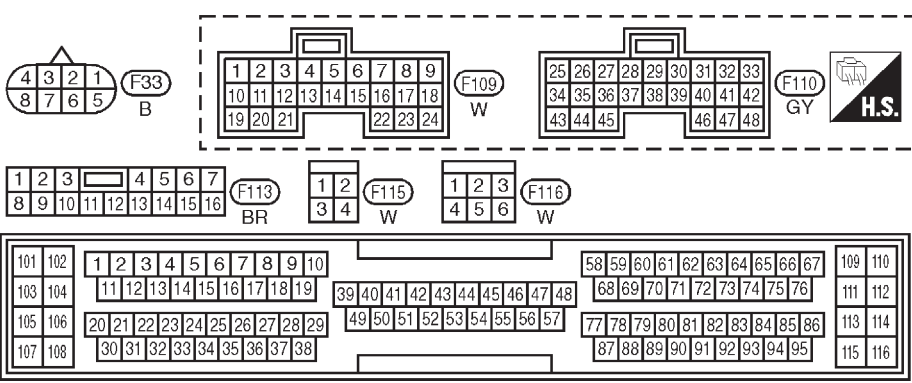
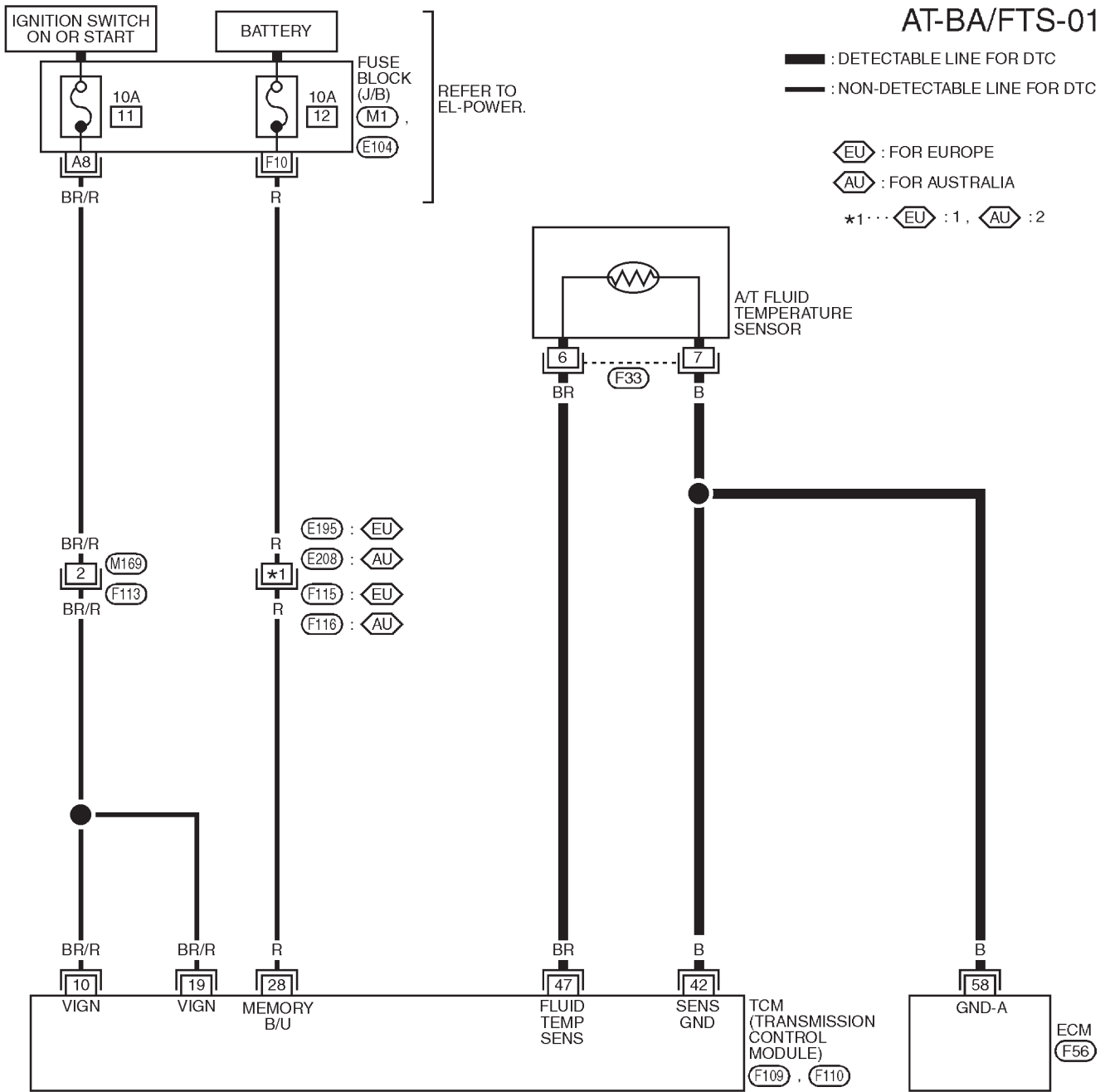
EXCEPT FOR EURO-OBD

Wiring Diagram — AT — BA/FTS

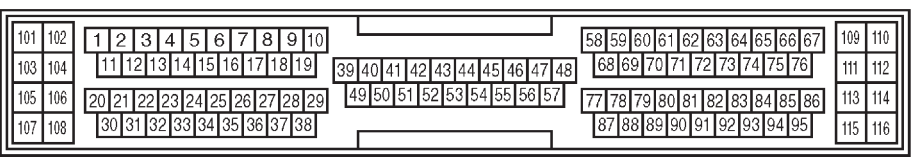
Wiring Diagram — AT — BA/FTS

NJAT0214

AT-BA/FTS-01



REFER TO THE FOLLOWING.
 (M1), (E104) - FUSE BLOCK-JUNCTION BOX (J/B)



YAT245

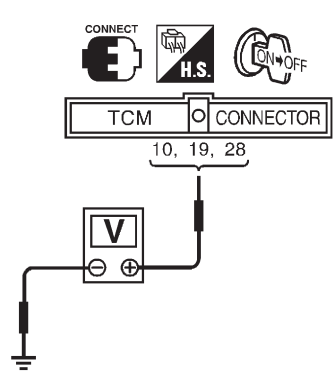
BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EXCEPT FOR EURO-OB

Diagnostic Procedure

Diagnostic Procedure

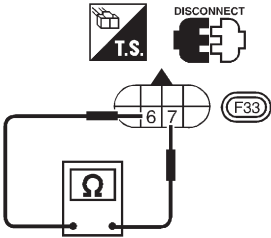
NJAT0077


1	CHECK TCM POWER SOURCE	<p>1. Turn ignition switch to "ON" position. (Do not start engine.)</p> <p>2. Check voltage between TCM terminals 10, 19, 28 and ground. Voltage: Battery voltage</p> <p>3. Turn ignition switch to "OFF" position.</p> <p>4. Check voltage between TCM terminal 28 and ground. Voltage: Battery voltage</p> <div style="text-align: center;">  <p style="text-align: center;">OK or NG</p> </div> <p style="text-align: right;">SAT461J</p>
OK	▶	GO TO 2.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between ignition switch and TCM (Main harness) ● Ignition switch and fuse <p>Refer to EL-10, "POWER SUPPLY ROUTING".</p>

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

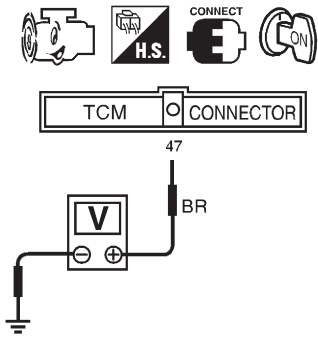
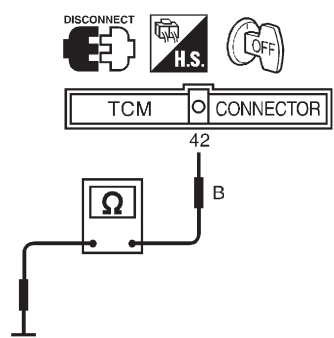
2	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminals 6 and 7 when A/T is cold.</p> <p>Resistance: Cold [20°C (68°F)] Approximately 2.5 kΩ</p> <div style="text-align: center;">  </div>	
SAT912JA	
<p>4. Reinstall any part removed.</p> <p style="text-align: center;">OK or NG</p>	
OK (With CONSULT-II) ▶	GO TO 3.
OK (Without CONSULT-II) ▶	GO TO 4.
NG ▶	<p>1. Remove oil pan. 2. Check the following items:</p> <ul style="list-style-type: none"> ● A/T fluid temperature sensor Refer to "Component Inspection", AT-169. ● Harness of terminal cord assembly for short or open

3	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)														
<p> With CONSULT-II</p> <p>1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "FLUID TEMP SE".</p> <p>Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <div style="text-align: center;"> <table border="1" style="border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div>		DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR															
MONITORING															
VHCL/S SE-A/T	XXX km/h														
VHCL/S SE-MTR	XXX km/h														
THRTL POS SEN	XXX V														
FLUID TEMP SE	XXX V														
BATTERY VOLT	XXX V														
SAT614J															
OK or NG															
OK ▶	GO TO 5.														
NG ▶	<p>Check the following item:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM, ECM and terminal cord assembly (Main harness) ● Ground circuit for ECM Refer to EC-145, "TROUBLE DIAGNOSIS FOR POWER SUPPLY". 														

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EXCEPT FOR EURO-OBD

Diagnostic Procedure (Cont'd)

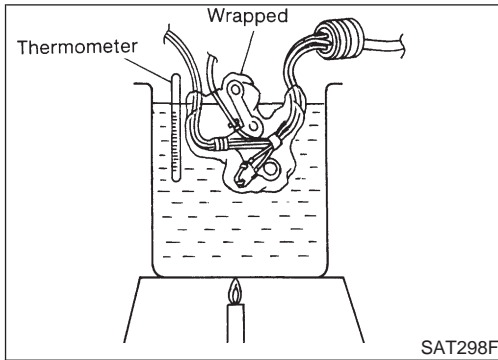
4	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)	
<p>⊗ Without CONSULT-II</p> <p>1. Start engine.</p> <p>2. Check voltage between TCM terminal 47 and ground while warming up A/T.</p> <p style="color: blue;">Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT463J</p> <p>3. Turn ignition switch to "OFF" position.</p> <p>4. Disconnect TCM harness connector.</p> <p>5. Check resistance between terminal 42 and ground.</p> <p style="color: blue;">Continuity should exist.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT464J</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	<p>Check the following item:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM, ECM and terminal cord assembly (Main harness) ● Ground circuit for ECM <p>Refer to EC-145, "TROUBLE DIAGNOSIS FOR POWER SUPPLY".</p>

5	CHECK DTC	
Perform Self-diagnosis Code confirmation procedure, AT-164.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection.</p> <p>2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EXCEPT FOR EURO-OBD

Component Inspection



Component Inspection

A/T FLUID TEMPERATURE SENSOR

NJAT0078

NJAT0078S01

- For removal, refer to AT-343.
- Check resistance between two terminals while changing temperature as shown at left.

Temperature °C (°F)	Resistance
20 (68)	Approximately 2.5 kΩ
80 (176)	Approximately 0.3 kΩ


Description

Description

The engine speed signal is sent from the ECM to the TCM. NJAT0041

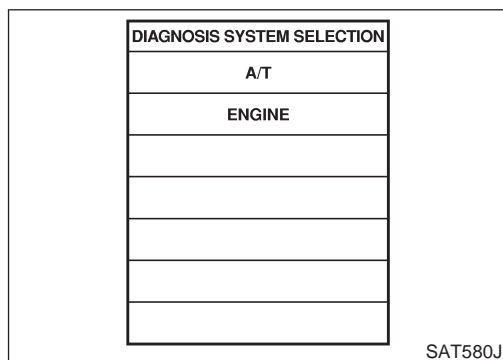
TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NJAT0041S01

Terminal No.	Wire color	Item	Condition	Judgement standard
39	L/OR	Engine speed signal		—

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
P : ENGINE SPEED SIG X : 9th judgement flicker	TCM does not receive the proper voltage signal from ECM.	• Harness or connectors (The sensor circuit is open or shorted.)



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE NJAT0041S04

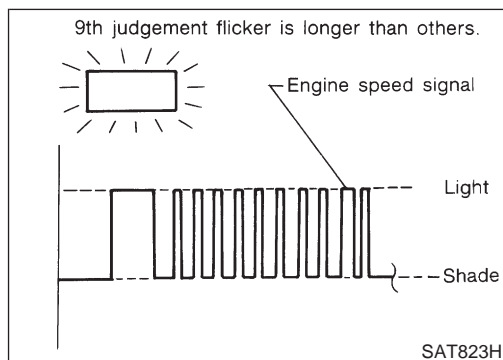
After the repair, perform the following procedure to confirm the malfunction is eliminated.

P With CONSULT-II NJAT0041S0401

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 seconds.

X Without CONSULT-II NJAT0041S0402

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D" position, vehicle speed higher than 10 km/h (6 MPH), throttle opening greater than 1/8 of the full throttle position and driving for more than 10 seconds.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.



ENGINE SPEED SIGNAL

EXCEPT FOR EURO-OB

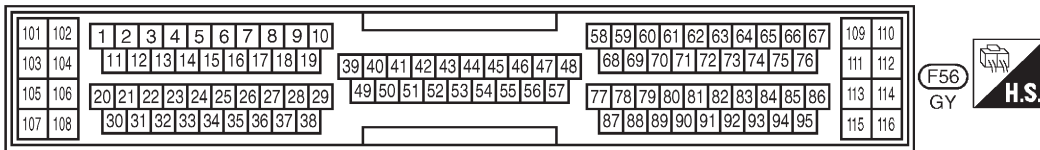
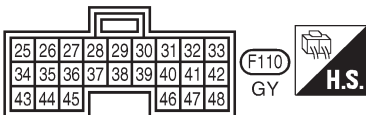
Wiring Diagram — AT — ENGSS

Wiring Diagram — AT — ENGSS

NJAT0202

AT-ENGSS-01

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



YAT234

Diagnostic Procedure

NJAT0042

1	CHECK DTC WITH ECM	
Perform diagnostic test mode II (self-diagnostic results) for engine control. Check ignition signal circuit condition.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Check ignition signal circuit for engine control. Refer to EC-451, "IGNITION SIGNAL".

2	CHECK INPUT SIGNAL (With CONSULT-II)															
<p>Ⓜ With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.</p>																
<table border="1" style="margin: auto;"> <thead> <tr><th colspan="2">DIAGNOSIS SYSTEM SELECTION</th></tr> </thead> <tbody> <tr><td style="text-align: center;">A/T</td></tr> <tr><td style="text-align: center;">ENGINE</td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </tbody> </table>			DIAGNOSIS SYSTEM SELECTION		A/T	ENGINE										
DIAGNOSIS SYSTEM SELECTION																
A/T																
ENGINE																
<p>3. Read out the value of "ENGINE SPEED". Check engine speed changes according to throttle position.</p>																
<table border="1" style="margin: auto;"> <thead> <tr><th colspan="2">DATA MONITOR</th></tr> <tr><th colspan="2">MONITORING</th></tr> </thead> <tbody> <tr><td>ENGINE SPEED</td><td>XXX rpm</td></tr> <tr><td>TURBINE REV</td><td>XXX rpm</td></tr> <tr><td>OVERDRIVE SW</td><td>ON</td></tr> <tr><td>PN POSI SW</td><td>OFF</td></tr> <tr><td>R POSITION SW</td><td>OFF</td></tr> </tbody> </table>			DATA MONITOR		MONITORING		ENGINE SPEED	XXX rpm	TURBINE REV	XXX rpm	OVERDRIVE SW	ON	PN POSI SW	OFF	R POSITION SW	OFF
DATA MONITOR																
MONITORING																
ENGINE SPEED	XXX rpm															
TURBINE REV	XXX rpm															
OVERDRIVE SW	ON															
PN POSI SW	OFF															
R POSITION SW	OFF															
OK or NG																
OK	▶	GO TO 4.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM and ECM ● Resistor and ignition coil Refer to EC-451, "IGNITION SIGNAL".														

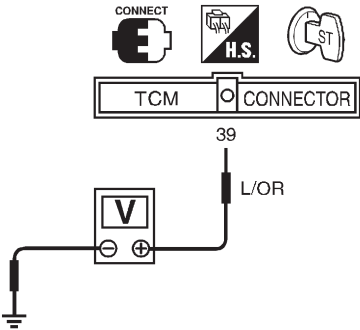
SAT580J

SAT645J

ENGINE SPEED SIGNAL

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

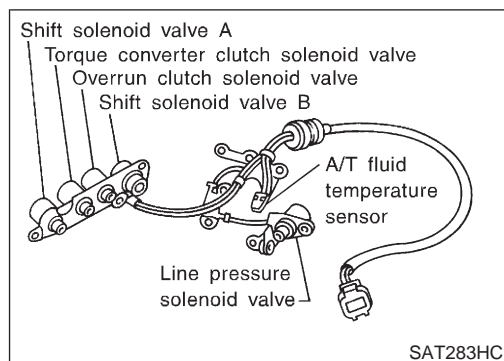
3	CHECK INPUT SIGNAL (Without CONSULT-II)	
<p>⊗ Without CONSULT-II</p> <p>1. Start engine.</p> <p>2. Check voltage between TCM terminal 39 and ground.</p> <p style="color: blue;">Voltage (Idle speed):</p> <p style="color: blue;">Refer to EC-489, "Idle Speed and Ignition Timing".</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT424JA</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM and ECM ● Resistor and ignition coil <p>Refer to EC-451, "IGNITION SIGNAL".</p>

4	CHECK DTC	
Perform Self-diagnosis Code confirmation procedure, AT-170.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection.</p> <p>2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

LINE PRESSURE SOLENOID VALVE

EXCEPT FOR EURO-OB

Description



Description

NJAT0061

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 switch is "ON". To confirm the line pressure duty cycle at low pressure, the accelerator (throttle) should be open until the closed throttle position switch is "OFF".

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0061S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓	
	Large throttle opening (High line pressure)	Approximately 95%

NOTE:

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

TCM TERMINALS AND REFERENCE VALUE

NJAT0061S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	R/W	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	P/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less

ON BOARD DIAGNOSIS LOGIC

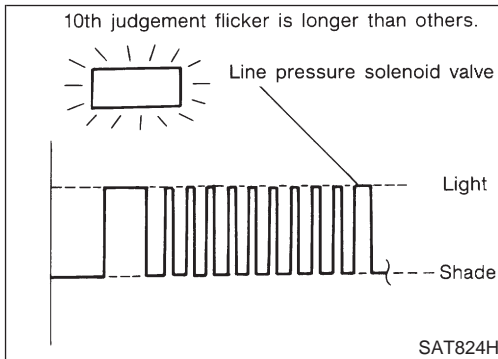
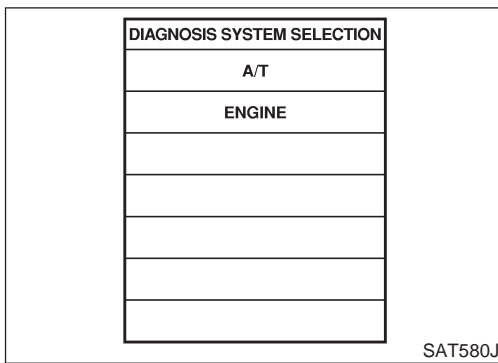
NJAT0061S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P1600 : LINE PRESSURE S/V P1601 : 10th judgement flicker	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Line pressure solenoid valve

LINE PRESSURE SOLENOID VALVE

EXCEPT FOR EURO-OB

Description (Cont'd)



SELF-DIAGNOSIS CODE CONFIRMATION PROCEDURE

NJAT0061S05

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

With CONSULT-II

NJAT0061S0501

- 1) Start engine.
- 2) Select "SELF-DIAG RESULTS" mode for A/T with CONSULT-II.
- 3) With brake pedal depressed, shift the lever from "P" → "N" → "D" → "N" → "P" positions.

Without CONSULT-II

NJAT0061S0502

- 1) Start engine.
- 2) With brake pedal depressed, shift the lever from "P" → "N" → "D" → "N" → "P" positions.
- 3) Perform self-diagnosis.
Refer to "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42.

LINE PRESSURE SOLENOID VALVE

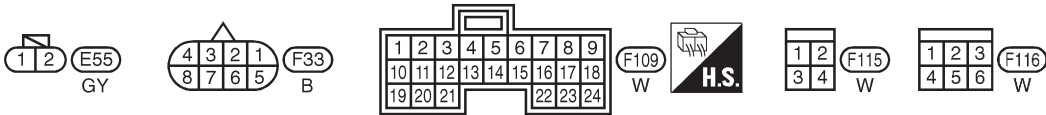
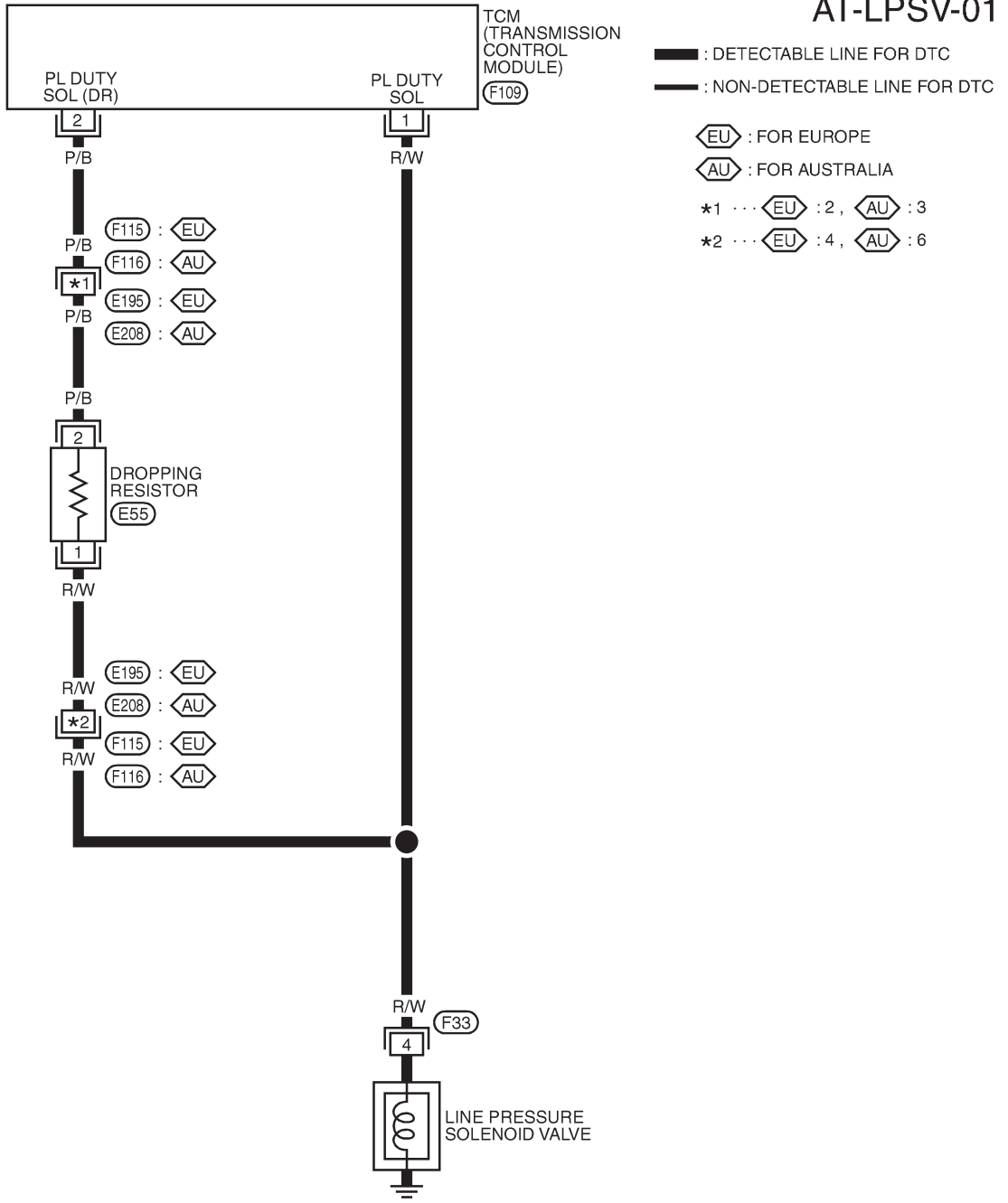
EXCEPT FOR EURO-OBD

Wiring Diagram — AT — LPSV

Wiring Diagram — AT — LPSV

NJAT0209

AT-LPSV-01



YAT240

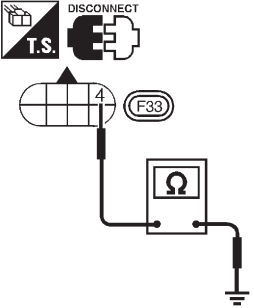
LINE PRESSURE SOLENOID VALVE

EXCEPT FOR EURO-OB

Diagnostic Procedure

Diagnostic Procedure

NJAT0062

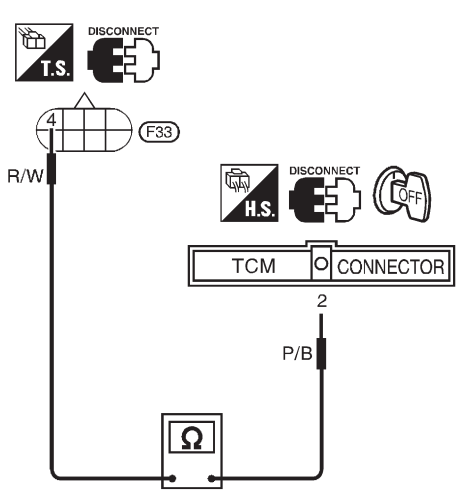
1	CHECK VALVE RESISTANCE
	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 4 and ground.</p> <p>Resistance: 2.5 - 5Ω</p> <div data-bbox="662 477 917 784"></div> <p style="text-align: center;">OK or NG</p>
OK	▶ GO TO 2.
NG	▶ <ul style="list-style-type: none">1. Remove control valve assembly. Refer to AT-343.2. Check the following items:<ul style="list-style-type: none">● Line pressure solenoid valve Refer to "Component Inspection", AT-180.● Harness of terminal cord assembly for short or open

SAT895JA

LINE PRESSURE SOLENOID VALVE

EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

2 CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal 4 and TCM harness connector terminal 2.</p> <p>Resistance: 10 - 15Ω</p>  <p style="text-align: right;">SAT896JA</p>	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Check the following items: <ul style="list-style-type: none">• Dropping resistor Refer to "Component Inspection", AT-180.• Harness for short or open between TCM terminal 2 and terminal cord assembly (Main harness)

LINE PRESSURE SOLENOID VALVE

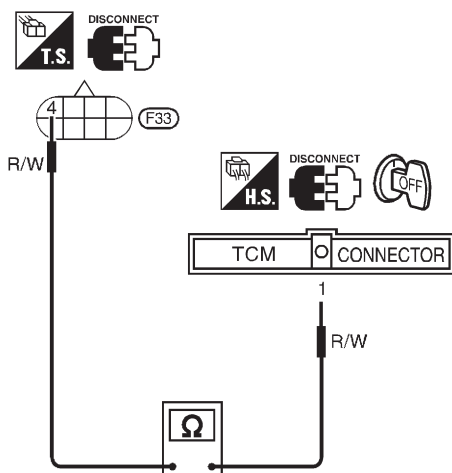
EXCEPT FOR EURO-OB

Diagnostic Procedure (Cont'd)

3 CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Check resistance between terminal 4 and TCM harness connector terminal 1.

Resistance:
Approx. 0Ω



SAT897JA

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

3. 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 DTC

Perform Self-diagnosis Code confirmation procedure, AT-175.

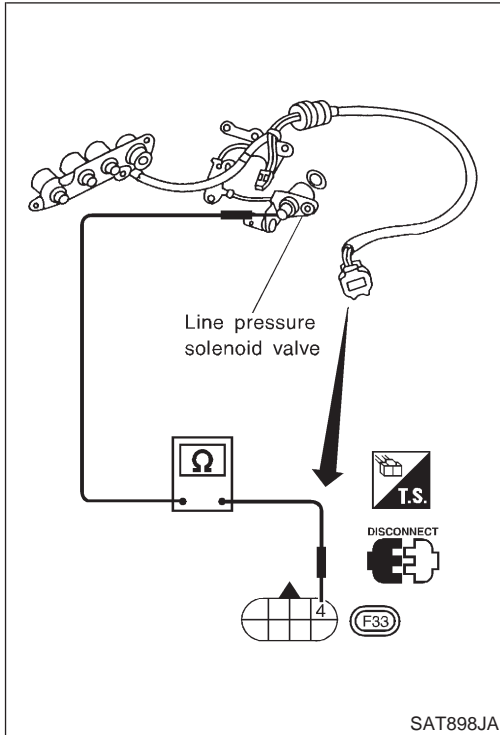
OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

LINE PRESSURE SOLENOID VALVE

EXCEPT FOR EURO-OBD

Component Inspection



Component Inspection

LINE PRESSURE SOLENOID VALVE

=NJAT0063

NJAT0063S01

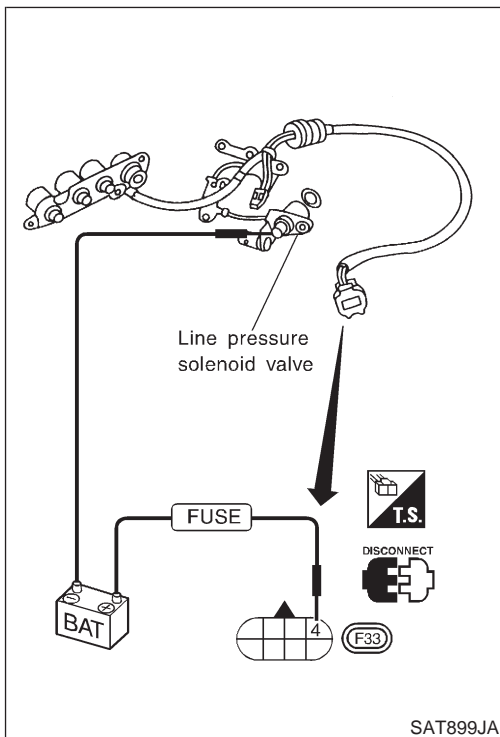
- For removal, refer to AT-343.

Resistance Check

NJAT0063S0101

- Check resistance between two terminals.

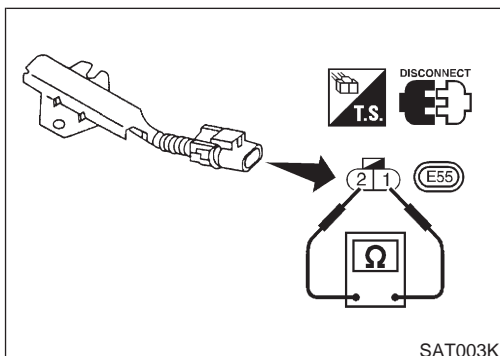
Solenoid valve	Terminal No.		Resistance (Approx.)
	4	Ground	
Line pressure solenoid valve	4	Ground	2.5 - 5Ω



Operation Check

NJAT0063S0102

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



DROPPING RESISTOR

NJAT0063S02

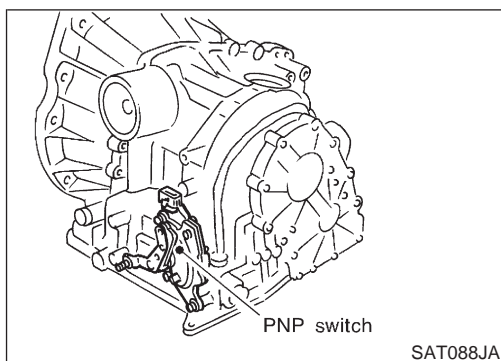
- Check resistance between two terminals.

Resistance:
10 - 15Ω

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

EURO-OB

Description



Description

NJAT0264

- The PNP switch assembly includes a transmission range switch.
- The transmission range switch detects the selector lever position and sends a signal to the TCM.

TCM TERMINALS AND REFERENCE VALUE

NJAT0264S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
26	BR/Y	PNP switch "1" position	When setting selector lever to "1" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
27	L	PNP switch "2" position	When setting selector lever to "2" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
34	W/G	PNP switch "D" position	When setting selector lever to "D" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
35	G/W	PNP switch "R" position	When setting selector lever to "R" position.	Battery voltage
			When setting selector lever to other positions.	1V or less
36	G	PNP switch "N" or "P" position	When setting selector lever to "N" or "P" position.	Battery voltage
			When setting selector lever to other positions.	1V or less



ON BOARD DIAGNOSIS LOGIC

NJAT0264S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
: PNP SW/CIRC : P0705	TCM does not receive the correct voltage signal from the switch based on the gear position.	<ul style="list-style-type: none"> ● Harness or connectors (The PNP switch circuit is open or shorted.) ● PNP switch

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH EURO-OBD

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0264S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 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”.
- 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: 10 km/h (6 MPH) or more

THRTL POS SEN: More than 1.3V

Selector lever: D position (OD “ON” or “OFF”)

 **With GST**

Follow the procedure “With CONSULT-II”.

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH EURO-OBDD

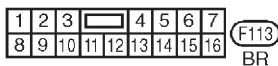
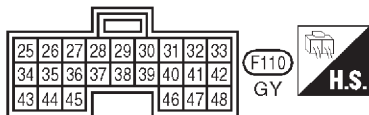
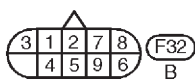
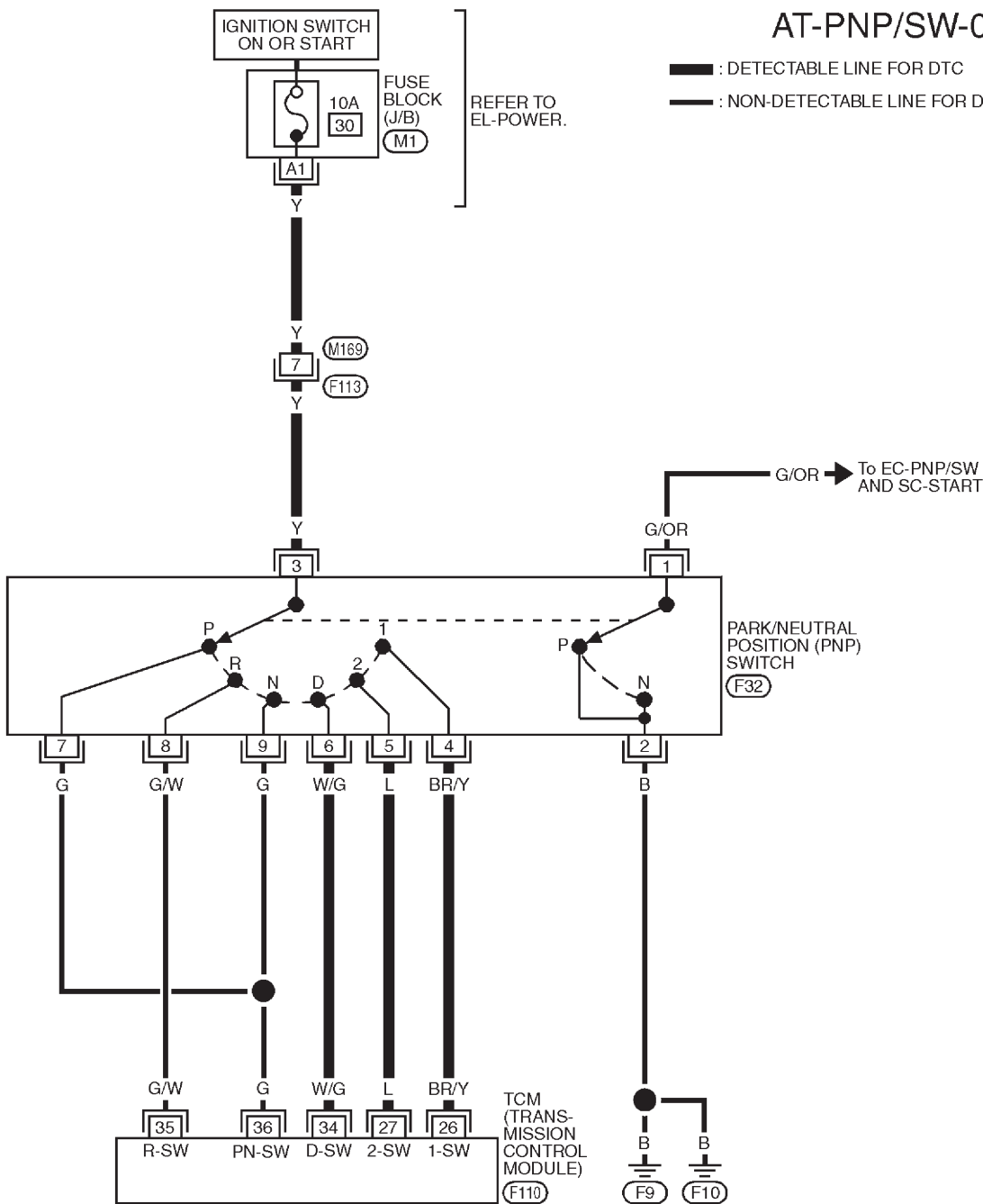
Wiring Diagram — AT — PNP/SW

Wiring Diagram — AT — PNP/SW

NJAT0265

AT-PNP/SW-01

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



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK- JUNCTION BOX (J/B)

Diagnostic Procedure

NJAT0266

1	CHECK PNP SWITCH CIRCUIT (With CONSULT-II)	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to "ON" position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center; padding: 2px;">SELECT SYSTEM</td></tr> <tr><td style="text-align: center; padding: 2px;">A/T</td></tr> <tr><td style="text-align: center; padding: 2px;">ENGINE</td></tr> <tr><td style="text-align: center; padding: 2px;"> </td></tr> <tr><td style="text-align: center; padding: 2px;"> </td></tr> <tr><td style="text-align: center; padding: 2px;"> </td></tr> <tr><td style="text-align: center; padding: 2px;"> </td></tr> <tr><td style="text-align: center; padding: 2px;"> </td></tr> </table> </div> <ol style="list-style-type: none"> 3. Read out "P/N", "R", "D", "2" and "1" position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td colspan="2" style="text-align: center; padding: 2px;">DATA MONITOR</td></tr> <tr><td style="text-align: center; padding: 2px;">MONITORING</td><td style="width: 50px;"></td></tr> <tr><td style="padding: 2px;">PN POSI SW</td><td style="text-align: center; padding: 2px;">OFF</td></tr> <tr><td style="padding: 2px;">R POSITION SW</td><td style="text-align: center; padding: 2px;">OFF</td></tr> <tr><td style="padding: 2px;">D POSITION SW</td><td style="text-align: center; padding: 2px;">OFF</td></tr> <tr><td style="padding: 2px;">2 POSITION SW</td><td style="text-align: center; padding: 2px;">ON</td></tr> <tr><td style="padding: 2px;">1 POSITION SW</td><td style="text-align: center; padding: 2px;">OFF</td></tr> </table> </div> <p style="text-align: center; margin-top: 10px;">OK or NG</p>	SELECT SYSTEM	A/T	ENGINE						DATA MONITOR		MONITORING		PN POSI SW	OFF	R POSITION SW	OFF	D POSITION SW	OFF	2 POSITION SW	ON	1 POSITION SW	OFF	<p>SAT014K</p> <p>SAT701J</p>
SELECT SYSTEM																									
A/T																									
ENGINE																									
DATA MONITOR																									
MONITORING																									
PN POSI SW	OFF																								
R POSITION SW	OFF																								
D POSITION SW	OFF																								
2 POSITION SW	ON																								
1 POSITION SW	OFF																								
OK	▶	GO TO 3.																							
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-186. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Ignition switch and fuse Refer to EL-10, "POWER SUPPLY ROUTING". ● Diode (P, N positions) 																							

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH EURO-OB

Diagnostic Procedure (Cont'd)

2 CHECK PNP SWITCH CIRCUIT (Without CONSULT-II)

⊗ Without CONSULT-II

1. Turn ignition switch to "ON" position.
(Do not start engine.)
2. Check voltage between TCM terminals 26, 27, 34, 35, 36 and ground while moving selector lever through each position.

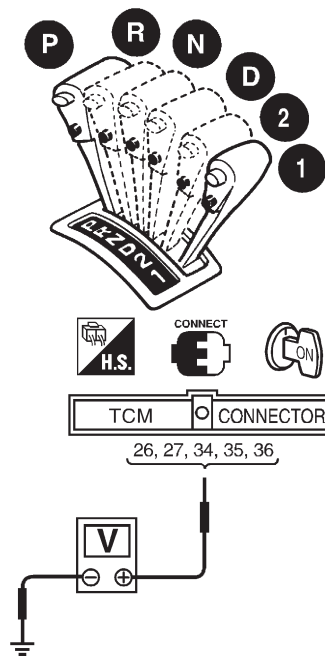
Voltage:

B: Battery voltage

0: 0V

Lever position	Terminal No.				
	36	35	34	27	26
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

MTBL0136



SAT425J

OK or NG

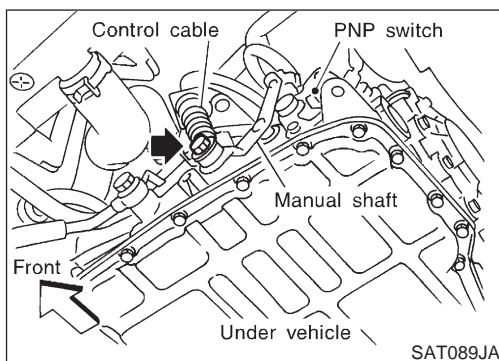
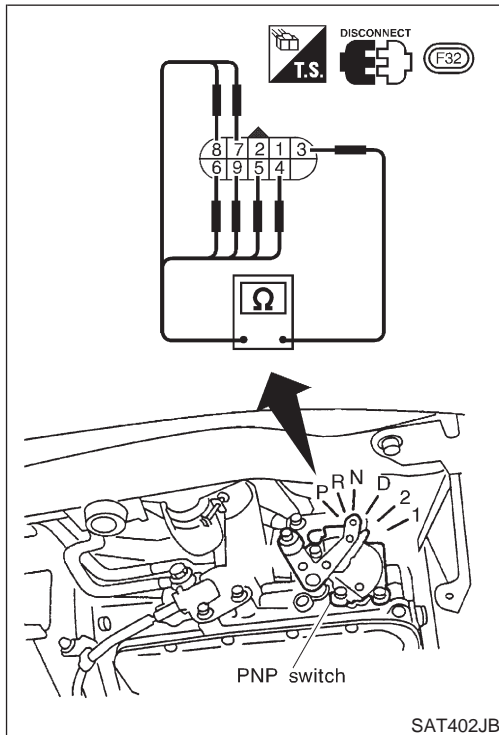
OK	▶	GO TO 3.
NG	▶	Check the following items: <ul style="list-style-type: none"> ● PNP switch Refer to "Component Inspection", AT-186. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Ignition switch and fuse Refer to EL-10, "POWER SUPPLY ROUTING". ● Diode (P, N positions)

DTC P0705 PARK/NEUTRAL POSITION (PNP) SWITCH

EURO-OBDD

Diagnostic Procedure (Cont'd)

3	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-182.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

PARK/NEUTRAL POSITION SWITCH

NJAT0267

NJAT0267S01

1. Check continuity between terminals 1 and 3 and between terminals 2 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

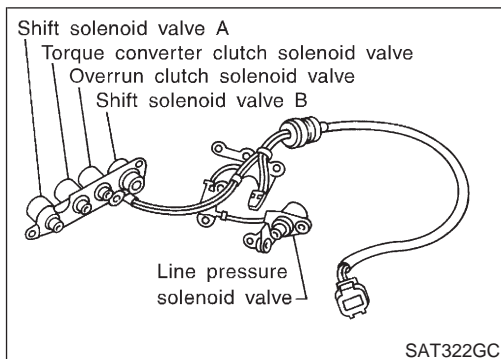
Lever position	Terminal No.	
P	3 — 7	1 — 2
R	3 — 8	
N	3 — 9	1 — 2
D	3 — 6	
2	3 — 5	
1	3 — 4	

2. If NG, check again with control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust control cable. Refer to "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61.
4. If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
5. If OK on step 4, adjust PNP switch. Refer to AT-344.
6. If NG on step 4, replace PNP switch.

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT

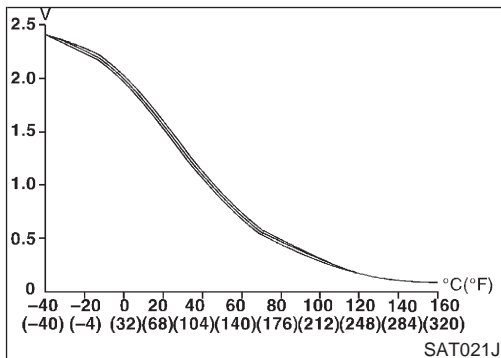
EURO-OBD

Description



Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM. NJAT0268



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0268S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification	
A/T fluid temperature sensor	Cold [20°C (68°F)]	Approximately 1.5V	Approximately 2.5 kΩ
	↓	↓	↓
	Hot [80°C (176°F)]	Approximately 0.5V	Approximately 0.3 kΩ

TCM TERMINALS AND REFERENCE VALUE

NJAT0268S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
42	B	Throttle position sensor (Ground)	—	—
47	BR	A/T fluid temperature sensor	When ATF temperature is 20°C (68°F).	Approximately 1.5V
			When ATF temperature is 80°C (176°F).	Approximately 0.5V

ON BOARD DIAGNOSIS LOGIC

NJAT0268S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : ATF TEMP SEN/CIRC (GS) : P0710	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted.) • A/T fluid temperature sensor

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT EURO-OBD

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0268S04

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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) Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)

CMPS-RPM (REF): 450 rpm or more

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

THRTL POS SEN: More than 1.2V

Selector lever: D position (OD "ON")

With GST

Follow the procedure "With CONSULT-II".

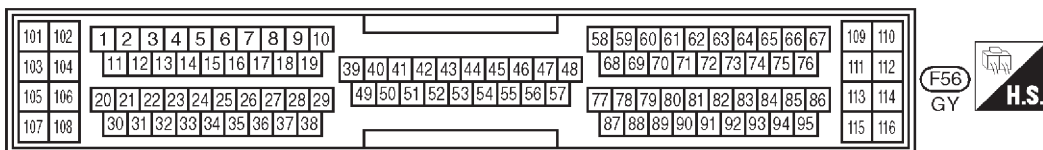
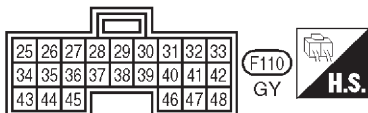
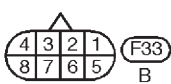
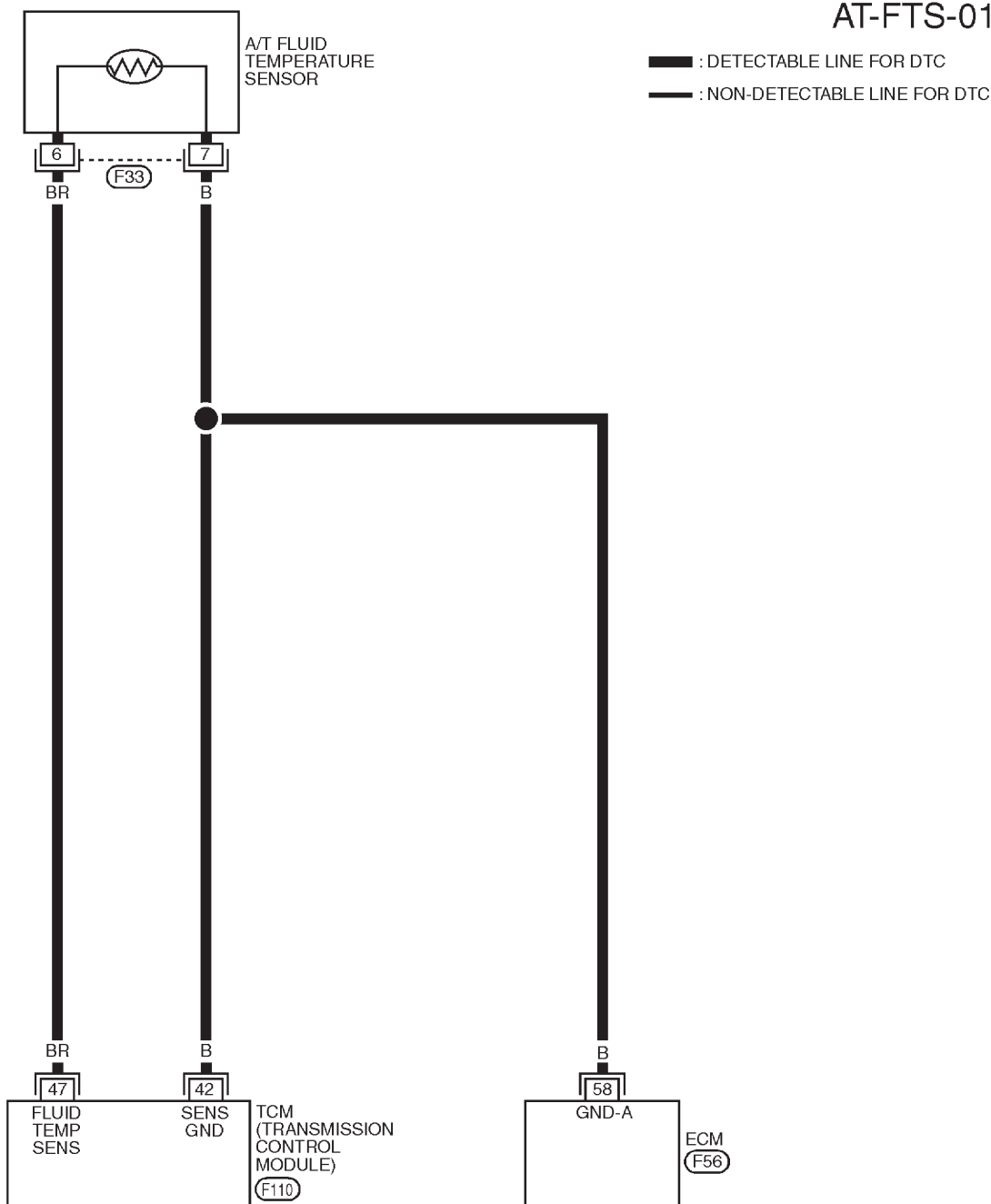
DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT EURO-OB

Wiring Diagram — AT — FTS

Wiring Diagram — AT — FTS

NJAT0269

AT-FTS-01



YAT232

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT EURO-OB

Diagnostic Procedure

Diagnostic Procedure

NJAT0270

1	INSPECTION START	
Do you have CONSULT-II?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	GO TO 3.

2	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (With CONSULT-II)															
<p>🔧 With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th style="text-align: center;">SELECT SYSTEM</th></tr> <tr><td style="text-align: center;">A/T</td></tr> <tr><td style="text-align: center;">ENGINE</td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>			SELECT SYSTEM	A/T	ENGINE											
SELECT SYSTEM																
A/T																
ENGINE																
<p>3. Read out the value of "FLUID TEMP SE".</p> <p style="color: blue;">Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2" style="text-align: center;">DATA MONITOR</th></tr> <tr><th style="text-align: center;">MONITORING</th><th style="text-align: center;"> </th></tr> <tr><td>VHCL/S SE-A/T</td><td>XXX km/h</td></tr> <tr><td>VHCL/S SE-MTR</td><td>XXX km/h</td></tr> <tr><td>THRTL POS SEN</td><td>XXX V</td></tr> <tr><td>FLUID TEMP SE</td><td>XXX V</td></tr> <tr><td>BATTERY VOLT</td><td>XXX V</td></tr> </table>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
OK or NG																
OK	▶	GO TO 4.														
NG	▶	GO TO 5.														

SAT014K

SAT614J

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT EURO-OB

Diagnostic Procedure (Cont'd)

3 CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (Without CONSULT-II)

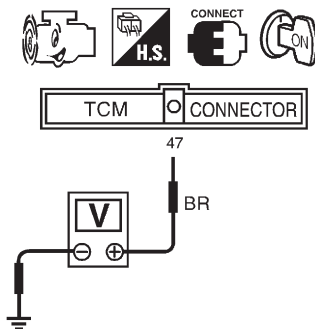
⊗ Without CONSULT-II

1. Start engine.
2. Check voltage between TCM terminal 47 and ground while warming up A/T.

Voltage:

Cold [20°C (68°F)] → Hot [80°C (176°F)]:

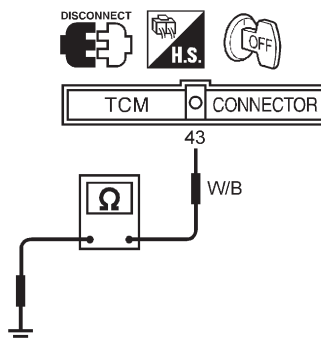
Approximately 1.5V → 0.5V



SAT937J

3. Turn ignition switch to "OFF" position.
4. Disconnect TCM harness connector.
5. Check continuity between terminal 42 and ground.

Continuity should exist.



SAT421J

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

OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 5.

4 CHECK DTC

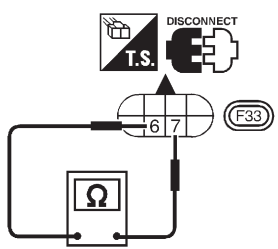
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-188.

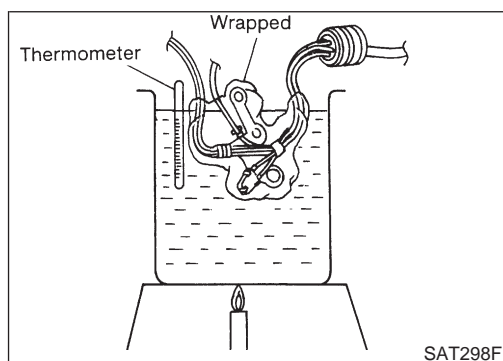
OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC P0710 A/T FLUID TEMPERATURE SENSOR CIRCUIT EURO-OB

Diagnostic Procedure (Cont'd)

5	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminals 6 and 7 when A/T is cold.</p> <p style="color: blue;">Resistance: Cold [20°C (68°F)] Approximately 2.5 kΩ</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT880JA</p> <p>4. Reinstall any part removed.</p> <p style="text-align: center;">OK or NG</p>	
OK (With CONSULT-II) ▶	GO TO 2.
OK (Without CONSULT-II) ▶	GO TO 3.
NG ▶	<p>1. Remove oil pan. 2. Check the following items:</p> <ul style="list-style-type: none"> ● A/T fluid temperature sensor Refer to "Component Inspection", AT-192. ● Harness of terminal cord assembly for short or open



Component Inspection A/T FLUID TEMPERATURE SENSOR

NJAT0271

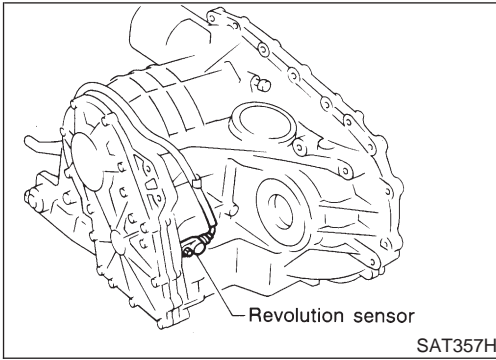
NJAT0271S01

- For removal, refer to AT-343.
- Check resistance between two terminals while changing temperature as shown at left.

Temperature °C (°F)	Resistance
20 (68)	Approximately 2.5 kΩ
80 (176)	Approximately 0.3 kΩ

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

EURO-OBDD
Description



Description

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.

NJAT0272

TCM TERMINALS AND REFERENCE VALUE

NJAT0272S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard
29	W	Revolution sensor		When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz
				When vehicle parks.	Under 1.3V or over 4.5V
42	B	Throttle position sensor (Ground)		—	—

ON BOARD DIAGNOSIS LOGIC

NJAT0272S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : VEH SPD SEN/CIR AT (DTC) : P0720	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Revolution sensor

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

EURO-OBDD

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0272S03

CAUTION:

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

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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) Drive vehicle and check for an increase of "VHCL/S SE·MTR" value increase.
If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-279.
If the check result is OK, go to following step.
- 3) Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- 4) 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 1.2V
Selector lever: D position (OD "ON")
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 "DIAGNOSTIC PROCEDURE", AT-196.
 If the check result is OK, go to following step.
- 5) Maintain the following conditions for at least 5 consecutive seconds.
CMPS-RPM (REF): 3,500 rpm or more
THRTL POS SEN: More than 1.2V
Selector lever: D position (OD "ON")
Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

With GST

Follow the procedure "With CONSULT-II".

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

EURO-OBD

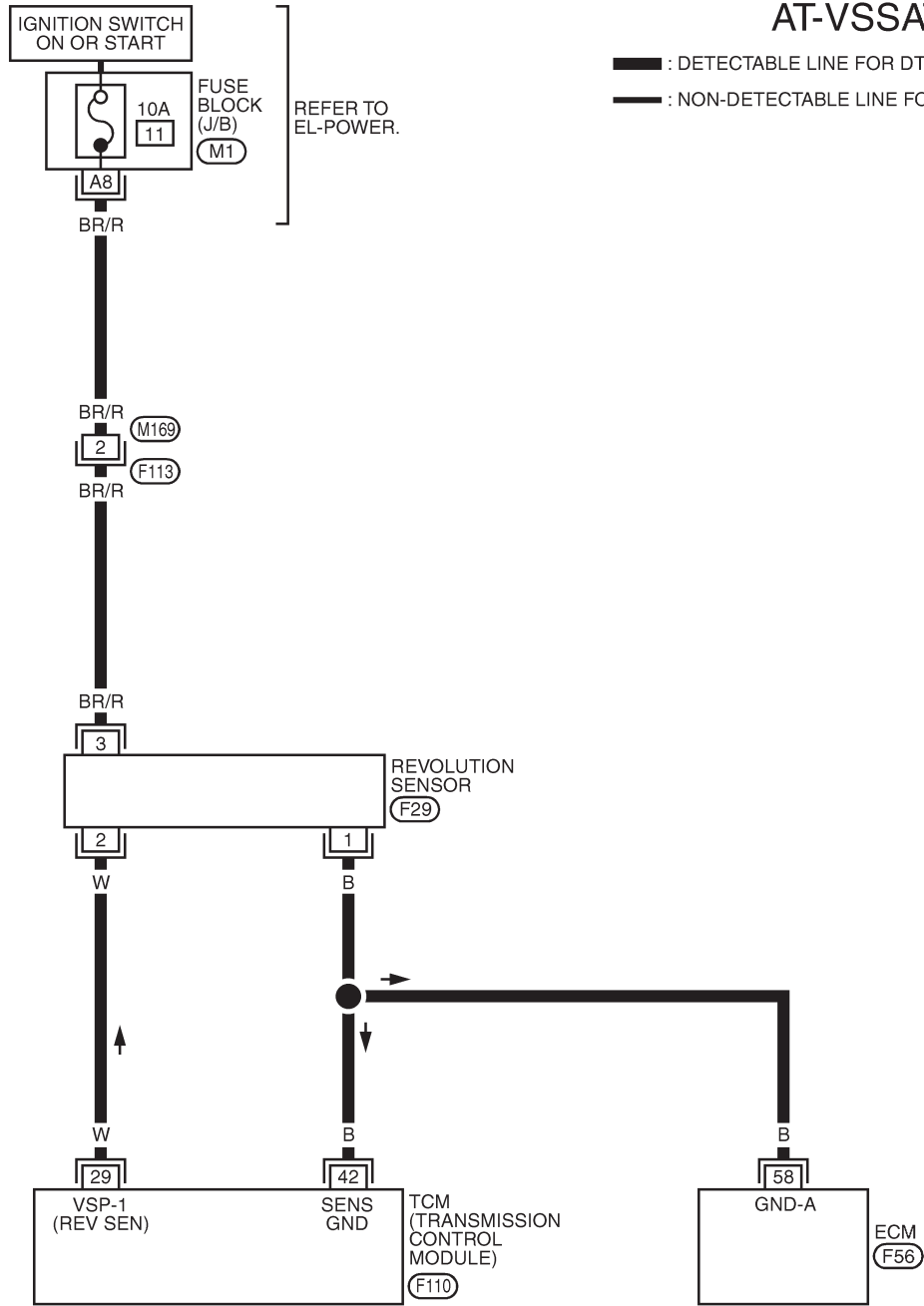
Wiring Diagram — AT — VSSA/T

Wiring Diagram — AT — VSSA/T

NJAT0273

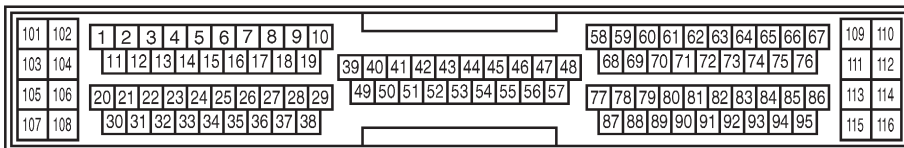
AT-VSSAT-01

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



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK-
JUNCTION BOX (J/B)



YAT233

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

EURO-OBD

Diagnostic Procedure

Diagnostic Procedure

NJAT0274

1	CHECK INPUT SIGNAL (With CONSULT-II)															
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.</p>																
<table border="1" style="margin: auto;"> <tr><td style="text-align: center;">SELECT SYSTEM</td></tr> <tr><td style="text-align: center;">A/T</td></tr> <tr><td style="text-align: center;">ENGINE</td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>			SELECT SYSTEM	A/T	ENGINE											
SELECT SYSTEM																
A/T																
ENGINE																
SAT014K																
<p>3. Read out the value of "VHCL/S SE-A/T" while driving. Check the value changes according to driving speed.</p>																
<table border="1" style="margin: auto;"> <tr><td colspan="2" style="text-align: center;">DATA MONITOR</td></tr> <tr><td style="text-align: center;">MONITORING</td><td style="text-align: center;"> </td></tr> <tr><td>VHCL/S SE-A/T</td><td>XXX km/h</td></tr> <tr><td>VHCL/S SE-MTR</td><td>XXX km/h</td></tr> <tr><td>THRTL POS SEN</td><td>XXX V</td></tr> <tr><td>FLUID TEMP SE</td><td>XXX V</td></tr> <tr><td>BATTERY VOLT</td><td>XXX V</td></tr> </table>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
SAT614J																
OK or NG																
OK	▶	GO TO 3.														
NG	▶	GO TO 2.														

2	CHECK REVOLUTION SENSOR (With CONSULT-II)							
<p>Ⓟ With CONSULT-II</p> <p>1. Start engine.</p>								
<table border="1" style="margin: auto;"> <thead> <tr> <th style="text-align: center;">Condition</th> <th style="text-align: center;">Judgement standard</th> </tr> </thead> <tbody> <tr> <td> When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item. </td> <td style="text-align: center;"> Approximately 150 Hz </td> </tr> <tr> <td>When vehicle parks.</td> <td style="text-align: center;">Under 1.3V or 4.5V</td> </tr> </tbody> </table>			Condition	Judgement standard	When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz	When vehicle parks.	Under 1.3V or 4.5V
Condition	Judgement standard							
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function. *1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz							
When vehicle parks.	Under 1.3V or 4.5V							
MTBL0455								
<p>● Harness for short or open between TCM, ECM and revolution sensor (Main harness)</p>								
OK or NG								
OK	▶	GO TO 3.						
NG	▶	Repair or replace damaged parts.						

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

EURO-OB

Diagnostic Procedure (Cont'd)

3	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-194.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ GO TO 4.

4	CHECK TCM INSPECTION
1. Perform TCM input/output signal inspection. 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 P0725 ENGINE SPEED SIGNAL

EURO-OBD


Description

Description

The engine speed signal is sent from the ECM to the TCM. NJAT0276

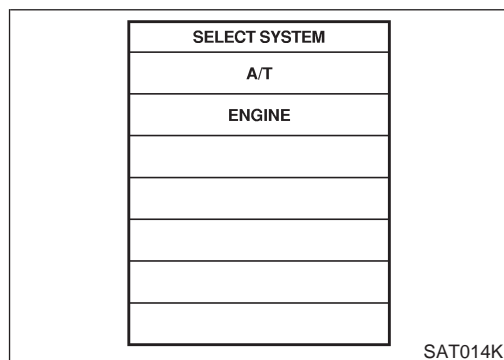
TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NJAT0276S01

Terminal No.	Wire color	Item	Condition	Judgement standard
39	L/OR	Engine speed signal		—

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(P) : ENGINE SPEED SIG (GST) : P0725	TCM does not receive the proper voltage signal from ECM.	● Harness or connectors (The sensor circuit is open or shorted.)



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

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

(P) With CONSULT-II

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- 2) Start engine and maintain the following conditions for at least 10 consecutive seconds.

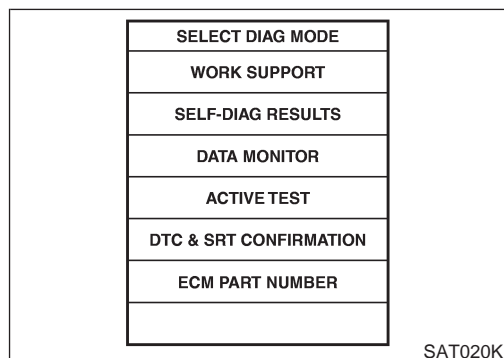
VHCL SPEED SE: 10 km/h (6 MPH) or more

THRTL POS SEN: More than 1.2V

Selector lever: D position (OD "ON")

(GST) With GST

Follow the procedure "With CONSULT-II".



DTC P0725 ENGINE SPEED SIGNAL

EURO-OBDD

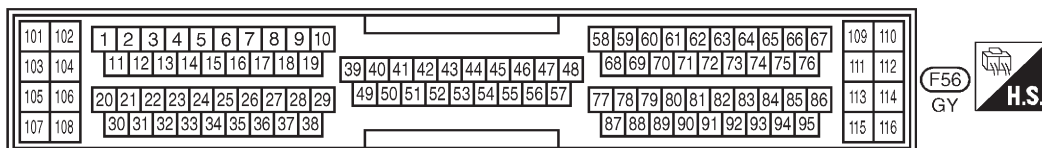
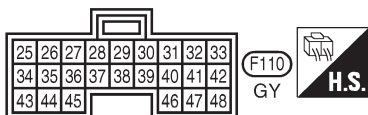
Wiring Diagram — AT — ENGSS

Wiring Diagram — AT — ENGSS

NJAT0277

AT-ENGSS-01

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



YAT234

Diagnostic Procedure

NJAT0278

1	CHECK DTC WITH ECM	
Perform diagnostic test mode II (self- diagnostic results) for engine control. Check ignition signal circuit condition.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Check ignition signal circuit for engine control. Refer to EC-451, "IGNITION SIGNAL".

2	CHECK INPUT SIGNAL (With CONSULT-II)															
<p>Ⓜ With CONSULT-II</p> <p>1. Start engine.</p> <p>2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th style="text-align: center;">SELECT SYSTEM</th></tr> <tr><td style="text-align: center;">A/T</td></tr> <tr><td style="text-align: center;">ENGINE</td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>			SELECT SYSTEM	A/T	ENGINE											
SELECT SYSTEM																
A/T																
ENGINE																
<p>3. Read out the value of "ENGINE SPEED". Check engine speed changes according to throttle position.</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><th colspan="2" style="text-align: center;">DATA MONITOR</th></tr> <tr><th style="text-align: center;">MONITORING</th><th style="text-align: center;"> </th></tr> <tr><td>ENGINE SPEED</td><td>XXX rpm</td></tr> <tr><td>TURBINE REV</td><td>XXX rpm</td></tr> <tr><td>OVERDRIVE SW</td><td>ON</td></tr> <tr><td>PN POSI SW</td><td>OFF</td></tr> <tr><td>R POSITION SW</td><td>OFF</td></tr> </table>			DATA MONITOR		MONITORING		ENGINE SPEED	XXX rpm	TURBINE REV	XXX rpm	OVERDRIVE SW	ON	PN POSI SW	OFF	R POSITION SW	OFF
DATA MONITOR																
MONITORING																
ENGINE SPEED	XXX rpm															
TURBINE REV	XXX rpm															
OVERDRIVE SW	ON															
PN POSI SW	OFF															
R POSITION SW	OFF															
OK or NG																
OK	▶	GO TO 4.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM and ECM ● Resistor and ignition coil <p>Refer to EC-451, "IGNITION SIGNAL".</p>														

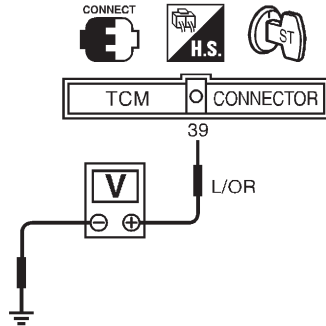
SAT014K

SAT645J

DTC P0725 ENGINE SPEED SIGNAL

EURO-OB

Diagnostic Procedure (Cont'd)

3	CHECK INPUT SIGNAL (Without CONSULT-II)	
<p>⊗ Without CONSULT-II</p> <p>1. Start engine.</p> <p>2. Check voltage between TCM terminal 39 and ground.</p> <p style="color: blue;">Voltage (Idle speed):</p> <p style="color: blue;">Refer to EC-489, "Idle Speed and Ignition Timing".</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT424JC</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM and ECM ● Resistor and ignition coil <p>Refer to EC-451, "IGNITION SIGNAL".</p>

4	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-198.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection.</p> <p>2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

DTC P0731 A/T 1ST GEAR FUNCTION

EURO-OBD

Description

Description

NJAT0279


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into first gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0279S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less	
12	L/Y	Shift solenoid valve B	When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage	
			When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less	

ON BOARD DIAGNOSTIC LOGIC

NJAT0279S02

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (1st) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when either shift solenoid valve A is stuck open or shift solenoid valve B is stuck open.



Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck open	2*	2	3	3
In case of gear position with shift solenoid valve B stuck open	4*	3	3	4

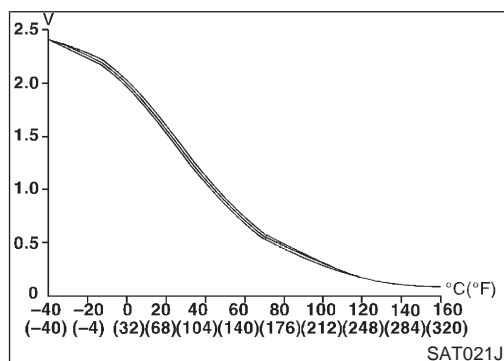
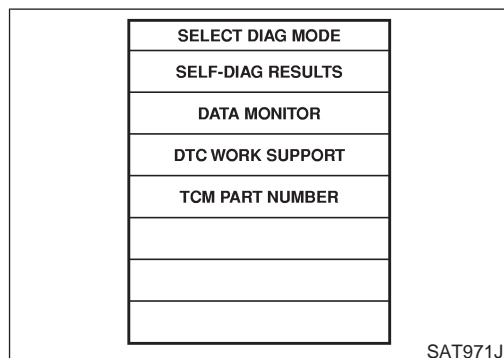
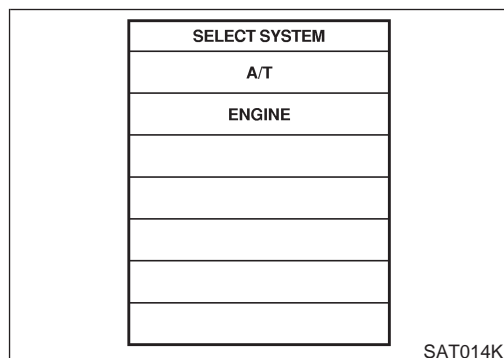
*: P0731 is detected.

DTC P0731 A/T 1ST GEAR FUNCTION

EURO-OB

Description (Cont'd)

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : A/T 1ST GR FNCTN	A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit
 : P0731		



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0279S03

CAUTION:

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

NOTE:

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of 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) Make sure that output voltage of A/T fluid temperature sensor is within the range below.

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select “1ST GR FNCTN P0731” of “DTC WORK SUPPORT” mode for “A/T” with CONSULT-II and touch “START”.
- 4) Accelerate vehicle to 20 to 25 km/h (12 to 16 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 1.0/8 (at all times during step 4)

Selector lever: D position (OD “ON”)

- Check that “GEAR” shows “2” after releasing pedal.
- 5) Depress accelerator pedal to WOT (more than 7.0/8 of “THROTTLE POSI”) quickly from a speed of 20 to 25 km/h (12 to 16 MPH) until “TESTING” changes to “STOP VEHICLE” or “COMPLETED”. (It will take approximately 3 seconds.)

If the check result NG appears on CONSULT-II screen, go to “DIAGNOSTIC PROCEDURE”, AT-206.

If “STOP VEHICLE” appears on CONSULT-II screen, go to the following step.

- Check that “GEAR” shows “1” when depressing accelerator pedal to WOT.
- If “TESTING” does not appear on CONSULT-II for a long time, select “SELF-DIAGNOSIS” for “ENGINE”. In case a

DTC P0731 A/T 1ST GEAR FUNCTION

EURO-OBD

Description (Cont'd)

1st trip DTC other than P0731 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".

- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0731 exists.	2 → 2 → 3 → 3
	4 → 3 → 3 → 4

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-206.
Refer to shift schedule, AT-449.



With GST

Follow the procedure "With CONSULT-II".

DTC P0731 A/T 1ST GEAR FUNCTION

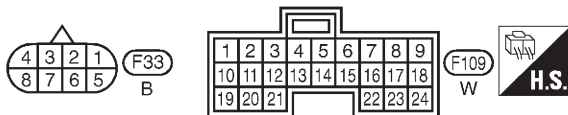
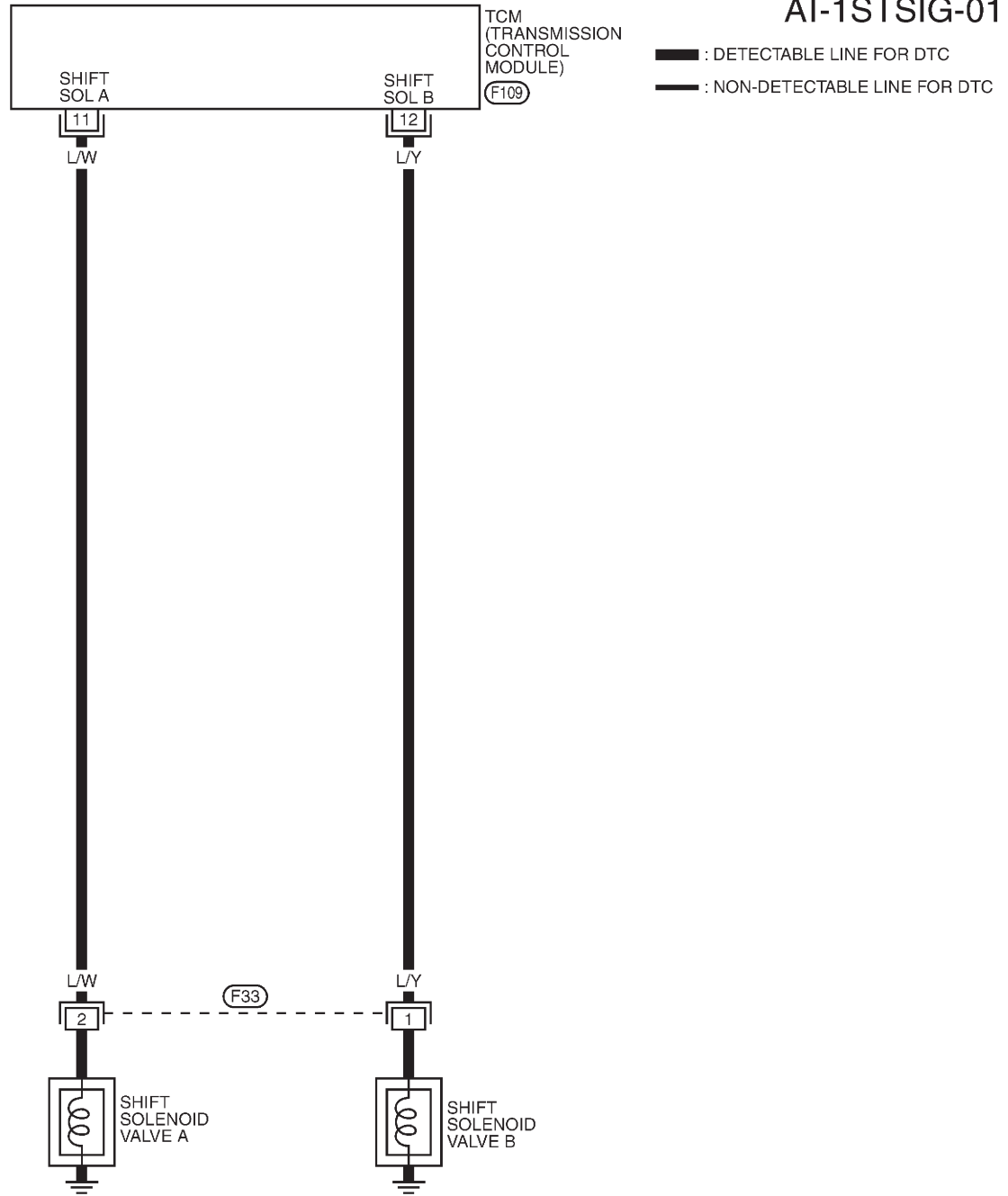
EURO-OBD

Wiring Diagram — AT — 1ST

Wiring Diagram — AT — 1ST

NJAT0280

AT-1STSIG-01



YAT235

Diagnostic Procedure

NJAT0281

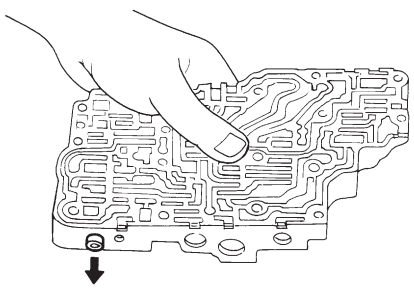
1	CHECK SHIFT SOLENOID VALVE	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check shift solenoid valve operation.</p> <ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B <p>Refer to "Component Inspection", AT-207.</p> <div style="text-align: center; margin: 10px 0;"> </div> <p style="text-align: center; margin-top: 10px;">OK or NG</p>
OK	▶	GO TO 2.
NG	▶	Repair or replace shift solenoid valve assembly.

SAT881JB

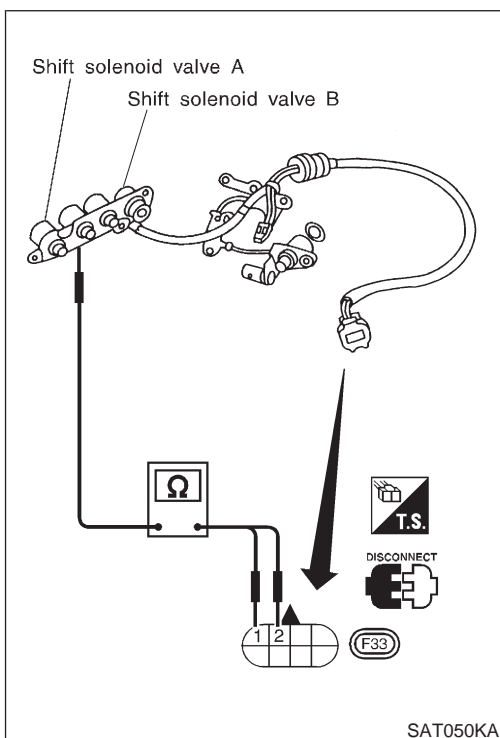
DTC P0731 A/T 1ST GEAR FUNCTION

EURO-OB

Diagnostic Procedure (Cont'd)

2	CHECK CONTROL VALVE
<p>1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-375.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. 	
	
SAT367H	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Repair control valve assembly.

3	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-203.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Check control valve again. Repair or replace control valve assembly.



Component Inspection SHIFT SOLENOID VALVE A AND B

NJAT0282

NJAT0282S01

- For removal, refer to AT-343.

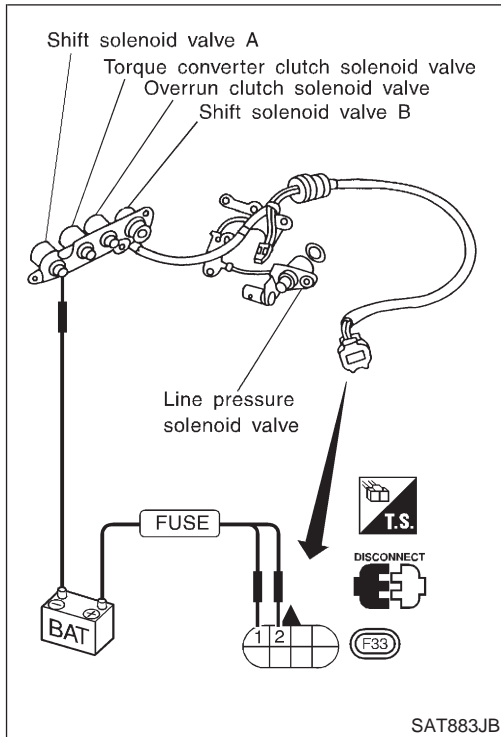
Resistance Check

NJAT0282S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω
Shift solenoid valve B	1		5 - 20Ω

Component Inspection (Cont'd)



Operation Check

NJAT0282S0102

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

DTC P0732 A/T 2ND GEAR FUNCTION

EURO-OBD

Description

Description

NJAT0283


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into second gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0283S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage
			When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less	

ON BOARD DIAGNOSTIC LOGIC

NJAT0283S02

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = A x C/B

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (2nd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck open.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck open	4	3*	3	4

*: P0732 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : A/T 2ND GR FNCTN (P) : P0732	A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve B ● Each clutch ● Hydraulic control circuit

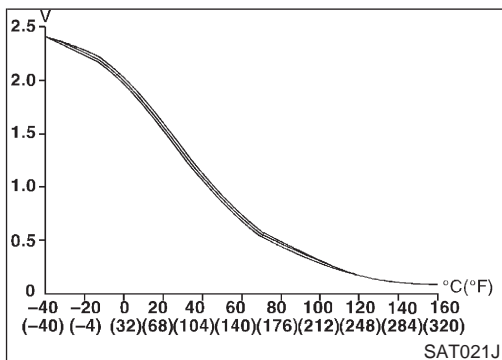
Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0283S03

CAUTION:

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

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of 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) Make sure that output voltage of A/T fluid temperature sensor is within the range below.
FLUID TEMP SEN: 0.4 - 1.5V
 If out of range, drive the vehicle to decrease the voltage (warm up the fluid) or stop engine to increase the voltage (cool down the fluid).
- 3) Select "2ND GR FNCTN P0732" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
- 4) Accelerate vehicle to 50 to 55 km/h (31 to 34 MPH) under the following condition and release the accelerator pedal completely.
THROTTLE POSI: Less than 1.0/8 (at all times during step 4)
Selector lever: D position (OD "ON")
 - Check that "GEAR" shows "3" or "4" after releasing pedal.
- 5) Depress accelerator pedal to WOT (more than 7.0/8 of "THROTTLE POSI") quickly from a speed of 50 to 55 km/h (31 to 34 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)
 If the check result NG appears on CONSULT-II screen, go to "DIAGNOSTIC PROCEDURE", AT-213.
 If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.
 - Check that "GEAR" shows "2" when depressing accelerator pedal to WOT.
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS" for "ENGINE". In case a 1st trip DTC other than P0732 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
- 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0732 exists.	4 → 3 → 3 → 4

DTC P0732 A/T 2ND GEAR FUNCTION

EURO-OB

Description (Cont'd)

-
- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-213.
Refer to shift schedule, AT-449.



With GST

Follow the procedure "With CONSULT-II".

DTC P0732 A/T 2ND GEAR FUNCTION

EURO-OBD

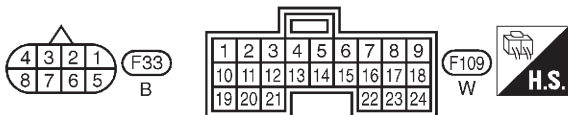
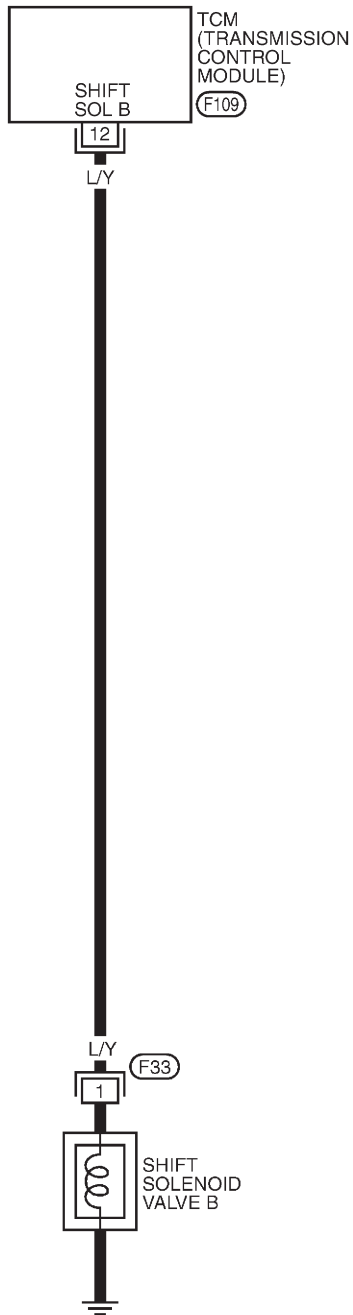
Wiring Diagram — AT — 2ND

Wiring Diagram — AT — 2ND

NJAT0284

AT-2NDSIG-01

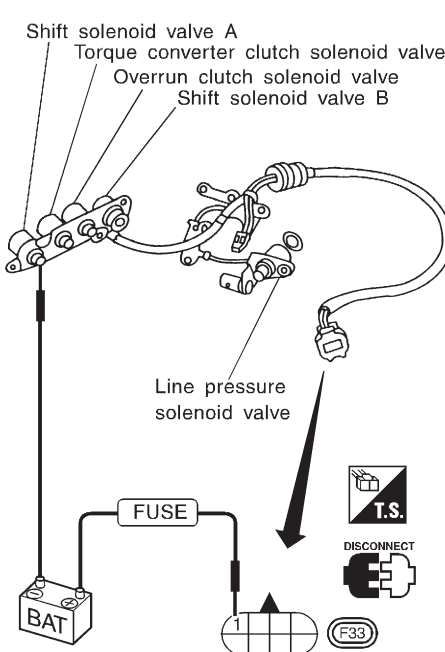
— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC

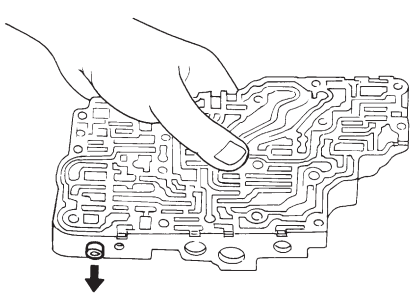


YAT236

Diagnostic Procedure

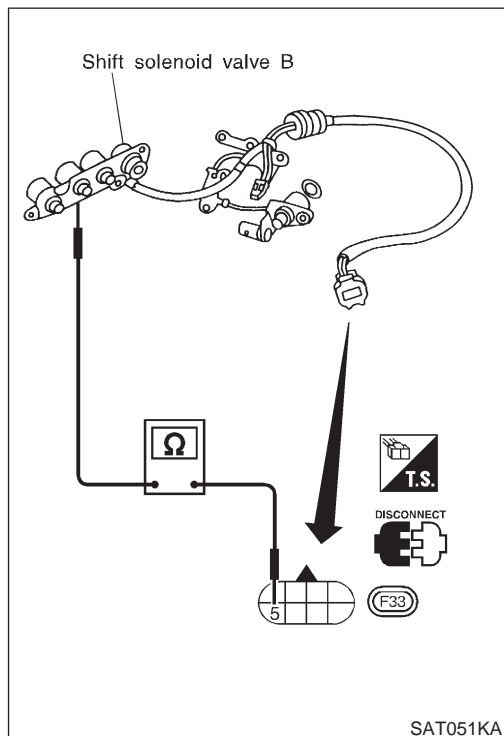
NJAT0285

1	CHECK SHIFT SOLENOID VALVE	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check shift solenoid valve operation.</p> <ul style="list-style-type: none"> ● Shift solenoid valve B <p>Refer to "Component Inspection", AT-214.</p> <div style="text-align: center;">  <p style="text-align: center;">OK or NG</p> </div>	SAT884JB
OK	▶	GO TO 2.	
NG	▶	Repair or replace shift solenoid valve assembly.	

2	CHECK CONTROL VALVE	<p>1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-375.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. <div style="text-align: center;">  <p style="text-align: center;">OK or NG</p> </div>	SAT367H
OK	▶	GO TO 3.	
NG	▶	Repair control valve assembly.	

Diagnostic Procedure (Cont'd)

3	CHECK DTC		
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-210.			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	Check control valve again. Repair or replace control valve assembly.	



Component Inspection

SHIFT SOLENOID VALVE B

NJAT0286

NJAT0286S01

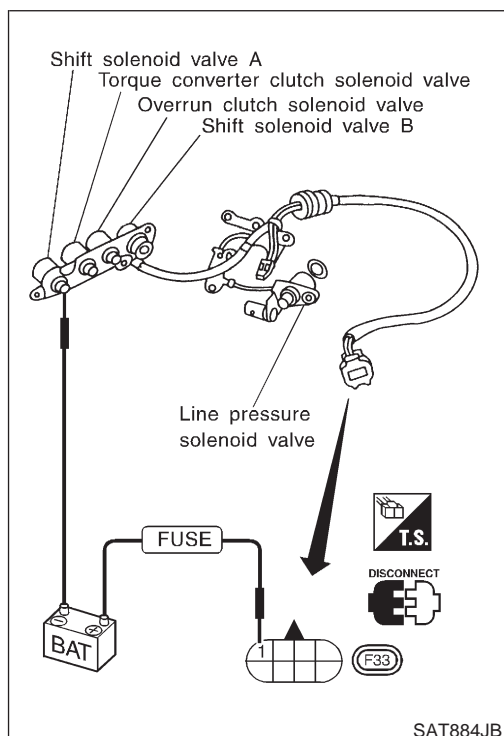
- For removal, refer to AT-343.

Resistance Check

NJAT0286S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	1	Ground	5 - 20Ω



Operation Check

NJAT0286S0102

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

DTC P0733 A/T 3RD GEAR FUNCTION

EURO-OBD

Description

Description

NJAT0287


- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into third gear position as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning servo piston or brake band, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0287S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
			When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less	

ON BOARD DIAGNOSTIC LOGIC

NJAT0287S02

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

$$\text{Torque converter slip ratio} = A \times C/B$$

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM

C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is higher than the position (3rd) supposed by TCM, the slip ratio will be more than normal. In case the ratio exceeds the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve A is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck closed	1	1	4*	4

*: P0733 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : A/T 3RD GR FNCTN (SST) : P0733	A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Each clutch ● Hydraulic control circuit

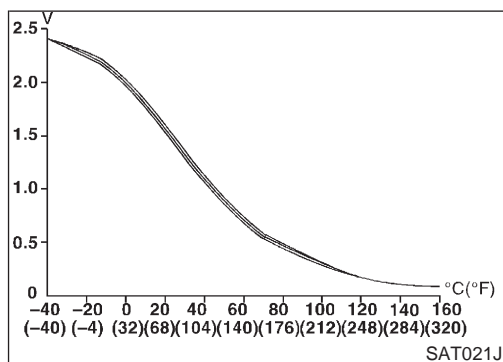
Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0287S03

CAUTION:

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

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of 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) Make sure that output voltage of A/T fluid temperature sensor is within the range below.
- 3) Select "3RD GR FNCTN P0733" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
- 4) Accelerate vehicle to 70 to 85 km/h (43 to 53 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 1.0/8 (at all times during step 4)

Selector lever: D position (OD "ON")

- Check that "GEAR" shows "4" after releasing pedal.
- 5) Depress accelerator pedal steadily with 3.5/8 - 4.5/8 of "THROTTLE POSI" from a speed of 70 to 85 km/h (43 to 53 MPH) until "TESTING" changes to "STOP VEHICLE" or "COMPLETED". (It will take approximately 3 seconds.)
If the check result NG appears on CONSULT-II screen, go to "DIAGNOSTIC PROCEDURE", AT-219.
If "STOP VEHICLE" appears on CONSULT-II screen, go to following step.
 - Check that "GEAR" shows "3" when depressing accelerator pedal with 3.5/8 - 4.5/8 of "THROTTLE POSI".
 - If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAGNOSIS" for "ENGINE". In case a 1st trip DTC other than P0733 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".
- 6) Stop vehicle.
 - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists.	1 → 2 → 3 → 4
Malfunction for P0733 exists.	1 → 1 → 4 → 4

DTC P0733 A/T 3RD GEAR FUNCTION

EURO-OBD

Description (Cont'd)

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-219.
Refer to shift schedule, AT-449.



With GST

Follow the procedure "With CONSULT-II".

DTC P0733 A/T 3RD GEAR FUNCTION

EURO-OBD

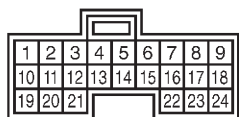
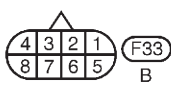
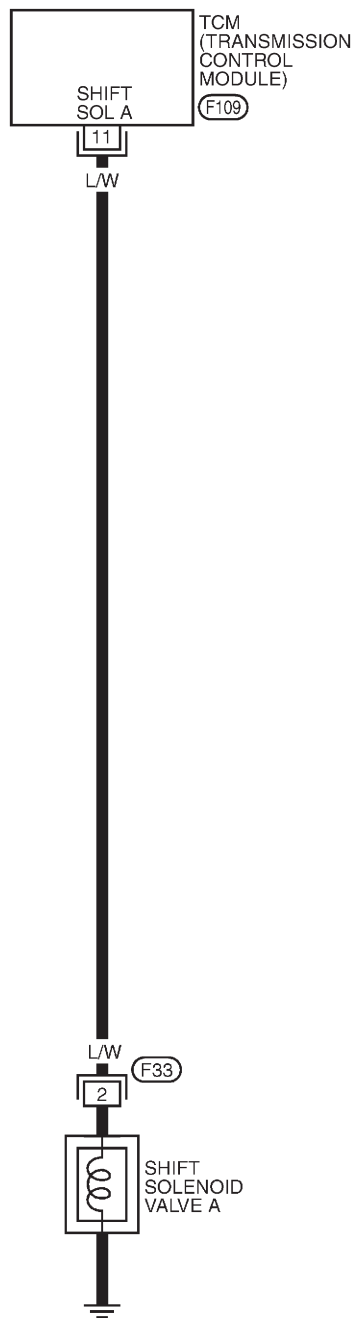
Wiring Diagram — AT — 3RD

Wiring Diagram — AT — 3RD

NJAT0288

AT-3RDSIG-01

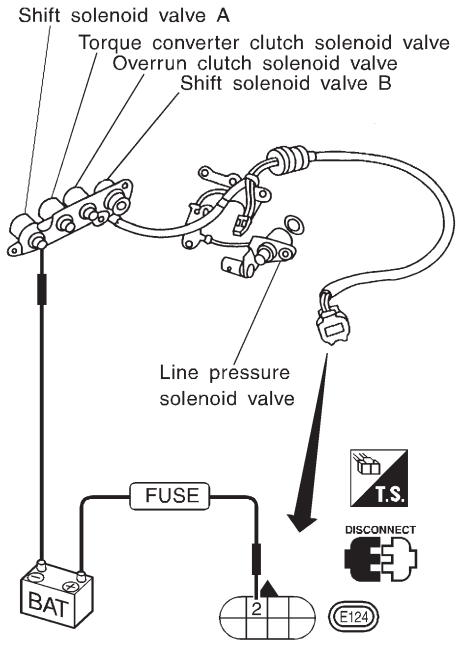
— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC



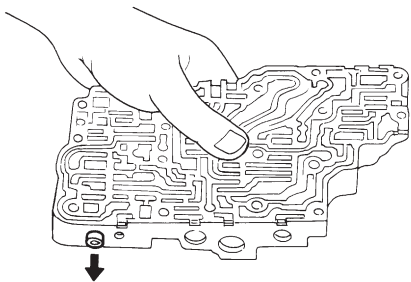
YAT237

Diagnostic Procedure

NJAT0289

1	CHECK SHIFT SOLENOID VALVE	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check shift solenoid valve operation.</p> <ul style="list-style-type: none"> ● Shift solenoid valve A <p>Refer to "Component Inspection" below.</p> <div style="text-align: center;">  </div> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 2.	
NG	▶	Repair or replace shift solenoid valve assembly.	

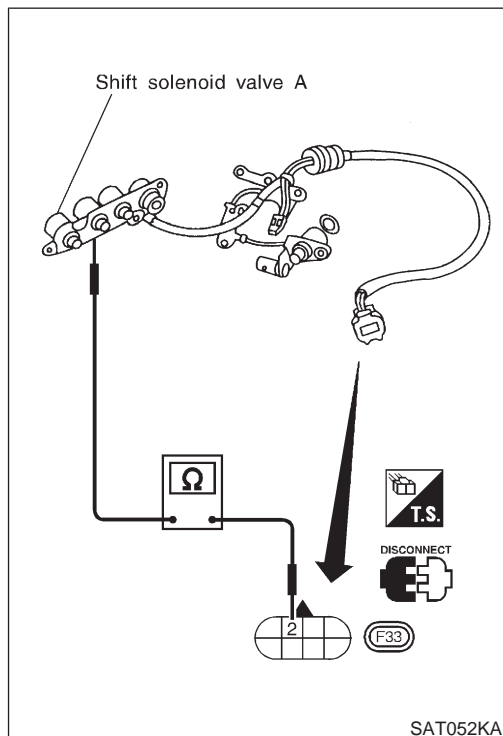
SAT886JA

2	CHECK CONTROL VALVE	<p>1. Disassemble control valve assembly. Refer to "Control Valve Assembly", AT-375.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. <div style="text-align: center;">  </div> <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 3.	
NG	▶	Repair control valve assembly.	

SAT367H

Diagnostic Procedure (Cont'd)

3	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-216.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Check control valve again. Repair or replace control valve assembly.



Component Inspection SHIFT SOLENOID VALVE A

NJAT0290

NJAT0290S01

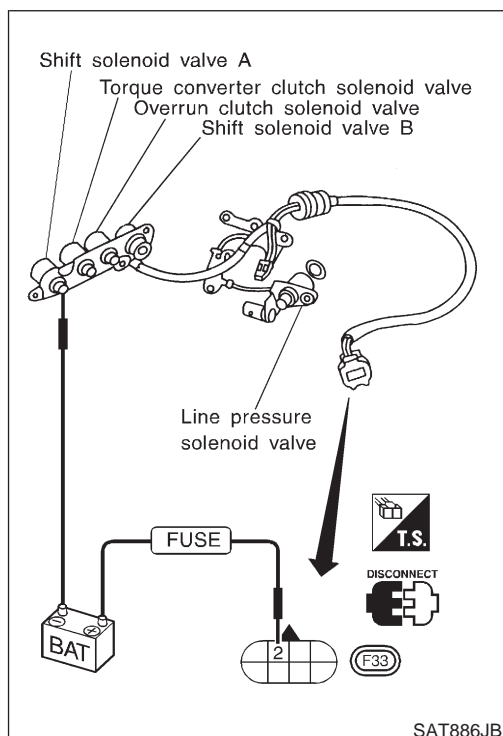
- For removal, refer to AT-343.

Resistance Check

NJAT0290S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω



Operation Check

NJAT0290S0102

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

Description

NJAT0291

- This is an OBD-II self-diagnostic item and not available in TCM self-diagnosis.
- This malfunction will not be detected while the O/D OFF indicator lamp is indicating another self-diagnosis malfunction.
- This malfunction is detected when the A/T does not shift into fourth gear position or the torque converter clutch does not lock up as instructed by the TCM. This is not caused by electrical malfunction (circuits open or shorted) but by mechanical malfunction such as control valve sticking, improper solenoid valve operation, malfunctioning oil pump or torque converter clutch, etc.

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0291S01









Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓ Large throttle opening (High line pressure)	↓ Approximately 95%

TCM TERMINALS AND REFERENCE VALUE

NJAT0291S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	R/W	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	P/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less

DTC P0734 A/T 4TH GEAR FUNCTION

EURO-OBD

Description (Cont'd)

ON BOARD DIAGNOSTIC LOGIC

NJAT0291S03

This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:

Torque converter slip ratio = $A \times C/B$

A: Output shaft revolution signal from revolution sensor

B: Engine speed signal from ECM



C: Gear ratio determined as gear position which TCM supposes

If the actual gear position is much lower than the position (4th) supposed by TCM, the slip ratio will be much less than normal. In case the ratio does not reach the specified value, TCM judges this diagnosis malfunction.

This malfunction will be caused when shift solenoid valve B is stuck closed.

Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	1*

*: P0734 is detected.

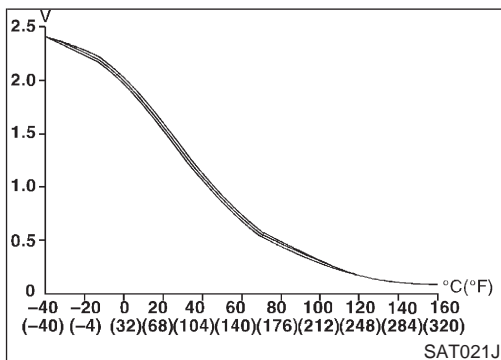
Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : A/T 4TH GR FNCTN  : P0734	A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	<ul style="list-style-type: none"> ● Shift solenoid valve A ● Shift solenoid valve B ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0291S04

CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this “DTC CONFIRMATION PROCEDURE” again, always turn ignition switch “OFF” and wait at least 5 seconds before continuing.
- Be careful not to rev engine into the red zone on the tachometer.

NOTE:

If “DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE” has been previously conducted, always turn ignition switch “OFF” and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

Always drive vehicle on a level road to improve the accuracy of 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) Make sure that output voltage of A/T fluid temperature sensor is within the range below.

FLUID TEMP SEN: 0.4 - 1.5V

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

- 3) Select “4TH GR FNCTN P0734” of “DTC WORK SUPPORT” mode for “A/T” with CONSULT-II and touch “START”.
- 4) Accelerate vehicle to 45 to 55 km/h (28 to 34 MPH) under the following condition and release the accelerator pedal completely.

THROTTLE POSI: Less than 5.5/8 (at all times during step 4)

Selector lever: D position (OD “ON”)

- Check that “GEAR” shows “3” after releasing pedal.
- 5) Depress accelerator pedal steadily with 1.0/8 - 2.0/8 of “THROTTLE POSI” from a speed of 45 to 55 km/h (28 to 34 MPH) until “TESTING” has turned to “STOP VEHICLE” or “COMPLETED”. (It will take approximately 3 seconds.)
If the check result NG appears on CONSULT-II screen, go to “DIAGNOSTIC PROCEDURE”, AT-226.
If “STOP VEHICLE” appears on CONSULT-II screen, go to following step.
 - Check that “GEAR” shows “4” when depressing accelerator pedal with 1.0/8 - 2.0/8 of “THROTTLE POSI”.
 - If “TESTING” does not appear on CONSULT-II for a long time, select “SELF-DIAGNOSIS” for “ENGINE”. In case a 1st trip DTC other than P0734 is shown, refer to applicable “TROUBLE DIAGNOSIS FOR DTC”.
- 6) Stop vehicle.
 - 7) Follow the instruction displayed. (Check for normal shifting referring to the table below.)

DTC P0734 A/T 4TH GEAR FUNCTION

EURO-OBD

Description (Cont'd)

Vehicle condition	Gear on actual transmission shift pattern when screen is changed to 1 → 2 → 3 → 4
No malfunction exists	1 → 2 → 3 → 4
Malfunction for P0734 exists.	1 → 2 → 2 → 1

- 8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-226.
Refer to shift schedule, AT-449.



With GST

Follow the procedure "With CONSULT-II".

DTC P0734 A/T 4TH GEAR FUNCTION

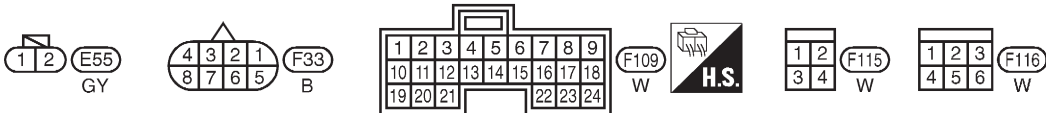
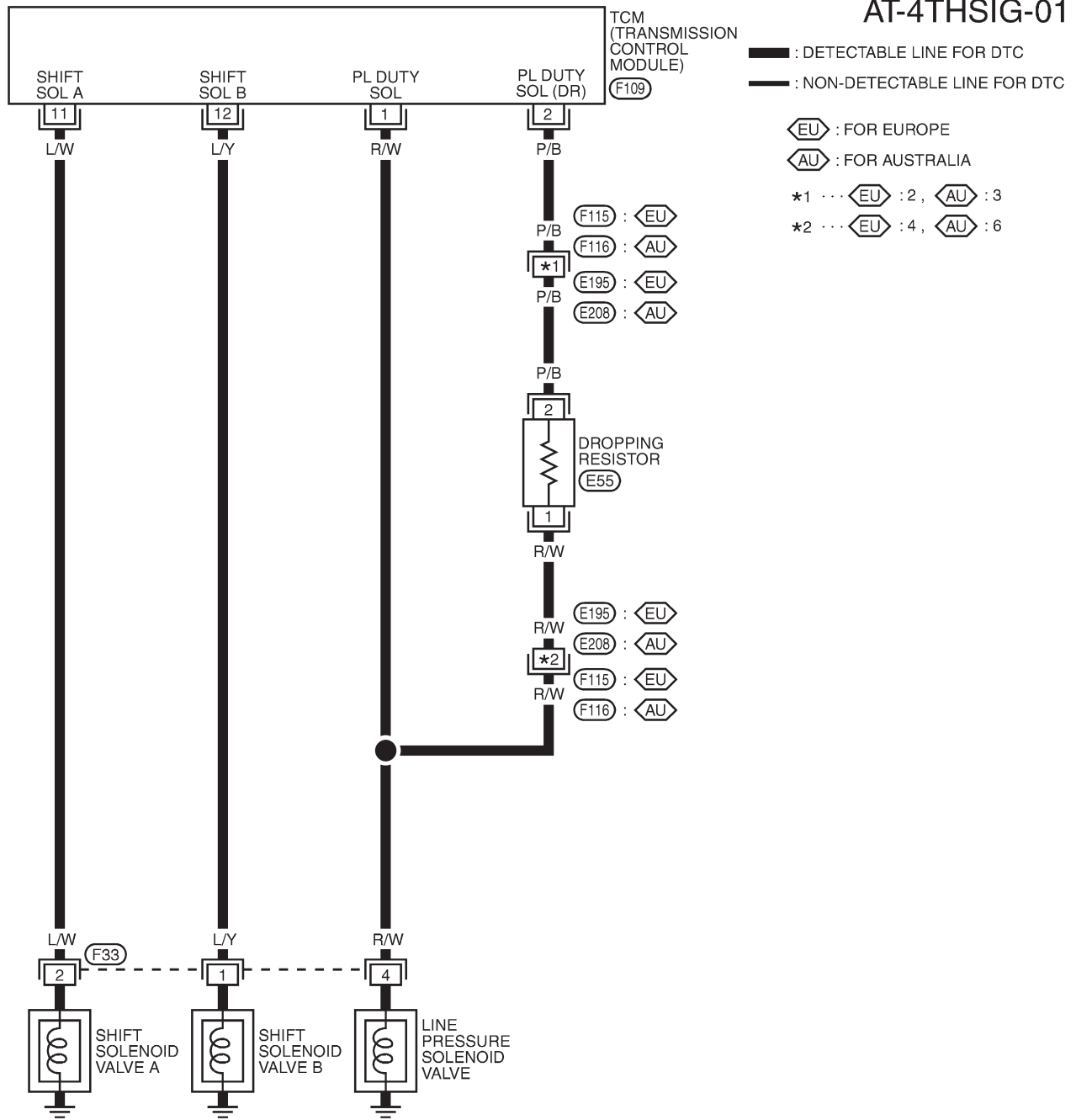
EURO-OBDD

Wiring Diagram — AT — 4TH

Wiring Diagram — AT — 4TH

NJAT0292

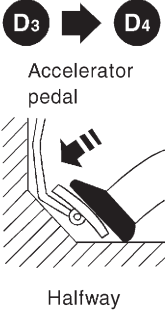
AT-4THSIG-01



YAT238

Diagnostic Procedure

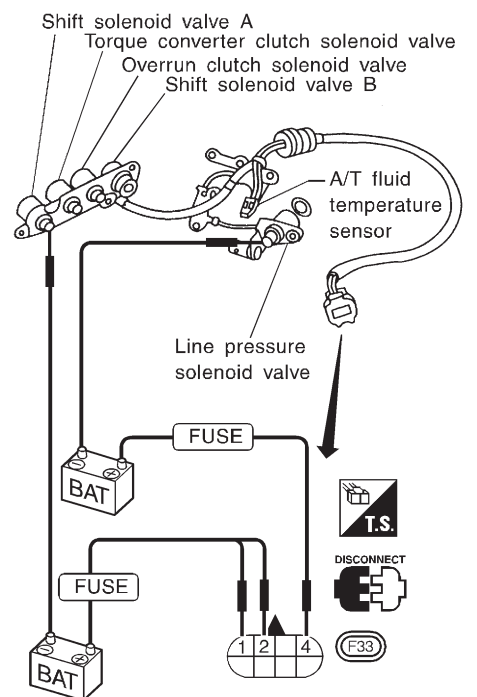
NJAT0293

1	CHECK SHIFT UP (D₃ TO D₄)		
During "Cruise test — Part 1" (AT-93), does A/T shift from D ₃ to D ₄ at the specified speed?			
			
Yes or No			
Yes	▶	GO TO 9.	
No	▶	GO TO 2.	

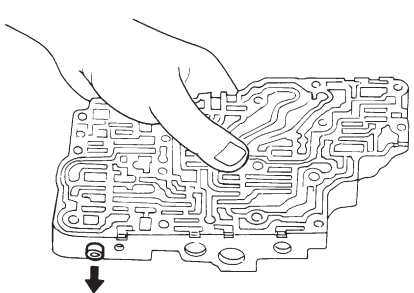
SAT988H

2	CHECK LINE PRESSURE													
Perform line pressure test. Refer to AT-82.														
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left;">Engine speed rpm</th> <th colspan="2" style="text-align: center;">Line pressure kPa (bar, kg/cm², psi)</th> </tr> <tr> <th style="text-align: center;">D, 2 and 1 positions</th> <th style="text-align: center;">R position</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Idle</td> <td style="text-align: center;">500 (5.00, 5.1, 73)</td> <td style="text-align: center;">778 (7.75, 7.9, 112)</td> </tr> <tr> <td style="text-align: center;">Stall</td> <td style="text-align: center;">1,170 (11.70, 11.9, 170)</td> <td style="text-align: center;">1,820 (18.20, 18.5, 264)</td> </tr> </tbody> </table>				Engine speed rpm	Line pressure kPa (bar, kg/cm ² , psi)		D, 2 and 1 positions	R position	Idle	500 (5.00, 5.1, 73)	778 (7.75, 7.9, 112)	Stall	1,170 (11.70, 11.9, 170)	1,820 (18.20, 18.5, 264)
Engine speed rpm	Line pressure kPa (bar, kg/cm ² , psi)													
	D, 2 and 1 positions	R position												
Idle	500 (5.00, 5.1, 73)	778 (7.75, 7.9, 112)												
Stall	1,170 (11.70, 11.9, 170)	1,820 (18.20, 18.5, 264)												
OK or NG														
OK	▶	GO TO 3.												
NG	▶	GO TO 6.												

MTBL0507

3	CHECK SOLENOID VALVES
<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Refer to "Component Inspection", AT-230.</p>	
	
OK or NG	
OK	▶ GO TO 4.
NG	▶ Replace solenoid valve assembly.

SAT847JB

4	CHECK CONTROL VALVE
<p>1. Disassemble control valve assembly. Refer to AT-375.</p> <p>2. Check to ensure that:</p> <ul style="list-style-type: none"> ● Valve, sleeve and plug slide along valve bore under their own weight. ● Valve, sleeve and plug are free from burrs, dents and scratches. ● Control valve springs are free from damage, deformation and fatigue. ● Hydraulic line is free from obstacles. 	
	
OK or NG	
OK	▶ GO TO 5.
NG	▶ Repair control valve.

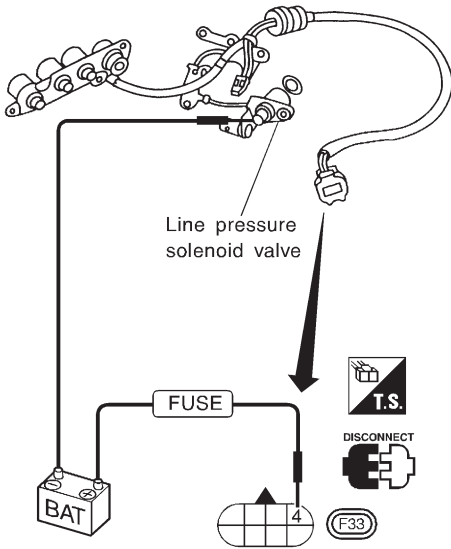
SAT367H

DTC P0734 A/T 4TH GEAR FUNCTION

EURO-OBDD

Diagnostic Procedure (Cont'd)

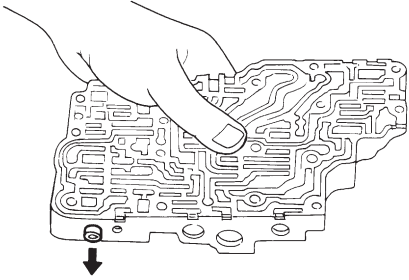
5	CHECK SHIFT UP (D₃ TO D₄)
Does A/T shift from D ₃ to D ₄ at the specified speed?	
OK or NG	
OK	▶ GO TO 9.
NG	▶ Check control valve again. Repair or replace control valve assembly.

6	CHECK LINE PRESSURE SOLENOID VALVE
1. Remove control valve assembly. Refer to AT-343.	
2. Refer to "Component Inspection", AT-230.	
	
SAT888JA	
OK or NG	
OK	▶ GO TO 7.
NG	▶ Replace solenoid valve assembly.

DTC P0734 A/T 4TH GEAR FUNCTION

EURO-OBD

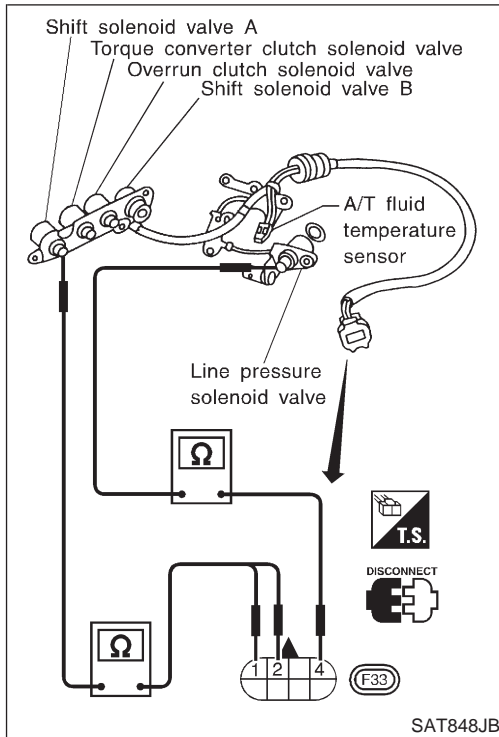
Diagnostic Procedure (Cont'd)

7	CHECK CONTROL VALVE
<p>1. Disassemble control valve assembly. Refer to AT-375.</p> <p>2. Check line pressure circuit valves for sticking.</p> <ul style="list-style-type: none">● Pressure regulator valve● Pilot valve● Pressure modifier valve	
	
SAT367H	
OK or NG	
OK	▶ GO TO 8.
NG	▶ Repair control valve.

8	CHECK SHIFT UP (D ₃ TO D ₄)
Does A/T shift from D ₃ to D ₄ at the specified speed?	
Yes or No	
Yes	▶ GO TO 9.
No	▶ Check control valve again. Repair or replace control valve assembly.

9	CHECK DTC
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-223.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ Perform "Cruise test — Part 1" again and return to the start point of this test group.

Component Inspection



Component Inspection

=NJAT0294

SOLENOID VALVES

NJAT0294S01

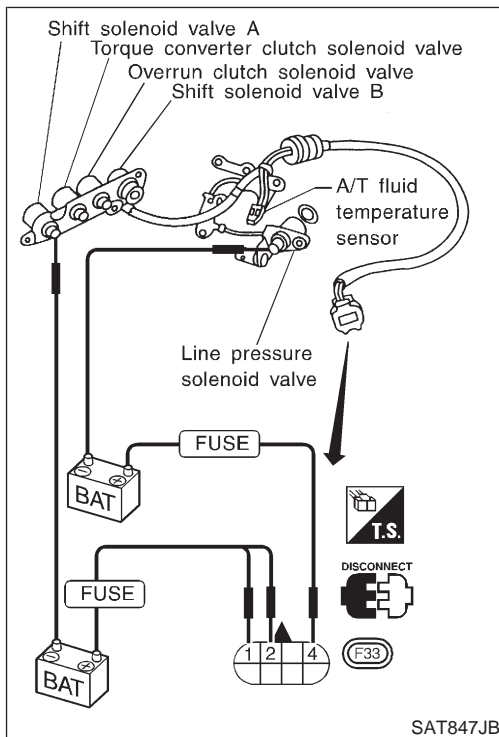
- For removal, refer to AT-343.

Resistance Check

NJAT0294S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω
Shift solenoid valve B	1		5 - 20Ω
Line pressure solenoid valve	4		2.5 - 5Ω



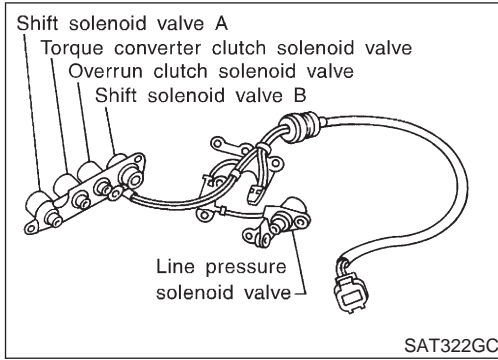
Operation Check

NJAT0294S0102

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

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OBDD
Description



Description

The torque converter clutch solenoid valve is activated, with the gear in "D₄", by the TCM in response to signals sent from the vehicle speed and throttle position sensors. Lock-up 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 2/8) 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 IN DATA MONITOR MODE

Remarks: Specification data are reference values.

NJAT0295S01

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up "OFF"	Approximately 4%
	↓	↓
	Lock-up "ON"	Approximately 94%

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values.

NJAT0295S02

Terminal No.	Wire color	Item	Condition	Judgement standard	
3	GY/R	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0295S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P : TCC SOLENOID/CIRC SST : P0740	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● T/C clutch solenoid valve

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OBD

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0295S04

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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".
- 2) Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II and wait at least 1 second.

With GST

Follow the procedure "With CONSULT-II".

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OBDD

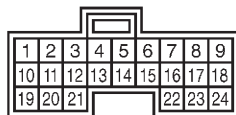
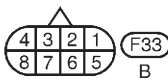
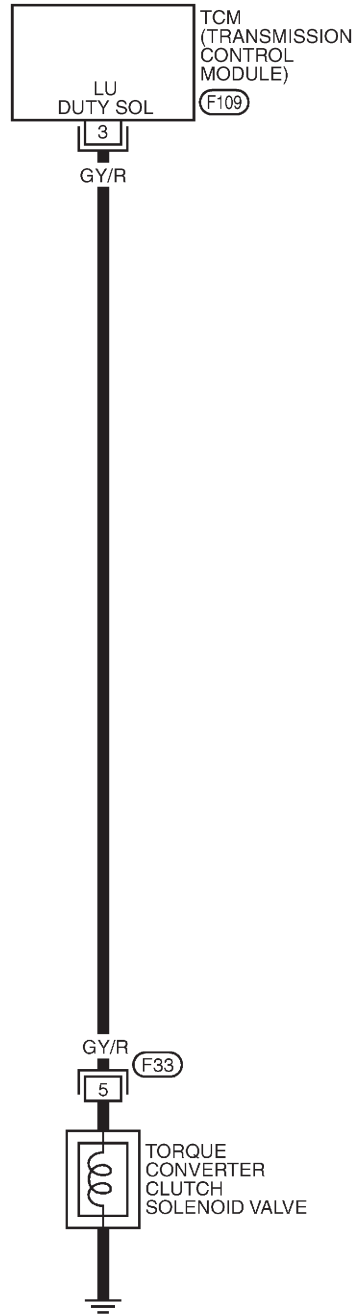
Wiring Diagram — AT — TCV

Wiring Diagram — AT — TCV

NJAT0296

AT-TCV-01

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



YAT239

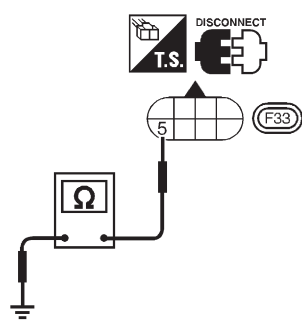
DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OB

Diagnostic Procedure

Diagnostic Procedure

NJAT0297

1	CHECK VALVE RESISTANCE
	<p>1. Turn ignition switch to "OFF" position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminal 5 and ground.</p> <p>Resistance: 5 - 20Ω</p> <div data-bbox="670 470 973 795"></div> <p style="text-align: center;">OK or NG</p>
OK	▶ GO TO 2.
NG	▶ <ol style="list-style-type: none">1. Remove oil pan. Refer to AT-343.2. Check the following items:<ul style="list-style-type: none">• Torque converter clutch solenoid valve Refer to "Component Inspection", AT-236.• Harness of terminal cord assembly for short or open

SAT889JB

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OBD

Diagnostic Procedure (Cont'd)

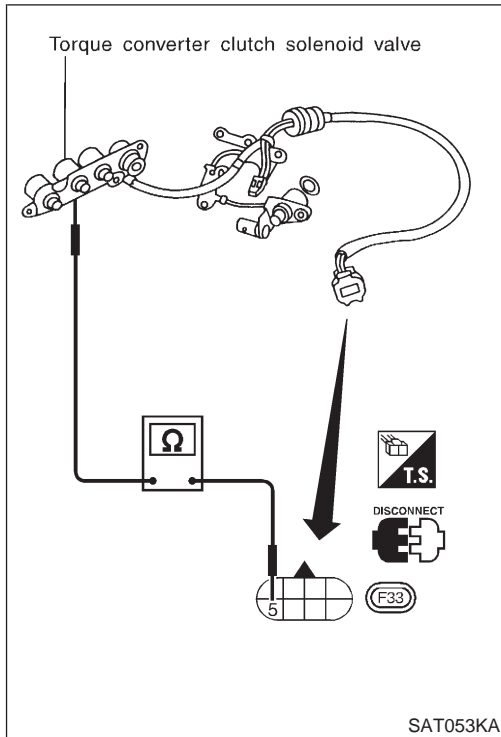
2	CHECK POWER SOURCE CIRCUIT
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 5 and TCM harness connector terminal 3. Continuity should exist.</p>	
SAT890JB	
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>	
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 DTC
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-232.</p>	
OK or NG	
OK	▶ INSPECTION END
NG	▶ <ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE

EURO-OBD

Component Inspection



Component Inspection

TORQUE CONVERTER CLUTCH SOLENOID VALVE

NJAT0298

NJAT0298S01

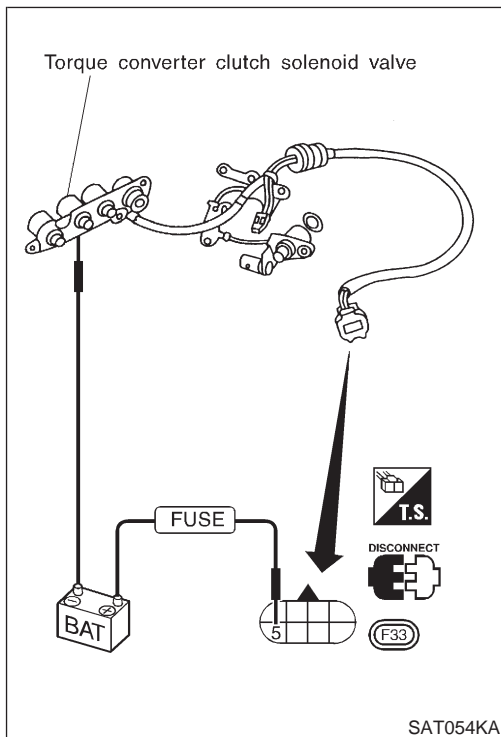
- For removal, refer to AT-343.

Resistance Check

NJAT0298S0101

- Check resistance between two terminals.

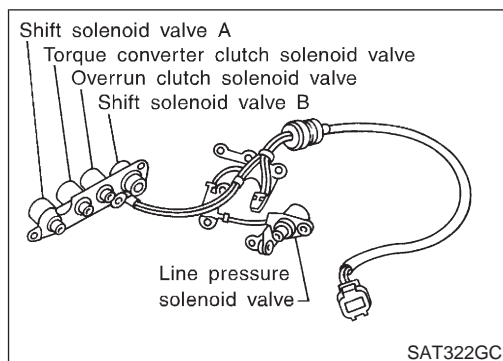
Solenoid valve	Terminal No.		Resistance (Approx.)
Torque converter clutch solenoid valve	5	Ground	5 - 20Ω



Operation Check

NJAT0298S0102

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



Description

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. NJAT0299

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

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0299S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Line pressure solenoid valve duty	Small throttle opening (Low line pressure)	Approximately 24%
	↓ Large throttle opening (High line pressure)	↓ Approximately 95%





NOTE:

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

TCM TERMINALS AND REFERENCE VALUE



NJAT0299S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
1	R/W	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 2.5V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less
2	P/B	Line pressure solenoid valve (with dropping resistor)		When releasing accelerator pedal after warming up engine.	5 - 14V
				When depressing accelerator pedal fully after warming up engine.	0.5V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0299S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : L/PRESS SOL/CIRC  : P0745	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> ● Harness or connectors (The solenoid circuit is open or shorted.) ● Line pressure solenoid valve

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0299S04

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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) Depress accelerator pedal completely and wait at least 1 second.

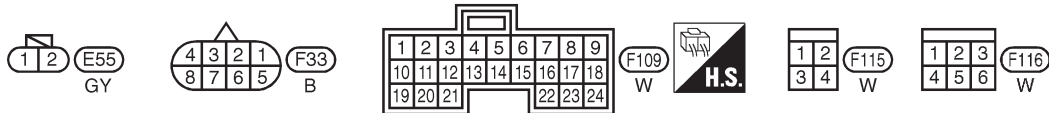
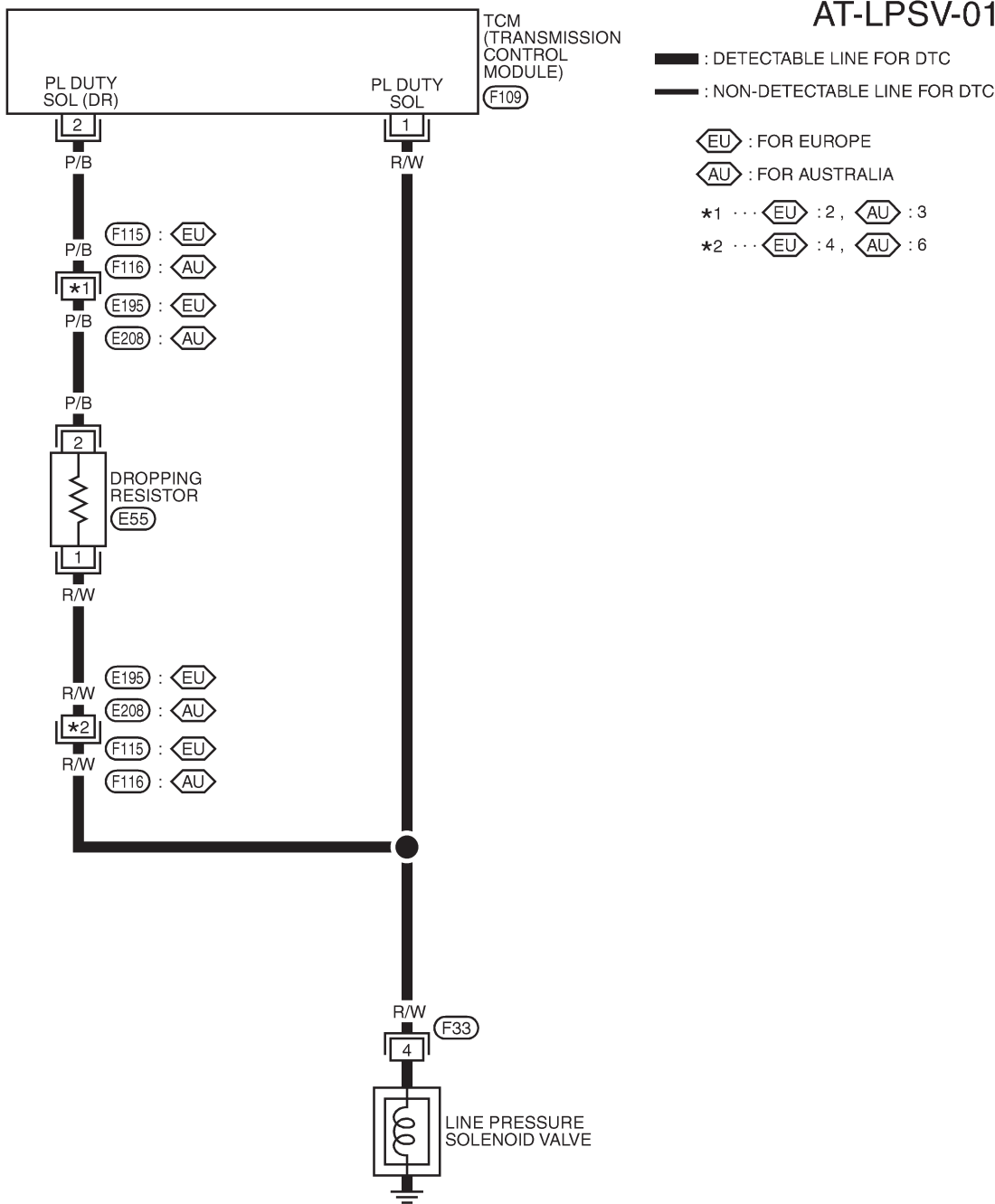
 **With GST**

Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — LPSV

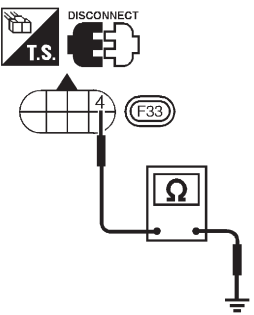
NJAT0300

AT-LPSV-01



Diagnostic Procedure

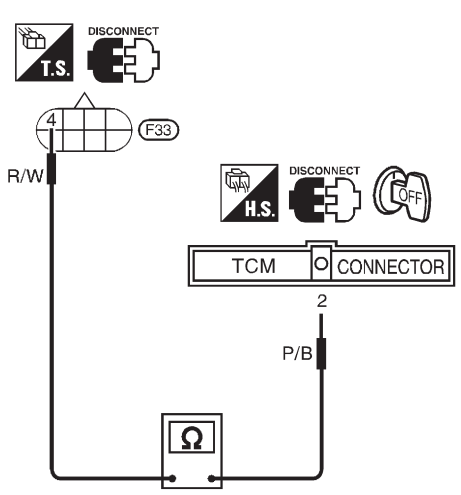
NJAT0301

1	CHECK VALVE RESISTANCE	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 4 and ground.</p> <p style="color: blue;">Resistance: 2.5 - 5Ω</p> <div style="text-align: center;">  <p>The diagram illustrates the test setup. At the top, there is a 'T.S.' (Terminal Cord Assembly) connector and a 'DISCONNECT' symbol. Below it, a terminal cord assembly is shown with terminal 4. A fuse labeled 'F33' is connected to terminal 4. A multimeter is connected between terminal 4 and ground.</p> </div> <p style="text-align: right;"><small>SAT895JB</small></p>
OK or NG		
OK	▶	GO TO 2.
NG	▶	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Line pressure solenoid valve Refer to "Component Inspection", AT-243. ● Harness of terminal cord assembly for short or open

DTC P0745 LINE PRESSURE SOLENOID VALVE

EURO-OB

Diagnostic Procedure (Cont'd)

2 CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check resistance between terminal 4 and TCM harness connector terminal 2.</p> <p>Resistance: 10 - 15Ω</p>  <p style="text-align: right;">SAT896JB</p>	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Check the following items: <ul style="list-style-type: none">• Dropping resistor Refer to "Component Inspection", AT-243.• Harness for short or open between TCM terminal 2 and terminal cord assembly (Main harness)

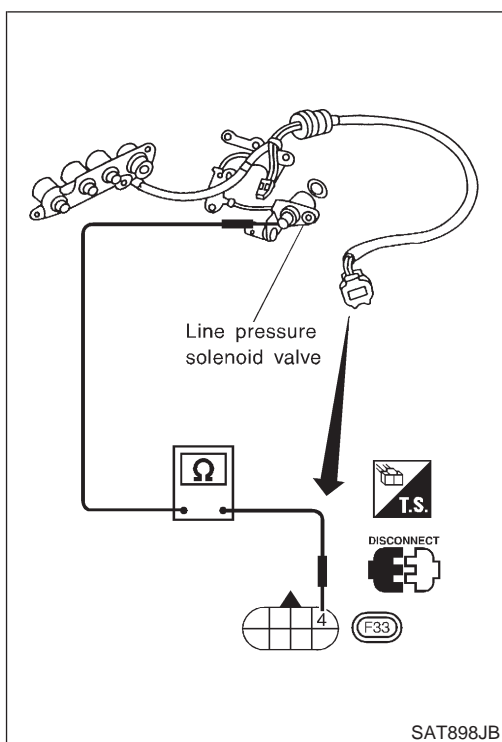
DTC P0745 LINE PRESSURE SOLENOID VALVE

EURO-OBD

Diagnostic Procedure (Cont'd)

3	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Check resistance between terminal 4 and TCM harness connector terminal 1. Resistance: Approx. 0Ω</p>		
SAT897JB		
<p>If OK, check harness for short to ground and short to power. 3. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-238.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.



Component Inspection

LINE PRESSURE SOLENOID VALVE

=NJAT0302

NJAT0302S01

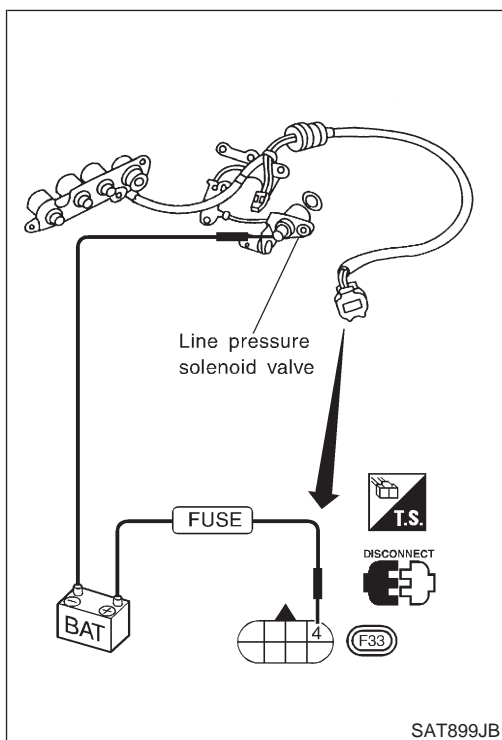
- For removal, refer to AT-343.

Resistance Check

NJAT0302S0101

- Check resistance between two terminals.

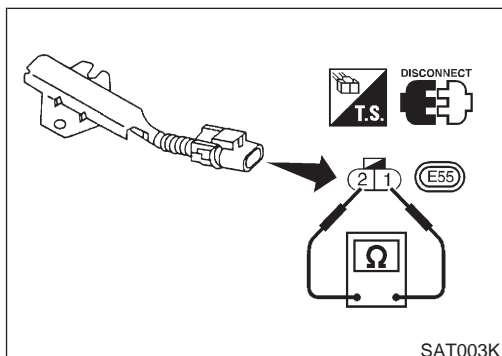
Solenoid valve	Terminal No.		Resistance (Approx.)
	1	2	
Line pressure solenoid valve	4	Ground	2.5 - 5Ω



Operation Check

NJAT0302S0102

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



DROPPING RESISTOR

NJAT0302S02

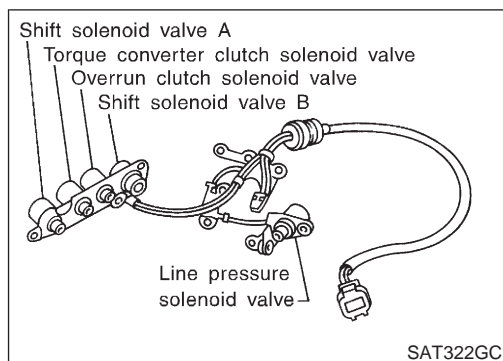
- Check resistance between two terminals.

Resistance:
10 - 15Ω

DTC P0750 SHIFT SOLENOID VALVE A

EURO-OBD

Description



Description

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position.


NJAT0303

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

NJAT0303S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard	
11	L/W	Shift solenoid valve A		When shift solenoid valve A operates. (When driving in "D ₁ " or "D ₄ ".)	Battery voltage
				When shift solenoid valve A does not operate. (When driving in "D ₂ " or "D ₃ ".)	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0303S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : SFT SOL A/CIRC (P) : P0750	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> Harness or connectors (The solenoid circuit is open or shorted.) Shift solenoid valve A

DTC P0750 SHIFT SOLENOID VALVE A

EURO-OB

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0303S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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) Start engine.
- 3) Drive vehicle in D position and allow the transmission to shift "1" → "2" ("GEAR").

With GST

Follow the procedure "With CONSULT-II".

DTC P0750 SHIFT SOLENOID VALVE A

EURO-OB

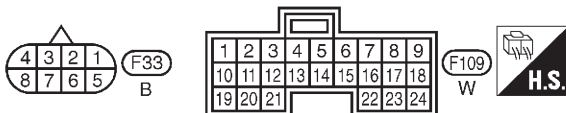
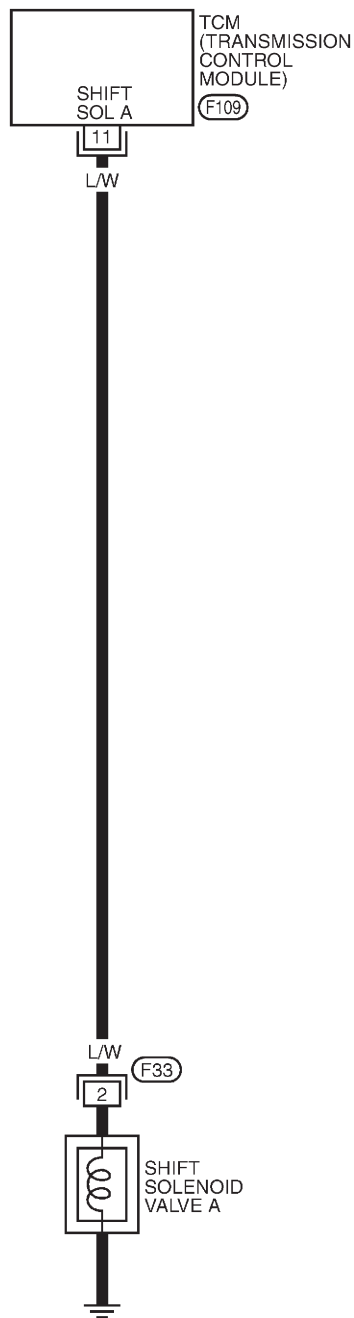
Wiring Diagram — AT — SSV/A

Wiring Diagram — AT — SSV/A

NJAT0304

AT-SSV/A-01

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



YAT241

DTC P0750 SHIFT SOLENOID VALVE A

EURO-OBd

Diagnostic Procedure

Diagnostic Procedure

NJAT0305

1	CHECK VALVE RESISTANCE
	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 2 and ground.</p> <p>Resistance: 20 - 30Ω</p> <div data-bbox="687 472 895 779" data-label="Diagram"><p>The diagram illustrates the setup for measuring the resistance of the shift solenoid valve. It shows a terminal cord assembly connector with terminal 2. A fuse labeled F33 is connected to terminal 2. A multimeter is connected between terminal 2 and ground to measure resistance.</p></div> <p style="text-align: center;">OK or NG</p>
OK	▶ GO TO 2.
NG	▶ <ul style="list-style-type: none">1. Remove control valve assembly. Refer to AT-343.2. Check the following items:<ul style="list-style-type: none">● Shift solenoid valve A Refer to "Component Inspection", AT-249.● Harness of terminal cord assembly for short or open

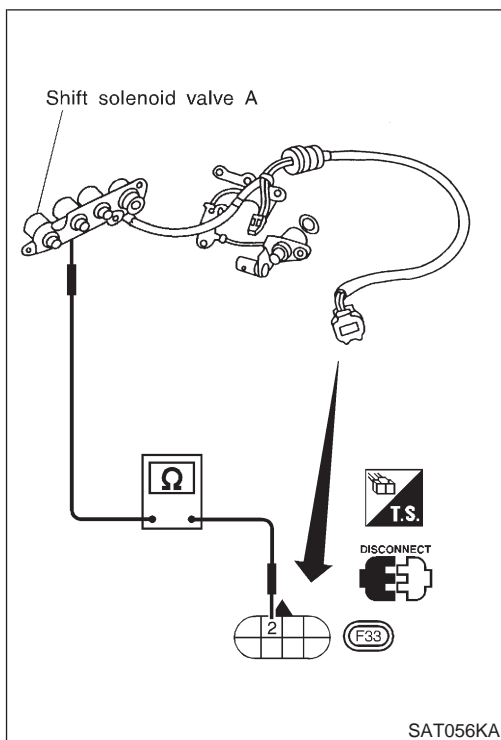
DTC P0750 SHIFT SOLENOID VALVE A

EURO-OBD

Diagnostic Procedure (Cont'd)

2	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 2 and TCM harness connector terminal 11. Continuity should exist.</p>		
SAT901JC		
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-245.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>



Component Inspection SHIFT SOLENOID VALVE A

NJAT0306

NJAT0306S01

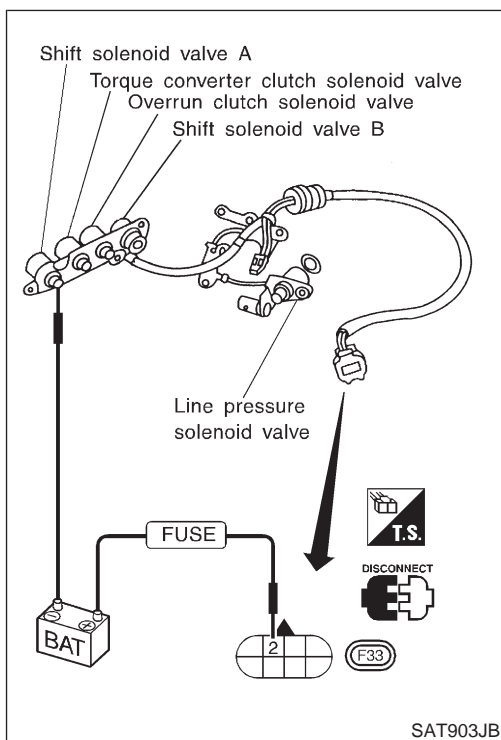
- For removal, refer to AT-343.

Resistance Check

NJAT0306S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	2	Ground	20 - 30Ω



Operation Check

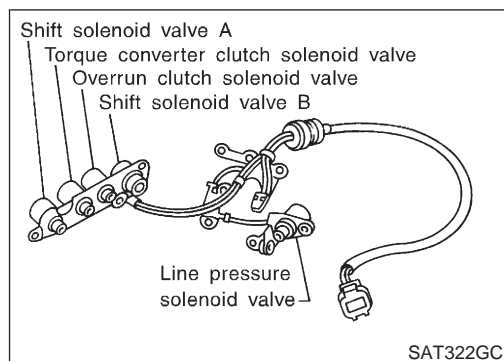
NJAT0306S0102

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

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OB D

Description




Description

Shift solenoid valves A and B are turned "ON" or "OFF" by the TCM in response to signals sent from the PNP switch, vehicle speed and throttle position sensors. Gears will then be shifted to the optimum position. NJAT0307

Gear position	1	2	3	4
Shift solenoid valve A	ON (Closed)	OFF (Open)	OFF (Open)	ON (Closed)
Shift solenoid valve B	ON (Closed)	ON (Closed)	OFF (Open)	OFF (Open)

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NJAT0307S01

Terminal No.	Wire color	Item	Condition	Judgement standard	
12	L/Y	Shift solenoid valve B		When shift solenoid valve B operates. (When driving in "D ₁ " or "D ₂ ".)	Battery voltage
				When shift solenoid valve B does not operate. (When driving in "D ₃ " or "D ₄ ".)	1V or less

ON BOARD DIAGNOSIS LOGIC

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : SFT SOL B/CIRC (P) : P0755	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> Harness or connectors (The solenoid circuit is open or shorted.) Shift solenoid valve B

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OBD

Description (Cont'd)

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0307S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 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) Start engine.
- 3) Drive vehicle in D position and allow the transmission to shift 1 → 2 → 3 ("GEAR").

With GST

Follow the procedure "With CONSULT-II".

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OBD

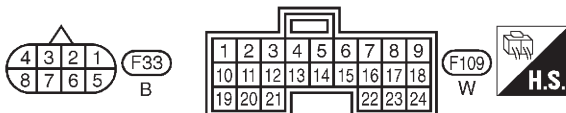
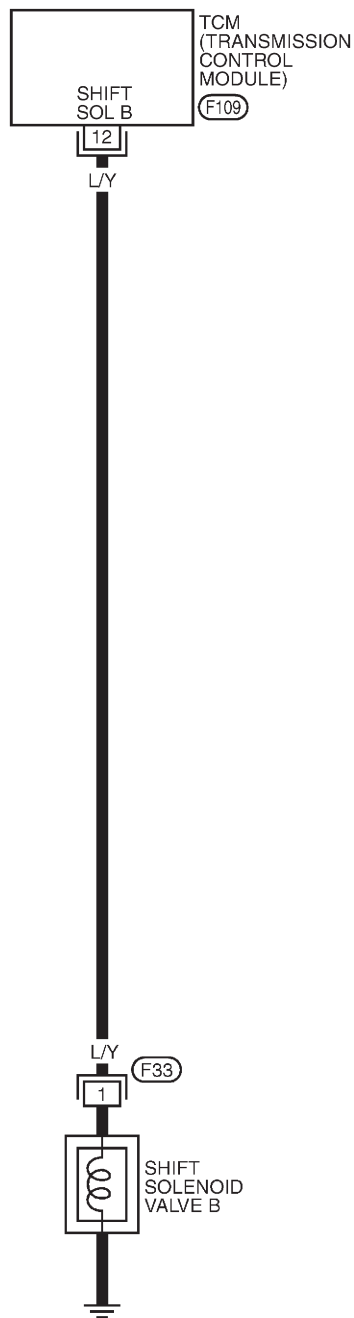
Wiring Diagram — AT — SSV/B

Wiring Diagram — AT — SSV/B

NJAT0308

AT-SSV/B-01

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



YAT242

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OBDD

Diagnostic Procedure

Diagnostic Procedure

NJAT0309

1	CHECK VALVE RESISTANCE
	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 1 and ground.</p> <p>Resistance: 5 - 20Ω</p> <div data-bbox="694 481 877 795" data-label="Diagram"><p>The diagram illustrates the test setup. At the top, a terminal cord assembly (T.S.) is shown with a 'DISCONNECT' symbol. Terminal 1 of the T.S. is connected to a fuse labeled 'F33'. The other end of the fuse is connected to a resistor symbol (Ω). The other end of the resistor is connected to a ground symbol.</p></div> <p style="text-align: right;">SAT904JB</p>
OK	▶ GO TO 2.
NG	▶ <ul style="list-style-type: none">1. Remove control valve assembly. Refer to AT-343.2. Check the following items:<ul style="list-style-type: none">● Shift solenoid valve B Refer to "Component Inspection", AT-255.● Harness of terminal cord assembly for short or open

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OBD

Diagnostic Procedure (Cont'd)

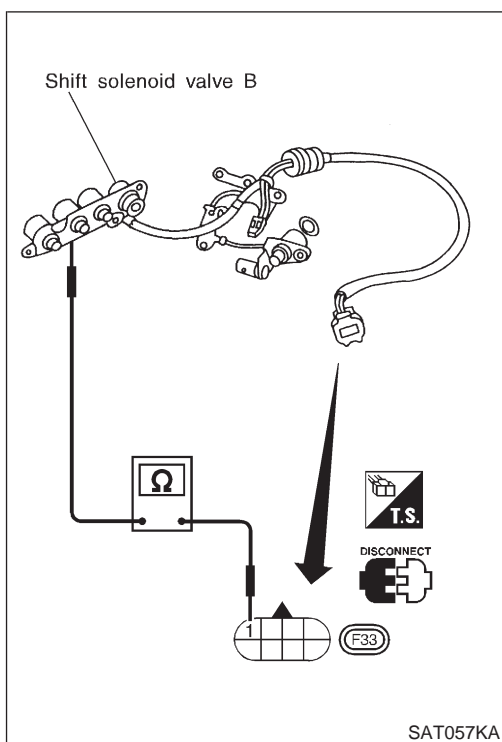
2	CHECK POWER SOURCE CIRCUIT	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between terminal 12 and TCM harness connector terminal 1. Continuity should exist.</p>		
SAT905JD		
<p>If OK, check harness for short to ground and short to power. 4. Reinstall any part removed.</p>		
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 DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-251.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC P0755 SHIFT SOLENOID VALVE B

EURO-OB

Component Inspection



Component Inspection SHIFT SOLENOID VALVE B

NJAT0310

NJAT0310S01

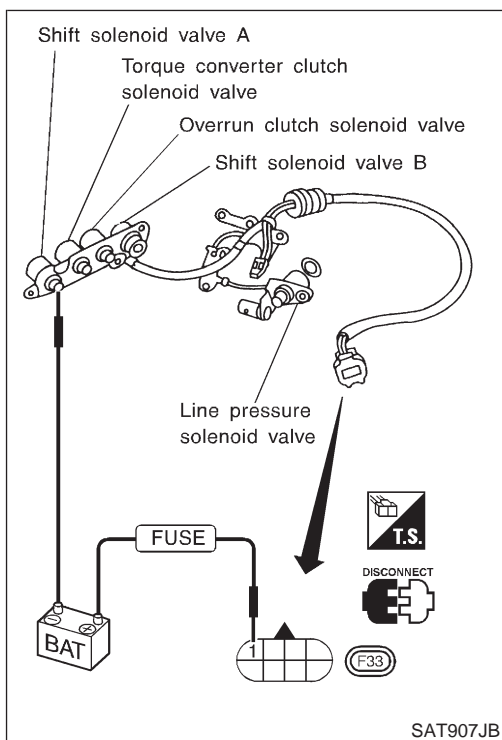
- For removal, refer to AT-343.

Resistance Check

NJAT0310S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	1	Ground	
Shift solenoid valve B	1	Ground	5 - 20Ω

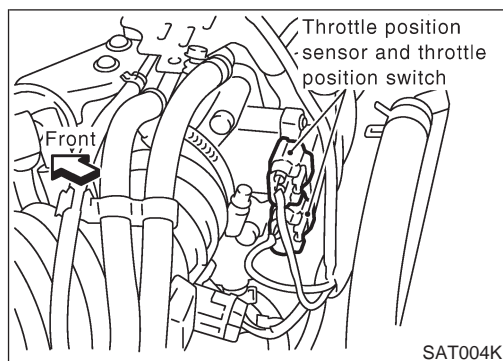


Operation Check

NJAT0310S0102

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

Description



Description

NJAT0311

- Throttle position sensor
The throttle position sensor detects the throttle valve position and sends a signal to the TCM.
- Throttle position switch
Consists of a wide open throttle position switch and a closed throttle position switch.
The wide open throttle position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NJAT0311S01

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Throttle position sensor	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

TCM TERMINALS AND REFERENCE VALUE

NJAT0311S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
16	Y/PU	Closed throttle position switch (in throttle position switch)	When releasing accelerator pedal after warming up engine. Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.	Battery voltage
			When depressing accelerator pedal after warming up engine. Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.	1V or less
17	LG	Wide open throttle position switch (in throttle position switch)	When depressing accelerator pedal more than half-way after warming up engine.	Battery voltage
			When releasing accelerator pedal after warming up engine.	1V or less
32	R	Throttle position sensor (Power source)	—	4.5 - 5.5V
41	GY	Throttle position sensor	When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: Approximately 0.5V Fully-open throttle: Approximately 4V
42	B	Ground (Throttle position sensor)	—	—



ON BOARD DIAGNOSIS LOGIC

NJAT0311S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
(P) : TP SEN/CIRC A/T (GST) : P1705	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Throttle position sensor ● Throttle position switch

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
SELF-DIAG RESULTS
DATA MONITOR
DTC WORK SUPPORT
TCM PART NUMBER

SAT971J

SELECT SYSTEM
A/T
ENGINE

SAT014K

SELECT DIAG MODE
WORK SUPPORT
SELF-DIAG RESULTS
DATA MONITOR
ACTIVE TEST
DTC & SRT CONFIRMATION
ECM PART NUMBER

SAT020K

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0311S04

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

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

(P) With CONSULT-II

- 1) Apply vacuum to the throttle opener, then check the following. Refer to steps from 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.
- 2) Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
- 3) Check the following.

Accelerator pedal condition	THRTL POS SEN	CLOSED THL/SW	W/O THRL/P-SW
Fully released	Less than 4.7V	ON	OFF
Partially depressed	0.1 - 4.6V	OFF	OFF
Fully depressed	1.9 - 4.6V	OFF	ON

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-260.

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

- 4) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
- 5) Start engine and maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

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

THRTL POS SEN: Approximately 3V or less

Selector lever: D position (OD "ON")

If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-260.

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

- 6) Maintain the following conditions for at least 3 consecutive seconds. Then release accelerator pedal completely.

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

Accelerator pedal: Wide open throttle

Selector lever: D position (OD "ON")

DTC P1705 THROTTLE POSITION SENSOR

EURO-OB

Description (Cont'd)



With GST

Follow the procedure "With CONSULT-II".

DTC P1705 THROTTLE POSITION SENSOR

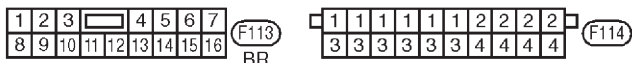
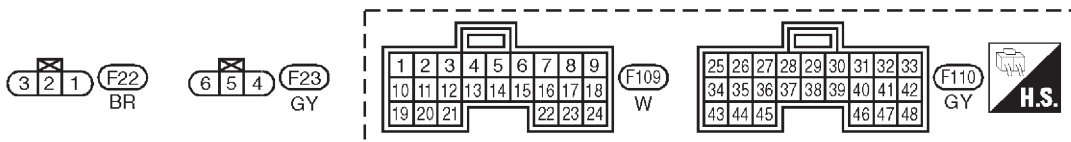
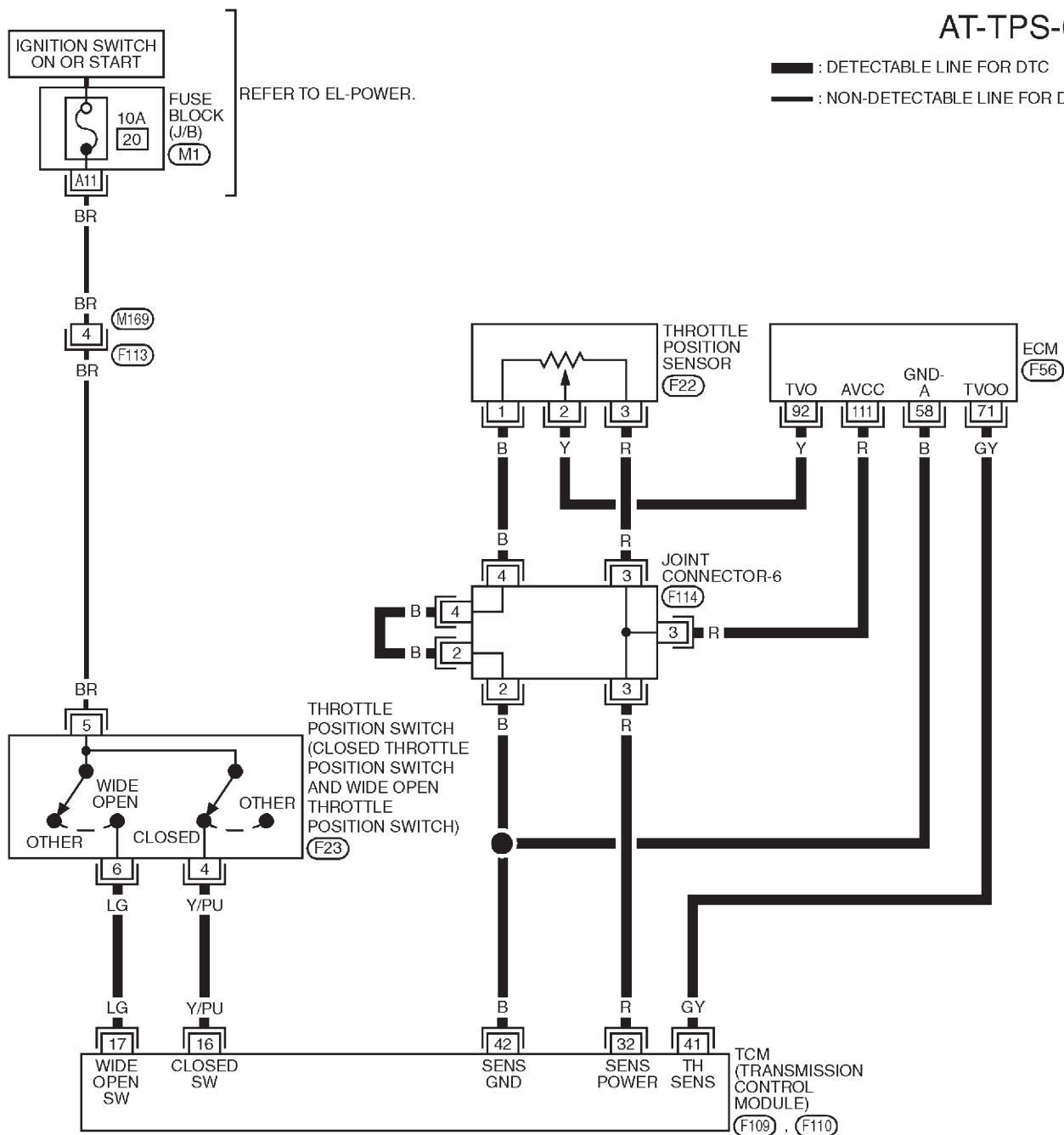
EURO-OBD

Wiring Diagram — AT — TPS

Wiring Diagram — AT — TPS

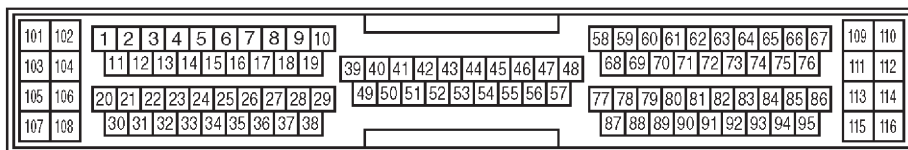
NJAT0312

AT-TPS-01



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK- JUNCTION BOX (J/B)



YAT243

Diagnostic Procedure

NJAT0313

1	CHECK DTC WITH ECM	
Perform diagnostic test mode II (self-diagnostic results) for engine control. Refer to EC-72, "Malfunction Indicator (MI)".		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 3.
NG	▶	Check throttle position sensor circuit for engine control. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".

2	CHECK INPUT SIGNAL (WITH CONSULT-II)															
Ⓟ With CONSULT-II 1. Apply vacuum to the throttle opener then check the following. Refer from step 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">SELECT SYSTEM</td></tr> <tr><td style="text-align: center;">A/T</td></tr> <tr><td style="text-align: center;">ENGINE</td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> <tr><td style="text-align: center;"> </td></tr> </table>			SELECT SYSTEM	A/T	ENGINE											
SELECT SYSTEM																
A/T																
ENGINE																
4. Read out the value of "THRTL POS SEN". <b style="color: blue;">Voltage: <b style="color: blue;">Fully-closed throttle: <b style="color: blue;">Approximately 0.5V <b style="color: blue;">Fully-open throttle: <b style="color: blue;">Approximately 4V																
<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td colspan="2" style="text-align: center;">DATA MONITOR</td></tr> <tr><td style="text-align: center;">MONITORING</td><td style="text-align: center;"> </td></tr> <tr><td>VHCL/S SE-A/T</td><td style="text-align: center;">XXX km/h</td></tr> <tr><td>VHCL/S SE-MTR</td><td style="text-align: center;">XXX km/h</td></tr> <tr><td>THRTL POS SEN</td><td style="text-align: center;">XXX V</td></tr> <tr><td>FLUID TEMP SE</td><td style="text-align: center;">XXX V</td></tr> <tr><td>BATTERY VOLT</td><td style="text-align: center;">XXX V</td></tr> </table>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
OK or NG																
OK	▶	GO TO 4.														
NG	▶	Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)														

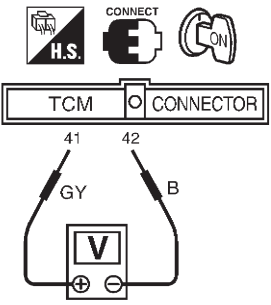
SAT014K

SAT614J

DTC P1705 THROTTLE POSITION SENSOR

EURO-OBD

Diagnostic Procedure (Cont'd)

3	CHECK INPUT SIGNAL (WITHOUT CONSULT-II)
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none">1. Apply vacuum to the throttle opener then check the following. Refer to steps 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.2. Turn ignition switch to "ON" position. (Do not start engine.)3. Check voltage between TCM terminals 41 and 42 while accelerator pedal is depressed slowly. <p>Voltage: Fully-closed throttle valve: Approximately 0.5V Fully-open throttle valve: Approximately 4V (Voltage rises gradually in response to throttle position)</p>  <p style="text-align: right;">SAT453J</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 5.
NG	▶ Check harness for short or open between ECM and TCM regarding throttle position sensor circuit. (Main harness)

DTC P1705 THROTTLE POSITION SENSOR

EURO-OBD

Diagnostic Procedure (Cont'd)

4	CHECK THROTTLE POSITION SWITCH CIRCUIT (WITH CONSULT-II)															
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener, then check the following. Refer to steps 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61. 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 4. Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly. 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="padding: 5px;">Accelerator pedal condition</th> <th colspan="2" style="padding: 5px;">Data monitor</th> </tr> <tr> <th style="padding: 5px;">CLOSED THL/SW</th> <th style="padding: 5px;">W/O THRL/P-SW</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Released</td> <td style="padding: 5px; text-align: center;">ON</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">Fully depressed</td> <td style="padding: 5px; text-align: center;">OFF</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>			Accelerator pedal condition	Data monitor		CLOSED THL/SW	W/O THRL/P-SW	Released	ON	OFF	Fully depressed	OFF	ON			
Accelerator pedal condition	Data monitor															
	CLOSED THL/SW	W/O THRL/P-SW														
Released	ON	OFF														
Fully depressed	OFF	ON														
<p>MTBL0011</p>																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="padding: 5px;">DATA MONITOR</th> </tr> <tr> <th colspan="2" style="padding: 5px;">MONITORING</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">POWERSHIFT SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">CLOSED THL/SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">W/O THRL/P-SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">HOLD SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">BRAKE SW</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		POWERSHIFT SW	OFF	CLOSED THL/SW	OFF	W/O THRL/P-SW	OFF	HOLD SW	OFF	BRAKE SW	ON
DATA MONITOR																
MONITORING																
POWERSHIFT SW	OFF															
CLOSED THL/SW	OFF															
W/O THRL/P-SW	OFF															
HOLD SW	OFF															
BRAKE SW	ON															
<p>SAT702J</p>																
<p>OK or NG</p>																
OK	▶	GO TO 6.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Components Inspection", AT-264. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 														

DTC P1705 THROTTLE POSITION SENSOR

EURO-OB

Diagnostic Procedure (Cont'd)

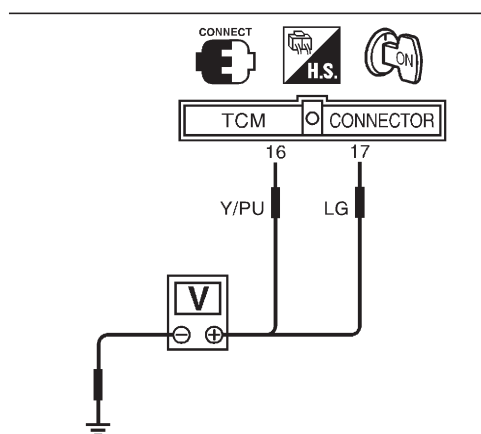
5 CHECK THROTTLE POSITION SWITCH CIRCUIT (WITHOUT CONSULT-II)

⊗ Without CONSULT-II

1. Apply vacuum to the throttle opener, then check the following. Refer to steps 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.
2. Turn ignition switch to "ON" position.
(Do not start engine.)
3. Check voltage between TCM terminals 16, 17 and ground while depressing, and releasing accelerator pedal slowly.
(After warming up engine)

Accelerator pedal condition	Voltage	
	Terminal No. 16	Terminal No. 17
Released	Battery voltage	1V or less
Fully depressed	1V or less	Battery voltage

MTBL0137



SAT454JB

OK or NG

OK	▶	GO TO 6.
NG	▶	Check the following items: <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Components Inspection", AT-264. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness)

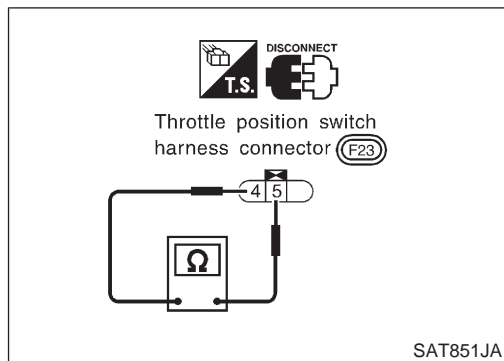
6 CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-257.

OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

Component Inspection



Component Inspection THROTTLE POSITION SWITCH

=NJAT0314

NJAT0314S01

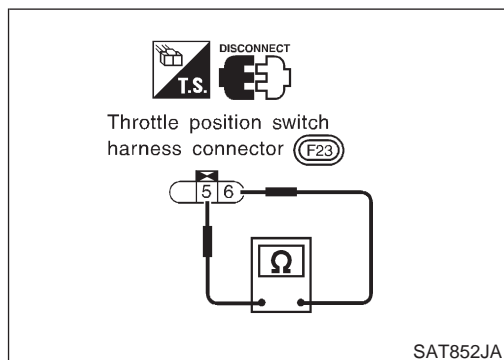
NJAT0314S0101

Closed Throttle Position Switch (Idle position)

- Check continuity between terminals 4 and 5.
[Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-61.]

Accelerator pedal condition	Continuity
Released	Yes
Depressed	No

- To adjust closed throttle position switch, refer to EC-321, "DTC P0510 CLOSED THROTTLE POSITION SWITCH".



Wide Open Throttle Position Switch

NJAT0314S0102

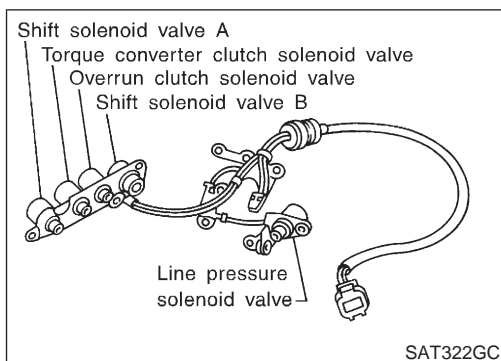
- Check continuity between terminals 5 and 6.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes

DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

EURO-OB

Description




Description

The overrun clutch solenoid valve is activated by the TCM in response to signals sent from the inhibitor switch, overdrive control switch, vehicle speed and throttle position sensors. The overrun clutch operation will then be controlled. NJAT0315

TCM TERMINALS AND REFERENCE VALUE



NJAT0315S01

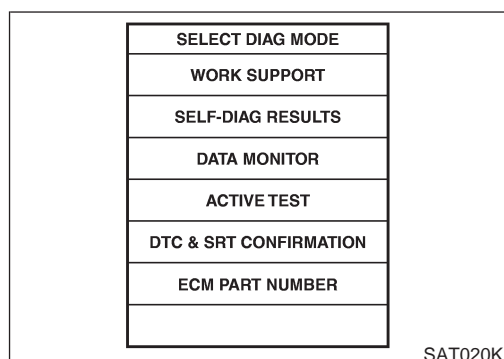
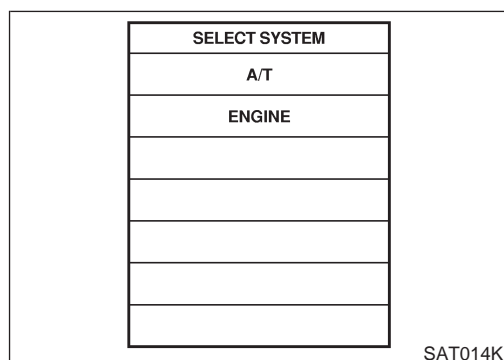
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
20	L/B	Overrun clutch solenoid valve	 When overrun clutch solenoid valve operates.	Battery voltage
			When overrun clutch solenoid valve does not operate.	1V or less

ON BOARD DIAGNOSIS LOGIC

NJAT0315S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
 : O/R CLTCH SOL/CIRC	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	<ul style="list-style-type: none"> Harness or connectors (The solenoid circuit is open or shorted.) Overrun clutch solenoid valve
 : P1760		



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0315S03

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

TESTING CONDITION:

Always drive vehicle on a level road to improve accuracy of 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) Start engine.
- 3) Accelerate vehicle to a speed of more than 10 km/h (6 MPH) with "D" position (OD "ON").
- 4) Release accelerator pedal completely with "D" position (OD "OFF").

DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

EURO-OBD

Description (Cont'd)



With GST

Follow the procedure "With CONSULT-II".

DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

EURO-OB

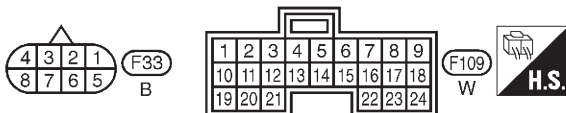
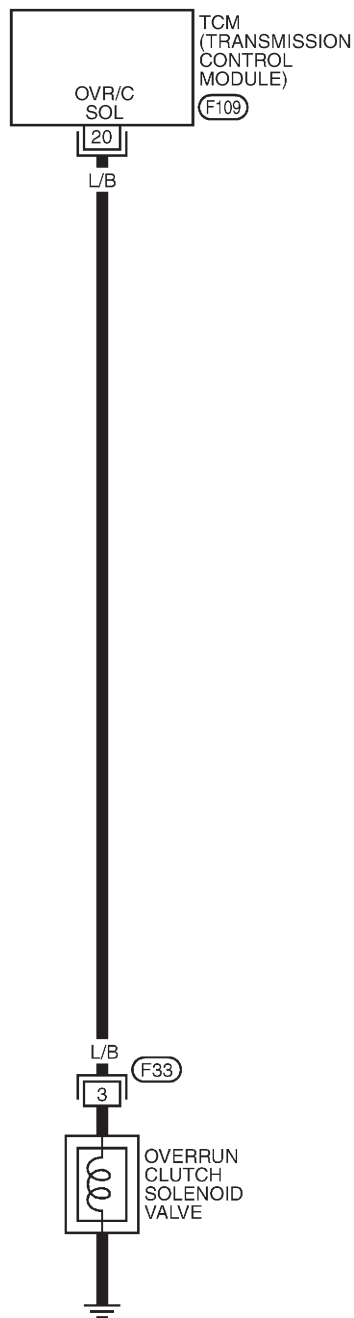
Wiring Diagram — AT — OVRCSV

Wiring Diagram — AT — OVRCSV

NJAT0316

AT-OVRCSV-01

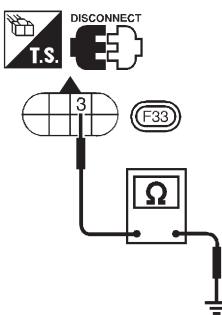
— : DETECTABLE LINE FOR DTC
— : NON-DETECTABLE LINE FOR DTC



YAT244

Diagnostic Procedure

NJAT0317

1	CHECK VALVE RESISTANCE	<p>1. Turn ignition switch to "OFF" position.</p> <p>2. Disconnect terminal cord assembly connector in engine compartment.</p> <p>3. Check resistance between terminal 3 and ground.</p> <p style="color: blue;">Resistance: 20 - 30Ω</p> <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center;">OK or NG</p>	SAT908JB
OK	▶	GO TO 2.	
NG	▶	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch solenoid valve Refer to "Component Inspection", AT-270. ● Harness of terminal cord assembly for short or open 	

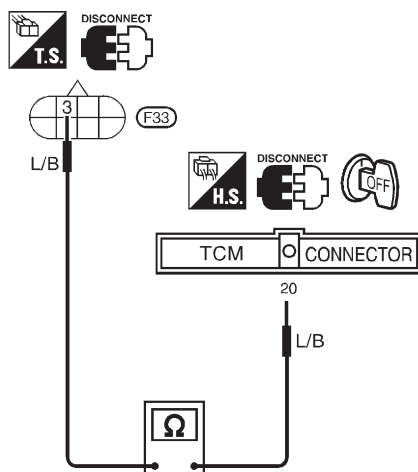
DTC P1760 OVERRUN CLUTCH SOLENOID VALVE

EURO-OBDD

Diagnostic Procedure (Cont'd)

2 CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check continuity between terminal 3 and TCM harness connector terminal 20.
Continuity should exist.



SAT909JB

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

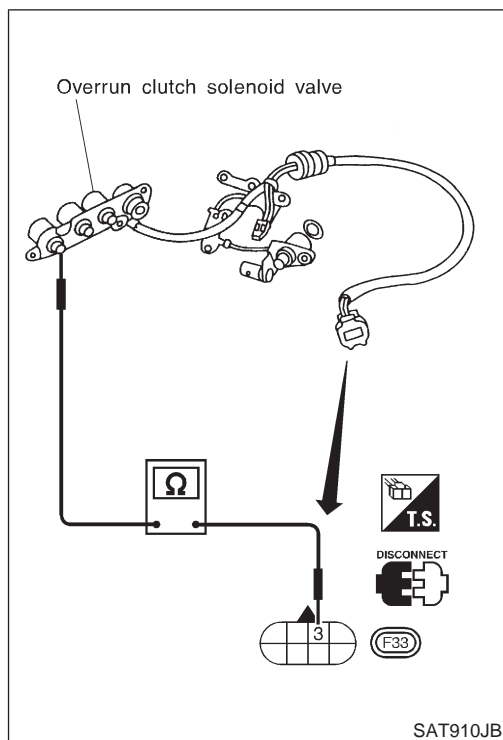
3 CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-265.

OK or NG

OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none">1. Perform TCM input/output signal inspection.2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

Component Inspection



Component Inspection OVERRUN CLUTCH SOLENOID VALVE

NJAT0318

NJAT0318S01

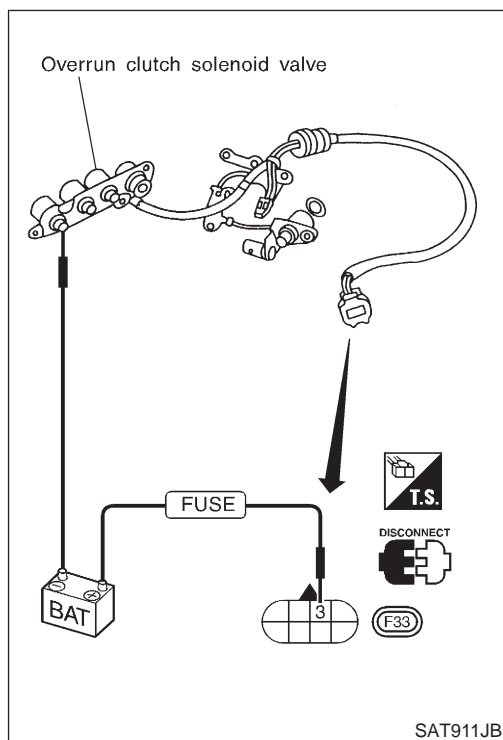
- For removal, refer to AT-343.

Resistance Check

NJAT0318S0101

- Check resistance between two terminals.

Solenoid valve	Terminal No.		Resistance (Approx.)
	3	Ground	
Overrun clutch solenoid valve	3	Ground	20 - 30Ω



Operation Check

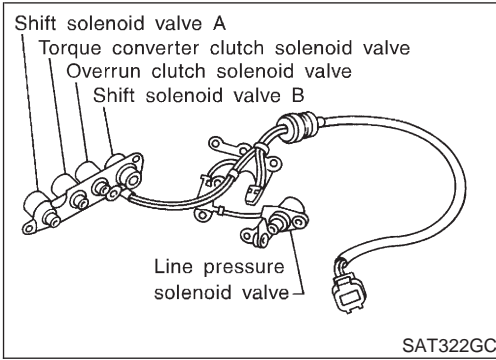
NJAT0318S0102

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

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

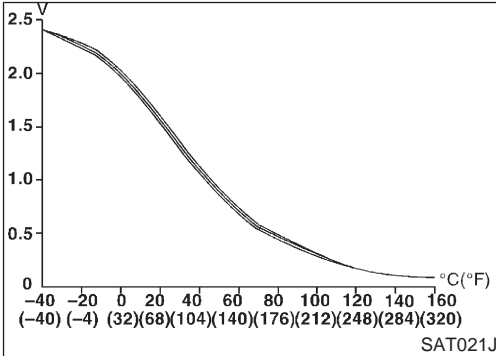
EURO-OBD

Description



Description

The A/T fluid temperature sensor detects the A/T fluid temperature and sends a signal to the TCM. NJAT0319



CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

Remarks: Specification data are reference values. NJAT0319S01

Monitor item	Condition	Specification	
A/T fluid temperature sensor	Cold [20°C (68°F)]	Approximately 1.5V	Approximately 2.5 kΩ
	↓ Hot [80°C (176°F)]	Approximately 0.5V	Approximately 0.3 kΩ

TCM TERMINALS AND REFERENCE VALUE

Remarks: Specification data are reference values. NJAT0319S02

Terminal No.	Wire color	Item	Condition	Judgement standard
10	BR/R	Power source		Battery voltage
				1V or less
19	BR/R	Power source	Same as No. 10	
28	R/B	Power source (Memory back-up)		Battery voltage
			or 	Battery voltage
42	B	Ground (A/T fluid temperature sensor)	—	—
47	BR	A/T fluid temperature sensor		—
				When ATF temperature is 20°C (68°F). Approximately 1.5V When ATF temperature is 80°C (176°F). Approximately 0.5V

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

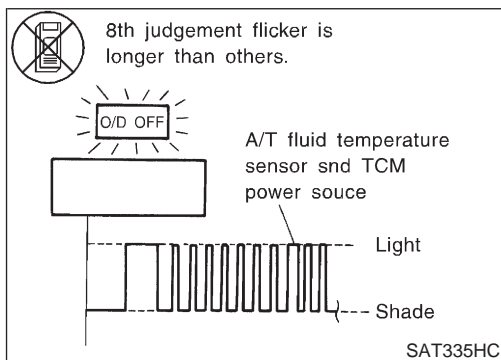
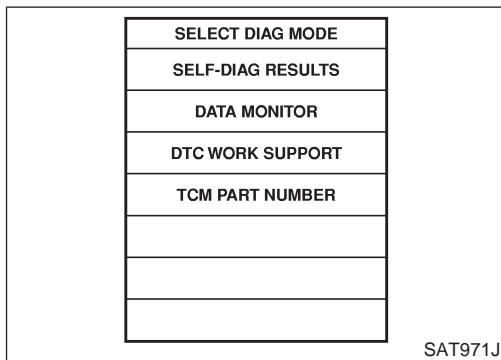
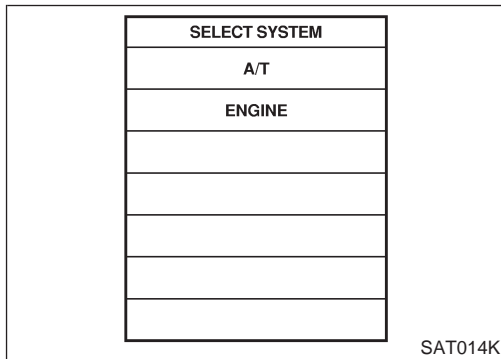
EURO-OBDD

Description (Cont'd)

ON BOARD DIAGNOSIS LOGIC

NJAT0319S03

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P : BATT/FLUID TEMP SEN X : 8th judgement flicker	TCM receives an excessively low or high voltage from the sensor.	<ul style="list-style-type: none"> • Harness or connectors (The sensor circuit is open or shorted.) • A/T fluid temperature sensor



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0319S04

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

P With CONSULT-II

- 1) Start engine.
- 2) Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
- 3) Drive vehicle under the following conditions:
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).

X Without CONSULT-II

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in "D", vehicle speed higher than 20 km/h (12 MPH).
- 3) Perform self-diagnosis.
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-61.

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

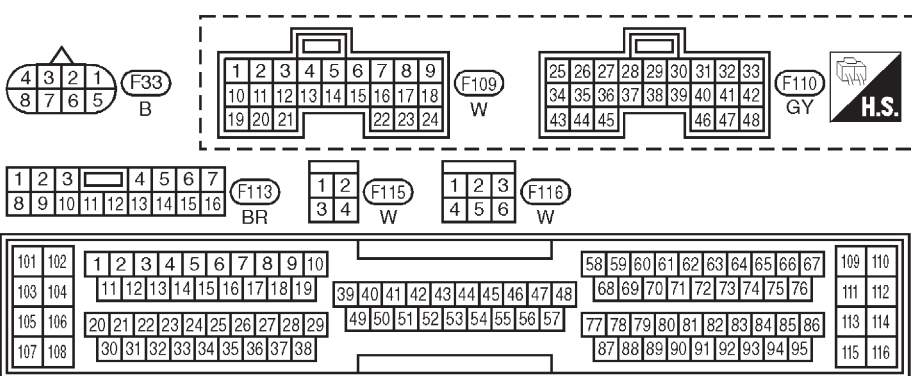
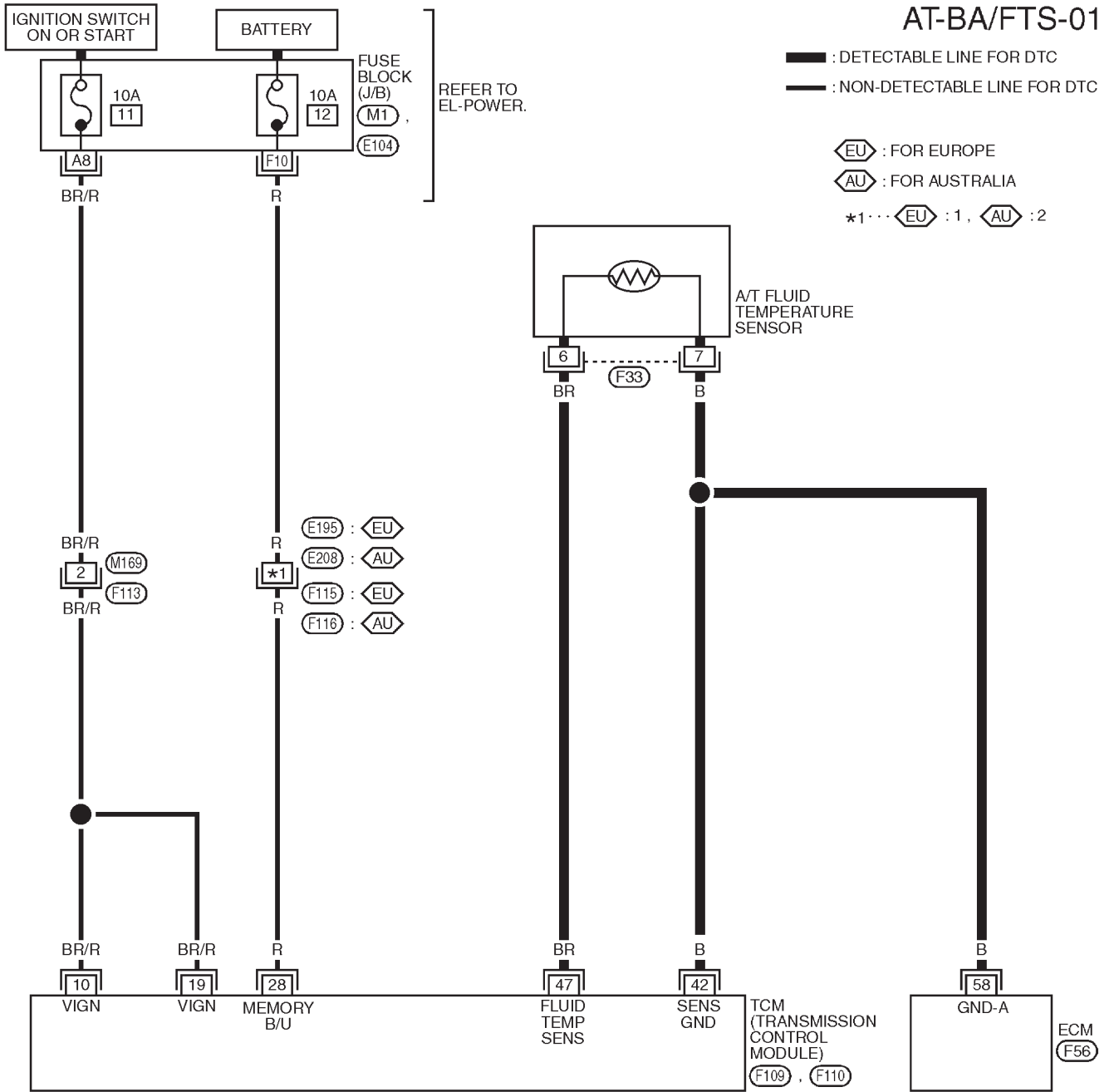
EURO-OBD

Wiring Diagram — AT — BA/FTS

Wiring Diagram — AT — BA/FTS

NJAT0320

AT-BA/FTS-01



REFER TO THE FOLLOWING.
 (M1), (E104) - FUSE BLOCK-JUNCTION BOX (J/B)

YAT245

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EURO-OBD

Diagnostic Procedure

Diagnostic Procedure

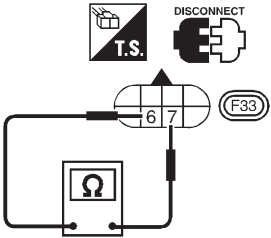
NJAT0321


1	CHECK TCM POWER SOURCE	
	<p>1. Turn ignition switch to "ON" position. (Do not start engine.)</p> <p>2. Check voltage between TCM terminals 10, 19, 28 and ground. Voltage: Battery voltage</p> <p>3. Turn ignition switch to "OFF" position.</p> <p>4. Check voltage between TCM terminal 28 and ground. Voltage: Battery voltage</p> <div style="text-align: center;"> <p style="text-align: center;">OK or NG</p> </div> <p style="text-align: right;">SAT461J</p>	
OK	▶	GO TO 2.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between ignition switch and TCM (Main harness) ● Ignition switch and fuse <p>Refer to EL-10, "POWER SUPPLY ROUTING".</p>

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EURO-OB

Diagnostic Procedure (Cont'd)

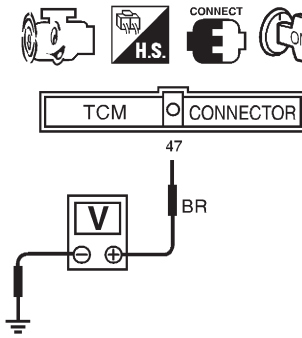
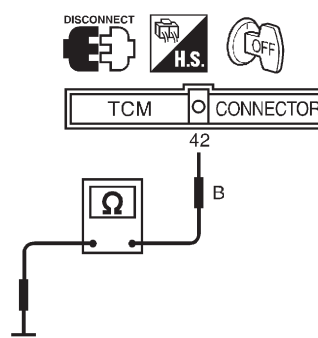
2	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY	
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect terminal cord assembly connector in engine compartment. 3. Check resistance between terminals 6 and 7 when A/T is cold.</p> <p>Resistance: Cold [20°C (68°F)] Approximately 2.5 kΩ</p> <div style="text-align: center;">  </div> <p>4. Reinstall any part removed.</p> <p style="text-align: right;">SAT912JB</p> <p style="text-align: center;">OK or NG</p>		
OK (With CONSULT-II) ▶		GO TO 3.
OK (Without CONSULT-II) ▶		GO TO 4.
NG ▶		<p>1. Remove oil pan. 2. Check the following items:</p> <ul style="list-style-type: none"> ● A/T fluid temperature sensor Refer to "Component Inspection", AT-277. ● Harness of terminal cord assembly for short or open

3	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)															
<p> With CONSULT-II</p> <p>1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "FLUID TEMP SE".</p> <p>Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <div style="text-align: center;"> <table border="1" style="border-collapse: collapse; width: 150px;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th colspan="2">MONITORING</th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div> <p style="text-align: right;">SAT614J</p> <p style="text-align: center;">OK or NG</p>			DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
OK ▶		GO TO 5.														
NG ▶		<p>Check the following item:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM, ECM and terminal cord assembly (Main harness) ● Ground circuit for ECM Refer to EC-145, "TROUBLE DIAGNOSIS FOR POWER SUPPLY". 														

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EURO-OBD

Diagnostic Procedure (Cont'd)

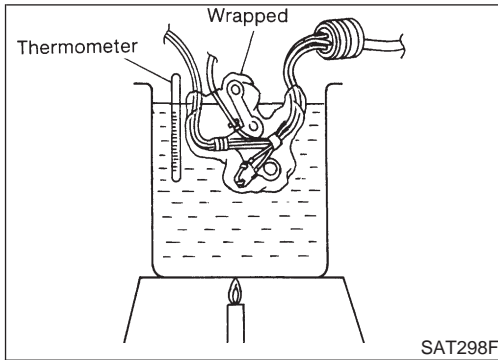
4	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)	
<p>⊗ Without CONSULT-II</p> <p>1. Start engine.</p> <p>2. Check voltage between TCM terminal 47 and ground while warming up A/T.</p> <p style="color: blue;">Voltage: Cold [20°C (68°F)] → Hot [80°C (176°F)]: Approximately 1.5V → 0.5V</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT463J</p> <p>3. Turn ignition switch to "OFF" position.</p> <p>4. Disconnect TCM harness connector.</p> <p>5. Check resistance between terminal 42 and ground.</p> <p style="color: blue;">Continuity should exist.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT464J</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	<p>Check the following item:</p> <ul style="list-style-type: none"> ● Harness for short or open between TCM, ECM and terminal cord assembly (Main harness) ● Ground circuit for ECM <p>Refer to EC-145, "TROUBLE DIAGNOSIS FOR POWER SUPPLY".</p>

5	CHECK DTC	
<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-272.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection.</p> <p>2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

DTC BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE)

EURO-OB

Component Inspection



Component Inspection

A/T FLUID TEMPERATURE SENSOR

NJAT0322

NJAT0322S01

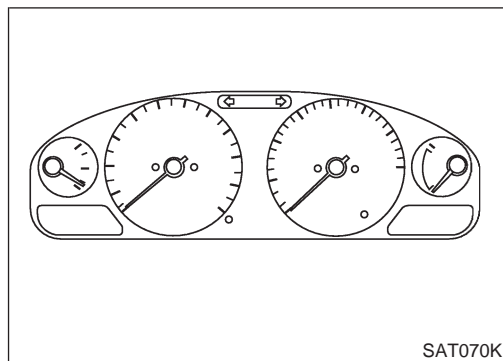
- For removal, refer to AT-343.
- Check resistance between two terminals while changing temperature as shown at left.

Temperature °C (°F)	Resistance
20 (68)	Approximately 2.5 kΩ
80 (176)	Approximately 0.3 kΩ

DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

EURO-OBD

Description




Description

The vehicle speed sensor-MTR is built into the speedometer assembly. The sensor functions as an auxiliary device to the revolution sensor when it is malfunctioning. The TCM will then use a signal sent from the vehicle speed sensor-MTR. NJAT0323

TCM TERMINALS AND REFERENCE VALUE

NJAT0323S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition	Judgement standard
40	PU/R	Vehicle speed sensor		When moving vehicle at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more. Voltage varies between less than 1V and more than 4.5V

ON BOARD DIAGNOSIS LOGIC

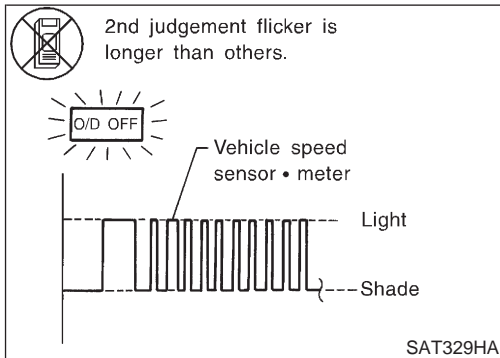
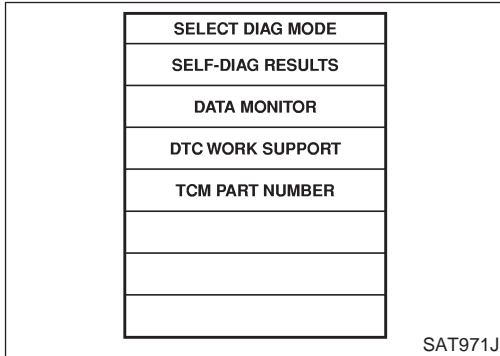
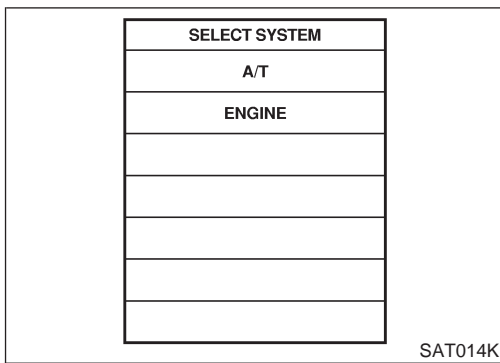
NJAT0323S02

Diagnostic trouble code	Malfunction is detected when ...	Check items (Possible cause)
P : VHCL SPEED SEN-MTR X : 2nd judgement flicker	TCM does not receive the proper voltage signal from the sensor.	<ul style="list-style-type: none"> ● Harness or connectors (The sensor circuit is open or shorted.) ● Vehicle speed sensor

DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

EURO-OB

Description (Cont'd)



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NJAT0323S03

CAUTION:

- Always drive vehicle at a safe speed.
- If conducting this “DTC CONFIRMATION PROCEDURE” again, always turn ignition switch “OFF” and wait at least 5 seconds before continuing.

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 accelerate vehicle from 0 to 25 km/h (0 to 16 MPH).

Without CONSULT-II

- 1) Start engine.
- 2) Drive vehicle under the following conditions:
Selector lever in “D” and vehicle speed higher than 25 km/h (16 MPH).
- 3) Perform self-diagnosis.
Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-61.

DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

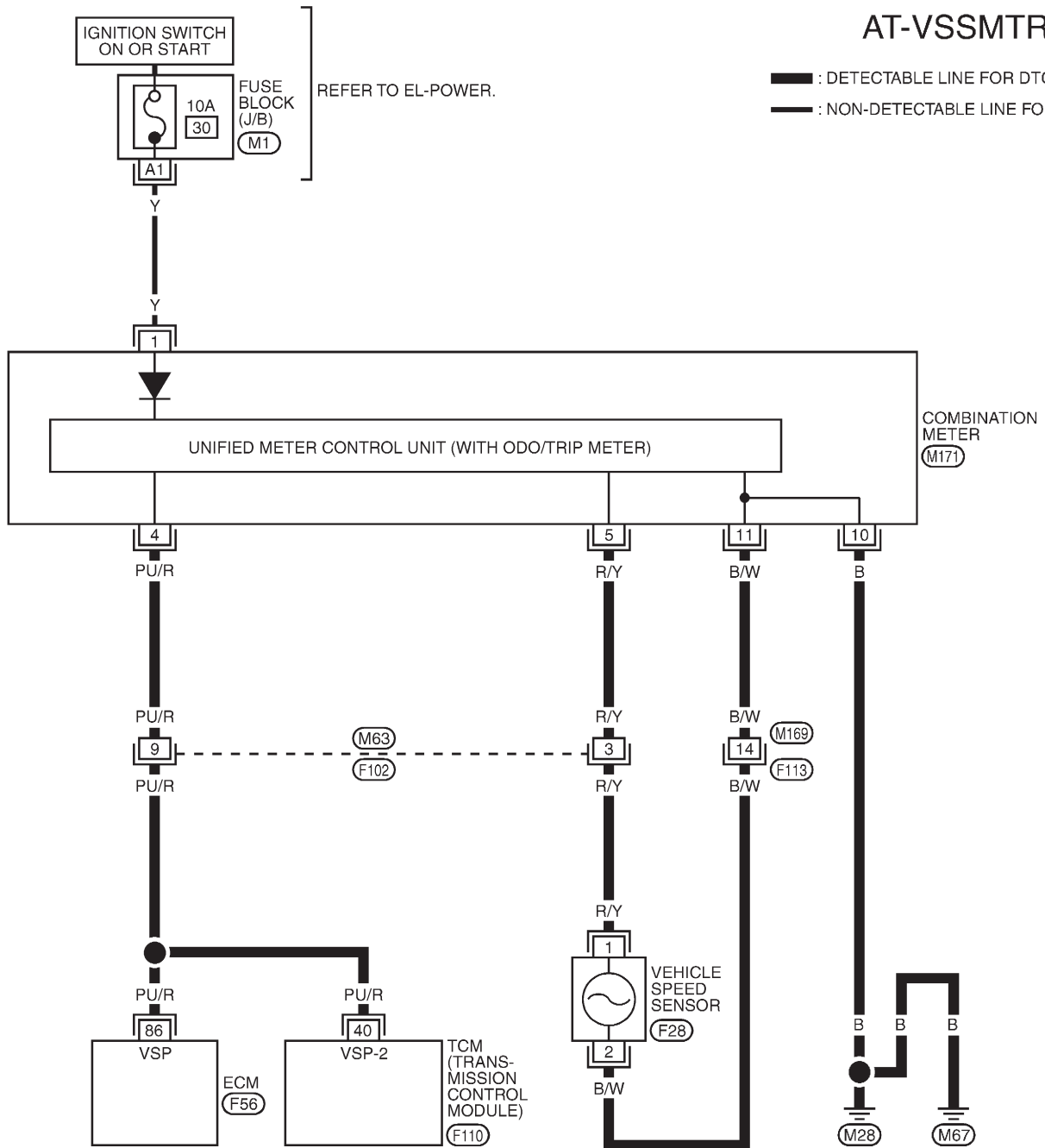
EURO-OBD

Wiring Diagram — AT — VSSMTR

Wiring Diagram — AT — VSSMTR

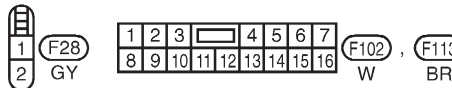
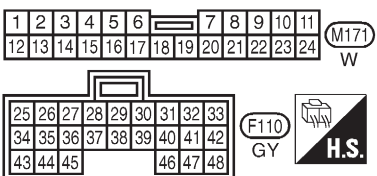
NJAT0324

AT-VSSMTR-01



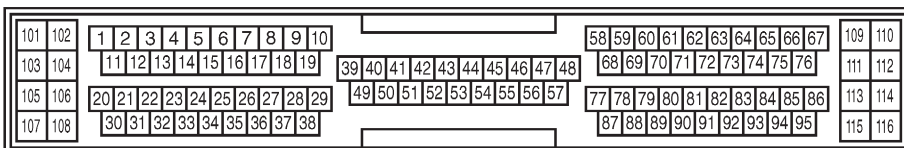
: DETECTABLE LINE FOR DTC
 : NON-DETECTABLE LINE FOR DTC

REFER TO EL-POWER.



REFER TO THE FOLLOWING.

(M1) - FUSE BLOCK-JUNCTION BOX (J/B)



YAT246

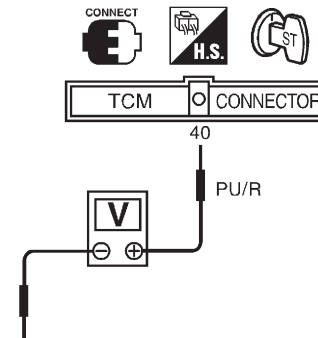
DTC VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR

EURO-OB

Diagnostic Procedure

Diagnostic Procedure

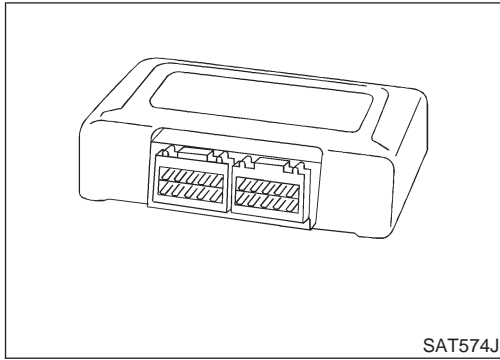
NJAT0325

1	CHECK INPUT SIGNAL	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out the value of "VHCL/S SE-MTR" while driving. Check the value changes according to driving speed. <div style="text-align: center; margin: 10px 0;"> <table border="1" style="border-collapse: collapse; width: 150px;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th>MONITORING</th> <th></th> </tr> </thead> <tbody> <tr> <td>VHCL/S SE-A/T</td> <td>XXX km/h</td> </tr> <tr> <td>VHCL/S SE-MTR</td> <td>XXX km/h</td> </tr> <tr> <td>THRTL POS SEN</td> <td>XXX V</td> </tr> <tr> <td>FLUID TEMP SE</td> <td>XXX V</td> </tr> <tr> <td>BATTERY VOLT</td> <td>XXX V</td> </tr> </tbody> </table> </div> <p style="text-align: right; margin-right: 20px;">SAT614J</p>	DATA MONITOR		MONITORING		VHCL/S SE-A/T	XXX km/h	VHCL/S SE-MTR	XXX km/h	THRTL POS SEN	XXX V	FLUID TEMP SE	XXX V	BATTERY VOLT	XXX V
DATA MONITOR																
MONITORING																
VHCL/S SE-A/T	XXX km/h															
VHCL/S SE-MTR	XXX km/h															
THRTL POS SEN	XXX V															
FLUID TEMP SE	XXX V															
BATTERY VOLT	XXX V															
		<p>Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Start engine. 2. Check voltage between TCM terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more. Voltage: Voltage varies between less than 1V and more than 4.5V. <div style="text-align: center; margin: 10px 0;">  </div> <p style="text-align: center; margin: 5px 0;">OK or NG</p> <p style="text-align: right; margin-right: 20px;">SAT465JB</p>														
OK	▶	GO TO 2.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Vehicle speed sensor and ground circuit for vehicle speed sensor Refer to EL-89, "METERS AND GAUGES". ● Harness for short or open between TCM and vehicle speed sensor (Main harness) 														

2	CHECK DTC	<p>Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-279.</p> <p style="text-align: center;">OK or NG</p>
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

Description



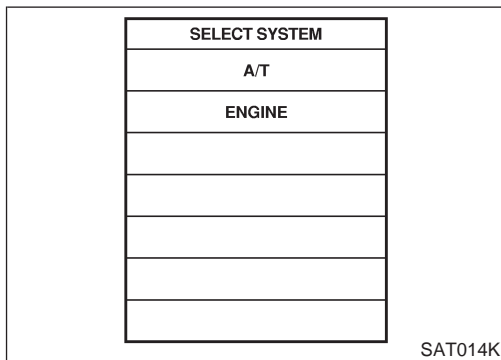
Description

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T. NJAT0326

ON BOARD DIAGNOSIS LOGIC

NJAT0326S01

Diagnostic Trouble Code No.	Malfunction is detected when	Check Item (Possible Cause)
P : CONTROL UNIT (RAM), CONTROL UNIT (ROM)	TCM memory (RAM) or (ROM) is malfunctioning.	● TCM



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

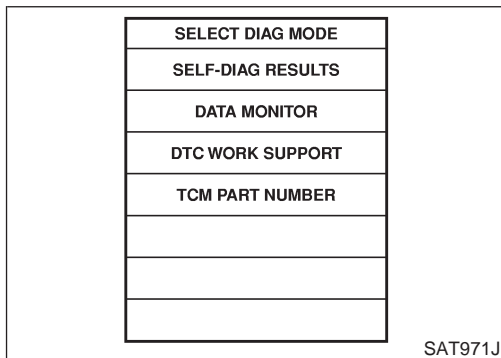
NJAT0326S02

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

Ⓟ With CONSULT-II

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for A/T with CONSULT-II.
- 2) Start engine.
- 3) Run engine for at least 2 seconds at idle speed.



Diagnostic Procedure

NJAT0327

1	INSPECTION START (WITH CONSULT-II)
Ⓟ With CONSULT-II 1. Turn ignition switch "ON" and select "SELF DIAGNOSIS" mode for A/T with CONSULT-II. 2. Touch "ERASE".	
▶	GO TO 2.

DTC CONTROL UNIT (RAM), CONTROL UNIT (ROM)

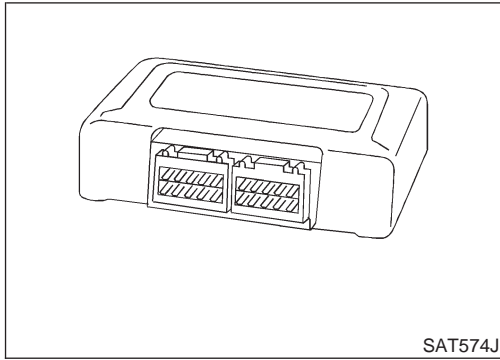
Diagnostic Procedure (Cont'd)

2	CHECK DTC
PERFORM DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE. See above.	
	▶ GO TO 3.

3	CHECK DTC AGAIN
Is the "CONTROL UNIT (RAM) or CONTROL UNIT (ROM)" displayed again? Yes or No	
Yes	▶ Replace TCM.
No	▶ INSPECTION END

DTC CONTROL UNIT (EEP ROM)

Description



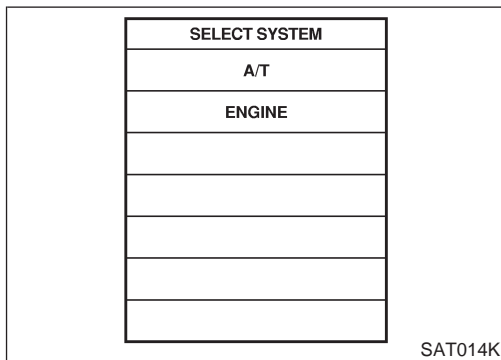
Description

The TCM consists of a microcomputer and connectors for signal input and output and for power supply. The unit controls the A/T. NJAT0328

ON BOARD DIAGNOSIS LOGIC

NJAT0328S01

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓟ : CONT UNIT (EEP ROM)	TCM memory (EEP ROM) is malfunctioning.	● TCM



DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

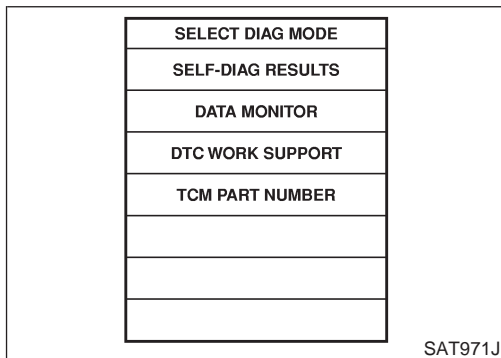
NJAT0328S02

NOTE:

If "DIAGNOSTIC TROUBLE CODE CONFIRMATION PROCEDURE" has been previously conducted, always turn ignition switch "OFF" and wait at least 5 seconds before conducting the next test.

Ⓟ With CONSULT-II

- 1) Turn ignition switch "ON" and select "DATA MONITOR" mode for A/T with CONSULT-II.
- 2) Start engine.
- 3) Run engine for at least 2 seconds at idle speed.






DTC CONTROL UNIT (EEP ROM)

Diagnostic Procedure

Diagnostic Procedure

NJAT0329

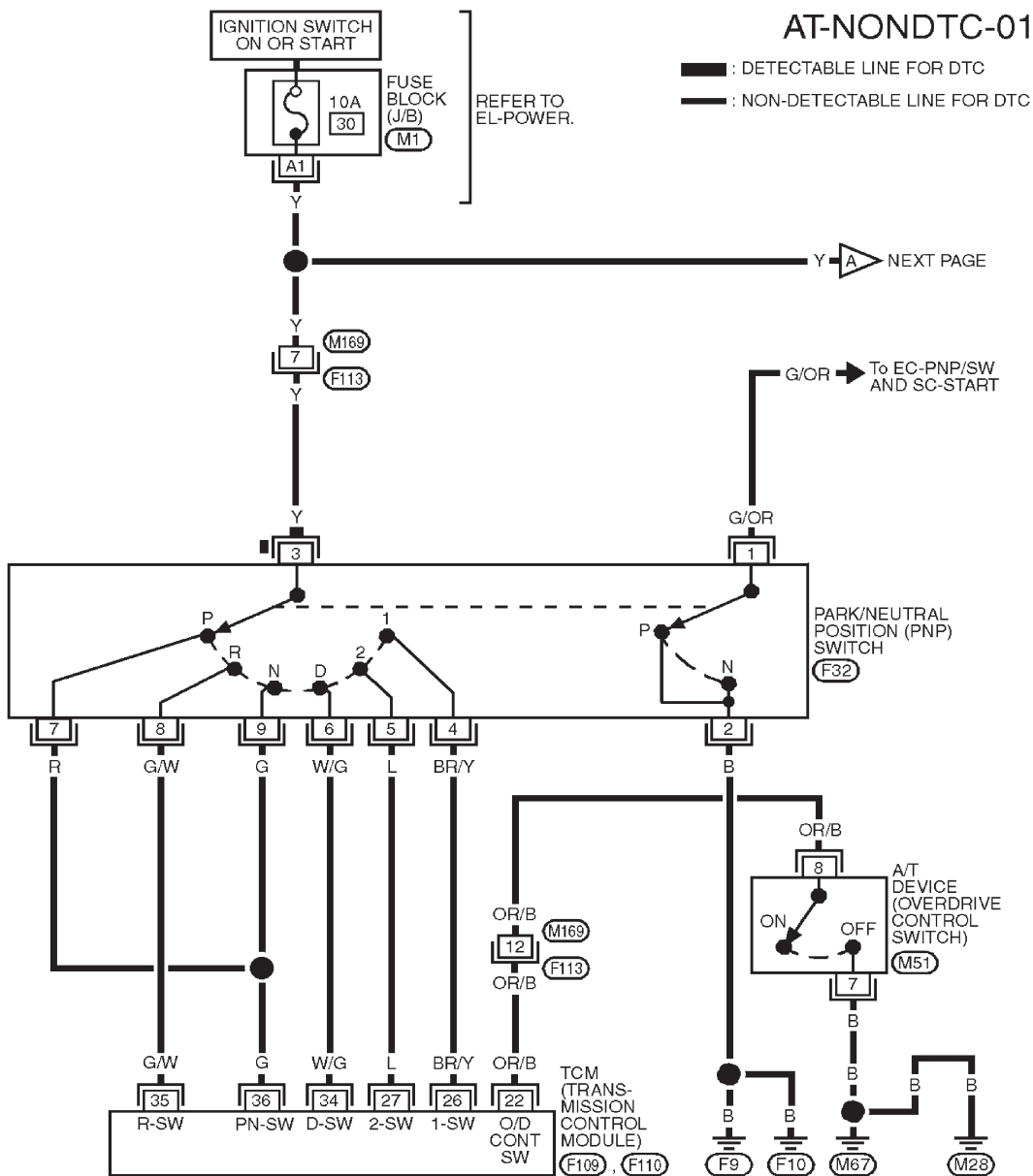
1	CHECK DTC
<p> With CONSULT-II</p> <ol style="list-style-type: none">1. Turn ignition switch "ON" and select "SELF DIAGNOSIS" mode for A/T with CONSULT-II.2. Move selector lever to "R" position.3. Depress accelerator pedal (Full throttle position).4. Touch "ERASE".5. Turn ignition switch "OFF" position for 10 seconds. <p>PERFORM DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE. See previous page.</p> <p style="text-align: center;">Is the "CONT UNIT (EEP ROM)" displayed again?</p>	
Yes	 Replace TCM.
No	 INSPECTION END

TROUBLE DIAGNOSES FOR SYMPTOMS

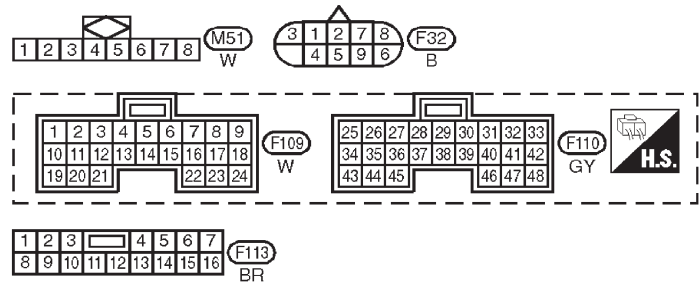
Wiring Diagram — AT — NONDTC

Wiring Diagram — AT — NONDTC

NJAT0353



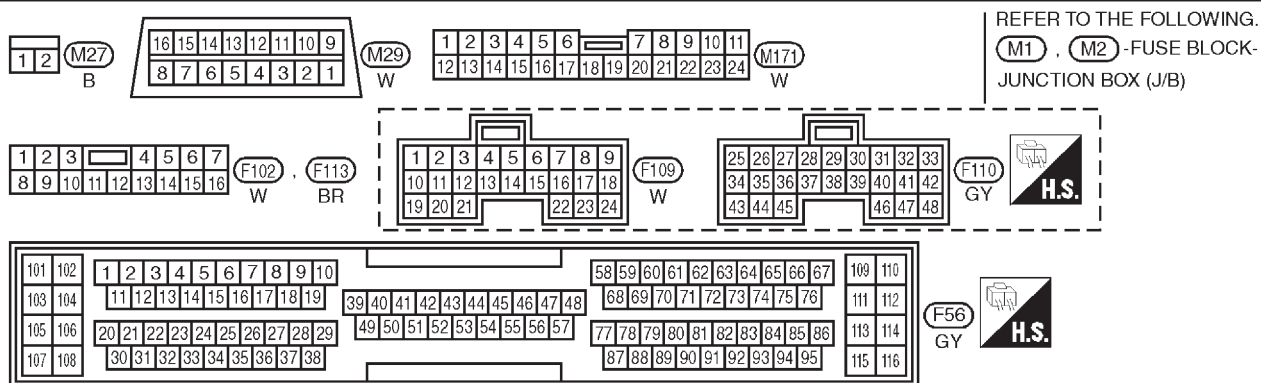
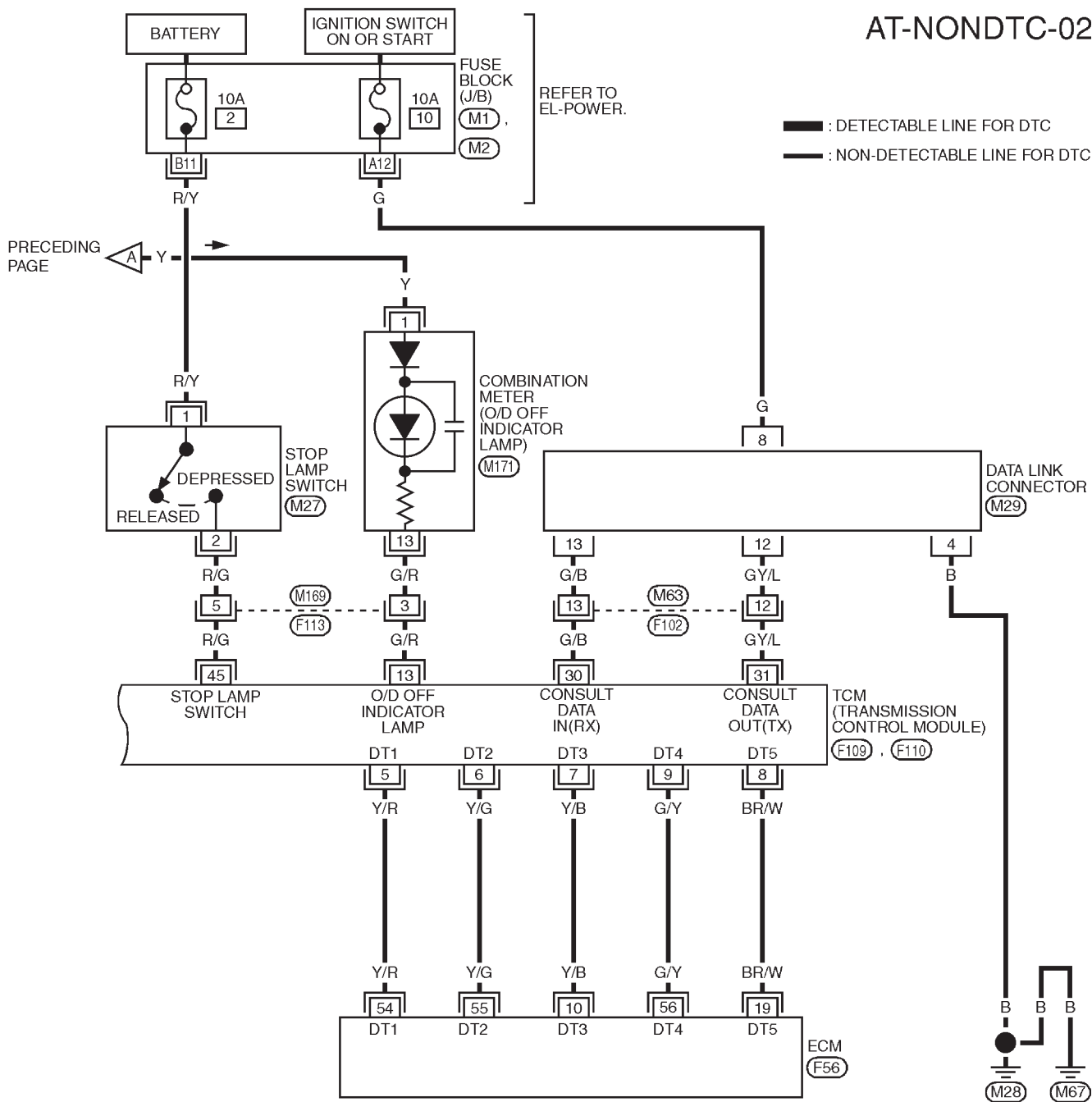
REFER TO THE FOLLOWING.
 (M1) - FUSE BLOCK-
 JUNCTION BOX (J/B)



YAT247

TROUBLE DIAGNOSES FOR SYMPTOMS

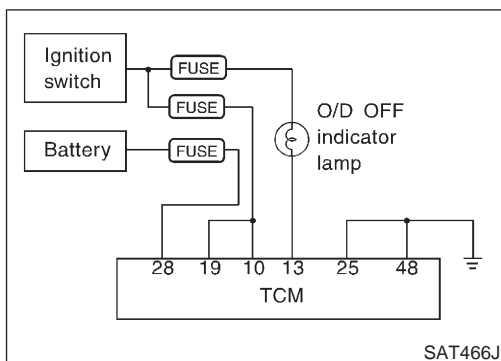
Wiring Diagram — AT — NONDTC (Cont'd)



YAT248

TROUBLE DIAGNOSES FOR SYMPTOMS

1. O/D OFF Indicator Lamp Does Not Come On



1. O/D OFF Indicator Lamp Does Not Come On =NJAT0331

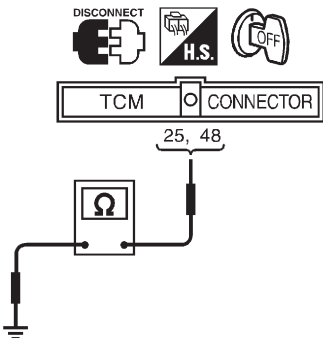
SYMPTOM:

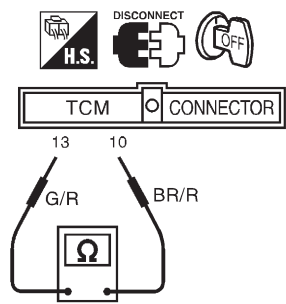
O/D OFF indicator lamp does not come on for about 2 seconds when turning ignition switch to "ON".

1	CHECK TCM POWER SOURCE	
		<ol style="list-style-type: none"> 1. Turn ignition switch to "ON" position. (Do not start engine.) 2. Check voltage between TCM terminals 10, 19, 28 and ground. Voltage: Battery voltage <div style="text-align: center;"> </div> <p style="text-align: right;">SAT467J</p> <ol style="list-style-type: none"> 3. Turn ignition switch to "OFF" position. 4. Check voltage between TCM terminal 28 and ground. Voltage: Battery voltage <p style="text-align: center;">OK or NG</p>
OK	▶	GO TO 2.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Harness for short or open between ignition switch and TCM terminals 10, 19 and 28 (Main harness). ● Refer to "Wiring Diagram — AT — MAIN", AT-121. ● Ignition switch and fuse Refer to EL-10, "POWER SUPPLY ROUTING".

TROUBLE DIAGNOSES FOR SYMPTOMS

1. O/D OFF Indicator Lamp Does Not Come On (Cont'd)

2	CHECK TCM GROUND CIRCUIT
<p>1. Turn ignition switch to "OFF" position. 2. Disconnect TCM harness connector. 3. Check continuity between TCM terminals 25, 48 and ground.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT468J</p> <p>Continuity should exist. If OK, check harness for short to ground and short to power.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 3.
NG	▶ Repair open circuit or short to ground or short to power in harness or connectors. Refer to "Wiring Diagram — AT — MAIN", AT-121.

3	CHECK LAMP CIRCUIT
<p>1. Turn ignition switch to "OFF" position. 2. Check resistance between TCM terminals 13 and 10. Resistance: 50 - 100Ω</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT469JB</p> <p>3. Reinstall any part removed.</p> <p style="text-align: center;">OK or NG</p>	
OK	▶ GO TO 4.
NG	▶ Check the following items: <ul style="list-style-type: none"> ● O/D OFF indicator lamp. Refer to EL-89, "METERS AND GAUGES". ● Harness and fuse for short or open between ignition switch and O/D OFF indicator lamp (Main harness) Refer to EL-10, "POWER SUPPLY ROUTING". ● Harness for short or open between O/D OFF indicator lamp and TCM.

TROUBLE DIAGNOSES FOR SYMPTOMS

1. O/D OFF Indicator Lamp Does Not Come On (Cont'd)

4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none">1. Perform TCM input/output signal inspection.2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS



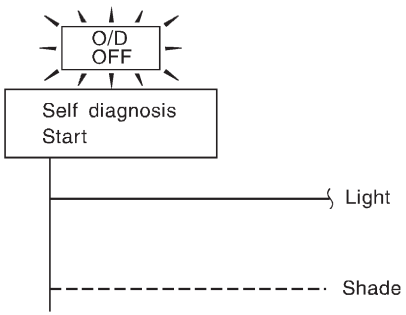
2. Engine Cannot Be Started In "P" and "N" Position

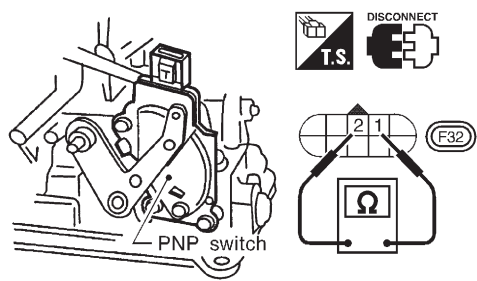
2. Engine Cannot Be Started In "P" and "N" Position

=NJAT0332

SYMPTOM:

- Engine cannot be started with selector lever in "P" or "N" position.
- Engine can be started with selector lever in "D", "2", "1" or "R" position.

1	CHECK PNP SWITCH CIRCUIT	
<p> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?</p>		
<p> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?</p>		
		
SAT367J		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶	GO TO 2.

2	CHECK PNP SWITCH INSPECTION	
<p>Check for short or open of PNP switch harness connector terminals 1 and 2. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.</p>		
		
SAT408JA		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace PNP switch.

TROUBLE DIAGNOSES FOR SYMPTOMS

2. Engine Cannot Be Started In "P" and "N" Position (Cont'd)

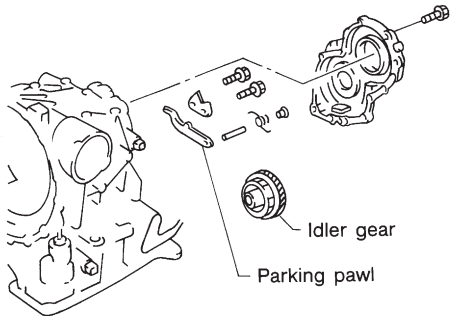
3	CHECK STARTING SYSTEM	
Check starting system. Refer to SC-13, "STARTING SYSTEM".		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Repair or replace damaged parts.

3. In "P" Position, Vehicle Moves Forward Or Backward When Pushed

NJAT0333

SYMPTOM:

Vehicle moves when it is pushed forward or backward with selector lever in "P" position.

1	CHECK PARKING COMPONENTS	
Check parking components. Refer to "Parking Pawl Components", AT-351.		
		
SAT282F		
OK or NG		
OK	▶	INSPECTION END
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

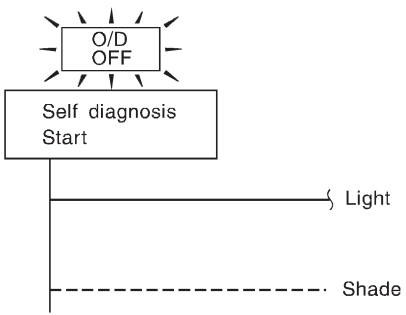
4. In "N" Position, Vehicle Moves

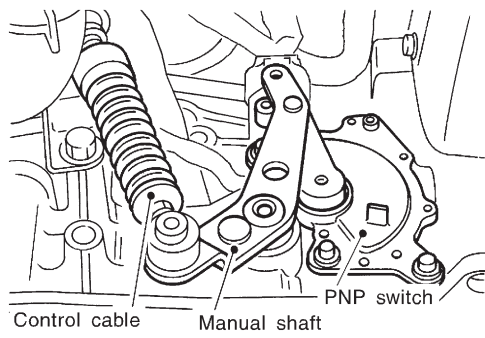
4. In "N" Position, Vehicle Moves

=NJAT0334

SYMPTOM:


Vehicle moves forward or backward when selecting "N" position.

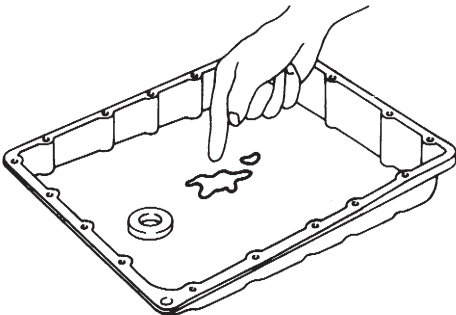
1	CHECK PNP SWITCH CIRCUIT
<p><input type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?</p>	
<p><input checked="" type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?</p>	
	
SAT367J	
Yes or No	
Yes	▶ Check PNP switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶ GO TO 2.

2	CHECK CONTROL CABLE
Check control cable. Refer to AT-344.	
	
SAT023JB	
OK or NG	
OK	▶ GO TO 3.
NG	▶ Adjust control cable. Refer to AT-344.

TROUBLE DIAGNOSES FOR SYMPTOMS

4. In "N" Position, Vehicle Moves (Cont'd)

3	CHECK A/T FLUID LEVEL	
Check A/T fluid level again.		
		
SAT638A		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Refill ATF.

4	CHECK A/T FLUID CONDITION	
1. Remove oil pan. 2. Check A/T fluid condition.		
		
SAT171B		
OK or NG		
OK	▶	GO TO 5.
NG	▶	1. Disassemble A/T. 2. Check the following items: <ul style="list-style-type: none"> ● Forward clutch assembly ● Overrun clutch assembly ● Reverse clutch assembly

5	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

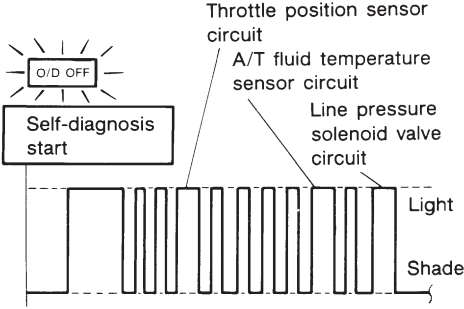
5. Large Shock. "N" → "R" Position

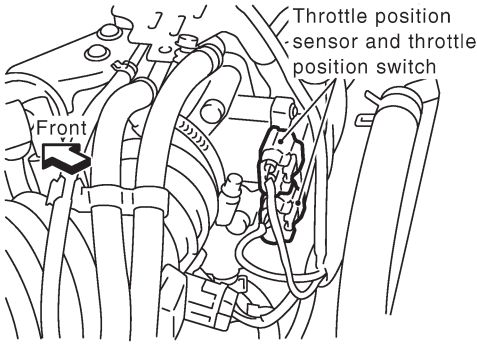
5. Large Shock. "N" → "R" Position

=NJAT0335

SYMPTOM:

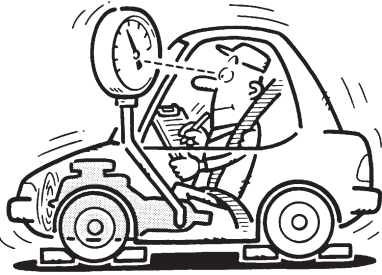
There is large shock when changing from "N" to "R" position.

1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to A/T fluid temperature sensor, line pressure solenoid valve or throttle position sensor circuit?		
		
SAT345HA		
Yes or No		
Yes	▶	<ul style="list-style-type: none"> ● Check damaged circuit. Refer to the following items. Except for Euro-OBD ● LINE PRESSURE SOLENOID VALVE: AT-174 ● THROTTLE POSITION SENSOR: AT-132 ● BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE): AT-163 Euro-OBD ● LINE PRESSURE SOLENOID VALVE: AT-237 ● THROTTLE POSITION SENSOR: AT-256 ● BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE): AT-271
No	▶	GO TO 2.

2	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".		
		
SAT004K		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace throttle position sensor.

TROUBLE DIAGNOSES FOR SYMPTOMS

5. Large Shock. "N" → "R" Position (Cont'd)

3	CHECK LINE PRESSURE	
Check line pressure at idle with selector lever in "D" position. Refer to "Line Pressure Test", AT-82.		
		
SAT494G		
OK or NG		
OK	▶	GO TO 4.
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve

4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS


6. Vehicle Does Not Creep Backward In "R" Position

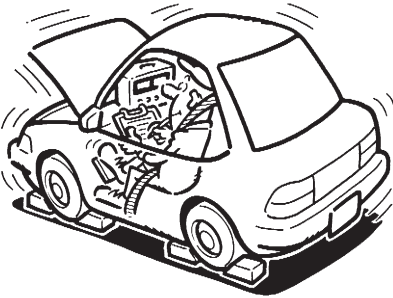
6. Vehicle Does Not Creep Backward In "R" Position

=NJAT0336

SYMPTOM:

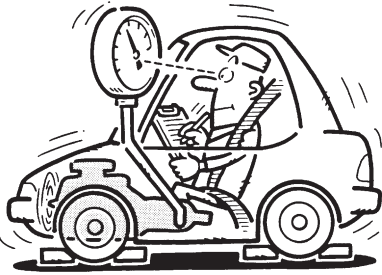
Vehicle does not creep backward when selecting "R" position.

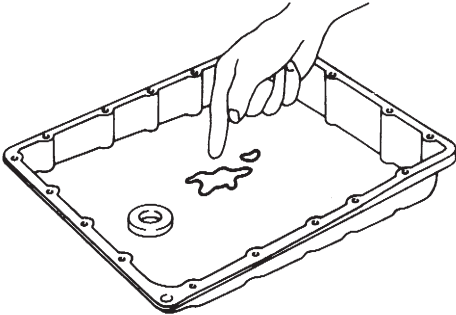
1	CHECK A/T FLUID LEVEL	
Check A/T fluid level again.		
		
SAT638A		
OK or NG		
OK	▶	GO TO 2.
NG	▶	Refill ATF.

2	CHECK STALL TEST	
Check stall revolution with selector lever in "1" and "R" positions. Refer to "STALL TEST", AT-78.		
		
SAT493G		
OK or NG		
OK	▶	GO TO 3.
OK in "1" position, NG in "R" position	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve (AT-174: Except for Euro-OBD/AT-237: Euro-OBD) 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Oil pump assembly ● Torque converter ● Reverse clutch assembly ● High clutch assembly ● Low & reverse brake assembly ● Low one-way clutch
NG in both "1" and "R" positions	▶	GO TO 6.

TROUBLE DIAGNOSES FOR SYMPTOMS

6. Vehicle Does Not Creep Backward In "R" Position (Cont'd)

3	CHECK LINE PRESSURE	
<p>Check line pressure at idle with selector lever in "R" position. Refer to "Line Pressure Test", AT-82.</p>		
		
SAT494G		
OK or NG		
OK	▶	GO TO 4.
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve (AT-174: Except for Euro-OBD/AT-237: Euro-OBD) 3. Disassemble A/T. 4. Check the following item: <ul style="list-style-type: none"> ● Oil pump assembly

4	CHECK A/T FLUID CONDITION	
<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. 		
		
SAT171B		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 6.

5	CHECK SYMPTOM	
<p>Check again.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

6. Vehicle Does Not Creep Backward In "R" Position (Cont'd)

6	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none">● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)● Line pressure solenoid valve (AT-174: Except for Euro-OBD/AT-237: Euro-OBD) <p>3. Disassemble A/T.</p> <p>4. Check the following items:</p> <ul style="list-style-type: none">● Oil pump assembly● Torque converter● Reverse clutch assembly● High clutch assembly● Low & reverse brake assembly● Low one-way clutch <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS


7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position

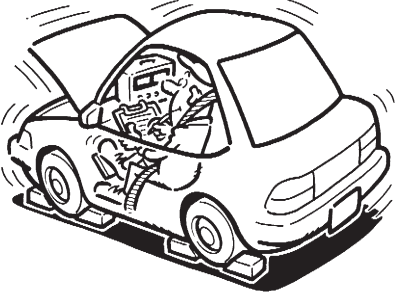
7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position

=NJAT0337

SYMPTOM:

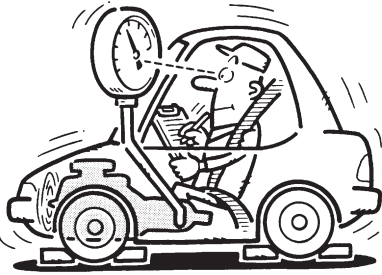
Vehicle does not creep forward when selecting "D", "2" or "1" position.

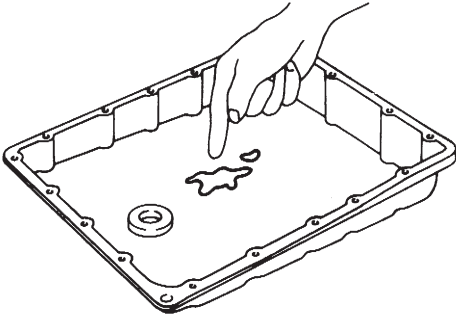
1	CHECK A/T FLUID LEVEL
Check A/T fluid level again.	
	
SAT638A	
OK or NG	
OK	▶ GO TO 2.
NG	▶ Refill ATF.

2	CHECK STALL TEST
Check stall revolution with selector lever in "D" position. Refer to "Stall Test", AT-78.	
	
SAT493G	
OK or NG	
OK	▶ GO TO 3.
NG	▶ GO TO 6.

TROUBLE DIAGNOSES FOR SYMPTOMS

7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position (Cont'd)

3	CHECK LINE PRESSURE	
<p>Check line pressure at idle with selector lever in "D" position. Refer to "Line Pressure Test ", AT-82.</p>		
		
SAT494G		
OK or NG		
OK	▶	GO TO 4.
NG	▶	<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve (AT-174: Except for Euro-OBD/AT-237: Euro-OBD) 3. Disassemble A/T. 4. Check the following item: <ul style="list-style-type: none"> ● Oil pump assembly

4	CHECK A/T FLUID CONDITION	
<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. 		
		
SAT171B		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 6.

5	CHECK SYMPTOM	
<p>Check again.</p>		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position (Cont'd)

6	DETECT MALFUNCTIONING ITEM	
	<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none">● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter)● Line pressure solenoid valve (AT-174: Except for Euro-OBD/AT-237: Euro-OBD) <p>3. Disassemble A/T.</p> <p>4. Check the following items:</p> <ul style="list-style-type: none">● Oil pump assembly● Forward clutch assembly● Forward one-way clutch● Low one-way clutch● Low & reverse brake assembly● Torque converter <p style="text-align: center;">OK or NG</p>	
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

8. Vehicle Cannot Be Started From D₁

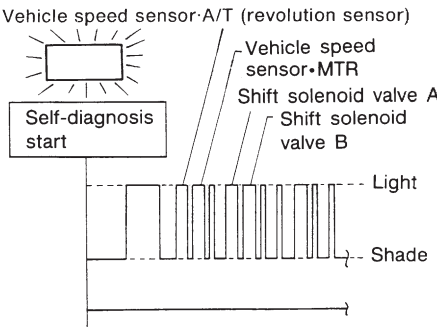
8. Vehicle Cannot Be Started From D₁

=NJAT0338

SYMPTOM:

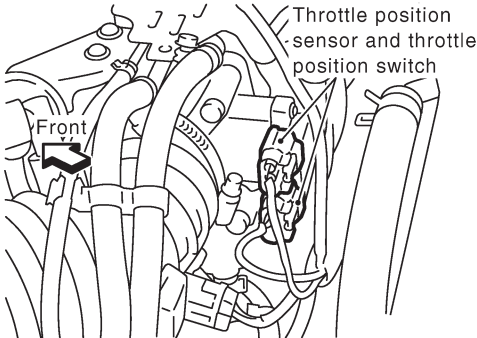
Vehicle cannot be started from D₁ on Cruise test — Part 1.

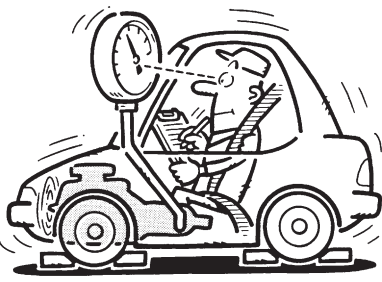
1	CHECK SYMPTOM	
Is 6. Vehicle Does Not Creep Backward In "R" Position OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to 6. Vehicle Does Not Creep Backward In "R" Position, AT-297.

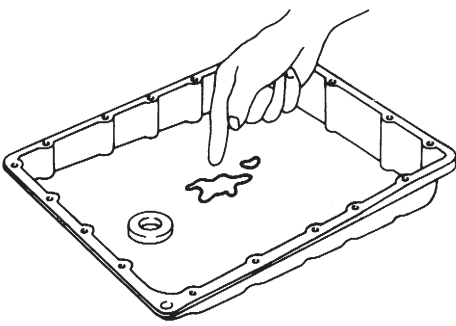
2	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?		
		
SAT934FB		
Yes or No		
Yes	▶	<ul style="list-style-type: none"> ● Check damaged circuit. Refer to the following items. Except for Euro-OBD ● VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR): AT-124 ● SHIFT SOLENOID VALVE A: AT-140 ● SHIFT SOLENOID VALVE B: AT-146 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-129 Euro-OBD ● VEHICLE SPEED SENSOR A/T (REVOLUTION SENSOR): AT-193 ● SHIFT SOLENOID VALVE A: AT-244 ● SHIFT SOLENOID VALVE B: AT-250 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-278
No	▶	GO TO 3.

TROUBLE DIAGNOSES FOR SYMPTOMS

8. Vehicle Cannot Be Started From D₁ (Cont'd)

3	CHECK THROTTLE POSITION SENSOR	
<p>Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".</p>		
		
SAT004K		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace throttle position sensor.

4	CHECK LINE PRESSURE	
<p>Check line pressure at stall point with selector lever in "D" position. Refer to "Line Pressure Test", AT-82.</p>		
		
SAT494G		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 8.

5	CHECK A/T FLUID CONDITION	
<ol style="list-style-type: none"> 1. Remove oil pan. 2. Check A/T fluid condition. 		
		
SAT171B		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 8.

TROUBLE DIAGNOSES FOR SYMPTOMS

8. Vehicle Cannot Be Started From D₁ (Cont'd)

6	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve A ● Shift valve B ● Shift solenoid valve A ● Shift solenoid valve B ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

7	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

8	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve A ● Shift valve B ● Shift solenoid valve A ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Forward clutch assembly ● Forward one-way clutch ● Low one-way clutch ● High clutch assembly ● Torque converter ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂

9. A/T Does Not Shift: D₁ → D₂ Or Does Not Kickdown: D₄ → D₂

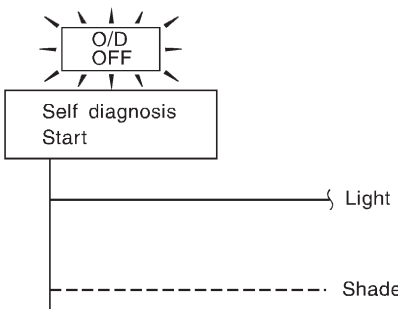
=NJAT0339

SYMPTOM:

A/T does not shift from D₁ to D₂ at the specified speed.

A/T does not shift from D₄ to D₂ when depressing accelerator pedal fully at the specified speed.

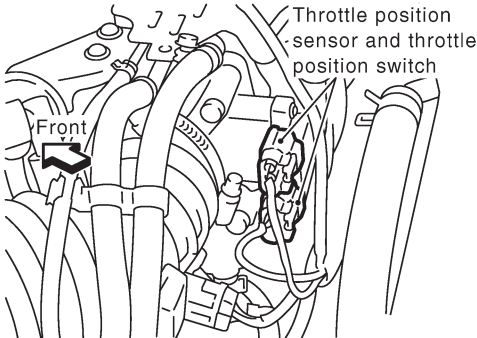
1	CHECK SYMPTOM	
Are 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D ₁ OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D ₁ , AT-300, 303.

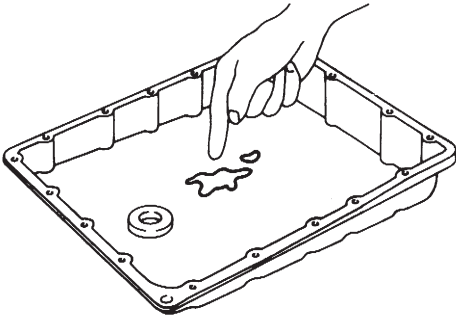
2	CHECK PNP SWITCH CIRCUIT	
<input checked="" type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?		
<input type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?		
		
SAT367J		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶	GO TO 3.

3	CHECK VEHICLE SPEED SENSOR·A/T (REVOLUTION SENSOR) AND CHECK VEHICLE SPEED SENSOR·MTR CIRCUIT	
Check vehicle speed sensor·A/T (revolution sensor) and vehicle speed sensor·MTR circuit. Refer to AT-124 (Except for Euro-OBD), AT-193 (EURO-OBD) and AT-129 (Except for Euro-OBD), AT-278 (EURO-OBD).		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace vehicle speed sensor·A/T (revolution sensor) and vehicle speed sensor·MTR circuits.

TROUBLE DIAGNOSES FOR SYMPTOMS

9. A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$ (Cont'd)

4	CHECK THROTTLE POSITION SENSOR	
<p>Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".</p>		
		
SAT004K		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair or replace throttle position sensor.

5	CHECK A/T FLUID CONDIONITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p>		
		
SAT171B		
OK or NG		
OK	▶	GO TO 6.
NG	▶	GO TO 8.

6	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve A ● Shift solenoid valve A (AT-140: Except for Euro-OBD/AT-244: Euro-OBD) ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

9. A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$ (Cont'd)

7	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

8	DETECT MALFUNCTIONING ITEM	
<ol style="list-style-type: none"> 1. Remove control valve. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve A ● Shift solenoid valve A (AT-140: Except for Euro-OBD/AT-244: Euro-OBD) ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Servo piston assembly ● Brake band ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

10. A/T Does Not Shift: D₂ → D₃

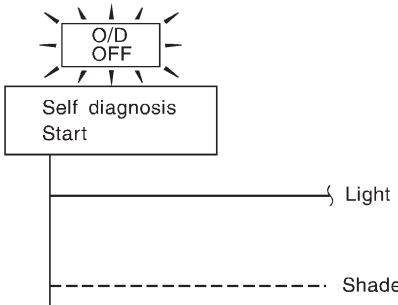
10. A/T Does Not Shift: D₂ → D₃

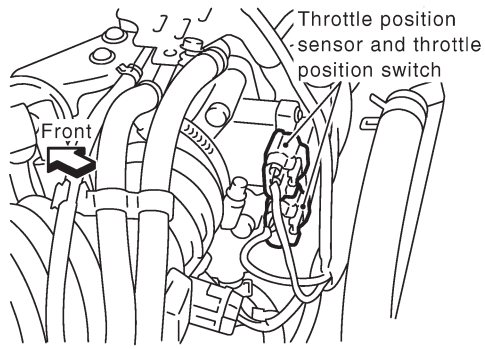
=NJAT0340

SYMPTOM:

A/T does not shift from D₂ to D₃ at the specified speed.

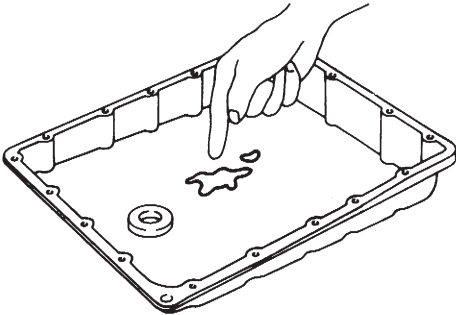
1	CHECK SYMPTOM	
Are 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D ₁ OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D ₁ , AT-300, 303.

2	CHECK PNP SWITCH CIRCUIT	
<input checked="" type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?		
<input type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?		
		
SAT367J		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶	GO TO 3.

3	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".		
		
SAT004K		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace throttle position sensor.

TROUBLE DIAGNOSES FOR SYMPTOMS

10. A/T Does Not Shift: D₂ → D₃ (Cont'd)

4	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT171B</p>		
OK or NG		
OK	▶	GO TO 5.
NG	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve B ● Shift solenoid valve B (AT-146: Except for Euro-OBD/AT-250: Euro-OBD) ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

6	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

TROUBLE DIAGNOSES FOR SYMPTOMS

10. A/T Does Not Shift: D₂ → D₃ (Cont'd)

7	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to AT-343.</p> <p>2. Check the following items:</p> <ul style="list-style-type: none">● Shift valve B● Shift solenoid valve B (AT-146: Except for Euro-OBD/AT-250: Euro-OBD)● Pilot valve● Pilot filter <p>3. Disassemble A/T.</p> <p>4. Check the following items:</p> <ul style="list-style-type: none">● Servo piston assembly● High clutch assembly● Oil pump assembly <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

11. A/T Does Not Shift: $D_3 \rightarrow D_4$

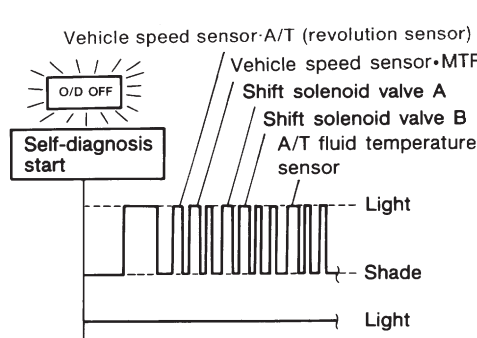
11. A/T Does Not Shift: $D_3 \rightarrow D_4$

=NJAT0341

SYMPTOM:

- A/T does not shift from D_3 to D_4 at the specified speed.
- A/T must be warm before D_3 to D_4 shift will occur.

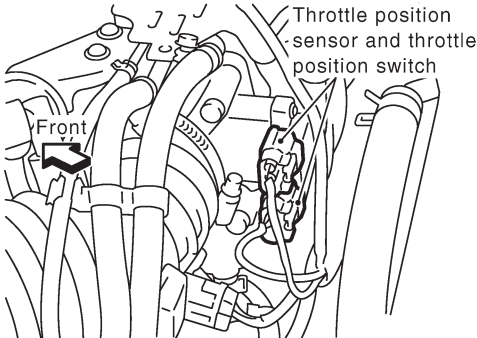
1	CHECK SYMPTOM	
Are 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D_1 OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to 7. Vehicle Does Not Creep Forward In "D", "2" Or "1" Position and 8. Vehicle Cannot Be Started From D_1 , AT-300, 303.

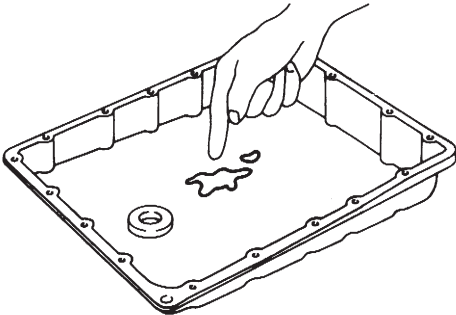
2	CHECK SELF-DIAGNOSTIC RESULTS	
<p>Ⓟ With CONSULT-II</p> <p>Does self-diagnosis, after cruise test, show damage to any of the following circuits?</p> <ul style="list-style-type: none"> ● PNP switch ● Overdrive control switch ● A/T fluid temperature sensor ● Vehicle speed sensor-A/T (revolution sensor) ● Shift solenoid valve A or B ● Vehicle speed sensor-MTR 		
		
Yes or No		
Yes	▶	<ul style="list-style-type: none"> ● Check damaged circuit. Refer to the following items. <p>Except for Euro-OBD</p> <ul style="list-style-type: none"> ● VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR): AT-124 ● SHIFT SOLENOID VALVE A: AT-140 ● SHIFT SOLENOID VALVE B: AT-146 ● BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE): AT-163 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-129 ● 21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks): AT-326 <p>Euro-OBd</p> <ul style="list-style-type: none"> ● VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR): AT-193 ● SHIFT SOLENOID VALVE A: AT-244 ● SHIFT SOLENOID VALVE B: AT-250 ● BATT/FLUID TEMP SEN (A/T FLUID TEMP SENSOR CIRCUIT AND TCM POWER SOURCE): AT-271 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-278 ● 21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks): AT-326
No	▶	GO TO 3.

SAT363HC

TROUBLE DIAGNOSES FOR SYMPTOMS

11. A/T Does Not Shift: D₃ → D₄ (Cont'd)

3	CHECK THROTTLE POSITION SENSOR	
<p>Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT004K</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	Repair or replace throttle position sensor.

4	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT171B</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Shift valve B ● Overrun clutch control valve ● Shift solenoid valve B ● Pilot valve ● Pilot filter <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

11. A/T Does Not Shift: $D_3 \rightarrow D_4$ (Cont'd)

6	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

7	DETECT MALFUNCTIONING ITEM	
<ol style="list-style-type: none"> 1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Shift valve B ● Overrun clutch control valve ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: <ul style="list-style-type: none"> ● Servo piston assembly ● Brake band ● Torque converter ● Oil pump assembly 		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

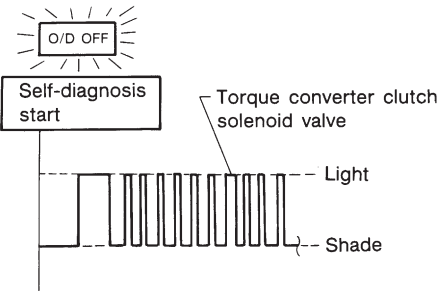
12. A/T Does Not Perform Lock-up

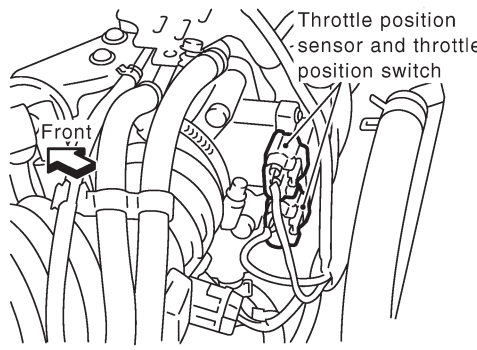
12. A/T Does Not Perform Lock-up

=NJAT0342

SYMPTOM:

A/T does not perform lock-up at the specified speed.

1	CHECK SELF-DIAGNOSTIC RESULTS		
Does self-diagnosis show damage to torque converter clutch solenoid valve circuit after cruise test?			
			
SAT346H			
Yes or No			
Yes	▶	Check torque converter clutch solenoid valve circuit. Refer to AT-157 (Except for Euro-OBD)/AT-231 (Euro-OBD).	
No	▶	GO TO 2.	

2	CHECK THROTTLE POSITION SENSOR		
Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".			
			
SAT004K			
OK or NG			
OK	▶	GO TO 3.	
NG	▶	Repair or replace throttle position sensor.	

3	DETECT MALFUNCTIONING ITEM		
1. Remove control valve. Refer to AT-343. 2. Check following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Torque converter relief valve ● Torque converter clutch solenoid valve ● Pilot valve ● Pilot filter 			
OK or NG			
OK	▶	GO TO 4.	
NG	▶	Repair or replace damaged parts.	

TROUBLE DIAGNOSES FOR SYMPTOMS

12. A/T Does Not Perform Lock-up (Cont'd)

4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	<ol style="list-style-type: none">1. Perform TCM input/output signal inspection.2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

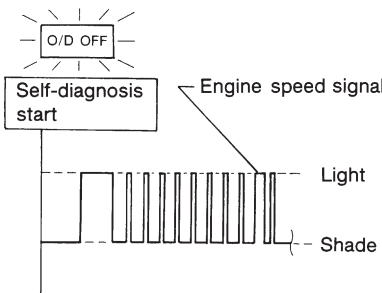
13. A/T Does Not Hold Lock-up Condition

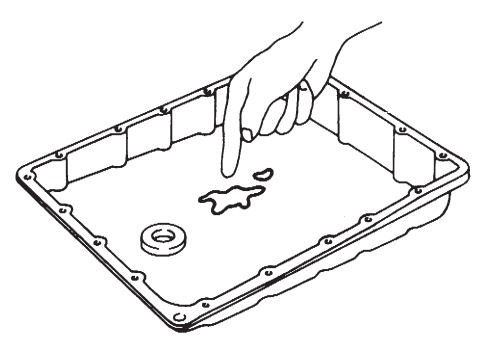
13. A/T Does Not Hold Lock-up Condition

=NJAT0343

SYMPTOM:

A/T does not hold lock-up condition for more than 30 seconds.

1	CHECK DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to engine speed signal circuit after cruise test?		
		
SAT347H		
Yes or No		
Yes	▶	Check engine speed signal circuit. Refer to AT-170 (Except for Euro-OBD)/AT-198 (Euro-OBD).
No	▶	GO TO 2.

2	CHECK A/T FLUID CONDITION	
1. Remove oil pan. 2. Check A/T fluid condition.		
		
SAT171B		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 5.

3	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Pilot valve ● Pilot filter 		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

13. A/T Does Not Hold Lock-up Condition (Cont'd)

4	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	INSPECTION END
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

5	DETECT MALFUNCTIONING ITEM	
1. Remove control valve assembly. Refer to AT-343. 2. Check the following items: <ul style="list-style-type: none"> ● Torque converter clutch control valve ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check torque converter and oil pump assembly.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS



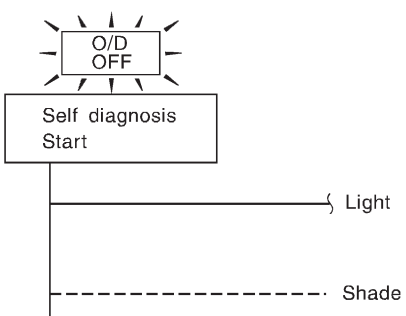
14. Lock-up Is Not Released

14. Lock-up Is Not Released

=NJAT0344

SYMPTOM:

Lock-up is not released when accelerator pedal is released.

1	CHECK THROTTLE POSITION SWITCH CIRCUIT
<p> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to closed throttle position switch circuit?</p>	
<p> Without CONSULT-II Does self-diagnosis show damage to closed throttle position switch circuit?</p>	
 <p style="text-align: right;">SAT367J</p>	
Yes or No	
Yes	▶ Check closed throttle position switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶ GO TO 2.

2	CHECK SYMPTOM
Check again.	
OK or NG	
OK	▶ INSPECTION END
NG	▶ <ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

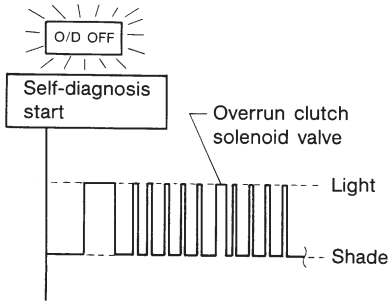
15. Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)

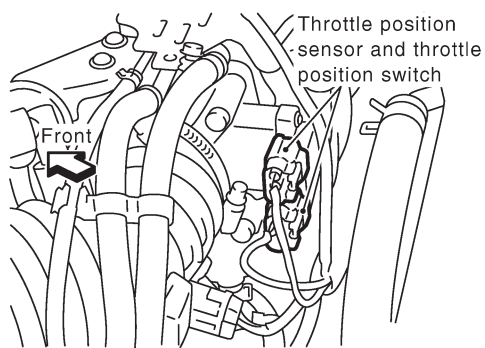
15. Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)

=NJAT0345

SYMPTOM:

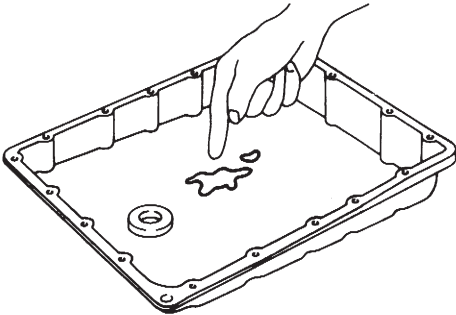
- Engine speed does not smoothly return to idle when A/T shifts from D_4 to D_3 .
- Vehicle does not decelerate by engine brake when turning overdrive control switch OFF.
- Vehicle does not decelerate by engine brake when shifting A/T from "D" to "2" position.

1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to overrun clutch solenoid valve circuit after cruise test?		
		
SAT348H		
Yes or NO		
Yes	▶	Check overrun clutch solenoid valve circuit. Refer to AT-152 (Except for Euro-OBD)/AT-265 (Euro-OBD).
No	▶	GO TO 2.

2	CHECK THROTTLE POSITION SENSOR	
Check throttle position sensor. Refer to EC-168, "DTC P0120 THROTTLE POSITION SENSOR".		
		
SAT004K		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace throttle position sensor. (AT-132: Except for Euro-OBD/AT-256: Euro-OBD)

TROUBLE DIAGNOSES FOR SYMPTOMS

15. Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$) (Cont'd)

3	CHECK A/T FLUID CONDITION	
<p>1. Remove oil pan. 2. Check A/T fluid condition.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT171B</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 4.
NG	▶	GO TO 6.

4	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch control valve ● Overrun clutch reducing valve ● Overrun clutch solenoid valve (AT-152: Except for Euro-OBD/AT-265: Euro-OBD) <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

5	CHECK SYMPTOM	
<p>Check again.</p> <p style="text-align: center;">OK or NG</p>		
OK	▶	INSPECTION END
NG	▶	<p>1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.</p>

6	DETECT MALFUNCTIONING ITEM	
<p>1. Remove control valve assembly. Refer to AT-343. 2. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch control valve ● Overrun clutch reducing valve ● Overrun clutch solenoid valve (AT-152: Except for Euro-OBD/AT-265: Euro-OBD) <p>3. Disassemble A/T. 4. Check the following items:</p> <ul style="list-style-type: none"> ● Overrun clutch assembly ● Oil pump assembly <p style="text-align: center;">OK or NG</p>		
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

TROUBLE DIAGNOSES FOR SYMPTOMS

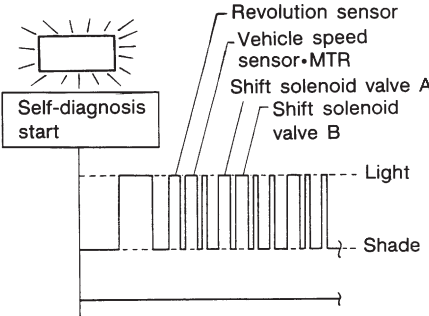
16. Vehicle Does Not Start From D₁

16. Vehicle Does Not Start From D₁

NJAT0346

SYMPTOM:

Vehicle does not start from D₁ on Cruise test — Part 2.

1	CHECK SELF-DIAGNOSTIC RESULTS	
<p>Does self-diagnosis show damage to vehicle speed sensor-A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor-MTR after cruise test?</p>		
		
SAT934FA		
Yes or No		
Yes	▶	<ul style="list-style-type: none"> ● Check damaged circuit. Refer to the following items. Except for Euro-OBD ● VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR): AT-124 ● SHIFT SOLENOID VALVE A: AT-140 ● SHIFT SOLENOID VALVE B: AT-146 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-129 Euro-OBD ● VEHICLE SPEED SENSOR-A/T (REVOLUTION SENSOR): AT-193 ● SHIFT SOLENOID VALVE A: AT-244 ● SHIFT SOLENOID VALVE B: AT-250 ● VHCL SPEED SEN-MTR VEHICLE SPEED SENSOR-MTR: AT-278
No	▶	GO TO 2.

2	CHECK SYMPTOM	
Check again.		
OK or NG		
OK	▶	Go to 8. Vehicle Cannot Be Started From D ₁ , AT-303.
NG	▶	<ol style="list-style-type: none"> 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

17. A/T Does Not Shift: D₄ → D₃, When Overdrive Control Switch "ON" → "OFF"

17. A/T Does Not Shift: D₄ → D₃, When Overdrive Control Switch "ON" → "OFF"

=NJAT0347

SYMPTOM:

A/T does not shift from D₄ to D₃ when changing overdrive control switch to "OFF" position.

1	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT
<p><input type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to overdrive control switch circuit?</p>	
<p><input checked="" type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to overdrive control switch circuit?</p> <div style="text-align: center; margin: 20px 0;"> </div> <p style="text-align: right;">SAT344H</p>	
Yes or No	
Yes	▶ Check overdrive control switch circuit. Refer to AT-323.
No	▶ Go to 10. A/T Does Not Shift: D ₂ → D ₃ , AT-309.

TROUBLE DIAGNOSES FOR SYMPTOMS

18. A/T Does Not Shift: D₃ → 2₂, When Selector Lever "D" → "2" Position

18. A/T Does Not Shift: D₃ → 2₂, When Selector Lever "D" → "2" Position

=NJAT0348

SYMPTOM:

A/T does not shift from D₃ to 2₂ when changing selector lever from "D" to "2" position.

1	CHECK PNP SWITCH CIRCUIT
<p><input type="checkbox"/> With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?</p>	
<p><input checked="" type="checkbox"/> Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?</p> <div style="text-align: center; margin: 20px 0;"> </div> <p style="text-align: right;">SAT367J</p>	
Yes or No	
Yes	▶ Check PNP switch circuit. Refer to AT-326.
No	▶ Go to 9. A/T Does Not Shift: D ₁ → D ₂ or Does Not Kickdown: D ₄ → D ₂ , AT-306.

TROUBLE DIAGNOSES FOR SYMPTOMS

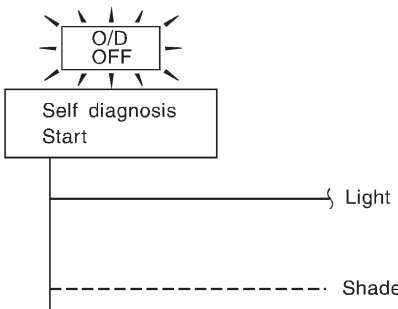
19. A/T Does Not Shift: 2₂ → 1₁, When Selector Lever "2" → "1" Position

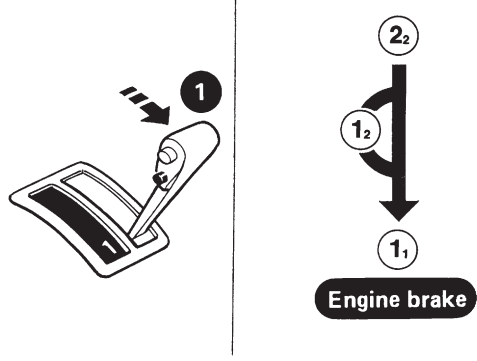
19. A/T Does Not Shift: 2₂ → 1₁, When Selector Lever "2" → "1" Position

=NJAT0349

SYMPTOM:

A/T does not shift from 2₂ to 1₁ when changing selector lever from "2" to "1" position.

1	CHECK PNP SWITCH CIRCUIT
<p>Ⓟ With CONSULT-II Does "ECU INPUT SIGNALS" in "DATA MONITOR" show damage to PNP switch circuit?</p>	
<p>ⓧ Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?</p>	
	
SAT367J	
Yes or No	
Yes	▶ Check PNP switch circuit. Refer to "21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)", AT-326.
No	▶ GO TO 2.

2	CHECK SYMPTOM
Check again.	
	
OK or NG	
OK	▶ INSPECTION END
NG	▶ 1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

SAT778B

TROUBLE DIAGNOSES FOR SYMPTOMS

20. Vehicle Does Not Decelerate By Engine Brake

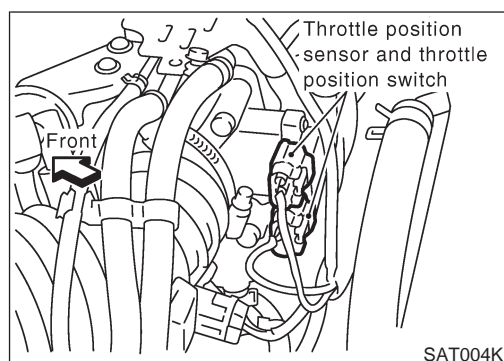
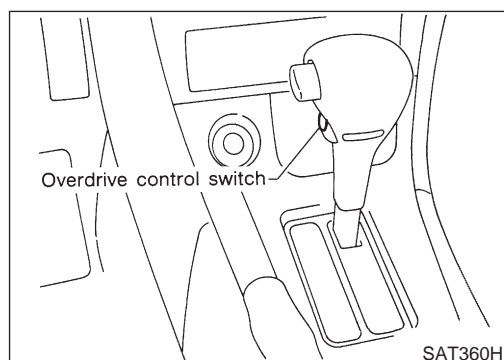
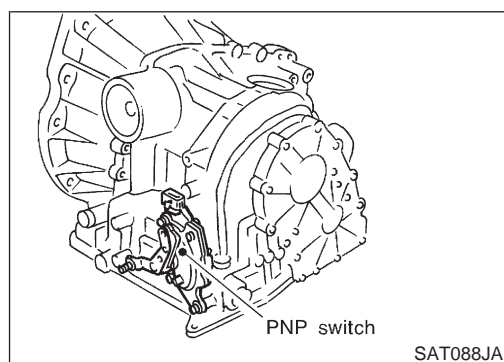
20. Vehicle Does Not Decelerate By Engine Brake

=NJAT0350

SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 2₂ (1₂) to 1₁.

1	CHECK SYMPTOM	
Is 6. Vehicle Does Not Creep Backward In "R" Position OK?		
Yes or No		
Yes	▶	Go to 15. Engine Speed Does Not Return To Idle (Light Braking D ₄ → D ₃), AT-320.
No	▶	Go to 6. Vehicle Does Not Creep Backward In "R" Position, AT-297.



21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks)

NJAT0351

SYMPTOM:

O/D OFF indicator lamp does not come on in TCM self-diagnostic procedure even if the lamp circuit is good.

DESCRIPTION

NJAT0351S01

- PNP switch
The PNP switch assembly includes a transmission range switch. The transmission range switch detects the selector lever position and sends a signal to the TCM.
- Overdrive control switch
Detects the overdrive control switch position (ON or OFF) and sends a signal to the TCM.
- Throttle position switch
Consists of a wide open throttle position switch and a closed throttle position switch.
The wide open throttle position switch sends a signal to the TCM when the throttle valve is open at least 1/2 of the full throttle position. The closed throttle position switch sends a signal to the TCM when the throttle valve is fully closed.

TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

DIAGNOSTIC PROCEDURE

NJAT0351S02

1	CHECK PNP SWITCH CIRCUIT (With CONSULT-II)															
	<p>With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to "ON" position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out "P/N", "R", "D", "2" and "1" position switches moving selector lever to each position. Check that the signal of the selector lever position is indicated properly. 															
	<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2">DATA MONITOR</th> </tr> <tr> <th colspan="2">MONITORING</th> </tr> </thead> <tbody> <tr> <td>PN POSI SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>R POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>D POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> <tr> <td>2 POSITION SW</td> <td style="text-align: center;">ON</td> </tr> <tr> <td>1 POSITION SW</td> <td style="text-align: center;">OFF</td> </tr> </tbody> </table>		DATA MONITOR		MONITORING		PN POSI SW	OFF	R POSITION SW	OFF	D POSITION SW	OFF	2 POSITION SW	ON	1 POSITION SW	OFF
DATA MONITOR																
MONITORING																
PN POSI SW	OFF															
R POSITION SW	OFF															
D POSITION SW	OFF															
2 POSITION SW	ON															
1 POSITION SW	OFF															
	OK or NG															
OK	▶	GO TO 3.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch (Refer to "Component Inspection", AT-333.) ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Diode (P, N positions) 														

SAT701J

TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

2 CHECK PNP SWITCH CIRCUIT (Without CONSULT-II)

⊗ Without CONSULT-II

1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Check voltage between TCM terminals 26, 27, 34, 35, 36 and ground while moving selector lever through each position.

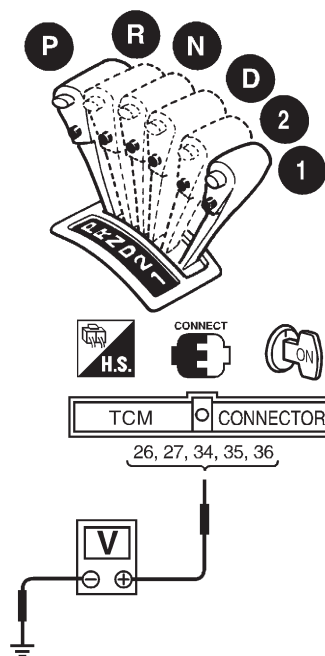
Voltage:

B: Battery voltage

0: 0V

Lever position	Terminals				
	36	35	34	27	26
P, N	B	0	0	0	0
R	0	B	0	0	0
D	0	0	B	0	0
2	0	0	0	B	0
1	0	0	0	0	B

MTBL0138



SAT470J

OK or NG

OK	▶	GO TO 4.
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● PNP switch (Refer to "Component Inspection", AT-333.) ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Diode (P, N positions)

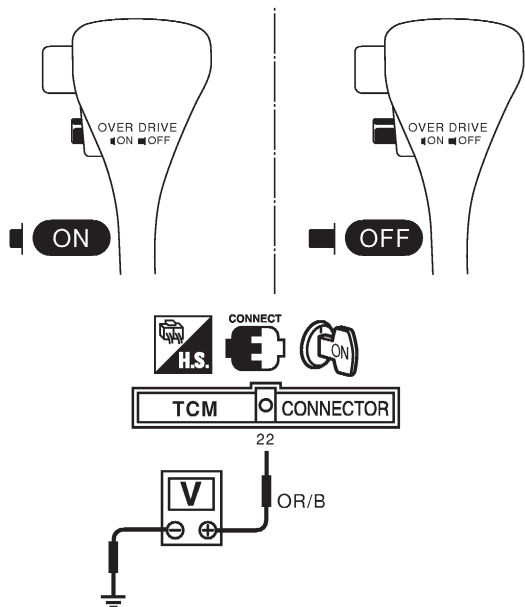
TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

3	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT (With CONSULT-II)															
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to "ON" position. (Do not start engine.) 2. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 3. Read out "OVERDRIVE SWITCH". Check the signal of the overdrive control switch is indicated properly. (Overdrive control switch "ON" displayed on CONSULT-II means overdrive "OFF".) 																
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: center;">DATA MONITOR</th> </tr> <tr> <th style="text-align: center;">MONITORING</th> <th style="width: 50px;"></th> </tr> </thead> <tbody> <tr> <td>ENGINE SPEED</td> <td>XXX rpm</td> </tr> <tr> <td>TURBINE REV</td> <td>XXX rpm</td> </tr> <tr> <td>OVERDRIVE SW</td> <td>ON</td> </tr> <tr> <td>PN POSI SW</td> <td>OFF</td> </tr> <tr> <td>R POSITION SW</td> <td>OFF</td> </tr> </tbody> </table>			DATA MONITOR		MONITORING		ENGINE SPEED	XXX rpm	TURBINE REV	XXX rpm	OVERDRIVE SW	ON	PN POSI SW	OFF	R POSITION SW	OFF
DATA MONITOR																
MONITORING																
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PN POSI SW	OFF															
R POSITION SW	OFF															
SAT645J																
OK or NG																
OK	▶	GO TO 5.														
NG	▶	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Overdrive control switch (Refer to "Component Inspection", AT-333.) ● Harness for short or open between TCM and overdrive control switch (Main harness) ● Harness of ground circuit for overdrive control switch (Main harness) for short or open 														

TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

4	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT (Without CONSULT-II)
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Turn ignition switch to "ON" position. (Do not start engine.) 2. Check voltage between TCM terminal 22 and ground when overdrive control switch is "ON" and "OFF". <p>Voltage: Switch position "ON": Battery voltage Switch position "OFF": 1V or less</p> <div style="text-align: center;">  <p>The diagram illustrates the procedure for checking the overdrive control switch circuit. It shows two views of the overdrive control switch: one with the lever in the 'ON' position and one with it in the 'OFF' position. Below these, a wiring diagram shows the connection between the TCM (Transmission Control Module) and the overdrive control switch. The TCM terminal 22 is connected to the switch through a connector. A voltmeter (V) is connected to terminal 22 (labeled OR/B) and ground to measure the voltage. The diagram also includes symbols for 'CONNECT', 'H.S.', and 'ON'.</p> </div> <p style="text-align: right;">SAT048K</p>	
OK or NG	
OK	▶ GO TO 6.
NG	<p>▶ Check the following items:</p> <ul style="list-style-type: none"> ● Overdrive control switch (Refer to "Component Inspection", AT-333.) ● Harness for short or open between TCM and overdrive control switch (Main harness) ● Harness of ground circuit for overdrive control switch (Main harness) for short or open


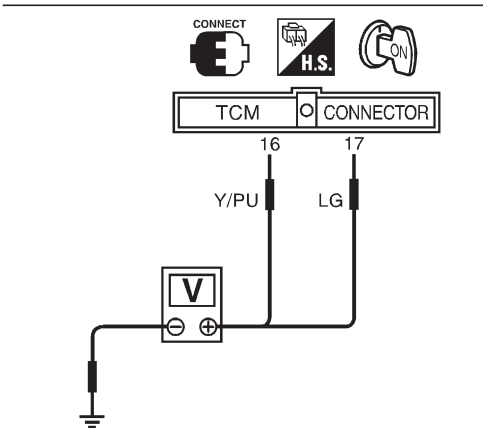
TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

5	CHECK THROTTLE POSITION SWITCH CIRCUIT (With CONSULT-II)														
<p>Ⓟ With CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener, then check the following. Refer to steps from 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. — Except for Euro-OBD/Refer to steps from 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61 — Euro-OBD 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Select "ECU INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II. 4. Read out "CLOSED THL/SW" and "W/O THRL/P-SW" depressing and releasing accelerator pedal. Check the signal of throttle position switch is indicated properly. 															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="padding: 5px;">Accelerator pedal condition</th> <th colspan="2" style="padding: 5px;">Data monitor</th> </tr> <tr> <th style="padding: 5px;">CLOSED THL/SW</th> <th style="padding: 5px;">W/O THRL/P-SW</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Released</td> <td style="padding: 5px; text-align: center;">ON</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">Fully depressed</td> <td style="padding: 5px; text-align: center;">OFF</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>		Accelerator pedal condition	Data monitor		CLOSED THL/SW	W/O THRL/P-SW	Released	ON	OFF	Fully depressed	OFF	ON			
Accelerator pedal condition	Data monitor														
	CLOSED THL/SW	W/O THRL/P-SW													
Released	ON	OFF													
Fully depressed	OFF	ON													
MTBL0011															
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="padding: 5px;">DATA MONITOR</th> </tr> <tr> <th style="padding: 5px;">MONITORING</th> <th style="padding: 5px;"></th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">POWERSHIFT SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">CLOSED THL/SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">W/O THRL/P-SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">HOLD SW</td> <td style="padding: 5px; text-align: center;">OFF</td> </tr> <tr> <td style="padding: 5px;">BRAKE SW</td> <td style="padding: 5px; text-align: center;">ON</td> </tr> </tbody> </table>		DATA MONITOR		MONITORING		POWERSHIFT SW	OFF	CLOSED THL/SW	OFF	W/O THRL/P-SW	OFF	HOLD SW	OFF	BRAKE SW	ON
DATA MONITOR															
MONITORING															
POWERSHIFT SW	OFF														
CLOSED THL/SW	OFF														
W/O THRL/P-SW	OFF														
HOLD SW	OFF														
BRAKE SW	ON														
SAT702J															
OK or NG															
OK	▶ GO TO 7.														
NG	<p>▶ Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Component Inspection", AT-333. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 														

TROUBLE DIAGNOSES FOR SYMPTOMS

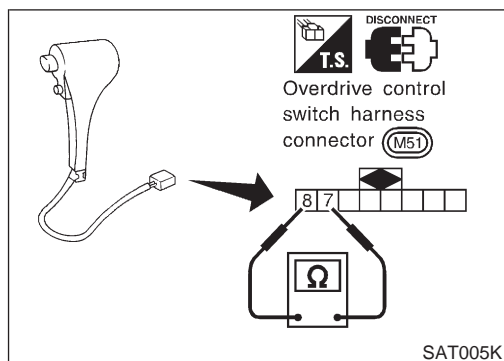
21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

6	CHECK THROTTLE POSITION SWITCH CIRCUIT (Without CONSULT-II)											
<p>⊗ Without CONSULT-II</p> <ol style="list-style-type: none"> 1. Apply vacuum to the throttle opener, then check the following. Refer to steps from 1 to 5 of "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. — Except for Euro-OBD/Refer to steps from 1 to 5 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61 — Euro-OBD 2. Turn ignition switch to "ON" position. (Do not start engine.) 3. Check voltage between TCM terminals 16, 17 and ground while depressing, and releasing accelerator pedal slowly. (After warming up engine) 												
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Accelerator pedal condition</th> <th colspan="2" style="text-align: center;">Voltage</th> </tr> <tr> <th style="text-align: center;">Terminal No. 16</th> <th style="text-align: center;">Terminal No. 17</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Released</td> <td style="text-align: center;">Battery voltage</td> <td style="text-align: center;">1V or less</td> </tr> <tr> <td style="text-align: center;">Fully depressed</td> <td style="text-align: center;">1V or less</td> <td style="text-align: center;">Battery voltage</td> </tr> </tbody> </table>		Accelerator pedal condition	Voltage		Terminal No. 16	Terminal No. 17	Released	Battery voltage	1V or less	Fully depressed	1V or less	Battery voltage
Accelerator pedal condition	Voltage											
	Terminal No. 16	Terminal No. 17										
Released	Battery voltage	1V or less										
Fully depressed	1V or less	Battery voltage										
MTBL0137												
												
												
SAT454JA												
OK or NG												
OK	▶ GO TO 7.											
NG	<p>Check the following items:</p> <ul style="list-style-type: none"> ● Throttle position switch — Refer to "Component Inspection", AT-333. ● Harness for short or open between ignition switch and throttle position switch (Main harness) ● Harness for short or open between throttle position switch and TCM (Main harness) 											

7	CHECK DTC
Perform "DIAGNOSTIC PROCEDURE", AT-327	
OK or NG	
OK	▶ INSPECTION END
NG	<ul style="list-style-type: none"> ● Perform TCM input/output signal inspection. ● If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)



COMPONENT INSPECTION

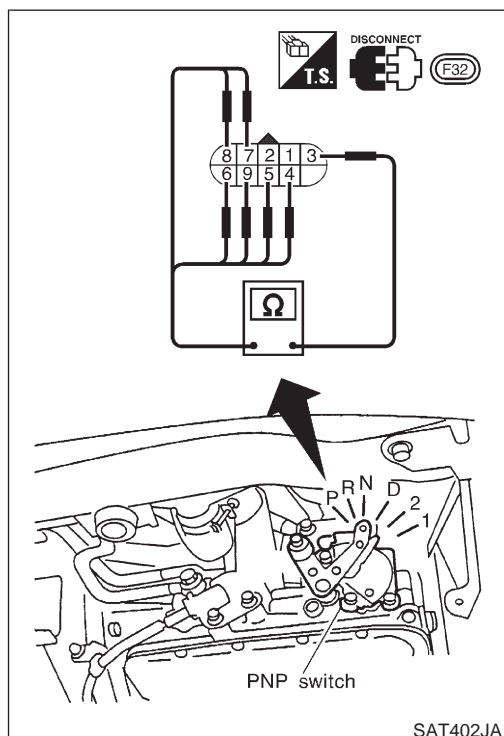
Overdrive Control Switch

NJAT0351S03

NJAT0351S0301

- Check continuity between two terminals 7 and 8.

Switch position	Continuity
ON	No
OFF	Yes

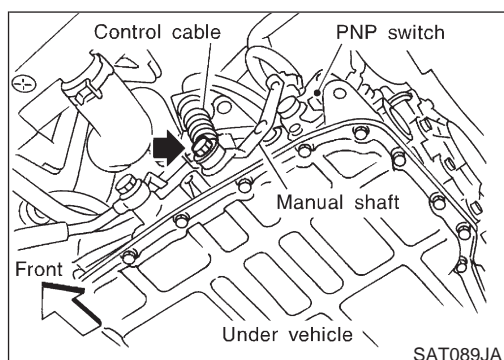


PNP Switch

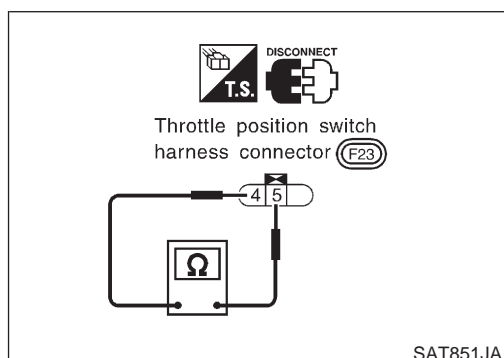
NJAT0351S0302

- Check continuity between terminals 1 and 3 and between terminals 2 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

Lever position	Terminal No.	
P	3 — 7	1 — 2
R	3 — 8	
N	3 — 9	1 — 2
D	3 — 6	
2	3 — 5	
1	3 — 4	



- If NG, check again with manual control cable disconnected from manual shaft of A/T assembly. Refer to step 1.
- If OK on step 2, adjust manual control cable. Refer to AT-344.
- If NG on step 2, remove PNP switch from A/T and check continuity of PNP switch terminals. Refer to step 1.
- If OK on step 4, adjust PNP switch. Refer to AT-344.
- If NG on step 4, replace PNP switch.



Throttle Position Switch

NJAT0351S0303

Closed throttle position switch (idle position)

- Check continuity between terminals 4 and 5. Refer to "Preparation", "SELF-DIAGNOSTIC PROCEDURE (Without CONSULT-II)", AT-42. — Except for Euro-OBD/Refer to "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)", AT-61. — Euro-OBD

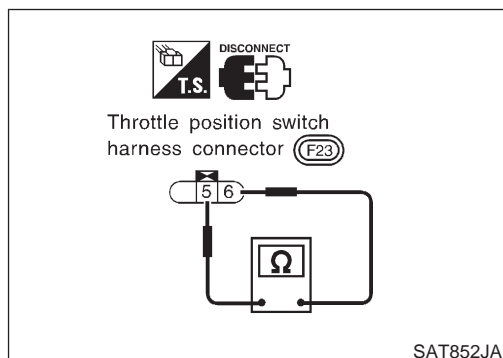
Accelerator pedal condition	Continuity
Released	Yes

TROUBLE DIAGNOSES FOR SYMPTOMS

21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Throttle Position Switches Circuit Checks) (Cont'd)

Accelerator pedal condition	Continuity
Depressed	No

- To adjust closed throttle position switch, refer to EC-98, "Basic Inspection".



Wide open throttle position switch

- Check continuity between terminals 5 and 6.

Accelerator pedal condition	Continuity
Released	No
Depressed	Yes

A/T SHIFT LOCK SYSTEM

Description

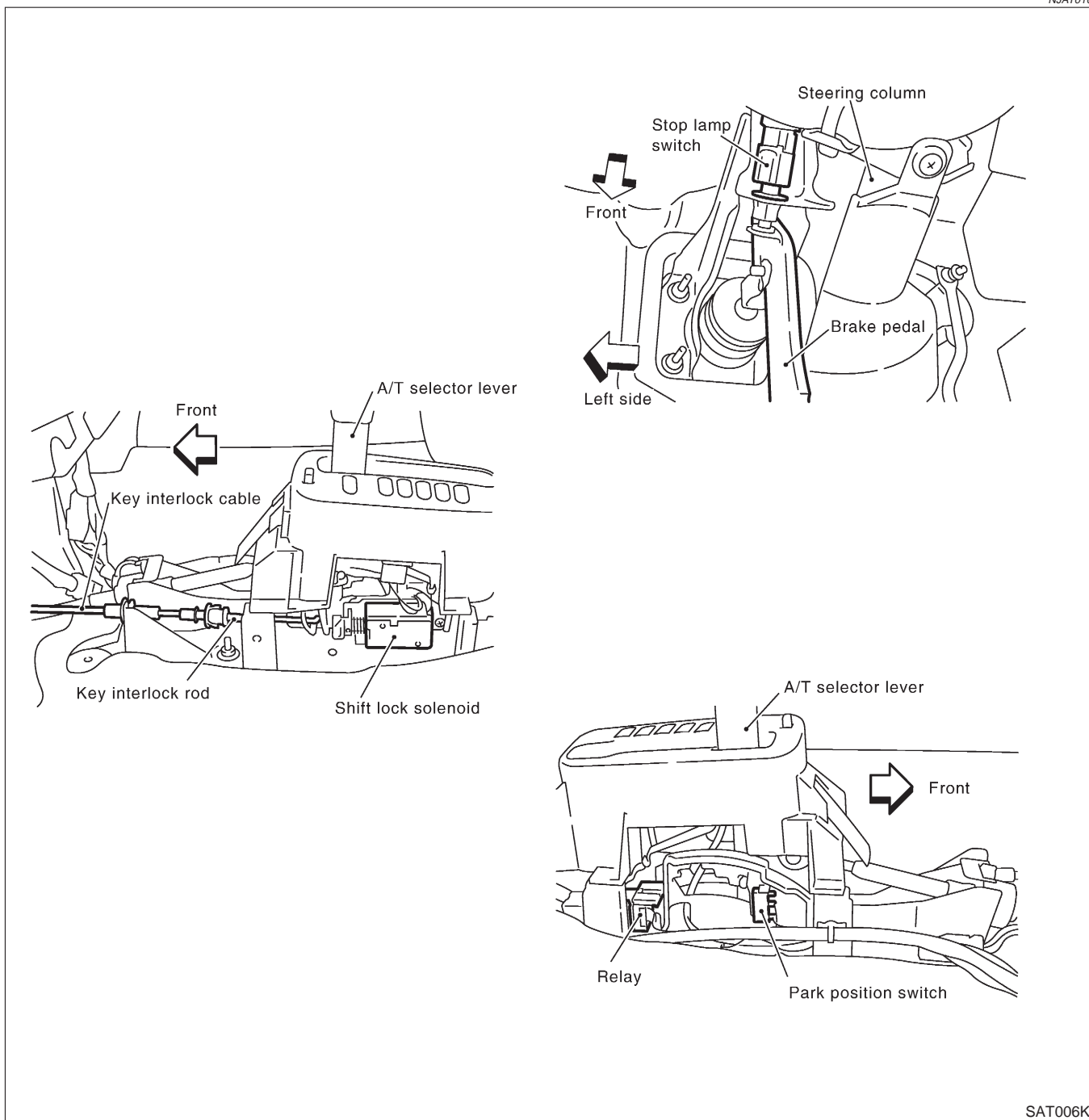
Description

NJAT0102

- The mechanical key interlock mechanism also operates as a shift lock:
With the key 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

NJAT0103



SAT006K

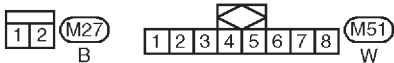
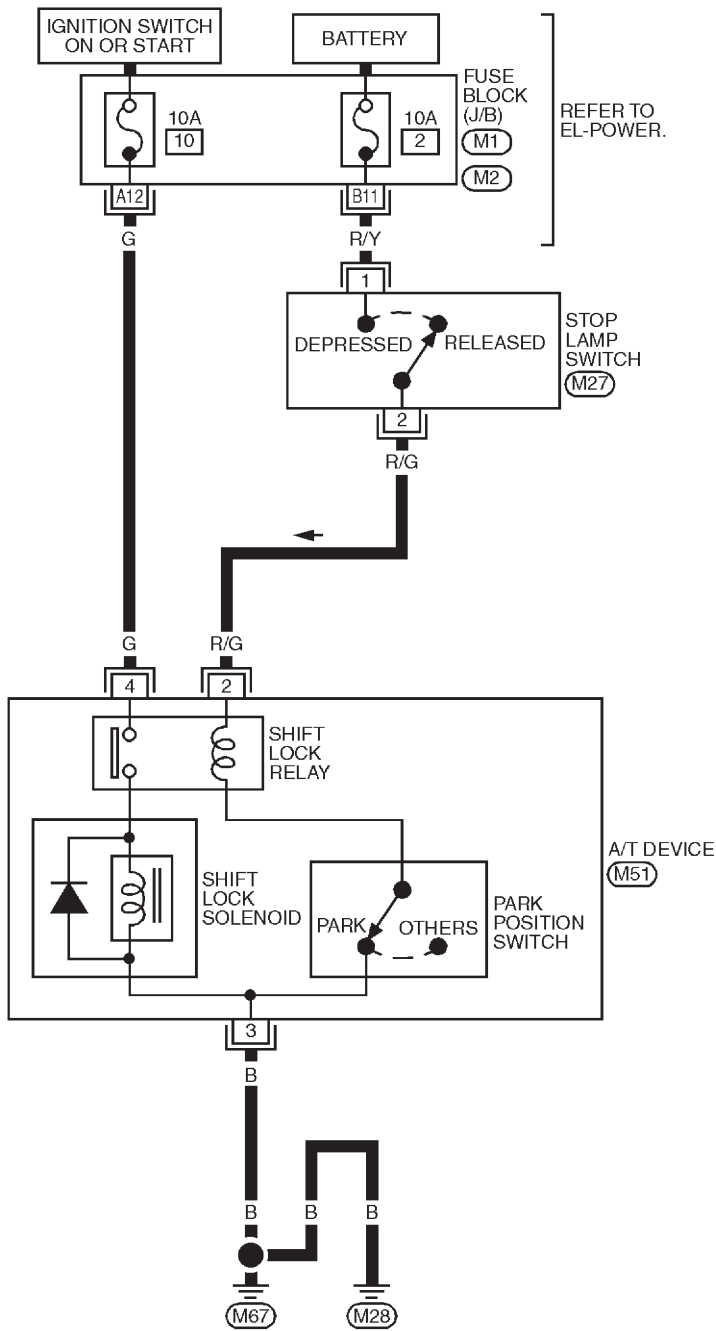
A/T SHIFT LOCK SYSTEM

Wiring Diagram — SHIFT —

Wiring Diagram — SHIFT —

NJAT0104

AT-SHIFT-01



REFER TO THE FOLLOWING.
 (M1) , (M2) -FUSE BLOCK-
 JUNCTION BOX (J/B)

YAT249

A/T SHIFT LOCK SYSTEM

Diagnostic Procedure

Diagnostic Procedure

NJAT0105

SYMPTOM 1:

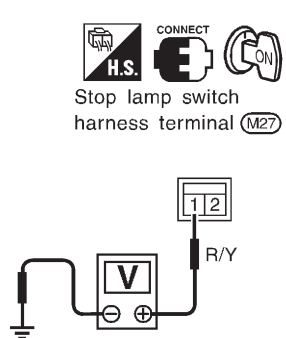
- Selector lever cannot be moved from “P” position with key in ON position and brake pedal applied.
- Selector lever can be moved from “P” position with key in ON position and brake pedal released.
- Selector lever can be moved from “P” position when key is removed from key cylinder.

SYMPTOM 2:

Ignition key cannot be removed when selector lever is set to “P” position. It 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-341.

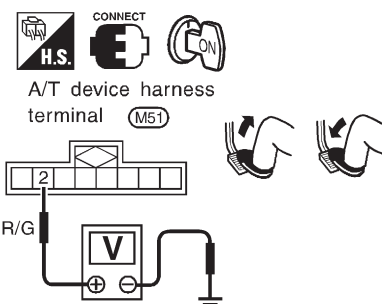
2	CHECK SELECTOR LEVER POSITION	
Check selector lever position for damage.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Check selector lever. Refer to “ON-VEHICLE SERVICE — PNP Switch and Control Cable Adjustment”, AT-344.

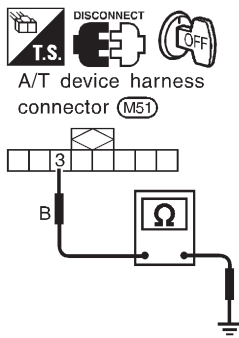
3	CHECK POWER SOURCE	
<p>1. Turn ignition switch to “ON” position. (Do not start engine.)</p> <p>2. Check voltage between stop lamp switch harness terminal 1 and ground.</p> <p style="color: blue;">Voltage: Battery voltage</p>		
 <p style="text-align: center;">Stop lamp switch harness terminal (M27)</p>		
OK or NG		
OK	▶	GO TO 4.
NG	▶	<p>Check the following items:</p> <ol style="list-style-type: none"> 1. Harness for short or open between battery and stop lamp switch harness terminal 1 2. Fuse 3. Ignition switch (Refer to EL-10, “POWER SUPPLY ROUTING”).

SAT007K

A/T SHIFT LOCK SYSTEM

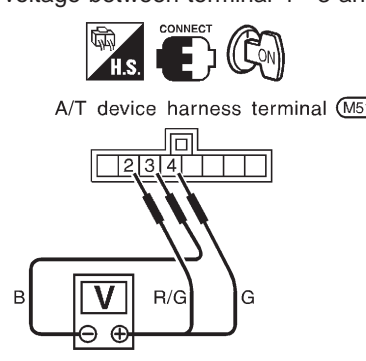
Diagnostic Procedure (Cont'd)

4	CHECK INPUT SIGNAL (A/T DEVICE)	<p>Turn ignition switch to "ON" position. (Do not start engine.)</p> <ul style="list-style-type: none"> Check voltage between A/T device harness terminal 2 and ground. <p>Voltage: Brake pedal depressed: Battery voltage Brake pedal released: 0V</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT008K</p>
OK or NG		
OK	▶	GO TO 5.
NG	▶	<p>Check the following items:</p> <ol style="list-style-type: none"> Harness for short and open between battery and stop lamp switch harness connector 1. Harness for short or open between stop lamp switch harness connector 2 and A/T device harness connector 2. Fuse Stop lamp switch (Refer to "A/T DEVICE CHECK", AT-340.)

5	CHECK GROUND CIRCUIT	<ol style="list-style-type: none"> Turn ignition switch to "OFF" position. Disconnect A/T device harness connector. Check continuity between A/T device harness terminal 3 and ground. <p>Continuity should exist. If OK, check harness for short to ground and short to power.</p> <div style="text-align: center;">  </div> <p style="text-align: right;">SAT009K</p>
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

A/T SHIFT LOCK SYSTEM

Diagnostic Procedure (Cont'd)

6	CHECK RELAY CIRCUIT												
<p>1. Turn ignition switch to ON.</p> <ul style="list-style-type: none"> • Check voltage between terminal 4 - 3 and 2 - 3. 													
													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Condition</th> <th style="width: 15%;">Ignition switch</th> <th style="width: 15%;">Terminal No.</th> <th style="width: 20%;">Voltage</th> </tr> </thead> <tbody> <tr> <td rowspan="2">When selector lever is set in "P" position and depressed brake pedal.</td> <td rowspan="2" style="text-align: center;">ON</td> <td style="text-align: center;">4 - 3</td> <td style="text-align: center;">Battery voltage</td> </tr> <tr> <td style="text-align: center;">2 - 3</td> <td style="text-align: center;">Battery voltage</td> </tr> </tbody> </table>				Condition	Ignition switch	Terminal No.	Voltage	When selector lever is set in "P" position and depressed brake pedal.	ON	4 - 3	Battery voltage	2 - 3	Battery voltage
Condition	Ignition switch	Terminal No.	Voltage										
When selector lever is set in "P" position and depressed brake pedal.	ON	4 - 3	Battery voltage										
		2 - 3	Battery voltage										
SAT010K													
OK or NG													
OK	▶	GO TO 7.											
NG	▶	Replace A/T device.											

7	CHECK PARK POSITION SWITCH		
Refer to "A/T device Check", AT-340.			
OK or NG			
OK	▶	GO TO 8.	
NG	▶	Replace A/T device.	

8	CHECK SHIFT LOCK SOLENOID		
Refer to "A/T device Check", AT-340.			
OK or NG			
OK	▶	GO TO 9.	
NG	▶	Replace A/T device.	

9	SHIFT LOCK OPERATION		
<p>1. Reconnect shift lock harness connector.</p> <p>2. Turn ignition switch from "OFF" to "ON" position. (Do not start engine.)</p> <p>3. Recheck shift lock operation.</p>			
OK or NG			
OK	▶	INSPECTION END	
NG	▶	<p>1. Perform A/T device input/output signal inspection test.</p> <p>2. If NG, recheck harness connector connection.</p>	

A/T SHIFT LOCK SYSTEM

Diagnostic Procedure (Cont'd)

A/T DEVICE CHECK

=NJAT0105S01

1. Shift Lock Solenoid

NJAT0105S0101

- Check operation sound.
When ignition switch is turned to "ON" position and selector lever is set in "P" position.

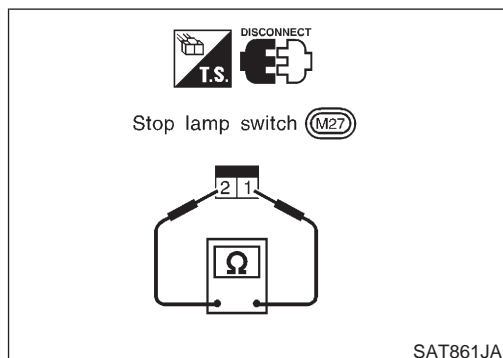
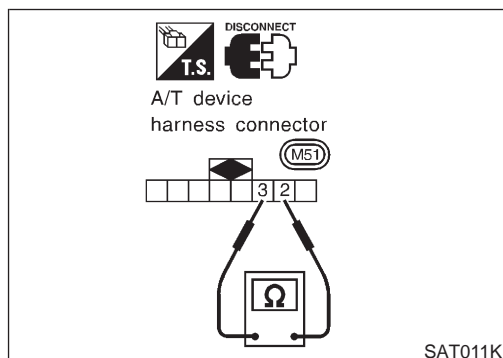
Brake pedal	Operation sound
Depressed	Yes
Released	No

2. Park Position Switch

NJAT0105S0102

- Check resistance between A/T device harness terminal 2 and 3.

Condition	Resistance
When selector lever is set in "P" position and selector lever button is released	111Ω
When selector lever is not set in "P" position and selector lever button is released	0Ω



STOP LAMP SWITCH

NJAT0105S02

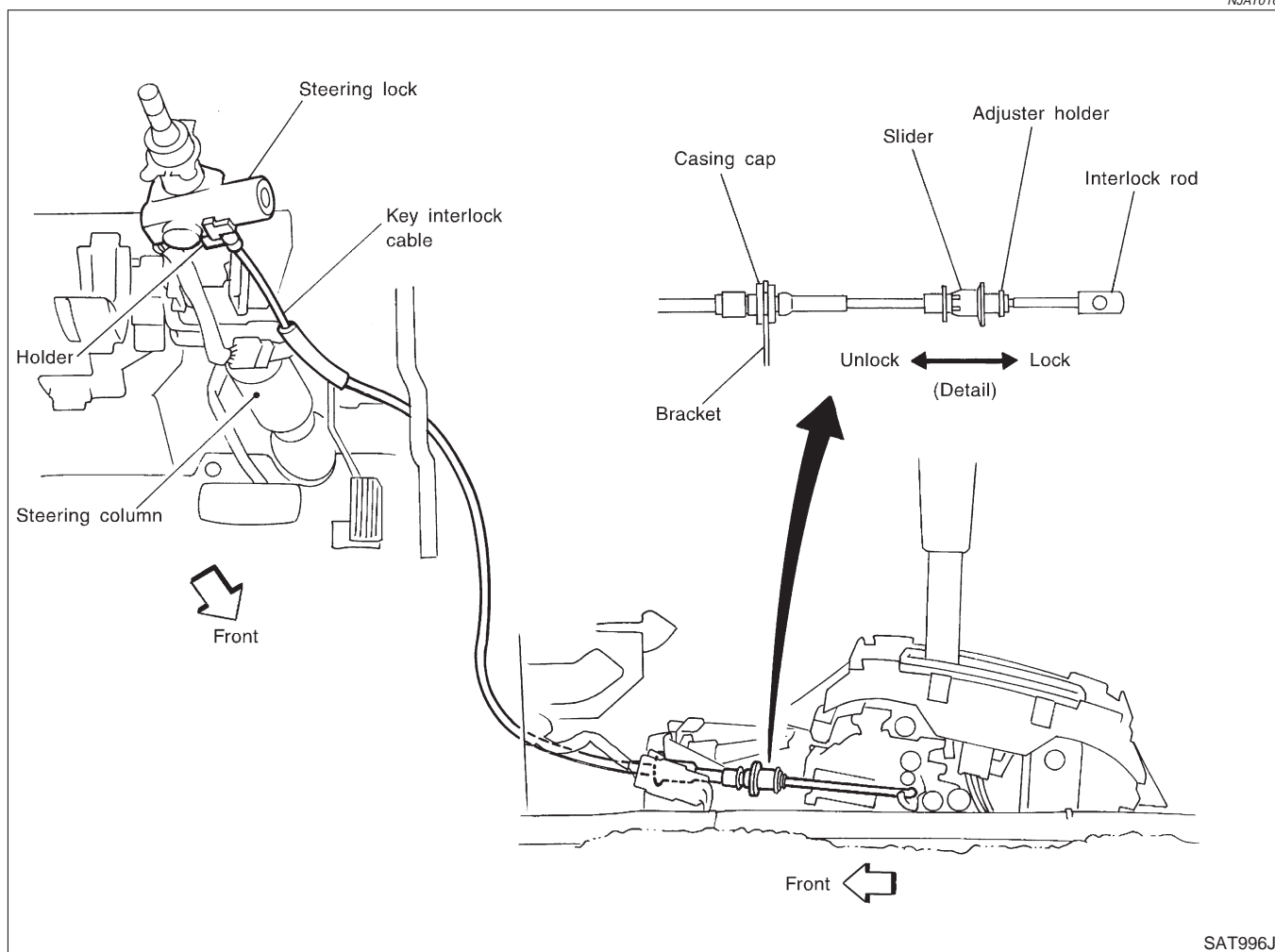
- Check continuity between terminals 1 and 2.

Condition	Continuity
When brake pedal is depressed	Yes
When brake pedal is released	No

Check stop lamp switch after adjusting brake pedal — refer to BR-12, "BRAKE PEDAL AND BRACKET".

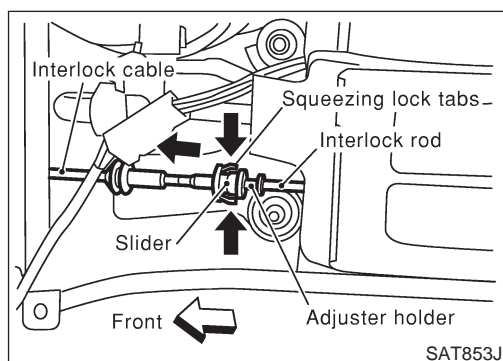
Components

NJAT0107



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.



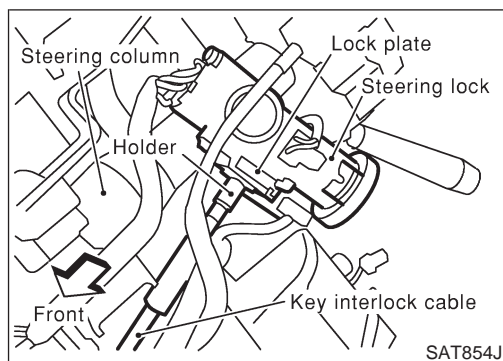
Removal

NJAT0108

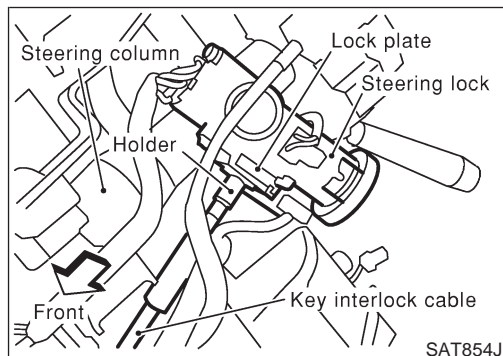
1. Unlock slider by squeezing lock tabs on slider from adjuster holder and remove interlock rod from cable.

KEY INTERLOCK CABLE

Removal (Cont'd)



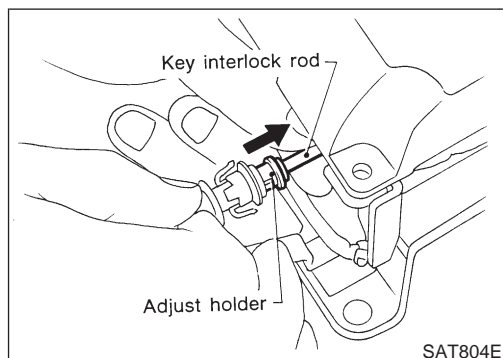
2. Remove lock plate from steering lock assembly and remove key interlock cable.



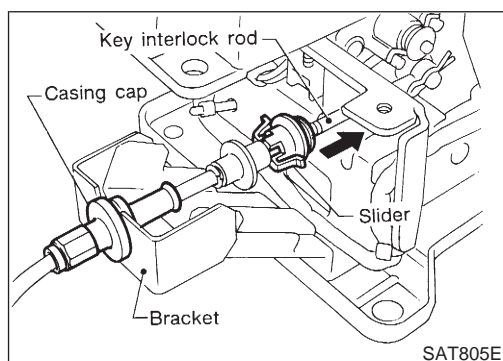
Installation

NJAT0109

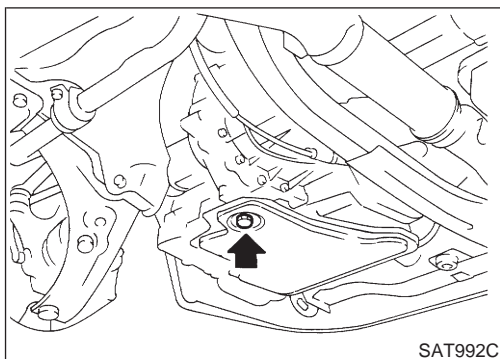
1. Turn ignition key to lock position.
2. Set A/T selector lever to P position.
3. Set key interlock cable to steering lock assembly and install lock plate.
4. Clamp cable to steering column and fix to control cable with band.



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.

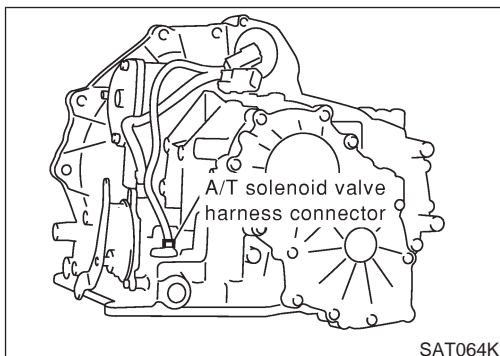


Control Valve Assembly and Accumulators REMOVAL

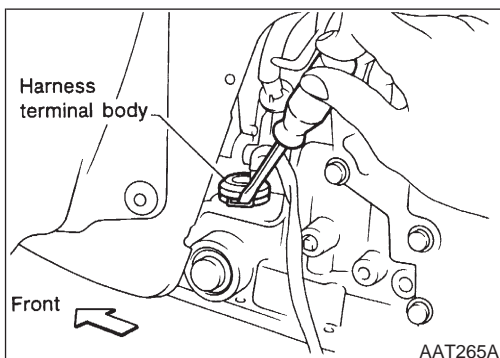
NJAT0110

NJAT0110S01

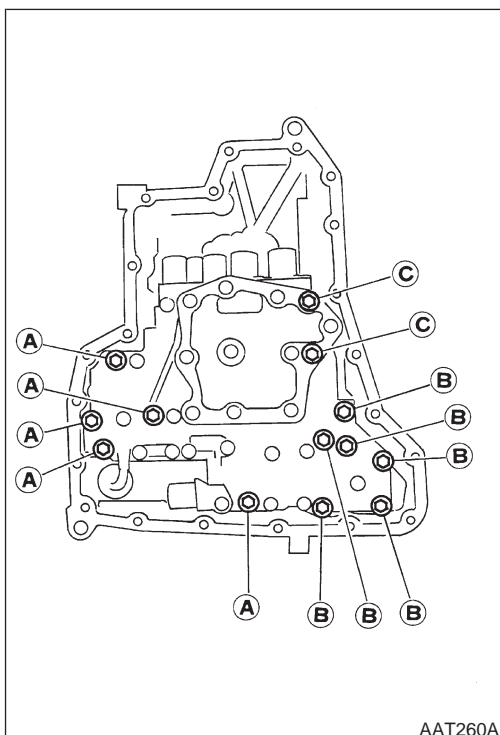
1. Drain ATF from transaxle.
2. Remove oil pan and gasket.



3. Disconnect A/T solenoid valve harness connector.




4. Remove stopper ring from A/T solenoid harness terminal body.
5. Remove A/T solenoid harness by pushing terminal body into transmission case.



6. Remove control valve assembly by removing fixing bolts.

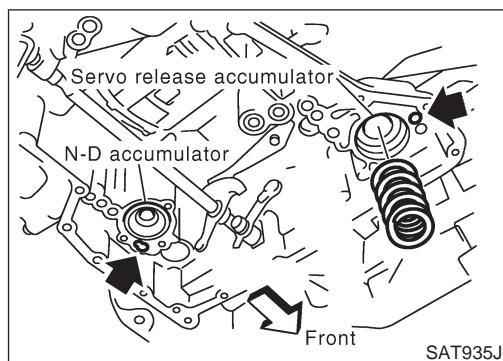
Bolt length, number and location:

Bolt symbol	A	B	C
Bolt length "ℓ" 	40.0 mm (1.575 in)	33.0 mm (1.299 in)	43.5 mm (1.713 in)
Number of bolts	5	6	2

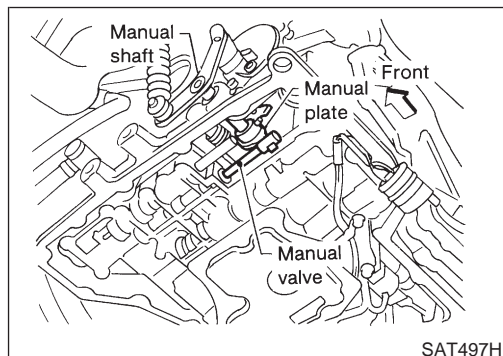
- Be careful not to drop manual valve and servo release accumulator return springs.
7. Disassemble and inspect control valve assembly if necessary. Refer to AT-354.

ON-VEHICLE SERVICE

Control Valve Assembly and Accumulators (Cont'd)



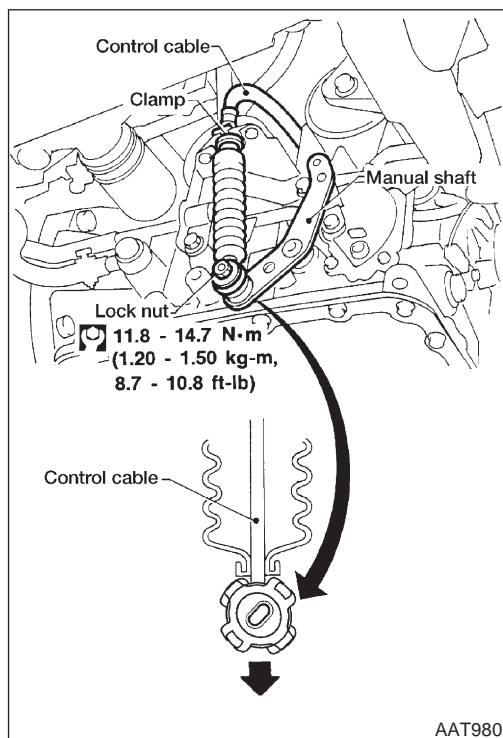
8. Remove servo release and N-D accumulators by applying compressed air if necessary.
 - Hold each piston with a rag.



INSTALLATION

NJAT0110S02

- Tighten fixing bolts to specification.
 - **7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)**
- Set manual shaft in Neutral position, then align manual plate with groove in manual valve.
- After installing control valve assembly to transmission case, make sure that selector lever can be moved to all positions.

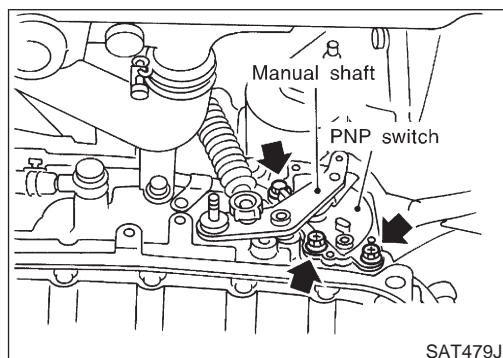


Control Cable Adjustment

NJAT0111

Move selector lever from the "P" position to the "1" position. You should be able to feel the detents in each position. If the detents cannot be felt or if the pointer indicating the position is improperly aligned, the control cable needs adjustment.

1. Place selector lever in "P" position.
2. Loosen control cable lock nut and place manual shaft in "P" position.
3. Pull control cable, by specified force, in the direction of the arrow shown in the illustration.
 - **Specified force: 6.9 N (0.7 kg, 1.5 lb)**
4. Return control cable in the opposite direction of the arrow for 1.0 mm (0.039 in).
5. Tighten control cable lock nut.
6. Move selector lever from "P" to "1" position again. Make sure that selector lever moves smoothly.
7. Apply grease to contacting areas of selector lever and control cable. Install any part removed.



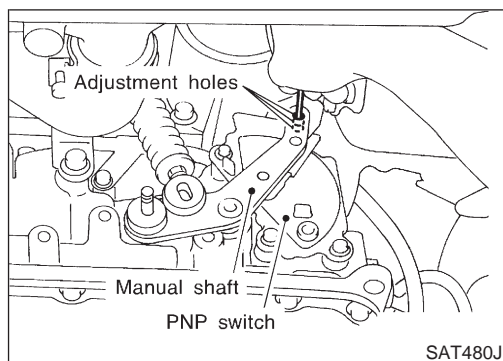
Park/Neutral Position (PNP) Switch Adjustment

NJAT0112

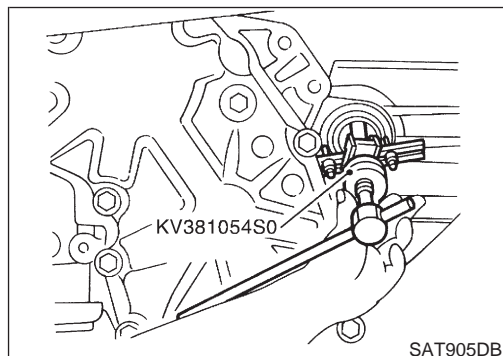
1. Remove control cable end from manual shaft.
2. Set manual shaft in "N" position.
3. Loosen PNP switch fixing bolts.

ON-VEHICLE SERVICE

Park/Neutral Position (PNP) Switch Adjustment (Cont'd)

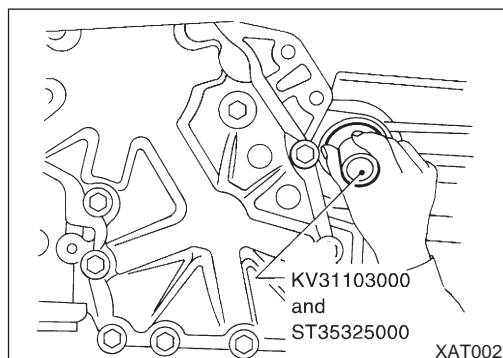


4. Use a 4 mm (0.157 in) pin for this adjustment.
 - a. Insert the pin straight into the manual shaft adjustment hole.
 - b. Rotate PNP switch until the pin can also be inserted straight into hole in PNP switch.
5. Tighten PNP switch fixing bolts.
6. Remove pin from adjustment hole after adjusting PNP switch.
7. Reinstall any part removed.
8. Adjust control cable. Refer to "Control Cable Adjustment", AT-344.
9. Check continuity of PNP switch. Refer to AT-326.

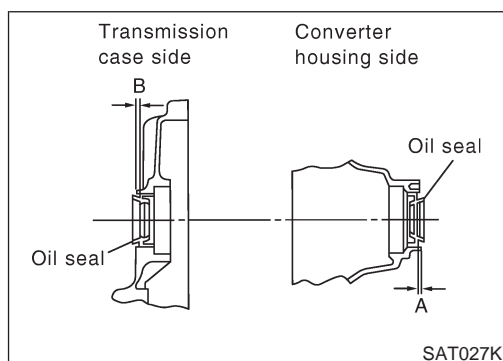


Differential Side Oil Seal Replacement

1. Remove drive shaft assemblies. Refer to AX-10, "Drive Shaft"^{NJAT0113}.
2. Remove oil seals.



3. Install oil seals.
 - **Apply ATF to oil seal surface before installing.**

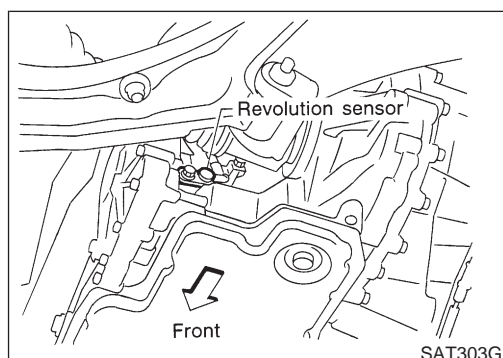


- **Install oil seals so that dimensions "A" and "B" are within specifications.**

Unit: mm (in)

A	B
5.5 - 6.5 (0.217 - 0.256)	-0.5 to 0.5 (-0.020 to 0.020)

4. Reinstall any part removed.



Revolution Sensor Replacement

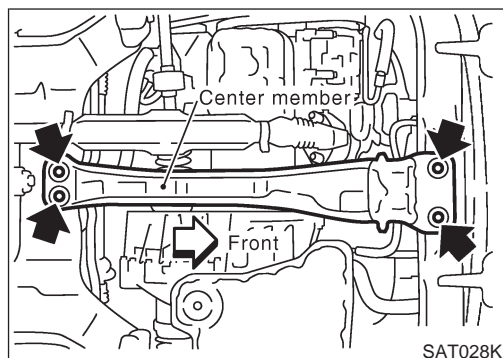
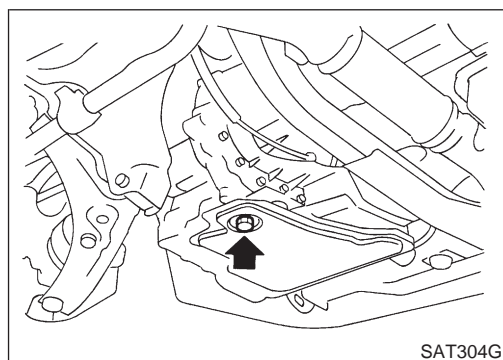
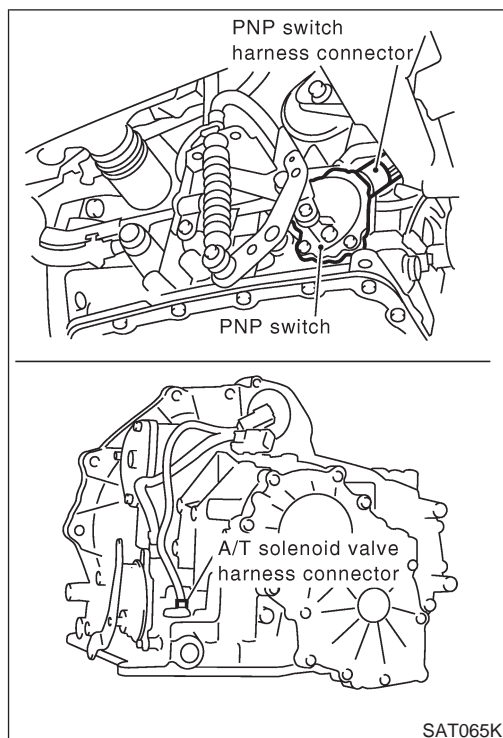
1. Disconnect revolution sensor harness connector.
2. Remove harness bracket from A/T.
3. Remove revolution sensor from A/T.
4. Reinstall any part removed.

Always use new sealing parts.

NJAT0114

REMOVAL AND INSTALLATION

Removal




Removal

NJAT0115

CAUTION:

Before separating transaxle from engine, remove the crankshaft position sensor (Euro-OBD) from transaxle. Be careful not to damage sensor.

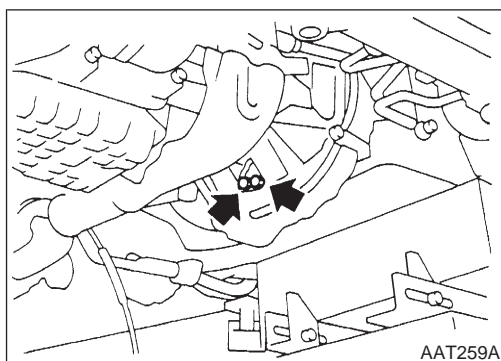
1. Remove battery and bracket.
2. Remove air duct between throttle body and air cleaner.
3. Disconnect A/T solenoid valve harness connector, PNP switch harness connector and revolution sensor harness connector.
4. Remove crankshaft position sensor (Euro-OBD) from transaxle.

5. Drain ATF from transaxle.
 6. Disconnect control cable from transaxle.
 7. Disconnect oil cooler hoses.
 8. Remove drive shafts. Refer to AX-10, "Drive Shaft".
 9. Remove the intake manifold support bracket. Refer to EM-11, "OUTER COMPONENT PARTS".
 10. Remove starter motor from transaxle.
- Tighten bolts to specified torque.**
-  : 41 - 52 N·m (4.2 - 5.3 kg·m, 30 - 38 ft·lb)
11. Remove upper bolts fixing transaxle to engine.
 12. Support transaxle with a jack.

13. Remove center member.
 - Tighten center member fixing bolts to specified torque, Refer to EM-49, "REMOVAL AND INSTALLATION".

REMOVAL AND INSTALLATION

Removal (Cont'd)



AAT259A

14. Remove rear plate cover.
15. Remove torque converter bolts.
Rotate crankshaft to gain access to securing bolts.
16. Remove rear transaxle to engine bracket. Refer to EM-49, "REMOVAL AND INSTALLATION".
17. Support engine with a jack.
18. Remove rear transaxle mount. Refer to EM-49, "REMOVAL AND INSTALLATION".
19. Remove lower bolts fixing transaxle to engine.
20. Lower transaxle while supporting it with a jack.

Installation

NJAT0116

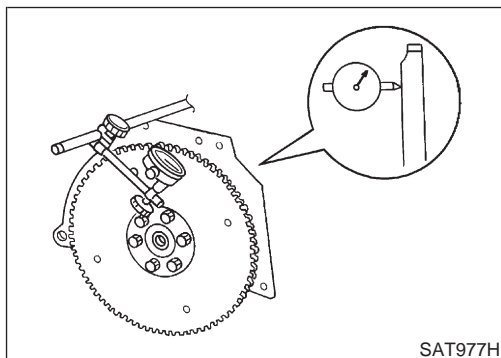
1. Check drive plate runout.

CAUTION:
Do not allow any magnetic materials to contact the ring gear teeth.

Maximum allowable runout:

Refer to EM-60, "FLYWHEEL/DRIVE PLATE RUNOUT".

- If this runout is out of allowance, replace drive plate with ring gear.

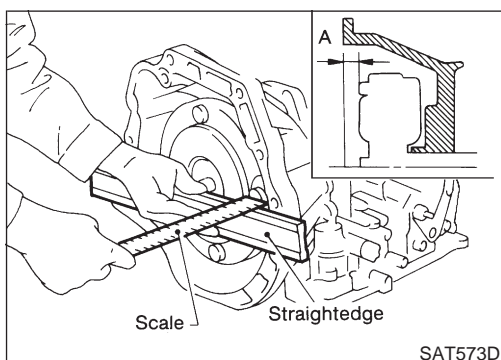


SAT977H

2. When connecting torque converter to transaxle, measure distance "A" to be certain that they are correctly assembled.

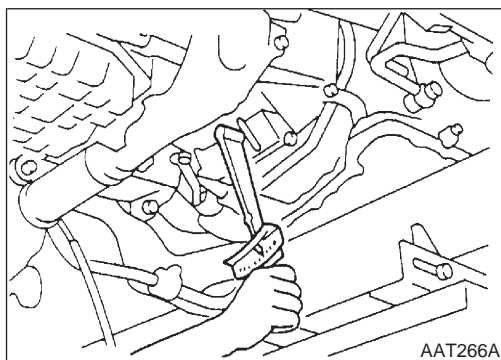
Distance "A":

15.9 mm (0.626 in) or more



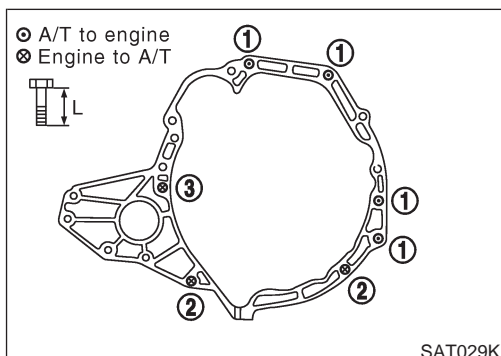
SAT573D

3. Install torque converter to drive plate.
 - **With converter installed, rotate crankshaft several turns to check that transaxle rotates freely without binding.**



AAT266A

4. Tighten belts fixing transaxle.

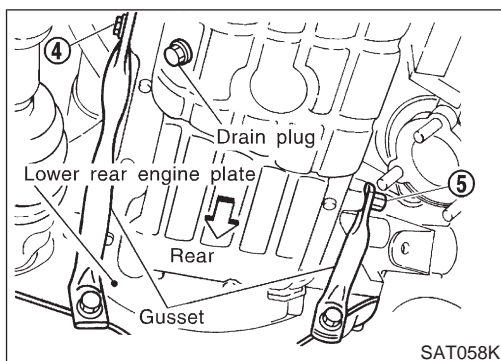


SAT029K

Bolt No.	Tightening torque N-m (kg-m, ft-lb)	Bolt length "ℓ" mm (in)
1	30 - 40 (3.1 - 4.1, 23 - 29)	50 (1.97)
2*1	16 - 20 (1.6 - 2.1, 12 - 15)	25 (0.98)
3	31 - 40 (3.1 - 4.1, 23 - 29)	30 (1.18)
4*2	30 - 40 (3.1 - 4.1, 23 - 29)	16 (0.63)
5*2	16 - 20 (1.6 - 2.1, 12 - 15)	20 (0.79)

REMOVAL AND INSTALLATION

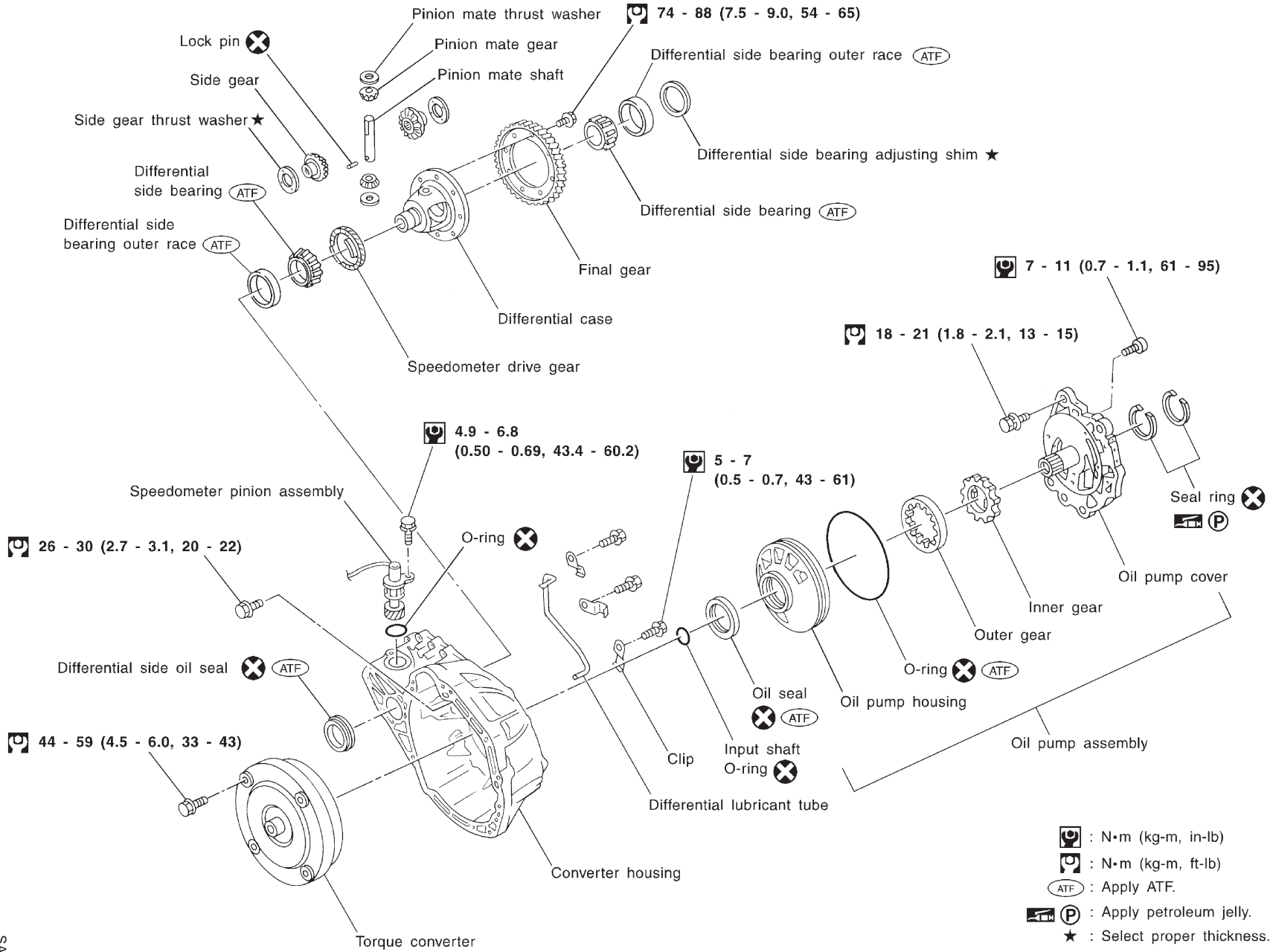
Installation (Cont'd)



- *1: With gusset to A/T
- *2: With gusset to cylinder block

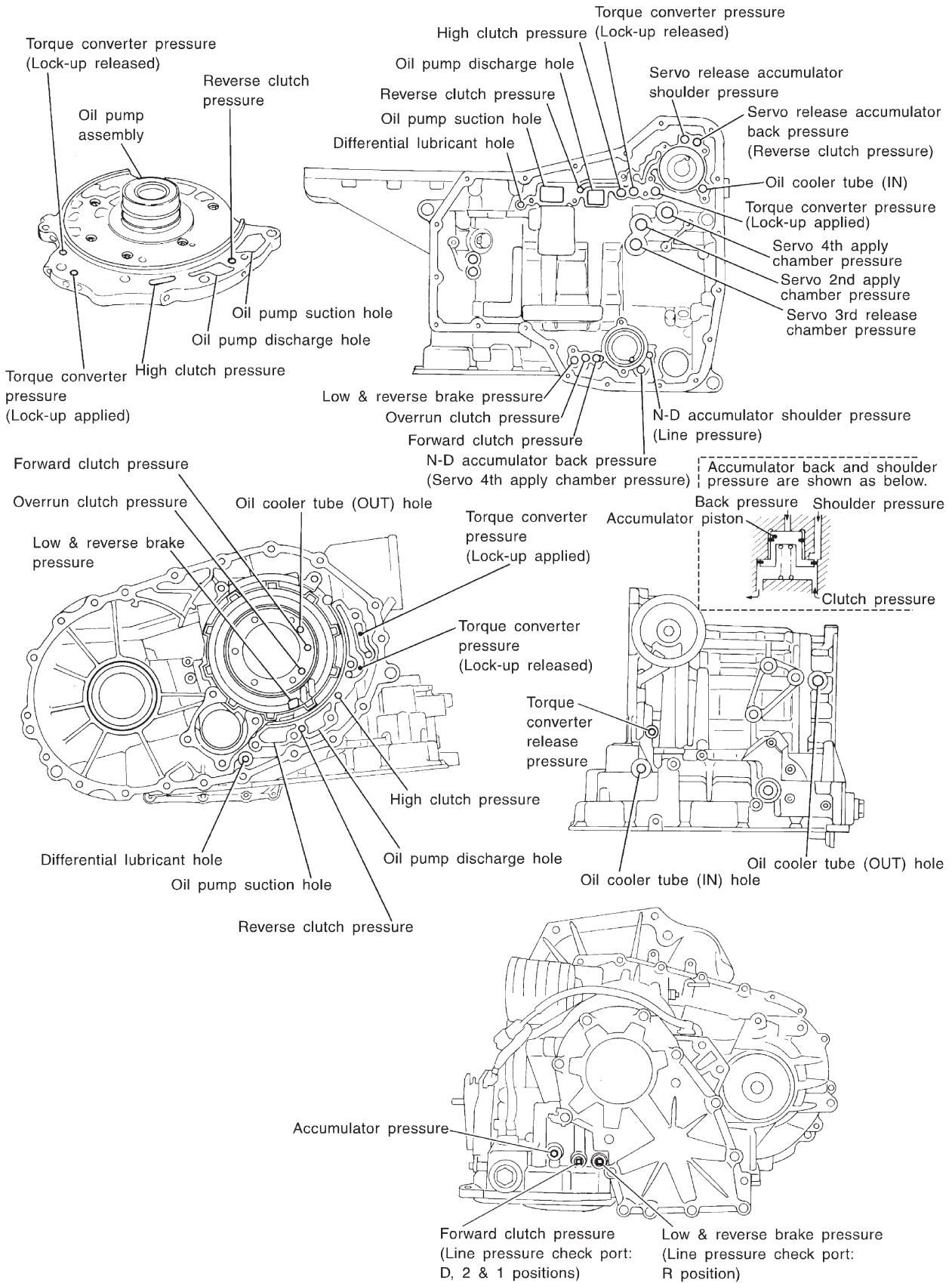


5. Reinstall any part removed.
6. Adjust control cable. Refer to AT-344.
7. Check continuity of PNP switch. Refer to AT-326.
8. Refill transaxle with ATF and check fluid level.
9. Move selector lever through all positions to be sure that transaxle operates correctly. With parking brake applied, idle engine. Move selector lever through "N" to "D", to "2", to "1" and "R" positions. A slight shock should be felt through the hand gripping the selector each time the transaxle is shifted.
10. Perform road test. Refer to AT-83.



OVERHAUL

Oil Channel



OVERHAUL

Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

Locations of Adjusting Shims, Needle Bearings, Thrust Washers and Snap Rings

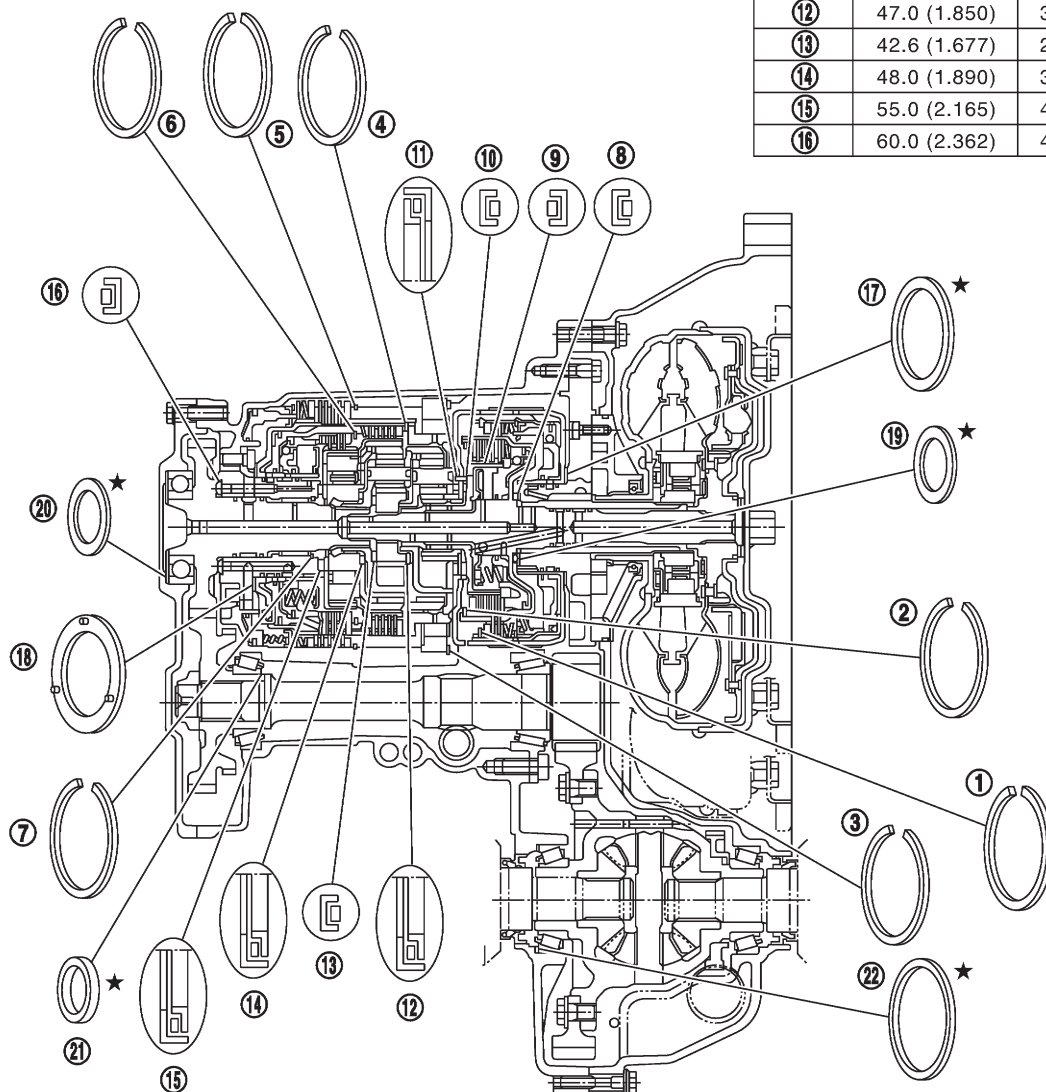
NJAT0237

Outer diameter and color of thrust washers

Item number	Outer diameter mm (in)	Color
⑰	72.0 (2.835)	Black
⑱	78.5 (3.091)	

Outer and inner diameter of needle bearings

Item number	Outer diameter mm (in)	Inner diameter mm (in)
⑧	47.0 (1.850)	32.0 (1.260)
⑨	35.0 (1.378)	20.1 (0.791)
⑩	60.0 (2.362)	42.1 (1.657)
⑪	60.0 (2.362)	45.0 (1.772)
⑫	47.0 (1.850)	30.0 (1.181)
⑬	42.6 (1.677)	26.0 (1.024)
⑭	48.0 (1.890)	33.5 (1.319)
⑮	55.0 (2.165)	40.5 (1.594)
⑯	60.0 (2.362)	40.1 (1.579)



★ : Select proper thickness.

Outer and inner diameter of bearing race and adjusting shims

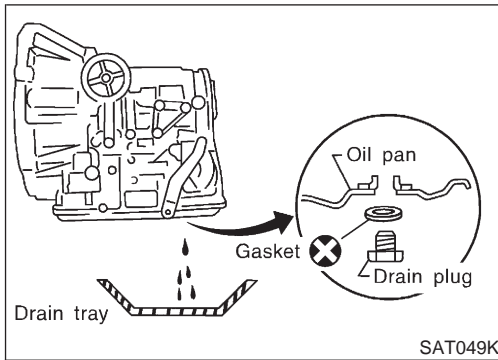
Item number	Outer diameter mm (in)	Inner diameter mm (in)
⑲	48.0 (1.890)	33.0 (1.299)
⑳	72.0 (2.835)	61.0 (2.402)
㉑	34.5 (1.358)	26.1 (1.028)
㉒	68.0 (2.677)	60.0 (2.362)

Outer diameter of snap rings

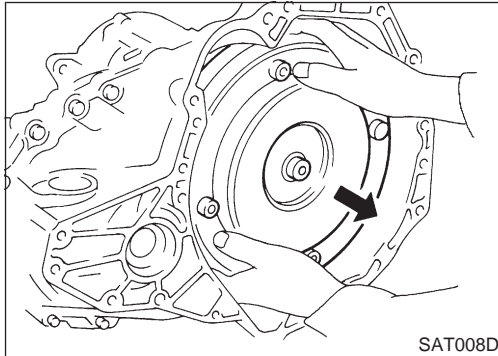
Item number	Outer diameter mm (in)
①	142.0 (5.59)
②	113.0 (4.45)
③	162.4 (6.39)
④	135.4 (5.33)
⑤	162.3 (6.39)
⑥	126.0 (4.96)
⑦	40.5 (1.594)

SAT067K

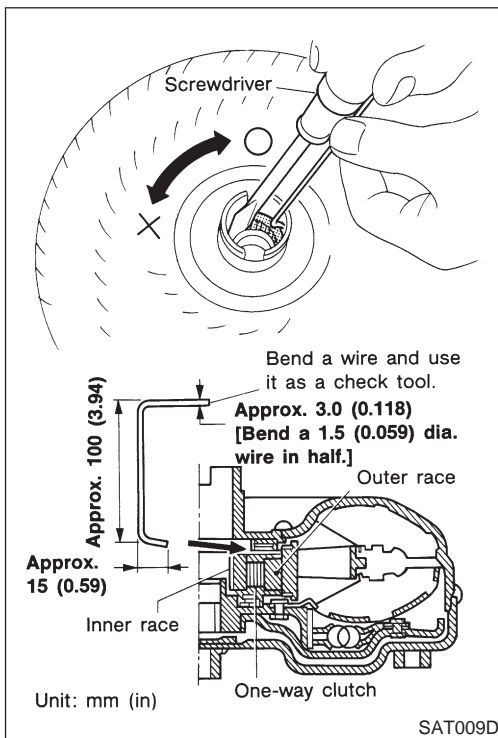
DISASSEMBLY



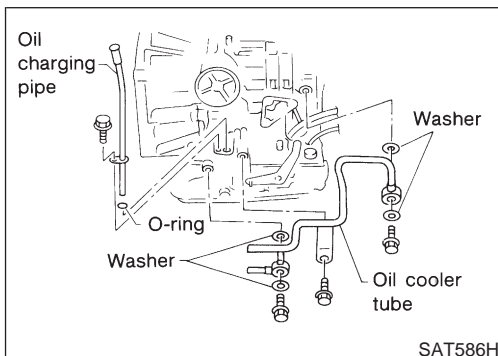
1. Drain ATF through drain plug.



2. Remove torque converter.

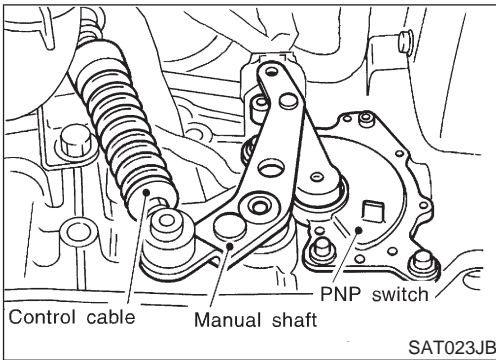


3. Check torque converter one-way clutch using check tool as shown at left.
 - a. Insert check tool into the groove of bearing support built into one-way clutch outer race.
 - b. While fixing bearing support with check tool, rotate one-way clutch spline using flat-bladed screwdriver.
 - c. Check inner race rotates clockwise only. If not, replace torque converter assembly.

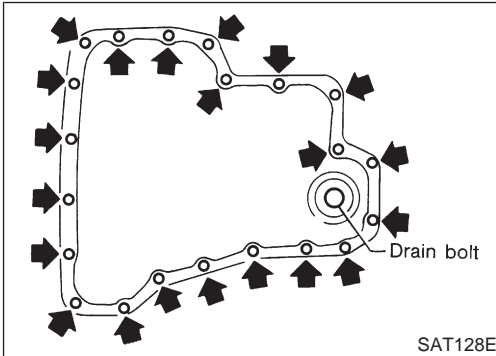


4. Remove oil charging pipe and oil cooler tube.

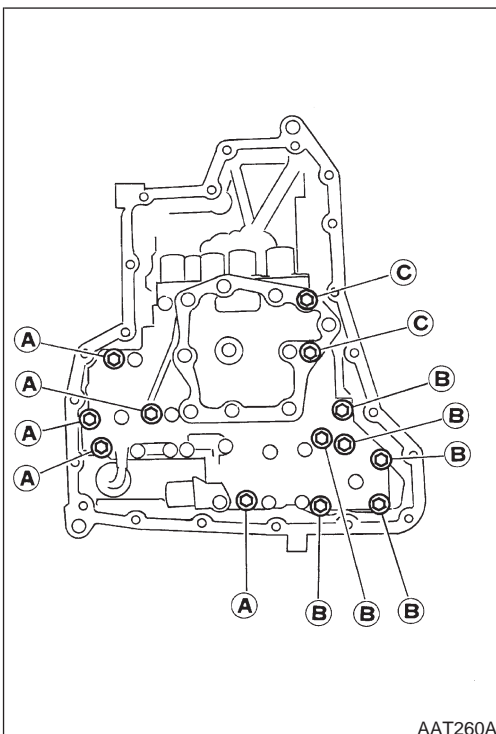
DISASSEMBLY



5. Set manual shaft to "P" position.
6. Remove PNP switch.

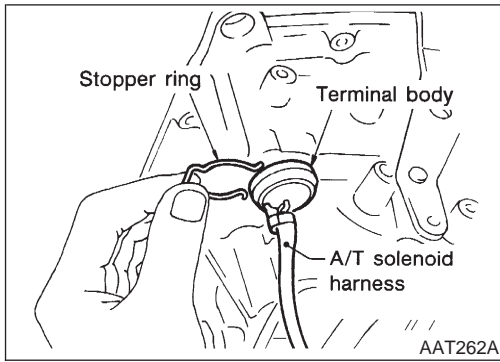


7. Remove oil pan and oil pan gasket.
 - **Do not reuse oil pan bolts.**
8. Check foreign materials in oil pan to help determine cause of malfunction. If the fluid is very dark, smells burned, or contains foreign particles, the frictional material (clutches, band) may need replacement. A tacky film that will not wipe clean indicates varnish build up. Varnish can cause valves, servo, and clutches to stick and may inhibit pump pressure.
 - **If frictional material is detected, replace radiator after repair of A/T. Refer to LC-16, section "Radiator".**
9. Remove control valve assembly according to the following procedures.

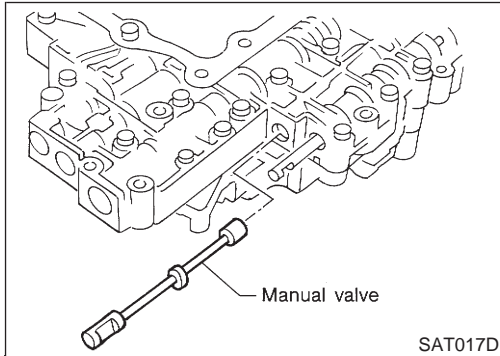


- a. Remove control valve assembly mounting bolts A, B and C.

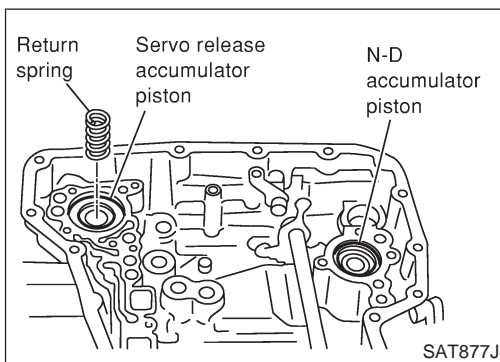
DISASSEMBLY



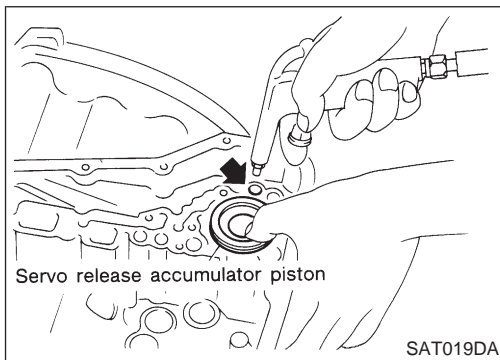
- b. Remove stopper ring from terminal body.
- c. Push terminal body into transmission case and draw out solenoid harness.



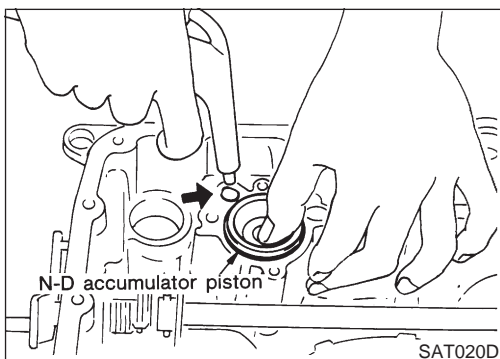
10. Remove manual valve from control valve assembly as a precaution.



11. Remove return spring from servo release accumulator piston.

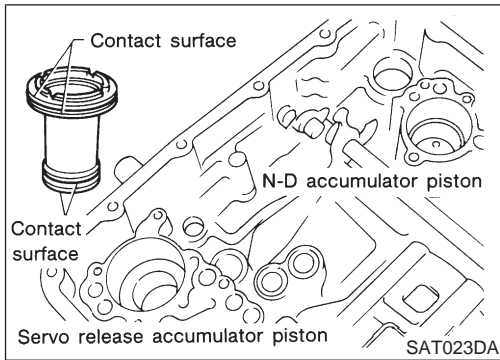


12. Remove servo release accumulator piston with compressed air.
13. Remove O-rings from servo release accumulator piston.



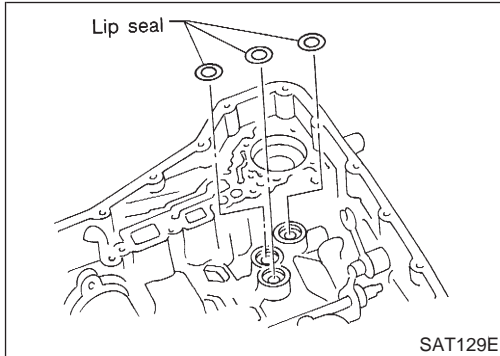
14. Remove N-D accumulator piston and return spring with compressed air.
15. Remove O-rings from N-D accumulator piston.

DISASSEMBLY

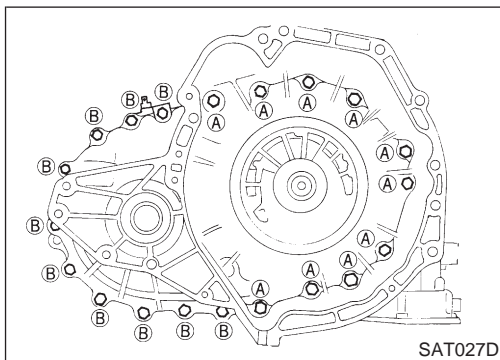


16. Check accumulator pistons and contact surface of transmission case for damage.
17. Check accumulator return springs for damage and free length.

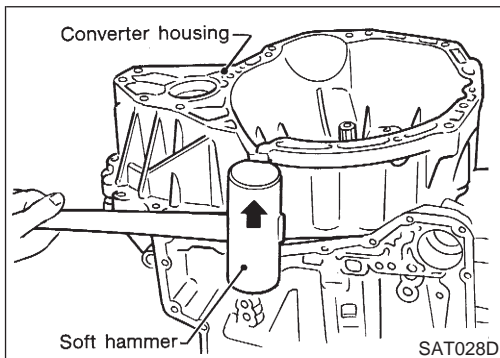
Return springs:
Refer to SDS, AT-457.



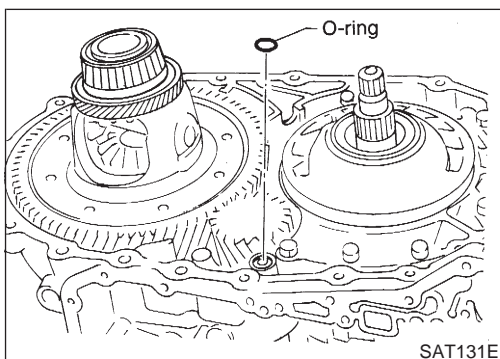
18. Remove lip seals from band servo oil port.



19. Remove converter housing according to the following procedures.
 - a. Remove converter housing mounting bolts A and B.

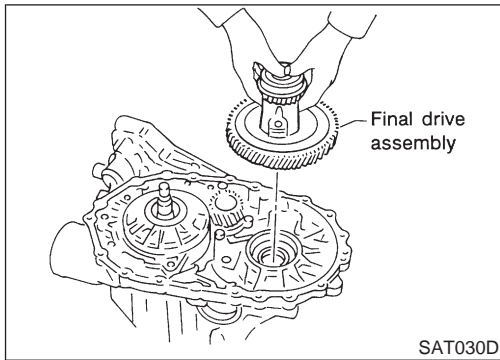


- b. Remove converter housing.

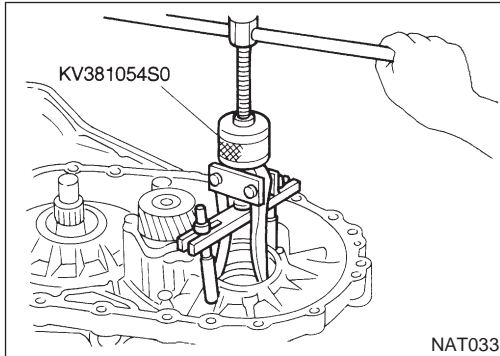


- c. Remove O-ring from differential oil port.

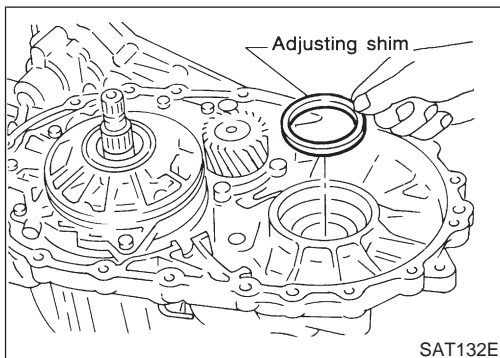
DISASSEMBLY



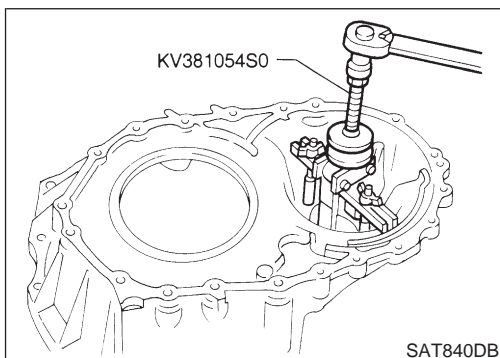
20. Remove final drive assembly from transmission case.



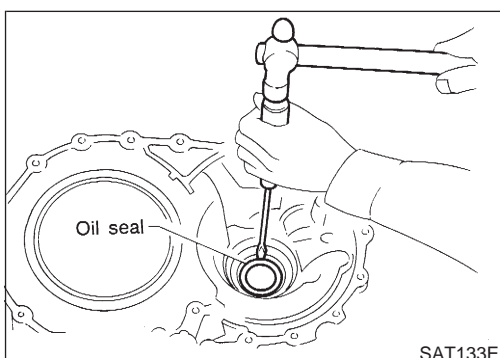
21. Remove differential side bearing outer race from transmission case.



22. Remove differential side bearing adjusting shim from transmission case.

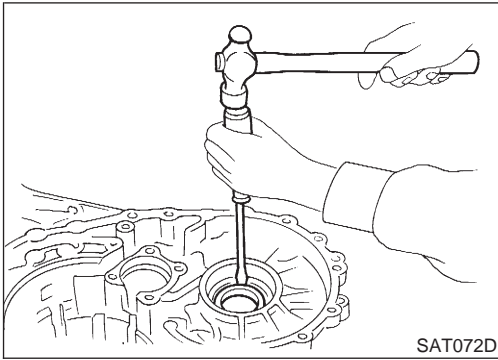


23. Remove differential side bearing outer race from converter housing.

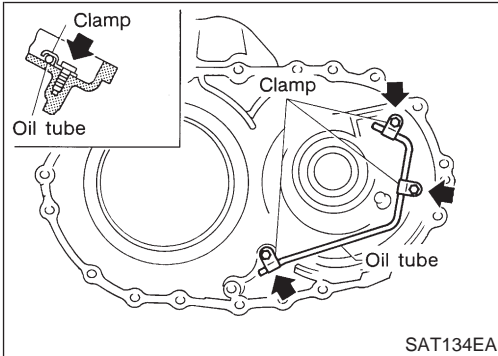


24. Remove oil seal from converter housing using a screwdriver.
● **Be careful not to damage case.**

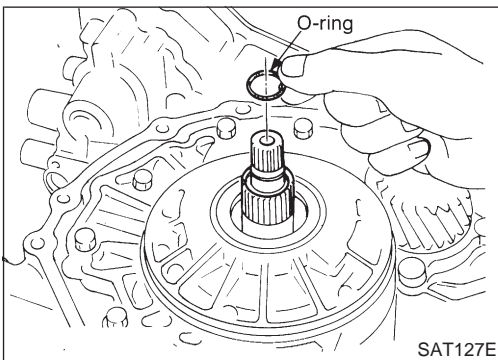
DISASSEMBLY



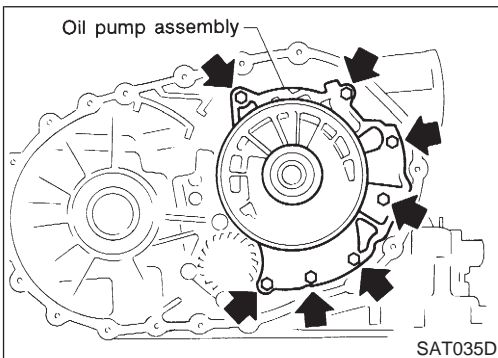
25. Remove side oil seal from transmission case using a screwdriver.



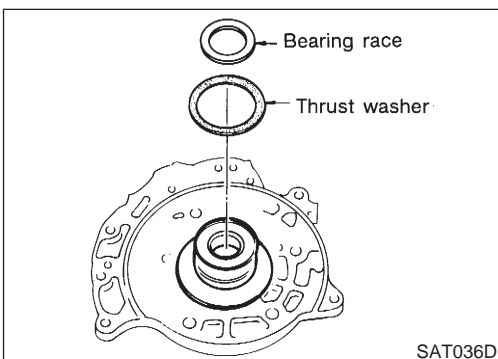
26. Remove oil tube from converter housing.



27. Remove oil pump according to the following procedures.
a. Remove O-ring from input shaft.

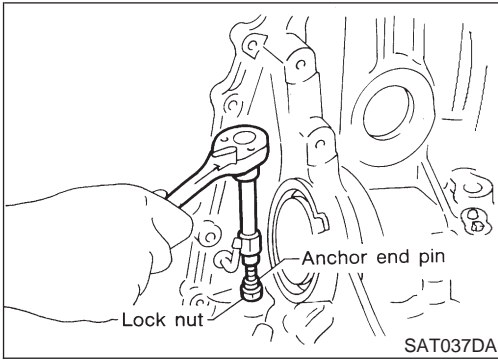


b. Remove oil pump assembly from transmission case.

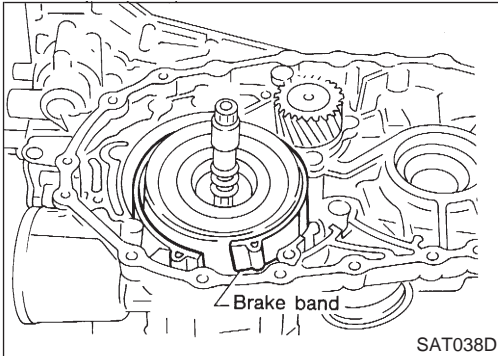


c. Remove thrust washer and bearing race from oil pump assembly.

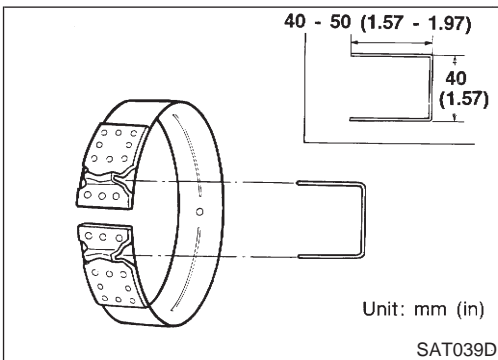
DISASSEMBLY



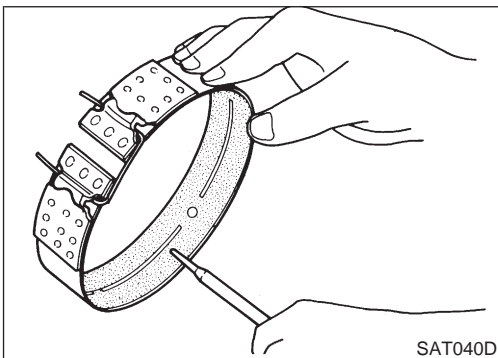
28. Remove brake band according to the following procedures.
- Loosen lock nut, then back off anchor end pin.
 - Do not reuse anchor end pin.**



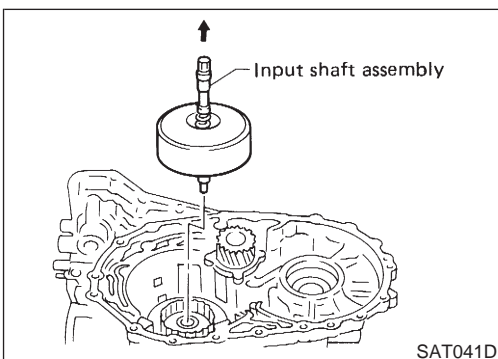
- Remove brake band from transmission case.



- To prevent brake linings from cracking or peeling, do not stretch the flexible band unnecessarily. When removing the brake band, always secure it with a clip as shown in the figure at left. Leave the clip in position after removing the brake band.**

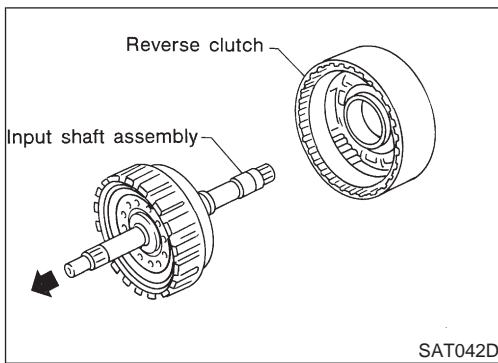


- Check brake band facing for damage, cracks, wear or burns.

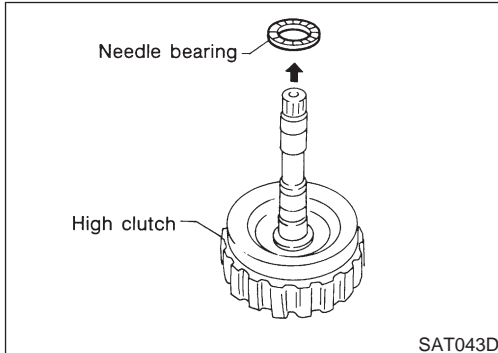


29. Remove input shaft assembly (high clutch) and reverse clutch according to the following procedures.
- Remove input shaft assembly (high clutch) with reverse clutch.

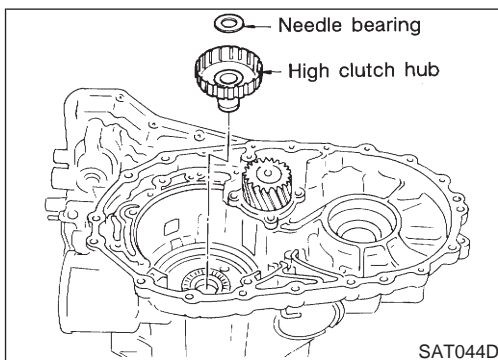
DISASSEMBLY



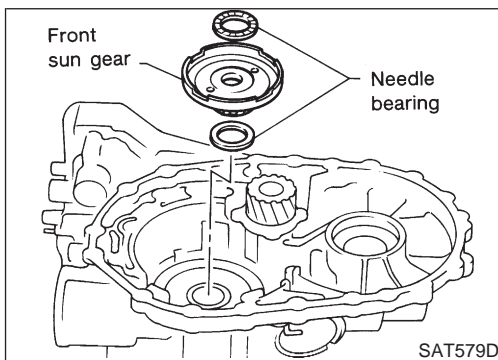
- b. Remove input shaft assembly (high clutch) from reverse clutch.



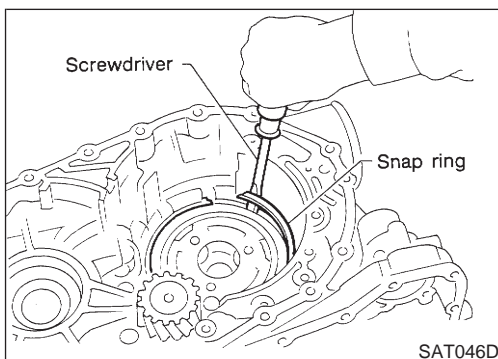
- c. Remove needle bearing from high clutch drum.
- d. Check input shaft assembly and needle bearing for damage or wear.



30. Remove high clutch hub and needle bearing from transmission case.
31. Check high clutch hub and needle bearing for damage or wear.

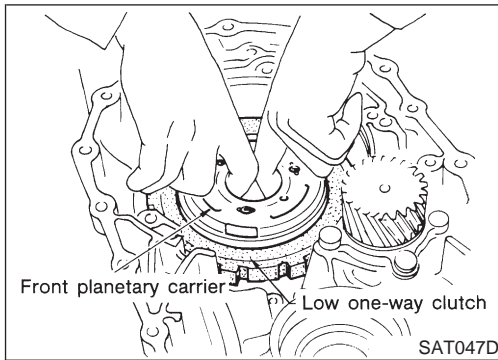


32. Remove front sun gear and needle bearings from transmission case.
33. Check front sun gear and needle bearings for damage or wear.

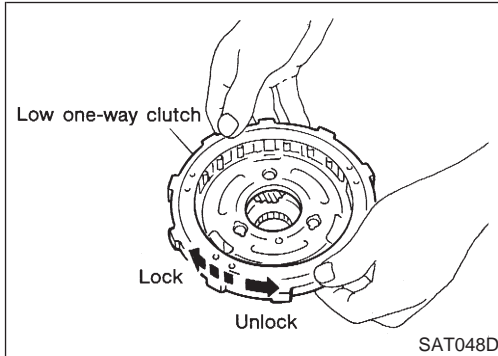


34. Remove front planetary carrier assembly and low one-way clutch according to the following procedures.
 - a. Remove snap ring using a screwdriver.

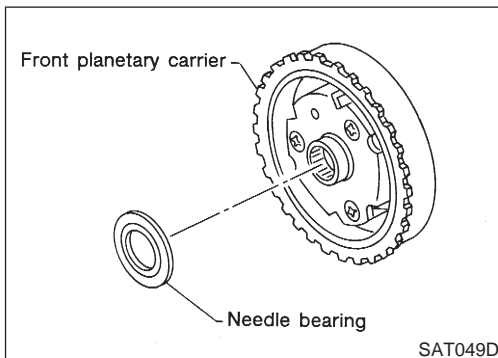
DISASSEMBLY



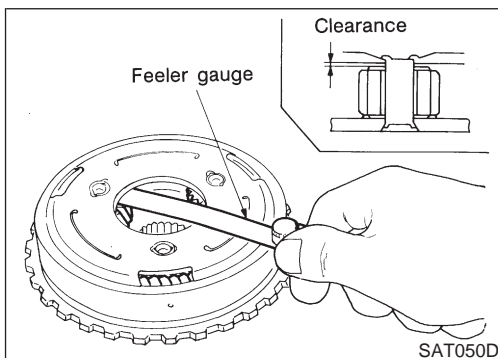
- b. Remove front planetary carrier with low one-way clutch.



- c. Check that low one-way clutch rotates in the direction of the arrow and locks in the opposite direction.
- d. Remove low one-way clutch from front planetary carrier by rotating it in the direction of unlock.



- e. Remove needle bearing from front planetary carrier.



- f. Check front planetary carrier, low one-way clutch and needle bearing for damage or wear.
- g. Check clearance between pinion washer and planetary carrier using feeler gauge.

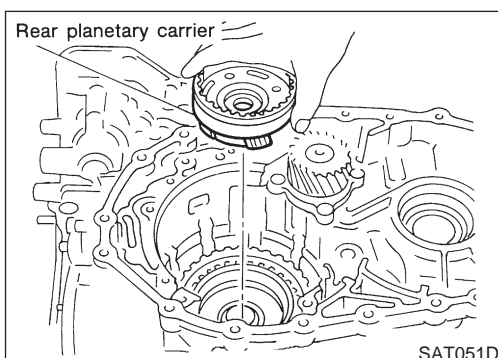
Standard clearance:

0.15 - 0.70 mm (0.0059 - 0.0276 in)

Allowable limit:

0.80 mm (0.0315 in)

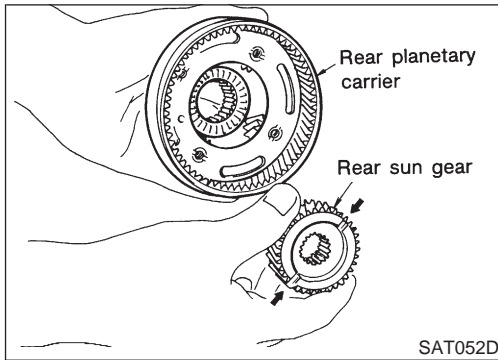
Replace front planetary carrier if the clearance exceeds allowable limit.



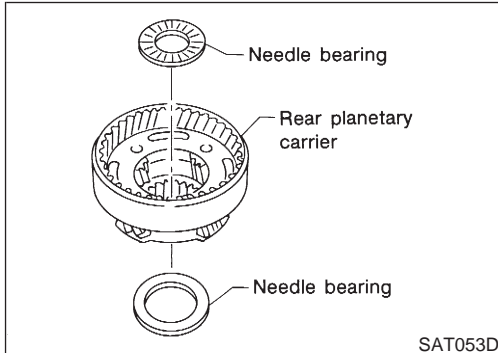
35. Remove rear planetary carrier assembly and rear sun gear according to the following procedures.

- a. Remove rear planetary carrier assembly from transmission case.

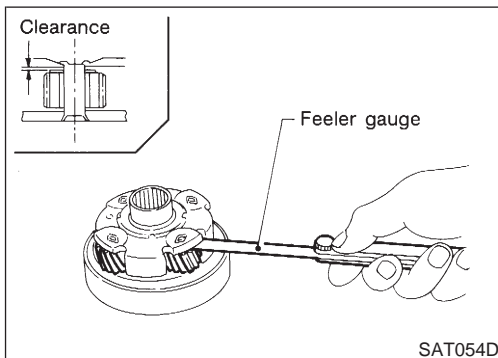
DISASSEMBLY



b. Remove rear sun gear from rear planetary carrier.



c. Remove needle bearings from rear planetary carrier assembly.



d. Check rear planetary carrier, rear sun gear and needle bearings for damage or wear.

e. Check clearance between pinion washer and rear planetary carrier using feeler gauge.

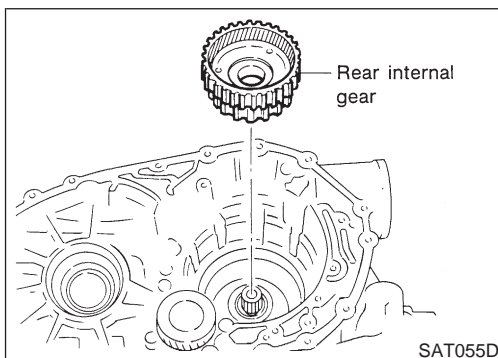
Standard clearance:

0.15 - 0.70 mm (0.0059 - 0.0276 in)

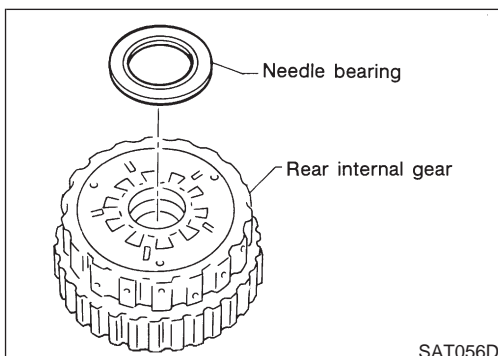
Allowable limit:

0.80 mm (0.0315 in)

Replace rear planetary carrier if the clearance exceeds allowable limit.



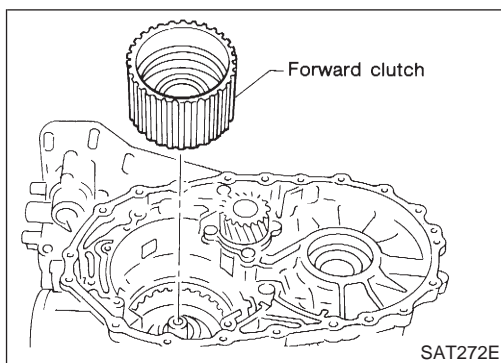
36. Remove rear internal gear from transmission case.



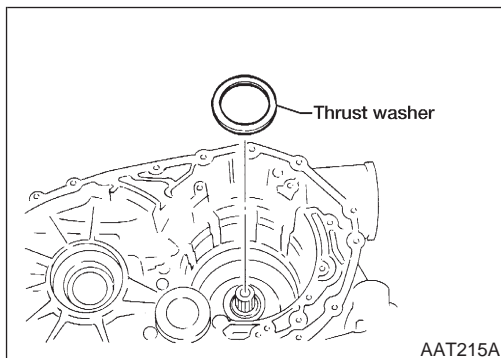
37. Remove needle bearing from rear internal gear.

- Check needle bearing for damage or wear.

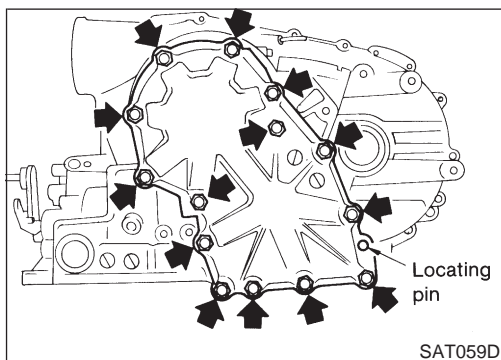
DISASSEMBLY



38. Remove forward clutch assembly from transmission case.

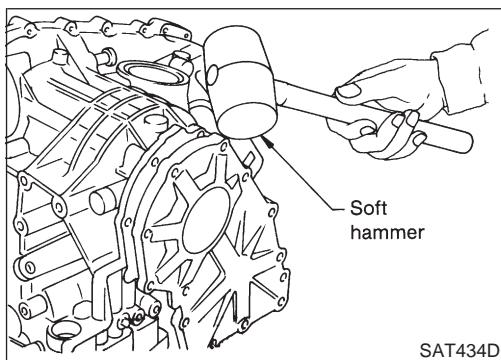


39. Remove thrust washer from transmission case.



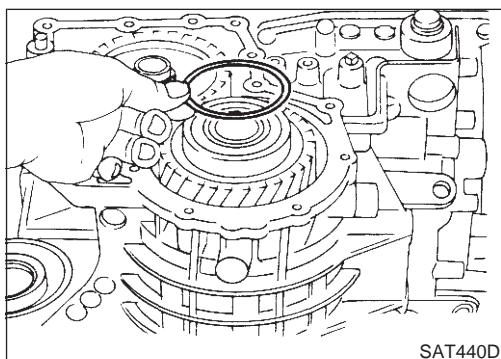
40. Remove output shaft assembly according to the following procedures.

a. Remove side cover bolts.



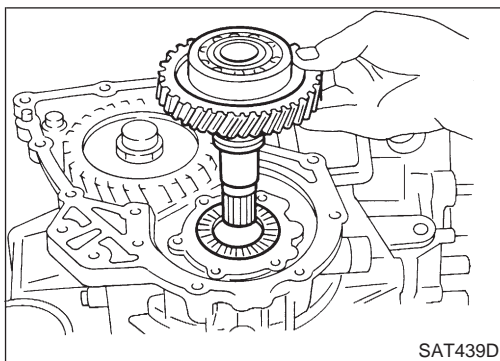
b. Remove side cover by lightly tapping it with a soft hammer.

- **Be careful not to drop output shaft assembly. It might come out when removing side cover.**

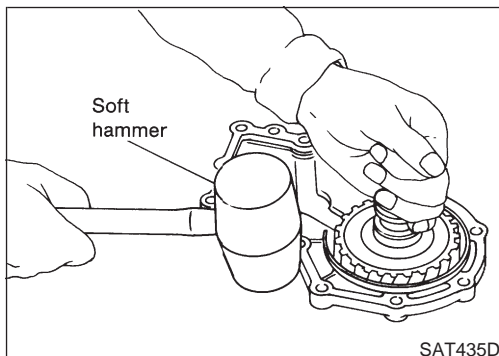


c. Remove adjusting shim.

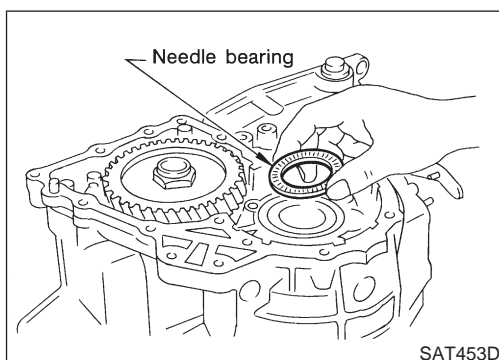
DISASSEMBLY



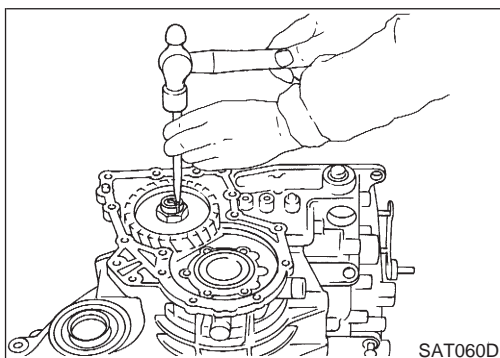
d. Remove output shaft assembly.



- If output shaft assembly came off with side cover, tap cover with a soft hammer to separate.

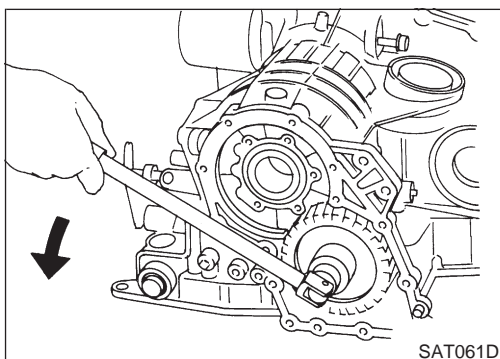


e. Remove needle bearing.



41. Disassemble reduction pinion gear according to the following procedures.

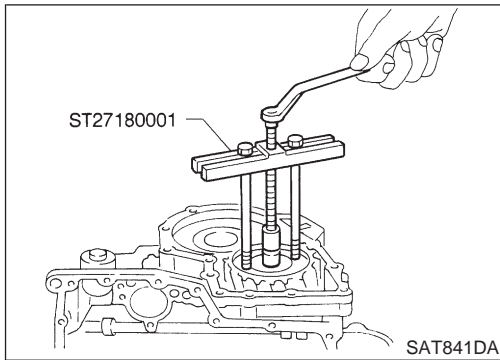
- Set manual shaft to position "P" to fix idler gear.
- Unlock idler gear lock nut using a pin punch.



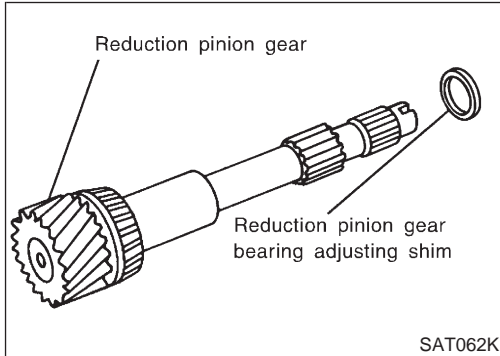
c. Remove idler gear lock nut.

- **Do not reuse idler gear lock nut.**

DISASSEMBLY

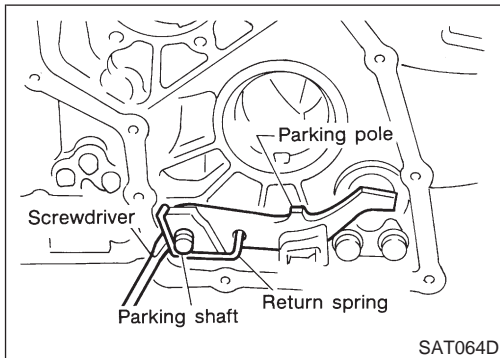


d. Remove idler gear with puller.

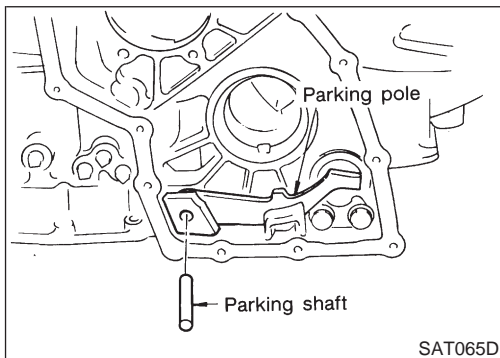


e. Remove reduction pinion gear.

f. Remove reduction pinion gear bearing adjusting shim from reduction pinion gear.

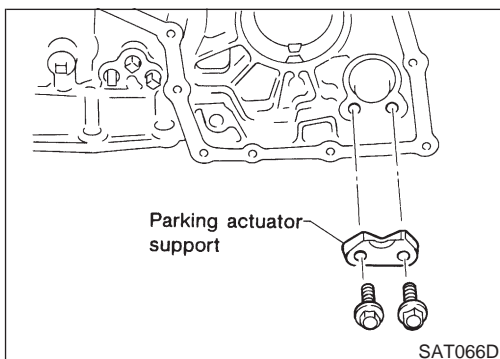


42. Remove return spring from parking shaft using a screwdriver.



43. Draw out parking shaft and remove parking pole from transmission case.

44. Check parking pole and shaft for damage or wear.

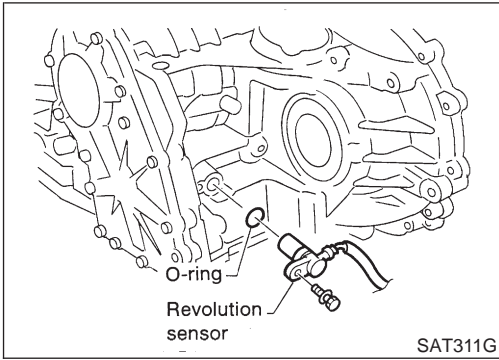


45. Remove parking actuator support from transmission case.

- Check parking actuator support for damage or wear.

DISASSEMBLY

46. Remove revolution sensor from transmission case.

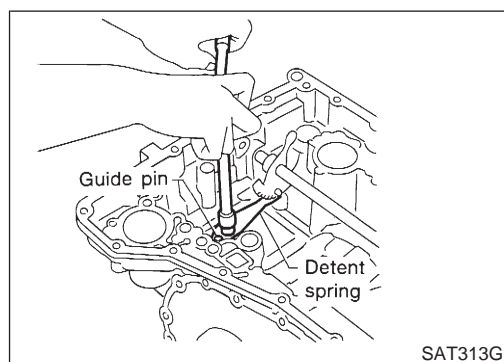
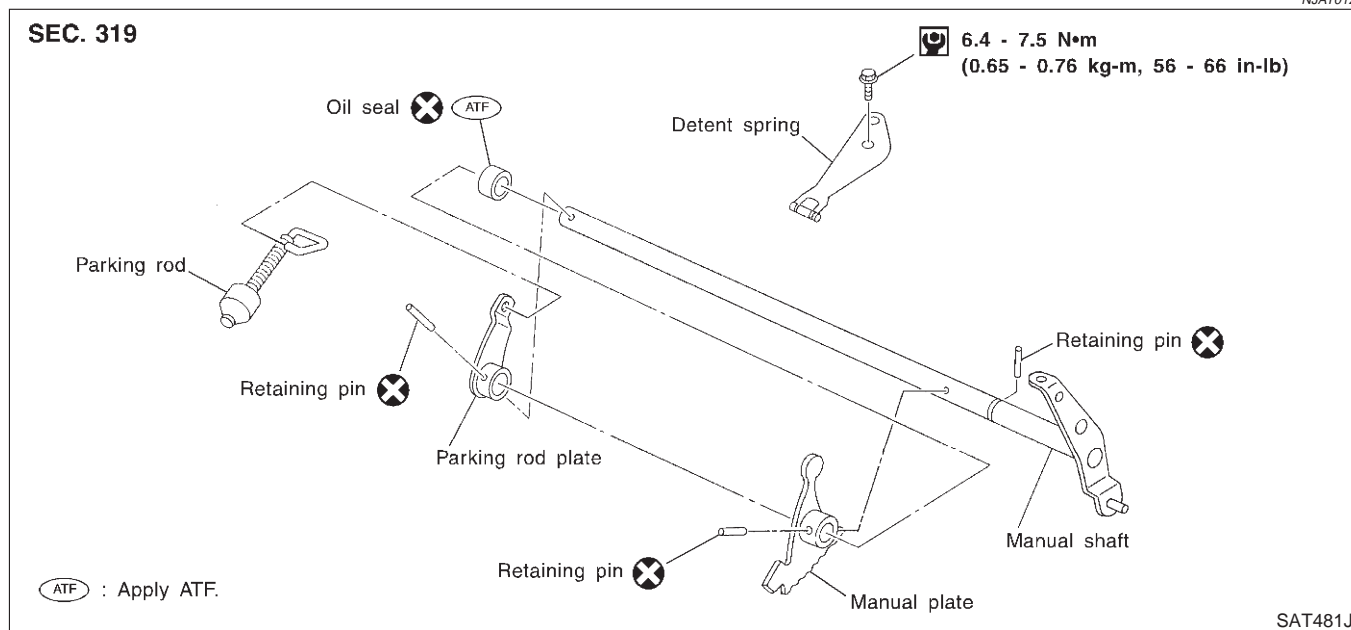


REPAIR FOR COMPONENT PARTS

Manual Shaft

Manual Shaft COMPONENTS

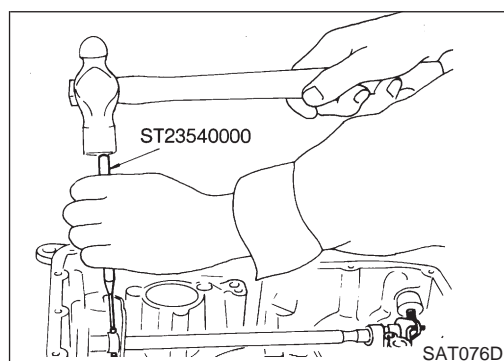
NJAT0121



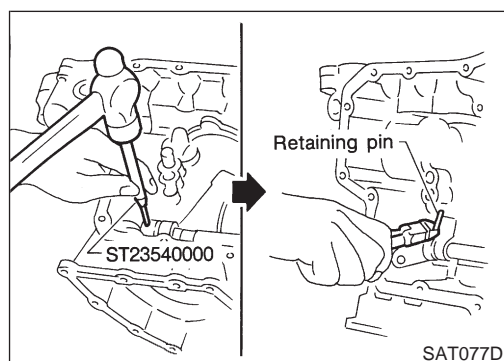
REMOVAL

NJAT0122

1. Remove detent spring from transmission case.



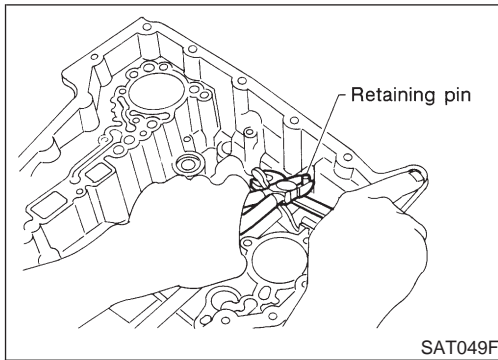
2. Drive out manual plate retaining pin.



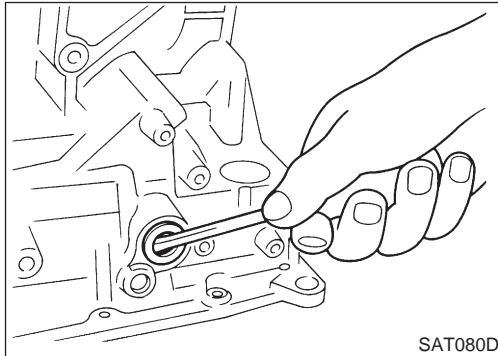
3. Drive and pull out parking rod plate retaining pin.
4. Remove parking rod plate from manual shaft.
5. Draw out parking rod from transmission case.

REPAIR FOR COMPONENT PARTS

Manual Shaft (Cont'd)



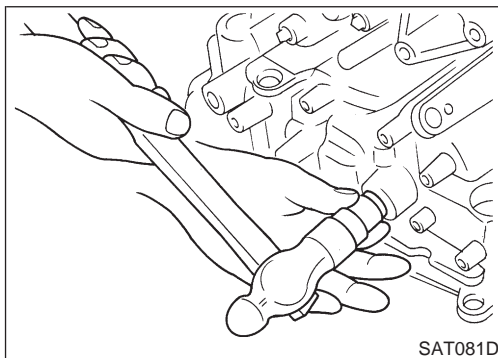
6. Pull out manual shaft retaining pin.
7. Remove manual shaft and manual plate from transmission case.



8. Remove manual shaft oil seal.

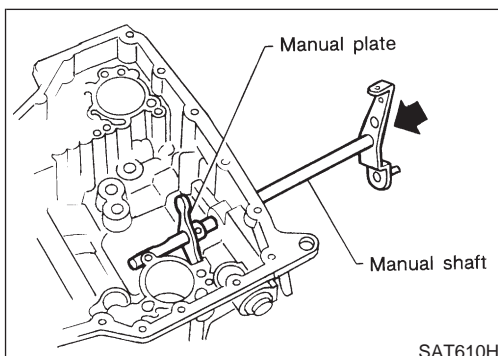
INSPECTION

- Check component parts for wear or damage. Replace if necessary. NJAT0123



INSTALLATION

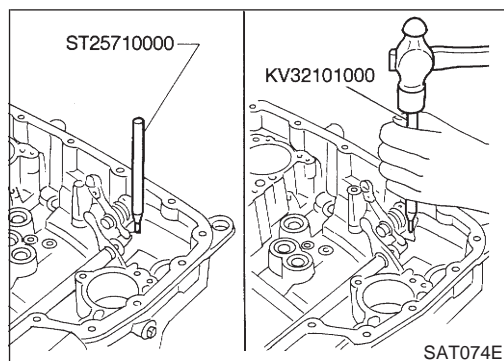
1. Install manual shaft oil seal. NJAT0124
- **Apply ATF to outer surface of oil seal.**



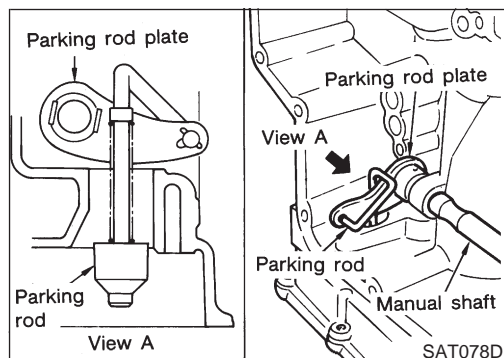
2. Install manual shaft and manual plate.

REPAIR FOR COMPONENT PARTS

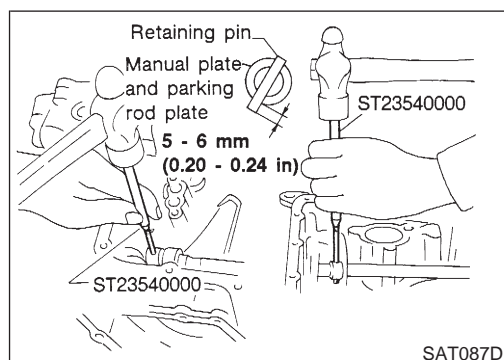
Manual Shaft (Cont'd)



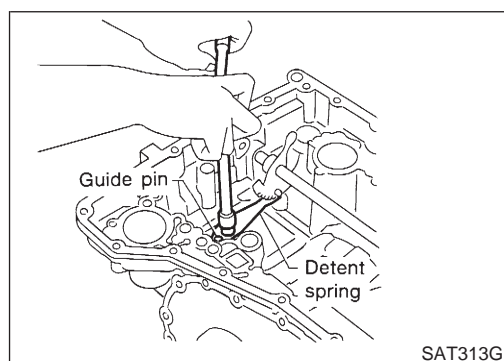
3. Align groove of manual shaft and hole of transmission case.
4. Install manual shaft retaining pin.



5. Install parking rod to parking rod plate.
6. Set parking rod assembly onto manual shaft.



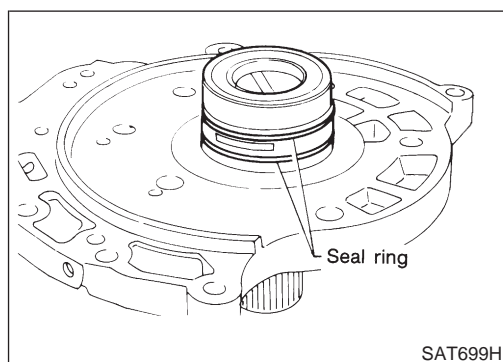
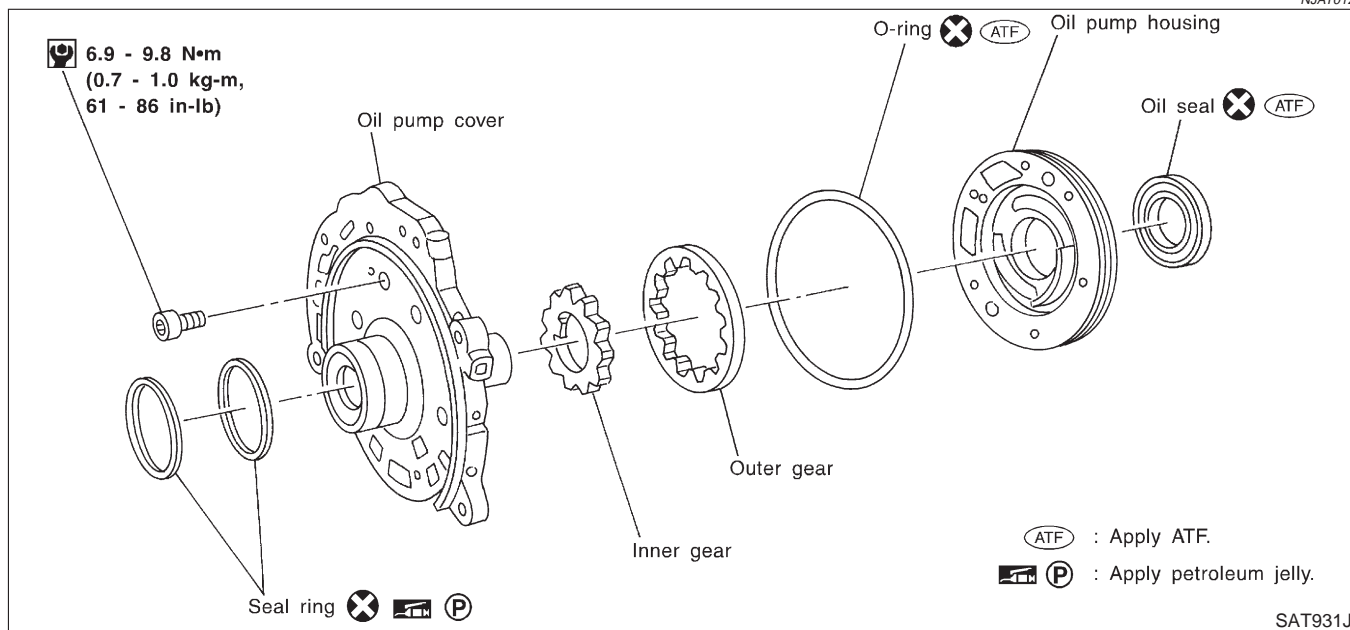
7. Drive in manual plate retaining pin and parking rod plate retaining pin.



8. Install detent spring.

Oil Pump COMPONENTS

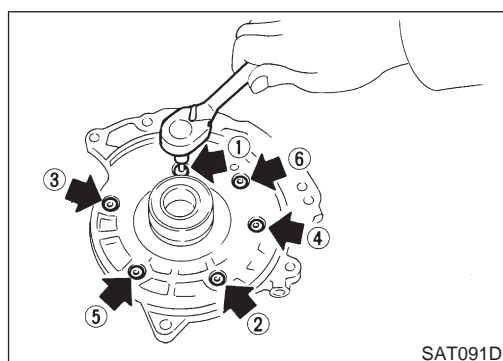
NJAT0125



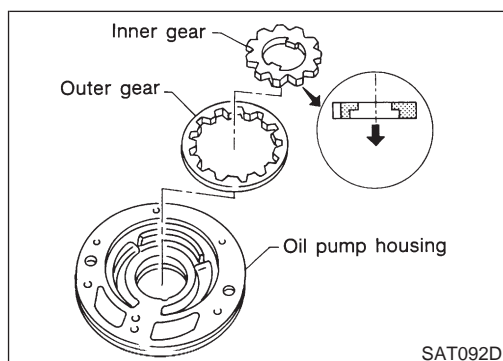
DISASSEMBLY

NJAT0126

1. Remove seal rings.



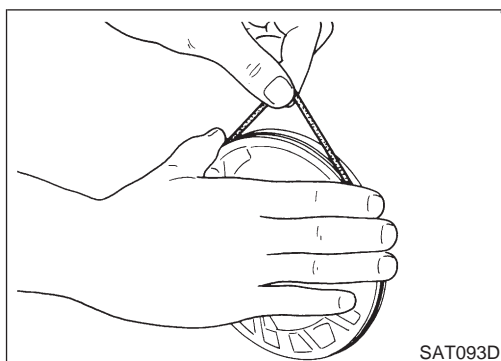
2. Loosen bolts in numerical order and remove oil pump cover.



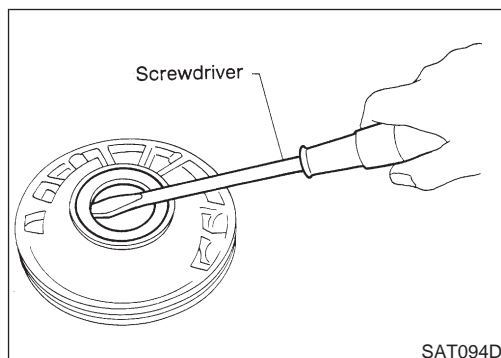
3. Remove inner and outer gear from oil pump housing.

REPAIR FOR COMPONENT PARTS

Oil Pump (Cont'd)



4. Remove O-ring from oil pump housing.



5. Remove oil pump housing oil seal.

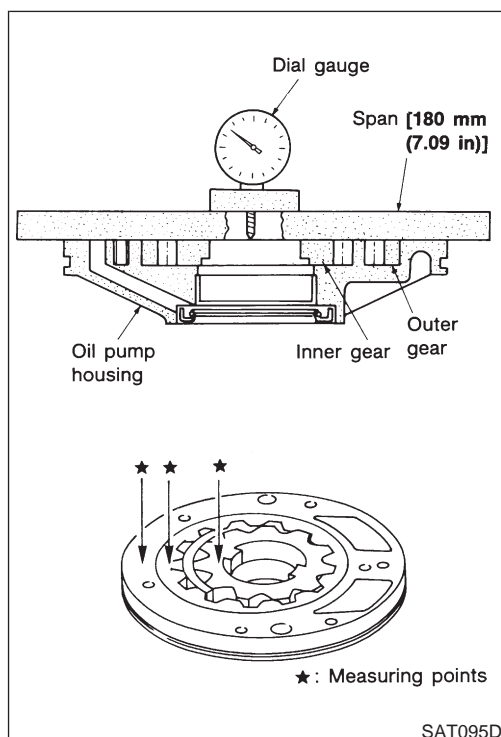
INSPECTION

Oil Pump Housing, Oil Pump Cover, Inner Gear and Outer Gear

NJAT0127

- Check for wear or damage.

NJAT0127S01



Side Clearances

NJAT0127S02

- Measure side clearance of inner and outer gears in at least four places around each outside edge. Maximum measured values should be within specified range.

Standard clearance:

0.02 - 0.04 mm (0.0008 - 0.0016 in)

- If clearance is less than standard, select inner and outer gear as a set so that clearance is within specifications.

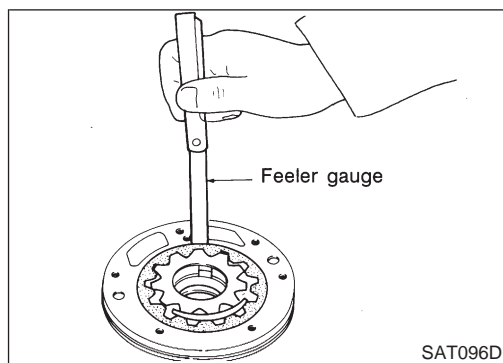
Inner and outer gear:

Refer to SDS, AT-453.

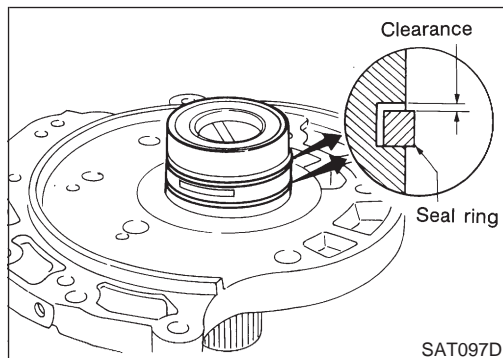
- If clearance is more than standard, replace whole oil pump assembly except oil pump cover.

REPAIR FOR COMPONENT PARTS

Oil Pump (Cont'd)



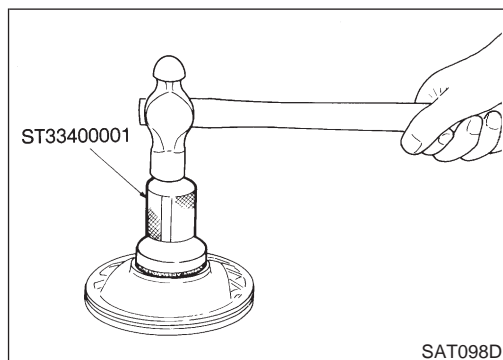
- Measure clearance between outer gear and oil pump housing.
Standard clearance:
0.08 - 0.15 mm (0.0031 - 0.0059 in)
Allowable limit:
0.15 mm (0.0059 in)
- If not within allowable limit, replace whole oil pump assembly except oil pump cover.



Side Ring Clearance

NJAT0127S03

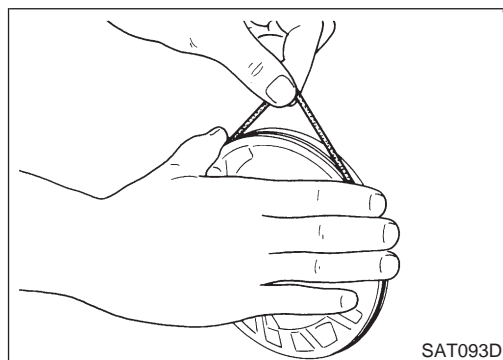
- Install new seal rings onto oil pump cover.
- Measure clearance between seal ring and ring groove.
Standard clearance:
0.1 - 0.25 mm (0.0039 - 0.0098 in)
Allowable limit:
0.25 mm (0.0098 in)
- If not within allowable limit, replace oil pump cover assembly.



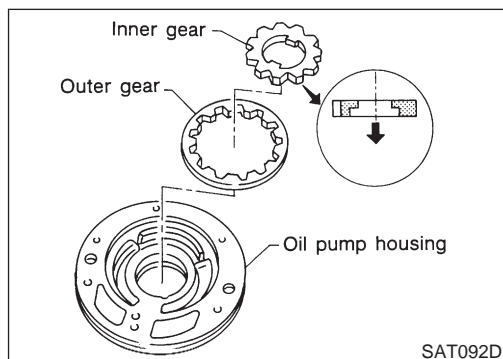
ASSEMBLY

NJAT0128

1. Install oil seal on oil pump housing.



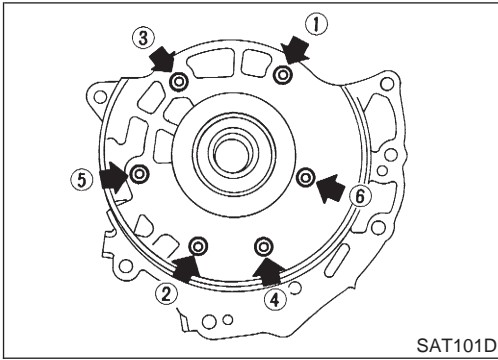
2. Install O-ring on oil pump housing.
 - **Apply ATF to O-ring.**



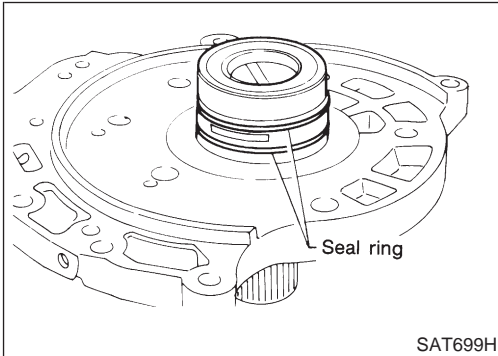
3. Install inner and outer gears on oil pump housing.
 - **Take care with the direction of the inner gear.**

REPAIR FOR COMPONENT PARTS

Oil Pump (Cont'd)



4. Install oil pump cover on oil pump housing.
 - a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly on oil pump housing assembly, then remove masking tape.
 - b. Tighten bolts in numerical order.



5. Install new seal rings carefully after packing ring groove with petroleum jelly.
 - **Do not spread gap of seal ring excessively while installing. It may deform the ring.**

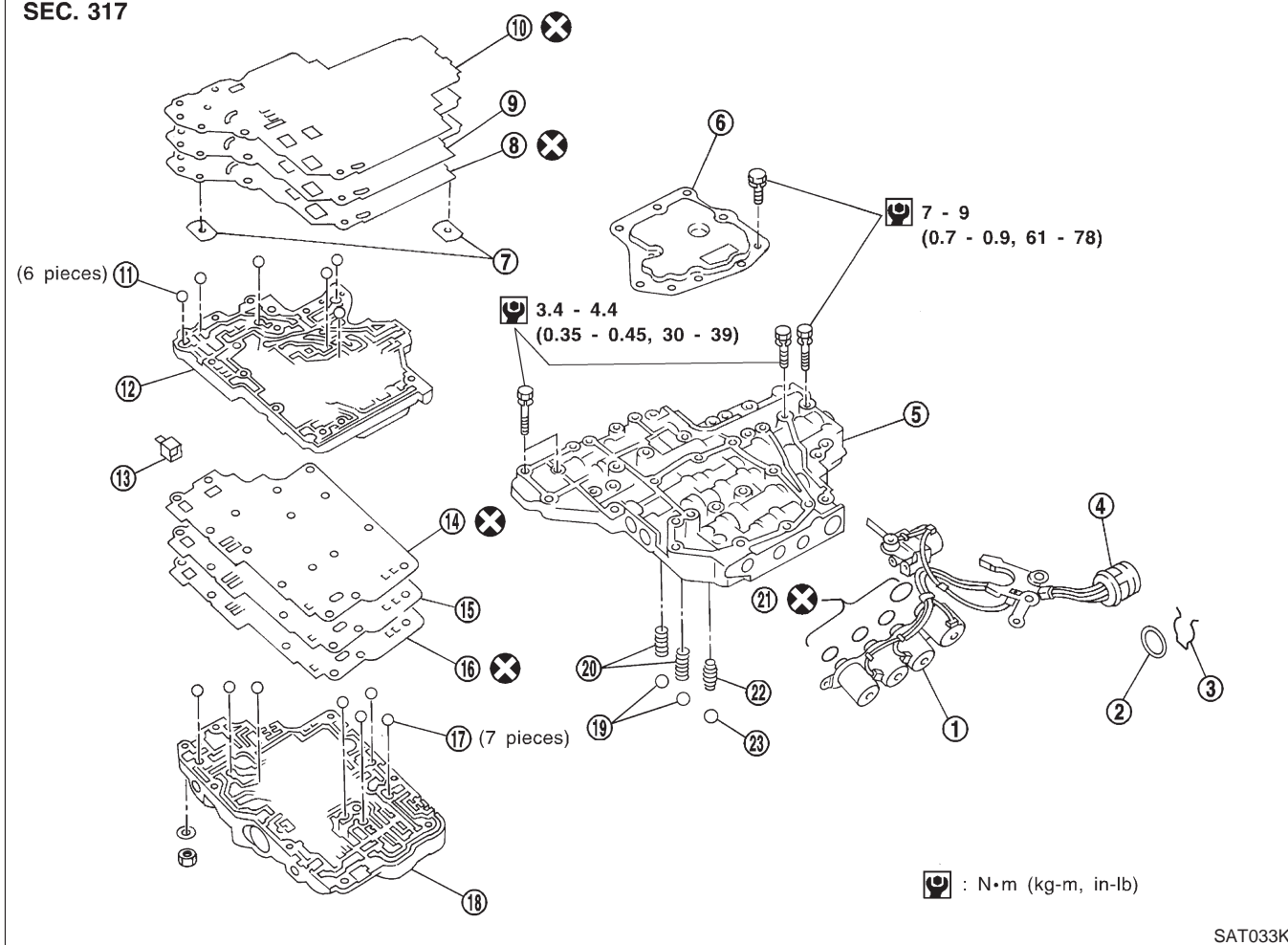
REPAIR FOR COMPONENT PARTS

Control Valve Assembly

Control Valve Assembly COMPONENTS

=NJAT0129

SEC. 317



SAT033K

- | | | |
|----------------------------------|-----------------------------------|------------------------------------|
| 1. Solenoid valve assembly | 9. Separating plate | 17. Steel ball |
| 2. O-ring | 10. Lower separating gasket | 18. Control valve upper body |
| 3. Clip | 11. Steel ball | 19. Check ball |
| 4. Terminal body | 12. Control valve inter body | 20. Oil cooler relief valve spring |
| 5. Control valve lower body | 13. Pilot filter | 21. O-ring |
| 6. Oil strainer | 14. Upper inter separating gasket | 22. T/C pressure holding spring |
| 7. Support plate | 15. Separating plate | 23. Check ball |
| 8. Lower inter separating gasket | 16. Upper separating gasket | |

REPAIR FOR COMPONENT PARTS

Control Valve Assembly (Cont'd)

DISASSEMBLY

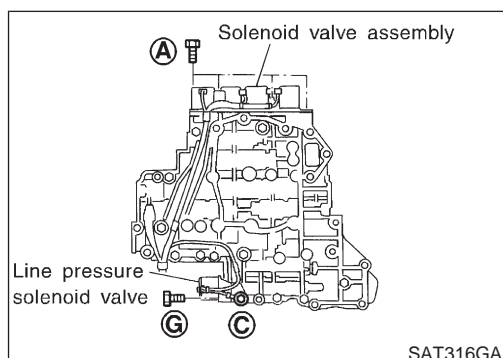
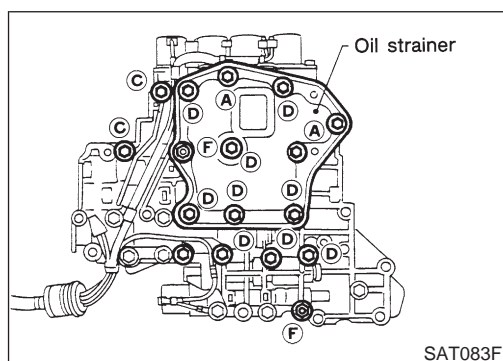
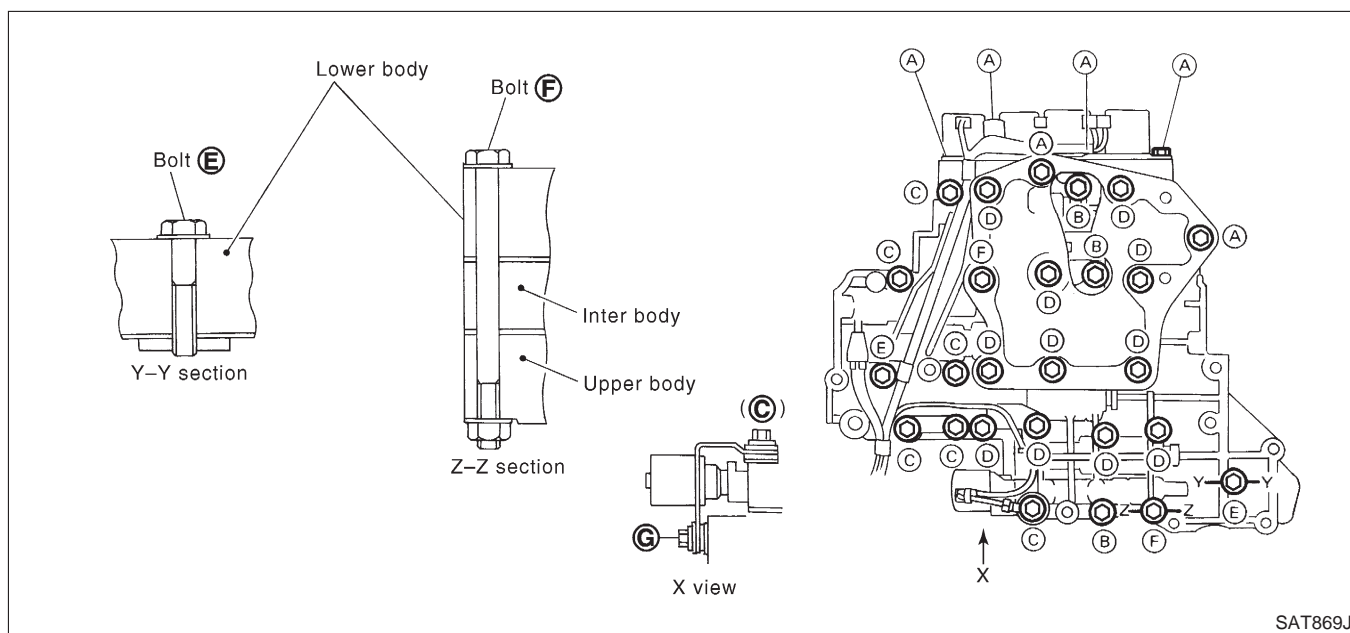
=NJAT0130

- Disassemble upper, inter and lower bodies.

Bolt length, number and location:

Bolt symbol	A	B	C	D	E	F	G
Bolt length "ℓ" ℓ	13.5 mm (0.531 in)	58.0 mm (2.283 in)	40.0 mm (1.575 in)	66.0 mm (2.598 in)	33.0 mm (1.299 in)	78.0 mm (3.071 in)	18.0 mm (0.709 in)
Number of bolts	6	3	6	11	2	2	1

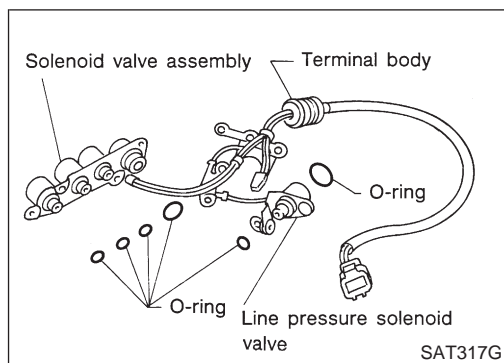
F: Reamer bolt with nut



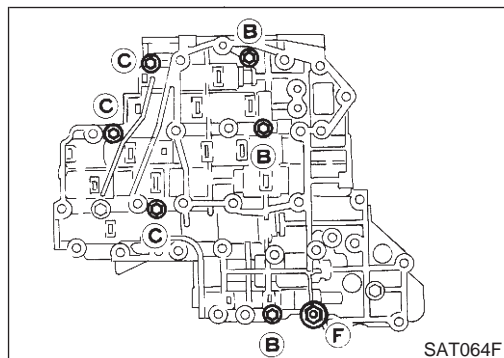
1. Remove bolts A, D and F, and remove oil strainer from control valve assembly.
2. Remove solenoid valve assembly and line pressure solenoid valve from control valve assembly.
 - **Be careful not to lose the line pressure solenoid valve spring.**

REPAIR FOR COMPONENT PARTS

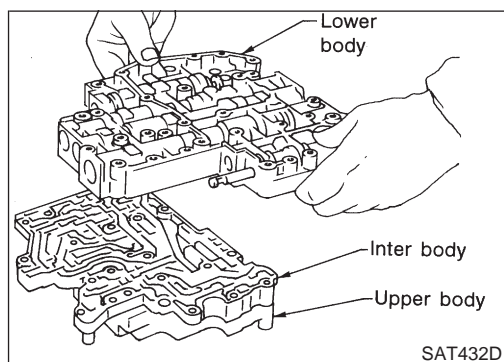
Control Valve Assembly (Cont'd)



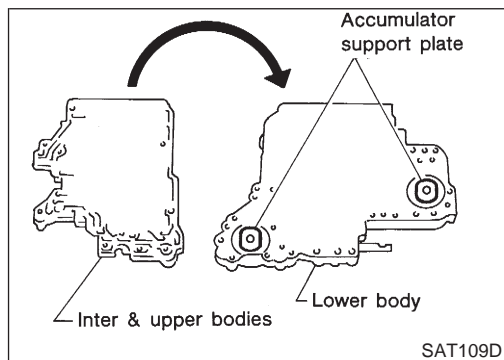
3. Remove O-rings from solenoid valves and terminal body.



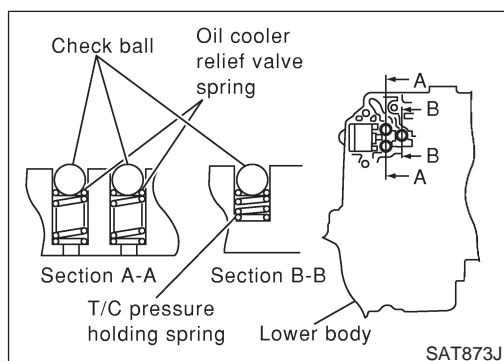
4. Place upper body facedown, and remove bolts B, C and F.



5. Remove lower body from inter body.



6. Turn over lower body, and accumulator support plates.



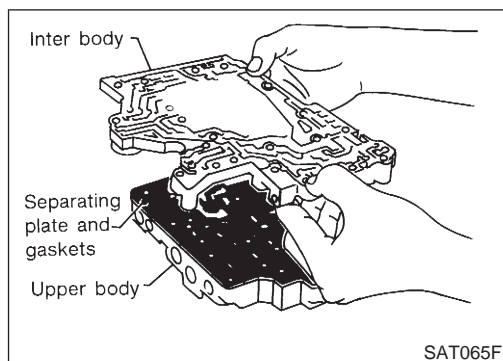
7. Remove bolts E, separating plate and separating gaskets from lower body.

8. Remove check balls, oil cooler relief valve springs and T/C pressure holding spring from lower body.

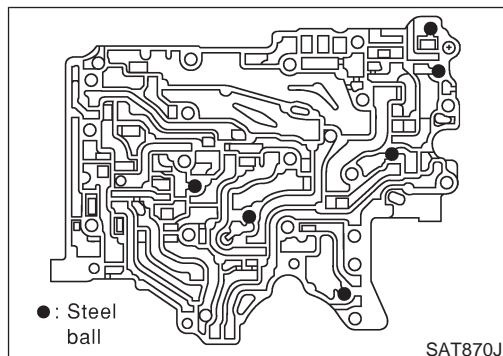
● **Be careful not to lose steel balls and relief valve springs.**

REPAIR FOR COMPONENT PARTS

Control Valve Assembly (Cont'd)

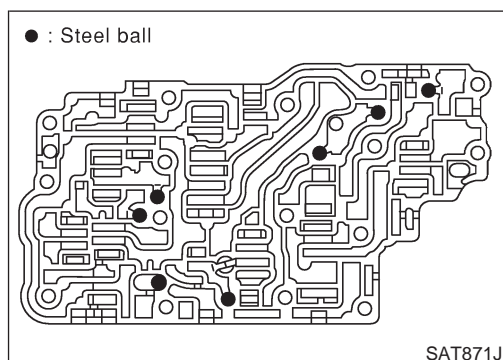


9. Remove inter body from upper body.
10. Remove pilot filter, separating plate and gaskets from upper body.



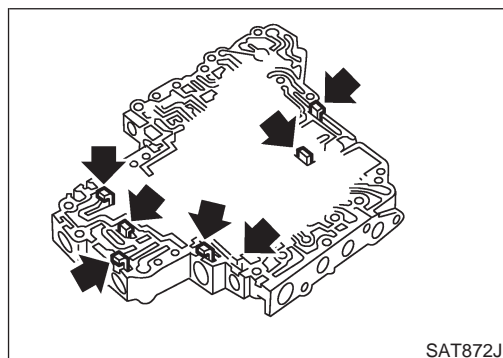
11. Check to see that steel balls are properly positioned in inter body and then remove them.

- **Be careful not to lose steel balls.**



12. Check to see that steel balls are properly positioned in upper body and then remove them.

- **Be careful not to lose steel balls.**



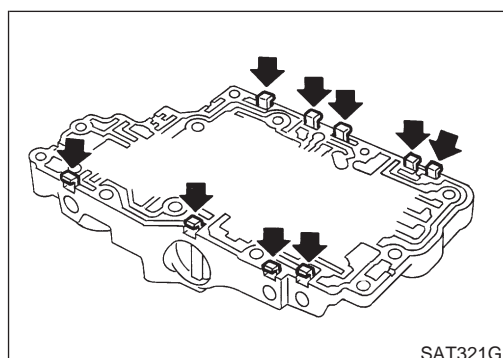
INSPECTION

Lower and Upper Bodies

NJAT0131

- Check to see that retainer plates are properly positioned in lower body.

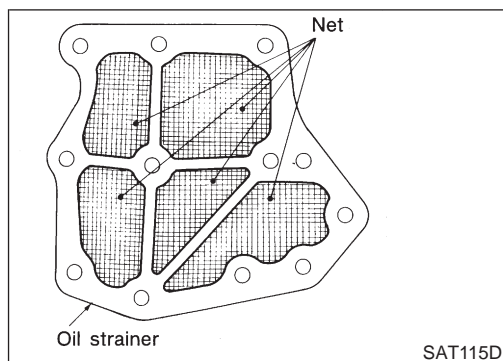
NJAT0131S01



- Check to see that retainer plates are properly positioned in upper body.

REPAIR FOR COMPONENT PARTS

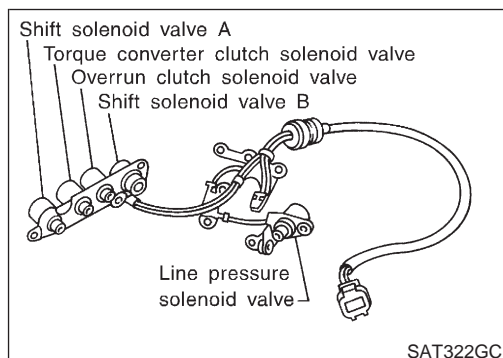
Control Valve Assembly (Cont'd)



Oil Strainer

NJAT0131S02

- Check wire netting of oil strainer for damage.

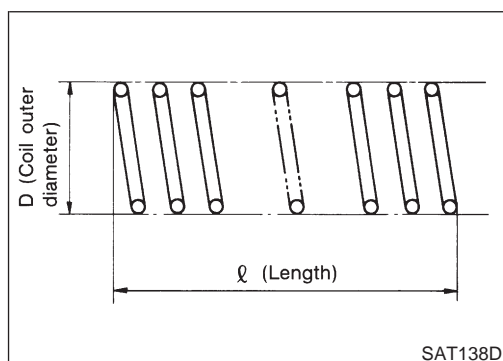


Shift Solenoid Valves A and B, Line Pressure Solenoid Valve, Torque Converter Clutch Solenoid Valve and Overrun Clutch Solenoid Valve

NJAT0131S03

- Refer to "Resistance Check" of each solenoid valve.

Valves	Except for Euro-OBD	Euro-OBD
Shift solenoid valve A	AT-145	AT-249
Shift solenoid valve B	AT-151	AT-255
Line pressure solenoid valve	AT-180	AT-243
Torque converter clutch solenoid valve	AT-162	AT-236
Overrun clutch solenoid valve	AT-156	AT-270



Oil Cooler Relief Valve Spring

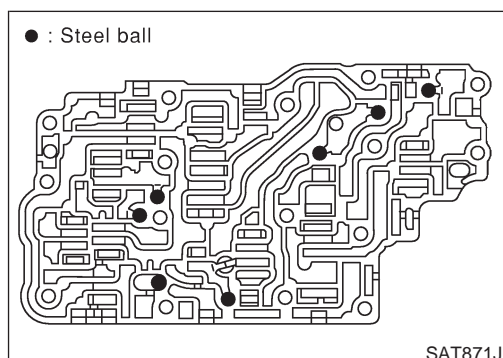
NJAT0131S04

- Check springs for damage or deformation.
- Measure free length and outer diameter.

Inspection standard:

Unit: mm (in)

Part No.	ℓ	D
31872 31X00	17.0 (0.669)	8.0 (0.315)



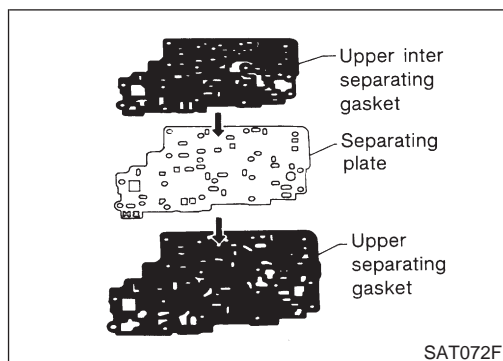
ASSEMBLY

NJAT0132

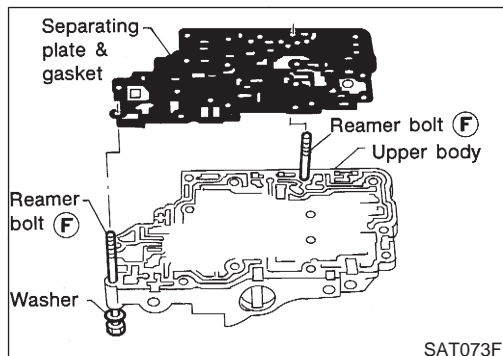
1. Install upper, inter and lower body.
 - a. Place oil circuit of upper body face up. Install steel balls in their proper positions.

REPAIR FOR COMPONENT PARTS

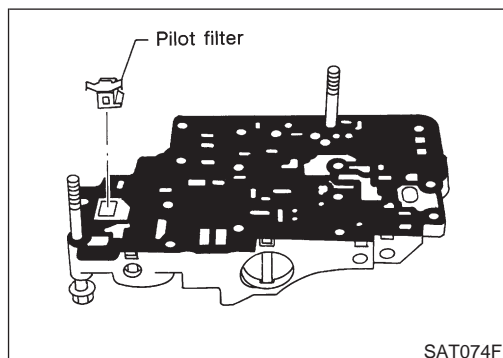
Control Valve Assembly (Cont'd)



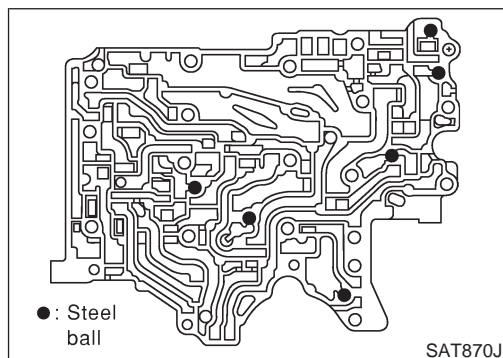
- b. Install upper separating gasket, upper inter separating gasket and upper separating plate in order shown in illustration.
- **Always use new gaskets.**



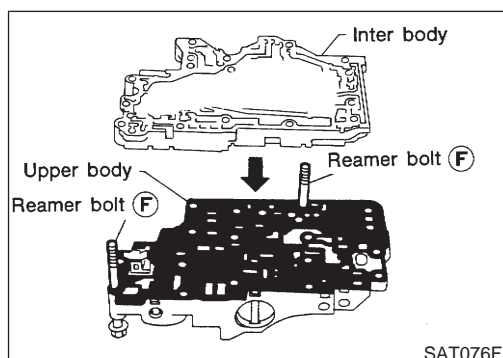
- c. Install reamer bolts **F** from bottom of upper body. Using reamer bolts as guides, install separating plate and gaskets as a seat.



- d. Install pilot filter.



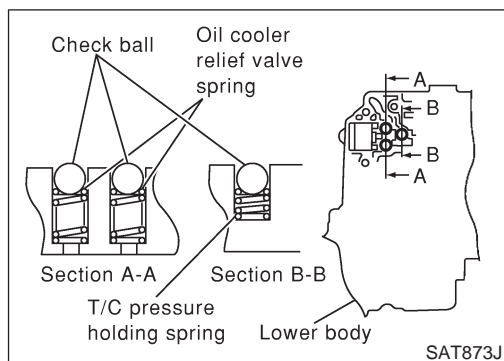
- e. Place inter body as shown in the illustration. Install steel balls in their proper positions.



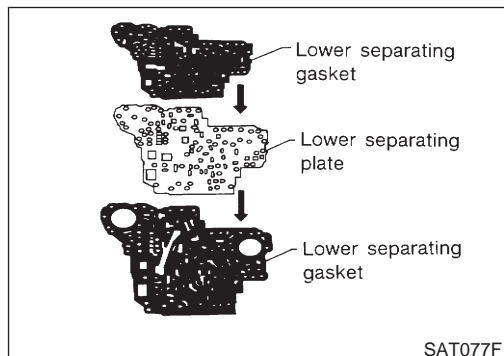
- f. Install inter body on upper body using reamer bolts **F** as guides.
- **Be careful not to dislocate or drop steel balls.**

REPAIR FOR COMPONENT PARTS

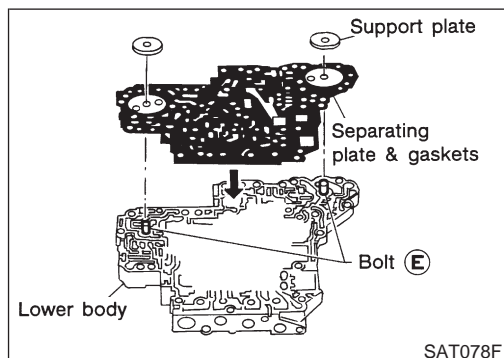
Control Valve Assembly (Cont'd)



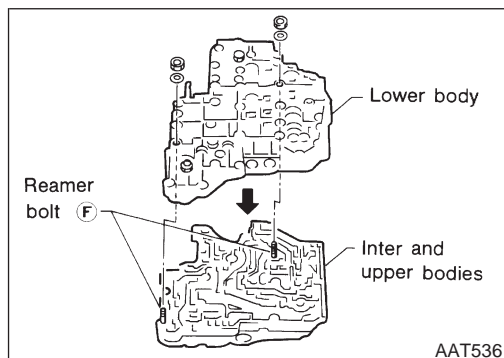
- g. Install check balls, oil cooler relief valve springs and T/C pressure holding spring in their proper positions in lower body.



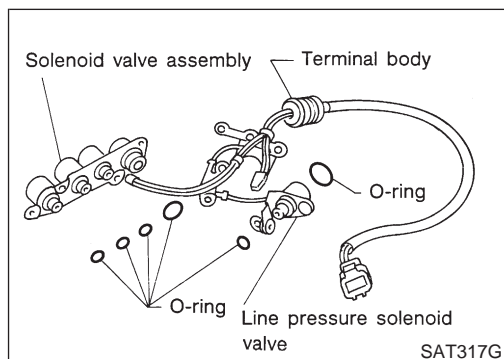
- h. Install lower separating gasket, inner separating gasket and lower separating plate in order shown in the illustration.



- i. Install bolts **E** from bottom of lower body. Using bolt **E** as guides, install separating plate and gaskets as a set.
j. Install support plates on lower body.



- k. Install lower body on inter body using reamer bolts **F** as guides and tighten reamer bolts **F** slightly.




2. Install O-rings to solenoid valves and terminal body.
● **Apply ATF to O-rings.**

REPAIR FOR COMPONENT PARTS

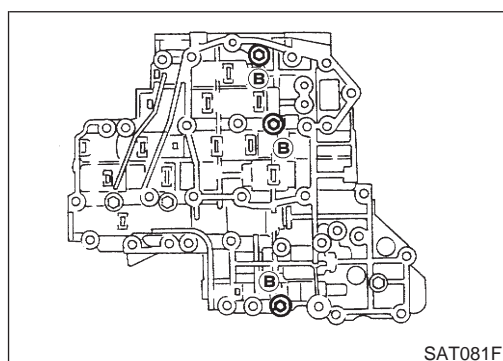
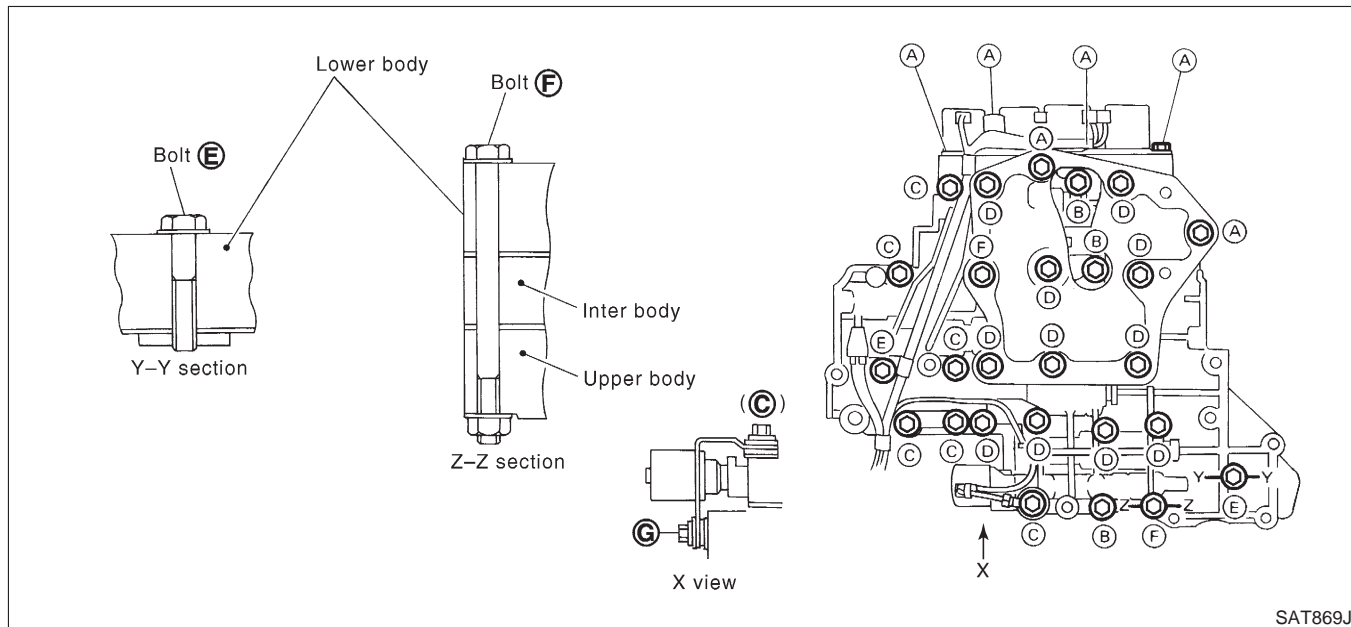
Control Valve Assembly (Cont'd)


3. Install and tighten bolts.

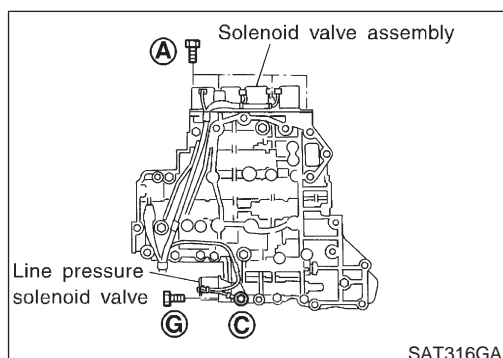
Bolt length, number and location:

Bolt symbol	A	B	C	D	E	F	G
Bolt length "ℓ" 	13.5 mm (0.531 in)	58.0 mm (2.283 in)	44.0 mm (1.732 in)	66.0 mm (2.598 in)	33.0 mm (1.299 in)	78.0 mm (3.071 in)	18.0 mm (0.709 in)
Number of bolts	6	3	6	11	2	2	1

F: Reamer bolt with nut



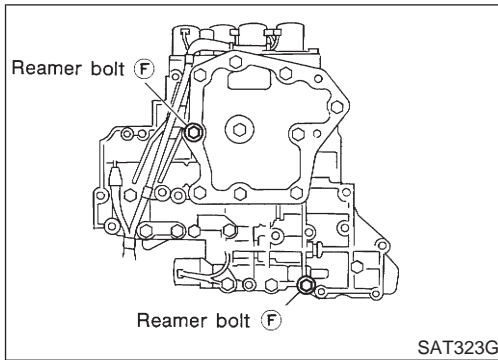
- a. Install and tighten bolts **B** to specified torque.
 : 7 - 9 N·m (0.7 - 0.9 kg·m, 61 - 78 in·lb)



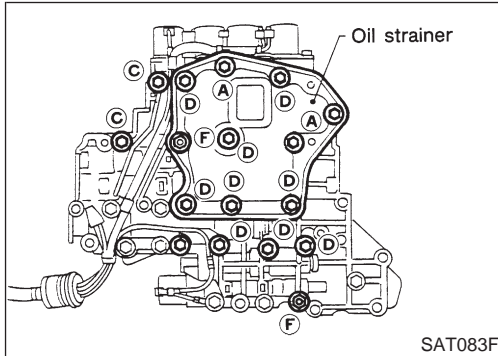
- b. Install solenoid valve assembly and line pressure solenoid valve to lower body.

REPAIR FOR COMPONENT PARTS

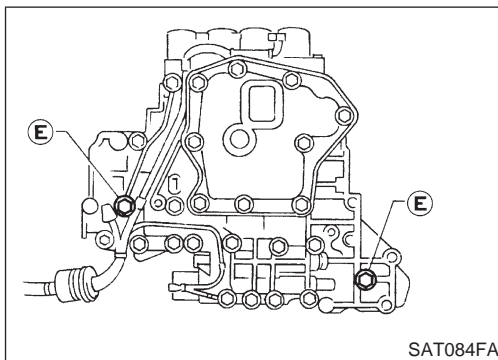
Control Valve Assembly (Cont'd)



- c. Remove reamer bolts **F** and set oil strainer on control valve assembly.
- d. Reinstall reamer bolts **F** from lower body side.



- e. Tighten bolts **A**, **C**, **D** and **F** to specified torque.
🔧 : 7 - 9 N·m (0.7 - 0.9 kg-m, 61 - 78 in-lb)



- f. Tighten bolts **E** to specified torque.
🔧 : 3.4 - 4.4 N·m (0.35 - 0.45 kg-m, 30.4 - 39.1 in-lb)

REPAIR FOR COMPONENT PARTS

Control Valve Upper Body

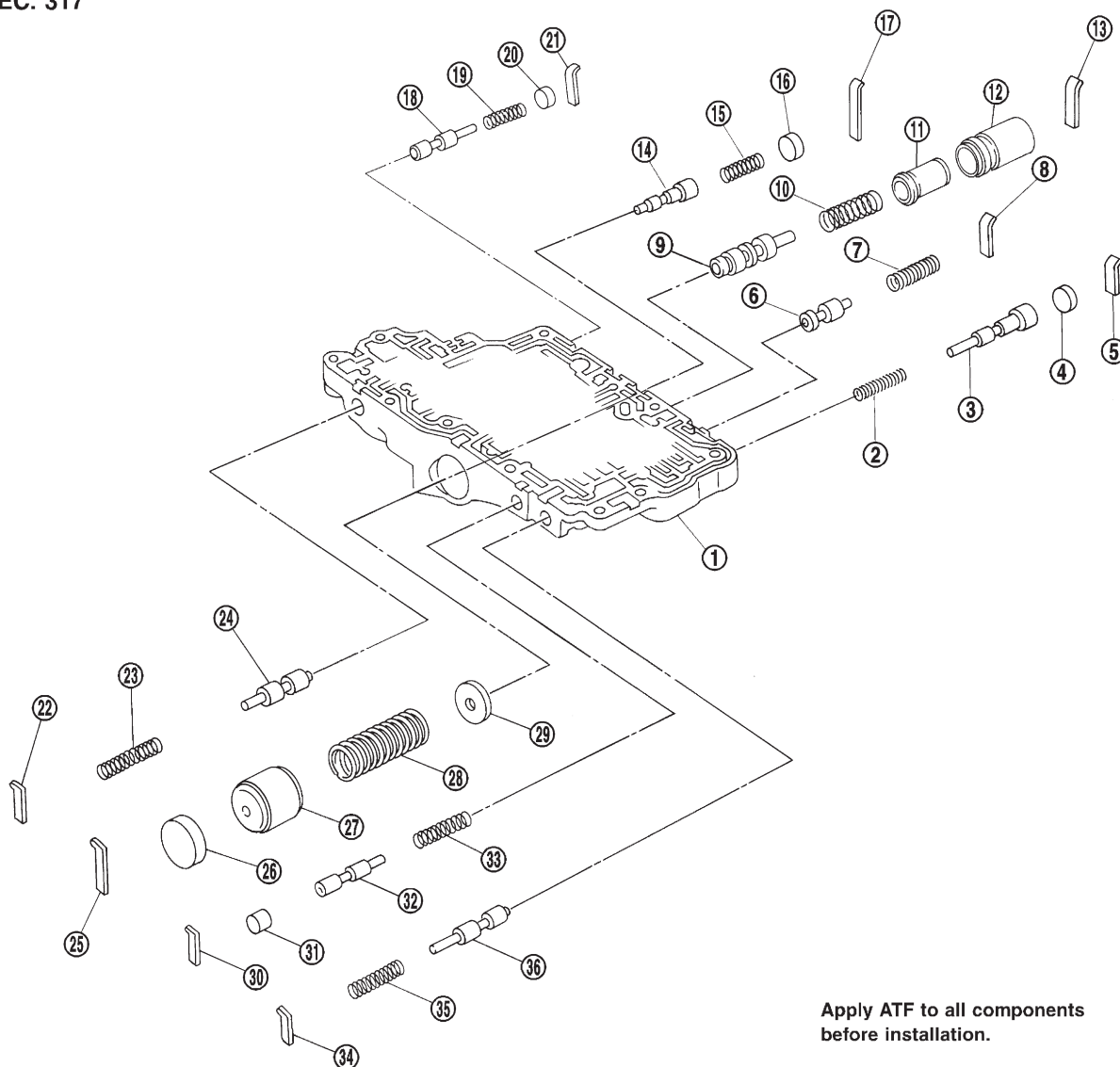
Control Valve Upper Body

COMPONENTS

Numbers preceding valve springs correspond with those shown in SDS table on page AT-450.

=NJAT0133

SEC. 317



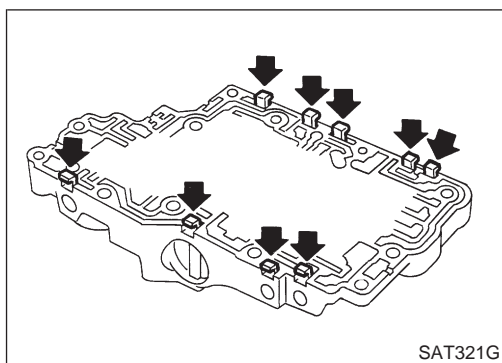
Apply ATF to all components before installation.

SAT012K

- | | | |
|--|----------------------------------|------------------------------------|
| 1. Control valve upper body | 11. Plug | 24. Pilot valve |
| 2. Overrun clutch reducing valve spring | 12. Sleeve | 25. Retainer plate |
| 3. Overrun clutch reducing valve | 13. Retainer plate | 26. Plug |
| 4. Plug | 14. 1-2 accumulator valve | 27. 1-2 accumulator piston |
| 5. Retainer plate | 15. 1-2 accumulator valve spring | 28. 1-2 accumulator piston spring |
| 6. Torque converter relief valve | 16. Plug | 29. 1-2 accumulator retainer plate |
| 7. Torque converter relief valve spring | 17. Retainer plate | 30. Retainer plate |
| 8. Retainer plate | 18. Cooler check valve | 31. Plug |
| 9. Torque converter clutch control valve | 19. Cooler check valve spring | 32. 1st reducing valve |
| 10. Torque converter clutch control valve spring | 20. Plug | 33. 1st reducing valve spring |
| | 21. Retainer plate | 34. Retainer plate |
| | 22. Retainer plate | 35. 3-2 timing valve spring |
| | 23. Pilot valve spring | 36. 3-2 timing valve |

REPAIR FOR COMPONENT PARTS

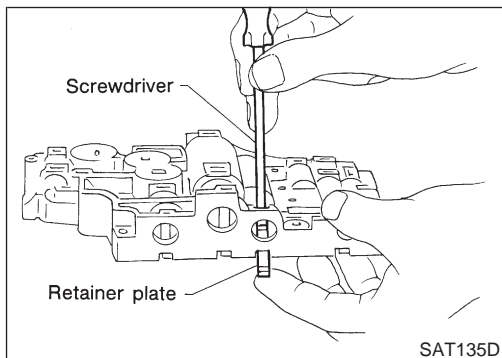
Control Valve Upper Body (Cont'd)



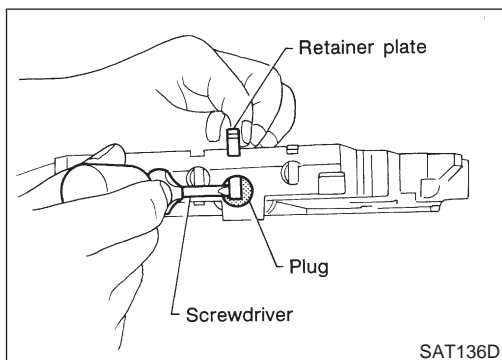
DISASSEMBLY

NJAT0134

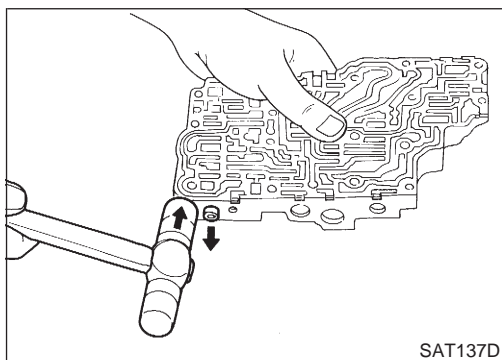
1. Remove valves at retainer plates.
 - Do not use a magnetic "hand".



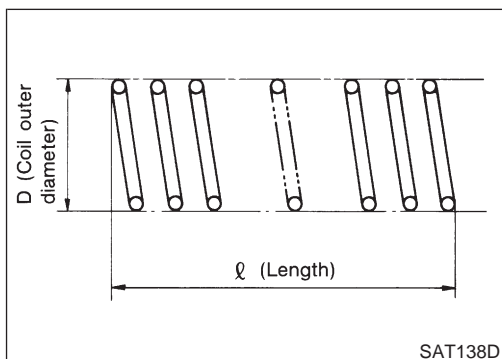
- a. Use a screwdriver to remove retainer plates.



- b. Remove retainer plates while holding spring, plugs or sleeves.
 - Remove plugs slowly to prevent internal parts from jumping out.



- c. Place mating surface of valve body face down, and remove internal parts.
 - If a valve is hard to remove, place valve body face down and lightly tap it with a soft hammer.
 - Be careful not to drop or damage valves and sleeves.



INSPECTION

NJAT0135

Valve Spring

NJAT0135S01

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

Inspection standard:

Refer to SDS, AT-450.

- Replace valve springs if deformed or fatigued.

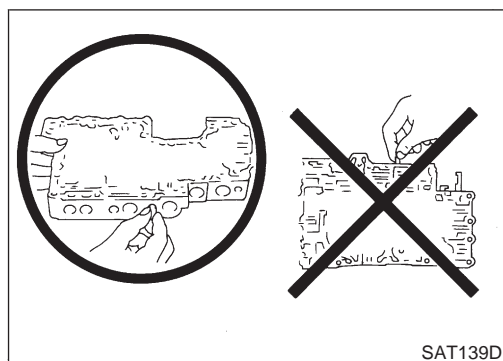
Control Valves

NJAT0135S02

- Check sliding surfaces of valves, sleeves and plugs.

REPAIR FOR COMPONENT PARTS

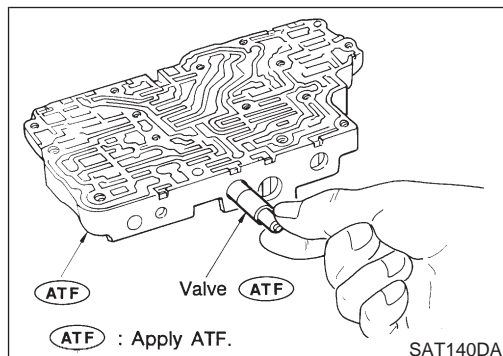
Control Valve Upper Body (Cont'd)



ASSEMBLY

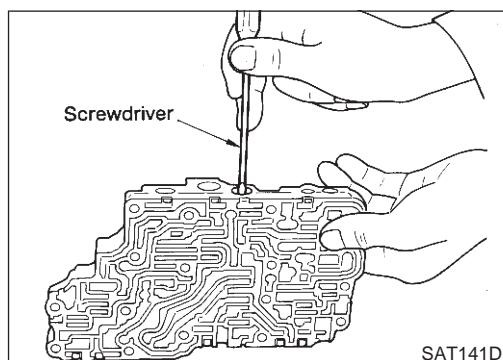
NJAT0136

- Lay control valve body down when installing valves. Do not stand the control valve body upright.

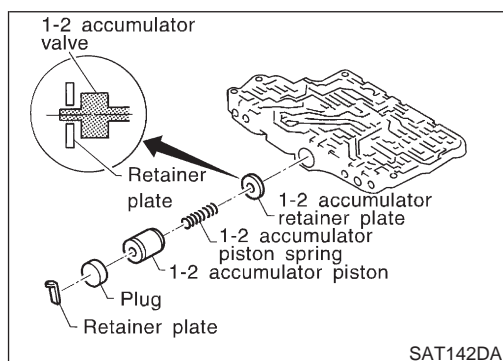


1. Lubricate the control valve body and all valves with ATF. Install control valves by sliding them carefully into their bores.

- Be careful not to scratch or damage valve body.



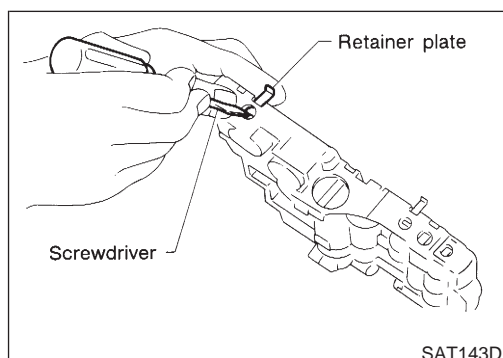
- Wrap a small screwdriver with vinyl tape and use it to insert the valves into their proper positions.



1-2 Accumulator Valve

NJAT0136S01

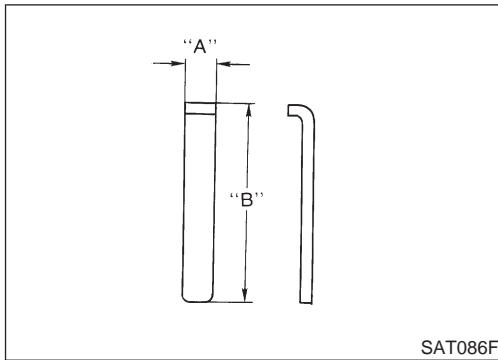
- Install 1-2 accumulator valve. Align 1-2 accumulator retainer plate from opposite side of control valve body.
- Install return spring, 1-2 accumulator piston and plug.



1. Install retainer plates.
- Install retainer plate while pushing plug or return spring.

REPAIR FOR COMPONENT PARTS

Control Valve Upper Body (Cont'd)



Retainer Plate (for control valve upper body)

NJAT0136S02

Refer to AT-384.

Unit: mm (in)

Name of valve and piston	No.	Length A	Length B
Pilot valve	22	6.0 (0.236)	21.5 (0.846)
1-2 accumulator valve	17		40.5 (1.59)
1-2 accumulator piston	25		21.5 (0.846)
1st reducing valve	30		24.0 (0.945)
Overrun clutch reducing valve	5		21.5 (0.846)
Torque converter relief valve	8		28.0 (1.102)
Torque converter clutch control valve	13		21.5 (0.846)
3-2 timing valve	34		24.0 (0.945)
Cooler check valve	21		

- Install proper retainer plates.

REPAIR FOR COMPONENT PARTS

Control Valve Lower Body

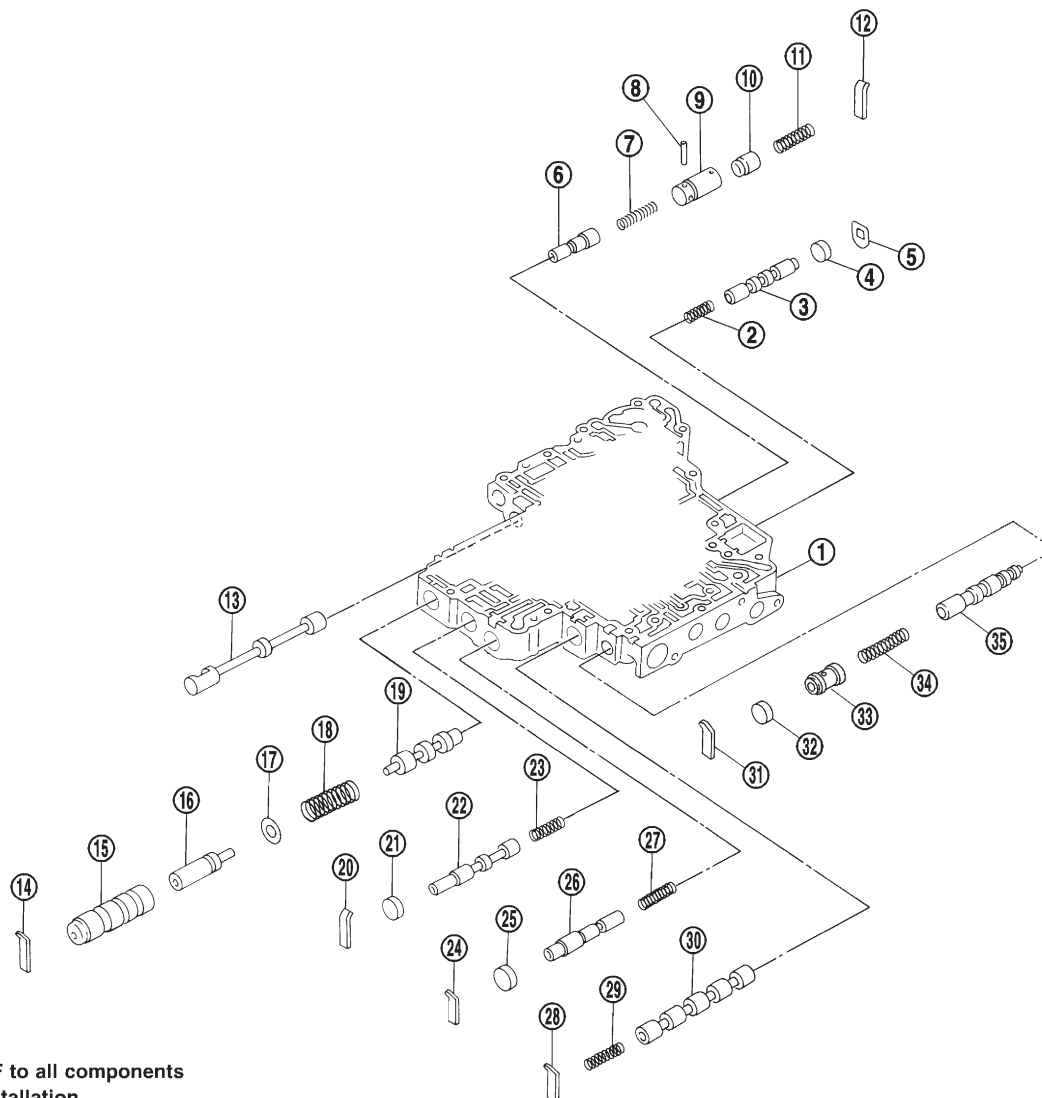
Control Valve Lower Body

COMPONENTS

Numbers preceding valve springs correspond with those shown in SDS table on page AT-450.

=NJAT0137

SEC. 317

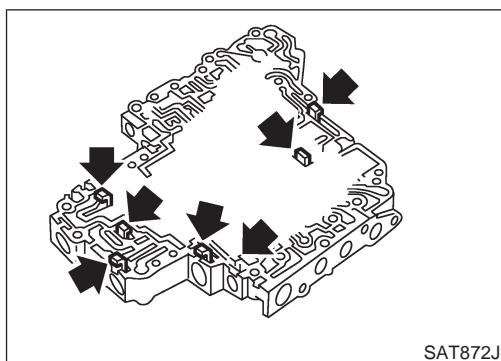


SAT013K

- | | | |
|-------------------------------------|---|--------------------------------------|
| 1. Control valve lower body | 13. Manual valve | 25. Plug |
| 2. Shift valve B spring | 14. Retainer plate | 26. Accumulator control valve |
| 3. Shift valve B | 15. Sleeve | 27. Accumulator control valve spring |
| 4. Plug | 16. Plug | 28. Retainer plate |
| 5. Retainer plate | 17. Spring seat | 29. Shift valve A spring |
| 6. Pressure modifier valve | 18. Pressure regulator valve spring | 30. Shift valve A |
| 7. Pressure modifier valve spring | 19. Pressure regulator valve | 31. Retainer plate |
| 8. Parallel pin | 20. Retainer plate | 32. Plug |
| 9. Sleeve | 21. Plug | 33. Plug |
| 10. Piston | 22. Overrun clutch control valve | 34. Shuttle valve spring |
| 11. Pressure modifier piston spring | 23. Overrun clutch control valve spring | 35. Shuttle control valve |
| 12. Retainer plate | 24. Retainer plate | |

REPAIR FOR COMPONENT PARTS

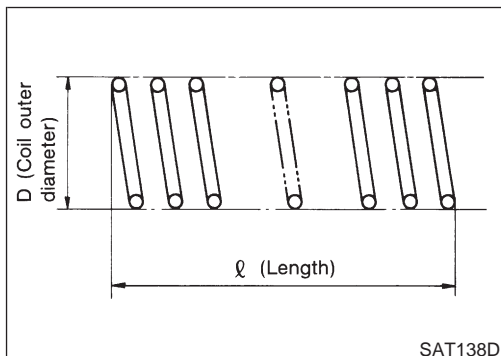
Control Valve Lower Body (Cont'd)



DISASSEMBLY

Remove valves at retainer plate.
For removal procedures, refer to AT-376.

NJAT0138



INSPECTION

Valve Springs

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

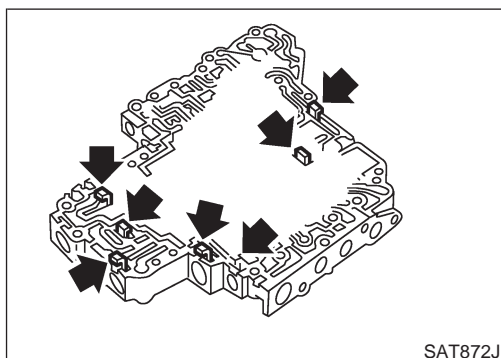
Inspection standard:

Refer to SDS, AT-450.

- Replace valve springs if deformed or fatigued.

Control Valves

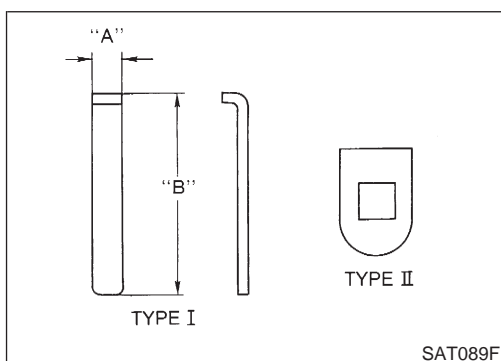
- Check sliding surfaces of control valves, sleeves and plugs for damage.



ASSEMBLY

- Install control valves.
For installation procedures, refer to AT-386.

NJAT0140



Retainer Plate (for control valve lower body)

Refer to AT-388.

NJAT0140S01

Unit: mm (in)

Name of control valve	No.	Length A	Length B	Type
Pressure regulator valve	14	6.0 (0.236)	28.0 (1.102)	I
Accumulator control valve	24			
Shift valve A	28			
Overrun clutch control valve	20			
Pressure modifier valve	12			
Shuttle control valve	31	—	—	II
Shift valve B	5			

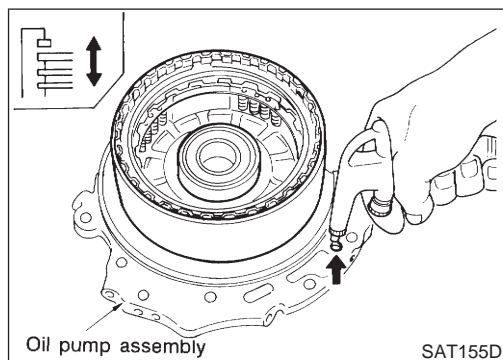
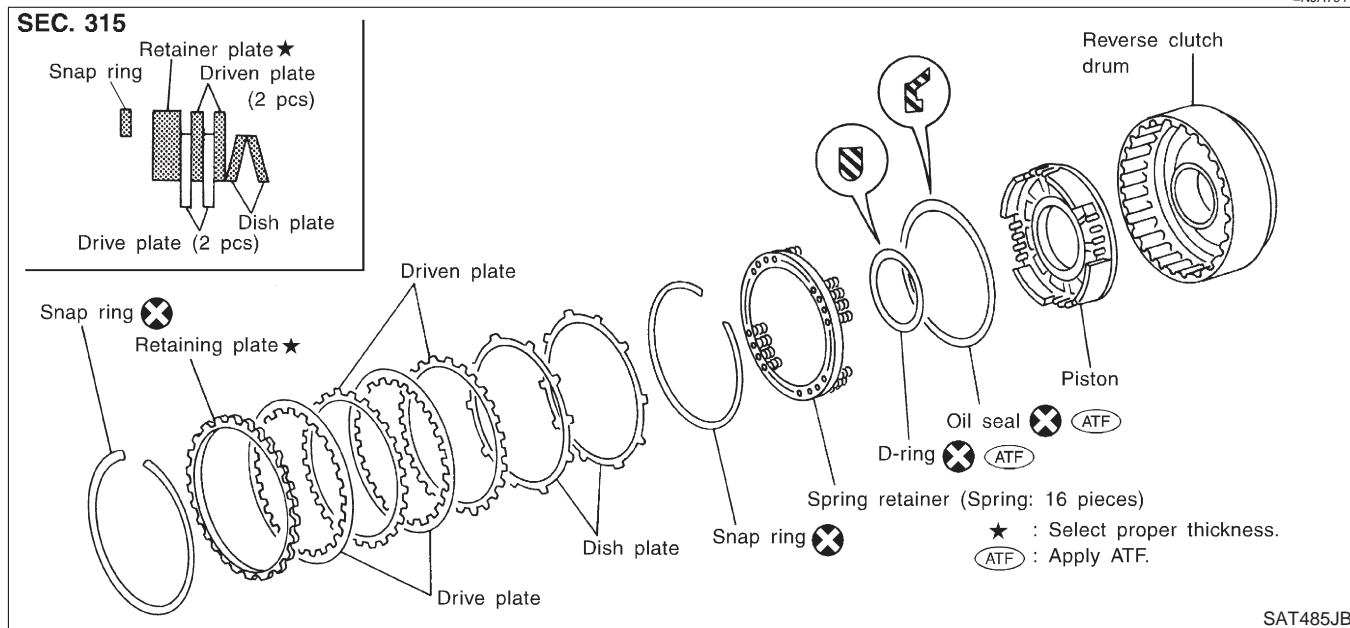
- Install proper retainer plates.

REPAIR FOR COMPONENT PARTS

Reverse Clutch

Reverse Clutch COMPONENTS

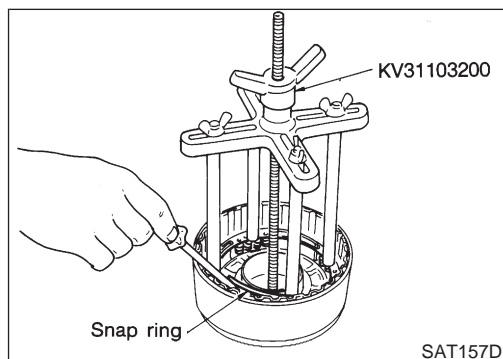
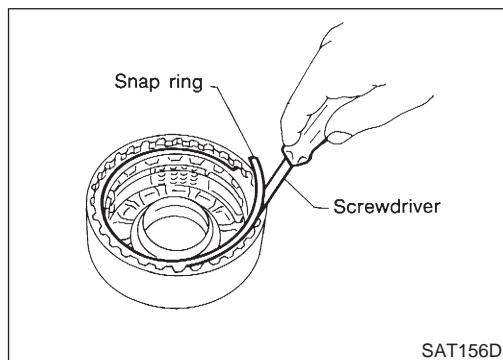
=NJAT0141



DISASSEMBLY

NJAT0142

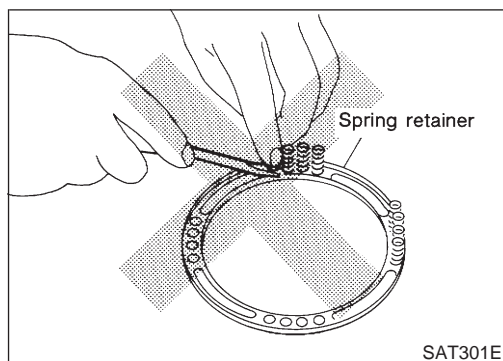
1. Check operation of reverse clutch.
 - a. Install seal ring onto drum support of oil pump cover and install reverse clutch assembly. Apply compressed air to oil hole.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring:
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
2. Remove snap ring.
3. Remove drive plates, driven plates, retaining plate, and dish plates.



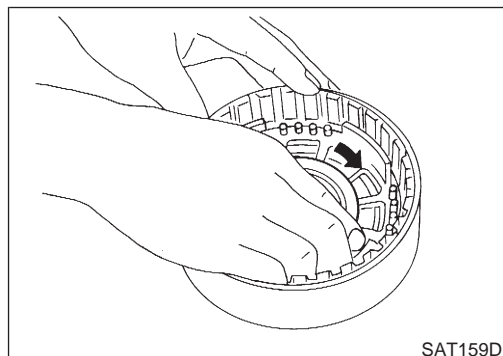
4. Set Tool on spring retainer and remove snap ring from reverse clutch drum while compressing return springs.
 - **Set Tool directly above springs.**
 - **Do not expand snap ring excessively.**
5. Remove spring retainer and return springs.

REPAIR FOR COMPONENT PARTS

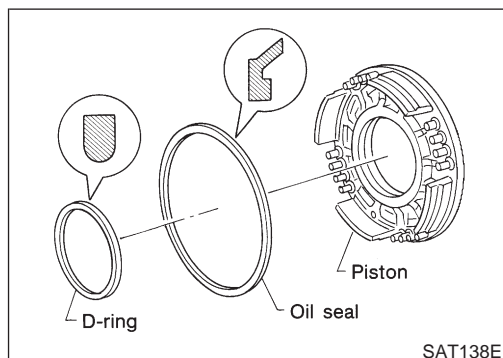
Reverse Clutch (Cont'd)



- Do not remove return springs from spring retainer.



6. Remove piston from reverse clutch drum by turning it.



7. Remove D-ring and oil seal from piston.

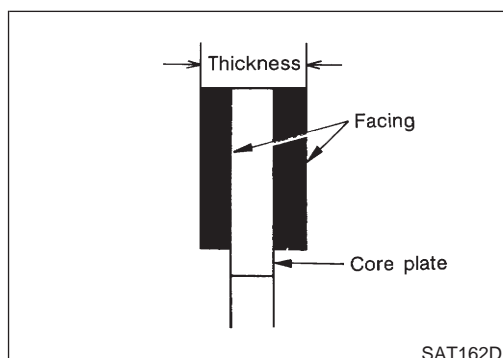
INSPECTION

Reverse Clutch Snap Ring, Spring Retainer and Return Springs

NJAT0143

NJAT0143S01

- Check for deformation, fatigue or damage.
- Replace if necessary.
- When replacing spring retainer and return springs, replace them as a set.



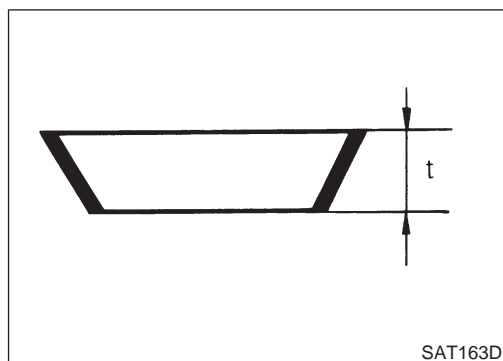
Reverse Clutch Drive Plates

NJAT0143S02

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
 - **Thickness of drive plate:**
 - **Standard value: 2.0 mm (0.079 in)**
 - **Wear limit: 1.8 mm (0.071 in)**
- If not within wear limit, replace.

REPAIR FOR COMPONENT PARTS

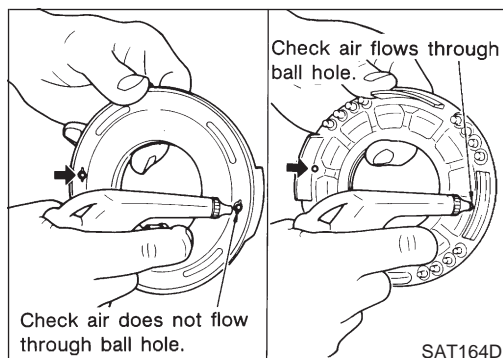
Reverse Clutch (Cont'd)



Reverse Clutch Dish Plates

NJAT0143S03

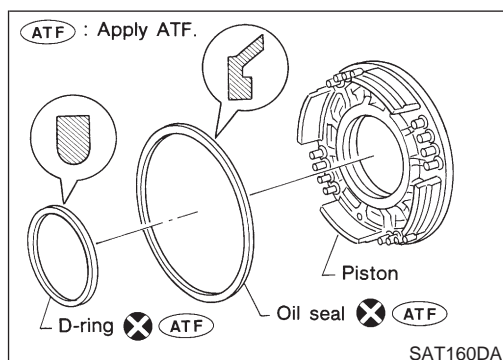
- Check for deformation or damage.
- Measure thickness of dish plate.
Thickness of dish plate "t": 2.8 mm (0.110 in)
- If deformed or fatigued, replace.



Reverse Clutch Piston

NJAT0143S04

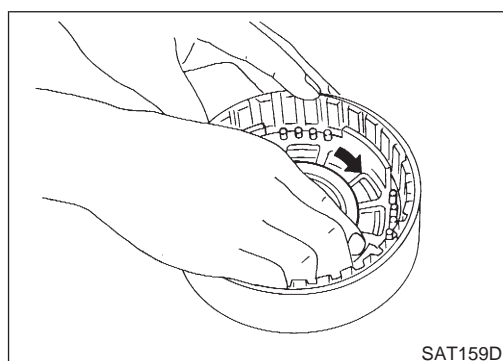
- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure that there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure air leaks past ball.



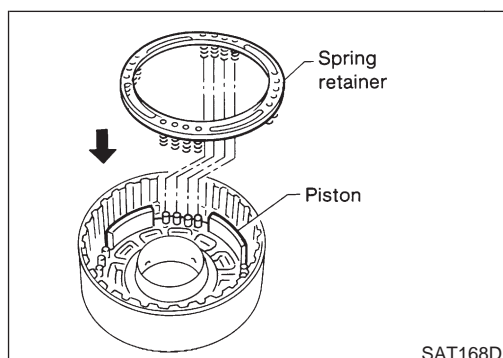
ASSEMBLY

NJAT0144

1. Install D-ring and oil seal on piston.
 - Take care with the direction of the oil seal.
 - Apply ATF to both parts.



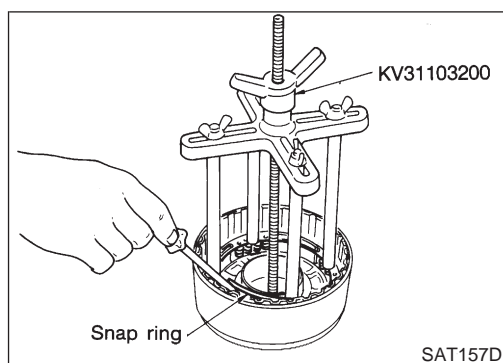
2. Install piston assembly by turning it slowly.
 - Apply ATF to inner surface of drum.



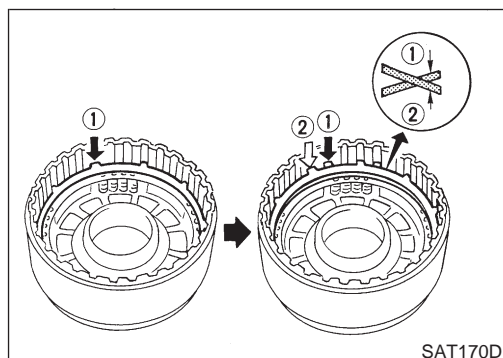
3. Install return springs and spring retainer on piston.
 For return spring, refer to AT-452.

REPAIR FOR COMPONENT PARTS

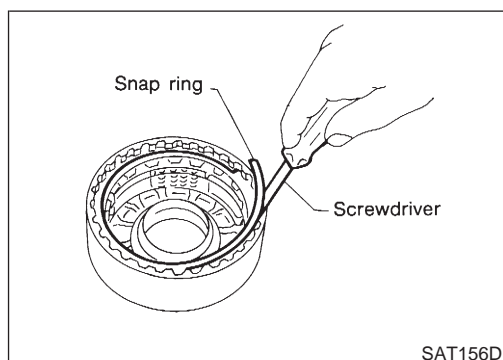
Reverse Clutch (Cont'd)



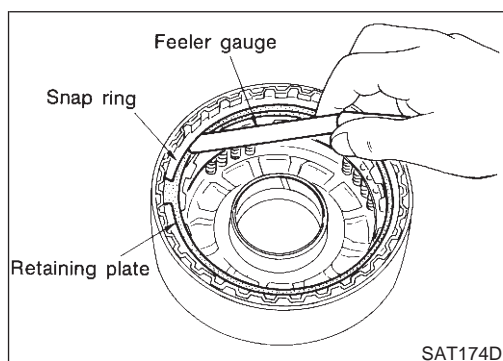
4. Set Tool on spring retainer and install snap ring while compressing return springs.
 - **Set Tool directly above return springs.**



5. Install drive plates, driven plates, retaining plate and dish plates.
 - **Do not align the projections of any two dish plates.**
 - **Take care with the order and direction of plates.**



6. Install snap ring.



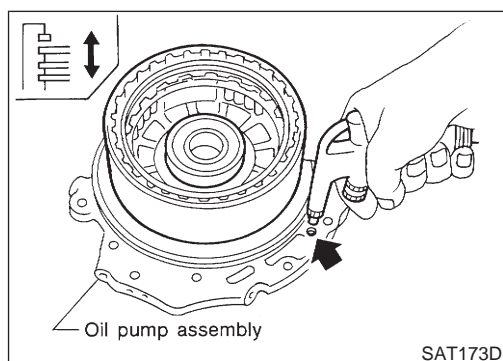
7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard: 0.5 - 0.8 mm (0.020 - 0.031 in)

Allowable limit: 1.2 mm (0.047 in)

Retaining plate: Refer to SDS, AT-451.



8. Check operation of reverse clutch. Refer to "Reverse Clutch", AT-390.

REPAIR FOR COMPONENT PARTS

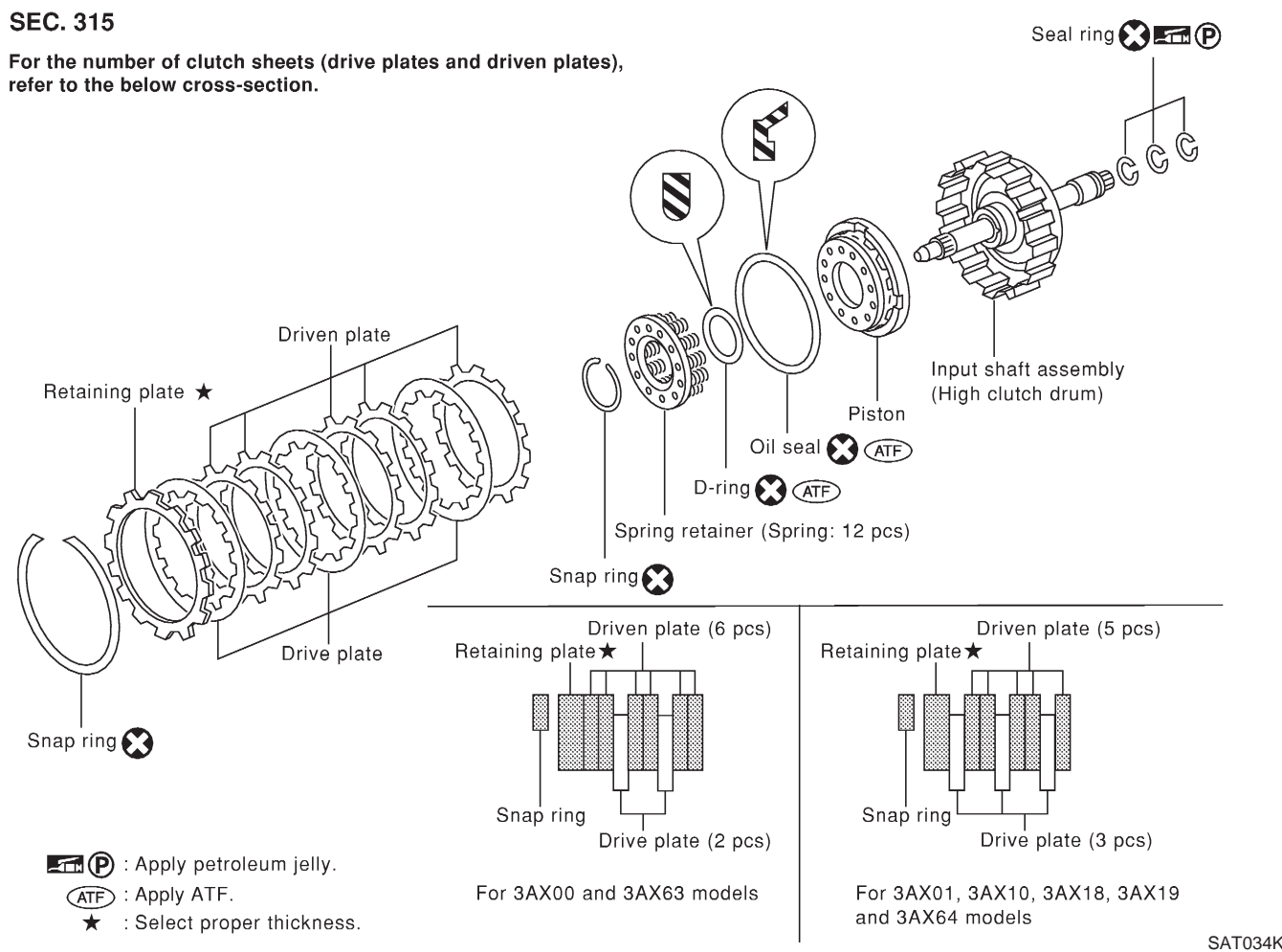
High Clutch

High Clutch COMPONENTS

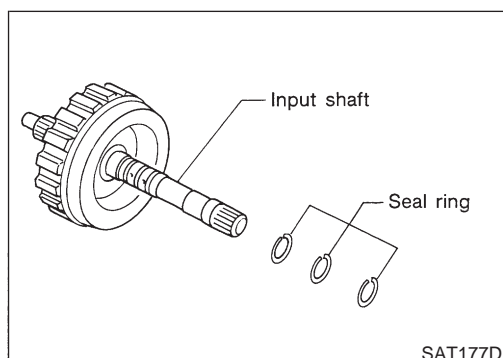
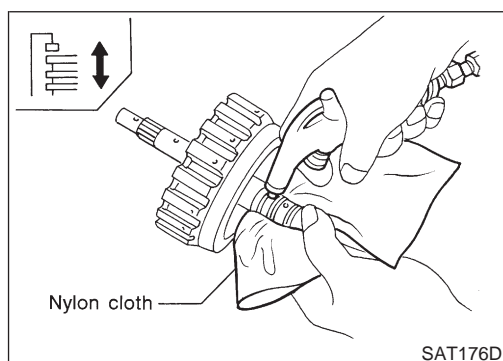
=NJAT0145

SEC. 315

For the number of clutch sheets (drive plates and driven plates), refer to the below cross-section.



SAT034K



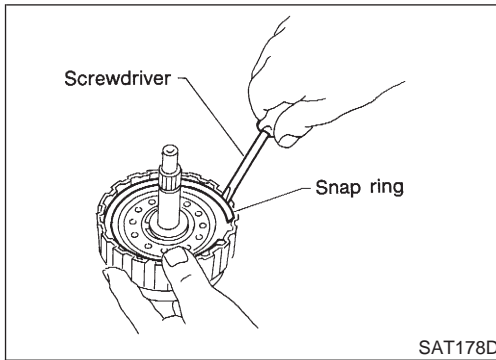
DISASSEMBLY

NJAT0146

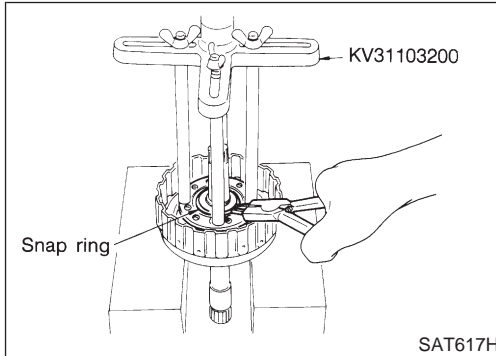
- Check operation of high clutch.
 - Apply compressed air to oil hole of input shaft.
 - **Stop up a hole on opposite side of input shaft.**
 - Check to see that retaining plate moves to snap ring.
 - If retaining plate does not contact snap ring:
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.
- Remove seal rings from input shaft.

REPAIR FOR COMPONENT PARTS

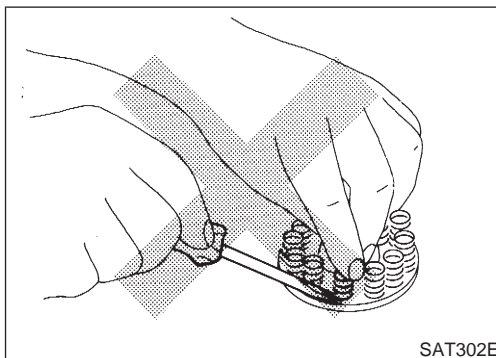
High Clutch (Cont'd)



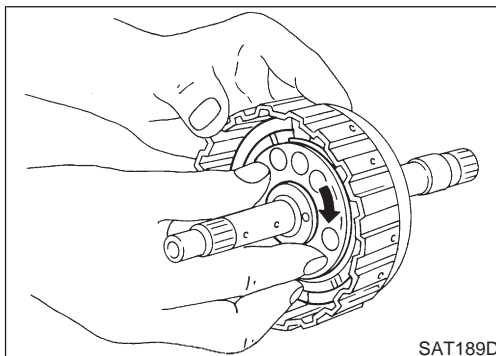
3. Remove snap ring.
4. Remove drive plates, driven plates and retaining plate.



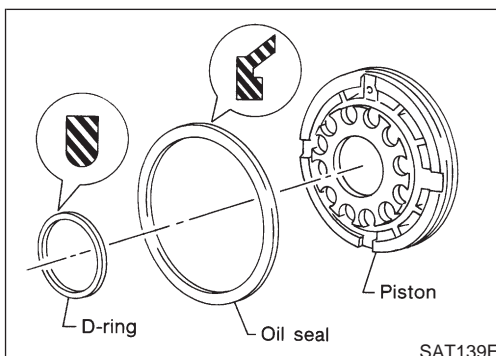
5. Set Tool on spring retainer and remove snap ring from high clutch drum while compressing return springs.
 - **Set Tool directly above springs.**
 - **Do not expand snap ring excessively.**
6. Remove spring retainer and return springs.



- **Do not remove return spring from spring retainer.**



7. Remove piston from high clutch drum by turning it.



8. Remove D-ring and oil seal from piston.

REPAIR FOR COMPONENT PARTS

High Clutch (Cont'd)

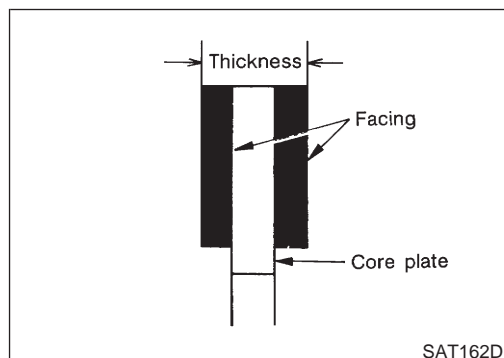
INSPECTION

Reverse Clutch Snap Ring, Spring Retainer and Return Springs

NJAT0147

NJAT0147S01

- Check for deformation, fatigue or damage.
- Replace if necessary.
- **When replacing spring retainer and return springs, replace them as a set.**

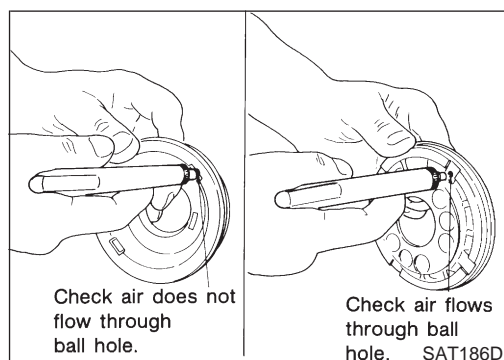


SAT162D

High Clutch Drive Plates

NJAT0147S02

- Check facing for burns, cracks or damage.
- Measure thickness of facing.
Thickness of drive plate:
Standard value: Refer to SDS, AT-451.
Wear limit: Refer to SDS, AT-451.
- If not within wear limit, replace.

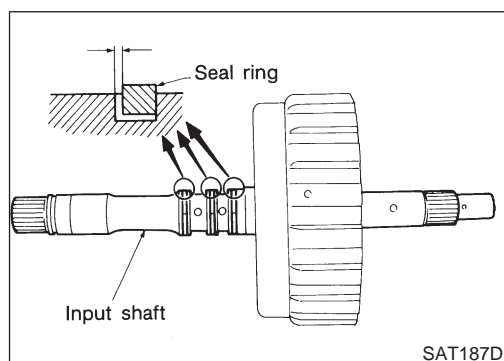


SAT186D

High Clutch Piston

NJAT0147S03

- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side to make sure air leaks past ball.

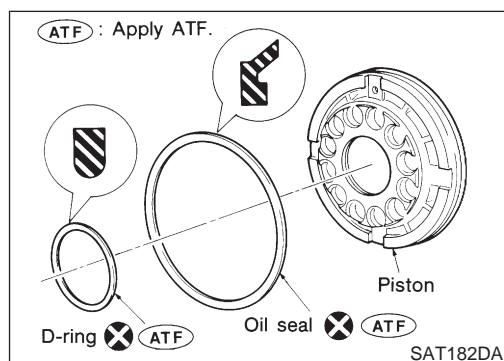


SAT187D

Seal Ring Clearance

NJAT0147S04

- Install new seal rings onto input shaft.
- Measure clearance between seal ring and ring groove.
Standard clearance:
0.08 - 0.23 mm (0.0031 - 0.0091 in)
Allowable limit:
0.23 mm (0.0091 in)
- If not within wear limit, replace input shaft assembly.



SAT182DA

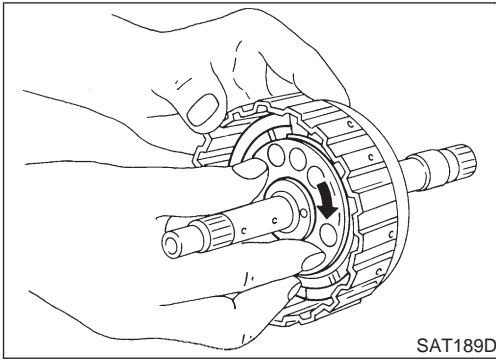
ASSEMBLY

NJAT0148

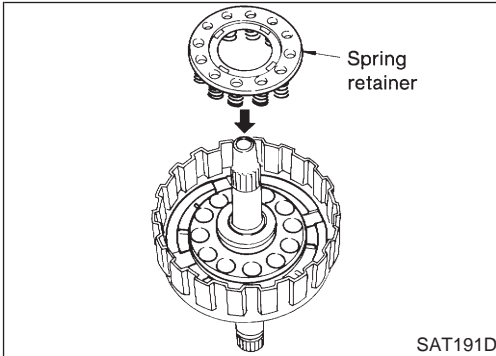
1. Install D-ring and oil seal on piston.
 - Take care with the direction of the oil seal.
 - Apply ATF to both parts.

REPAIR FOR COMPONENT PARTS

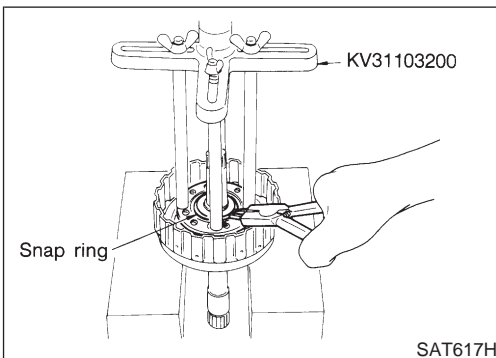
High Clutch (Cont'd)



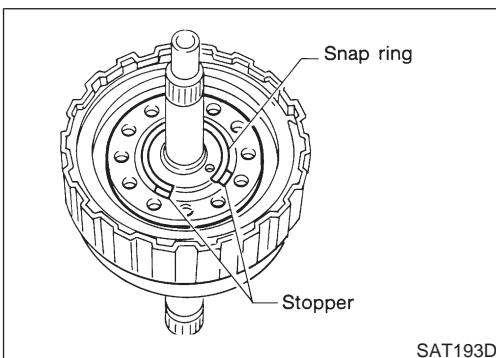
2. Install piston assembly by turning it slowly.
 - **Apply ATF to inner surface of drum.**



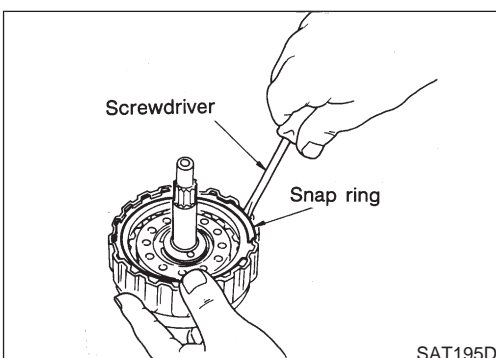
3. Install return springs and spring retainer on piston.
For return spring, refer to AT-452.



4. Set Tool on spring retainer and install snap ring while compressing return springs.
 - **Set Tool directly above return springs.**



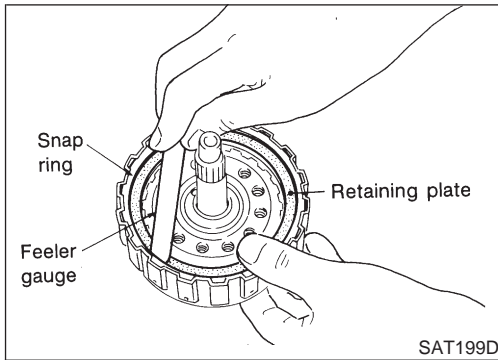
- **Do not align snap ring gap with spring retainer stopper.**



5. Install drive plates, driven plates and retaining plate.
Take care with the order and direction of plates.
6. Install snap ring.

REPAIR FOR COMPONENT PARTS

High Clutch (Cont'd)



7. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

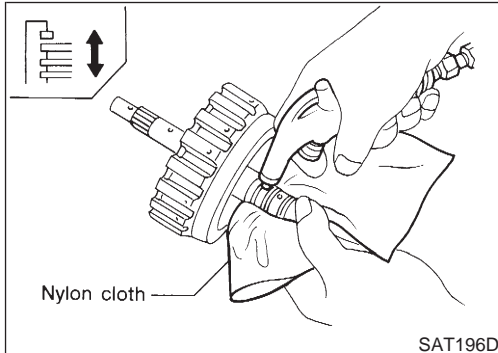
Specified clearance:

Standard: 1.4 - 1.8 mm (0.055 - 0.071 in)

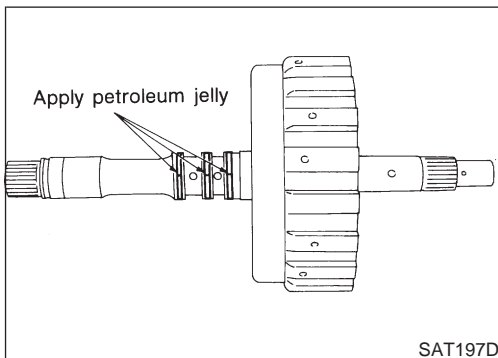
Allowable limit: 2.4 mm (0.094 in)

Retaining plate:

Refer to SDS, AT-451.

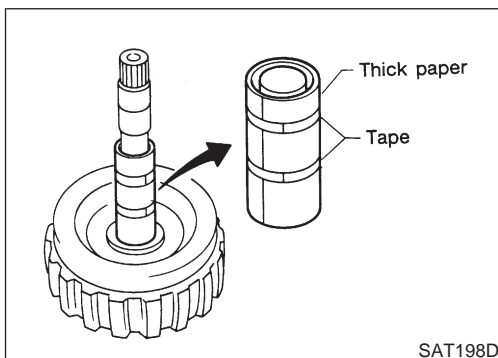


8. Check operation of high clutch.
Refer to "High Clutch", AT-394.



9. Install seal rings to input shaft.

- **Apply petroleum jelly to seal rings.**



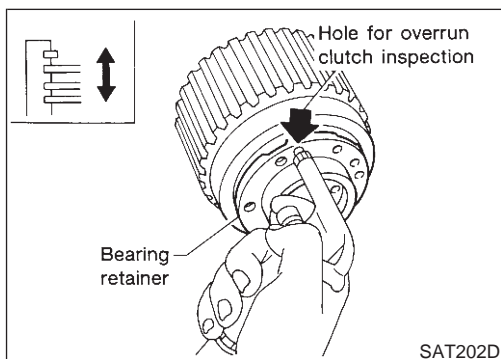
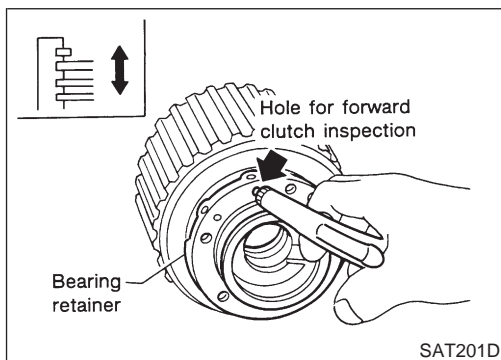
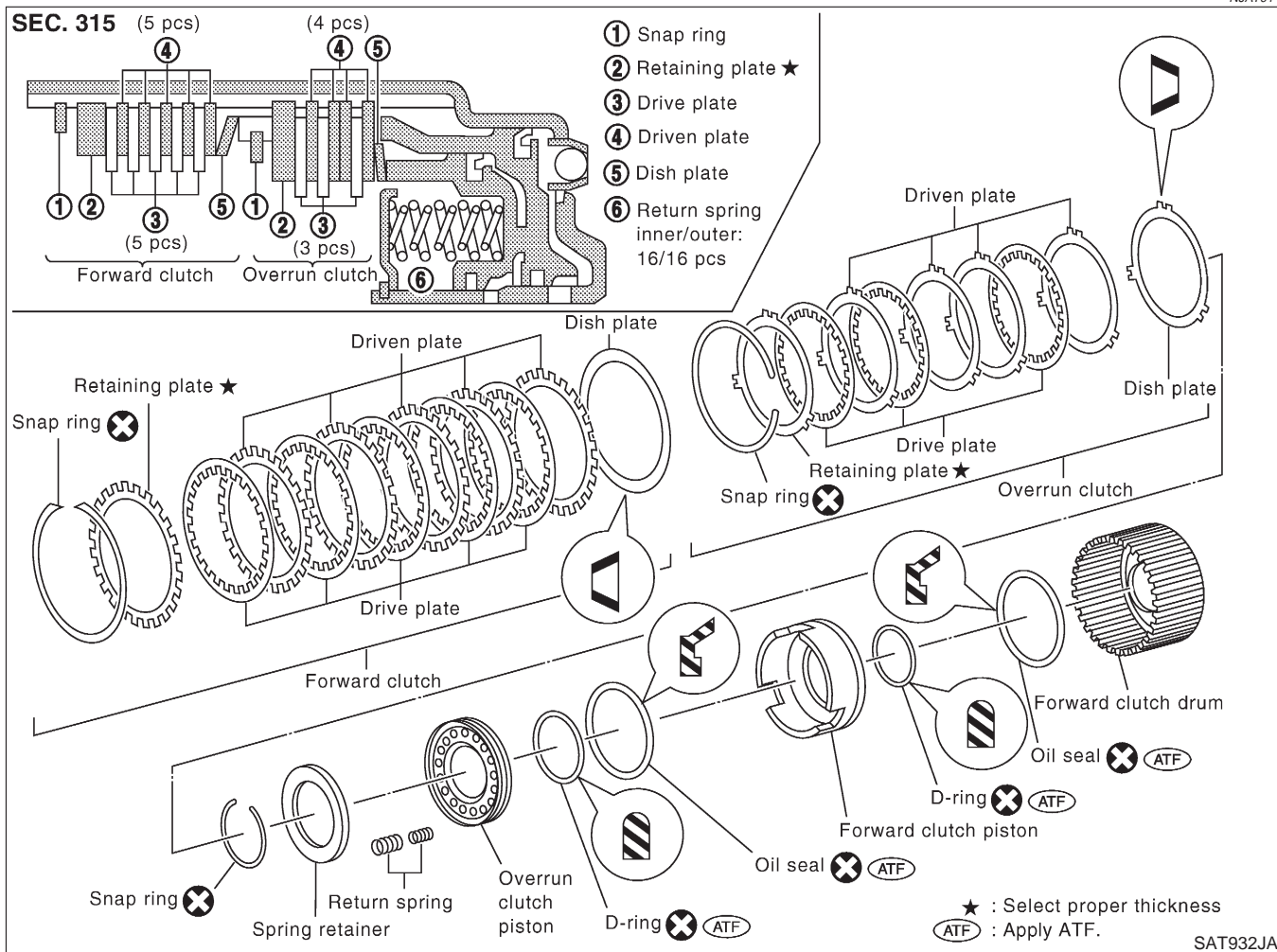
- **Roll paper around seal rings to prevent seal rings from spreading.**

REPAIR FOR COMPONENT PARTS

Forward Clutch and Overrun Clutch

Forward Clutch and Overrun Clutch COMPONENTS

NJAT0149



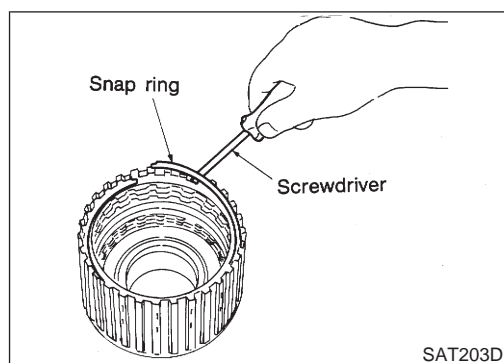
DISASSEMBLY

NJAT0150

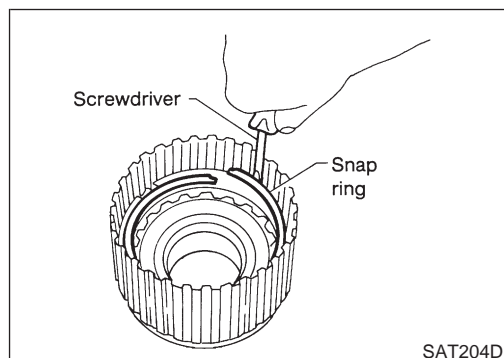
1. Check operation of forward clutch and overrun clutch.
 - a. Install bearing retainer on forward clutch drum.
 - b. Apply compressed air to oil hole of forward clutch drum.
 - c. Check to see that retaining plate moves to snap ring.
- d. If retaining plate does not contact snap ring:
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.

REPAIR FOR COMPONENT PARTS

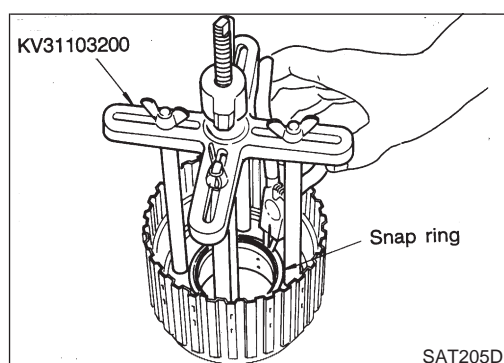
Forward Clutch and Overrun Clutch (Cont'd)



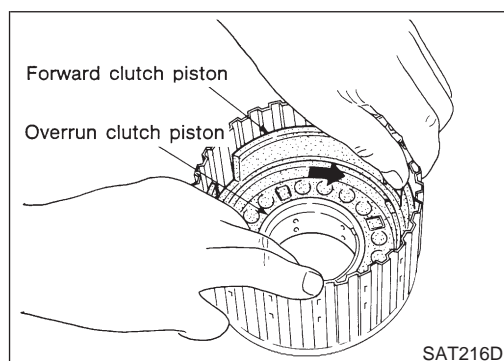
2. Remove snap ring for forward clutch.
3. Remove drive plates, driven plates, retaining plate and dish plate for forward clutch.



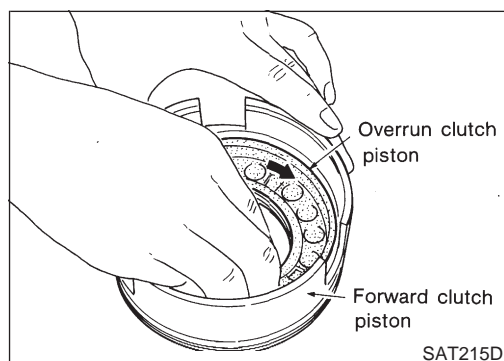
4. Remove snap ring for overrun clutch.
5. Remove drive plates, driven plates, retaining plate and dish plate for overrun clutch.



6. Set Tool on spring retainer and remove snap ring from forward clutch drum while compressing return springs.
 - **Set Tool directly above return springs.**
 - **Do not expand snap ring excessively.**
7. Remove spring retainer and return springs.



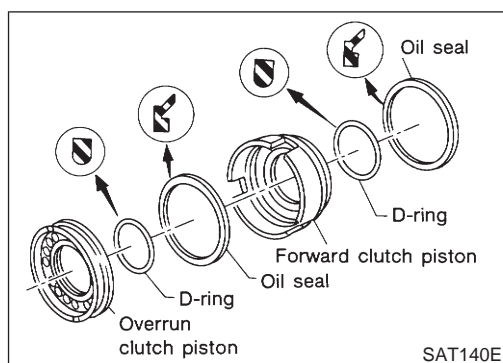
8. Remove forward clutch piston with overrun clutch piston from forward clutch drum by turning it.



9. Remove overrun clutch piston from forward clutch piston by turning it.

REPAIR FOR COMPONENT PARTS

Forward Clutch and Overrun Clutch (Cont'd)



- Remove D-rings and oil seals from forward clutch piston and overrun clutch piston.

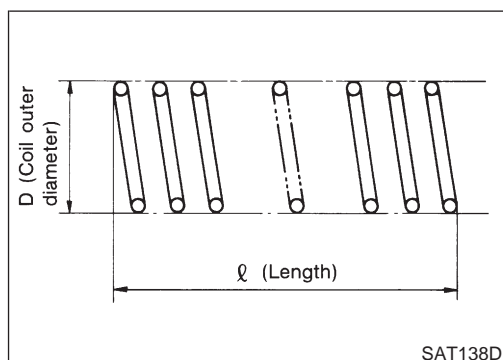
INSPECTION

Snap Rings and Spring Retainer

- Check for deformation, fatigue or damage.

NJAT0151

NJAT0151S01



Forward Clutch and Overrun Clutch Return Springs

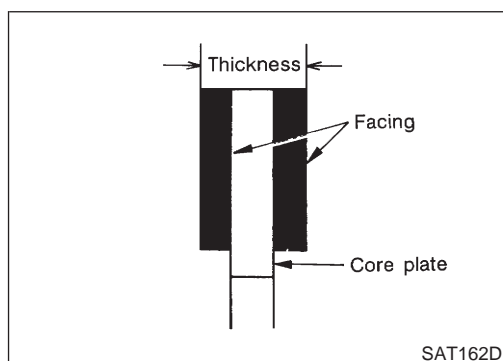
NJAT0151S02

- Check for deformation or damage.
- Measure free length and outer diameter.

Inspection standard:

Refer to SDS, AT-452.

- Replace if deformed or fatigued.



Forward Clutch and Overrun Clutch Drive Plates

NJAT0151S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

Forward clutch

Standard value: 1.8 mm (0.071 in)

Wear limit: 1.6 mm (0.063 in)

Overrun clutch

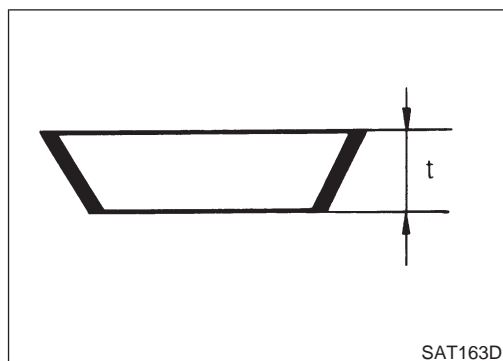
Standard value: 1.6 mm (0.063 in)

Wear limit: 1.4 mm (0.055 in)

- If not within wear limit, replace.

REPAIR FOR COMPONENT PARTS

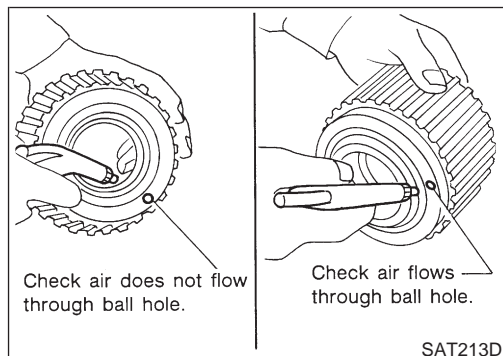
Forward Clutch and Overrun Clutch (Cont'd)



Forward Clutch and Overrun Clutch Dish Plates

NJAT0151S04

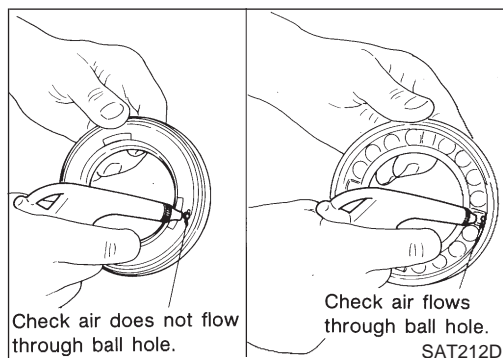
- Check for deformation or damage.
- Measure thickness of dish plate.
 - Thickness of dish plate "t":**
 - Forward clutch: 2.5 mm (0.098 in)**
 - Overrun clutch: 2.15 mm (0.0846 in)**
- If deformed or fatigued, replace.



Forward Clutch Drum

NJAT0151S05

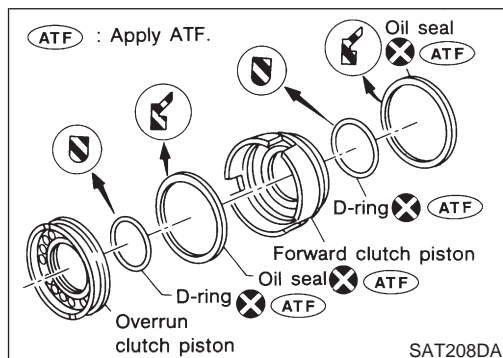
- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole from outside of forward clutch drum. Make sure air leaks past ball.
- Apply compressed air to oil hole from inside of forward clutch drum. Make sure there is no air leakage.



Overrun Clutch Piston

NJAT0151S06

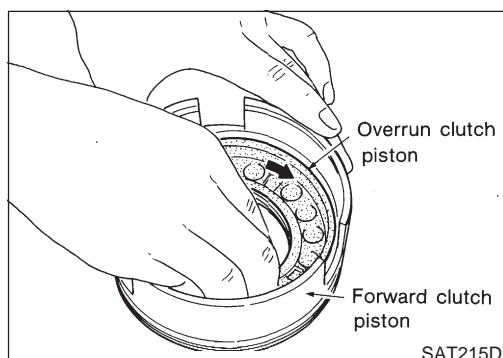
- Make sure check balls are not fixed.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Apply compressed air to oil hole on return spring side. Make sure air leaks past ball.



ASSEMBLY

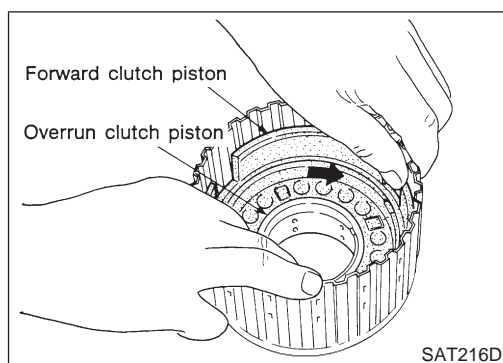
NJAT0152

1. Install D-rings and oil seals on forward clutch piston and overrun clutch piston.
 - Take care with direction of oil seal.
 - Apply ATF to both parts.
2. Install overrun clutch piston assembly on forward clutch piston while turning it slowly.
 - Apply ATF to inner surface of forward clutch piston.

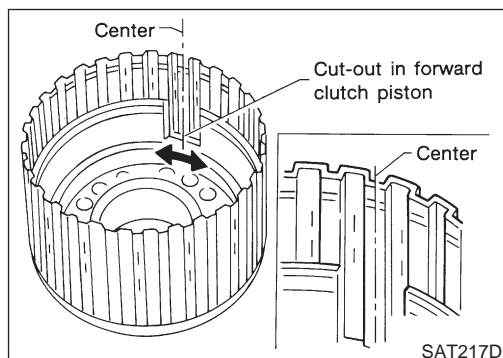


REPAIR FOR COMPONENT PARTS

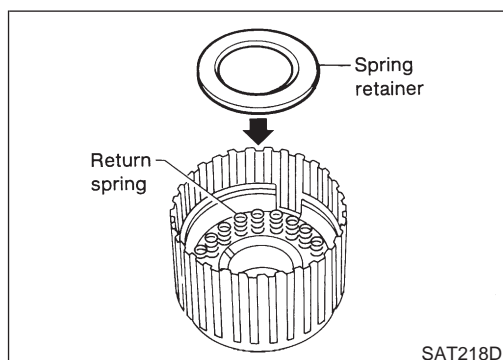
Forward Clutch and Overrun Clutch (Cont'd)



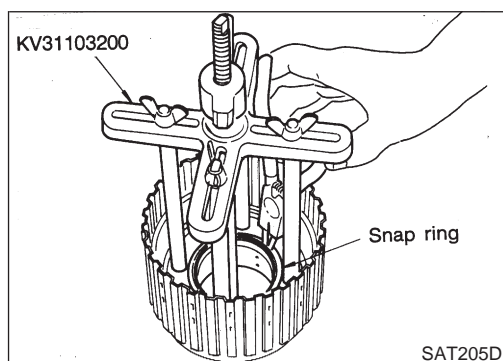
3. Install forward clutch piston assembly on forward clutch drum while turning it slowly.
 - **Apply ATF to inner surface of drum.**



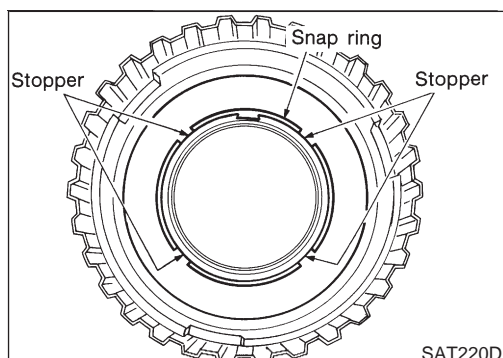
4. Align notch in forward clutch piston with groove in forward clutch drum.



5. Install return spring on piston.
6. Install spring retainer on return springs.
For return spring, refer to AT-452.



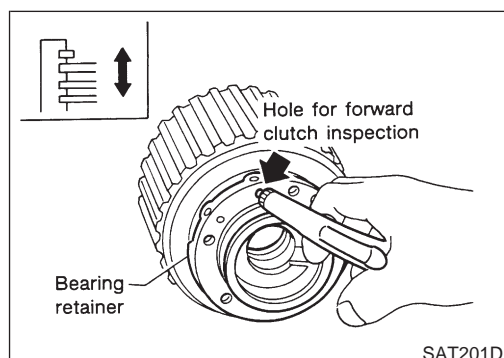
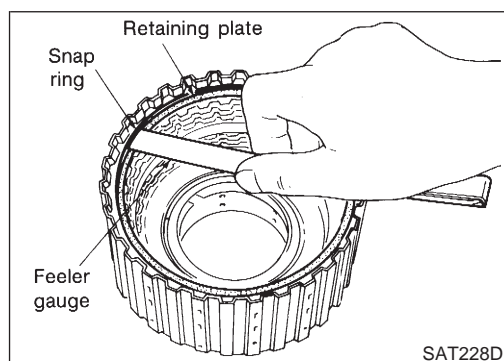
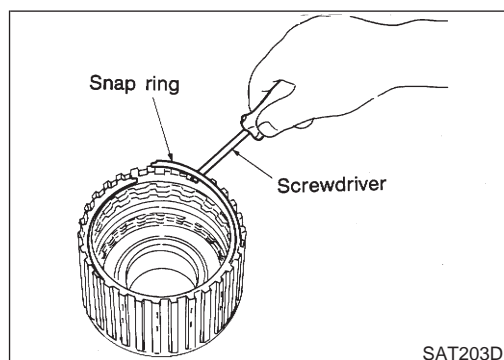
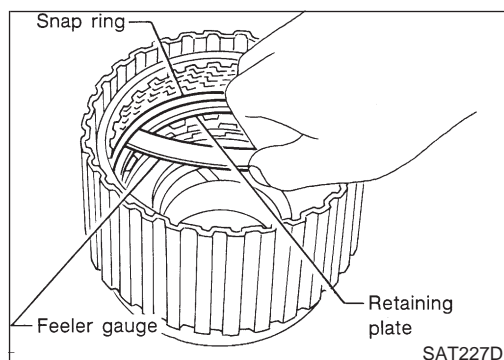
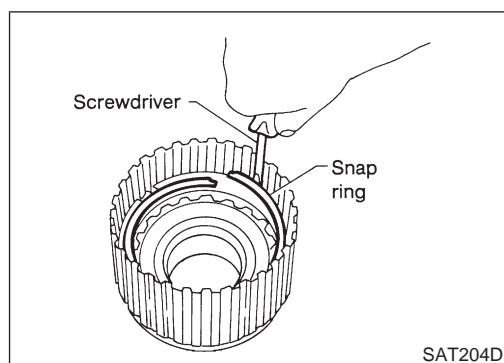
7. Set Tool on spring retainer and install snap ring while compressing return springs.
 - **Set Tool directly above return springs.**



- **Do not align snap ring gap with spring retainer stopper.**

REPAIR FOR COMPONENT PARTS

Forward Clutch and Overrun Clutch (Cont'd)



8. Install drive plates, driven plates, retaining plate and dish plate for overrun clutch.
9. Install snap ring for overrun clutch.

10. Measure clearance between overrun clutch retaining plate and snap ring.

If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard: 1.0 - 1.4 mm (0.039 - 0.055 in)

Allowable limit: 2.0 mm (0.079 in)

Overrun clutch retaining plate:

Refer to SDS, AT-452.

11. Install drive plates, driven plates, retaining plate and dish plate for forward clutch.

Take care with the order and direction of plates.

12. Install snap ring for forward clutch.

13. Measure clearance between forward clutch retaining plate and snap ring.

If not within allowable limit, select proper retaining plate.

Specified clearance:

Standard: 0.45 - 0.85 mm (0.0177 - 0.0335 in)

Allowable limit: 1.85 mm (0.0728 in)

Forward clutch retaining plate:

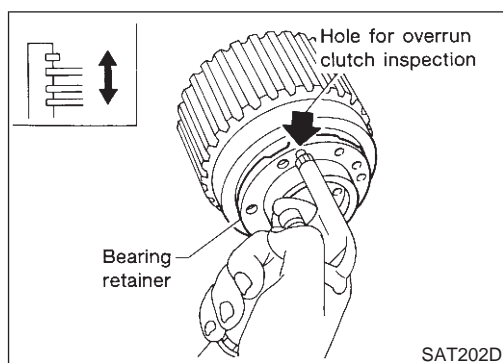
Refer to SDS, AT-451.

14. Check operation of forward clutch.

Refer to "Forward Clutch and Overrun Clutch", AT-399.

REPAIR FOR COMPONENT PARTS

Forward Clutch and Overrun Clutch (Cont'd)



15. Check operation of overrun clutch.
Refer to "Forward Clutch and Overrun Clutch", AT-399.

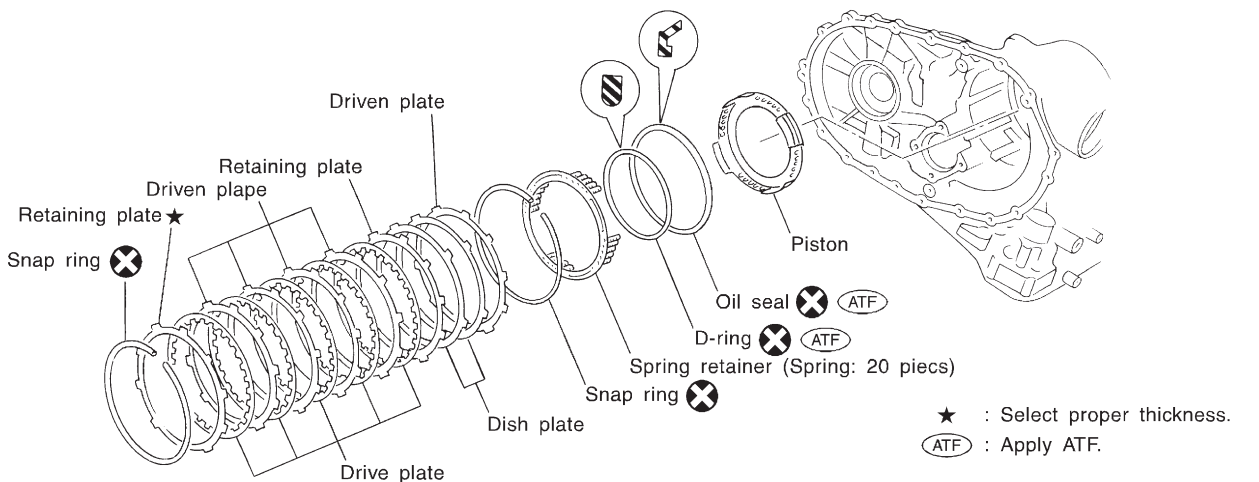
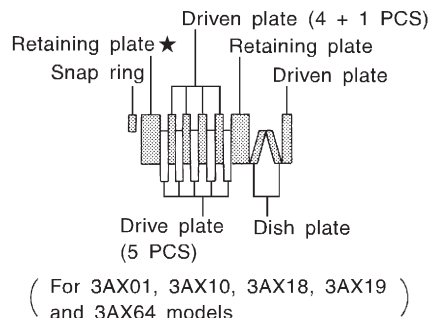
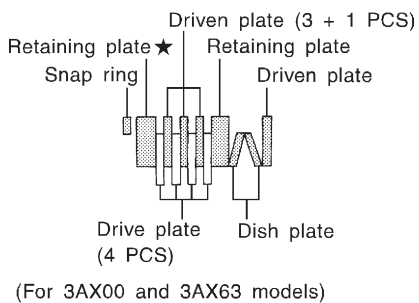
REPAIR FOR COMPONENT PARTS

Low & Reverse Brake

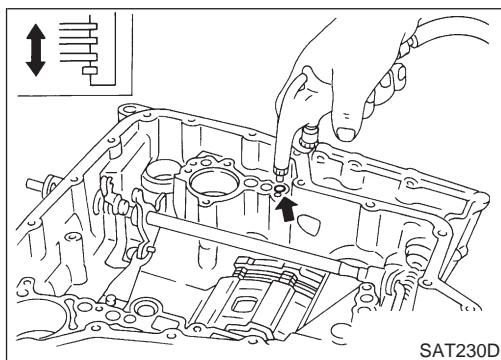
Low & Reverse Brake COMPONENTS

=NJAT0153

SEC. 315



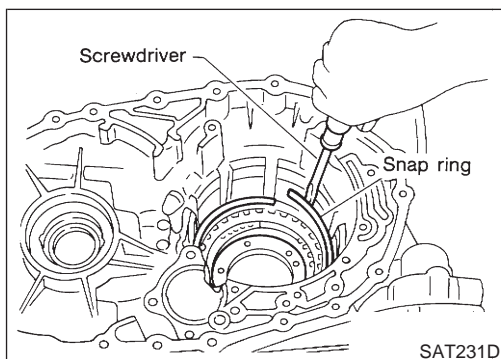
SAT039K



DISASSEMBLY

NJAT0154

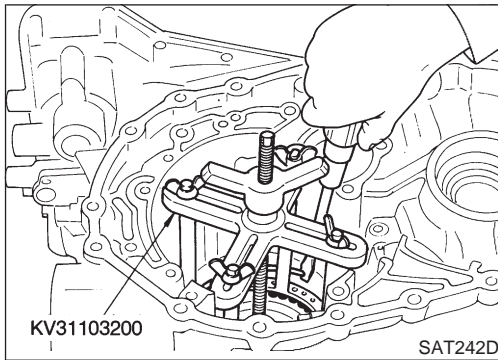
1. Check operation of low & reverse brake.
 - a. Apply compressed air to oil hole of transmission case.
 - b. Check to see that retaining plate moves to snap ring.
 - c. If retaining plate does not contact snap ring:
 - D-ring might be damaged.
 - Oil seal might be damaged.
 - Fluid might be leaking past piston check ball.



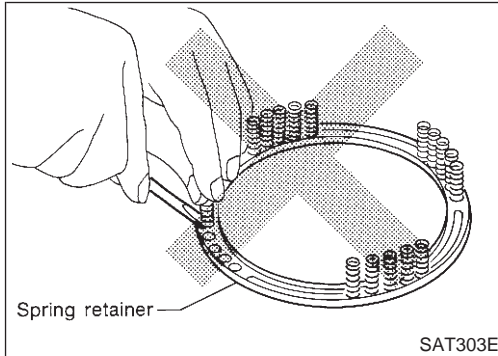
2. Stand transmission case.
3. Remove snap ring.
4. Remove drive plates, driven plates, retaining plate from transmission case.

REPAIR FOR COMPONENT PARTS

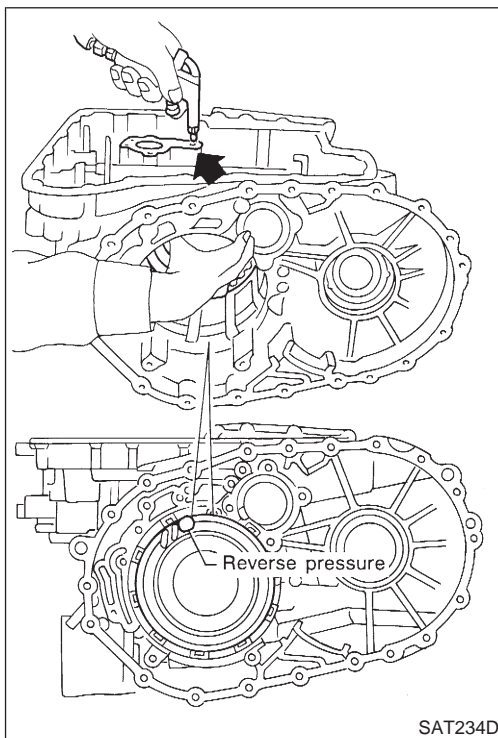
Low & Reverse Brake (Cont'd)



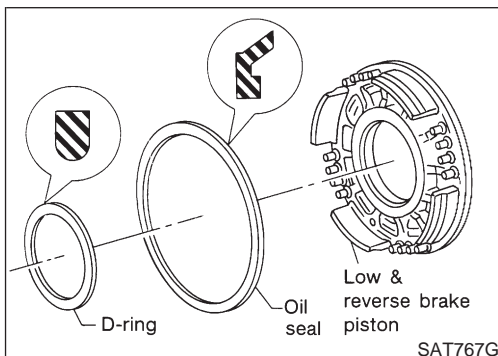
5. Set Tool on spring retainer and remove snap ring while compressing return springs.
 - **Set Tool directly above return springs.**
 - **Do not expand snap ring excessively.**
6. Remove spring retainer and return springs.



- **Do not remove return springs from spring retainer.**



7. Apply compressed air to oil hole of transmission case while holding piston.
8. Remove piston from transmission case by turning it.



9. Remove D-ring and oil seal from piston.

REPAIR FOR COMPONENT PARTS

Low & Reverse Brake (Cont'd)

INSPECTION

Low & Reverse Clutch Snap Ring, Spring Retainer and Return Springs

NJAT0155

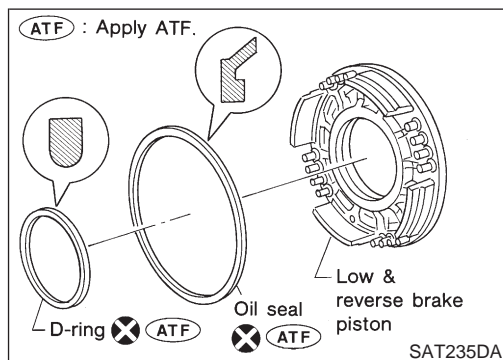
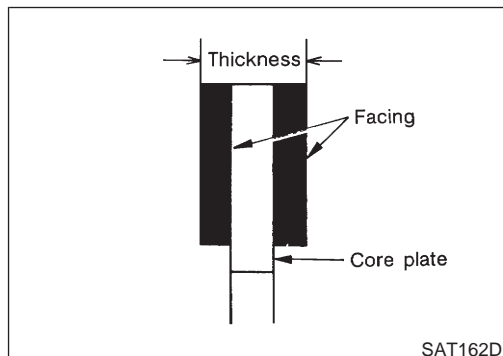
NJAT0155S01

- Check for deformation, fatigue or damage.
- Replace if necessary.
- **When replacing spring retainer and return springs, replace them as a set.**

Low & Reverse Brake Drive Plates

NJAT0155S02

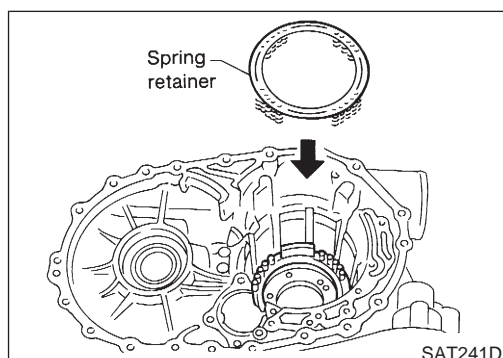
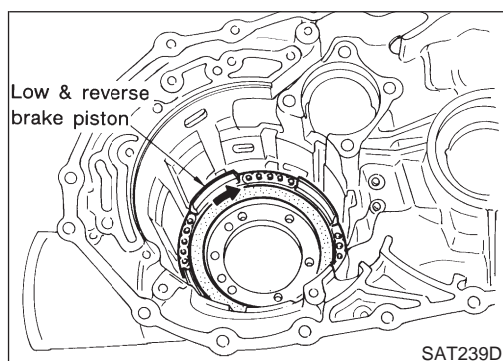
- Check facing for burns, cracks or damage.
- Measure thickness of facing.
Thickness of drive plate:
Standard value: 2.0 mm (0.079 in)
Wear limit: 1.8 mm (0.071 in)
- If not within wear limit, replace.



ASSEMBLY

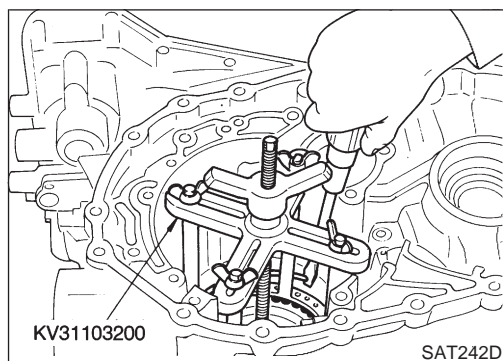
NJAT0156

1. Install D-ring and oil seal on piston.
 - **Take care with the direction of the oil seal.**
 - **Apply ATF to both parts.**
2. Stand transmission case.
3. Install piston assembly on transmission case while turning it slowly.
 - **Apply ATF to inner surface of transmission case.**
4. Install return springs and spring retainer on piston.
For return spring, refer to AT-452.

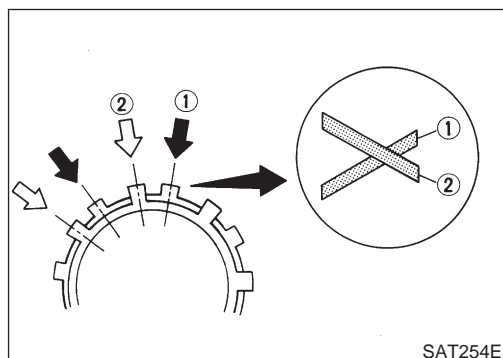


REPAIR FOR COMPONENT PARTS

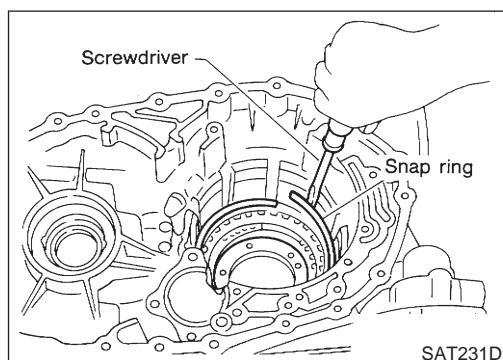
Low & Reverse Brake (Cont'd)



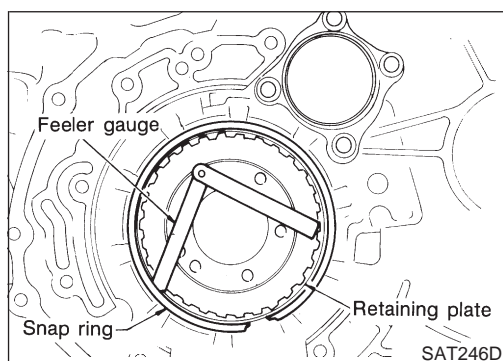
5. Install snap ring while compressing return springs.
 - **Set Tool directly above return springs.**



6. Install drive plates, driven plates, retaining plates and dished plates.
 - **Do not align the projections on the two dished plates.**
 - **Make sure to put the plates in the correct order and direction.**



7. Install snap ring.



8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate (front side).

Specified clearance:

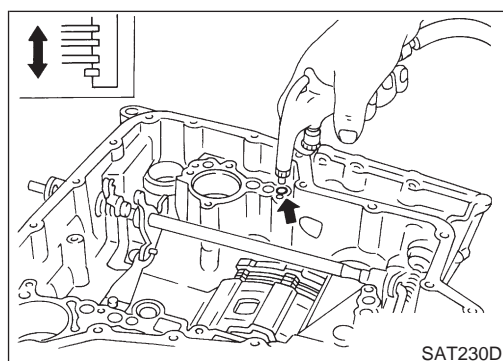
Standard: 1.4 - 1.8 mm (0.055 - 0.071 in)

Allowable limit:

2.8 mm (0.110 in)

Retaining plate:

Refer to SDS, AT-452.



9. Check operation of low & reverse brake. Refer to "DISASSEMBLY", AT-406.

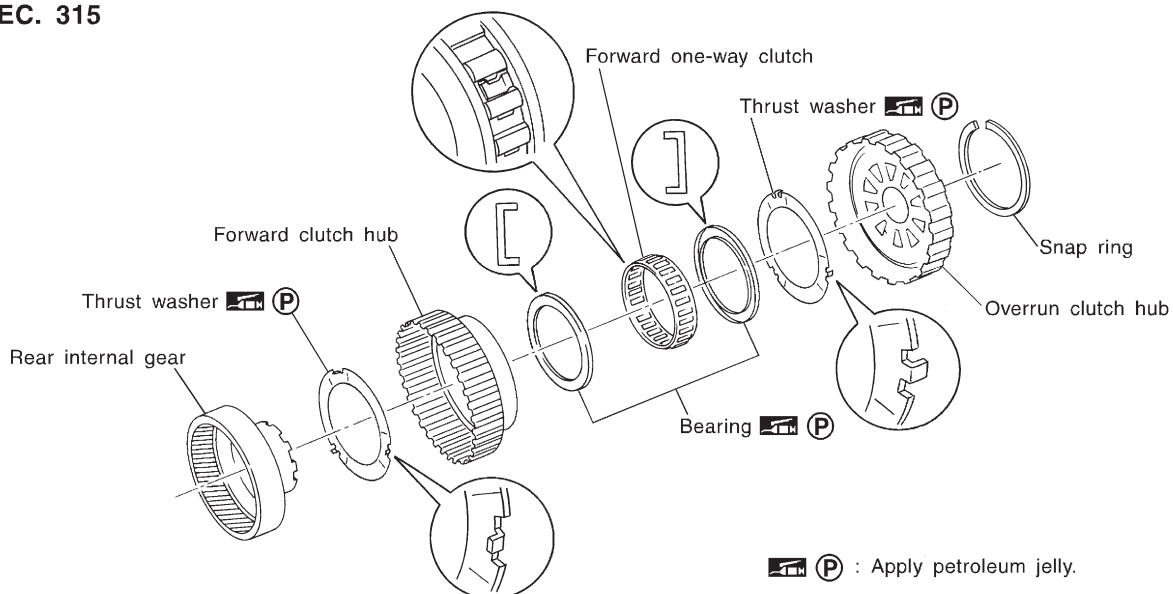
REPAIR FOR COMPONENT PARTS

Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub

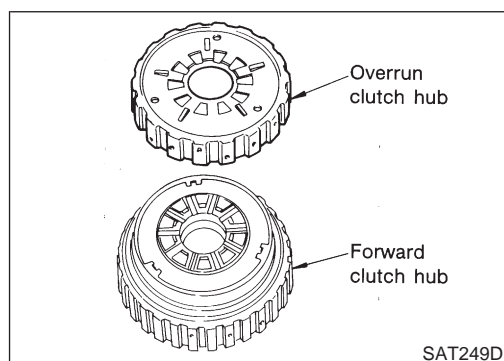
Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub COMPONENTS

NJAT0157

SEC. 315



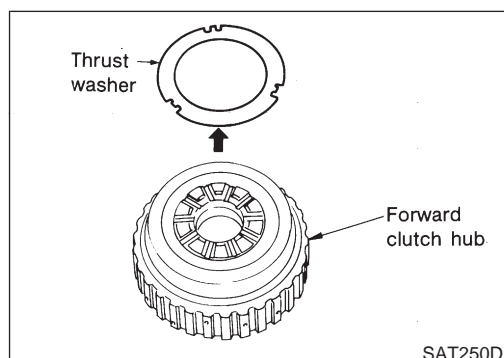
SAT875J



DISASSEMBLY

1. Remove snap ring from overrun clutch hub.
2. Remove overrun clutch hub from forward clutch hub.

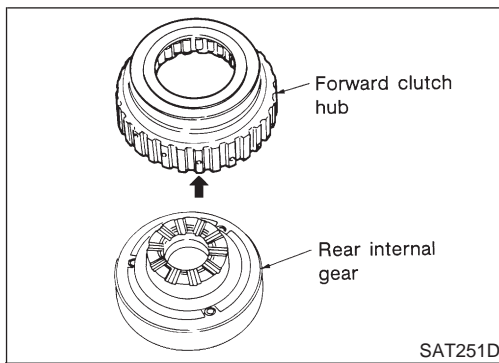
NJAT0158



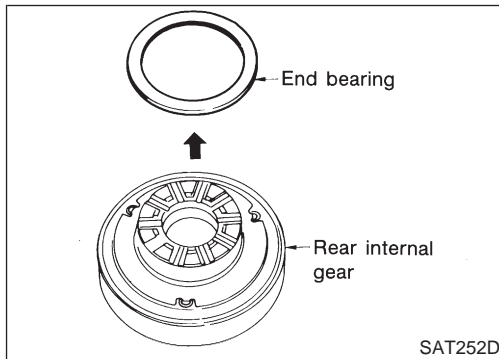
3. Remove thrust washer from forward clutch hub.

REPAIR FOR COMPONENT PARTS

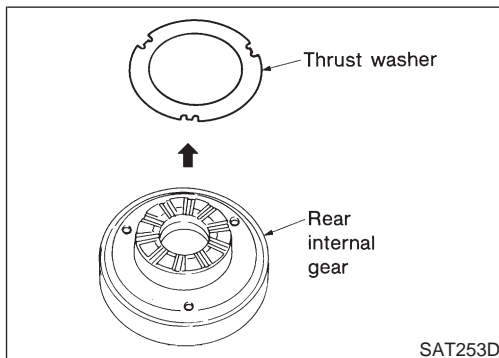
Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)



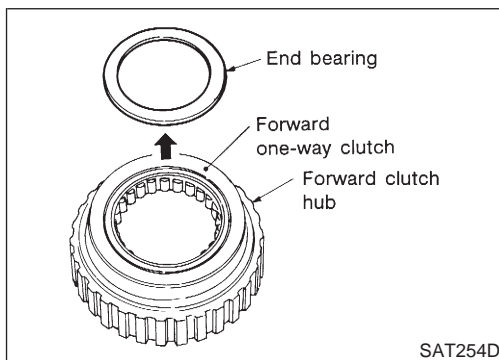
4. Remove forward clutch hub from rear internal gear.



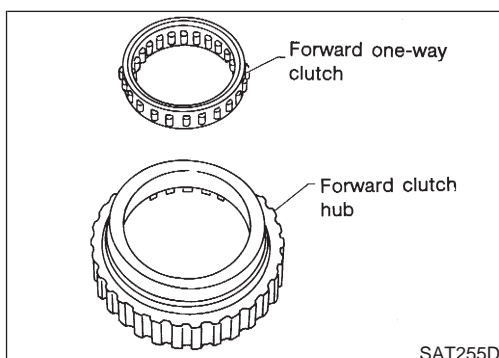
5. Remove end bearing from rear internal gear.



6. Remove thrust washer from rear internal gear.



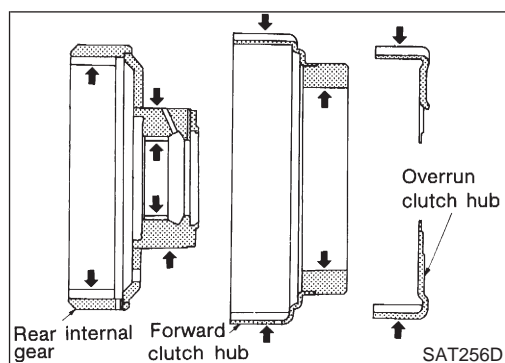
7. Remove end bearing from forward one-way clutch.



8. Remove one-way clutch from forward clutch hub.

REPAIR FOR COMPONENT PARTS

Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)



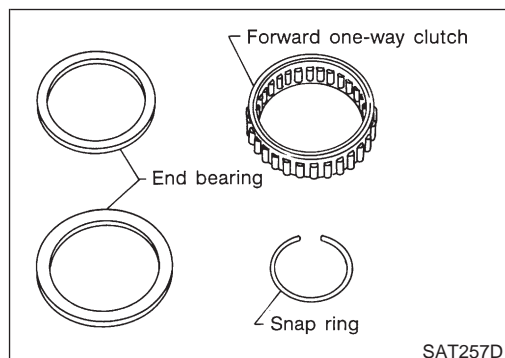
INSPECTION

Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub

NJAT0159

NJAT0159S01

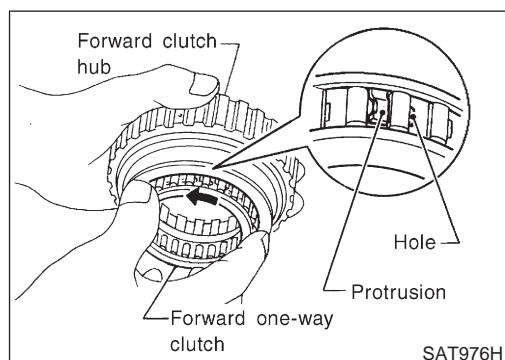
- Check rubbing surfaces for wear or damage.



Snap Ring, End Bearings and Forward One-way Clutch

NJAT0159S02

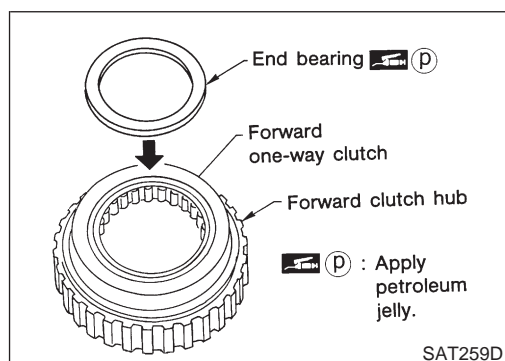
- Check snap ring and end bearings for deformation and damage.
- Check forward one-way clutch for wear and damage.



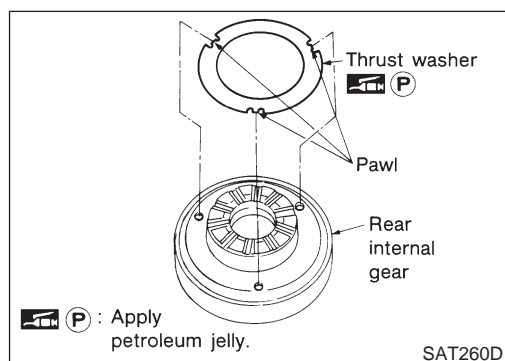
ASSEMBLY

NJAT0160

1. Install forward one-way clutch on forward clutch.
 - Take care with the direction of forward one-way clutch.



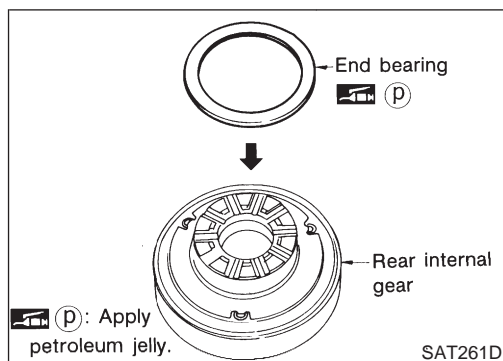
2. Install end bearing on forward one-way clutch.
 - Apply petroleum jelly to end bearing.



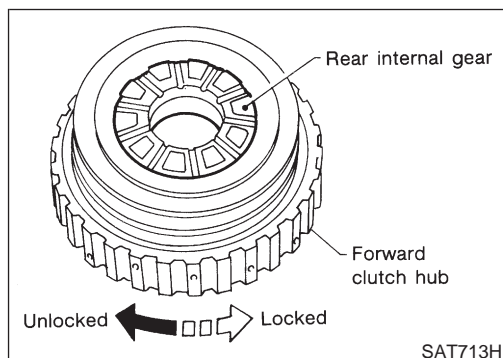
3. Install thrust washer on rear internal gear.
 - Apply petroleum jelly to thrust washer.
 - Align pawls of thrust washer with holes of rear internal gear.

REPAIR FOR COMPONENT PARTS

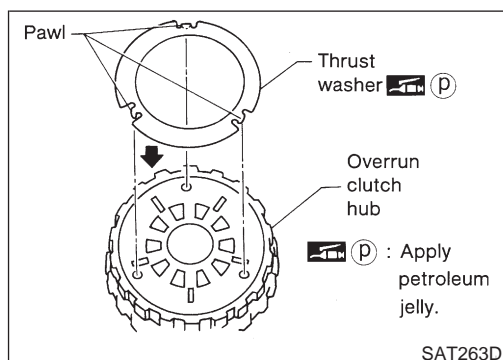
Rear Internal Gear, Forward Clutch Hub and Overrun Clutch Hub (Cont'd)



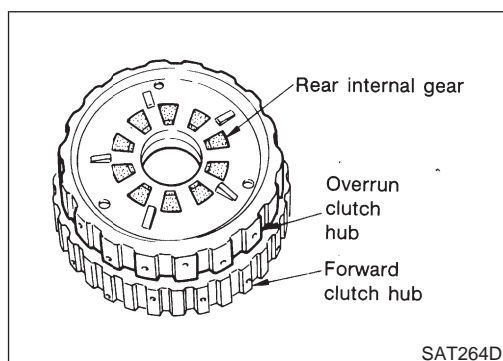
4. Install end bearing on rear internal gear.
 - Apply petroleum jelly to end bearing.



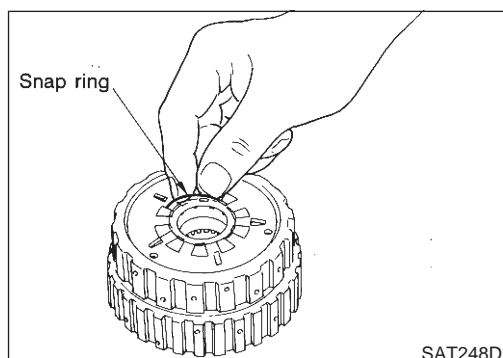
5. Install forward clutch hub on rear internal gear.
 - Check operation of forward one-way clutch. Hold rear internal gear and turn forward clutch hub. Check forward clutch hub for correct locking and unlocking directions.
 - If not as shown in illustration, check installation direction of forward one-way clutch.



6. Install thrust washer and overrun clutch hub.
 - Apply petroleum jelly to thrust washer.
 - Align pawls of thrust washer with holes of overrun clutch hub.



7. Install overrun clutch hub on rear internal gear.
 - Align projections of rear internal gear with holes of overrun clutch hub.



8. Install snap ring to groove of rear internal gear.

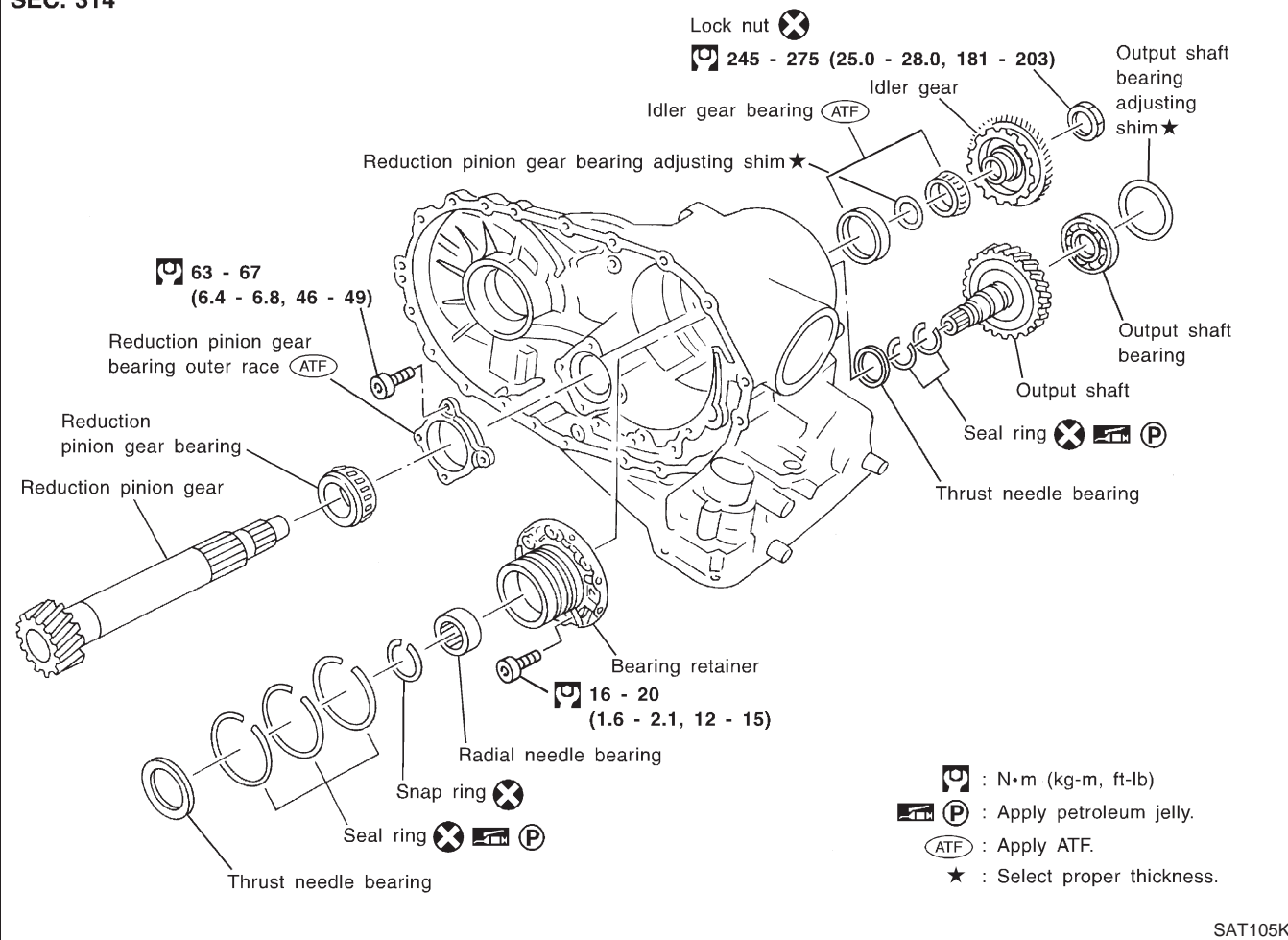
REPAIR FOR COMPONENT PARTS

Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer

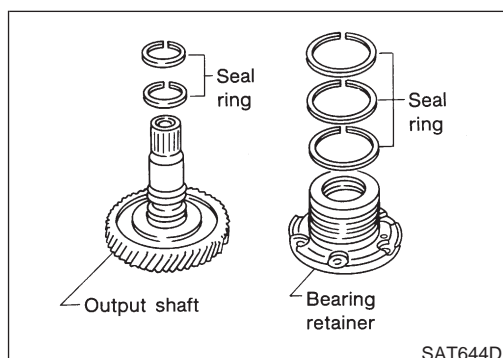
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer COMPONENTS

NJAT0161

SEC. 314



SAT105K



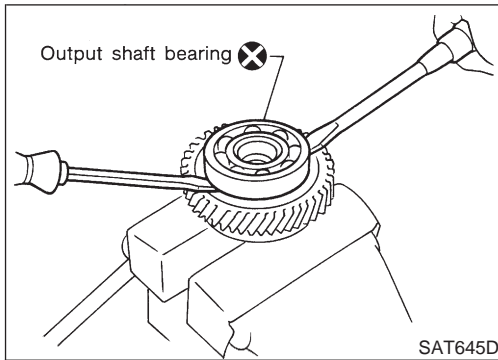
DISASSEMBLY

NJAT0162

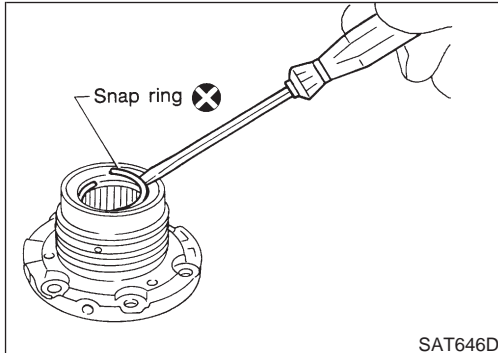
1. Remove seal rings from output shaft and bearing retainer.

REPAIR FOR COMPONENT PARTS

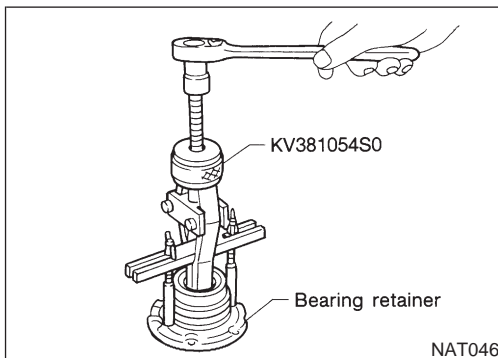
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)



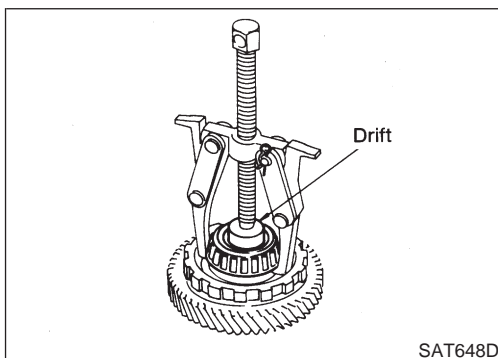
2. Remove output shaft bearing with screwdrivers.
 - Always replace bearing with a new one when removed.
 - Do not damage output shaft.



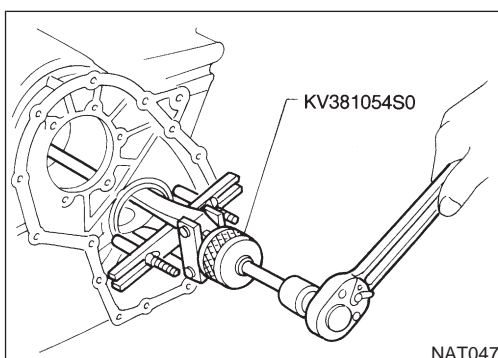
3. Remove snap ring from bearing retainer.



4. Remove needle bearing from bearing retainer.



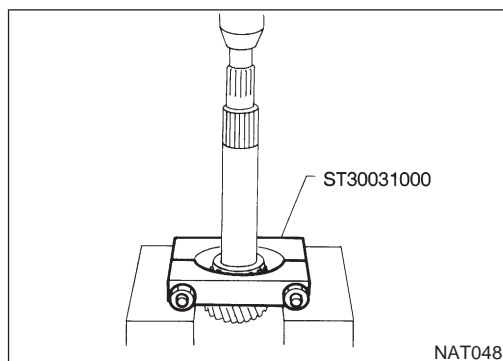
5. Remove idler gear bearing inner race from idler gear.



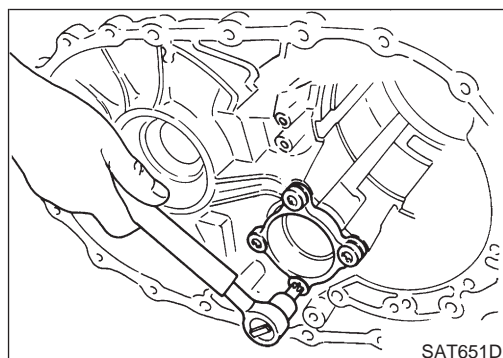
6. Remove idler gear bearing outer race from transmission case.

REPAIR FOR COMPONENT PARTS

Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)



7. Press out reduction pinion gear bearing from reduction pinion gear.



8. Remove reduction pinion gear bearing outer race from transmission case.

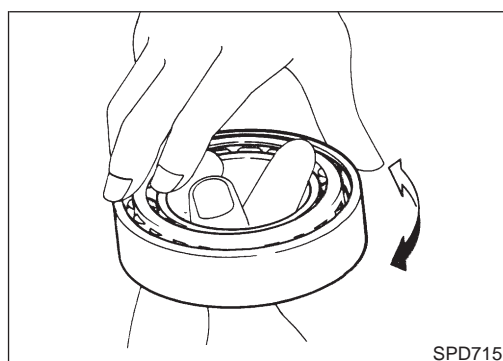
INSPECTION

Output Shaft, Idler Gear and Reduction Pinion Gear

NJAT0163

NJAT0163S01

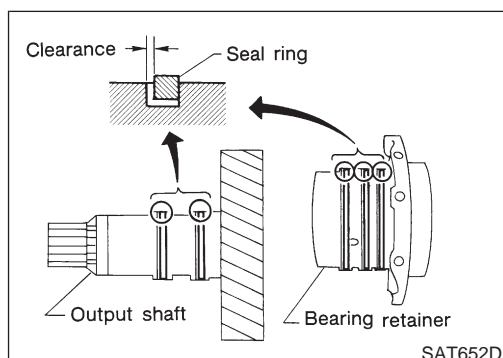
- Check shafts for cracks, wear or bending.
- Check gears for wear, chips and cracks.



Bearing

NJAT0163S02

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



Seal Ring Clearance

NJAT0163S03

- Install new seal rings to output shaft.
- Measure clearance between seal ring and ring groove of output shaft.

Standard clearance:

0.10 - 0.25 mm (0.0039 - 0.0098 in)

Allowable limit:

0.25 mm (0.0098 in)

- If not within allowable limit, replace output shaft.
- Install new seal rings to bearing retainer.

REPAIR FOR COMPONENT PARTS

Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)

- Measure clearance between seal ring and ring groove of bearing retainer.

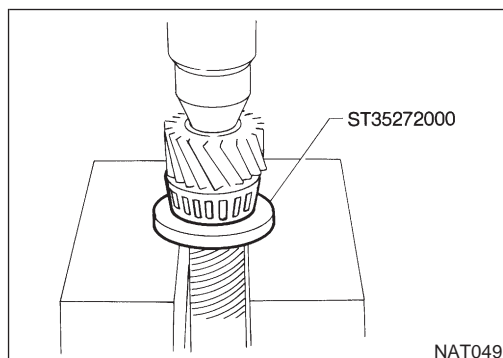
Standard clearance:

0.10 - 0.25 mm (0.0039 - 0.0098 in)

Allowable limit:

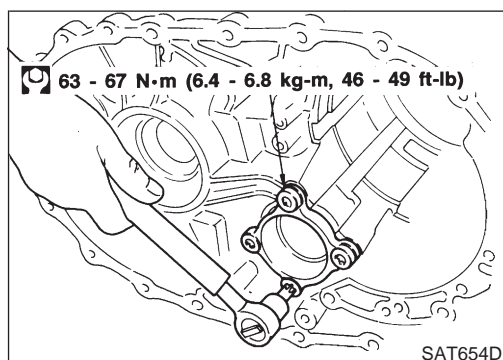
0.25 mm (0.0098 in)

- If not within allowable limit, replace bearing retainer.

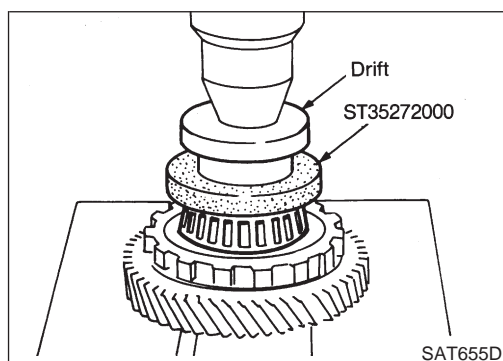


ASSEMBLY

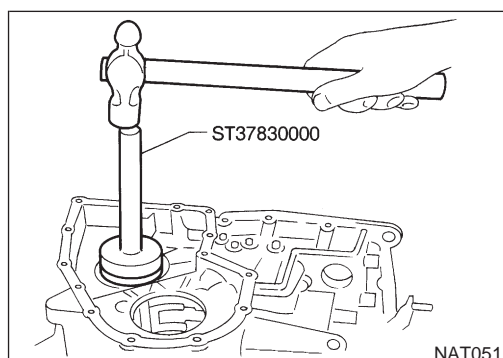
1. Press reduction pinion gear bearing on reduction pinion gear. NJAT0164



2. Install reduction pinion gear bearing outer race on transmission case.



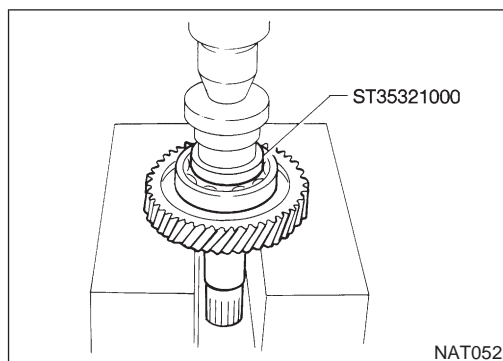
3. Press idler gear bearing inner race on idler gear.



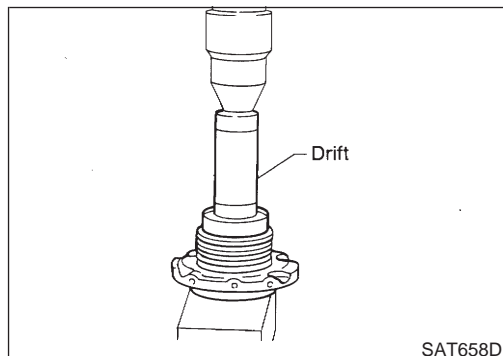
4. Install idler gear bearing outer race on transmission case.

REPAIR FOR COMPONENT PARTS

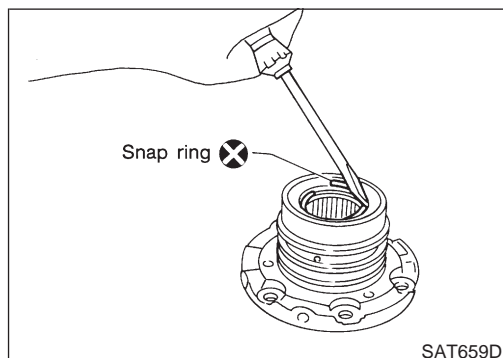
Output Shaft, Idler Gear, Reduction Pinion Gear and Bearing Retainer (Cont'd)



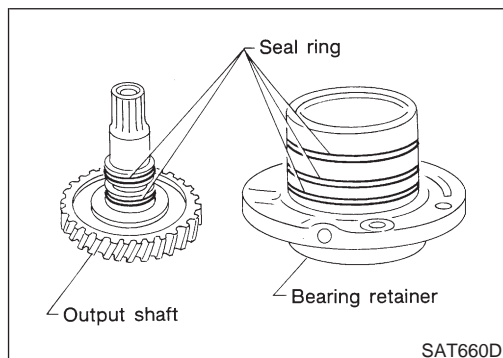
5. Press output shaft bearing on output shaft.



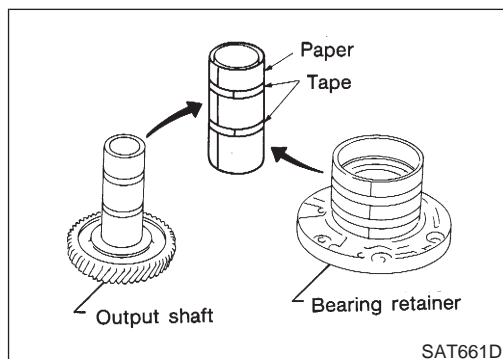
6. Press needle bearing on bearing retainer.



7. Install snap ring to bearing retainer.



8. After packing ring grooves with petroleum jelly, carefully install new seal rings on output shaft and bearing retainer.



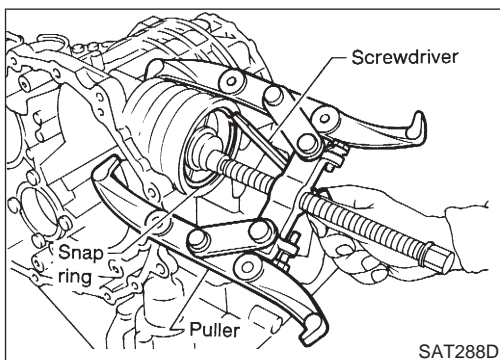
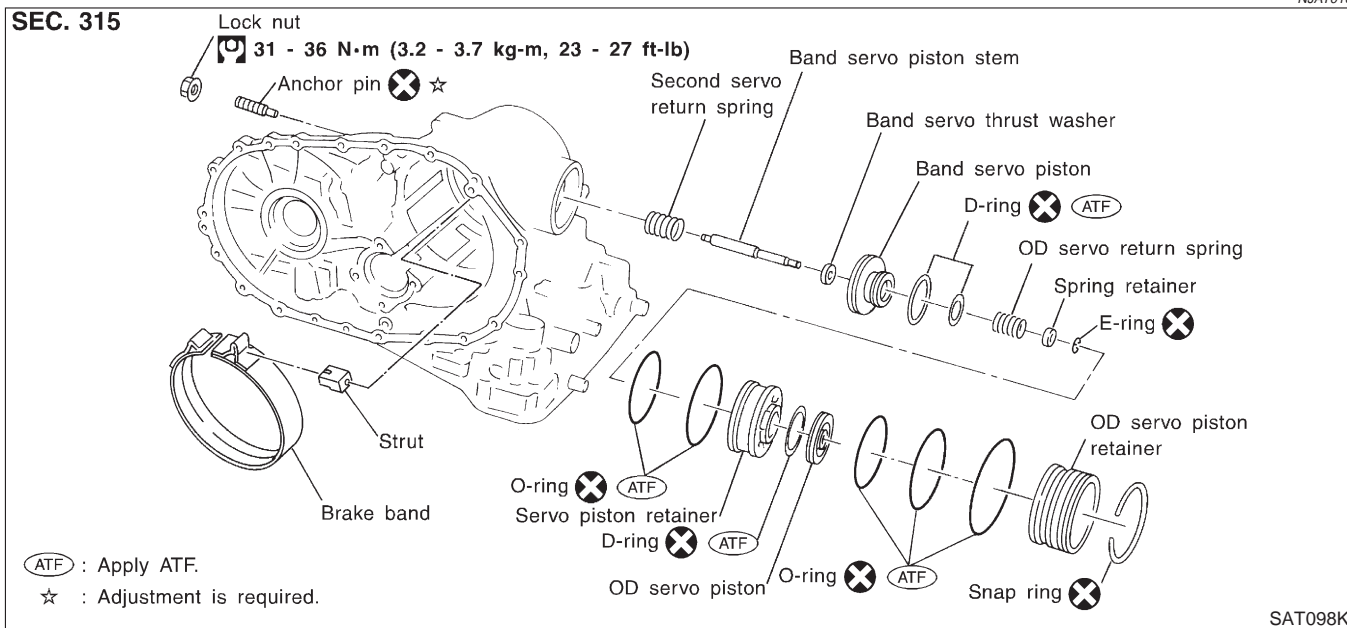
- Roll paper around seal rings to prevent seal rings from spreading.

REPAIR FOR COMPONENT PARTS

Band Servo Piston Assembly

Band Servo Piston Assembly COMPONENTS

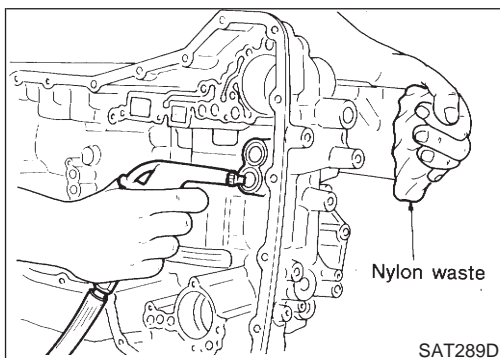
NJAT0165



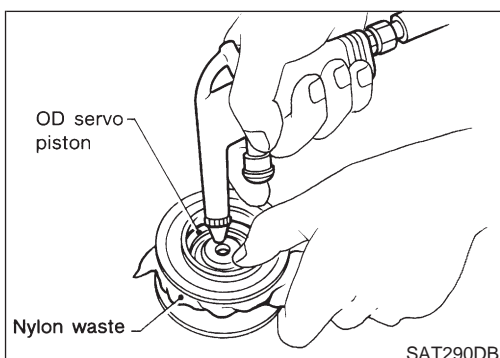
DISASSEMBLY

NJAT0166

1. Remove band servo piston snap ring.



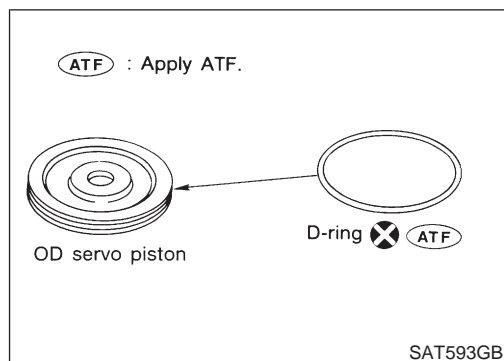
2. Apply compressed air to oil hole in transmission case to remove OD servo piston retainer and band servo piston assembly.
 - Hold band servo piston assembly with a rag or nylon waste.



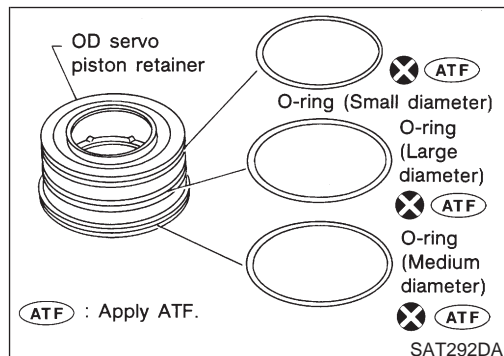
3. Apply compressed air to oil hole in OD servo piston retainer to remove OD servo piston from retainer.
 - Hold OD servo piston while applying compressed air.

REPAIR FOR COMPONENT PARTS

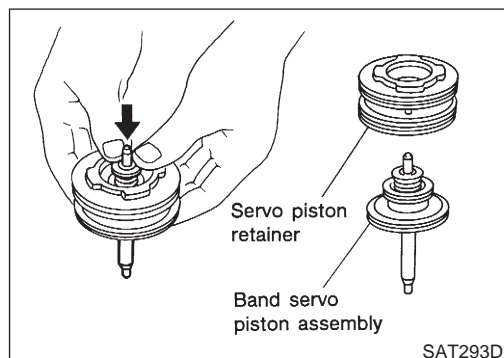
Band Servo Piston Assembly (Cont'd)



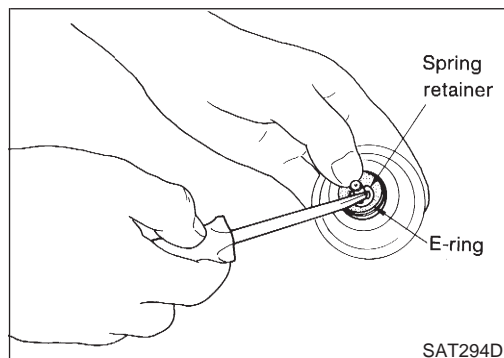
4. Remove D-ring from OD servo piston.



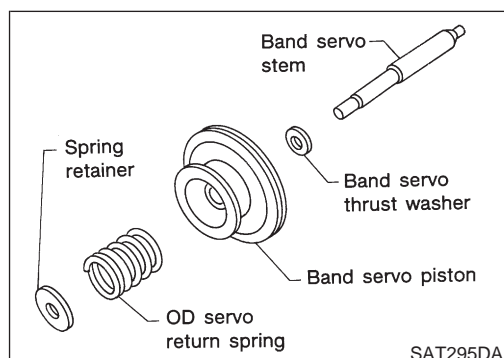
5. Remove O-rings from OD servo piston retainer.



6. Remove band servo piston assembly from servo piston retainer by pushing it forward.



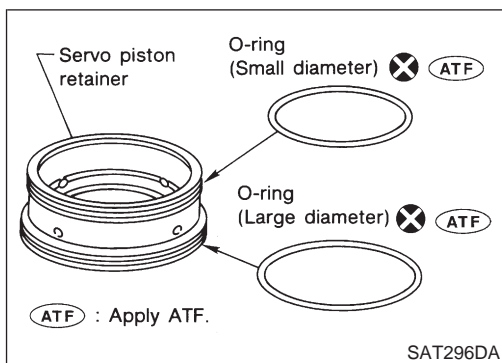
7. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.



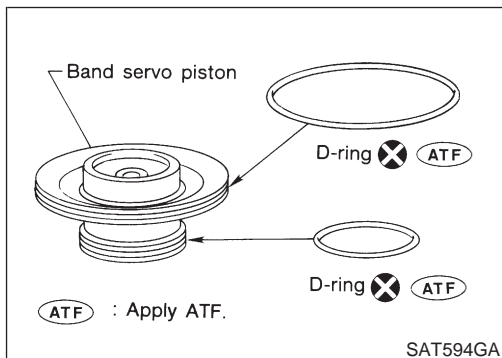
8. Remove OD servo return spring, band servo thrust washer and band servo piston stem from band servo piston.

REPAIR FOR COMPONENT PARTS

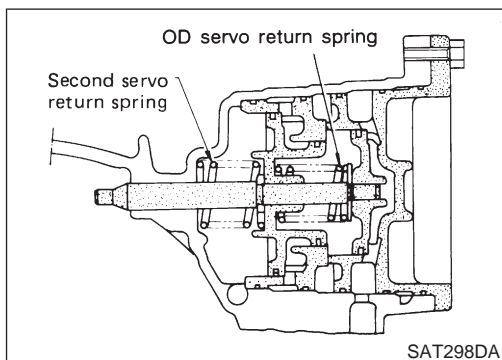
Band Servo Piston Assembly (Cont'd)



9. Remove O-rings from servo piston retainer.



10. Remove D-rings from band servo piston.



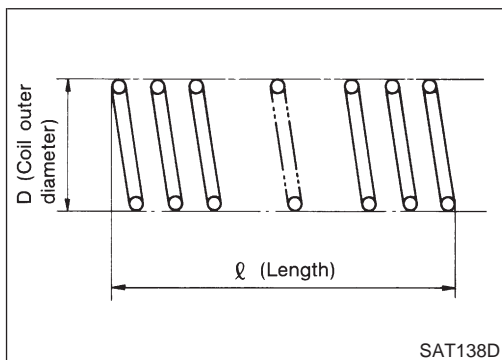
INSPECTION

Pistons, Retainers and Piston Stem

- Check frictional surfaces for abnormal wear or damage.

NJAT0167

NJAT0167S01

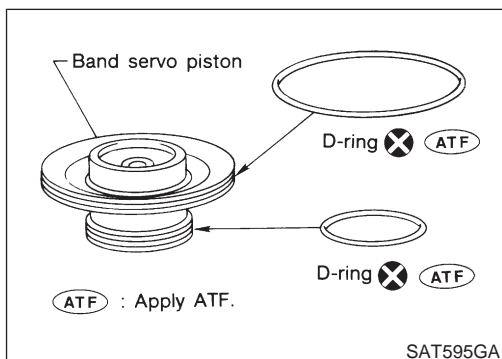


Return Springs

- Check for deformation or damage.
- Measure free length and outer diameter.

Band servo inspection standard:
Refer to SDS, AT-458.

NJAT0167S02



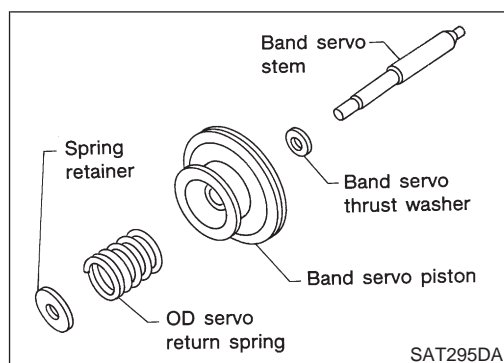
ASSEMBLY

1. Install D-rings to servo piston retainer.
 - Apply ATF to O-rings.
 - Pay attention to position of each O-ring.

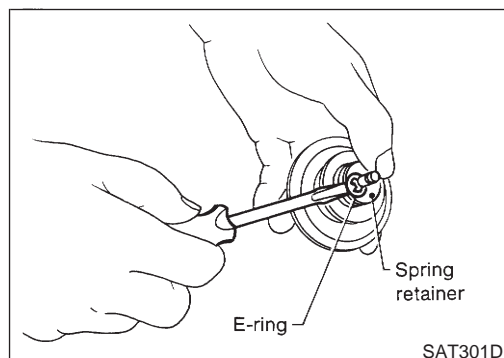
NJAT0168

REPAIR FOR COMPONENT PARTS

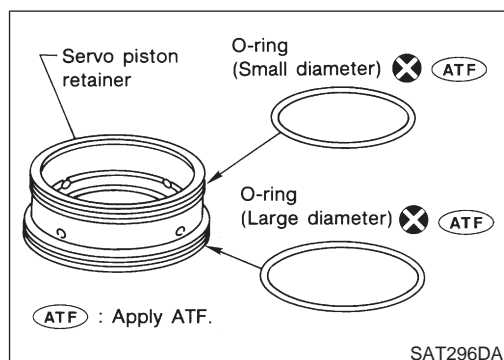
Band Servo Piston Assembly (Cont'd)



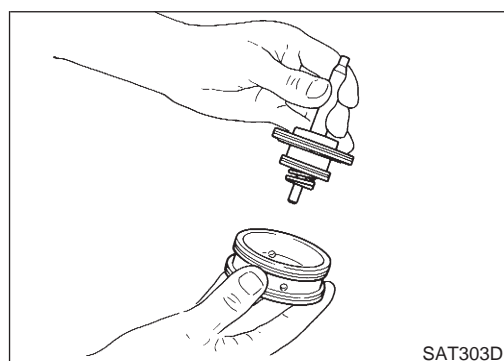
2. Install band servo piston stem, band servo thrust washer, OD servo return spring and spring retainer to band servo piston.



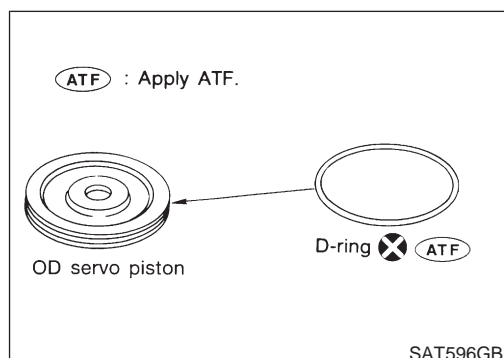
3. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.



4. Install O-rings to servo piston retainer.
 - **Apply ATF to O-rings.**
 - **Pay attention to the positions of the O-rings.**



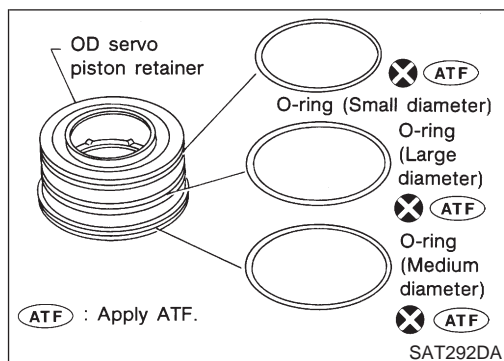
5. Install band servo piston assembly to servo piston retainer by pushing it inward.



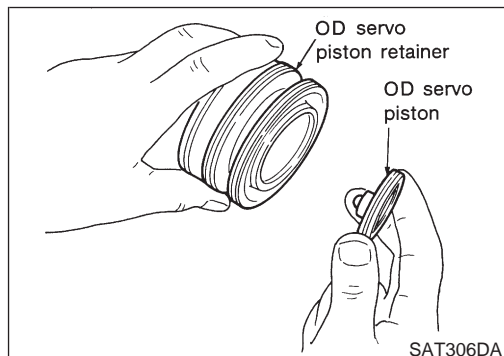
6. Install D-ring to OD servo piston.
 - **Apply ATF to D-ring.**

REPAIR FOR COMPONENT PARTS

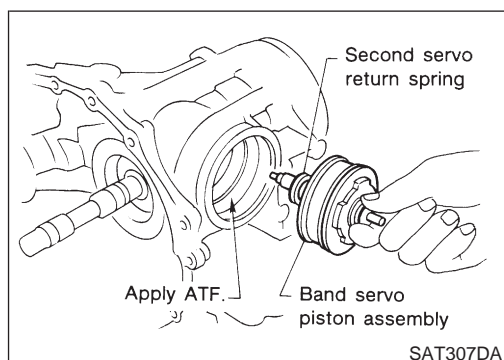
Band Servo Piston Assembly (Cont'd)



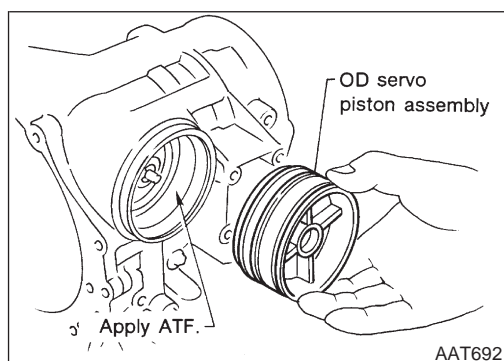
7. Install O-rings to OD servo piston retainer.
 - **Apply ATF to O-rings.**
 - **Pay attention to the positions of the O-rings.**



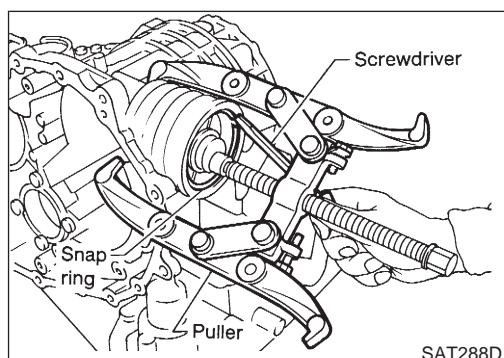
8. Install OD servo piston to OD servo piston retainer.



9. Install band servo piston assembly and 2nd servo return spring to transmission case.
 - **Apply ATF to O-ring of band servo piston and transmission case.**



10. Install OD servo piston assembly to transmission case.
 - **Apply ATF to O-ring of band servo piston and transmission case.**



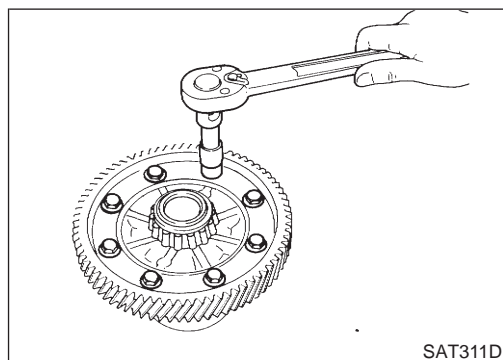
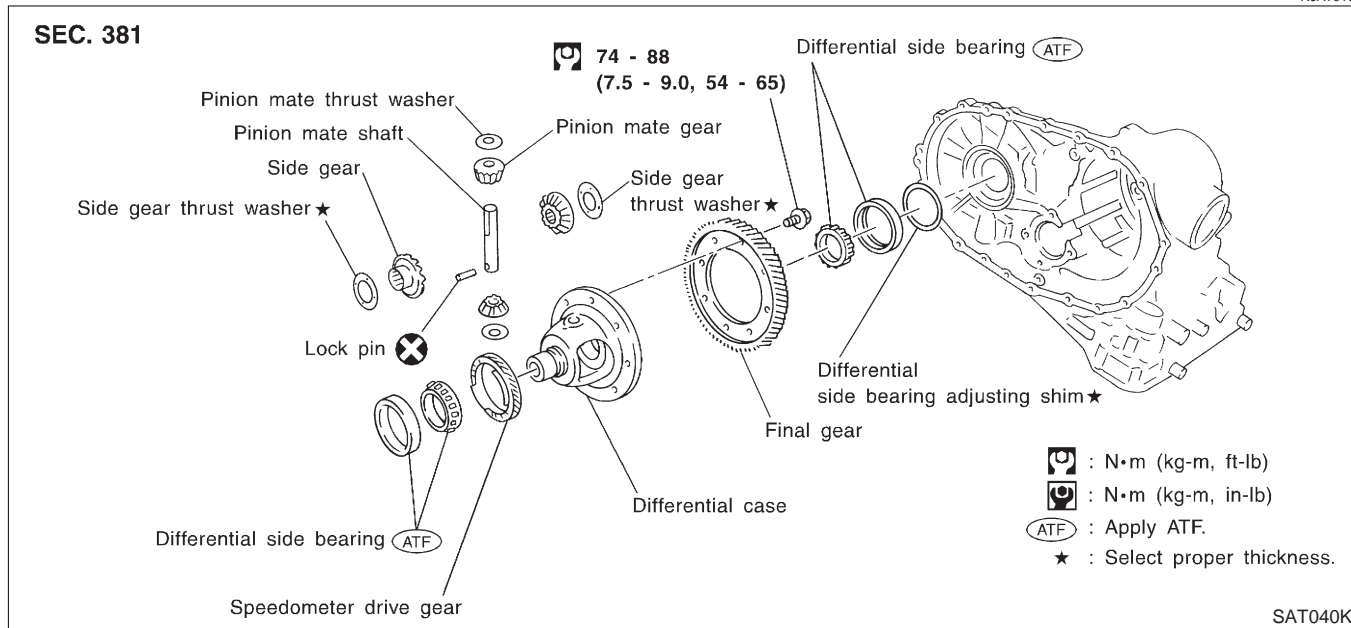
11. Install band servo piston snap ring to transmission case.

REPAIR FOR COMPONENT PARTS

Final Drive

Final Drive COMPONENTS

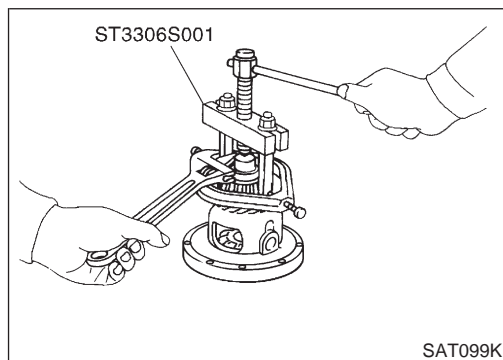
NJAT0169



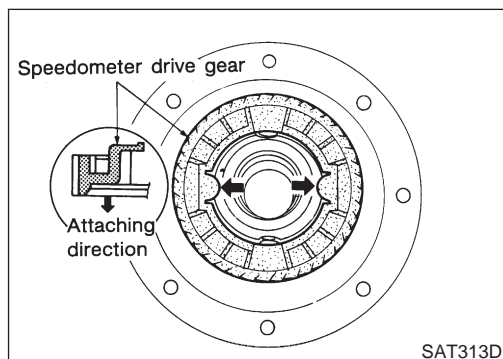
DISASSEMBLY

NJAT0170

1. Remove final gear.



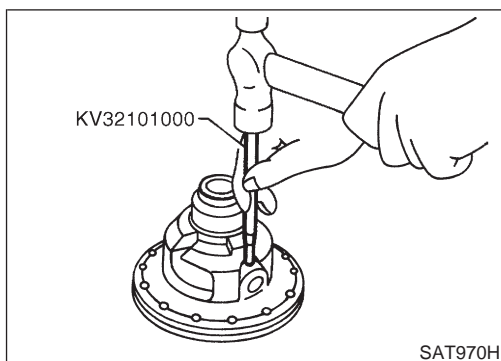
2. Press out differential side bearings.



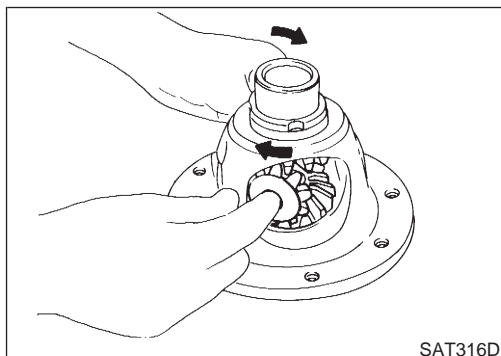
3. Remove speedometer drive gear.

REPAIR FOR COMPONENT PARTS

Final Drive (Cont'd)

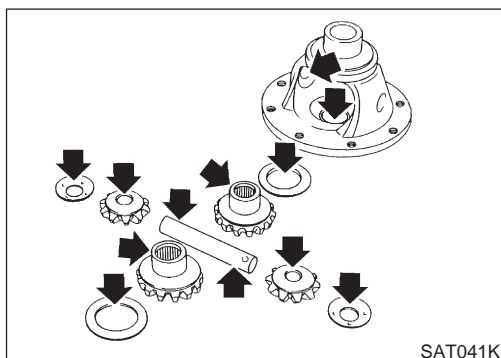


4. Drive out pinion mate shaft lock pin.



5. Draw out pinion mate shaft from differential case.

6. Remove pinion mate gears and side gears.



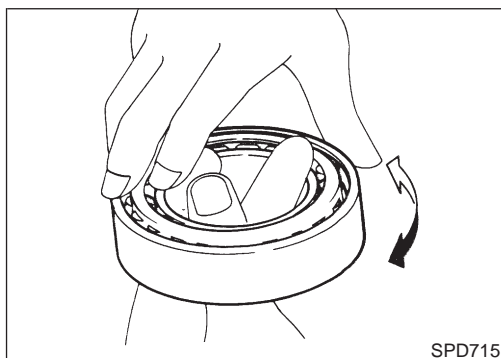
INSPECTION

Gear, Washer, Shaft and Case

NJAT0171

NJAT0171S01

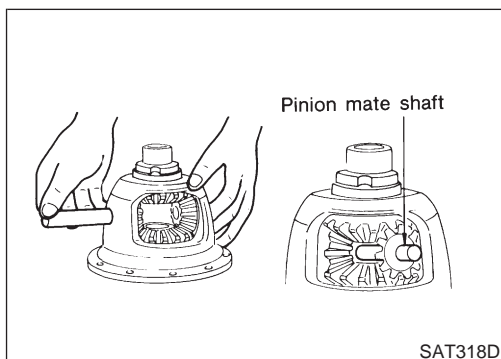
- Check mating surfaces of differential case, side gears, pinion and mate gears.
- Check washers for wear.



Bearings

NJAT0171S03

- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- **When replacing taper roller bearing, replace outer and inner race as a set.**



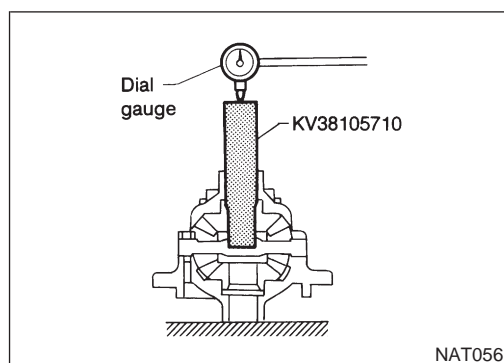
ASSEMBLY

NJAT0172

1. Install side gear and thrust washers in differential case.
 2. Install pinion mate gears and thrust washers in differential case while rotating them.
- **When inserting, be careful not to damage pinion mate gear washers.**
 - **Apply ATF to any parts.**

REPAIR FOR COMPONENT PARTS

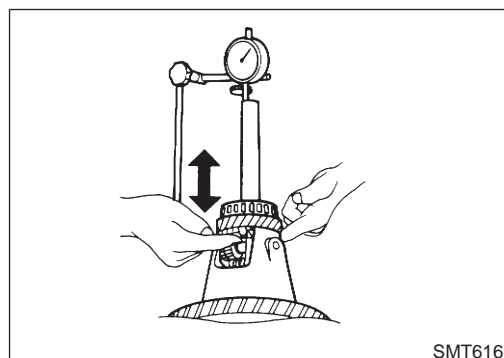
Final Drive (Cont'd)



3. Measure clearance between side gear and differential case with washers using the following procedure.
 - a. Set Tool and dial indicator on side gear.
 - b. Move side gear up and down to measure dial indicator deflection. Always measure indicator deflection on both side gears.

Clearance between side gear and differential case with washers:

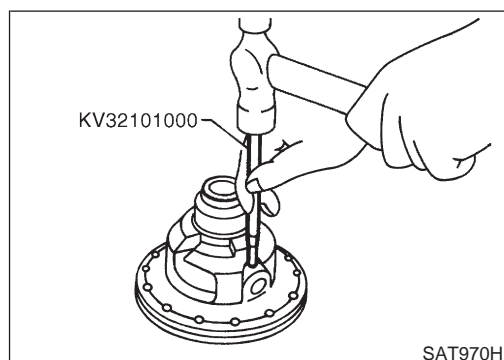
0.1 - 0.2 mm (0.004 - 0.008 in)



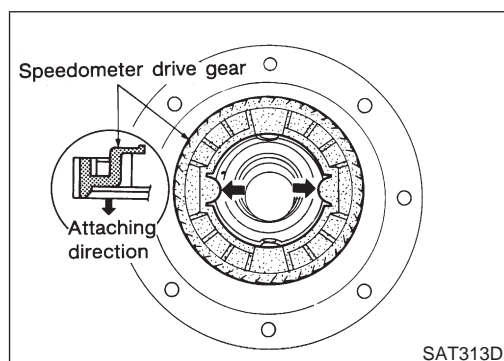
- c. If not within specification adjust clearance by changing thickness of side gear thrust washers.

Side gear thrust washer:

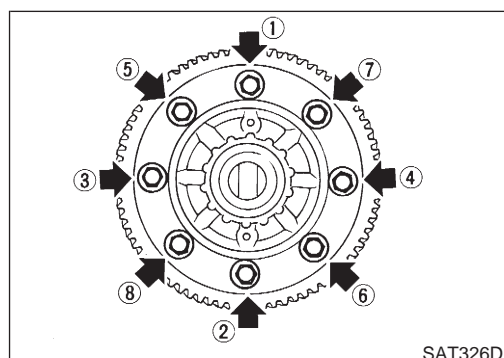
Refer to SDS, AT-453.



4. Install lock pin.
 - **Make sure that lock pin is flush with case.**



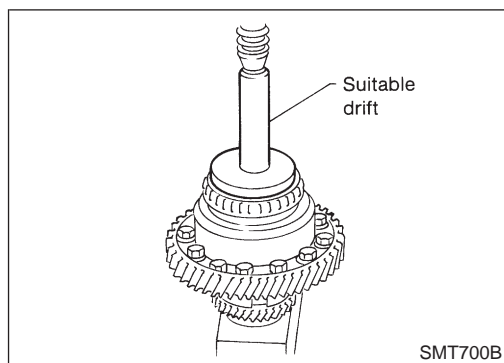
5. Install speedometer drive gear on differential case.
 - **Align the projection of speedometer drive gear with the groove of differential case.**



6. Install final gear and tighten fixing bolts in numerical order.

REPAIR FOR COMPONENT PARTS

Final Drive (Cont'd)



7. Press on differential side bearings.

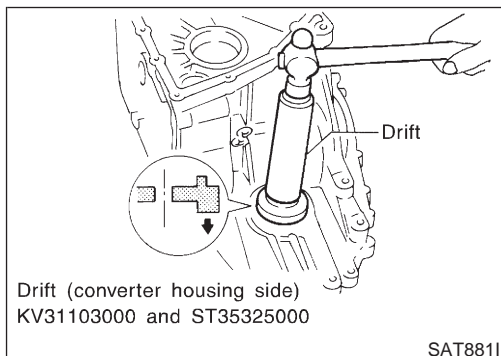
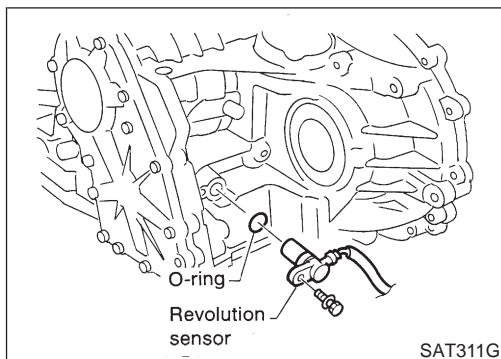
ASSEMBLY

Assembly (1)

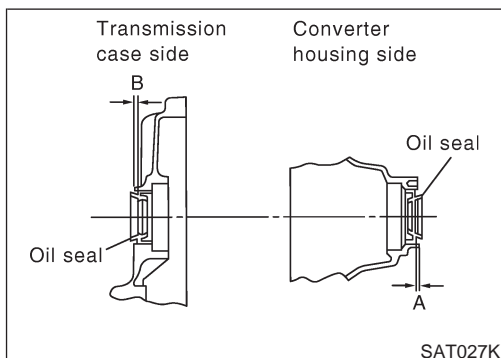
NJAT0173

Assembly (1)

1. Install revolution sensor onto transmission case.
Always use new sealing parts.

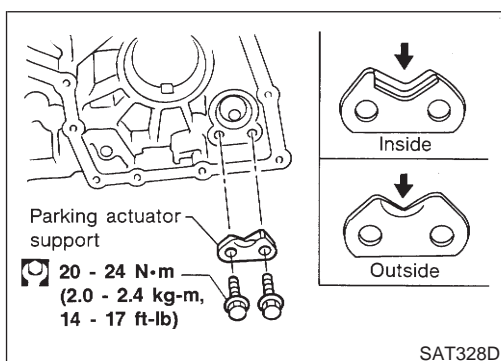


2. Install differential side oil seals on transmission case and converter housing, so that "A" and "B" are within specifications.

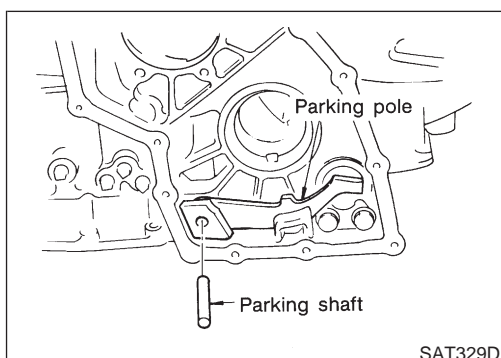


Unit: mm (in)

A	B
5.5 - 6.5 (0.217 - 0.256)	-0.5 to 0.5 (-0.020 to 0.020)



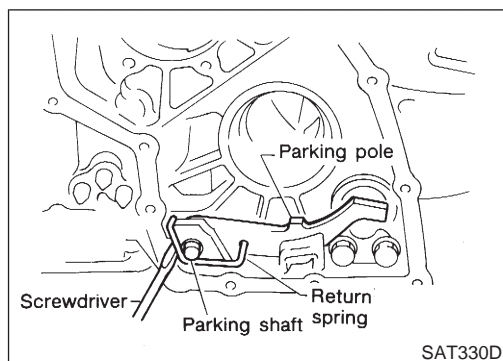
3. Install parking actuator support to transmission case.
 - **Pay attention to direction of parking actuator support.**



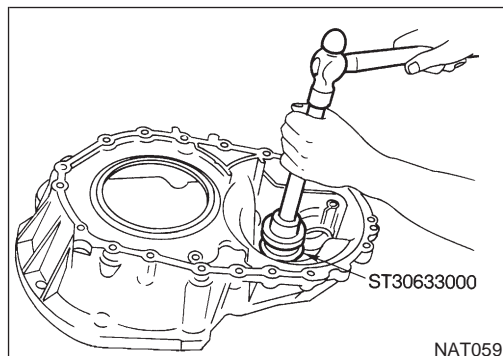
4. Install parking pawl on transmission case and fix it with parking shaft.

ASSEMBLY

Assembly (1) (Cont'd)



5. Install return spring.



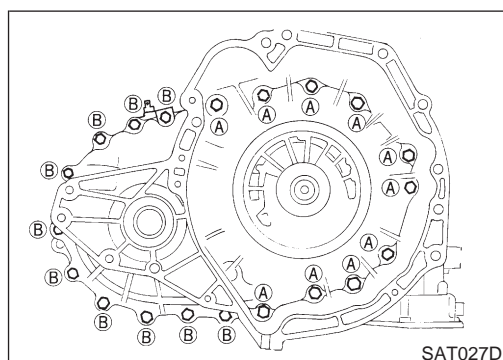
Adjustment (1)

DIFFERENTIAL SIDE BEARING PRELOAD

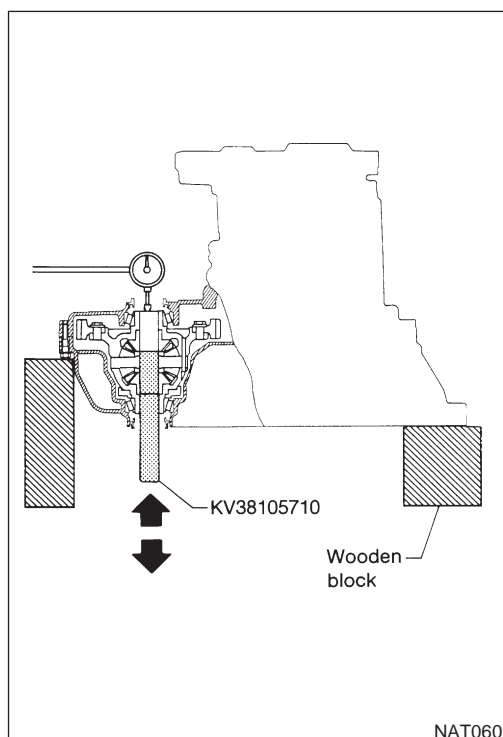
NJAT0174

NJAT0174S01

1. Install differential side bearing outer race without adjusting shim on transmission case.
2. Install differential side bearing outer race on converter housing.



3. Place final drive assembly on transmission case.
4. Install transmission case on converter housing. Tighten transmission case fixing bolts **A** and **B** to the specified torque.



5. Attach dial indicator on differential case at transmission case side.
6. Insert Tool into differential side gear from converter housing.
7. Move Tool up and down and measure dial indicator deflection.

Differential side bearing preload "T":

0.04 - 0.09 mm (0.0016 - 0.0035 in)

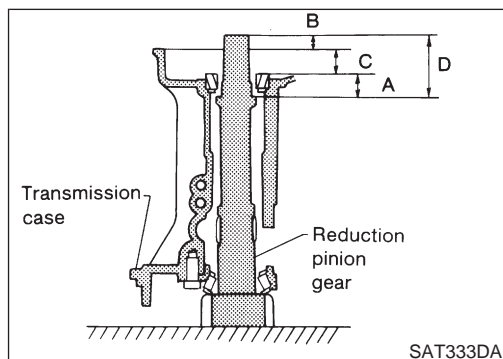
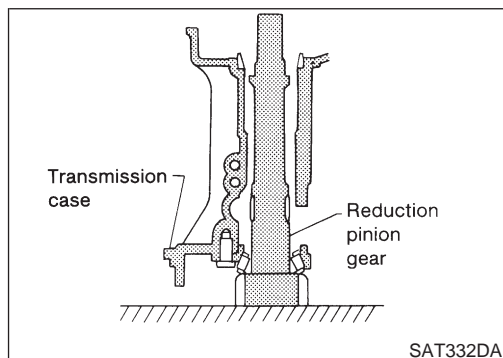
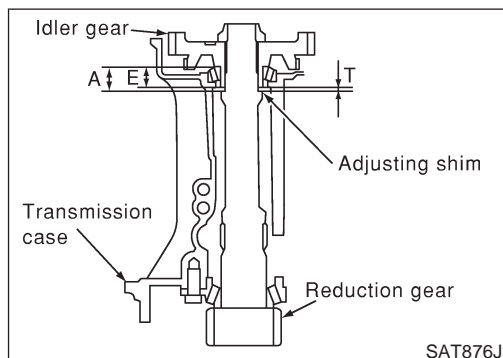
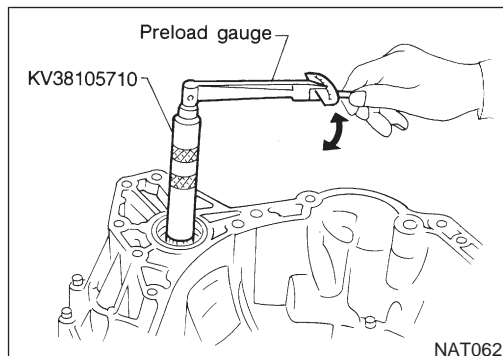
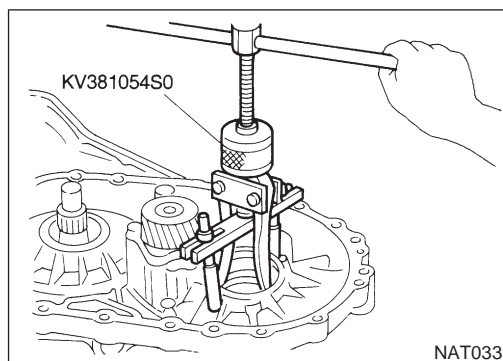
8. Select proper thickness of differential side bearing adjusting shim(s) using SDS table as a guide.

Differential side bearing adjusting shim:

Refer to SDS, AT-454.

ASSEMBLY

Adjustment (1) (Cont'd)



9. Remove converter housing from transmission case.
10. Remove final drive assembly from transmission case.
11. Remove differential side bearing outer race from transmission case.
12. Reinstall differential side bearing outer race and shim(s) selected from SDS table on transmission case.
13. Reinstall converter housing on transmission case and tighten transmission case fixing bolts to the specified torque.

14. Insert Tool into differential case and measure turning torque of final drive assembly.

- Turn final drive assembly in both directions several times to seat bearing rollers correctly.

Turning torque of final drive assembly (New bearing):
0.49 - 1.08 N·m (5.0 - 11.0 kg·cm, 4.3 - 9.5 in·lb)

- When old bearing is used again, turning torque will be slightly less than the above.
- Make sure torque is close to the specified range.

REDUCTION PINION GEAR BEARING PRELOAD

NJAT0174S02

- Be sure to remove final drive assembly before doing this procedure.
- Using caliper and straightedge, calculate a dimension "T" (adjuster shim thickness) in the left figure by the following formula. And adjust the inspection standard for pre-load (rotating slide torque) as shown below.

$$T = A - E$$

Inspection standard for preload:

0.1 - 0.69 N·m (1.1 - 7.0 kg·cm, 0.95 - 6.08 in·lb)

1. Remove transmission case and final drive assembly from converter housing.
2. Select proper thickness of reduction pinion gear bearing adjusting shim using the following procedures.
 - a. Place reduction pinion gear on transmission case as shown.

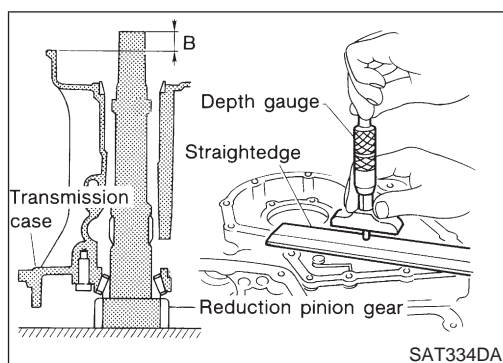
- b. Place idler gear bearing on transmission case.
 - c. Measure dimensions "B", "C" and "D" and calculate dimension "A".

$$A = D - (B + C)$$

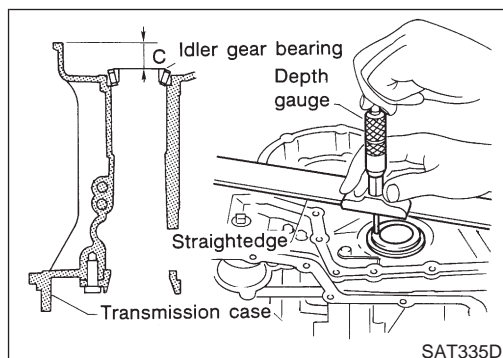
"A": Distance between the surface of idler gear bearing inner race and the adjusting shim mating surface of reduction pinion gear.

ASSEMBLY

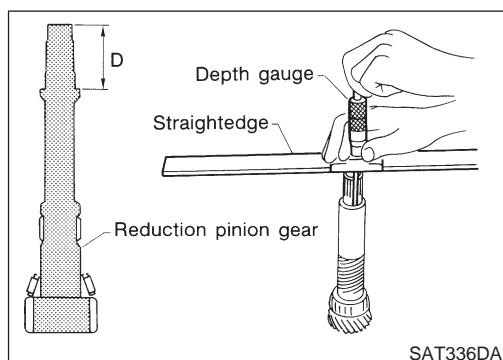
Adjustment (1) (Cont'd)



- Measure dimension "B" between the end of reduction pinion gear and the surface of transmission case.
- **Measure dimension "B" in at least two places.**

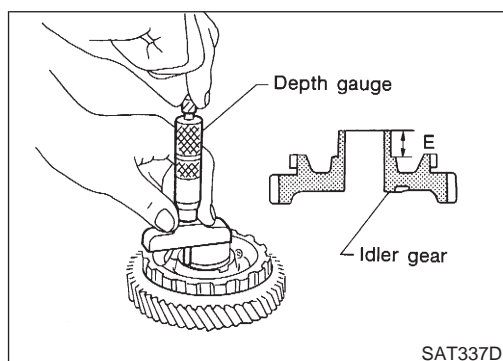


- Measure dimension "C" between the surface of idler gear bearing inner race and the surface of transmission case.
- **Measure dimension "C" in at least two places.**



- Measure dimension "D" between the end of reduction pinion gear and the adjusting shim mating surface of reduction pinion gear.
- **Measure dimension "D" in at least two places.**
- Calculate dimension "A".

$$A = D - (B + C)$$



- d. Measure dimension "E" between the end of idler gear and the idler gear bearing inner race mating surface of idler gear.
- **Measure dimension "E" in at least two places.**

- e. Calculate "T" and select proper thickness of reduction pinion gear bearing adjusting shim using SDS table as a guide.

$$T = A - E - 0.05 \text{ mm (0.0020 in)}^*$$

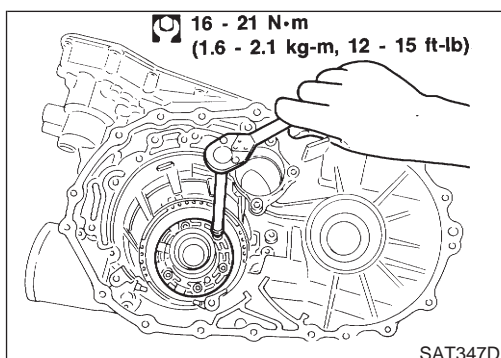
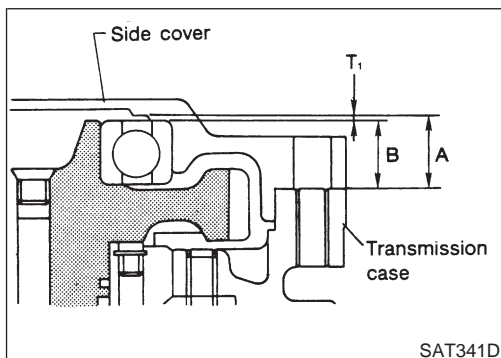
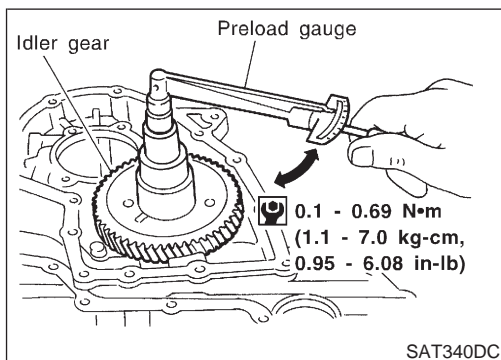
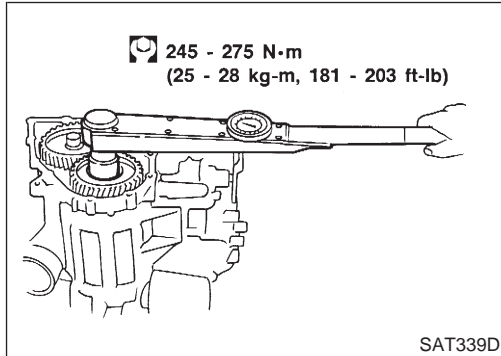
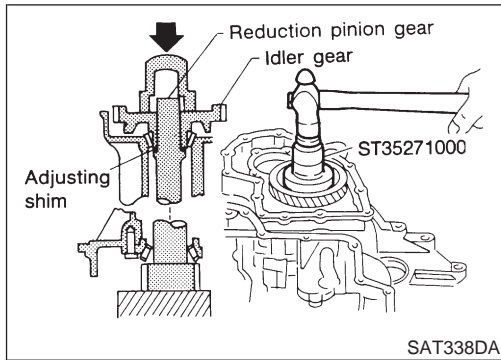
Reduction pinion gear bearing adjusting shim:

Refer to SDS, AT-455.

*: Bearing preload

ASSEMBLY

Adjustment (1) (Cont'd)



3. Install reduction pinion gear and reduction pinion gear bearing adjusting shim selected in step 2-e on transmission case.
4. Press idler gear bearing inner race on idler gear.
5. Press idler gear on reduction pinion gear.
 - Press idler gear so that idler gear can be locked by parking pawl.

6. Tighten idler gear lock nut to the specified torque.
 - Lock idler gear with parking pawl when tightening lock nut.

7. Measure turning torque of reduction pinion gear.
 - When measuring turning torque, turn reduction pinion gear in both directions several times to seat bearing rollers correctly.

Turning torque of reduction pinion gear:
0.1 - 0.69 N·m (1.1 - 7.0 kg-cm, 0.95 - 6.08 in-lb)

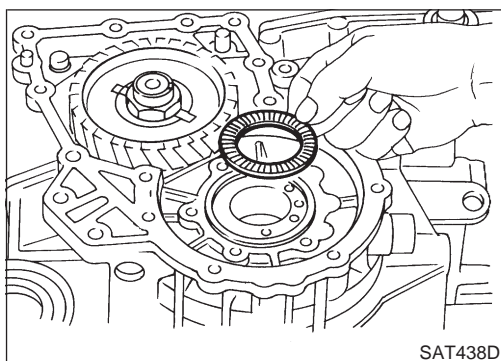
OUTPUT SHAFT END PLAY —

- Measure clearance between side cover and the end of the output shaft bearing. NJAT0174S03
- Select proper thickness of adjusting shim so that clearance is within specifications.

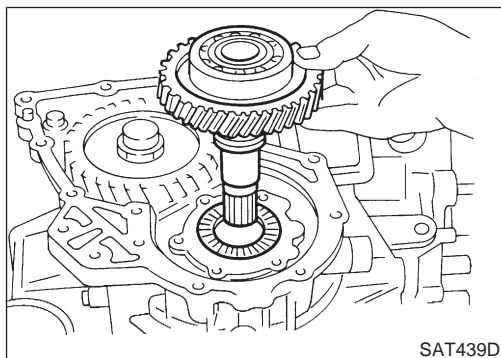
1. Install bearing retainer for output shaft.

ASSEMBLY

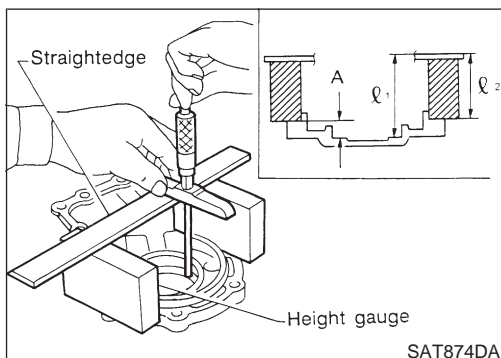
Adjustment (1) (Cont'd)



2. Install output shaft thrust needle bearing on bearing retainer.



3. Install output shaft on transmission case.

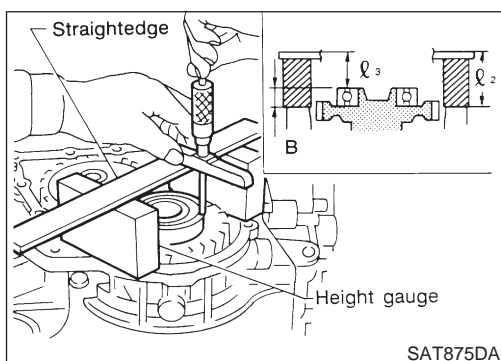


4. Measure dimensions " l_1 " and " l_2 " at side cover and then calculate dimension "A".

- Measure dimension " l_1 " and " l_2 " in at least two places
"A": Distance between transmission case fitting surface and adjusting shim mating surface

$$A = l_1 - l_2$$

l_2 : Height of gauge



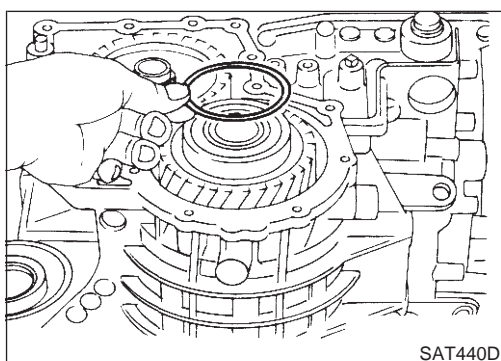
5. Measure dimensions " l_2 " and " l_3 " and then calculate dimension "B".

Measure " l_2 " and " l_3 " in at least two places.

"B": Distance between the end of output shaft bearing outer race and the side cover fitting surface of transmission case

$$B = l_2 - l_3$$

l_2 : Height of gauge



6. Select proper thickness of adjusting shim so that output shaft end play (clearance between side cover and output shaft bearing) is within specifications.

Output shaft end play (A - B):

0 - 0.5 mm (0 - 0.020 in)

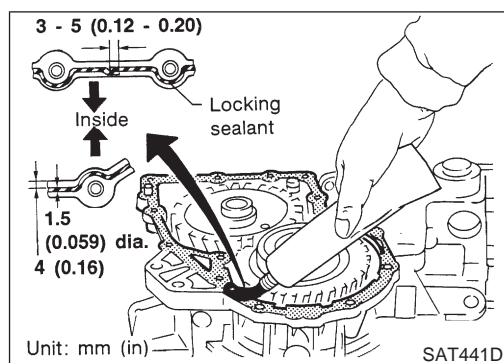
Output shaft end play adjusting shim:

Refer to SDS, AT-456.

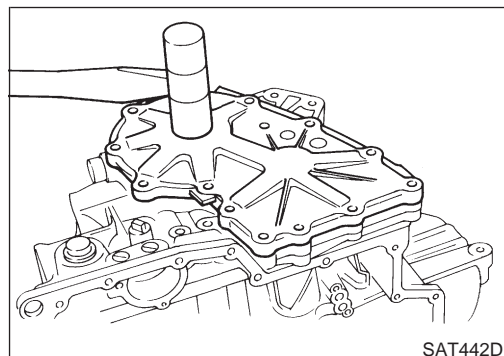
7. Install adjusting shim on output shaft bearing.

ASSEMBLY

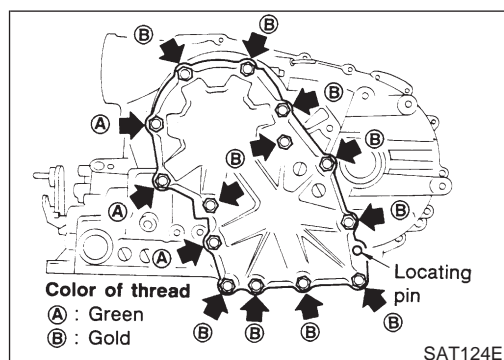
Adjustment (1) (Cont'd)



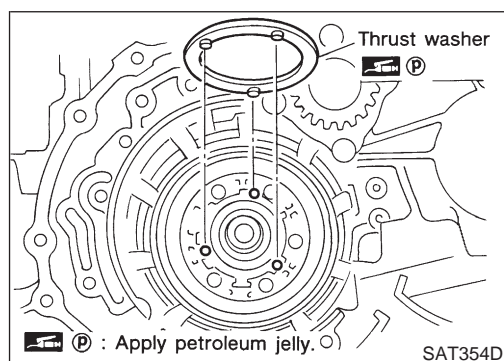
8. Apply locking sealant to transmission case as shown in illustration.



9. Install side cover on transmission case.
 - Apply locking sealant to the mating surface of transmission case.



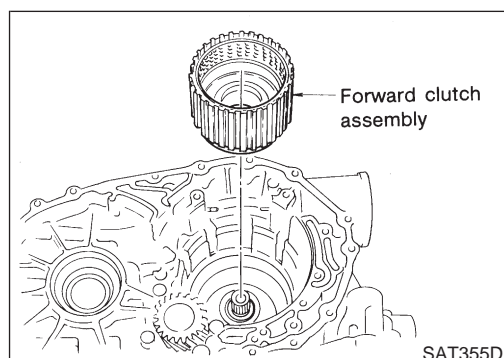
10. Tighten side cover fixing bolts to specified torque.
 - Do not mix bolts A and B.
 - Always replace bolts A as they are self-sealing bolts.
 - Refer to "Overhaul", AT-351.



Assembly (2)

NJAT0175

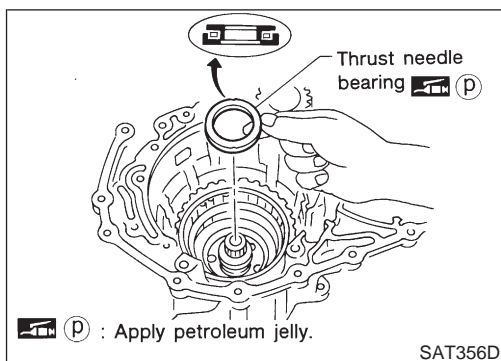
1. Remove paper rolled around bearing retainer.
2. Install thrust washer on bearing retainer.
 - Apply petroleum jelly to thrust washer.



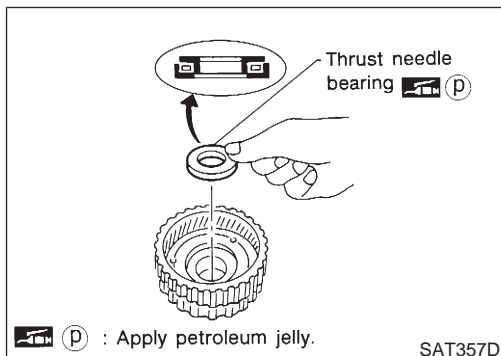
3. Install forward clutch assembly.
 - Align teeth of low & reverse brake drive plates before installing.
 - Make sure that bearing retainer seal rings are not spread.

ASSEMBLY

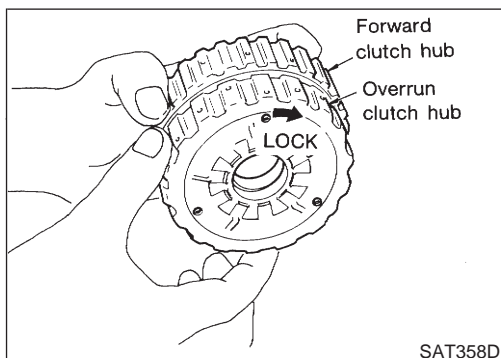
Assembly (2) (Cont'd)



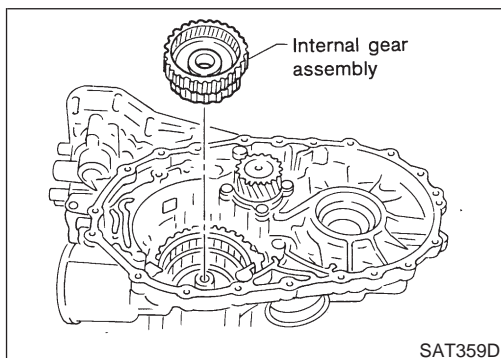
4. Install thrust needle bearing on bearing retainer.
 - Apply petroleum jelly to thrust bearing.
 - Pay attention to direction of thrust needle bearing.



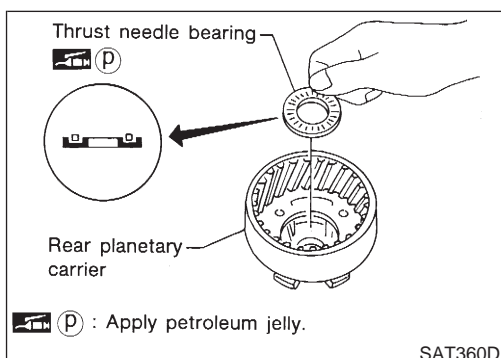
5. Install thrust needle bearing on rear internal gear.
 - Apply petroleum jelly to thrust needle bearing.
 - Pay attention to direction of thrust needle bearing.



6. Hold forward clutch hub and turn overrun clutch hub. Check overrun clutch hub for directions of lock and unlock.
 - If not as shown in illustration, check installed direction of forward one-way clutch.



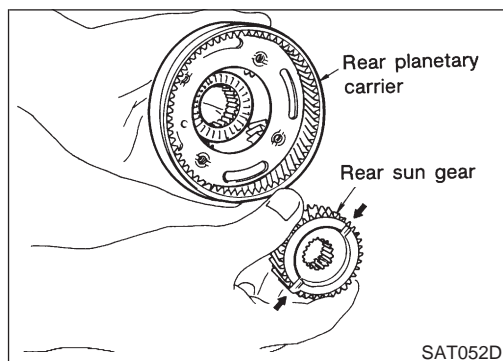
7. Install rear internal gear assembly.
 - Align teeth of forward clutch and overrun clutch drive plate.



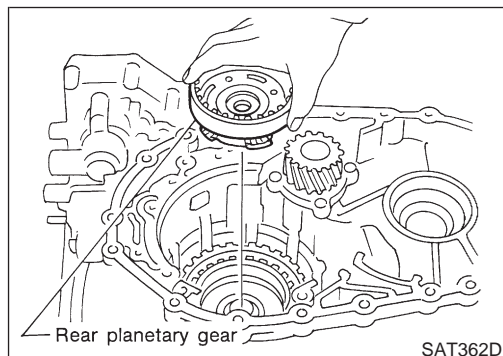
8. Install needle bearing on rear planetary carrier.
 - Apply petroleum jelly to needle bearing.
 - Pay attention to direction of needle bearing.

ASSEMBLY

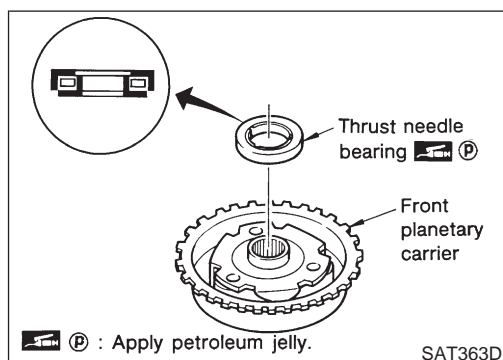
Assembly (2) (Cont'd)



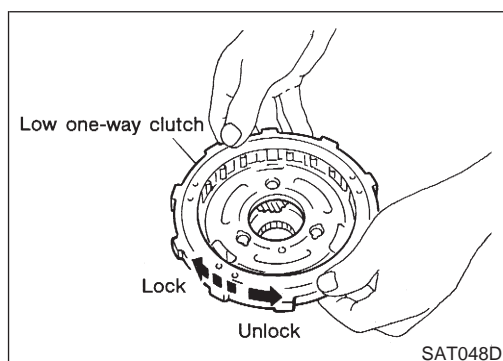
9. Install rear sun gear on rear planetary carrier.
 - Pay attention to direction of rear sun gear.



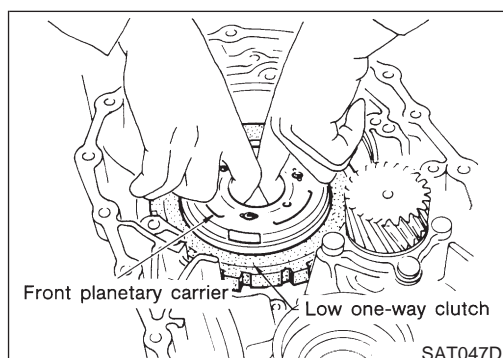
10. Install rear planetary carrier on transmission case.



11. Install thrust needle bearing on front planetary carrier.
 - Apply petroleum jelly to thrust needle bearing.
 - Pay attention to direction of thrust needle bearing.



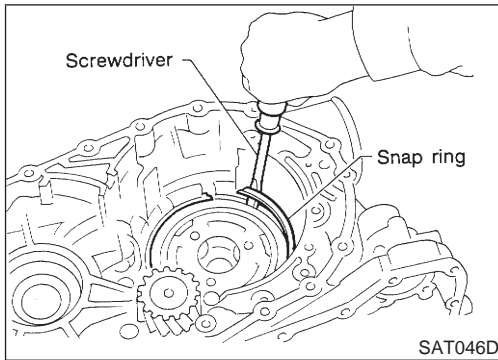
12. Install low one-way clutch to front planetary carrier by turning it in the direction of the arrow as shown.
13. While holding front planetary carrier, turn low one-way clutch. Check low one-way clutch for correct directions of lock and unlock.



14. Install front planetary carrier assembly on transmission case.

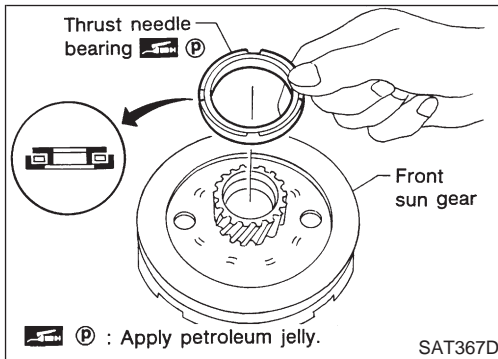
ASSEMBLY

Assembly (2) (Cont'd)



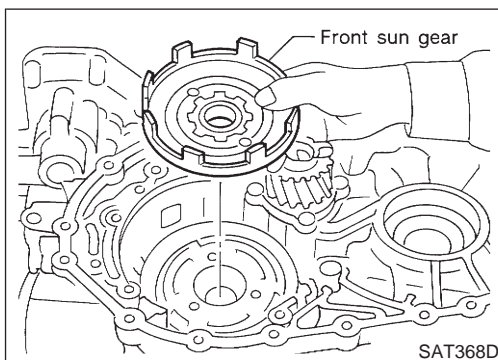
15. Install snap ring with screwdriver.

- **Forward clutch and bearings must be correctly installed for snap ring to fit groove of transmission case.**

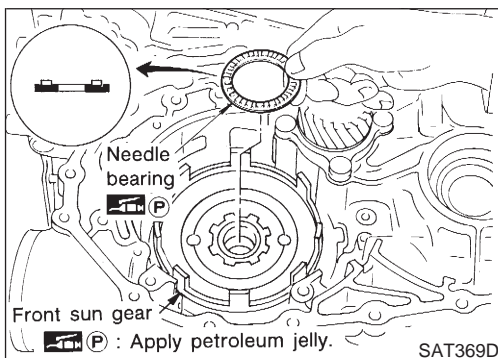


16. Install needle bearing on front sun gear.

- **Apply petroleum jelly to needle bearing.**
- **Pay attention to direction of needle bearing.**

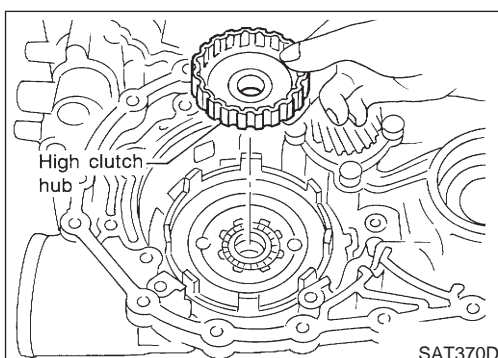


17. Install front sun gear on front planetary carrier.



18. Install needle bearing on front sun gear.

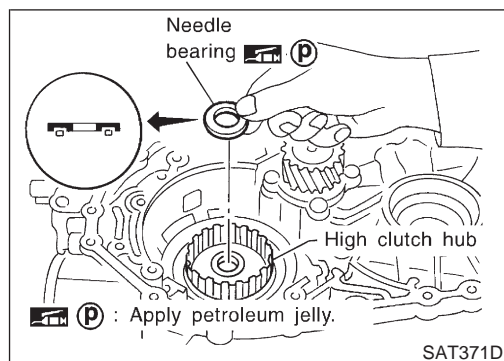
- **Apply petroleum jelly to needle bearing.**
- **Pay attention to direction of needle bearing.**



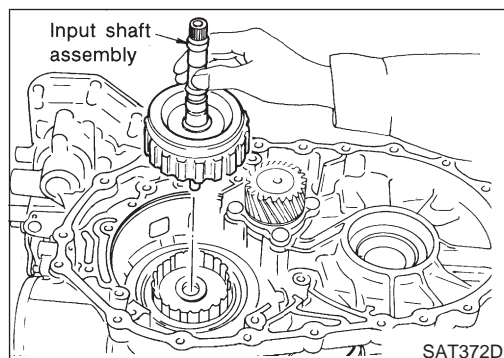
19. Install high clutch hub on front sun gear.

ASSEMBLY

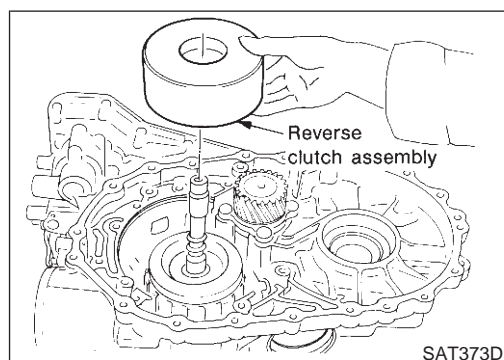
Assembly (2) (Cont'd)



20. Install needle bearing on high clutch hub.
- **Apply petroleum jelly to needle bearing.**
 - **Pay attention to direction of needle bearing.**



21. Remove paper rolled around input shaft.
22. Install input shaft assembly.
- **Align teeth of high clutch drive plates before installing.**



23. Install reverse clutch assembly.
- **Align teeth of reverse clutch drive plates before installing.**

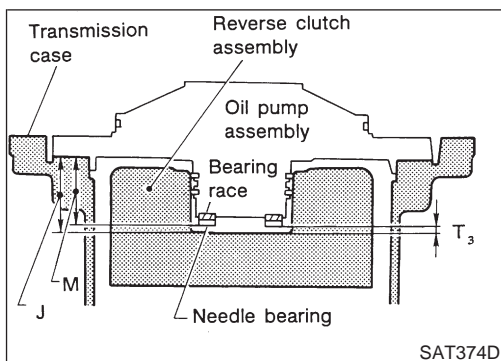
Adjustment (2)

When any parts listed below are replaced, adjust total end play and reverse clutch end play. NJAT0176

Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Overrun clutch hub	●	●
Rear internal gear	●	●
Rear planetary carrier	●	●
Rear sun gear	●	●
Front planetary carrier	●	●
Front sun gear	●	●
High clutch hub	●	●
High clutch drum	●	●
Oil pump cover	●	●
Reverse clutch drum	—	●

ASSEMBLY

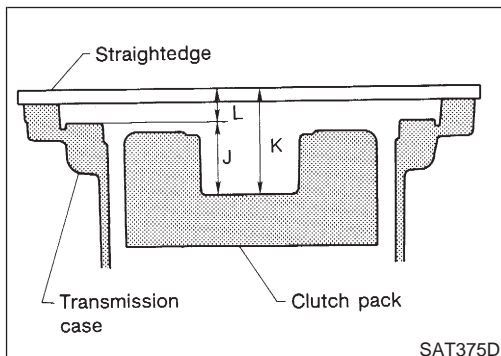
Adjustment (2) (Cont'd)



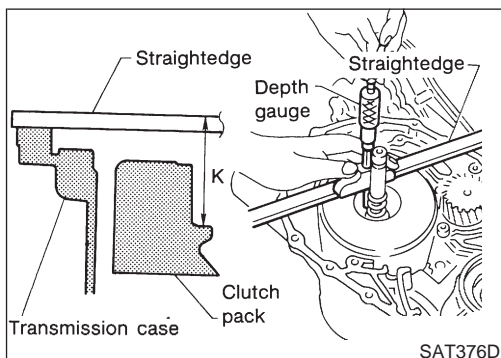
TOTAL END PLAY

NJAT0176S01

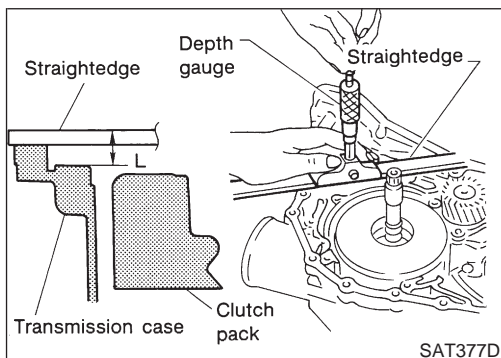
- Measure clearance between reverse clutch drum and needle bearing for oil pump cover.
- Select proper thickness of bearing race so that end play is within specifications.



1. Measure dimensions "K" and "L" and then calculate dimension "J".

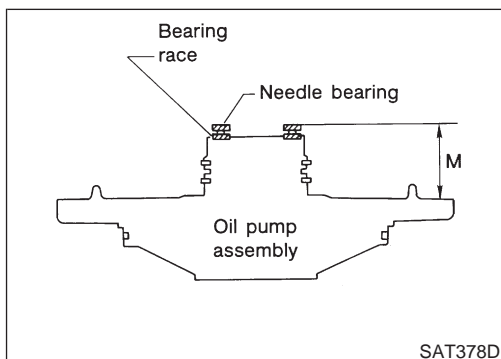


- a. Measure dimension "K".



- b. Measure dimension "L".
 - c. Calculate dimension "J".
- "J": Distance between oil pump fitting surface of transmission case and needle bearing mating surface of high clutch drum**

$$J = K - L$$

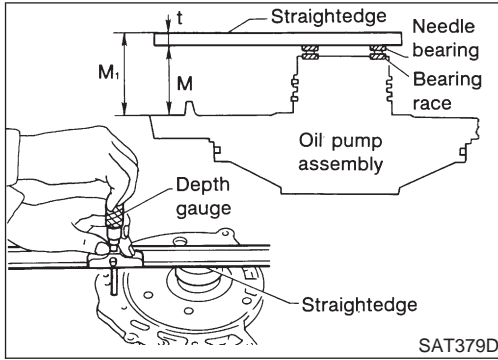


2. Measure dimension "M".

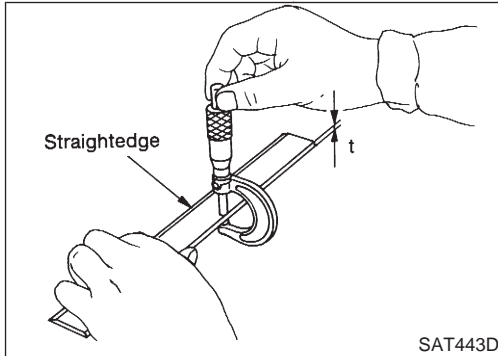
 - a. Place bearing race and needle bearing on oil pump assembly.

ASSEMBLY

Adjustment (2) (Cont'd)



- b. Measure dimension "M".
"M": Distance between transmission case fitting surface and needle bearing on oil pump cover
"M₁": Indication of gauge



- c. Measure thickness of straightedge "t".
 $M = M_1 - t$

3. Adjust total end play "T₃".

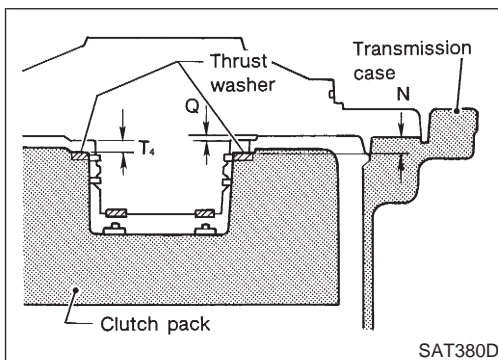
$$T_3 = J - M$$

Total end play "T₃":

0.25 - 0.55 mm (0.0098 - 0.0217 in)

- Select proper thickness of bearing race so that total end play is within specifications.

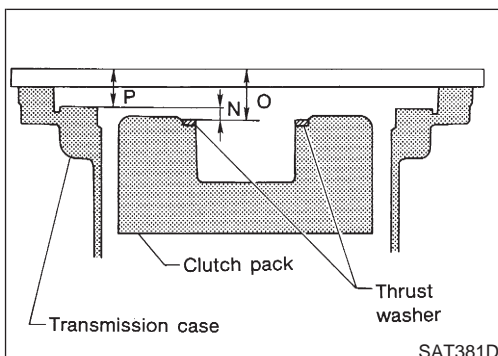
Bearing races: Refer to SDS, AT-457.



REVERSE CLUTCH END PLAY

NJAT0176S02

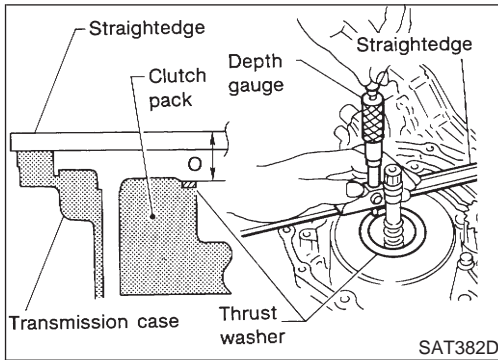
- Measure clearance between oil pump cover and thrust washer for reverse clutch drum.
- Select proper thickness of thrust washer so that end play is within specifications.



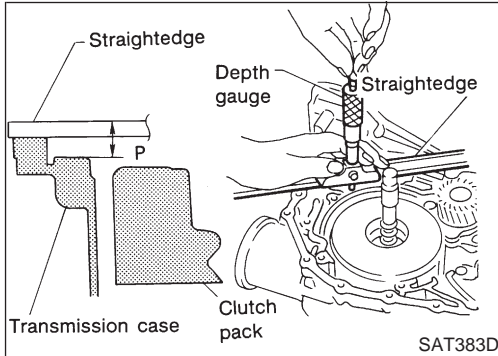
1. Measure dimensions "O" and "P" and then calculate dimension "N".

ASSEMBLY

Adjustment (2) (Cont'd)

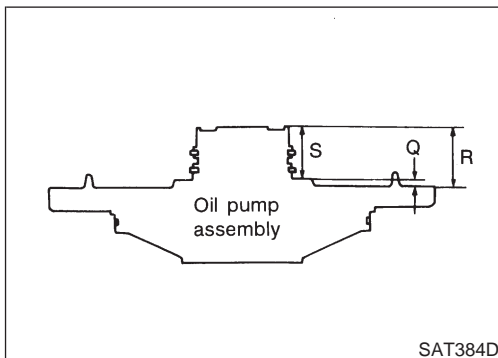


- a. Place thrust washer on reverse clutch drum.
- b. Measure dimension "O".

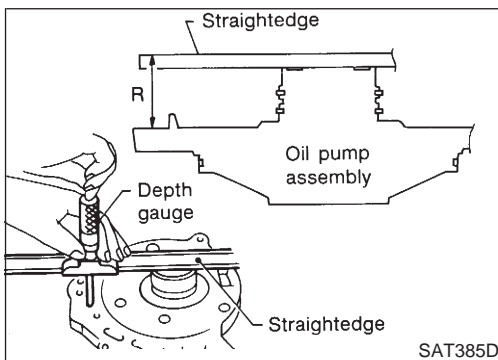


- c. Measure dimension "P".
- d. Calculate dimension "N".
"N": Distance between oil pump fitting surface of transmission case and thrust washer on reverse clutch drum

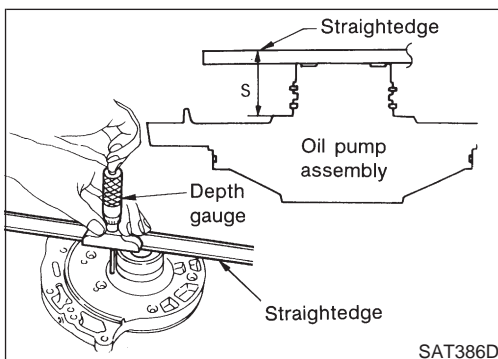
$$N = O - P$$



2. Measure dimensions "R" and "S" and then calculate dimension "Q".



- a. Measure dimension "R".



- b. Measure dimension "S".
- c. Calculate dimension "Q".
"Q": Distance between transmission case fitting surface and thrust washer mating surface

$$Q = R - S$$

ASSEMBLY

Adjustment (2) (Cont'd)

- Adjust reverse clutch end play "T₄".

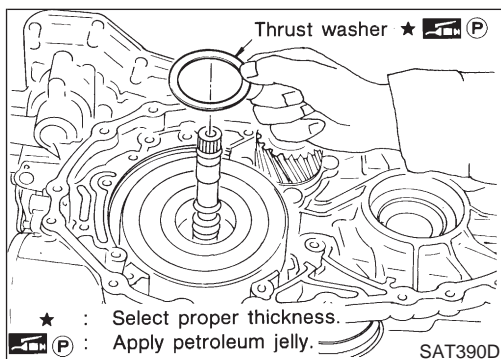
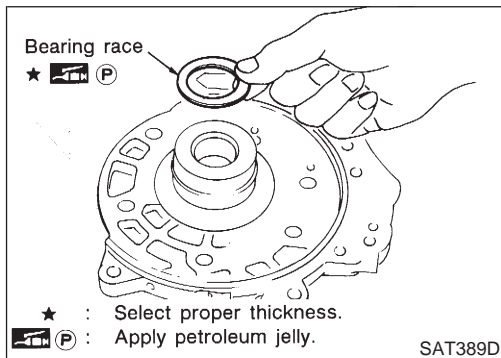
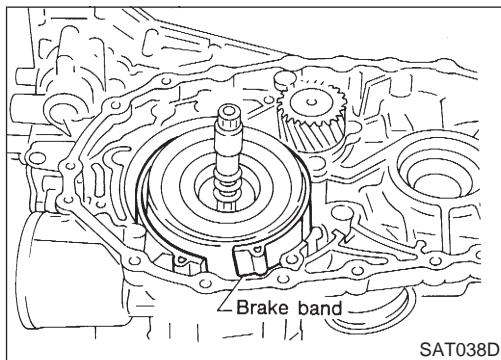
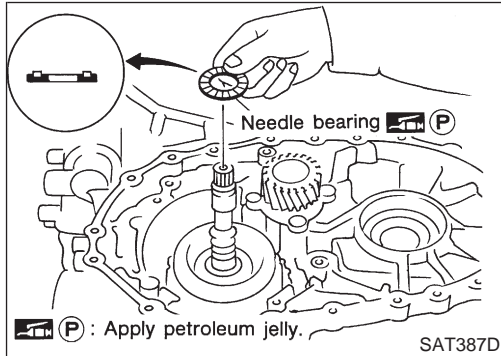
$$T_4 = N - Q$$

Reverse clutch end play:

0.65 - 1.00 mm (0.0256 - 0.0394 in)

- Select proper thickness of thrust washer so that reverse clutch end play is within specifications.

Thrust washer: Refer to SDS, AT-457.



Assembly (3)

- Remove reverse clutch assembly and install needle bearing on high clutch assembly.
 - Pay attention to direction of needle bearing.
- Install reverse clutch assembly.

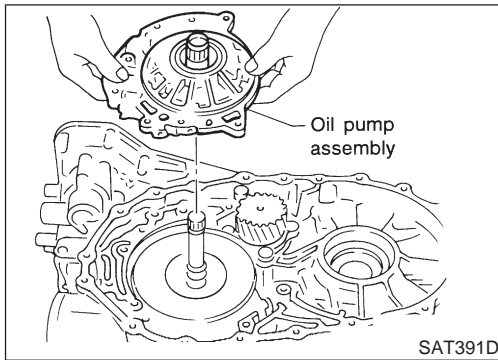
- Install anchor end pin and lock nut on transmission case.
- Place brake band on outside of reverse clutch drum. Tighten anchor end pin just enough so that brake band is evenly fitted on reverse clutch drum.

- Place bearing race selected in total end play adjustment step on oil pump cover.
 - Apply petroleum jelly to bearing race.

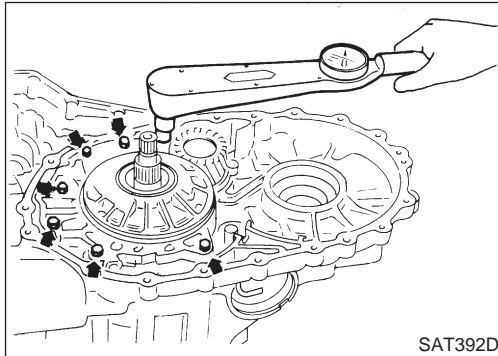
- Place thrust washer selected in reverse clutch end play step on reverse clutch drum.
 - Apply petroleum jelly to thrust washer.

ASSEMBLY

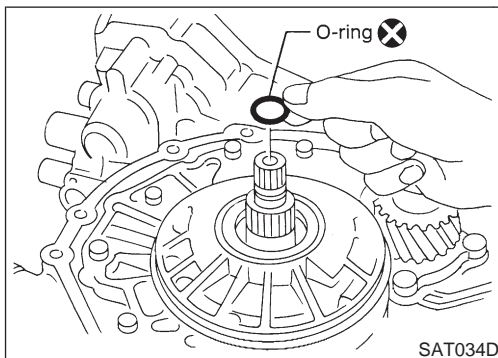
Assembly (3) (Cont'd)



7. Install oil pump assembly on transmission case.

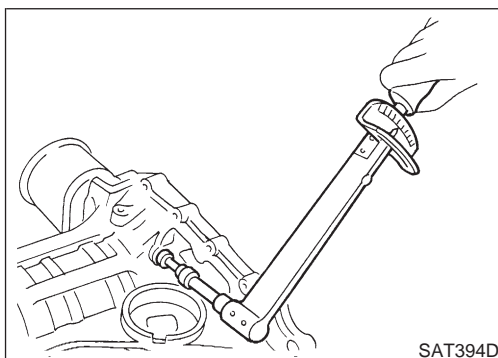


8. Tighten oil pump fixing bolts to specified torque.



9. Install O-ring to input shaft.

- Apply ATF to O-ring.

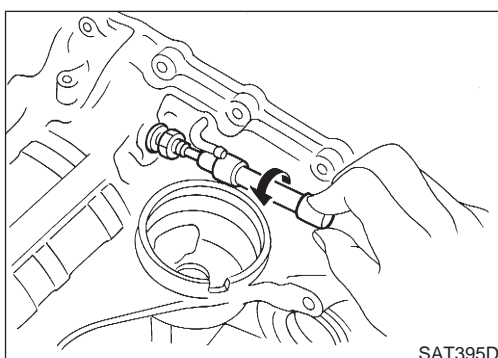


10. Adjust brake band.

a. Tighten anchor end pin to specified torque.

Anchor end pin:

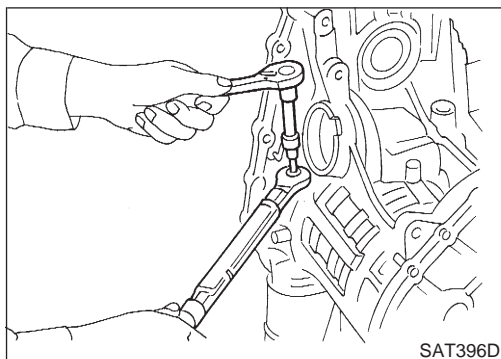
⚙️ : 3.9 - 5.9 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)



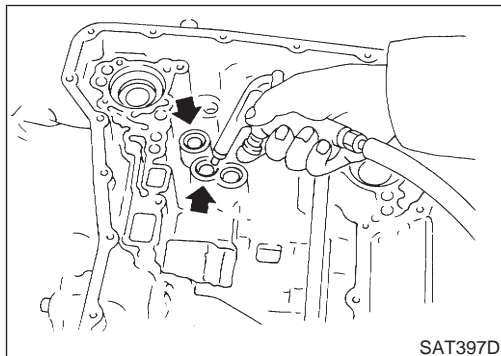
b. Back off anchor end pin two and a half turns.

ASSEMBLY

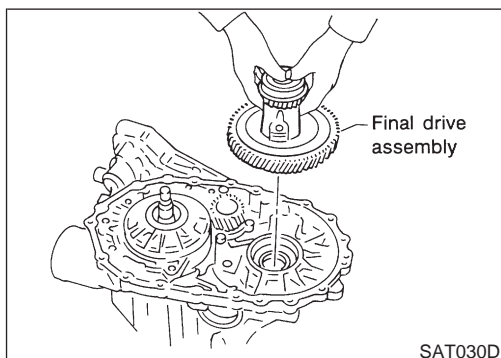
Assembly (3) (Cont'd)



- c. While holding anchor end pin, tighten lock nut.



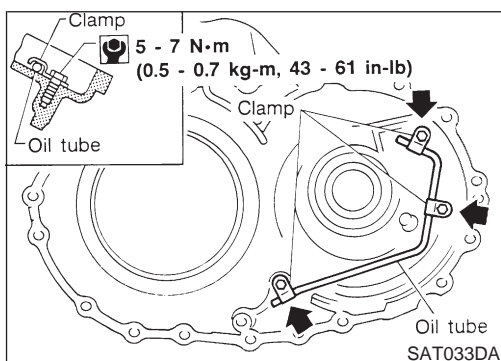
- 11. Apply compressed air to oil holes of transmission case and check operation of brake band.



Assembly (4)

- 1. Install final drive assembly on transmission case.

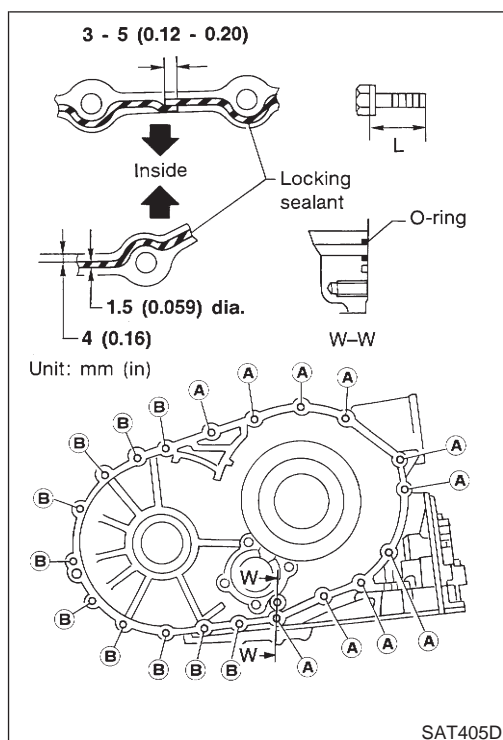
NJAT0178



- 2. Install oil tube on converter housing.

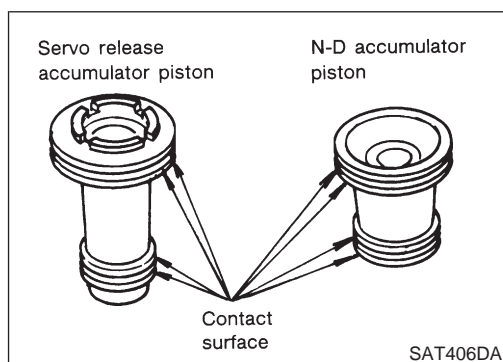
ASSEMBLY

Assembly (4) (Cont'd)

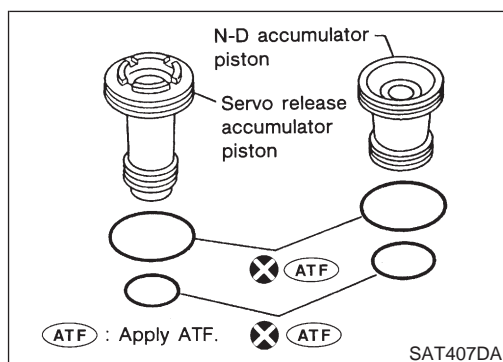


3. Install O-ring on differential oil port of transmission case.
4. Install converter housing on transmission case.
- **Apply locking sealant to mating surface of converter housing.**

Bolt	Length mm (in)
A	32.8 (1.291)
B	40 (1.57)

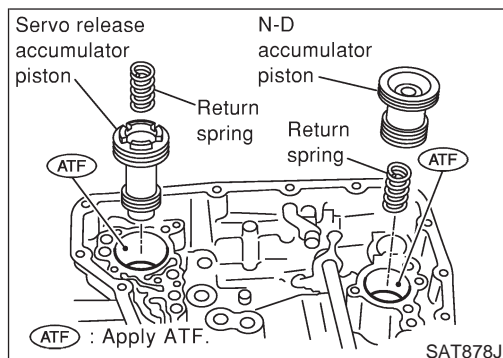


5. Install accumulator piston.
 - a. Check contact surface of accumulator piston for damage.



- b. Install O-rings on accumulator piston.

- **Apply ATF to O-rings.**
- **Accumulator piston O-rings:**
Refer to SDS, AT-457.

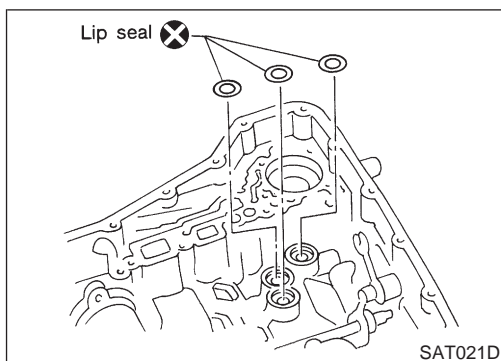


- c. Install accumulator pistons and return springs on transmission case.

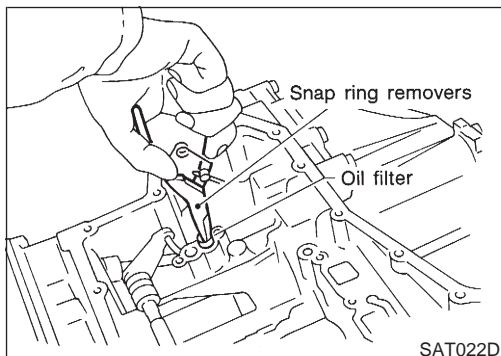
- **Apply ATF to inner surface of transmission case.**
- **Return springs:**
Refer to SDS, AT-457.

ASSEMBLY

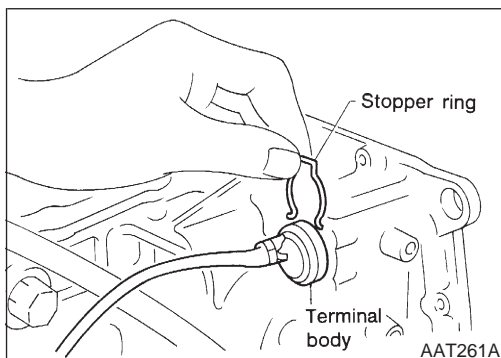
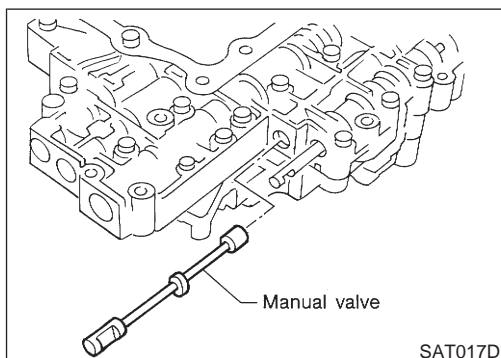
Assembly (4) (Cont'd)



6. Install lip seals for band servo oil holes on transmission case.
 - Apply petroleum jelly to lip seals.



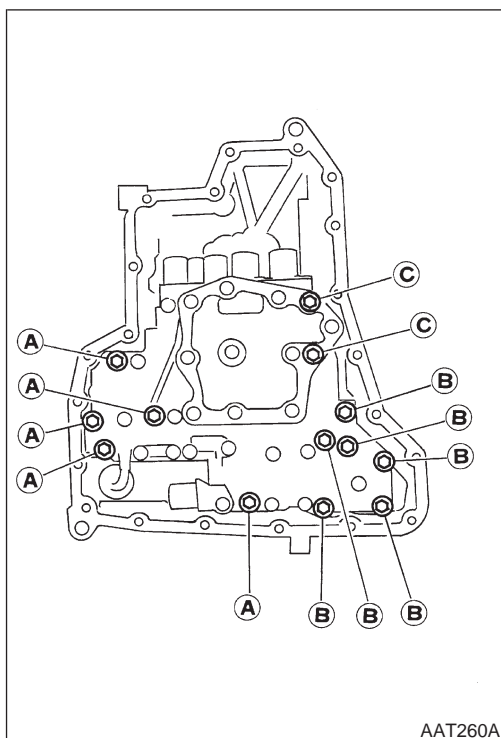
7. Install control valve assembly.
 - a. Insert manual valve into control valve assembly.
 - Apply ATF to manual valve.



- b. Pass solenoid harness through transmission case and install terminal body on transmission case by pushing it.
 - c. Install stopper ring to terminal body.

ASSEMBLY


Assembly (4) (Cont'd)

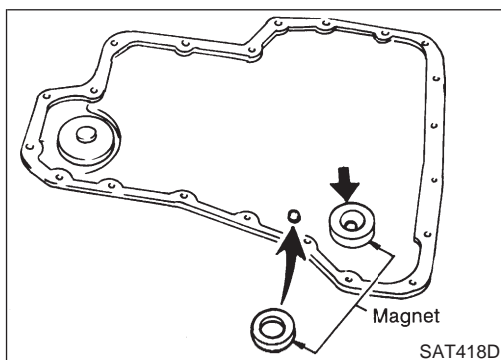


d. Tighten bolts A, B and C.

 : 7 - 9 N-m (0.7 - 0.9 kg-m, 61 - 78 in-lb)

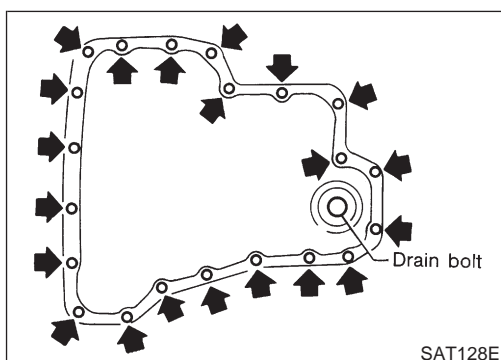
Bolt length, number and location

Bolt symbol	A	B	C
Bolt length "ℓ"  ℓ	40.0 mm (1.575 in)	33.0 mm (1.299 in)	43.5 mm (1.713 in)
Number of bolts	5	6	2



8. Install oil pan.

a. Attach magnet to oil pan.

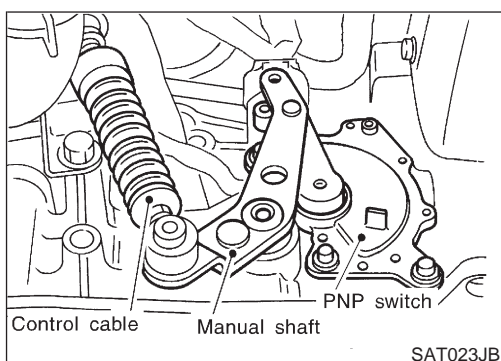


b. Install new oil pan gasket on transmission case.

c. Install oil pan on transmission case.

- Always replace oil pan bolts as they are self-sealing bolts.
- Tighten the four bolts in a criss-cross pattern to prevent dislocation of gasket.

d. Tighten drain plug to specified torque.



9. Install PNP switch.

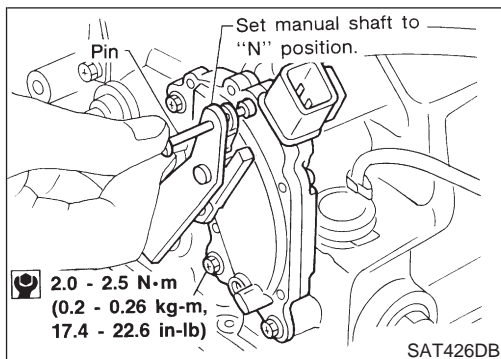
a. Set manual shaft in "P" position.

b. Temporarily install PNP switch on manual shaft.

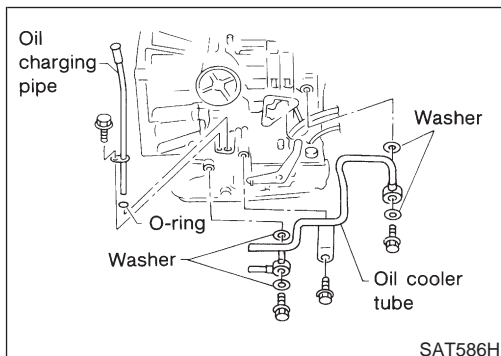
c. Move selector lever to "N" position.

ASSEMBLY

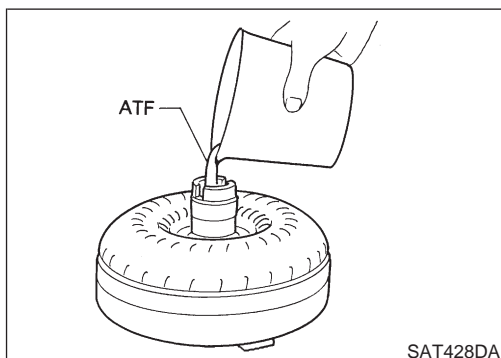
Assembly (4) (Cont'd)



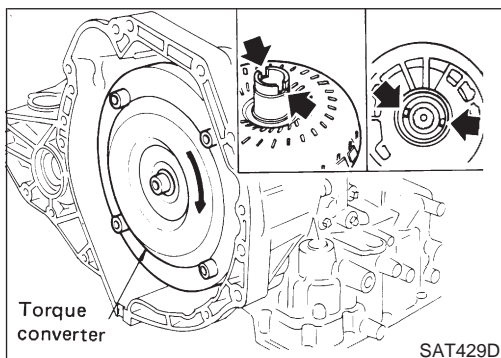
- d. Use a 4 mm (0.157 in) pin for this adjustment.
 - 1) Insert the pin straight into the manual shaft adjustment hole.
 - 2) Rotate PNP switch until the pin can also be inserted straight into hole in PNP switch.
- e. Tighten PNP switch fixing bolts.
- f. Remove pin from adjustment hole after adjusting PNP switch.



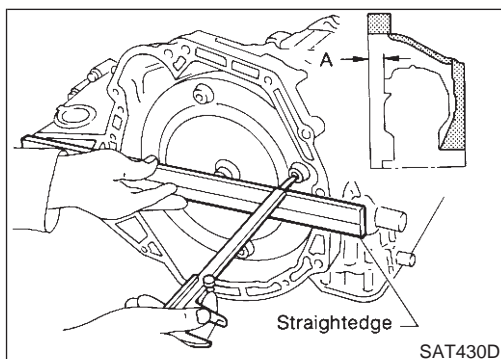
10. Install oil charging pipe and oil cooler tube to transmission case.



11. Install torque converter.
 - a. Pour ATF into torque converter.
 - **Approximately 1 liter (7/8 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":
15.9 mm (0.626 in) or more**

SERVICE DATA AND SPECIFICATIONS (SDS)

General Specifications

General Specifications

NJAT0179

Applied model		RE4F03B
		QG18DE
Automatic transaxle assembly		3AX18
Transaxle gear ratio	1st	2.861
	2nd	1.562
	3rd	1.000
	4th	0.697
	Reverse	2.310
	Final drive	4.072
Recommended fluid		Genuine Nissan ATF or equivalent*1
Fluid capacity ℓ (Imp qt)		7.0 (6-1/8)

*1: Refer to MA-20, "Fluids and Lubricants".

Shift Schedule

VEHICLE SPEED WHEN SHIFTING GEARS

NJAT0180

NJAT0180S01

Throttle position	Vehicle speed km/h (MPH)						
	D ₁ → D ₂	D ₂ → D ₃	D ₃ → D ₄	D ₄ → D ₃	D ₃ → D ₂	D ₂ → D ₁	1 ₂ → 1 ₁
Full throttle	51 - 59 (32 - 37)	97 - 105 (60 - 65)	154 - 162 (96 - 101)	150 - 158 (93 - 98)	87 - 95 (54 - 59)	41 - 49 (25 - 30)	51 - 59 (32 - 37)
Half throttle	28 - 36 (17 - 22)	52 - 60 (32 - 37)	117 - 125 (73 - 78)	66 - 74 (41 - 46)	33 - 41 (21 - 25)	5 - 13 (3 - 8)	51 - 59 (32 - 37)

SERVICE DATA AND SPECIFICATIONS (SDS)

Shift Schedule (Cont'd)

VEHICLE SPEED WHEN PERFORMING LOCK-UP

=NJAT0180S02

(Throttle opening: 2.0/8, Shift pattern: Comfort)

Engine model	OD switch	Vehicle speed km/h (MPH)	
		Lock-up ON	Lock-up OFF
QG18DE	ON (D ₄)	92 - 100 (57 - 62)	67 - 75 (42 - 47)
	OFF (D ₃)	96 - 104 (60 - 65)	93 - 101 (58 - 63)

Stall Revolution

NJAT0181

Engine model	Stall revolution rpm
QG18DE	2,050 - 2,500

Line Pressure

NJAT0182

Engine model	Engine speed	Line pressure kPa (bar, kg/cm ² , psi)			
		R position	D position	2 position	1 position
QG18DE	Idle	778 (7.78, 7.9, 113)	500 (5.0, 5.1, 73)	500 (5.0, 5.1, 73)	500 (5.0, 5.1, 73)
	Stall	1,705 (17.05, 17.4, 247)	1,096 (10.96, 11.2, 159)	1,096 (10.96, 11.2, 159)	1,096 (10.96, 11.2, 159)

Control Valves

NJAT0183

CONTROL VALVE AND PLUG RETURN SPRINGS

NJAT0183S01

Unit: mm (in)

	No.	Parts	Part No.*	Free length	Outer diameter
Upper body Refer to "Control Valve Upper Body", AT-384.	35	3-2 timing valve spring	31736-01X00	23.0 (0.906)	6.65 (0.2618)
	19	Cooler check valve spring	31742-3AX05	28.04 (1.1039)	7.15 (0.2815)
	23	Pilot valve spring	31742-3AX03	38.98 (1.5346)	8.9 (0.350)
	15	1-2 accumulator valve spring	31742-3AX00	20.5 (0.807)	6.95 (0.2736)
	28	1-2 accumulator piston spring	31742-3AX09	55.66 (2.1913)	19.5 (0.7677)
	33	1st reducing valve spring	31742-80X05	27.0 (1.063)	7.0 (0.276)
	2	Overrun clutch reducing valve spring	31742-80X06	37.5 (1.476)	7.0 (0.276)
	7	Torque converter relief valve spring	31742-3AX04	33.3 (1.3110)	9.0 (0.354)
	10	Torque converter clutch control valve spring	31742-3AX02	53.01 (2.0870)	6.5 (0.256)
	Lower body Refer to "Control Valve Lower Body", AT-388.	34	Shuttle valve spring	31762-41X04	51.0 (2.0079)
18		Pressure regulator valve spring	31742-80X13	45.0 (1.772)	15.0 (0.591)
23		Overrun clutch control valve spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
27		Accumulator control valve spring	31742-80X02	22.0 (0.866)	6.5 (0.256)
29		Shift valve A spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
2		Shift valve B spring	31762-80X00	21.7 (0.854)	7.0 (0.276)
11		Pressure modifier piston spring	31742-41X15	30.5 (1.201)	9.8 (0.386)
7		Pressure modifier valve spring	31742-80X16	32.0 (1.260)	6.9 (0.272)
—		Oil cooler relief valve spring	31872-31X00	17.02 (0.6701)	8.0 (0.315)
—		T/C pressure spring	31742-3AX07	9.0 (0.354)	7.3 (0.287)

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Clutch and Brakes

Clutch and Brakes

REVERSE CLUTCH

NJAT0184

NJAT0184S01

Number of drive plates		2
Number of driven plates		2
Drive plate thickness mm (in)	Standard	2.0 (0.079)
	Allowable limit	1.8 (0.071)
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)
	Allowable limit	1.2 (0.047)
Thickness of retaining plates	Thickness mm (in)	Part number*
	4.4 (0.173)	31537-31X00
	4.6 (0.181)	31537-31X01
	4.8 (0.189)	31537-31X02
	5.0 (0.197)	31537-31X03
	5.2 (0.205)	31537-31X04

*: Always check with the Parts Department for the latest parts information.

HIGH CLUTCH

NJAT0184S02

Number of drive plates		3
Number of driven plates		5
Drive plate thickness mm (in)	Standard	1.6 (0.063)
	Allowable limit	1.4 (0.055)
Clearance mm (in)	Standard	1.4 - 1.8 (0.055 - 0.071)
	Allowable limit	2.4 (0.094)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31537-32X12
	3.8 (0.150)	31537-32X00
	4.0 (0.157)	31537-32X01
	4.2 (0.165)	31537-32X02
	4.4 (0.173)	31537-32X03
	4.6 (0.181)	31537-32X04
	4.8 (0.189)	31537-32X05

*: Always check with the Parts Department for the latest parts information.

FORWARD CLUTCH

NJAT0184S03

Number of drive plates		5
Number of driven plates		5
Drive plate thickness mm (in)	Standard	1.8 (0.071)
	Allowable limit	1.6 (0.063)
Clearance mm (in)	Standard	0.45 - 0.85 (0.0177 - 0.0335)
	Allowable limit	1.85 (0.0728)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31537-31X60
	3.8 (0.150)	31537-31X61
	4.0 (0.157)	31537-31X62
	4.2 (0.165)	31537-31X63
	4.4 (0.173)	31537-31X64
	4.6 (0.181)	31537-31X65

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Clutch and Brakes (Cont'd)

OVERRUN CLUTCH

NJAT0184S04

Number of drive plates		3
Number of driven plates		4
Drive plate thickness mm (in)	Standard	1.6 (0.063)
	Allowable limit	1.4 (0.055)
Clearance mm (in)	Standard	1.0 - 1.4 (0.039 - 0.055)
	Allowable limit	2.0 (0.079)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31567-31X79
	3.8 (0.150)	31567-31X80
	4.0 (0.157)	31567-31X81
	4.2 (0.165)	31567-31X82
	4.4 (0.173)	31567-31X83

*: Always check with the Parts Department for the latest parts information.

LOW & REVERSE BRAKE

NJAT0184S05

Number of drive plates		5
Number of driven plates		4 + 1
Drive plate thickness mm (in)	Standard	2.0 (0.079)
	Allowable limit	1.8 (0.071)
Clearance mm (in)	Standard	1.4 - 1.8 (0.055 - 0.071)
	Allowable limit	2.8 (0.110)
Thickness of retaining plate	Thickness mm (in)	Part number*
	3.6 (0.142)	31667-31X16
	3.8 (0.150)	31667-31X17
	4.0 (0.157)	31667-31X18
	4.2 (0.165)	31667-31X19
	4.4 (0.173)	31667-31X20
	4.6 (0.181)	31667-31X21

*: Always check with the Parts Department for the latest parts information.

BRAKE BAND

NJAT0184S06

Anchor end pin tightening torque	3.5 - 5.8 N-m (0.35 - 0.6 kg-m, 31 - 52 in-lb)
Number of returning revolutions for anchor end pin	2.5±0.125
Lock nut tightening torque	31 - 36 N-m (3.2 - 3.7 kg-m, 23 - 27 ft-lb)

Clutch and Brake Return Springs

NJAT0185
Unit: mm (in)

Parts		Free length	Outer diameter	Part number*
Forward clutch (Overrun clutch)	Outer (16 pcs)	26.6 (1.047)	10.6 (0.417)	31505-31X02
	Inner (16 pcs)	26.3 (1.035)	7.7 (0.303)	31505-31X03
Reverse clutch (16 pcs)		18.6 (0.732)	8.0 (0.315)	31505-31X00
High clutch (12 pcs)		19.7 (0.776)	11.1 (0.437)	31505-31X01
Low reverse brake (20 pcs)		25.1 (0.988)	7.6 (0.299)	31505-31X04

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Oil Pump

Oil Pump

NJAT0186

Oil pump side clearance mm (in)	0.02 - 0.04 (0.0008 - 0.0016)	
Thickness of inner gears and outer gears	Inner gear	
	Thickness mm (in)	Part number*
	9.99 - 10.00 (0.3933 - 0.3937)	31346-31X00
	9.98 - 9.99 (0.3929 - 0.3933)	31346-31X01
	9.97 - 9.98 (0.3925 - 0.3929)	31346-31X02
	Outer gear	
Thickness mm (in)	Part number*	
9.99 - 10.00 (0.3933 - 0.3937)	31347-31X00	
9.98 - 9.99 (0.3929 - 0.3933)	31347-31X01	
9.97 - 9.98 (0.3925 - 0.3929)	31347-31X02	
Clearance between oil pump housing and outer gear mm (in)	Standard	0.08 - 0.15 (0.0031 - 0.0059)
	Allowable limit	0.15 (0.0059)
Oil pump cover seal ring clearance mm (in)	Standard	0.1 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

*: Always check with the Parts Department for the latest parts information.

Input Shaft

NJAT0187
Unit: mm (in)

Input shaft seal ring clearance	Standard	0.08 - 0.23 (0.0031 - 0.0091)
	Allowable limit	0.23 (0.0091)

Planetary Carrier

NJAT0188
Unit: mm (in)

Clearance between planetary carrier and pinion washer	Standard	0.15 - 0.70 (0.0059 - 0.0276)
	Allowable limit	0.80 (0.0315)

Final Drive

DIFFERENTIAL SIDE GEAR CLEARANCE

NJAT0189

NJAT0189S01

Clearance between side gear and differential case with washer	0.1 - 0.2 mm (0.004 - 0.008 in)
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DIFFERENTIAL SIDE GEAR THRUST WASHERS

NJAT0189S02

Thickness mm (in)	Part number*
0.75 - 0.80 (0.0295 - 0.0315)	38424-D2111
0.80 - 0.85 (0.0315 - 0.0335)	38424-D2112
0.85 - 0.90 (0.0335 - 0.0354)	38424-D2113
0.90 - 0.95 (0.0354 - 0.0374)	38424-D2114
0.95 - 1.00 (0.0374 - 0.0394)	38424-D2115

*: Always check with the Parts Department for the latest parts information.

BEARING PRELOAD

NJAT0189S03

Differential side bearing preload "T"	0.04 - 0.09 mm (0.0016 - 0.0035 in)
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TURNING TORQUE

NJAT0189S04

Turning torque of final drive assembly	0.49 - 1.08 N-m (5.0 - 11.0 kg-cm, 4.3 - 9.5 in-lb)
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SERVICE DATA AND SPECIFICATIONS (SDS)

Final Drive (Cont'd)

DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS

NJAT0189S05

Thickness mm (in)	Part number*
0.40 (0.0157)	31499-21X07
0.44 (0.0173)	31499-21X05
0.48 (0.0189)	31499-21X09
0.52 (0.0205)	31499-21X10
0.56 (0.0220)	31499-21X11
0.60 (0.0236)	31499-21X12
0.64 (0.0252)	31499-21X13
0.68 (0.0268)	31499-21X14
0.72 (0.0283)	31499-21X15
0.76 (0.0299)	31499-21X16
0.80 (0.0315)	31499-21X17
0.84 (0.0331)	31499-21X18
0.88 (0.0346)	31499-21X19
0.92 (0.0362)	31499-21X20
1.44 (0.0567)	31499-21X12

*: Always check with the Parts Department for the latest parts information.

TABLE FOR SELECTING DIFFERENTIAL SIDE BEARING ADJUSTING SHIMS

NJAT0189S06
Unit: mm (in)

Dial indicator deflection	Suitable shim(s)
0.31 - 0.35 (0.0122 - 0.0138)	0.40 (0.0157)
0.35 - 0.39 (0.0138 - 0.0154)	0.44 (0.0173)
0.39 - 0.43 (0.0154 - 0.0169)	0.48 (0.0189)
0.43 - 0.47 (0.0169 - 0.0185)	0.52 (0.0205)
0.47 - 0.51 (0.0185 - 0.0201)	0.56 (0.0220)
0.51 - 0.55 (0.0201 - 0.0217)	0.60 (0.0236)
0.55 - 0.59 (0.0217 - 0.0232)	0.64 (0.0252)
0.59 - 0.63 (0.0232 - 0.0248)	0.68 (0.0268)
0.63 - 0.67 (0.0248 - 0.0264)	0.72 (0.0283)
0.67 - 0.71 (0.0264 - 0.0280)	0.76 (0.0299)
0.71 - 0.75 (0.0280 - 0.0295)	0.80 (0.0315)
0.75 - 0.79 (0.0295 - 0.0311)	0.84 (0.0331)
0.79 - 0.83 (0.0311 - 0.0327)	0.88 (0.0346)
0.83 - 0.87 (0.0327 - 0.0343)	0.92 (0.0362)
0.87 - 0.91 (0.0343 - 0.0358)	0.48 (0.0189) + 0.48 (0.0189)
0.91 - 0.95 (0.0358 - 0.0374)	0.48 (0.0189) + 0.52 (0.0205)
0.95 - 0.99 (0.0374 - 0.0390)	0.52 (0.0205) + 0.52 (0.0205)
0.99 - 1.03 (0.0390 - 0.0406)	0.52 (0.0205) + 0.56 (0.0220)
1.03 - 1.07 (0.0406 - 0.0421)	0.56 (0.0220) + 0.56 (0.0220)
1.07 - 1.11 (0.0421 - 0.0437)	0.56 (0.0220) + 0.60 (0.0236)
1.11 - 1.15 (0.0437 - 0.0453)	0.60 (0.0236) + 0.60 (0.0236)
1.15 - 1.19 (0.0453 - 0.0469)	0.60 (0.0236) + 0.64 (0.0252)
1.19 - 1.23 (0.0469 - 0.0484)	0.64 (0.0252) + 0.64 (0.0252)
1.23 - 1.27 (0.0484 - 0.0500)	0.64 (0.0252) + 0.68 (0.0268)
1.27 - 1.31 (0.0500 - 0.0516)	0.68 (0.0268) + 0.68 (0.0268)
1.31 - 1.35 (0.0516 - 0.0531)	0.68 (0.0268) + 0.72 (0.0283)
1.35 - 1.39 (0.0531 - 0.0547)	1.44 (0.0567)
1.39 - 1.43 (0.0547 - 0.0563)	0.72 (0.0283) + 0.76 (0.0299)
1.43 - 1.47 (0.0563 - 0.0579)	0.76 (0.0299) + 0.76 (0.0299)
1.47 - 1.51 (0.0579 - 0.0594)	0.76 (0.0299) + 0.80 (0.0315)
1.51 - 1.55 (0.0594 - 0.0610)	0.80 (0.0315) + 0.80 (0.0315)
1.55 - 1.59 (0.0610 - 0.0626)	0.80 (0.0315) + 0.84 (0.0331)
1.59 - 1.63 (0.0626 - 0.0642)	0.84 (0.0331) + 0.84 (0.0331)
1.63 - 1.67 (0.0642 - 0.0657)	0.84 (0.0331) + 0.88 (0.0346)
1.67 - 1.71 (0.0657 - 0.0673)	0.88 (0.0346) + 0.88 (0.0346)
1.71 - 1.75 (0.0673 - 0.0689)	0.88 (0.0346) + 0.92 (0.0362)
1.75 - 1.79 (0.0689 - 0.0705)	0.92 (0.0362) + 0.92 (0.0362)
1.79 - 1.83 (0.0705 - 0.0720)	0.92 (0.0362) + 0.96 (0.0378)
1.83 - 1.87 (0.0720 - 0.0736)	0.96 (0.0378) + 0.96 (0.0378)
1.87 - 1.91 (0.0736 - 0.0752)	0.52 (0.0205) + 1.44 (0.0567)
1.91 - 1.95 (0.0752 - 0.0768)	0.56 (0.0220) + 1.44 (0.0567)

SERVICE DATA AND SPECIFICATIONS (SDS)

Reduction Pinion Gear

Reduction Pinion Gear

BEARING PRELOAD

NJAT0190

NJAT0190S01

Reduction pinion gear bearing preload	0.05 mm (0.0020 in)
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TURNING TORQUE

NJAT0190S02

Turning torque of reduction pinion gear	0.1 - 0.69 N·m (1.1 - 7.0 kg·cm, 0.95 - 6.08 in·lb)
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REDUCTION PINION GEAR BEARING ADJUSTING SHIMS

NJAT0190S03

Thickness mm (in)	Part number*
1.74 (0.0685)	31438-31X16
1.78 (0.0701)	31438-31X17
1.82 (0.0717)	31438-31X18
1.86 (0.0732)	31438-31X19
1.90 (0.0748)	31438-31X20
1.92 (0.0756)	31439-31X60
1.94 (0.0764)	31438-31X21
1.96 (0.0772)	31439-31X61
1.98 (0.0780)	31438-31X22
2.00 (0.0787)	31439-31X62
2.02 (0.0795)	31438-31X23
2.04 (0.0803)	31439-31X63
2.06 (0.0811)	31438-31X24
2.08 (0.0819)	31439-31X64
2.10 (0.0827)	31438-31X60
2.12 (0.0835)	31439-31X65
2.14 (0.0843)	31438-31X61
2.16 (0.0850)	31439-31X66
2.18 (0.0858)	31438-31X62
2.20 (0.0866)	31439-31X67
2.22 (0.0874)	31438-31X63
2.24 (0.0882)	31439-31X68
2.26 (0.0890)	31438-31X64
2.28 (0.0898)	31439-31X69
2.30 (0.0906)	31438-31X65
2.34 (0.0921)	31438-31X66
2.38 (0.0937)	31438-31X67
2.42 (0.0953)	31438-31X68
2.46 (0.0969)	31438-31X69
2.50 (0.0984)	31438-31X70
2.54 (0.1000)	31438-31X71
2.58 (0.1016)	31438-31X72
2.62 (0.1031)	31438-31X73
2.66 (0.1047)	31438-31X74

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Reduction Pinion Gear (Cont'd)

TABLE FOR SELECTING REDUCTION PINION GEAR BEARING ADJUSTING SHIM

NJAT0190S04
Unit: mm (in)

Dimension "T"	Suitable shim(s)
1.77 - 1.81 (0.0697 - 0.0713)	1.74 (0.0685)
1.81 - 1.85 (0.0713 - 0.0728)	1.78 (0.0701)
1.85 - 1.89 (0.0728 - 0.0744)	1.82 (0.0717)
1.89 - 1.93 (0.0744 - 0.0760)	1.86 (0.0732)
1.93 - 1.96 (0.0760 - 0.0772)	1.90 (0.0748)
1.96 - 1.98 (0.0772 - 0.0780)	1.92 (0.0756)
1.98 - 2.00 (0.0780 - 0.0787)	1.94 (0.0764)
2.00 - 2.02 (0.0787 - 0.0795)	1.96 (0.0772)
2.02 - 2.04 (0.0795 - 0.0803)	1.98 (0.0780)
2.04 - 2.06 (0.0803 - 0.0811)	2.00 (0.0787)
2.06 - 2.08 (0.0811 - 0.0819)	2.02 (0.0795)
2.08 - 2.10 (0.0819 - 0.0827)	2.04 (0.0803)
2.10 - 2.12 (0.0827 - 0.0835)	2.06 (0.0811)
2.12 - 2.14 (0.0835 - 0.0843)	2.08 (0.0819)
2.14 - 2.16 (0.0843 - 0.0850)	2.10 (0.0827)
2.16 - 2.18 (0.0850 - 0.0858)	2.12 (0.0835)
2.18 - 2.20 (0.0858 - 0.0866)	2.14 (0.0843)
2.20 - 2.22 (0.0866 - 0.0874)	2.16 (0.0850)
2.22 - 2.24 (0.0874 - 0.0888)	2.18 (0.0858)
2.24 - 2.26 (0.0882 - 0.0890)	2.20 (0.0866)
2.26 - 2.28 (0.0890 - 0.0898)	2.22 (0.0874)
2.28 - 2.30 (0.0898 - 0.0906)	2.24 (0.0882)
2.30 - 2.32 (0.0906 - 0.0913)	2.26 (0.0890)
2.32 - 2.34 (0.0913 - 0.0921)	2.28 (0.0898)
2.34 - 2.37 (0.0921 - 0.0933)	2.30 (0.0906)
2.37 - 2.41 (0.0933 - 0.0949)	2.34 (0.0921)
2.41 - 2.45 (0.0949 - 0.0965)	2.38 (0.0937)
2.45 - 2.49 (0.0965 - 0.0980)	2.42 (0.0953)
2.49 - 2.53 (0.0980 - 0.0996)	2.46 (0.0969)
2.53 - 2.57 (0.0996 - 0.1012)	2.50 (0.0984)
2.57 - 2.61 (0.1012 - 0.1028)	2.54 (0.1000)
2.61 - 2.65 (0.1028 - 0.1043)	2.58 (0.1016)
2.65 - 2.69 (0.1043 - 0.1059)	2.62 (0.1031)
2.69 - 2.73 (0.1059 - 0.1075)	2.66 (0.1047)

Output Shaft

SEAL RING CLEARANCE

NJAT0191

NJAT0191S01
Unit: mm (in)

Output shaft seal ring clearance	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

END PLAY

NJAT0191S02

Output shaft end play	0 - 0.5 mm (0 - 0.020 in)
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OUTPUT SHAFT END PLAY ADJUSTING SHIMS

NJAT0191S03

Thickness mm (in)	Part number*
0.56 (0.0220)	31438-31X46
0.96 (0.0378)	31438-31X47
1.36 (0.0535)	31438-31X48

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Bearing Retainer

Bearing Retainer

=NJAT0192

SEAL RING CLEARANCE

NJAT0192S01
Unit: mm (in)

Bearing retainer seal ring clearance	Standard	0.10 - 0.25 (0.0039 - 0.0098)
	Allowable limit	0.25 (0.0098)

Total End Play

NJAT0193

Total end play "T ₃ "	0.25 - 0.55 mm (0.0098 - 0.0217 in)
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BEARING RACE FOR ADJUSTING TOTAL END PLAY

NJAT0193S01

Thickness mm (in)	Part number*
0.6 (0.024)	31435-31X01
0.8 (0.031)	31435-31X02
1.0 (0.039)	31435-31X03
1.2 (0.047)	31435-31X04
1.4 (0.055)	31435-31X05
1.6 (0.063)	31435-31X06
1.8 (0.071)	31435-31X07
2.0 (0.079)	31435-31X08

*: Always check with the Parts Department for the latest parts information.

Reverse Clutch End Play

NJAT0194

Reverse clutch end play "T ₄ "	0.65 - 1.00 mm (0.0256 - 0.0394 in)
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THRUST WASHERS FOR ADJUSTING REVERSE CLUTCH END PLAY

NJAT0194S01

Thickness mm (in)	Part number*
0.65 (0.0256)	31508-31X10
0.80 (0.0315)	31508-31X11
0.95 (0.0374)	31508-31X12
1.10 (0.0433)	31508-31X13
1.25 (0.0492)	31508-31X14
1.40 (0.0551)	31508-31X15

*: Always check with the Parts Department for the latest parts information.

Accumulator

NJAT0195

O-RING

NJAT0195S01
Unit: mm (in)

Accumulator	Diameter (Small)	Part number*	Diameter (Large)	Part number*
Servo release accumulator	26.9 (1.059)	31526-41X03	44.2 (1.740)	31526-41X02
N-D accumulator	34.6 (1.362)	31526-31X08	39.4 (1.551)	31672-21X00

*: Always check with the Parts Department for the latest parts information.

RETURN SPRING

NJAT0195S02
Unit: mm (in)

Accumulator	Free length	Outer diameter	Part number*
Servo release accumulator spring	QG18DE + 3AX10, 3AX18 models	20.1 (0.791)	31605-80X00
	Except QG18DE + 3AX10, 3AX18 models	20.4 (0.803)	31605-80X03
N-D accumulator spring	45.0 (1.772)	27.6 (1.087)	31605-33X01

*: Always check with the Parts Department for the latest parts information.

SERVICE DATA AND SPECIFICATIONS (SDS)

Band Servo

Band Servo

RETURN SPRING

NJAT0196

NJAT0196S01
Unit: mm (in)

Return spring	Free length	Outer diameter	Part number*
2nd servo return spring	32.5 (1.280)	25.9 (1.020)	31605-31X20
OD servo return spring	38.52 (1.5165)	22.0 (0.866)	31605-31X21

*: Always check with the Parts Department for the latest parts information.

Removal and Installation

NJAT0197
Unit: mm (in)

Distance between end of converter housing and torque converter	15.9 (0.626) or more
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Shift Solenoid Valves

NJAT0223

Gear	Solenoid A	Solenoid B
1st	ON	ON
2nd	OFF	ON
3rd	OFF	OFF
4th	ON	OFF

Resistance

NJAT0224

Solenoid valve	Resistance (Approx.)	Terminal number
Shift solenoid A	20 - 30Ω	2
Shift solenoid B	5 - 20Ω	1
Ovr. clutch sol.	20 - 30Ω	3
Line pres. sol.	2.5 - 5Ω	4
T/conv. clutch sol.	5 - 20Ω	5

ATF Temp. Sensor

NJAT0225

Temperature	Resistance	
20°C (68°F) ↓ 80°C (176°F)	Approximately 1.5V ↓ Approximately 0.5V	Approximately 2.5 kΩ ↓ Approximately 0.3 kΩ

Revolution Sensor

NJAT0226

Condition	Judgement standard
When moving at 20 km/h (12 MPH), use the CONSULT-II pulse frequency measuring function.*1 CAUTION: Connect the diagnosis data link cable to the vehicle diagnosis connector. *1: A circuit tester cannot be used to test this item.	Approximately 150 Hz
When vehicle parks.	Under 1.3V or over 4.5V

Dropping Resistor

NJAT0227

Resistance	10 - 15Ω
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