AUTOMATIC TRANSMISSION

SECTION AT

CONTENTS

CONTENTS (Cont'd)

CONTENTS (Cont'd)

Alphabetical & P No. Index for DTC

NAAT0179

ALPHABETICAL INDEX FOR DTC

NAAT0179S01

Items (CONSULT-II screen terms)	DTC	Reference page
	CONSULT-II GST*1	
A/T 1ST GR FNCTN	P0731	AT-126
A/T 2ND GR FNCTN	P0732	AT-132
A/T 3RD GR FNCTN	P0733	AT-138
A/T 4TH GR FNCTN	P0734	AT-144
A/T TCC S/V FNCTN	P0744	AT-159
ATF TEMP SEN/CIRC	P0710	AT-111
ENGINE SPEED SIG	P0725	AT-122
L/PRESS SOL/CIRC	P0745	AT-168
O/R CLTCH SOL/CIRC	P1760	AT-188
PNP SW/CIRC	P0705	AT-105
SFT SOL A/CIRC*2	P0750	AT-174
SFT SOL B/CIRC*2	P0755	AT-178
TCC SOLENOID/CIRC	P0740	AT-154
TP SEN/CIRC A/T*2	P1705	AT-182
VEH SPD SEN/CIR AT*3	P0720	AT-117

*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.

P NO. INDEX FOR DTC

=NAAT0179S02

DTC CONSULT-II GST*1	Items (CONSULT-II screen terms)	Reference page
P0705	PNP SW/CIRC	AT-105
P0710	ATF TEMP SEN/CIRC	AT-111
P0720	VEH SPD SEN/CIR AT*3	AT-117
P0725	ENGINE SPEED SIG	AT-122
P0731	A/T 1ST GR FNCTN	AT-126
P0732	A/T 2ND GR FNCTN	AT-132
P0733	A/T 3RD GR FNCTN	AT-138
P0734	A/T 4TH GR FNCTN	AT-144
P0740	TCC SOLENOID/CIRC	AT-154
P0744	A/T TCC S/V FNCTN	AT-159
P0745	L/PRESS SOL/CIRC	AT-168
P0750	SFT SOL A/CIRC*2	AT-174
P0755	SFT SOL B/CIRC*2	AT-178
P1705	TP SEN/CIRC A/T*2	AT-182
P1760	O/R CLTCH SOL/CIRC	AT-188

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

NAAT0001

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 composition which is available to NISSAN MODEL R50 is as follows:

- 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), 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 side air bag module (located in the outer side of front seat), side curtain air bag module (locating in the headliner side of front and rear seat), 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).

WARNING:

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

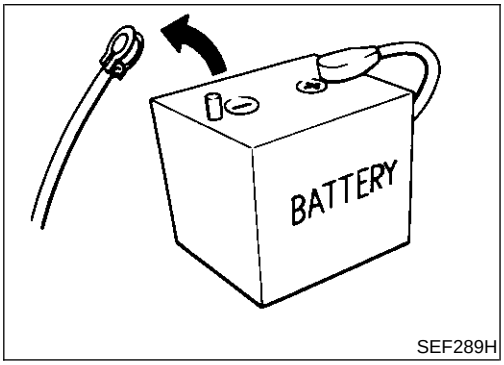
Precautions for On Board Diagnostic (OBD) System of A/T and Engine

NAAT0002

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.**

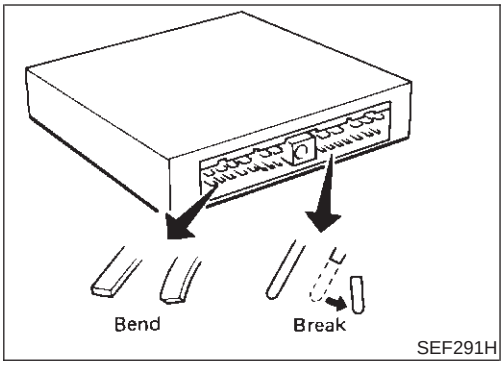


SEF289H

Precautions

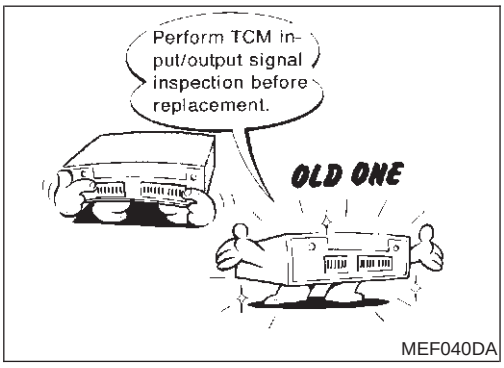
NAAT0003

- **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”.**



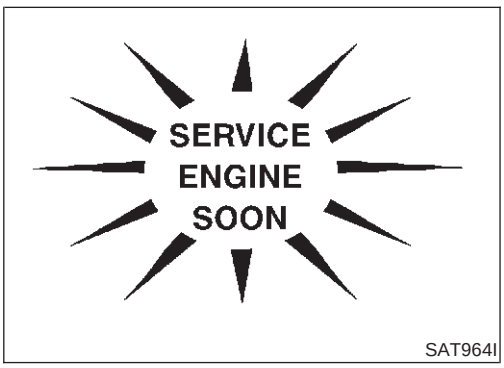
SEF291H

- **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.



MEF040DA

- **Before replacing TCM, perform TCM input/output signal inspection and make sure whether TCM functions properly or not. (Refer to AT-95.)**



SAT964I

- **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 transmission. It is important to prevent the internal parts from becoming contaminated by dirt or other foreign matter.
- Disassembly should be done in a clean work area.
- Use lint-free cloth or towels for wiping parts clean. Common shop rags can leave fibers that could interfere with the operation of the transmission.
- Place disassembled parts in order for easier and proper assembly.
- All parts should be carefully cleaned with a general purpose, non-flammable solvent before inspection or reassembly.
- Gaskets, seals and O-rings should be replaced any time the transmission is disassembled.
- It is very important to perform functional tests whenever they are indicated.
- The valve body contains precision parts and requires extreme care when parts are removed and serviced. Place disassembled valve body parts in order for easier and proper assembly. Care will also prevent springs and small parts from becoming scattered or lost.
- Properly installed valves, sleeves, plugs, etc. will slide along bores in valve body under their own weight.

- Before assembly, apply a coat of recommended ATF to all parts. Apply petroleum jelly to protect O-rings and seals, or hold bearings and washers in place during assembly. Do not use grease.
- Extreme care should be taken to avoid damage to O-rings, seals and gaskets when assembling.
- Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer. Refer to "ATF COOLER SERVICE", AT-9.
- After overhaul, refill the transmission with new ATF.
- When the A/T drain plug is removed, only some of the fluid is drained. Old A/T fluid will remain in torque converter and ATF cooling system.
  Always follow the procedures when changing A/T fluid. Refer to MA-22, "Changing A/T Fluid".

Service Notice or Precautions

NAAT0004

FAIL-SAFE

NAAT0004S01

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 "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", refer to AT-48.)
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-59).
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

NAAT0004S04

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:

- 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.

- Transmission 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.

ATF COOLER SERVICE

NAAT0004S02

Replace ATF cooler if excessive foreign material is found in oil pan or clogging strainer.
Replace radiator lower tank (which includes ATF cooler) with a new one and flush cooler line using cleaning solvent and compressed air. Refer to LC-21, "REMOVAL AND INSTALLATION".

OBD-II SELF-DIAGNOSIS

NAAT0004S03

- 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 lamp (MIL). Refer to the table on AT-38 for the indicator used to display each self-diagnostic result.
- The self-diagnostic results indicated by the MIL are automatically stored in both the ECM and TCM memories.
  Always perform the procedure "HOW TO ERASE DTC" on AT-35 to complete the repair and avoid unnecessary blinking of the MIL.
- 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
− A/T TCC S/V function (lock-up)

*: For details of OBD-II, refer to EC-85, "Introduction".

- **Certain systems and components, especially those related to OBD, may use the new style slide-locking type harness connector. For description and how to disconnect, refer to EL-7, "Description".**

Wiring Diagrams and Trouble Diagnosis

NAAT0005

When you read wiring diagrams, refer to the following:

- GI-11, "HOW TO READ WIRING DIAGRAMS".
- EL-11, "POWER SUPPLY ROUTING" for power distribution circuit.

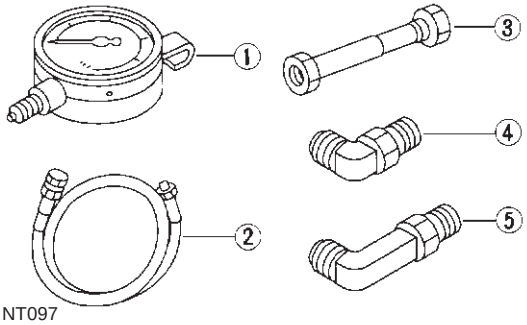
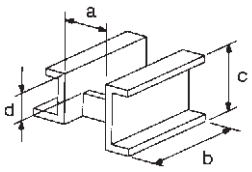
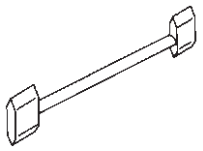
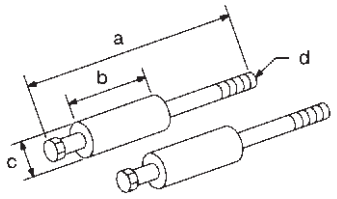
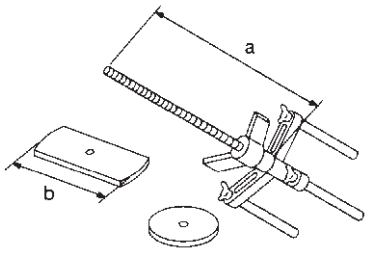
When you perform trouble diagnosis, refer to the following:

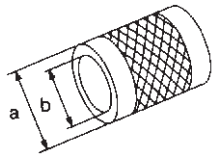
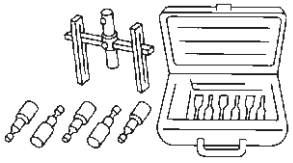
- GI-35, "HOW TO FOLLOW TEST GROUPS IN TROUBLE DIAGNOSES".
- GI-24, "HOW TO PERFORM EFFICIENT DIAGNOSIS FOR AN ELECTRICAL INCIDENT".

Special Service Tools

NAAT0006

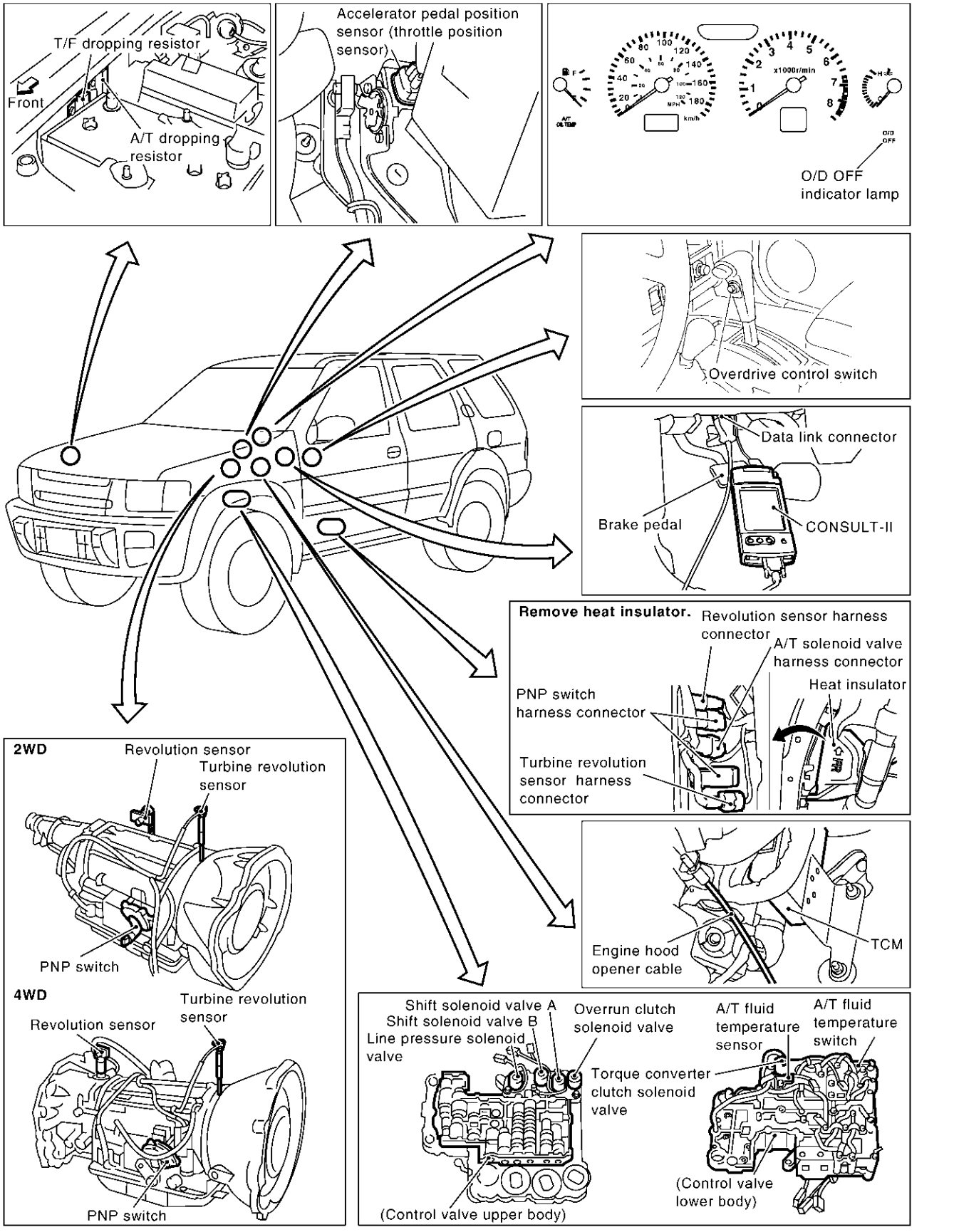
The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description
ST2505S001 (J34301-C) Oil pressure gauge set 1 ST25051001 (—) Oil pressure gauge 2 ST25052000 (—) Hose 3 ST25053000 (—) Joint pipe 4 ST25054000 (—) Adapter 5 ST25055000 (—) Adapter	 NT097 Measuring line pressure
ST07870000 (J37068) Transmission case stand	 NT421 Disassembling and assembling A/T **a: 182 mm (7.17 in)** **b: 282 mm (11.10 in)** **c: 230 mm (9.06 in)** **d: 100 mm (3.94 in)**
KV31102100 (J37065) Torque converter one-way clutch check tool	 NT098 Checking one-way clutch in torque converter
ST25850000 (J25721-A) Sliding hammer	 NT422 Removing oil pump assembly **a: 179 mm (7.05 in)** **b: 70 mm (2.76 in)** **c: 40 mm (1.57 in) dia.** **d: M12 x 1.75P**
KV31102400 (J34285 and J34285-87) Clutch spring compressor	 NT423 Removing and installing clutch return springs **a: 320 mm (12.60 in)** **b: 174 mm (6.85 in)**

Tool number (Kent-Moore No.) Tool name	Description	
ST33200000 (J26082) Drift	 NT091	Installing oil pump housing oil seal Installing rear oil seal **a: 60 mm (2.36 in) dia.** **b: 44.5 mm (1.752 in) dia.**
(J34291) Shim setting gauge set	 NT101	Selecting oil pump cover bearing race and oil pump thrust washer

A/T Electrical Parts Location

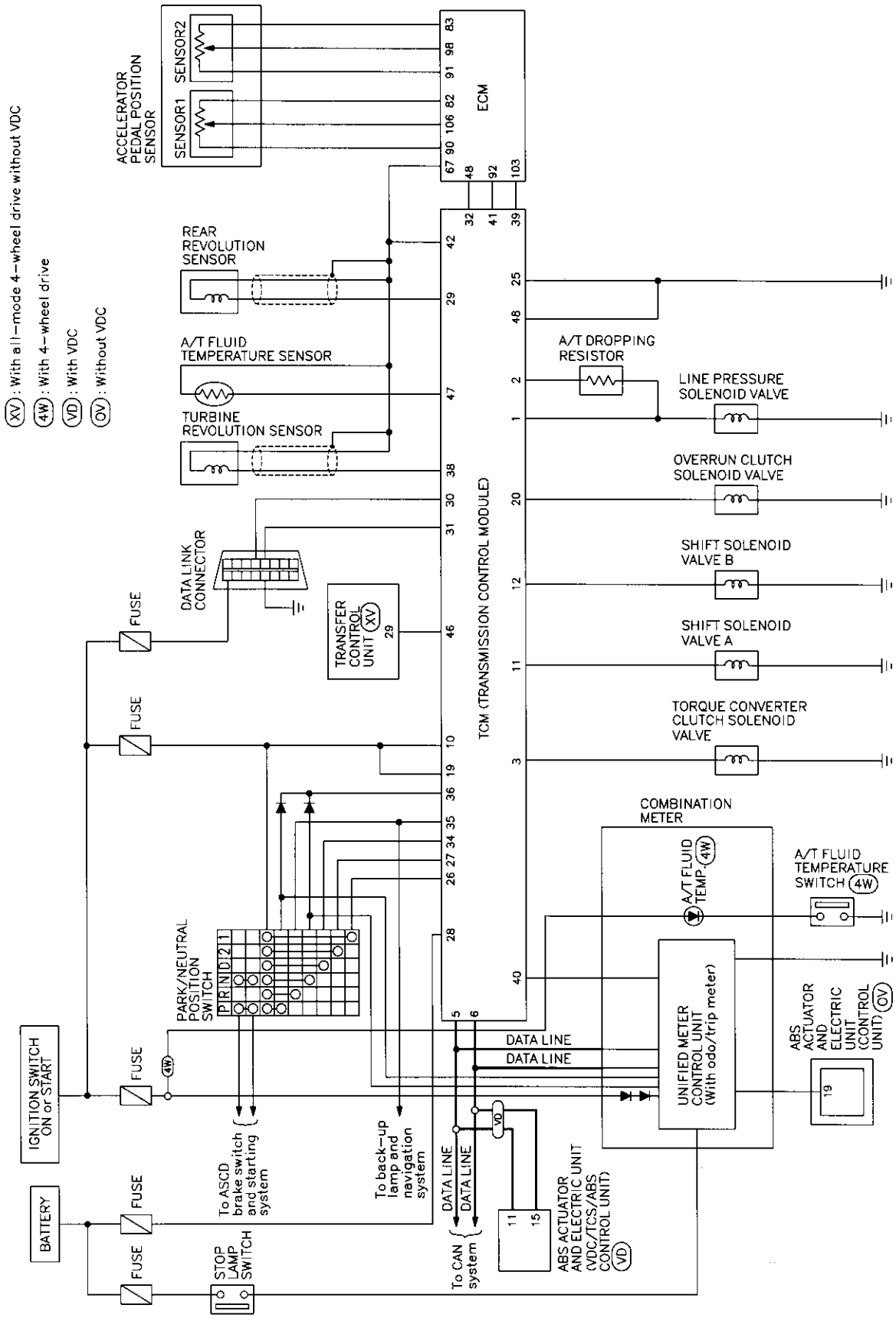
NAAT0007



SAT681K

Circuit Diagram

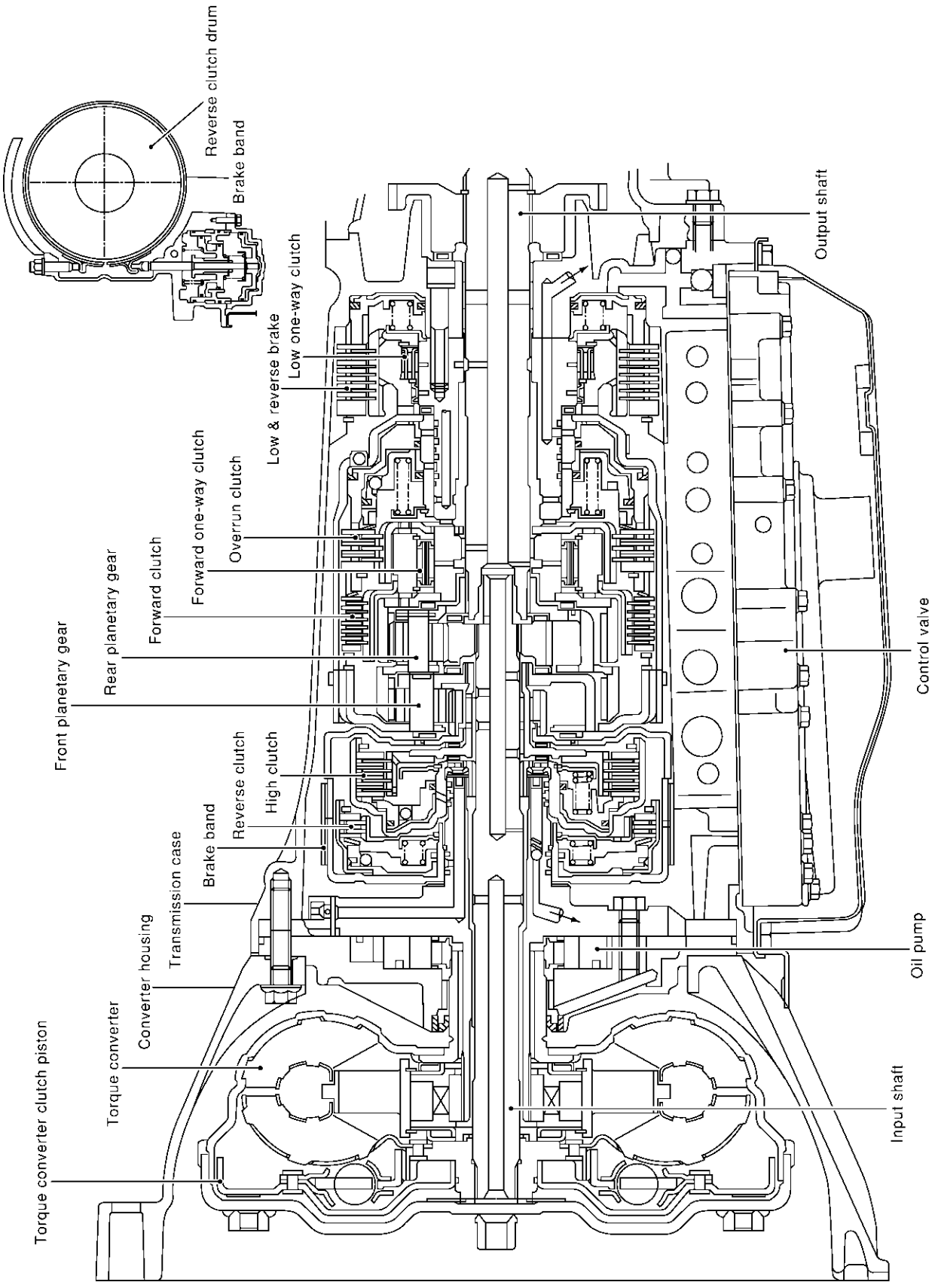
NAAT0008



MAT310B

Cross-sectional View

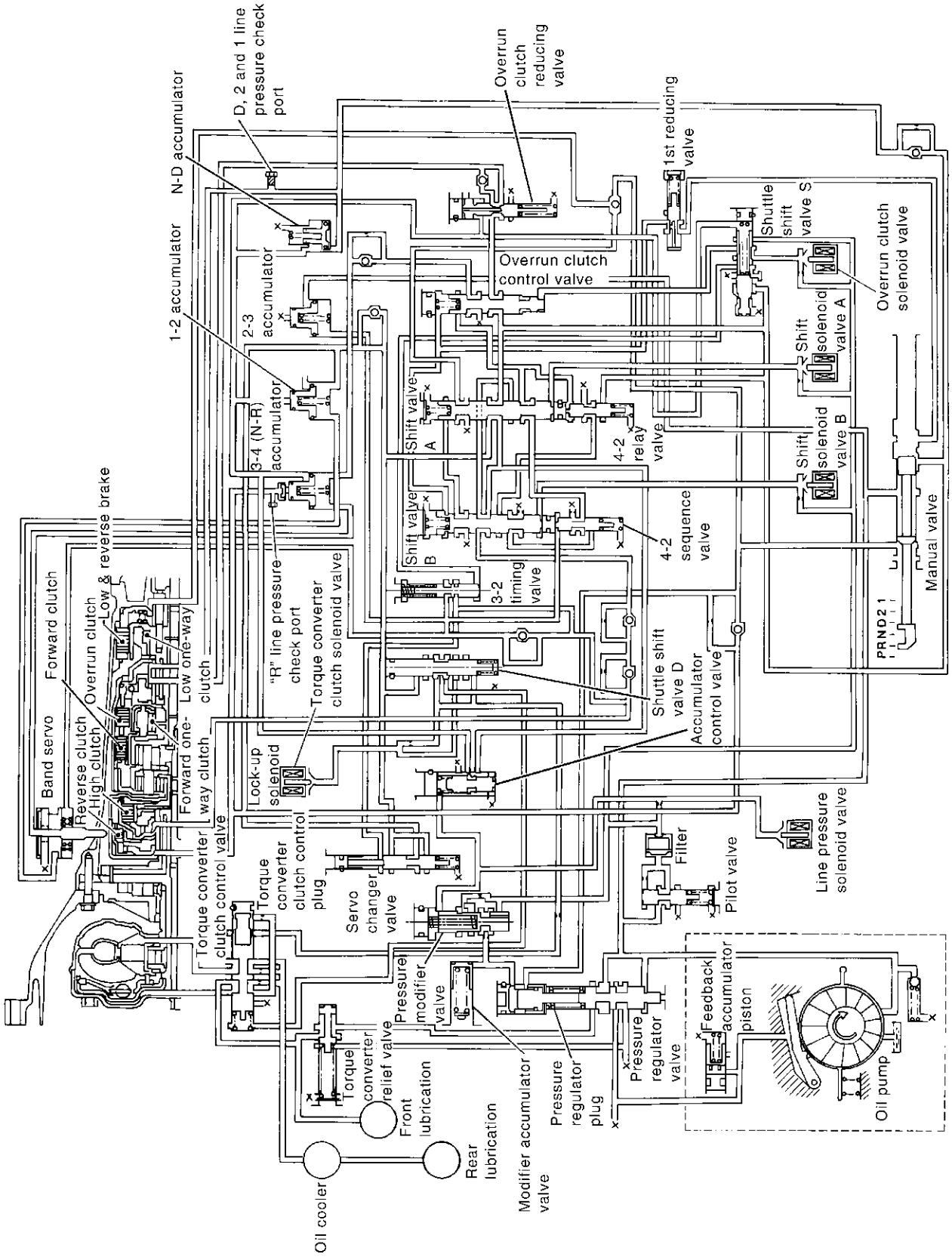
NAAT0010



SAT150K

Hydraulic Control Circuit

NAAT0011



SAT706K

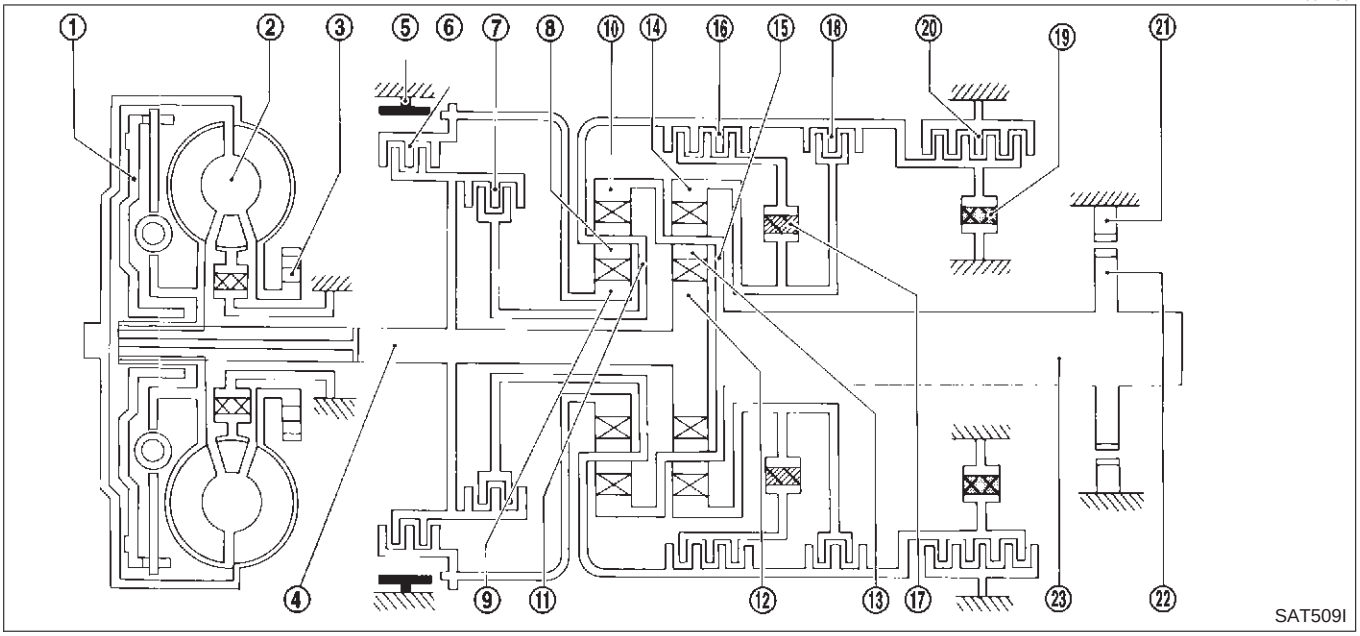
Shift Mechanism

NAAT0012

The automatic transmission uses compact, dual planetary gear systems to improve power-transmission efficiency, simplify construction and reduce weight.
It also employs an optimum shift control and superwide gear ratios. They improve starting performance and acceleration during medium and high-speed operation.
Two one-way clutches are also employed: one is used for the forward clutch and the other for the low clutch. These one-way clutches, combined with four accumulators, reduce shifting shock to a minimum.

CONSTRUCTION

NAAT0012S01



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

FUNCTION OF CLUTCH AND BRAKE

NAAT0012S02

Clutch and brake components	Abbr.	Function
Reverse clutch **6**	R/C	To transmit input power to front sun gear **9**.
High clutch **7**	H/C	To transmit input power to front planetary carrier **11**.
Forward clutch **16**	F/C	To connect front planetary carrier **11** with forward one-way clutch **17**.
Overrun clutch **18**	O/C	To connect front planetary carrier **11** with rear internal gear **14**.
Brake band **5**	B/B	To lock front sun gear **9**.
Forward one-way clutch **17**	F/O.C	When forward clutch **16** is engaged, to stop rear internal gear **14** from rotating in opposite direction against engine revolution.
Low one-way clutch **19**	L/O.C	To stop front planetary carrier **11** from rotating in opposite direction against engine revolution.
Low & reverse brake **20**	L & R/B	To lock front planetary carrier **11**.

CLUTCH AND BAND CHART

NAAT0012S03

Shift position		Reverse clutch	High clutch	For-ward clutch	Over-run clutch	Band servo			For-ward one -way clutch	Low one-way clutch	Low & reverse brake	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			*1○	
	4th		○	C		*3C	C	○				○	
2	1st			○	D				B	B			Automatic shift 1 ⇔ 2
	2nd			○	*1A	○			B				
1	1st			○	○				B		○		Locks (held stationary) in 1st speed 1 ⇐ 2
	2nd			○	○	○			B				

*1: Operates when overdrive control switch is being 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.

○ : 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.

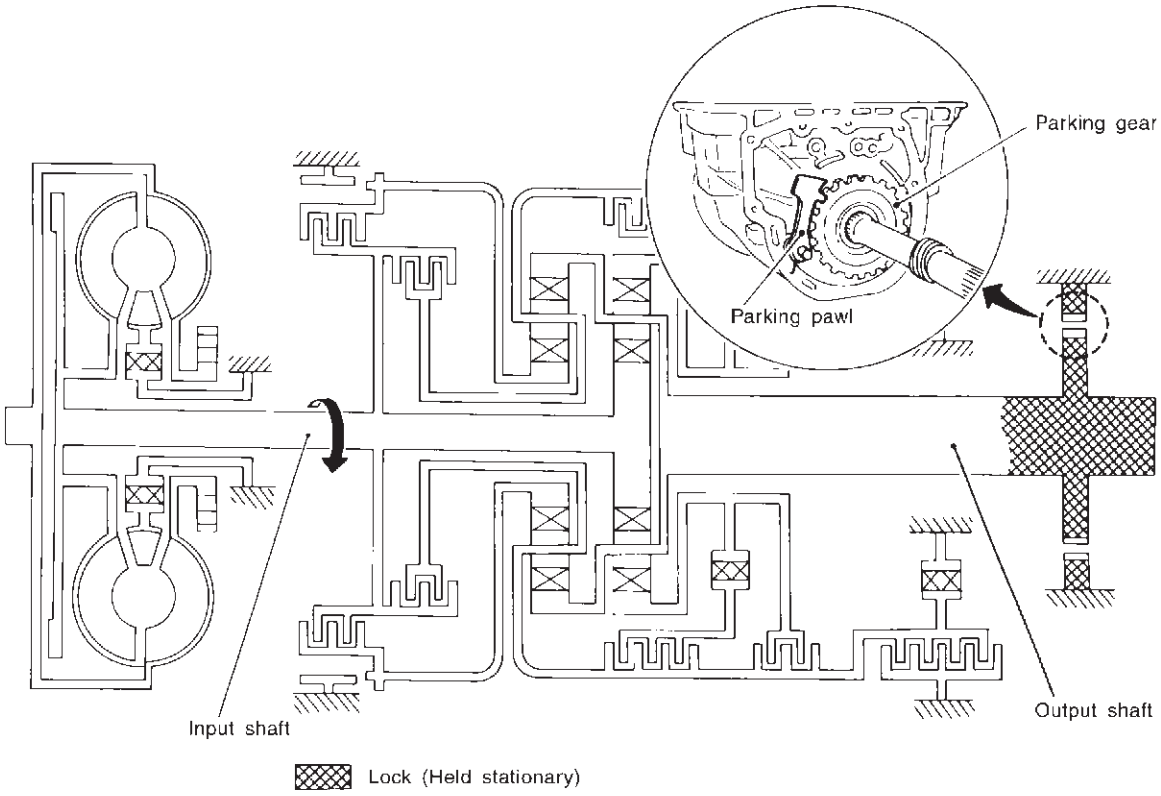
POWER TRANSMISSION

=NAAT0012S04

"N" and "P" Positions

NAAT0012S0401

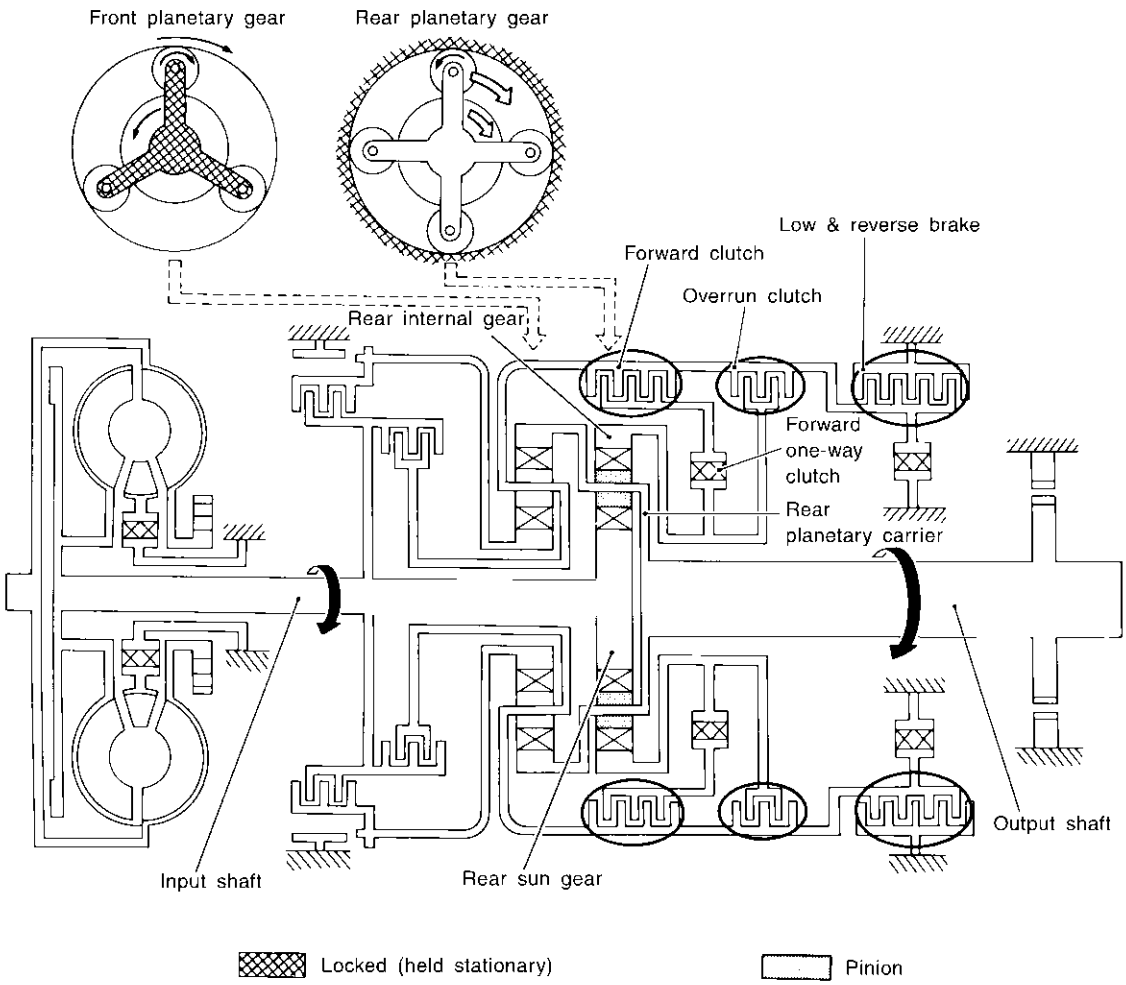
- "N" position
  No control members operate. Power from the input shaft is not transmitted to the output shaft since the clutch does not operate.
- "P" position
  Similar to the "N" position, no control members operate. The parking pawl interconnected with the select lever engages with the parking gear to mechanically hold the output shaft so that the power train is locked.



"1_1" Position

=NAAT0012S0406

Forward clutch **Forward one-way clutch** **Overrun clutch** **Low and reverse brake**	As overrun clutch engages, rear internal gear is locked by the operation of low and reverse brake. This is different from that of D_1 and 2_1.
Engine brake	Overrun clutch always engages, therefore engine brake can be obtained when decelerating.



Power flow

Input shaft
⇩
Rear sun gear
⇩
Rear planetary carrier ⇨ Output shaft

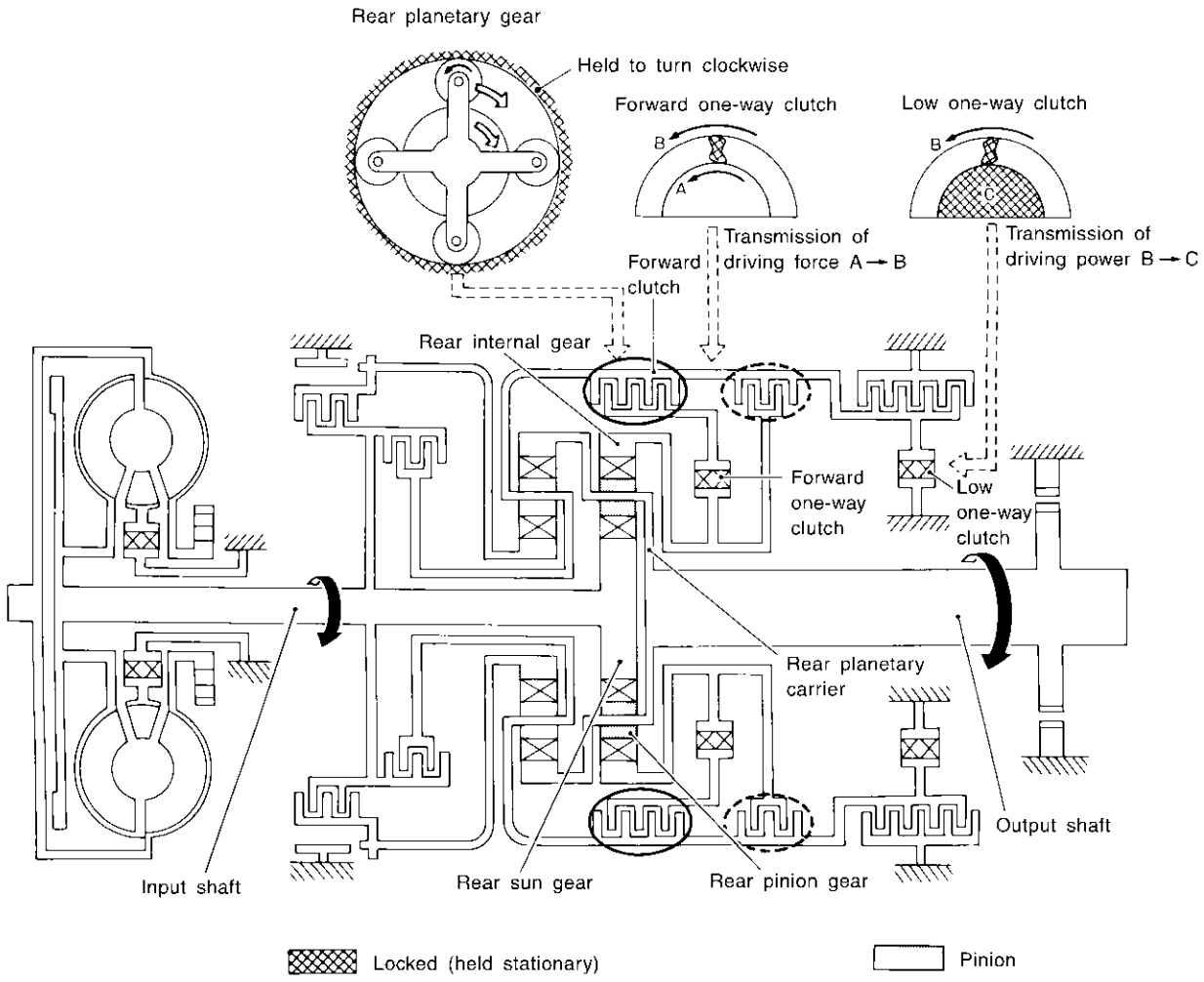
SAT100JC

Shift Mechanism (Cont'd)

"D_1" and "2_1" Positions

=NAAT0012S0402

Forward one-way clutch **Forward clutch** **Low one-way clutch**	Rear internal gear is locked to rotate counterclockwise because of the functioning of these three clutches. (Start-up at D_1)
Overrun clutch engagement conditions (Engine brake)	D_1: Overdrive control switch in "OFF" Throttle opening less than 3/16 2_1: Throttle opening less than 3/16 At D_1 and 2_1 positions, engine brake is not activated due to free turning of low one-way clutch.



Power flow

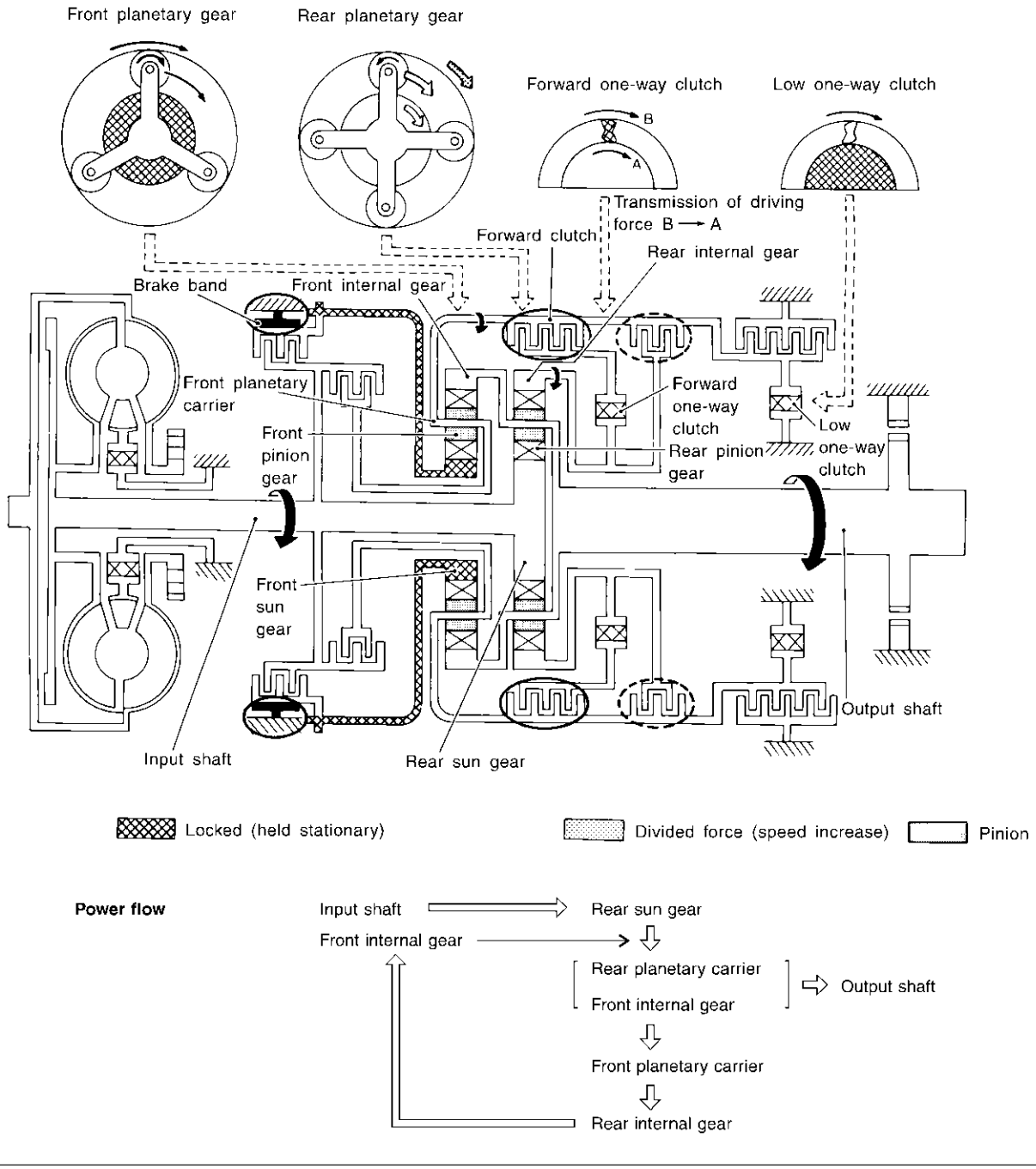
Input shaft
⇩
Rear sun gear
⇩
Rear pinion gear
⇩
Rear planetary carrier → Output shaft

SAT096JC

"D_2", "2_2" and "1_2" Positions

=NAAT0012S0403

Forward clutch **Forward one-way clutch** **Brake band**	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. 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.
Overrun clutch engagement conditions	D_2: Overdrive control switch in "OFF" Throttle opening less than 3/16 2_2: Throttle opening less than 3/16 1_2: Always engaged

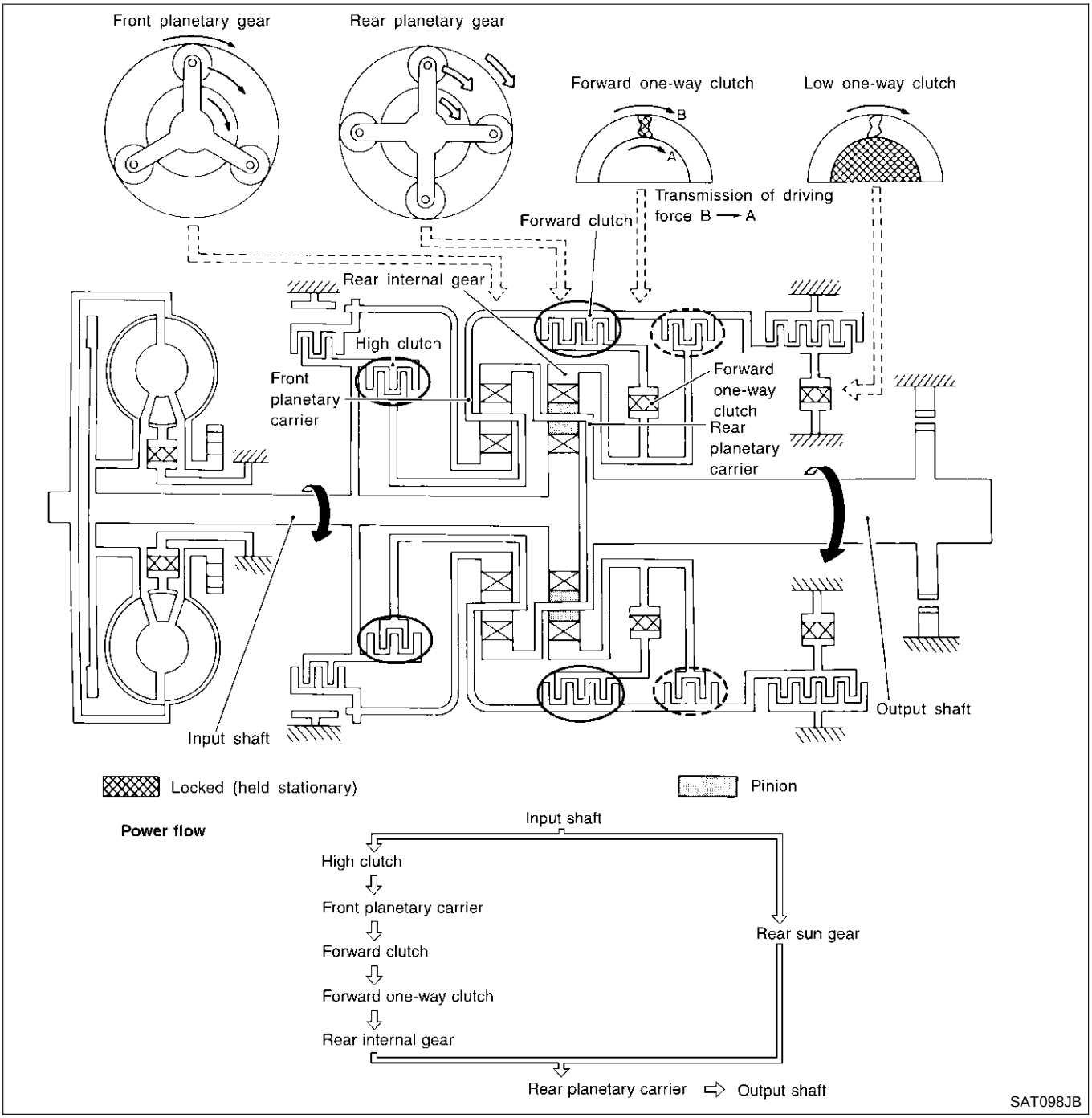


SAT097JC

"D_3" Position

=NAAT0012S0404

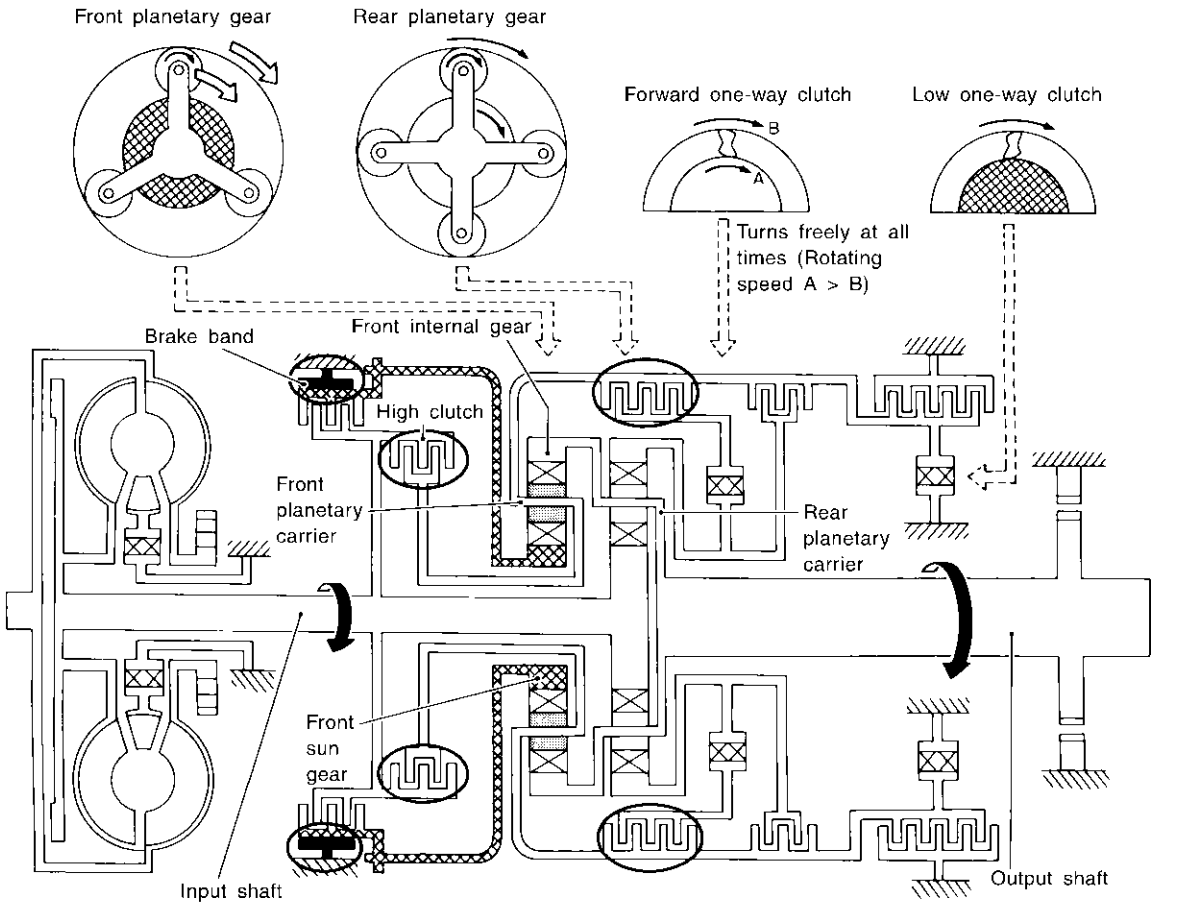
High clutch **Forward clutch** **Forward one-way clutch**	Input power is transmitted to front planetary carrier through high clutch. And front planetary carrier is connected to rear internal gear by operation of forward clutch and forward one-way clutch. This rear internal gear rotation and another input (the rear sun gear) accompany rear planetary carrier to turn at the same speed.
Overrun clutch engagement conditions	D_3: Overdrive control switch in "OFF" Throttle opening less than 3/16



"D_4" (OD) Position

=NAAT0012S0405

High clutch **Brake band** **Forward clutch** (Does not affect power transmission)	Input power is transmitted to front carrier through high clutch. This front planetary carrier turns around the sun gear which is fixed by brake band and makes front internal gear (output) turn faster.
Engine brake	At D_4 position, there is no one-way clutch in the power transmission line and engine brake can be obtained when decelerating.



Power flow

Input shaft
⇩
High clutch
⇩
Front planetary carrier
⇩
Front pinion gear

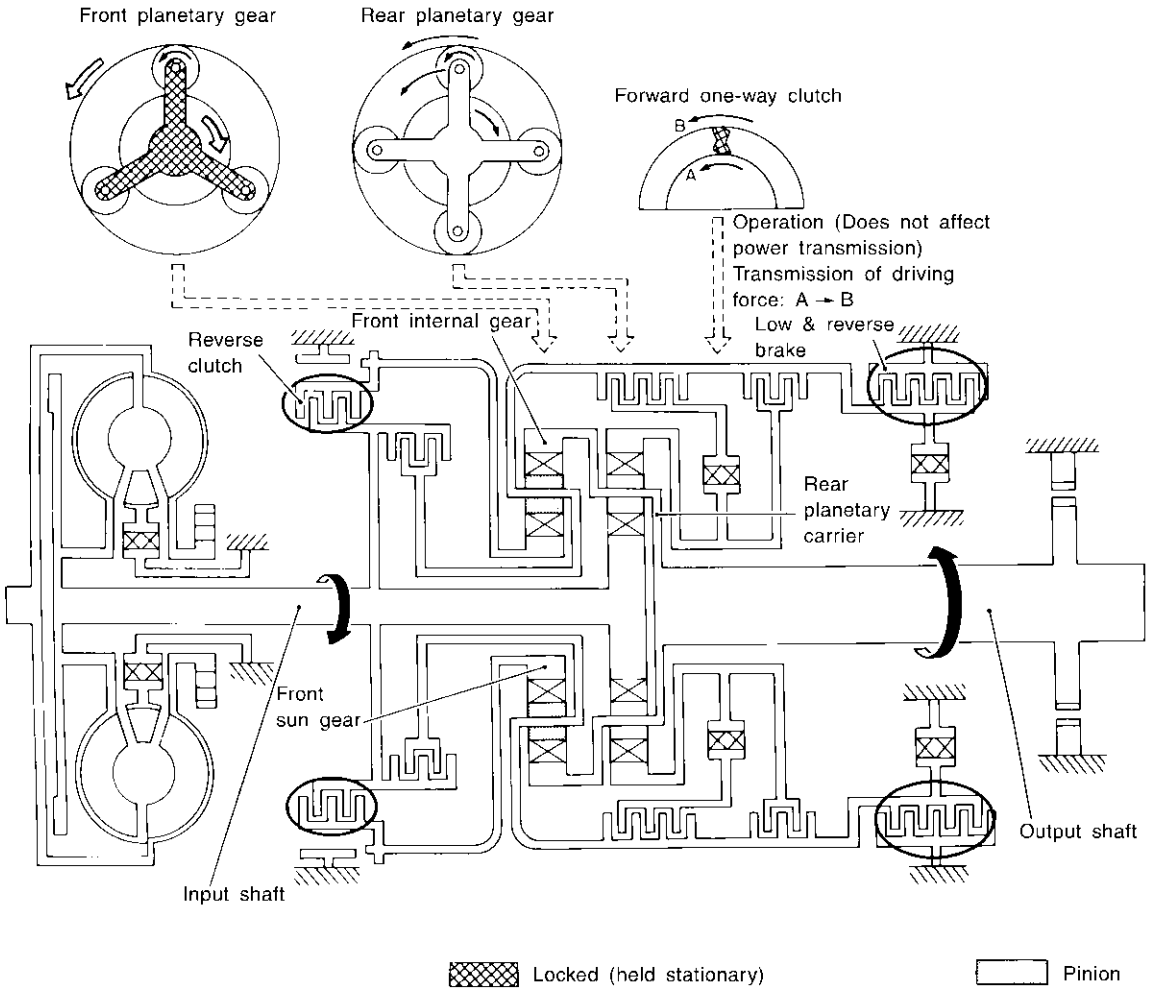
Front internal gear
⇩
Rear planetary carrier
⇩
Output shaft

SAT099JB

"R" Position

=NAAT0012S0407

Reverse clutch **Low and reverse brake**	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.
Engine brake	As there is no one-way clutch in the power transmission line, engine brake can be obtained when decelerating.



Power flow

Input shaft
⇩
Reverse clutch
⇩
Front pinion gear ⇦ Front sun gear
⇩
Front internal gear ⇨ Output shaft

SAT101JB

Control System

=NAAT0013

OUTLINE

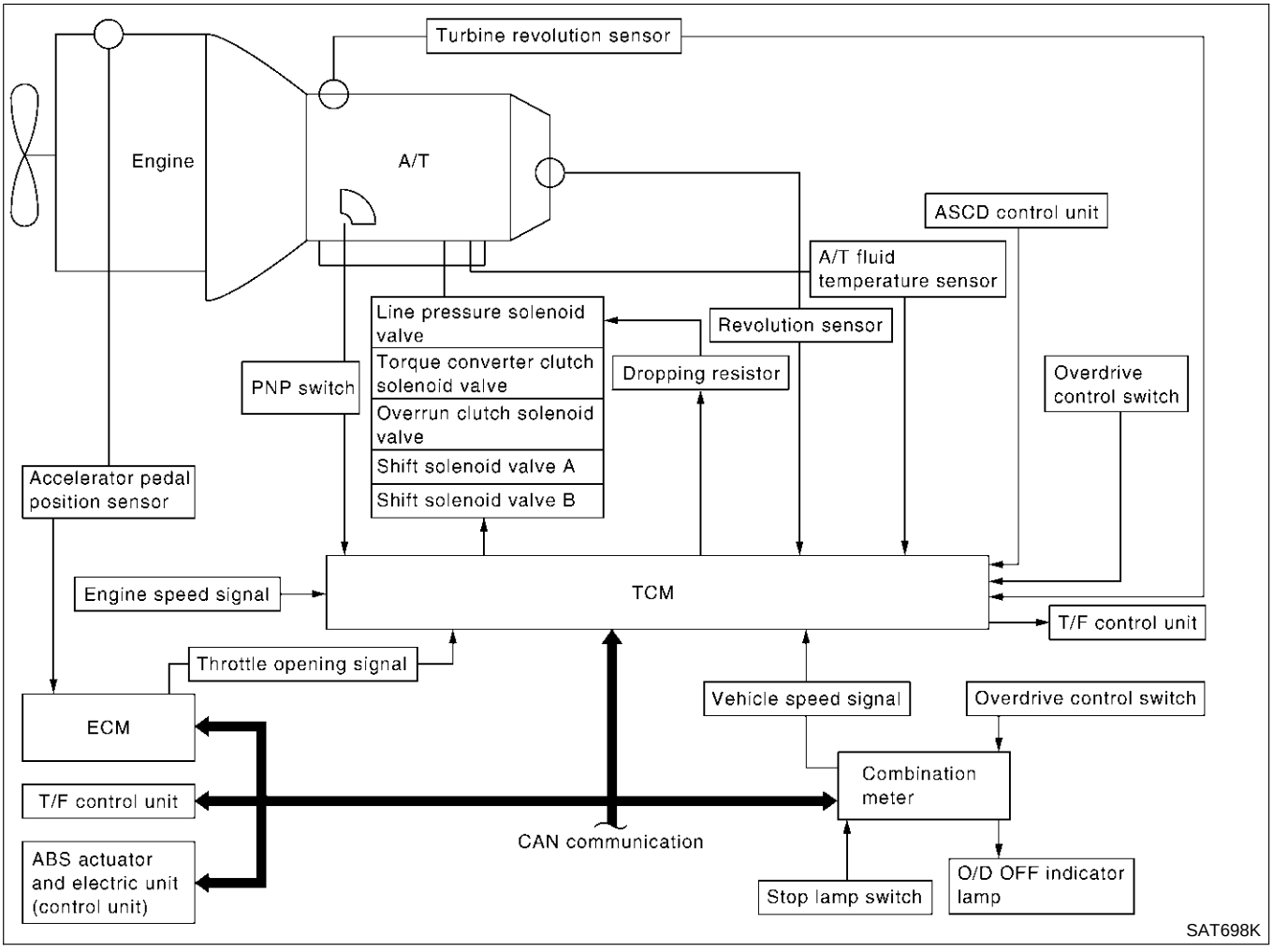
NAAT0013S01

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

SENSORS (or SIGNALS)		TCM		ACTUATORS
PNP switch Accelerator pedal position sensor (throttle position sensor) Closed throttle position signal Wide open throttle position signal Engine speed signal A/T fluid temperature sensor Revolution sensor Vehicle speed sensor Overdrive control switch signal Stop lamp switch signal Turbine revolution sensor	▶	Shift control Line pressure control Lock-up control Overrun clutch control Timing control Fail-safe control Self-diagnosis CONSULT-II communication line Duet-EU 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 T/F control unit

CONTROL SYSTEM

NAAT0013S02



TCM FUNCTION

=NAAT0013S03

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

NAAT0013S04

	Sensors and solenoid valves	Function
Input	PNP switch	Detects select lever position and sends a signal to TCM.
	Accelerator pedal position sensor (throttle position sensor)	Detects accelerator pedal position sensor as throttle position signal and sends a signal from ECM to TCM.
	Closed throttle position signal	Detects throttle valve's fully-closed position and sends a signal from ECM to TCM.
	Wide open throttle position signal	Detects a throttle valve position of greater than 1/2 of full throttle and sends a signal from ECM 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 signal	Used as an auxiliary vehicle speed signal. 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, from unified meter control unit to the TCM.
	ASCD operation signal	Sends the cruise signal and "D_4" (overdrive) cancellation signal from ECM to TCM.
	Turbine revolution sensor	Sends an input shaft revolution signal.
	Stop lamp switch	Sends the lock-up release signal from unified meter control unit to the TCM at time of D_4 (lock-up).
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

NAAT0180

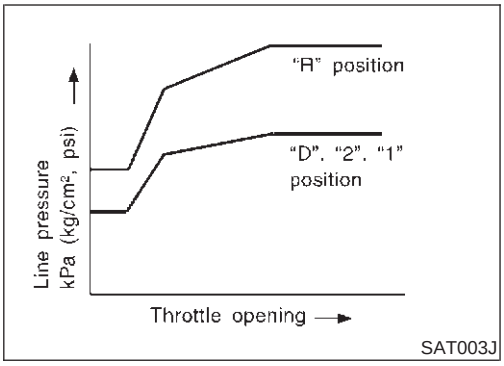
LINE PRESSURE CONTROL

NAAT0180S01

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

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

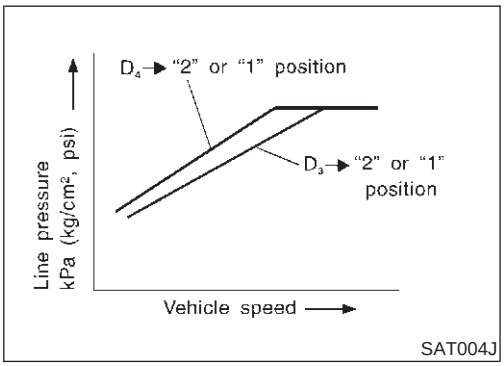
Hydraulic pressure on the clutch and brake is electronically controlled through the line pressure solenoid valve to accommodate engine torque. This results in smooth shift operation.



Normal Control

NAAT0180S0101

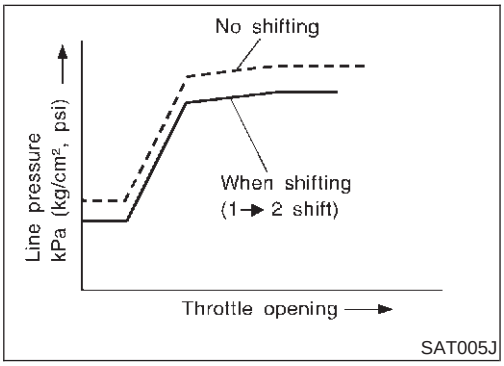
The line pressure to throttle opening characteristics is set for suitable clutch operation.



Back-up Control (Engine brake)

NAAT0180S0102

If the selector lever is shifted to "2" position while driving in D_4 (OD) or D_3, 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.



During Shift Change

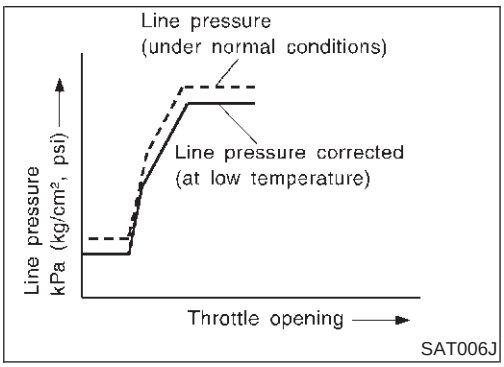
NAAT0180S0103

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.

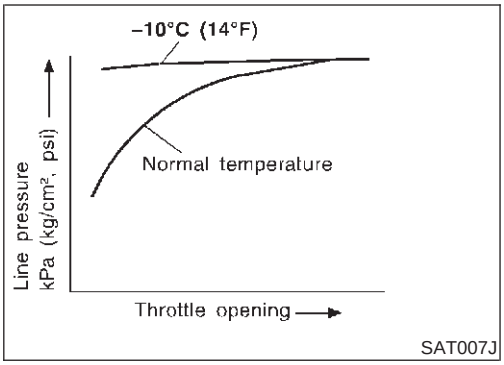
At Low Fluid Temperature

NAAT0180S0104

- 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.



- 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.

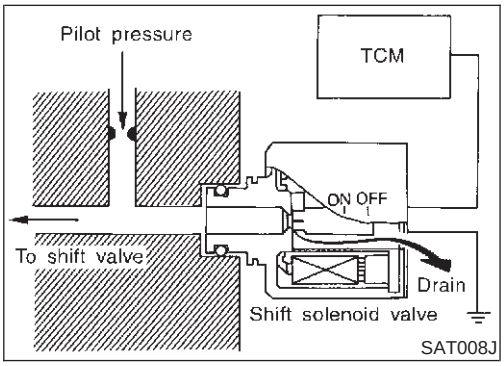


- Line pressure is increased to a maximum irrespective of the throttle opening when fluid temperature drops to −10°C (14°F). This pressure rise is adopted to prevent a delay in clutch and brake operation due to extreme drop of fluid viscosity at low temperature.

SHIFT CONTROL

NAAT0180S02

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 accelerator pedal position sensor (throttle position sensor). This results in improved acceleration performance and fuel economy.



Control of Shift Solenoid Valves A and B

NAAT0180S0201

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

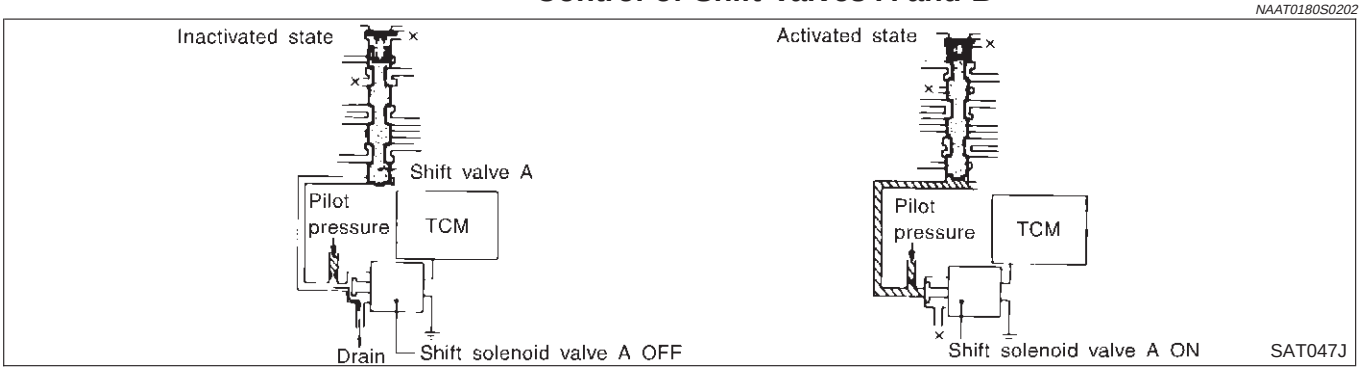
The shift solenoid valve performs simple ON-OFF operation. When set to "ON", the drain circuit closes and pilot pressure is applied to the shift valve.

[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)

Control of Shift Valves A and B

NAAT0180S0202



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

NAAT0180S03

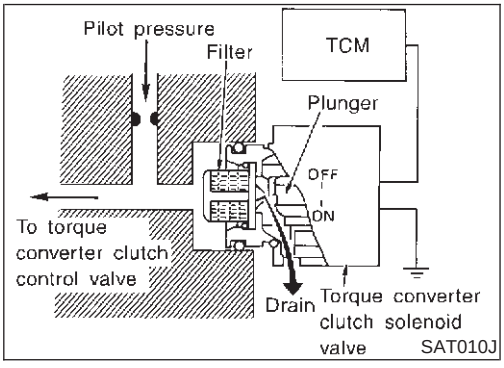
The torque converter clutch piston in the torque converter is locked to eliminate torque converter slip to increase power transmission efficiency. The solenoid valve is controlled by an ON-OFF duty signal sent from the TCM. The signal is converted to oil pressure signal which controls the torque converter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

Conditions for Lock-up Operation

NAAT0180S0301

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.

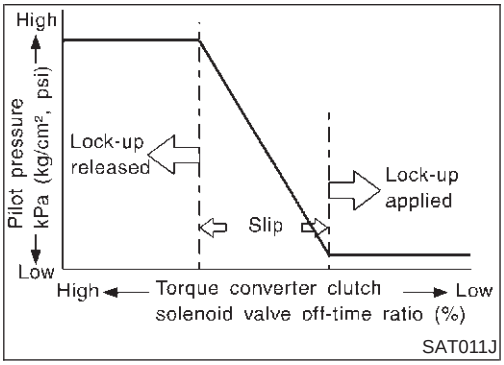
Overdrive control switch	ON	OFF
Selector lever	"D" position	
Gear position	D_4	D_3
Vehicle speed sensor	More than set value	
Accelerator pedal position sensor (Throttle position sensor)	Less than set opening	
Closed throttle position switch	OFF	
A/T fluid temperature sensor	More than 40°C (104°F)	



Torque Converter Clutch Solenoid Valve Control

NAAT0180S0302

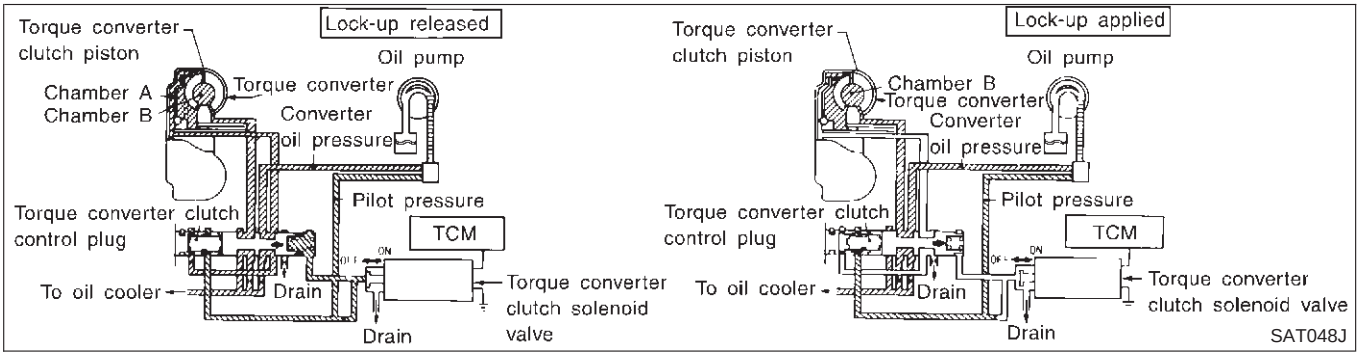
The torque converter clutch solenoid valve is controlled by the TCM. The plunger closes the drain circuit during the "OFF" period, and opens the circuit during the "ON" period. If the percentage of OFF-time increases in one cycle, the pilot pressure drain time is reduced and pilot pressure remains high.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

Torque Converter Clutch Control Valve Operation

NAAT0180S0303



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)

NAAT0180S04

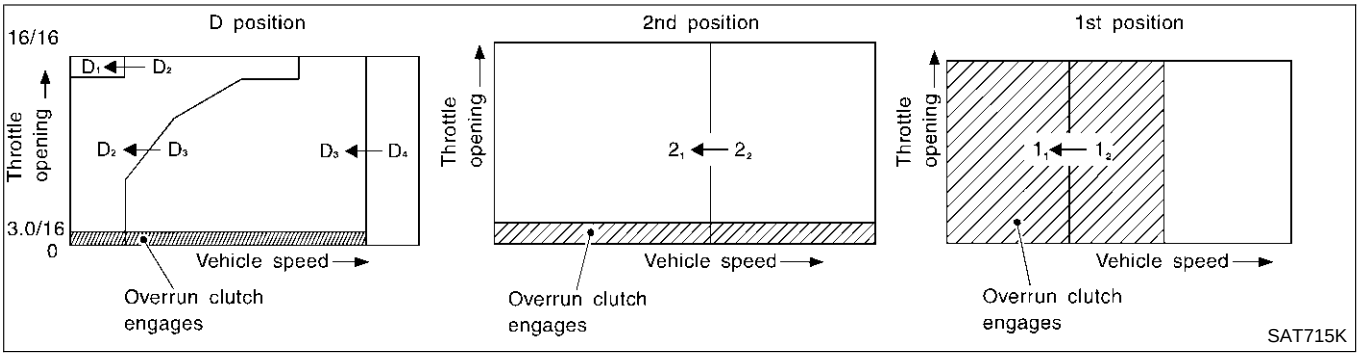
Forward one-way clutch is used to reduce shifting shocks in down-shifting operations. This clutch transmits engine torque to the wheels. However, drive force from the wheels is not transmitted to the engine because the one-way clutch rotates idle. This means the engine brake is not effective.

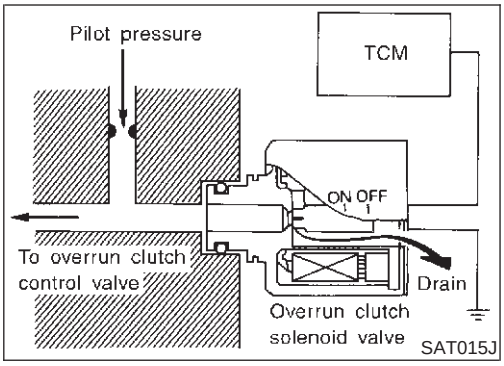
The overrun clutch operates when the engine brake is needed.

Overrun Clutch Operating Conditions

NAAT0180S0401

	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	At any position
"1" position	1_1, 1_2 gear position	

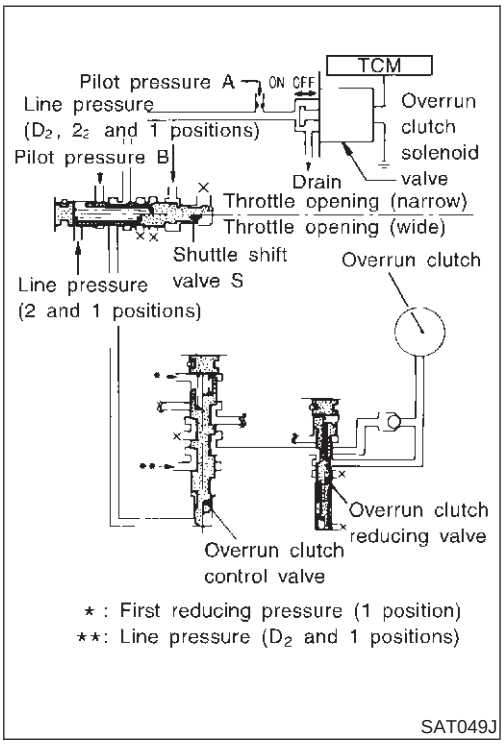




Overrun Clutch Solenoid Valve Control

NAAT0180S0402

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

NAAT0180S0403

When the solenoid valve is "ON", pilot pressure A 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 A 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

NAAT0181

FUNCTION OF CONTROL VALVE

NAAT0181S01

Valve name	Function
• Pressure regulator valve • Pressure regulator plug • Pressure regulator sleeve plug	Regulate oil discharged from the oil pump to provide optimum line pressure for all driving conditions.
Pressure modifier valve	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.
Modifier accumulator piston	Smooths hydraulic pressure regulated by the pressure modifier valve to prevent pulsations.
Pilot valve	Regulates line pressure to maintain a constant pilot pressure level which controls lock-up mechanism, overrun clutch, 3-2 timing required for shifting.
Accumulator control valve Accumulator control sleeve	Regulate 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.

Control Valve (Cont'd)

Valve name	Function
Shift valve A	Simultaneously switches three 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.
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.
Shuttle shift valve S	Switches hydraulic circuits to provide 3-2 timing control and overrun clutch control in relation to the throttle opening. Inactivates the overrun clutch to prevent interlocking in 4th gear when the throttle is wide open.
Overrun clutch control valve	Switches hydraulic circuits to prevent engagement of the overrun clutch simultaneously with application of the brake band in 4th gear. (Interlocking occurs if the overrun clutch engages during D_4 gear operation.)
4-2 relay valve	Memorizes that the transmission is in 4th gear. Prevents the transmission from downshifting from 4th gear to 3rd and then to 2nd in combination with 4-2 sequence valve and shift valves A and B when downshifting from 4th to 2nd gear.
4-2 sequence valve	Prevents band servo pressure from draining before high clutch operating pressure and band servo releasing pressure drain (from the same circuit) during downshifting from 4th to 2nd gear.
Servo charger valve	An accumulator and a one-way orifice are used in the 2nd gear band servo oil circuit to dampen shifting shock when shifting from 1st to 2nd gear. To maintain adequate flow rate when downshifting from 4th or 3rd gear to 2nd gear, the servo charger valve directs 2nd gear band servo hydraulic pressure to the circuit without going through the one-way orifice when downshifting from 3rd or a higher gear.
3-2 timing valve	Prevents a late operation of the brake band when shifting selector lever from "D" to "1" or "2" position while driving in D_3.
"1" reducing valve	Reduces low & reverse brake pressure to dampen engine-brake shock when downshifting from the "1" position 2nd gear to 1st gear.
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, torque converter clutch control plug and torque converter clutch control sleeve	Activate or inactivate the lock-up function. Also provide smooth lock-up through transient application and release of the lock-up system.
Shuttle shift valve D	Switches hydraulic circuits so that output pressure of the torque converter clutch solenoid valve acts on the lock-up valve in the "D" position of 2nd, 3rd and 4th gears. (In the "D" position 1st gear, lock-up is inhibited.) ● Lock-up control is not affected in "D" position 2nd, 3rd or 4th gears, unless output pressure of the torque converter clutch solenoid valve is generated by a signal from the control unit.

Introduction

NAAT0014

The A/T system has two self-diagnostic systems.
The first is the emission-related on board diagnostic system (OBD-II) performed by the TCM in combination with the ECM. The malfunction is indicated by the MIL (malfunction indicator lamp) and is stored as a DTC in the ECM memory but not the TCM memory.
The second is the TCM original self-diagnosis indicated by the O/D OFF indicator lamp. The malfunction is stored in the TCM memory. The detected items are overlapped with OBD-II self-diagnostic items. For detail, refer to AT-38.

OBD-II Function for A/T System

NAAT0182

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

One or Two Trip Detection Logic of OBD-II

NAAT0015

ONE TRIP DETECTION LOGIC

NAAT0015S01

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

TWO TRIP DETECTION LOGIC

NAAT0015S02

When a malfunction is sensed during the first test drive, it is stored in the ECM memory as a 1st trip DTC (diagnostic trouble code) or 1st trip freeze frame data. At this point, the MIL will not illuminate. — First Trip
If the same malfunction as that experienced during the first test drive is sensed during the second test drive, the MIL will illuminate. — Second Trip
A/T-related parts for which the MIL illuminates during the first or second test drive are listed below.

Items	MIL	
	One trip detection	Two trip detection
Shift solenoid valve A — DTC: P0750	X	
Shift solenoid valve B — DTC: P0755	X	
Accelerator pedal position sensor (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.

OBD-II Diagnostic Trouble Code (DTC)

NAAT0016

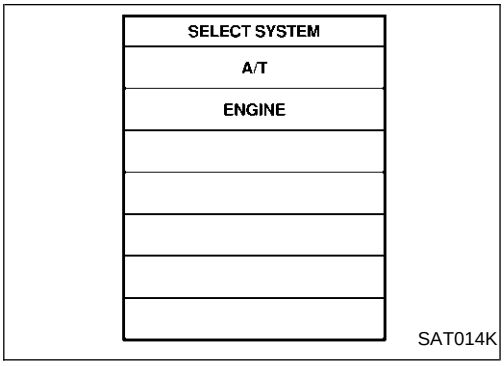
HOW TO READ DTC AND 1ST TRIP DTC

NAAT0016S01

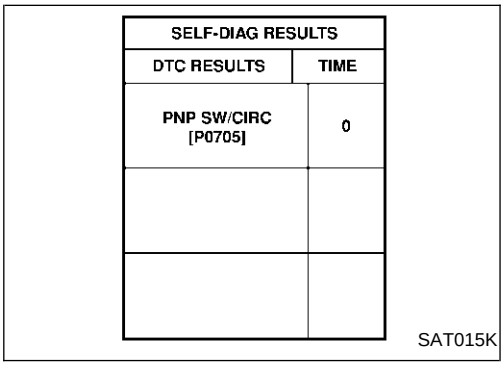
DTC and 1st trip DTC can be read by the following methods.
(with CONSULT-II or GST) CONSULT-II or GST (Generic Scan Tool) Examples: P0705, P0710, P0720, P0725, etc.
These DTCs are prescribed by SAE J2012.
(CONSULT-II also displays the malfunctioning component or system.)

- **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.

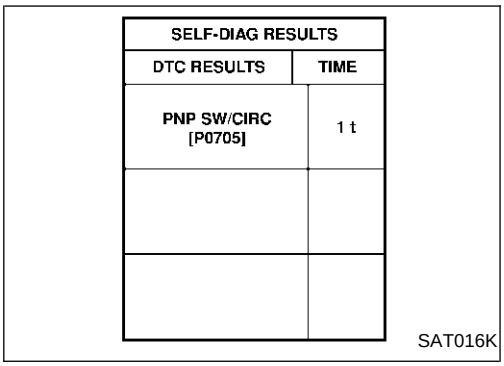
A sample of CONSULT-II display for DTC and 1st trip DTC is shown on the next page. DTC or 1st trip DTC of a malfunction is displayed in SELF-DIAGNOSTIC RESULTS mode for “ENGINE” with CONSULT-II. Time data indicates how many times the vehicle was driven after the last detection of a DTC.



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



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



Freeze Frame Data and 1st Trip Freeze Frame Data

NAAT0016S0101

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-111, "CONSULT-II".

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

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

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

HOW TO ERASE DTC

NAAT0016S02

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

- **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 OBD-II. For details, refer to EC-86, "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)

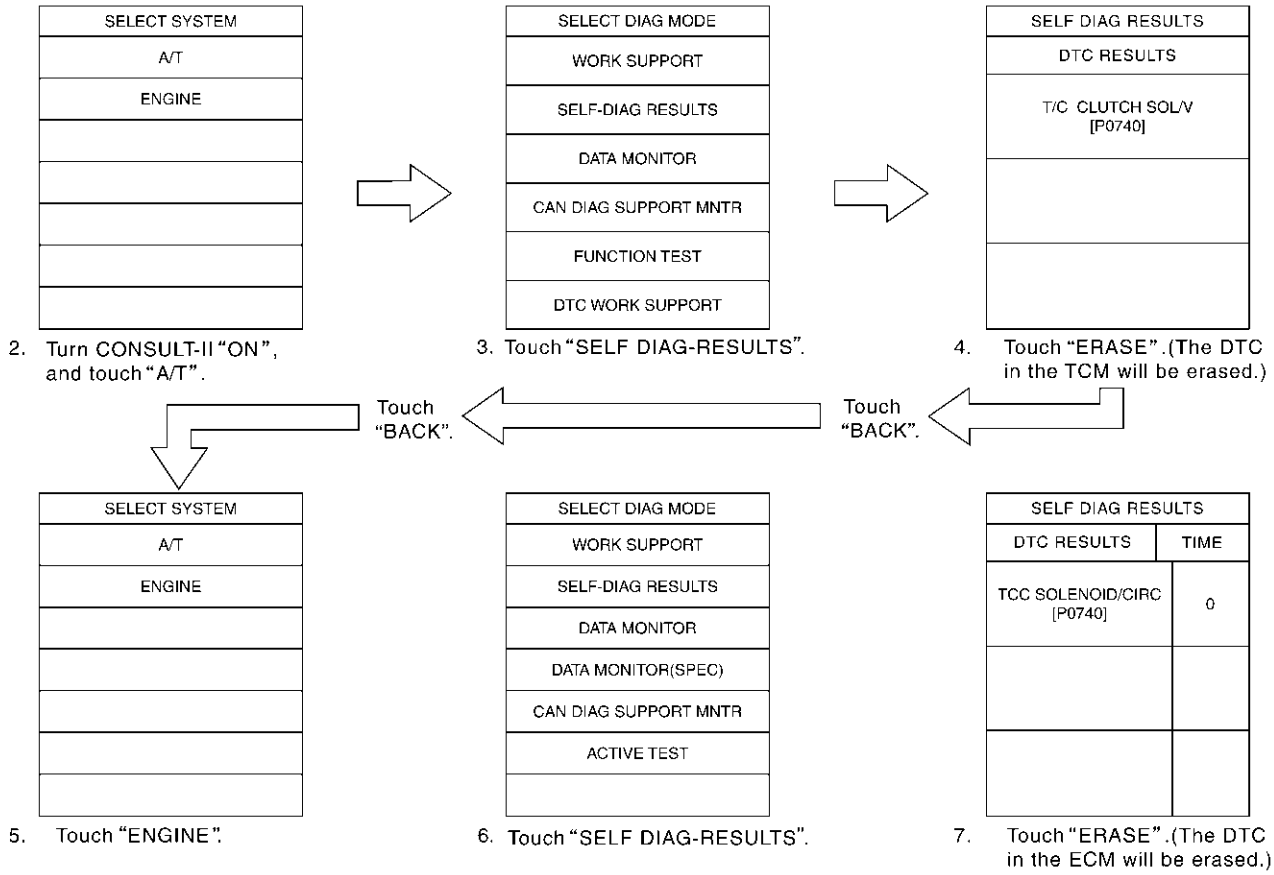
NAAT0016S03

- **If a DTC is displayed for both ECM and TCM, it needs to be erased for both ECM and TCM.**

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

How to erase DTC (With CONSULT-II)

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



SCIA5586E

HOW TO ERASE DTC (WITH GST)

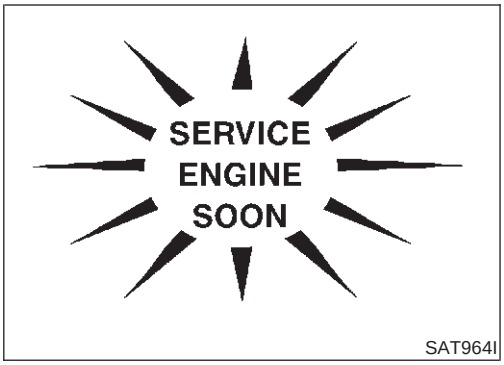
NAAT0016S04

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". Refer to AT-48.
3. Select Mode 4 with Generic Scan Tool (GST). For details, refer to EC-125, "DESCRIPTION".

HOW TO ERASE DTC (NO TOOLS)

NAAT0016S05

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-48. (The engine warm-up step can be skipped when performing the diagnosis only to erase the DTC.)



SAT964I

Malfunction Indicator Lamp (MIL)

=NAAT0183

The MIL is located on the instrument panel.

1. The MIL will light up when the ignition switch is turned ON without the engine running. This is a bulb check.
- If the MIL does not light up, refer to EL-127, “Schematic”. (Or refer to EC-791, “Wiring Diagram”.)
2. When the engine is started, the MIL should go off.
   If the MIL remains on, the on board diagnostic system has detected an engine system malfunction. For detail, refer to EC-85, “Introduction”.

CONSULT-II

NAAT0184

After performing “SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)” (AT-38), place check marks for results on the “DIAGNOSTIC WORKSHEET”, AT-57. Reference pages are provided following the items.

NOTICE:

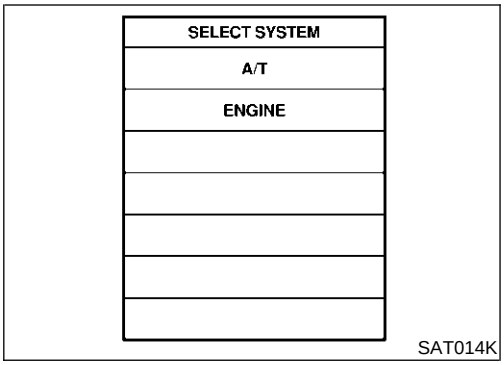
1) The CONSULT-II electrically displays shift timing and lock-up timing (that is, operation timing of each solenoid).
   Check for time difference between actual shift timing and the CONSULT-II display. If the difference is noticeable, mechanical parts (except solenoids, sensors, etc.) may be malfunctioning. 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.

FUNCTION

NAAT0184S07

Diagnostic test mode	Function	Reference
Work support	This mode enables a technician to adjust some devices faster and more accurately by following the indications on CONSULT-II.	—
Self-diagnostic results	Self-diagnostic results can be read and erased quickly.	Refer to AT-38
Data monitor	Input/Output data in the ECM can be read.	Refer to AT-40
CAN diagnostic support monitor	The results of transmit/receive diagnosis of CAN communication can be read.	—
Function test	Performed by CONSULT-II instead of a technician to determine whether each system is “OK” or “NG”.	—
DTC work support	Select the operating condition to confirm Diagnostic Trouble Codes.	Refer to AT-44
TCM part number	TCM part number can be read.	—

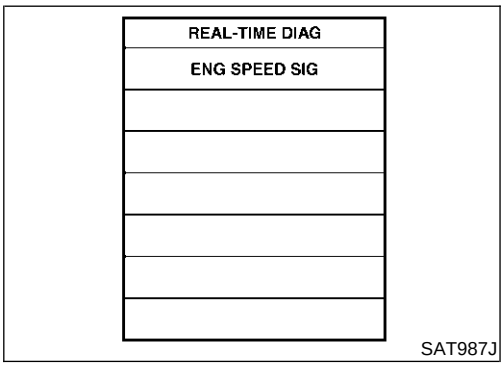
CONSULT-II (Cont'd)



SELF-DIAGNOSTIC PROCEDURE (WITH CONSULT-II)

NAAT0184S01

1. Turn on CONSULT-II and touch "ENGINE" for OBD-II 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-95. If result is NG, refer to EL-11, "Schematic".

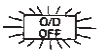


2. Touch "SELF-DIAG RESULTS".
   Display shows malfunction experienced since the last erasing operation.
   CONSULT-II performs REAL-TIME SELF-DIAGNOSIS.
   Also, any malfunction detected while in this mode will be displayed at real time.

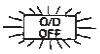
SELF-DIAGNOSTIC RESULT TEST MODE

NAAT0184S02

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		O/D OFF Available by O/D OFF indicator lamp	SERVICE ENGINE SOON Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
PNP switch circuit		• TCM does not receive the correct voltage signal (based on the gear position) from the switch.	—	P0705
—	PNP SW/CIRC			
Revolution sensor		• TCM does not receive the proper voltage signal from the sensor.	X	P0720
VHCL SPEED SEN·A/T	VEH SPD SEN/CIR AT			
Vehicle speed sensor (Meter)		• TCM does not receive the proper voltage signal from the sensor.	X	—
VHCL SPEED SEN·MTR	—			
A/T 1st gear function		• A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	—	P0731*1
—	A/T 1ST GR FNCTN			
A/T 2nd gear function		• A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	—	P0732*1
—	A/T 2ND GR FNCTN			
A/T 3rd gear function		• A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	—	P0733*1
—	A/T 3RD GR FNCTN			
A/T 4th gear function		• A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	—	P0734*1
—	A/T 4TH GR FNCTN			

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
"A/T"	"ENGINE"		 Available by O/D OFF indicator lamp	 Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
A/T TCC S/V function (lock-up)		• A/T cannot perform lock-up even if electrical circuit is good.	—	P0744*1
—	A/T TCC S/V FNCTN			
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			
Accelerator pedal position sensor (throttle position sensor)		• 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			
CAN communication		• The CAN communication line is open or shorted.	X	EC-57
CAN COMM LINE	—			
Turbine revolution sensor		• TCM does not receive the proper voltage signal from the sensor.	X	—
TURBINE REV	—			
TCM (RAM)		• TCM memory (RAM) is malfunctioning.	—	—
CONTROL UNIT (RAM)	—			
TCM (ROM)		• TCM memory (ROM) is malfunctioning.	—	—
CONTROL UNIT (ROM)	—			

CONSULT-II (Cont'd)

Detected items (Screen terms for CONSULT-II, "SELF-DIAG RESULTS" test mode)		Malfunction is detected when ...	TCM self-diagnosis	OBD-II (DTC)
			 Available by O/D OFF indicator lamp	 Available by malfunction indicator lamp*2, "ENGINE" on CONSULT-II or GST
"A/T"	"ENGINE"			
TCM (EEP ROM)		• TCM memory (EEP ROM) is malfunctioning.	—	—
CONTROL 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	—			
No failure (NO DTC IS DETECTED FURTHER TESTING MAY BE REQUIRED)		• No failure has been detected.	X	X

X: Applicable

—: Not applicable

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

*2: Refer to EC-102, "DESCRIPTION".

DATA MONITOR MODE (A/T)

NAAT0184S03

Item	Display	Selection monitor item			Description	Remarks
		TCM INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
Vehicle speed sensor 1 (A/T) (Revolution sensor)	VHCL/S SE·A/T [km/h] or [mph]	X	—	▼	• 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	—	▼	• 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.
Accelerator pedal position sensor (throttle position sensor)	THRTL POS SEN [V]	X	—	▼	• Accelerator pedal position sensor (throttle position sensor) signal voltage is displayed.	
A/T fluid temperature sensor	FLUID TEMP SE [V]	X	—	▼	• A/T fluid temperature sensor signal voltage is displayed. • Signal voltage lowers as fluid temperature rises.	
Battery voltage	BATTERY VOLT [V]	X	—	▼	• Source voltage of TCM is displayed.	

Item	Display	Selection monitor item			Description	Remarks
		TCM INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
Engine speed	ENGINE SPEED [rpm]	X	X	▼	• 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.
Turbine revolution sensor	TURBINE REV [rpm]	X	—	▼	• Turbine revolution computed from signal of turbine revolution sensor is displayed.	Error may occur under approx. 800 rpm and will not indicate 0 rpm even if engine is not running.
Overdrive control switch	OVERDRIVE SW [ON/OFF]	X	—	▼	• ON/OFF state computed from signal of overdrive control SW is displayed.	
PN position switch	PN POSI SW [ON/OFF]	X	—	▼	• ON/OFF state computed from signal of PN position SW is displayed.	
R position switch	R POSITION SW [ON/OFF]	X	—	▼	• ON/OFF state computed from signal of R position SW is displayed.	
D position switch	D POSITION SW [ON/OFF]	X	—	▼	• ON/OFF state computed from signal of D position SW is displayed.	
2 position switch	2 POSITION SW [ON/OFF]	X	—	▼	• ON/OFF status, computed from signal of 2 position SW, is displayed.	
1 position switch	1 POSITION SW [ON/OFF]	X	—	▼	• ON/OFF status, computed from signal of 1 position SW, is displayed.	
ASCD cruise signal	ASCD-CRUISE [ON/OFF]	X	—	▼	• Status of ASCD cruise signal is displayed. ON ... Cruising state OFF ... Normal running state	
ASCD OD cut signal	ASCD-OD CUT [ON/OFF]	X	—	▼	• Status of ASCD OD release signal is displayed. ON ... OD released OFF ... OD not released	
Kickdown switch	KICKDOWN SW [ON/OFF]	X	—	▼	• ON/OFF status, computed from signal of kickdown SW, is displayed.	• This is displayed even when no kickdown switch is equipped.

CONSULT-II (Cont'd)

Item	Display	Selection monitor item			Description	Remarks
		TCM INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
A/T mode switch	POWER SHIFT SW [ON/OFF]	X	—	▼		• Not mounted but displayed.
Closed throttle position signal	CLOSED THL/SW [ON/OFF]	X	—	▼	• ON/OFF status, computed from signal of closed throttle position SW, is displayed.	• Signal input with CAN communication
Wide open throttle position signal	W/O THRL/ P-SW [ON/OFF]	X	—	▼	• ON/OFF status, computed from signal of wide open throttle position SW, is displayed.	• Signal input with CAN communication
Shift solenoid valve A	*SHIFT S/V A [ON/OFF]	—	—	▼	Displays status of check signal (re-input signal) for TCM control signal output. Remains unchanged when solenoid valves are open or shorted.	
Shift solenoid valve B	*SHIFT S/V B [ON/OFF]	—	—	▼		
Overrun clutch solenoid valve	*OVRRUN/C S/V [ON/OFF]	—	—	▼		
A/T mode switch	HOLD SW [ON/OFF]	X	—	▼		• Not mounted but displayed.
Stop lamp signal	BRAKE SW [ON/OFF]	X	—	▼	• ON/OFF status is displayed. ON ... Brake pedal is depressed. OFF ... Brake pedal is released.	• Signal input with CAN communication
Gear position	GEAR	—	X	▼	• Gear position data used for computation by TCM, is displayed.	
Selector lever position	SLCT LVR POSI	—	X	▼	• Selector lever position data, used for computation by TCM, is displayed.	• 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	▼	• Vehicle speed data, used for computation by TCM, is displayed.	
Throttle position	THROTTLE POSI [/8]	—	X	▼	• Throttle position data, used for computation by TCM, is displayed.	• A specific value used for control is displayed if fail-safe is activated due to error.
Line pressure duty	LINE PRES DTY [%]	—	X	▼	• Control value of line pressure solenoid valve, computed by TCM from each input signal, is displayed.	

Item	Display	Selection monitor item			Description	Remarks
		TCM INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
Torque converter clutch solenoid valve duty	TCC S/V DUTY [%]	—	X	▼	• 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	▼	• 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	▼	• 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	▼	• 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	▼	• Control status of O/D OFF indicator lamp is displayed.	
Torque converter slip ratio	TC SLIP RATIO [0.000]	—	—	▼	• Ratio of engine revolution to input shaft revolution of torque converter	
Torque converter slip speed	TC SLIP SPEED [rpm]	—	—	▼	Difference in revolution between input shaft revolution and input shaft revolution of torque converter	Display doesn't indicate 0 rpm even if engine is stopped. But this isn't malfunction.
Voltage	Voltage [V]	—	—	▼	Value measured by voltage probe is displayed.	
Frequency	Frequency [Hz]	—	—	▼	Value measured by pulse probe is displayed. If measurement is impossible, "#" sign is displayed. "#" sign is also displayed at the final data value until the measurement result is obtained.	
Duty cycle (high)	DUTY-HI [%]	—	—	▼	Duty cycle value for measurement probe is displayed.	
Duty cycle (low)	DUTY-LOW [%]	—	—	▼		

CONSULT-II (Cont'd)

Item	Display	Selection monitor item			Description	Remarks
		TCM INPUT SIGNALS	MAIN SIGNALS	SELECTION FROM MENU		
Plus width (high)	PLS WIDTH-HI	—	—	▼	Measured pulse width of measurement probe is displayed.	
Plus width (low)	PLS WIDTH-LOW	—	—	▼		

X: Applicable
—: Not applicable
▼: Option

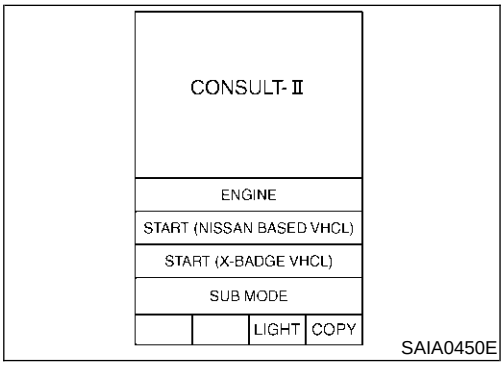
DTC WORK SUPPORT MODE WITH CONSULT-II

NAAT0184S04

CONSULT-II Setting Procedure

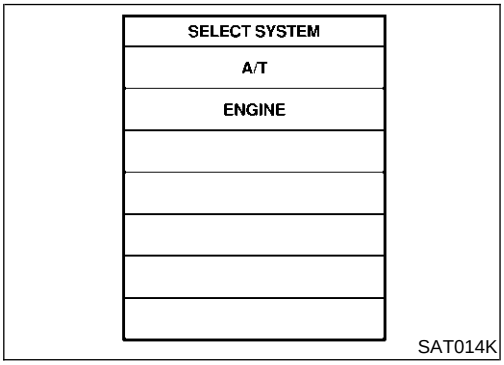
NAAT0184S0401

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



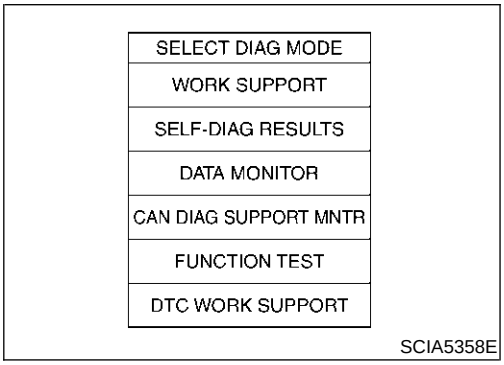
SAIA0450E

3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



SAT014K

5. Touch "A/T".



SCIA5358E

6. Touch "DTC WORK SUPPORT".

SELECT WORK ITEM
1ST GR FNCTN P0731
2ND GR FNCTN P0732
3RD GR FNCTN P0733
4TH GRFNCTN P0734
TCC S/V FNCTN P0744

SAT018K

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

1ST GR FNCTN P0731
THIS SUPPORT FUNCTION IS FOR DTC P0731. SEE THE SERVICE MANUAL ABOUT THE OPERATING CONDITION FOR THIS DIAGNOSIS.

SAT589J

8. Touch "START".

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

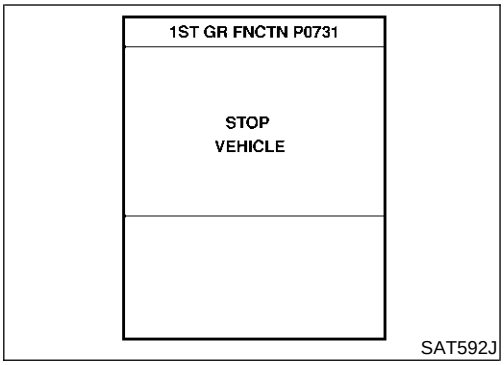
SAT019K

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 %

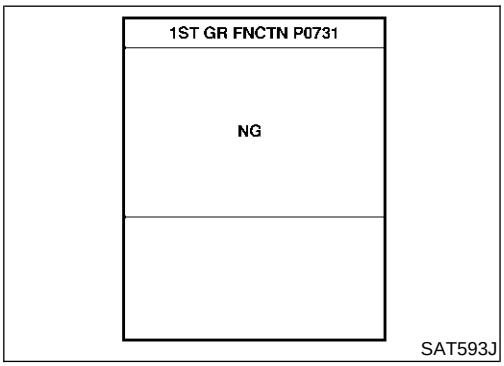
SAT591J

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

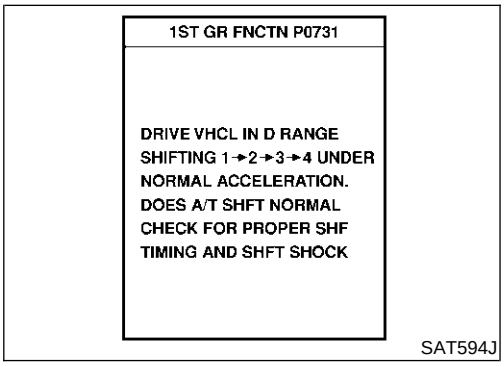


SAT592J

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

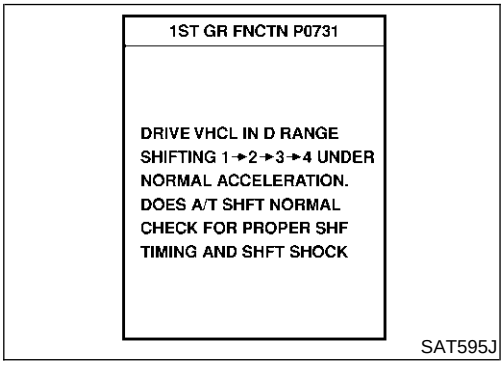


SAT593J



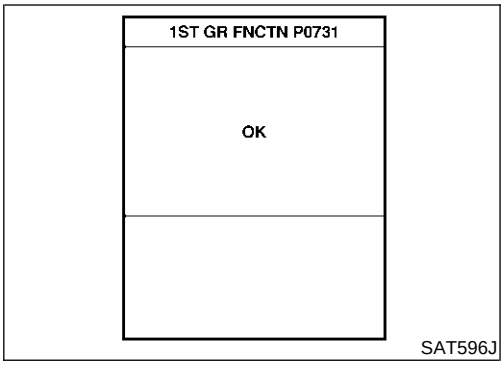
SAT594J

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

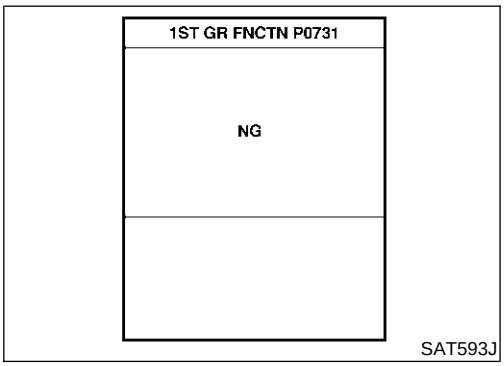


SAT595J

12. Touch "YES" or "NO".



SAT596J



SAT593J

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

DTC WORK SUPPORT MODE

NAAT0184S05

DTC work support item	Description	Check item
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
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)	● Shift solenoid valve A ● Shift solenoid valve B ● Overrun clutch solenoid valve ● Line pressure solenoid valve ● Each clutch ● Hydraulic control circuit
TCC S/V FNCTN P0744	Following items for "A/T TCC S/V function (lock-up) (P0744)" can be confirmed. ● Self-diagnosis status (whether the diagnosis is being conducted or not) ● Self-diagnosis result (OK or NG)	● Torque converter clutch solenoid valve ● Each clutch ● Hydraulic control circuit

Diagnostic Procedure Without CONSULT-II

NAAT0206

OBD-II SELF-DIAGNOSTIC PROCEDURE (WITH GST)

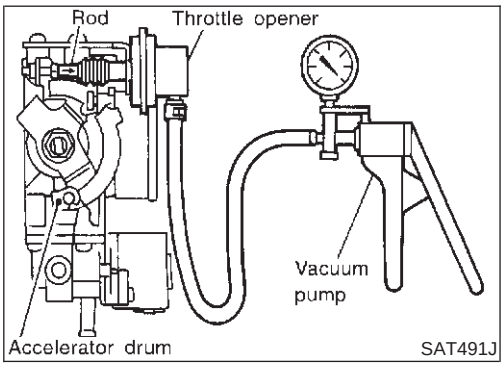
NAAT0206S01

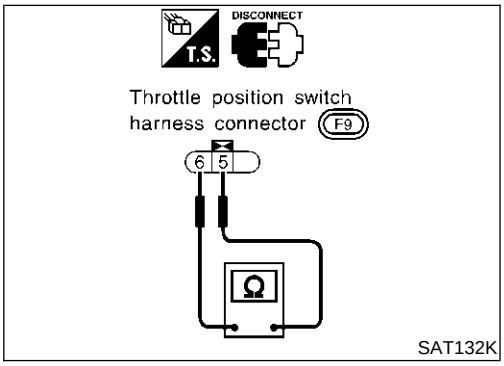
Refer to EC-125, “DESCRIPTION”.

OBD-II SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

NAAT0206S02

Refer to EC-102, “DESCRIPTION”.





TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS)

NAAT0206S03

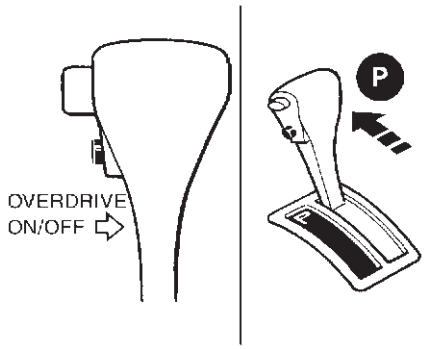
Preparation

NAAT0206S0301

1. Turn ignition switch to “OFF” position.
2. Connect the handy type vacuum pump to the throttle opener and apply vacuum −25.3 kPa (−190 mmHg, −7.48 inHg).
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 “DIAGNOSIS START” on next page.

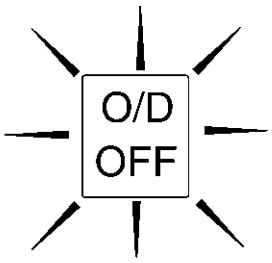
1	CHECK O/D OFF INDICATOR LAMP

1. Start the engine with selector lever in "P" position. Warm engine to normal operating temperature.
2. Turn ignition switch to "OFF" position.
3. Wait 5 seconds.



SAT967I

4. Turn ignition switch to "ON" position.
   (Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?



O/D OFF indicator lamp

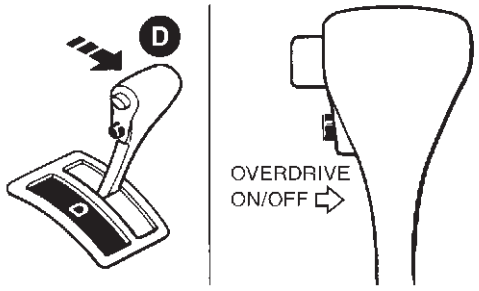
SAT204K

Yes or No

Yes	▶	GO TO 2.
No	▶	Stop procedure. Perform O/D OFF Indicator Lamp Does Not Come On", AT-221 before proceeding.

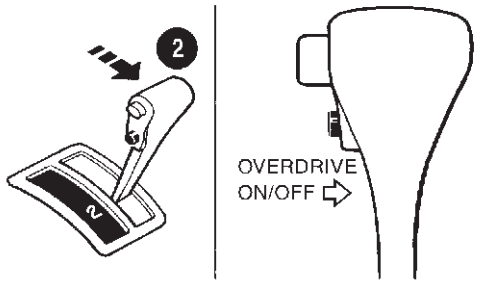
2	JUDGEMENT PROCEDURE STEP 1

1. Turn ignition switch to "OFF" position.
2. Push shift lock release button.
3. Move selector lever from "P" to "D" position.
4. Turn ignition switch to "ON" position. (Do not start engine.)
5. Wait 3 seconds.
6. Push the overdrive control switch in "O/D OFF" position (the O/D OFF indicator lamp will be "ON") If O/D OFF indicator lamp does not come on, go to step 5 on AT-258.
7. Turn ignition switch to "OFF" position.



SAT968I

8. Turn ignition switch to "ON" position (Do not start engine.).
9. Push the overdrive control switch in "O/D ON" position (the O/D OFF indicator lamp will be "OFF").
10. Wait 2 seconds.
11. Move selector lever to "2" position.
12. Push the overdrive control switch in "O/D OFF" position (the O/D OFF indicator lamp will be "ON").
13. Push the overdrive control switch in "O/D OFF" position (the O/D OFF indicator lamp will be "OFF").

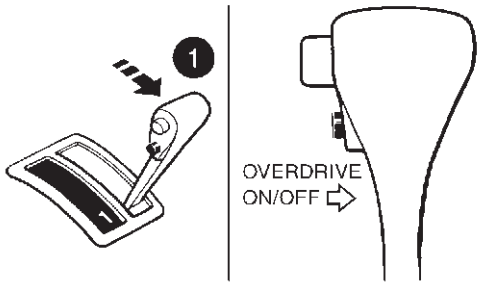


SAT969I

▶	GO TO 3.

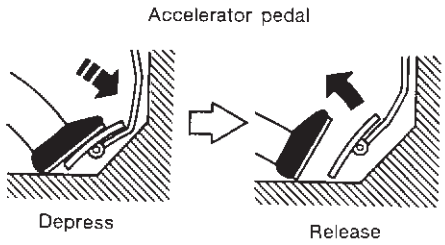
3	JUDGEMENT PROCEDURE STEP 2

1. Move selector lever to "1" position.
2. Push the overdrive control switch in "O/D OFF" position (the O/D OFF indicator lamp will be "ON").
3. Push the overdrive control switch in "O/D ON" position (the O/D OFF indicator lamp will be "OFF").
4. Push the overdrive control switch in "O/D OFF" position (the O/D OFF indicator lamp will be "ON").



SAT970I

5. Depress accelerator pedal fully and release it.
6. Push the overdrive control switch (the O/D OFF indicator lamp will begin to flash "ON" and "OFF").

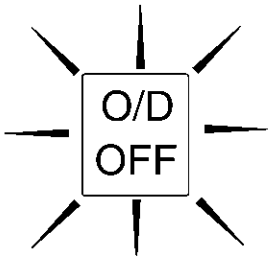


SAT981F

▶	GO TO 4.

4	CHECK SELF-DIAGNOSIS CODE

Check O/D OFF indicator lamp.
Refer to JUDGEMENT OF SELF-DIAGNOSIS CODE, AT-52.



O/D OFF indicator lamp

SAT204K

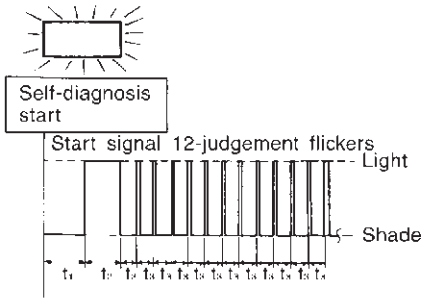
▶	**DIAGNOSIS END**

JUDGEMENT OF SELF-DIAGNOSIS CODE

NAAT0206S04

O/D OFF indicator lamp:

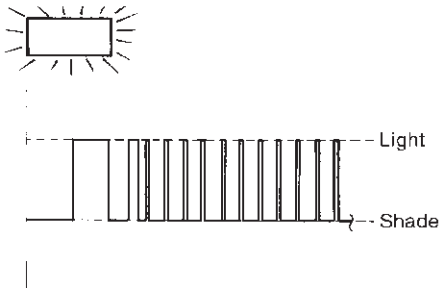
All judgement flickers are same.



SAT666I

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

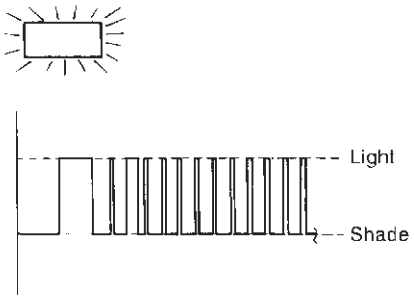
1st judgement flicker is longer than others.



SAT667I

Revolution sensor circuit is short-circuited or disconnected.
⇒ **Go to DTC P0720 VEHICLE SPEED SENSOR·A/T (REVOLUTION SENSOR), AT-117.**

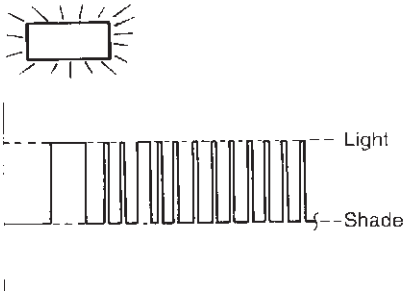
2nd judgement flicker is longer than others.



SAT668I

Vehicle speed signal circuit is short-circuited or disconnected.
⇒ **Go to DTC VEHICLE SPEED SIGNAL·MTR, AT-200.**

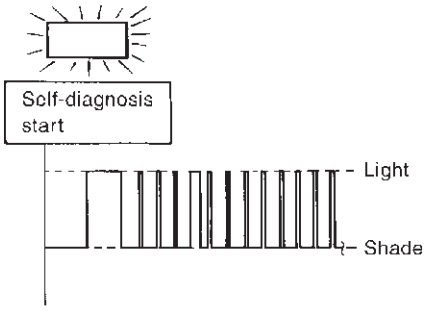
3rd judgement flicker is longer than others.



SAT669I

Accelerator pedal position sensor circuit is short-circuited or disconnected.
⇒ **Go to DTC P1705 ACCELERATOR PEDAL POSITION SENSOR, AT-182.**

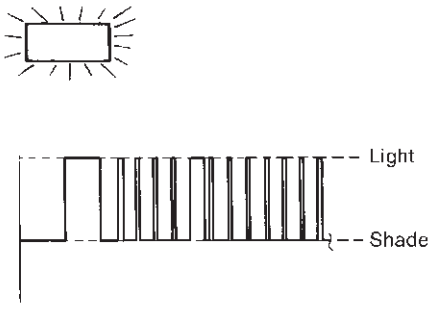
4th judgement flicker is longer than others.



SAT670I

Shift solenoid valve A circuit is short-circuited or disconnected.
⇒ **Go to DTC P0750 SHIFT SOLENOID VALVE A, AT-174.**

5th judgement flicker is longer than others.

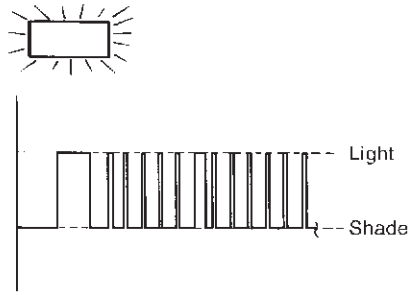


SAT671I

Shift solenoid valve B circuit is short-circuited or disconnected.
⇒ **Go to DTC P0755 SHIFT SOLENOID VALVE B, AT-178.**

O/D OFF indicator lamp:

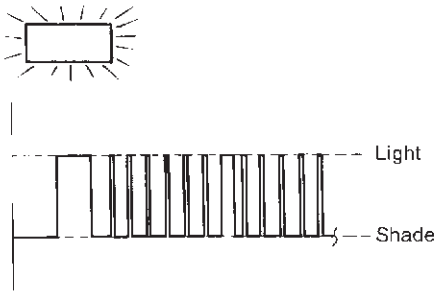
6th judgement flicker is longer than others.



SAT672I

Overrun clutch solenoid valve circuit is short-circuited or disconnected.
⇒ **Go to DTC P1760 OVERRUN CLUTCH SOLENOID VALVE, AT-188.**

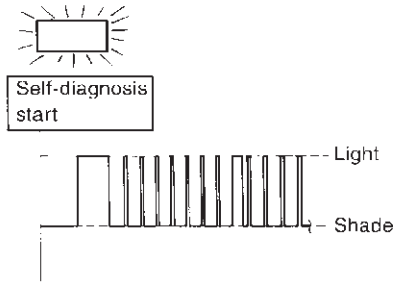
7th judgement flicker is longer than others.



SAT673I

Torque converter clutch solenoid valve circuit is short-circuited or disconnected.
⇒ **Go to DTC P0740 TORQUE CONVERTER CLUTCH SOLENOID VALVE, AT-154.**

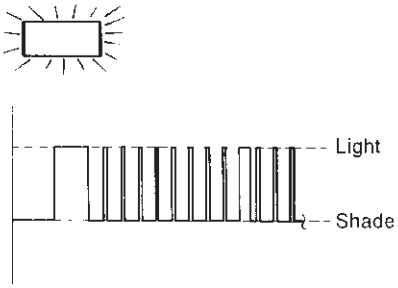
8th judgement flicker is longer than others.



SAT674I

A/T fluid temperature sensor is disconnected or TCM power source circuit is damaged.
⇒ **Go to DTC BATT/FLUID TEMP SEN (A/T FLUID TEMPERATURE SENSOR AND TCM POWER SOURCE), AT-193.**

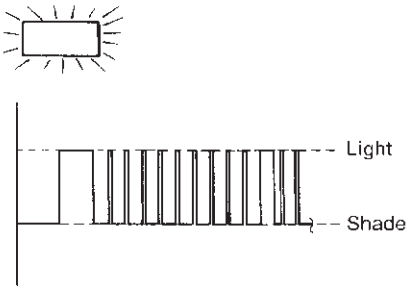
9th judgement flicker is longer than others.



SAT675I

Engine speed signal circuit is short-circuited or disconnected.
⇒ **Go to DTC P0725 ENGINE SPEED SIGNAL, AT-122.**

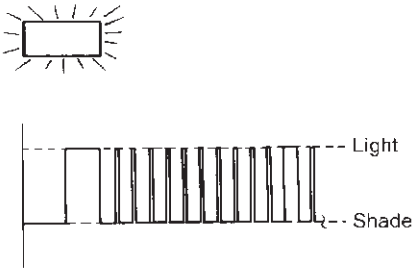
10th judgement flicker is longer than others.



SAT676I

Turbine revolution sensor circuit is short-circuited or disconnected.
⇒ **Go to DTC Turbine Revolution Sensor, AT-209.**

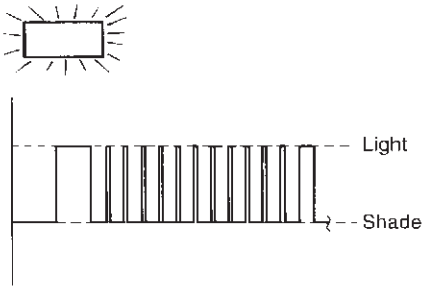
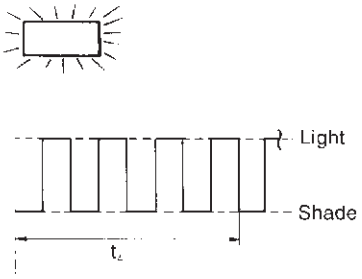
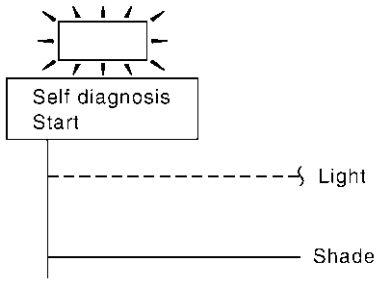
11th judgement flicker is longer than others.



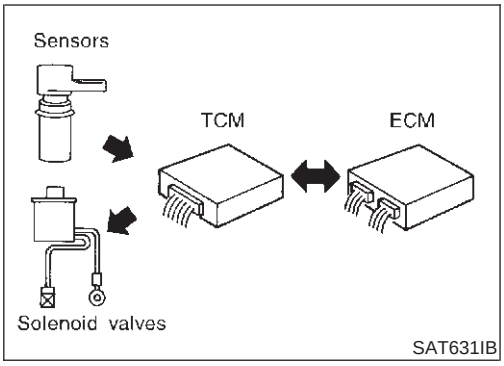
SAT677I

Line pressure solenoid valve circuit is short-circuited or disconnected.
⇒ **Go to DTC P0745 LINE PRESSURE SOLENOID VALVE, AT-168.**

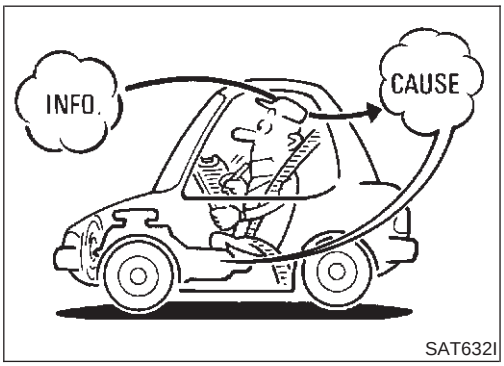
O/D OFF indicator lamp:

12th judgement flicker is longer than others.  SAT678I	Flickers as shown below.  SAT679I
CAN communication line is open or shorted. ⇒ **Go to DTC U1000 CAN COMMUNICATION LINE, AT-206.**	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 off.  SAT705K	
Park/neutral position (PNP) switch, overdrive control switch, closed throttle position signal or wide-open throttle position signal circuit is disconnected or TCM is damaged. ⇒ **Go to 21. TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Accelerator Pedal Position Sensor Circuit Checks), AT-258.**	

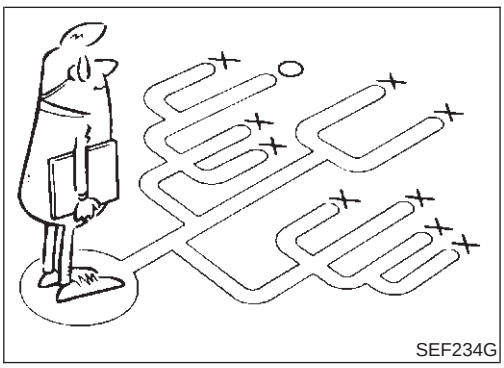
t_1 = 2.5 seconds t_2 = 2.0 seconds t_3 = 1.0 second t_4 = 1.0 second



SAT631IB



SAT632I


SEF234G

Introduction

NAAT0019

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 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-59.

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-57) 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.

DIAGNOSTIC WORKSHEET

=NAAT0019S01

Information From Customer

NAAT0019S0101

KEY POINTS

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

Customer name MR/MS	Model & Year	VIN
Trans. model	Engine	Mileage
Incident Date	Manuf. Date	In Service Date
Frequency	☐ Continuous ☐ Intermittent (times a day)	
Symptoms	☐ Vehicle does not move. (☐ Any position ☐ Particular position)	
	☐ No up-shift (☐ 1st → 2nd ☐ 2nd → 3rd ☐ 3rd → O/D)	
	☐ No down-shift (☐ O/D → 3rd ☐ 3rd → 2nd ☐ 2nd → 1st)	
	☐ Lockup malfunction	
	☐ Shift point too high or too low.	
	☐ Shift shock or slip (☐ N → D ☐ Lockup ☐ Any drive position)	
	☐ Noise or vibration	
	☐ No kickdown	
	☐ No pattern select	
	☐ Others ( )	
O/D OFF indicator lamp	Blinks for about 8 seconds.	
	☐ Continuously lit	☐ Not lit
Malfunction indicator lamp (MIL)	☐ Continuously lit	☐ Not lit

Diagnostic Worksheet

=NAAT0019S0102

1.	☐ Read the Fail-safe Remarks and listen to customer complaints.			AT-8
2.	☐ CHECK A/T FLUID			AT-61
		☐ Leakage (Follow specified procedure) ☐ Fluid condition ☐ Fluid level		
3.	Perform STALL TEST and LINE PRESSURE TEST.			AT-61, AT-64
	☐ Stall test — Mark possible damaged components/others.			
		☐ Torque converter one-way clutch ☐ Reverse clutch ☐ Forward clutch ☐ Overrun clutch ☐ Forward one-way clutch	☐ Low & reverse brake ☐ Low one-way clutch ☐ Engine ☐ Line pressure is low ☐ Clutches and brakes except high clutch and brake band are OK	
	☐ Pressure test — Suspected parts:			
4.	☐ Perform all ROAD TEST and mark required procedures.			AT-65
	4-1.	Check before engine is started.		AT-66
		☐ O/D OFF Indicator Lamp Does Not Come On, AT-221. ☐ SELF-DIAGNOSTIC PROCEDURE - Mark detected items.		
		☐ DTC P0705 PNP switch, AT-105. ☐ DTC P0710 A/T fluid temperature sensor, AT-111. ☐ DTC P0720 Vehicle speed sensor·A/T (Revolution sensor), AT-117. ☐ DTC P0725 Engine speed signal, AT-122. ☐ DTC P0740 Torque converter clutch solenoid valve, AT-154. ☐ DTC P0745 Line pressure solenoid valve, AT-168. ☐ DTC P0750 Shift solenoid valve A, AT-174. ☐ DTC P0755 Shift solenoid valve B, AT-178. ☐ DTC P1705 Accelerator pedal position sensor, AT-182. ☐ DTC P1760 Overrun clutch solenoid valve, AT-188. ☐ DTC BATT/FLUID TEMP SEN (A/T fluid temperature sensor and TCM power source), AT-193. ☐ DTC Vehicle speed sensor·MTR, AT-200. ☐ DTC Turbine revolution sensor, AT-209. ☐ DTC U1000 CAN communication line, AT-206. ☐ DTC Control unit (RAM), control unit (ROM), AT-214. ☐ DTC Control unit (EEP ROM), AT-216. ☐ PNP, overdrive control and accelerator pedal position sensor, AT-258. ☐ Battery ☐ Others		
	4-2.	Check at idle		AT-68
		☐ Engine Cannot Be Started In "P" And "N" Position, AT-223. ☐ In "P" Position, Vehicle Moves Forward Or Backward When Pushed, AT-224. ☐ In "N" Position, Vehicle Moves, AT-225. ☐ Large Shock. "N" → "R" Position, AT-227. ☐ Vehicle Does Not Creep Backward In "R" Position, AT-229. ☐ Vehicle Does Not Creep Forward In "D", "2" Or "1" Position, AT-232.		

4.	4-3.	Cruise test	AT-69 AT-73
		Part-1	
		☐ Vehicle Cannot Be Started From D_1, AT-235. ☐ A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$, AT-238. ☐ A/T Does Not Shift: $D_2 \rightarrow D_3$, AT-241. ☐ A/T Does Not Shift: $D_3 \rightarrow D_4$, AT-244. ☐ A/T Does Not Perform Lock-up, AT-247. ☐ A/T Does Not Hold Lock-up Condition, AT-249. ☐ Lock-up Is Not Released, AT-251. ☐ Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$), AT-252.	
		Part-2	AT-77
		☐ Vehicle Does Not Start From D_1, AT-254. ☐ A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$, AT-238. ☐ A/T Does Not Shift: $D_2 \rightarrow D_3$, AT-241. ☐ A/T Does Not Shift: $D_3 \rightarrow D_4$, AT-244.	
		Part-3	AT-79
		☐ A/T Does Not Shift: $D_4 \rightarrow D_3$ When Overdrive Control Switch "ON" → "OFF", AT-255 ☐ Engine Speed Does Not Return To Idle (Engine Brake In D_3), AT-252. ☐ A/T Does Not Shift: $D_3 \rightarrow 2_2$, When Selector Lever "D" → "2" Position, AT-256. ☐ Engine Speed Does Not Return To Idle (Engine Brake In 2_2), AT-252. ☐ A/T Does Not Shift: $2_2 \rightarrow 1_1$, When Selector Lever "2" → "1" Position, AT-257. ☐ Vehicle Does Not Decelerate By Engine Brake, AT-258. ☐ SELF-DIAGNOSTIC PROCEDURE — Mark detected items.	
		☐ DTC P0705 PNP switch, AT-105. ☐ DTC P0710 A/T fluid temperature sensor, AT-111. ☐ DTC P0720 Vehicle speed sensor·A/T (Revolution sensor), AT-117. ☐ DTC P0725 Engine speed signal, AT-122. ☐ DTC P0740 Torque converter clutch solenoid valve, AT-154. ☐ DTC P0745 Line pressure solenoid valve, AT-168. ☐ DTC P0750 Shift solenoid valve A, AT-174. ☐ DTC P0755 Shift solenoid valve B, AT-178. ☐ DTC P1705 Accelerator pedal position sensor, AT-182. ☐ DTC P1760 Overrun clutch solenoid valve, AT-188. ☐ DTC BATT/FLUID TEMP SEN (A/T fluid temperature sensor and TCM power source), AT-193. ☐ DTC Vehicle speed sensor·MTR, AT-200. ☐ DTC Turbine revolution sensor, AT-209. ☐ DTC U1000 CAN communication line, AT-206. ☐ DTC Control unit (RAM), control unit (ROM), AT-214. ☐ DTC Control unit (EEP ROM), AT-216. ☐ PNP, overdrive control and accelerator pedal position sensor, AT-258. ☐ Battery ☐ Others	
5.	☐ For self-diagnosis NG items, inspect each component. Repair or replace the damaged parts.		AT-38
6.	☐ Perform all ROAD TEST and re-mark required procedures.		AT-65
7.	☐ Perform DTC CONFIRMATION PROCEDURE for following MIL indicating items and check out NG items. Refer to EC-86, "Emission-related Diagnostic Information".		EC-86
		☐ DTC (P0731, 1103) A/T 1st gear function, AT-126. ☐ DTC (P0732, 1104) A/T 2nd gear function, AT-132. ☐ DTC (P0733, 1105) A/T 3rd gear function, AT-138. ☐ DTC (P0734, 1106) A/T 4th gear function, AT-144. ☐ DTC (P0744, 1107) A/T TCC S/V function (lock-up), AT-159.	
8.	☐ 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-95 AT-103
9.	☐ Erase DTC from TCM and ECM memories.		AT-35

Work Flow

NAAT0020

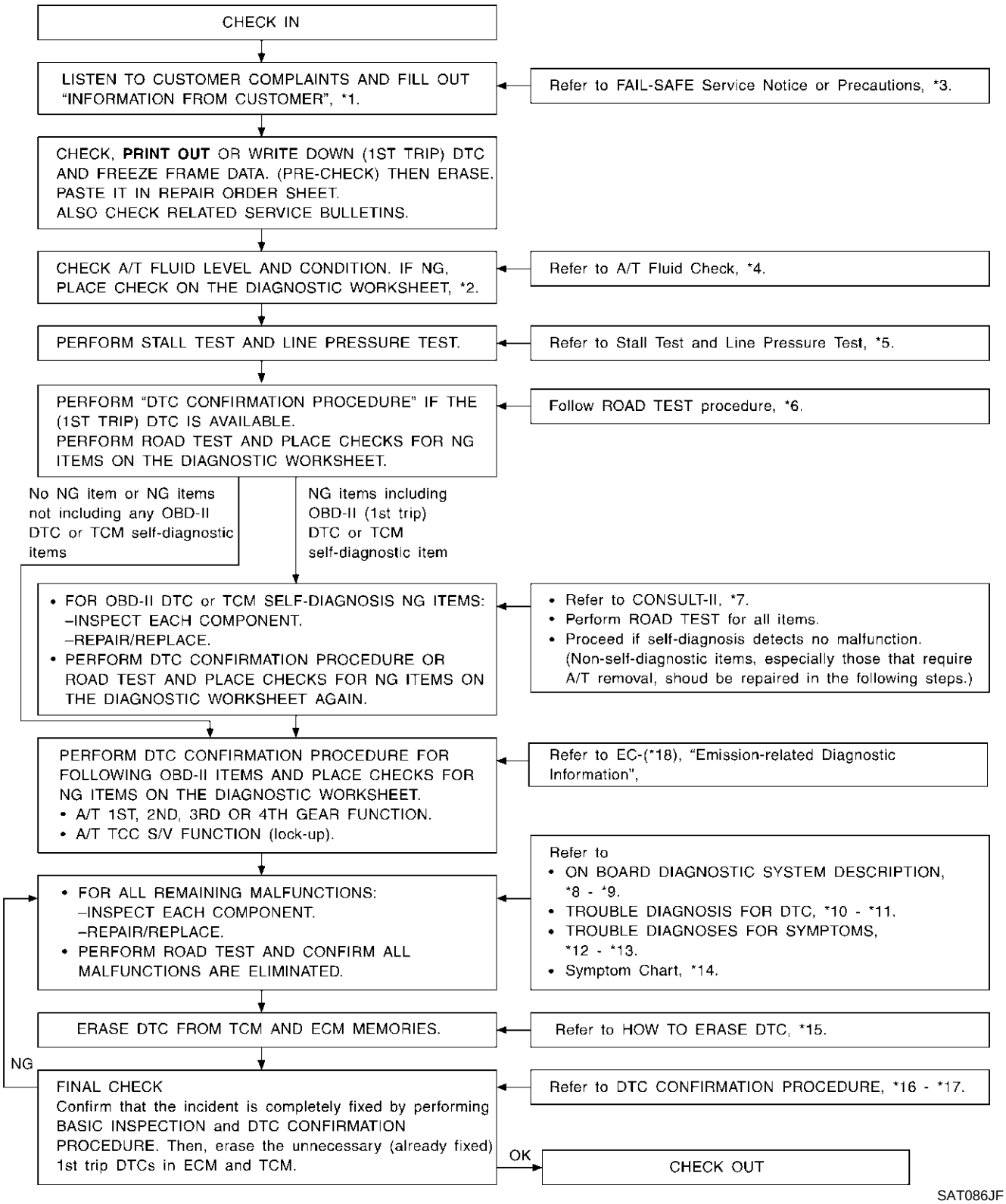
HOW TO PERFORM TROUBLE DIAGNOSES FOR QUICK AND ACCURATE REPAIR

NAAT0020S01

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-56) and “DIAGNOSTIC WORKSHEET” (AT-57), to perform the best troubleshooting possible.

WORK FLOW CHART

NAAT0020S02



SAT086JF

*1: AT-56
*2: AT-57
*3: AT-8
*4: AT-61
*5: AT-61, 64
*6: AT-65
*7: AT-37
*8: AT-33
*9: AT-52
*10: AT-105
*11: AT-216
*12: AT-218
*13: AT-258
*14: AT-83
*15: AT-35
*16: AT-106
*17: AT-216
*18: EC-86

A/T Fluid Check

NAAT0021

FLUID LEAKAGE CHECK

NAAT0021S01

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.


SAT638A

FLUID CONDITION CHECK

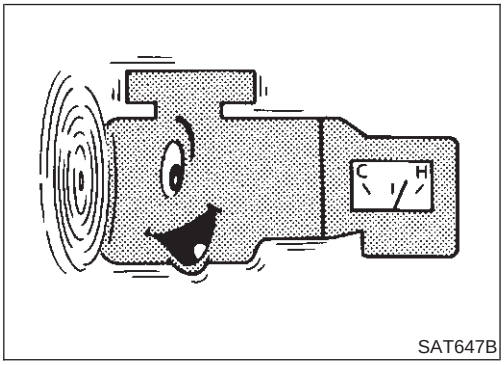
NAAT0021S02

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

NAAT0021S03

Refer to MA-22, “Checking A/T Fluid”.



SAT647B

Stall Test

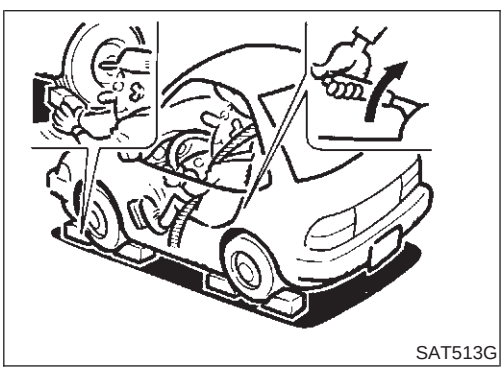
NAAT0022

STALL TEST PROCEDURE

NAAT0022S01

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

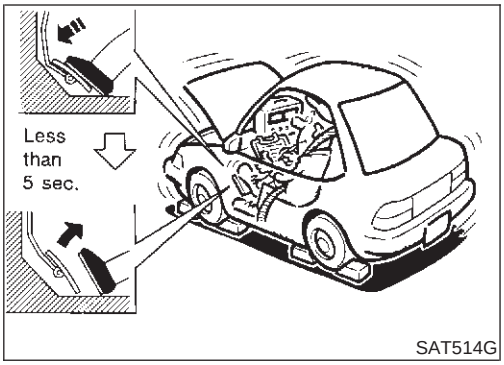
ATF operating temperature:
50 - 80°C (122 - 176°F)


SAT513G

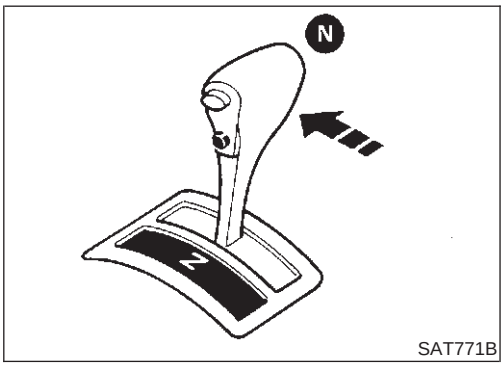
3. Set parking brake and block wheels.
4. Install a tachometer where it can be seen by driver during test.

- **It is good practice to put a mark on point of specified engine rpm on indicator.**

Stall Test (Cont'd)



SAT514G



SAT771B

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:
Refer to SDS, AT-356.

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

NAAT0022S02

The test result and possible damaged components relating to each result are shown in the illustration. In order to pinpoint the possible damaged components, refer to "Work Flow", AT-59.

NOTE:

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

- Slippage occurs in 1st gear but not in 2nd and 3rd gears. ..... Low one-way clutch slippage
- Slippage occurs at the following gears:
  1st through 3rd gears in "D" position and engine brake functions.
  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.

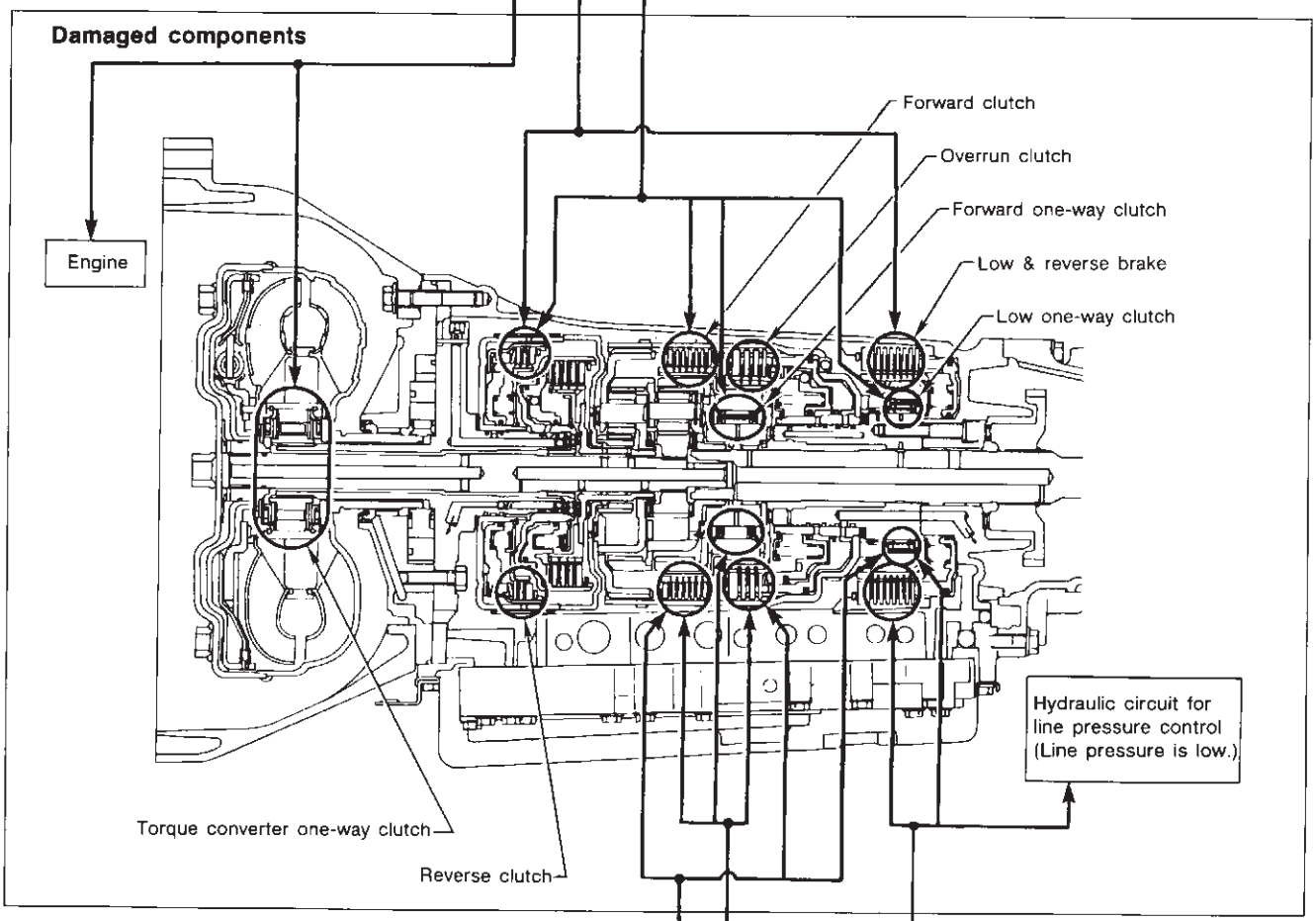
- Slippage occurs in 3rd and 4th gears in "D" position. ..... High clutch slippage
- Slippage occurs in 2nd and 4th gear in "D" position. ..... Brake band slippage
- Engine brake does not function in 2nd and 3rd gears in "D" position, 2nd gear in 2nd position, and 1st position. ..... Overrun clutch slippage

Stall revolution less than specifications:

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

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

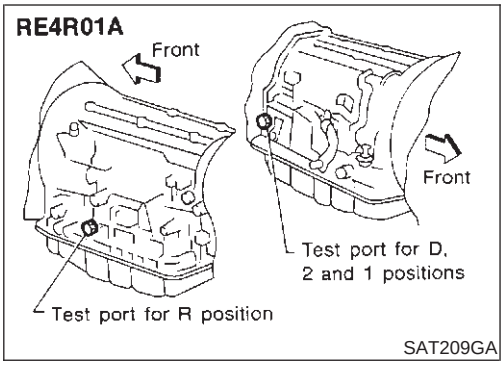
O : Stall revolution is normal.
H : Stall revolution is higher than specified.
L : Stall revolution is lower than specified.



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

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

SAT392H

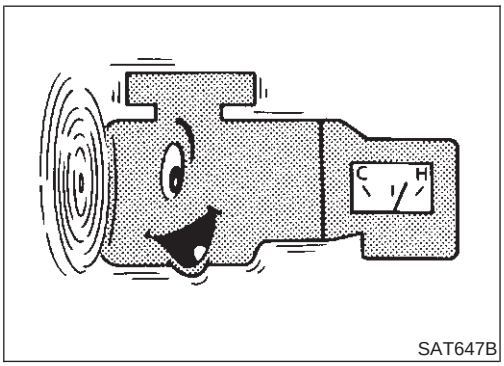


SAT209GA

Line Pressure Test

NAAT0023

- Location of line pressure test ports.
- **Always replace line pressure plugs as they are self-sealing bolts.**



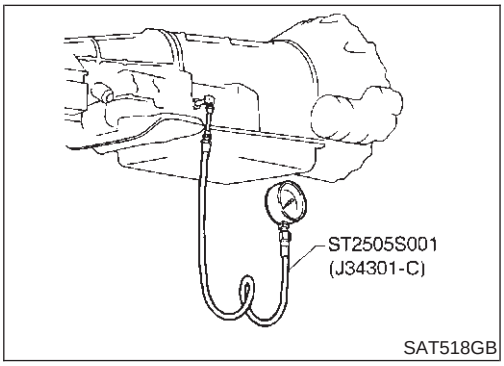
SAT647B

LINE PRESSURE TEST PROCEDURE

NAAT0023S01

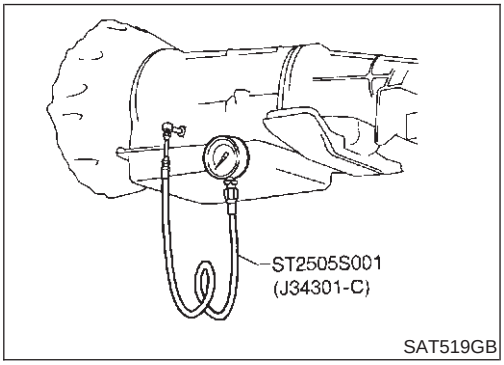
1. Check A/T fluid and engine oil levels. If necessary, add fluid and oil.
2. Drive vehicle for approx. 10 minutes or until fluid and oil reach operating temperature.

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

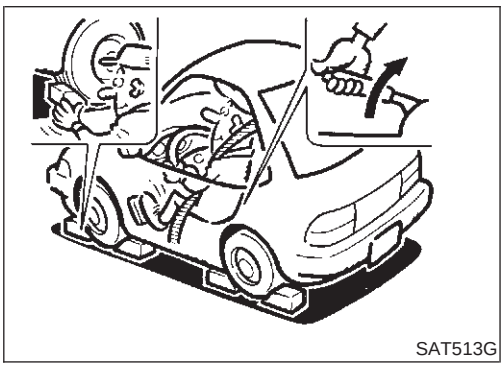


SAT518GB

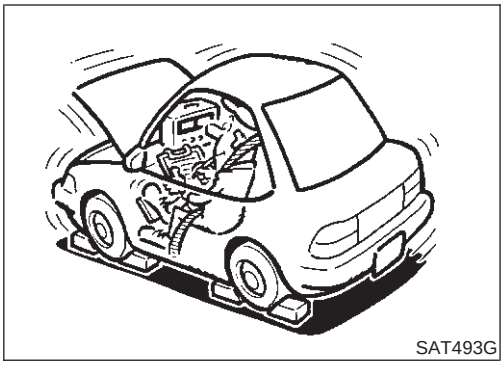
3. Install pressure gauge to corresponding line pressure port.



SAT519GB


SAT513G

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


SAT493G

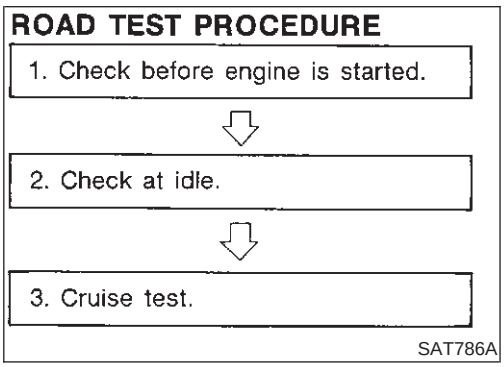
5. Start engine and measure line pressure at idle and stall speed.
- **When measuring line pressure at stall speed, follow the stall test procedure.**

Line pressure:
Refer to SDS, AT-356.

JUDGEMENT OF LINE PRESSURE TEST

NAAT0023S02

Judgement		Suspected parts
At idle	Line pressure is low in all positions.	• 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.	• Fluid pressure leakage between manual valve and particular clutch • For example, line pressure is: — Low in "R" and "1" positions, but — Normal in "D" and "2" positions. Then, fluid leakage exists at or around low and reverse brake circuit. Refer to "CLUTCH AND BAND CHART", AT-17.
	Line pressure is high.	• Mal-adjustment of throttle position sensor • 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.	• Mal-adjustment 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



SAT786A

Road Test

DESCRIPTION

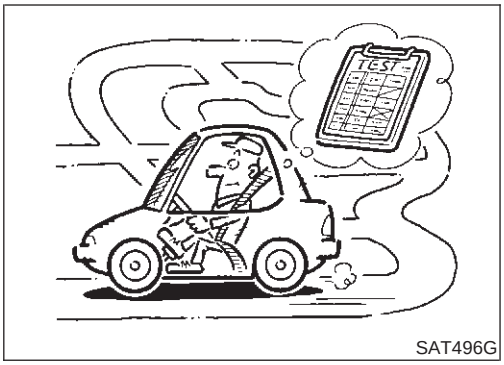
NAAT0024

NAAT0024S01

- 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

Road Test (Cont'd)



SAT496G

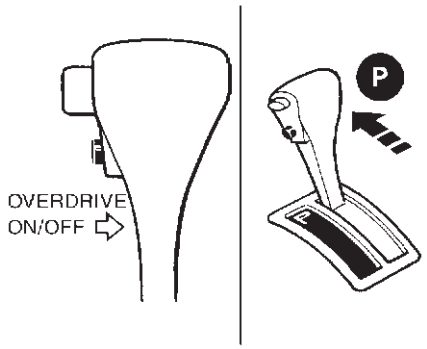
- Before road test, familiarize yourself with all test procedures and items to check.
- Conduct tests on all items until specified symptom is found. Troubleshoot items which check out No Good after road test. Refer to "ON BOARD DIAGNOSTIC SYSTEM DESCRIPTION" and "TROUBLE DIAGNOSES FOR SYMPTOMS", AT-33 - AT-52 and AT-218 - AT-258.

1. CHECK BEFORE ENGINE IS STARTED

NAAT0024S02

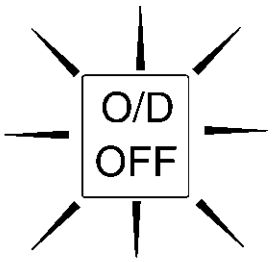
1	CHECK O/D OFF INDICATOR LAMP

1. Park vehicle on flat surface.
2. Move selector lever to "P" position.
3. Turn ignition switch to "OFF" position.
   Wait at least 5 seconds.



SAT967I

4. Turn ignition switch to "ON" position. (Do not start engine.)
5. Does O/D OFF indicator lamp come on for about 2 seconds?



O/D OFF indicator lamp

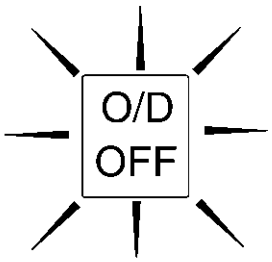
SAT204K

Yes or No

Yes	▶	GO TO 2.
No	▶	Stop Road Test. Go to "O/D OFF Indicator Lamp Does Not Come On", AT-221.

2	CHECK O/D OFF INDICATOR LAMP

Does O/D OFF indicator lamp flicker for about 8 seconds?



O/D OFF indicator lamp

SAT204K

Yes or No

Yes	▶	Perform self-diagnosis. Refer to TCM SELF-DIAGNOSIS PROCEDURE (No Tools), AT-48.
No	▶	GO TO 3.

3	CHECK NG ITEM

1. Turn ignition switch to "OFF" position.
2. Perform self-diagnosis and note NG items.
   Refer to TCM SELF-DIAGNOSIS PROCEDURE (No Tools), AT-48.

	▶	Go to "2. CHECK AT IDLE", AT-68.

Road Test (Cont'd)

2. CHECK AT IDLE

=NAAT0024S03

1	CHECK ENGINE START

1. Park vehicle on flat surface.
2. Turn ignition switch to "OFF" position.
3. Move selector lever to "P" or "N" position.
4. Turn ignition switch to start position.
5. Is engine started?

Yes or No

Yes	▶	GO TO 2.
No	▶	Go to "Engine Cannot Be Started In "P" and "N" Position", AT-223.

2	CHECK ENGINE START

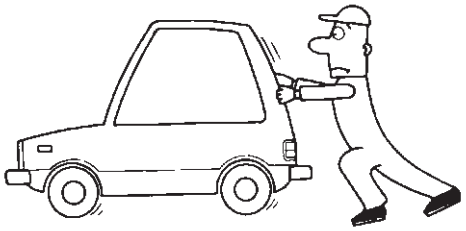
1. Turn ignition switch to "OFF" position.
2. Move selector lever to "D", "1", "2" or "R" position.
3. Turn ignition switch to start position.
4. Is engine started?

Yes or No

Yes	▶	Go to "Engine Cannot Be Started In "P" and "N" Position", AT-223.
No	▶	GO TO 3.

3	CHECK VEHICLE MOVE

1. Turn ignition switch to "OFF" position.
2. Move selector lever to "P" position.
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	▶	Go to "In "P" Position, Vehicle Moves Forward Or Backward When Pushed", AT-224.
No	▶	GO TO 4.

4	CHECK VEHICLE MOVE

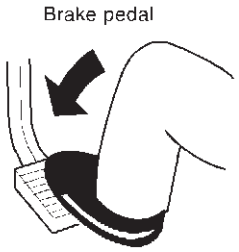
1. Apply parking brake.
2. Move selector lever to "N" position.
3. Turn ignition switch to "START" position and start engine.
4. Release parking brake.
5. Does vehicle move forward or backward?

Yes or No

Yes	▶	Go to "In "N" Position, Vehicle Moves", AT-225.
No	▶	GO TO 5.

5	CHECK SHIFT SHOCK

1. Apply foot brake.
2. Move selector lever to "R" position.
3. Is there large shock when changing from "N" to "R" position?



SAT082J

Yes or No

Yes	▶	Go to "Large Shock. "N" → "R" Position", AT-227.
No	▶	GO TO 6.

6	CHECK VEHICLE MOVE

1. Release foot brake for several seconds.
2. Does vehicle creep backward when foot brake is released?

Yes or No

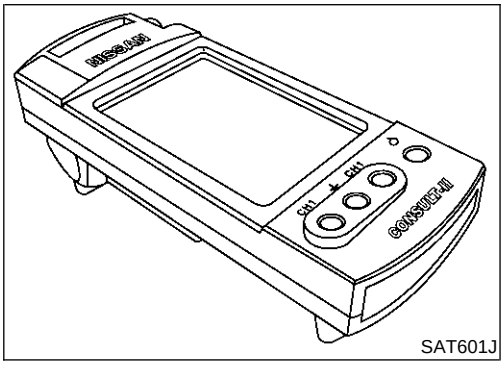
Yes	▶	GO TO 7.
No	▶	Go to "Vehicle Does Not Creep Backward In "R" Position", AT-229.

7	CHECK VEHICLE MOVE

1. Move selector lever to "D", "2" and "1" position and check if vehicle creeps forward.
2. Does vehicle creep forward in all three positions?

Yes or No

Yes	▶	Go to "CRUISE TEST", AT-69.
No	▶	Go to "Vehicle Does Not Creep Forward In "D", "2" Or "1" Position", AT-232.



SAT601J

3. CRUISE TEST

NAAT0024S04

- Check all items listed in Parts 1 through 3.

Ⓕ With CONSULT-II

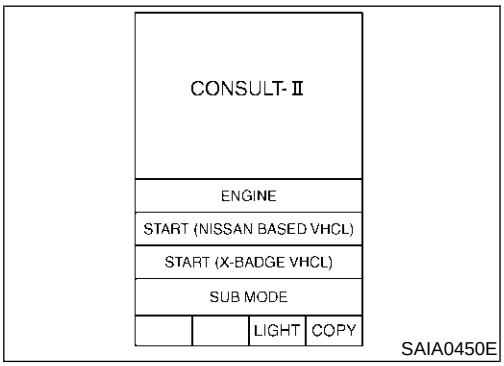
NAAT0024S0401

- 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

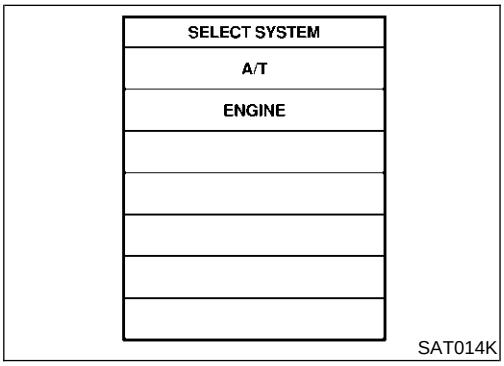
NAAT0024S0402

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



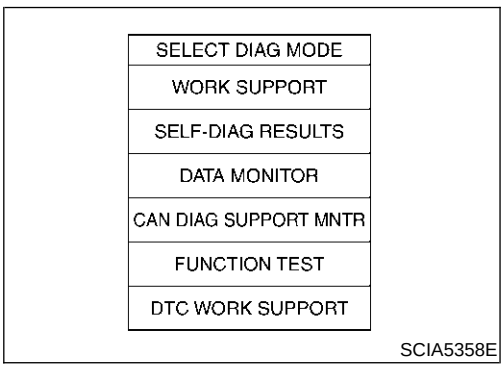
SAIA0450E

3. Turn ignition switch "ON".
4. Touch "START (NISSAN BASED VHCL)".



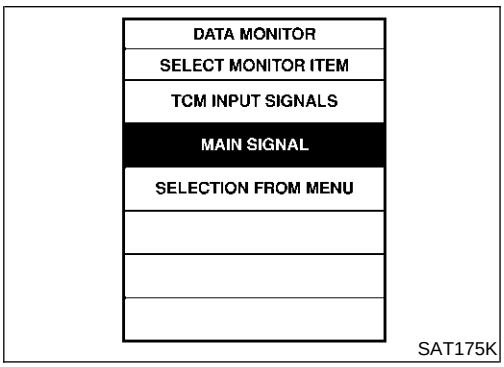
SAT014K

5. Touch "A/T".



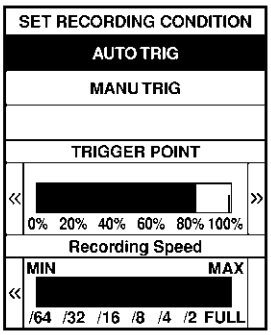
SCIA5358E

6. Touch "DATA MONITOR".



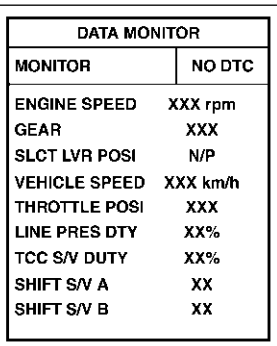
SAT175K

7. Touch "MAIN SIGNALS" or "TCM INPUT SIGNALS".
8. See "Numerical Display", "Barchart Display" or "Line Graph Display".



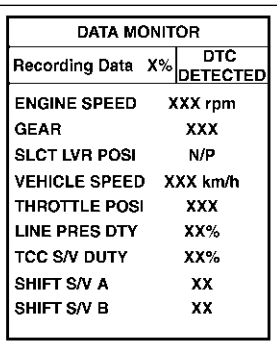
SAT973J

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



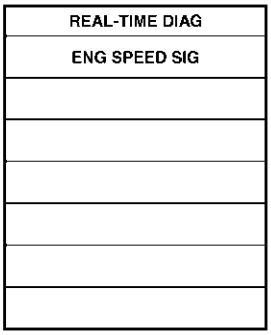
SAT134K

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



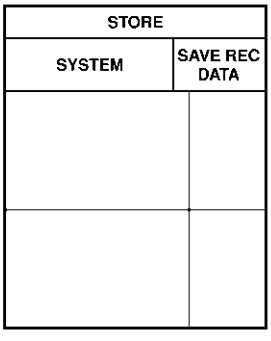
SAT135K

12. After finishing cruise test part 1, touch "STOP".



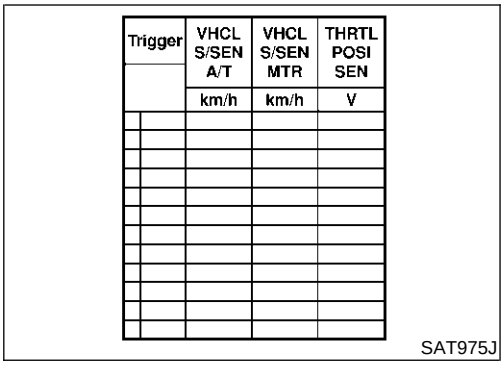
SAT987J

13. Touch "STORE" and touch "BACK".

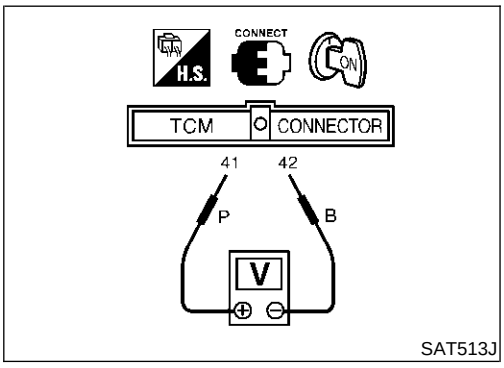


SAT974J

Road Test (Cont'd)



14. Touch "DISPLAY".
15. Touch "PRINT".
16. Check the monitor data printed out.
17. Continue cruise test part 2 and 3.



Without CONSULT-II

NAAT0024S0403

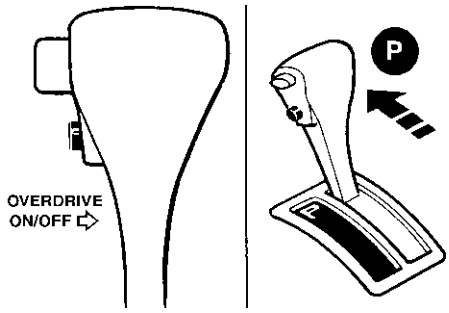
- Accelerator pedal position sensor (throttle position sensor) can be checked by voltage across terminals 41 and 42 of TCM.

Cruise Test — Part 1

=NAAT0024S0404

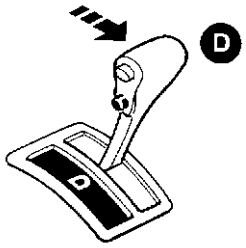
1	CHECK STARTING GEAR (D_1) POSITION

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)
2. Park vehicle on flat surface.
3. Set overdrive control switch to "ON" position.
4. Move selector lever to "P" position.



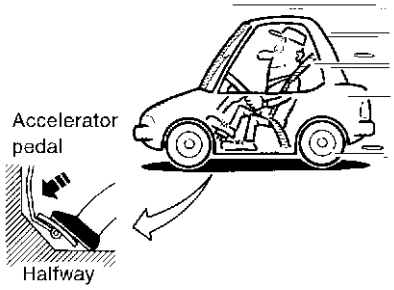
SAT001J

5. Start engine.
6. Move selector lever to "D" position.



SAT952I

7. Accelerate vehicle by constantly depressing accelerator pedal halfway.



SAT953I

8. Does vehicle start from D_1?
   Ⓔ **Read gear position.**

Yes or No

Yes	▶	GO TO 2.
No	▶	Go to "Vehicle Cannot Be Started From D_1", AT-235.

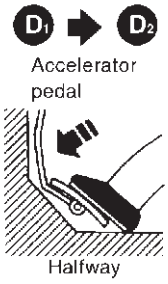
2	CHECK SHIFT UP (D_1 TO D_2)

Does A/T shift from D_1 to D_2 at the specified speed?

Ⓔ **Read gear position, throttle opening and vehicle speed.**

Specified speed when shifting from D_1 to D_2:

Refer to Shift schedule, AT-356.



SAT954I

Yes or No

Yes	▶	GO TO 3.
No	▶	Go to "A/T Does Not Shift: $D_1 \rightarrow D_2$ or Does Not Kickdown: $D_4 \rightarrow D_2$", AT-238.

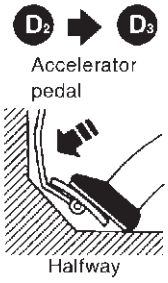
3	CHECK SHIFT UP (D_2 TO D_3)

Does A/T shift from D_2 to D_3 at the specified speed?

Ⓔ **Read gear position, throttle opening and vehicle speed.**

Specified speed when shifting from D_2 to D_3:

Refer to Shift schedule, AT-356.



SAT955I

Yes or No

Yes	▶	GO TO 4.
No	▶	Go to "A/T Does Not Shift: $D_2 \rightarrow D_3$", AT-241.

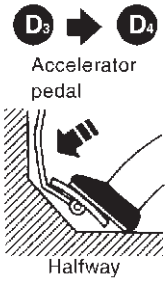
4	CHECK SHIFT UP (D_3 TO D_4)

Does A/T shift from D_3 to D_4 at the specified speed?

Ⓔ **Read gear position, throttle opening and vehicle speed.**

Specified speed when shifting from D_3 to D_4:

Refer to Shift schedule, AT-356.



SAT956I

Yes or No

Yes	▶	GO TO 5.
No	▶	Go to "A/T Does Not Shift: $D_3 \rightarrow D_4$", AT-244.

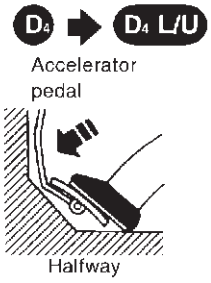
5	CHECK LOCK-UP (D_4 TO D_4 L/U)

Does A/T perform lock-up at the specified speed?

Ⓔ **Read vehicle speed, throttle position when lock-up duty becomes 94%.**

Specified speed when lock-up occurs:

Refer to Shift schedule, AT-356.



SAT957I

Yes or No

Yes	▶	GO TO 6.
No	▶	Go to "A/T Does Not Perform Lock-up", AT-247.

6	CHECK HOLD LOCK-UP

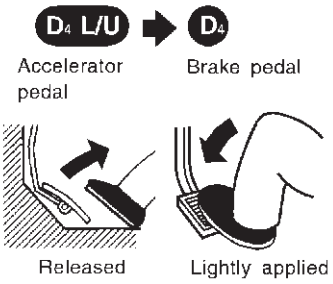
Does A/T hold lock-up condition for more than 30 seconds?

Yes or No

Yes	▶	GO TO 7.
No	▶	Go to "A/T Does Not Hold Lock-up Condition", AT-249.

7	CHECK LOCK-UP OFF (D_4 L/U TO D_4)

1. Release accelerator pedal.
2. Is lock-up released when accelerator pedal is released?



SAT958I

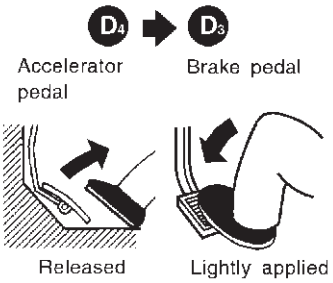
Yes or No

Yes	▶	GO TO 8.
No	▶	Go to "Lock-up Is Not Released", AT-251.

8	CHECK SHIFT DOWN (D_4 TO D_3)

1. Decelerate vehicle by applying foot brake lightly.
2. Does engine speed return to idle smoothly when A/T is shifted from D_4 to D_3?

Ⓔ **Read gear position and engine speed.**



SAT959I

Yes or No

Yes	▶	1. Stop vehicle. 2. Go to "Cruise Test — Part 2", AT-77.
No	▶	Go to "Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)", AT-252.

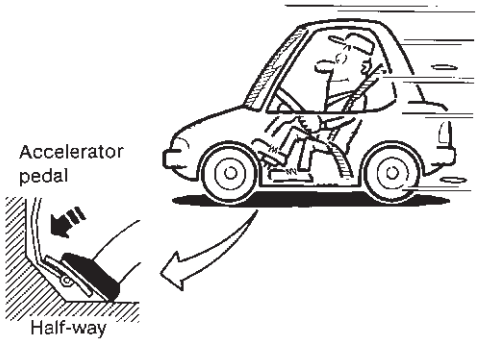
Cruise Test — Part 2

=NAAT0024S0405

1	CHECK STARTING GEAR (D_1) POSITION

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 D_1?

Ⓔ **Read gear position.**



SAT495G

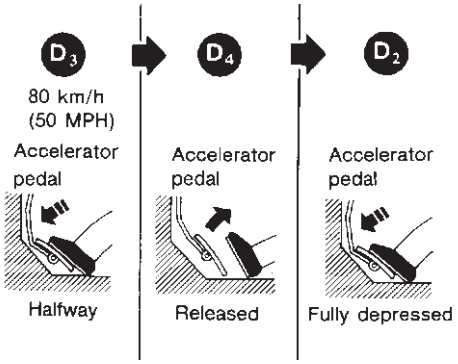
Yes or No

Yes	▶	GO TO 2.
No	▶	Go to "Vehicle Does Not Start From D_1", AT-254.

2	CHECK SHIFT UP AND SHIFT DOWN (D_3 TO D_4 TO D_2)

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 D_4 to D_2 as soon as accelerator pedal is depressed fully?

Ⓔ **Read gear position and throttle position.**



SAT404H

Yes or No

Yes	▶	GO TO 3.
No	▶	Go to "A/T Does Not Shift: $D_3 \rightarrow D_4$, AT-244 Or Does Not Kickdown: $D_4 \rightarrow D_2$", AT-238.

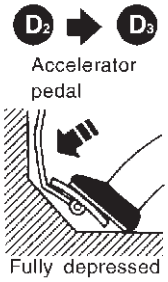
3	CHECK SHIFT UP (D_2 TO D_3)

Does A/T shift from D_2 to D_3 at the specified speed?

Ⓔ **Read gear position, throttle position and vehicle speed.**

Specified speed when shifting from D_2 to D_3:

Refer to Shift schedule, AT-356.



SAT960I

Yes or No

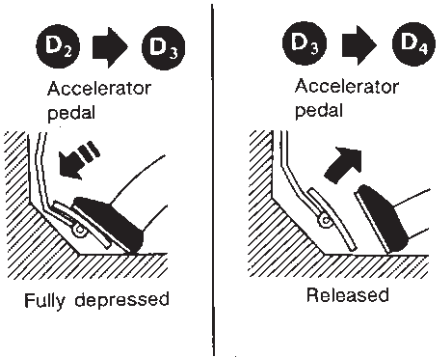
Yes	▶	GO TO 4.
No	▶	Go to "A/T Does Not Shift: $D_2 \rightarrow D_3$", AT-241.

4	CHECK SHIFT UP (D_3 TO D_4) AND ENGINE BRAKE

Release accelerator pedal after shifting from D_2 to D_3.

Does A/T shift from D_3 to D_4 and does vehicle decelerate by engine brake?

Ⓔ **Read gear position, throttle position and vehicle speed.**



SAT405H

Yes or No

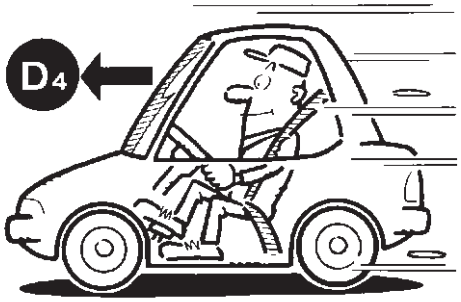
Yes	▶	1. Stop vehicle. 2. Go to "Cruise test — Part 3", AT-79.
No	▶	Go to "A/T Does Not Shift: $D_3 \rightarrow D_4$", AT-244.

Cruise Test — Part 3

=NAAT0024S0406

1	VEHICLE SPEED D_4 POSITION

1. Confirm overdrive control switch is in "ON" position.
2. Confirm selector lever is in "D" position.
3. Accelerate vehicle using half-throttle to D_4.



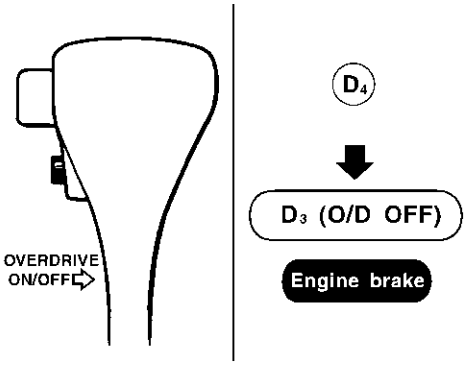
SAT812A

▶	GO TO 2.

2	CHECK SHIFT DOWN (D_4 TO D_3)

1. Release accelerator pedal.
2. Set overdrive control switch to "OFF" position while driving in D_4.
3. Does A/T shift from D_4 to D_3 (O/D OFF)?

Ⓔ **Read gear position and vehicle speed.**



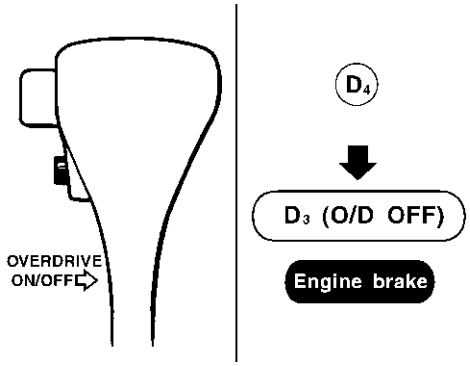
SAT999IA

Yes or No

Yes	▶	GO TO 3.
No	▶	Go to "A/T Does Not Shift: $D_4 \rightarrow D_3$, When Overdrive Control Switch "ON" → "OFF", AT-255.

3	CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?



SAT999IA

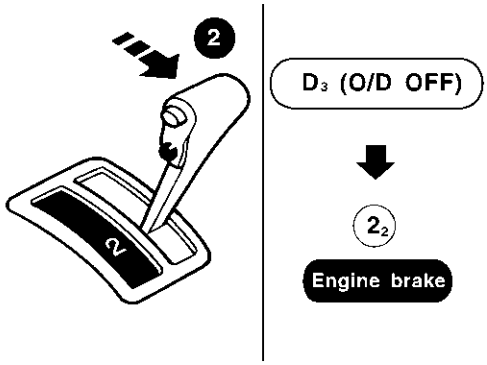
Yes or No

Yes	▶	GO TO 4.
No	▶	Go to "Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)", AT-252.

4	CHECK SHIFT DOWN (D_3 TO 2_2)

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.**



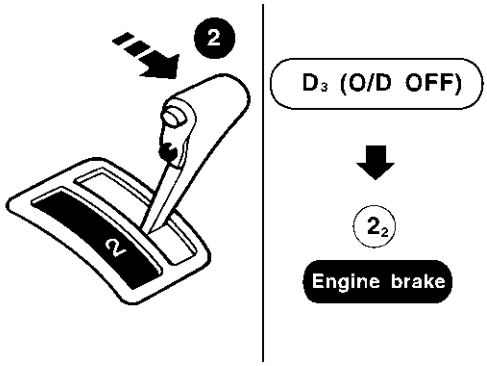
SAT791GB

Yes or No

Yes	▶	GO TO 5.
No	▶	Go to "A/T Does Not Shift: $D_3 \rightarrow 2_2$, When Selector Lever "D" → "2" Position", AT-256.

5	CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?



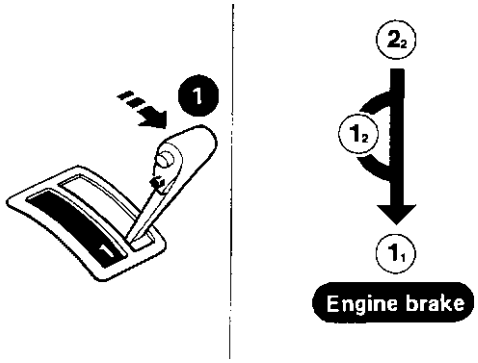
SAT791GB

Yes or No

Yes	▶	GO TO 6.
No	▶	Go to "Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)", AT-252.

6	CHECK SHIFT DOWN (2_2 TO 1_1)

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?



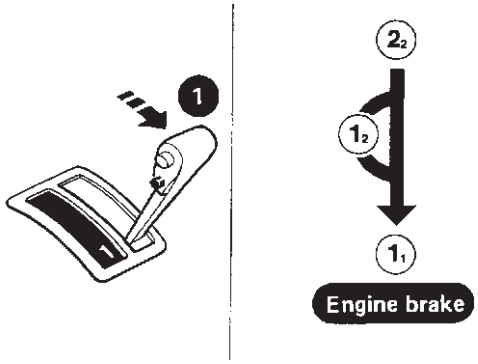
SAT778B

Yes or No

Yes	▶	GO TO 7.
No	▶	Go to "A/T Does Not Shift: $2_2 \rightarrow 1_1$, When Selector lever "2" → "1" Position", AT-257.

7	CHECK ENGINE BRAKE

Does vehicle decelerate by engine brake?



SAT778B

Yes or No

Yes	▶	1. Stop vehicle. 2. Perform self-diagnosis. Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.
No	▶	Go to "Vehicle Does Not Decelerate By Engine Brake", AT-258.

Symptom Chart

NAAT0233

Numbers are arranged in order of inspection.
Perform inspections starting with number one and work up.

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Lock-up Engagement/TCC Inoperative	Torque converter is not locked up.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			3. Park/neutral position (PNP) switch adjustment	AT-275
			4. Engine speed signal	AT-122
			5. A/T fluid temperature sensor	AT-111
			6. Line pressure test	AT-64
			7. Torque converter clutch solenoid valve	AT-154
			8. Control valve assembly	AT-272
		OFF vehicle	9. Torque converter	AT-286
	Torque converter clutch piston slip.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Torque converter clutch solenoid valve	AT-154
			5. Line pressure solenoid valve	AT-168
			6. Control valve assembly	AT-272
		OFF vehicle	7. Torque converter	AT-286
	Lock-up point is extremely high or low. AT-247	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			3. Torque converter clutch solenoid valve	AT-154
			4. Control valve assembly	AT-272
Shift Shock	Sharp shock in shifting from N to D position.	ON vehicle	1. Engine idling rpm	EC-792
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. A/T fluid temperature sensor	AT-111
			5. Engine speed signal	AT-122
			6. Line pressure solenoid valve	AT-168
			7. Control valve assembly	AT-272
			8. Accumulator N-D	AT-272
		OFF vehicle	9. Turbine revolution sensor	AT-209
			10. Forward clutch	AT-320

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
Shift Shock	Too sharp a shock in change from D_1 to D_2.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Line pressure test	AT-64
			3. Accumulator servo release	AT-272
			4. Control valve assembly	AT-272
			5. A/T fluid temperature sensor	AT-111
		OFF vehicle	6. Brake band	AT-333
	Too sharp a shock in change from D_2 to D_3.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Line pressure test	AT-64
			3. Control valve assembly	AT-272
		OFF vehicle	4. High clutch	AT-317
			5. Brake band	AT-333
	Too sharp a shock in change from D_3 to D_4.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Line pressure test	AT-64
			3. Control valve assembly	AT-272
		OFF vehicle	4. Brake band	AT-333
			5. Overrun clutch	AT-320
	Gear change shock felt during deceleration by releasing accelerator pedal.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Line pressure test	AT-64
			3. Overrun clutch solenoid valve	AT-188
			4. Control valve assembly	AT-272
	Large shock changing from 1_2 to 1_1 in 1 position.	ON vehicle	1. Control valve assembly	AT-272
		ON vehicle	2. Low & reverse brake	AT-324

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
Improper Shift Timing	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-238, 241, 244	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			3. Shift solenoid valve A	AT-174
			4. Shift solenoid valve B	AT-178
	Gear change directly from D_1 to D_3 occurs.	ON vehicle	1. Fluid level	AT-61
			2. Accumulator servo release	AT-272
		OFF vehicle	3. Brake band	AT-333
	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. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
	Kickdown does not operate when depressing pedal in D_4 within kickdown vehicle speed.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			3. Shift solenoid valve A	AT-174
			4. Shift solenoid valve B	AT-178
Improper Shift Timing	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-117, 200
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Shift solenoid valve A	AT-174
			4. Shift solenoid valve B	AT-178
	Gear change from 2_2 to 2_3 in 2 position.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
	Gear change from 1_1 to 1_2 in 1 position.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Manual control linkage adjustment	AT-275

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Down Shift	Failure to change gear from D_4 to D_3.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Overrun clutch solenoid valve	AT-188
			4. Shift solenoid valve A	AT-174
			5. Line pressure solenoid valve	AT-168
			6. Control valve assembly	AT-272
		OFF vehicle	7. Low & reverse brake	AT-324
			8. Overrun clutch	AT-320
	Failure to change gear from D_3 to D_2 or from D_4 to D_2.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Shift solenoid valve A	AT-174
			4. Shift solenoid valve B	AT-178
			5. Control valve assembly	AT-272
		OFF vehicle	6. High clutch	AT-317
			7. Brake band	AT-333
	Failure to change gear from D_2 to D_1 or from D_3 to D_1.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Shift solenoid valve A	AT-182
			4. Shift solenoid valve B	AT-178
			5. Control valve assembly	AT-272
		OFF vehicle	6. Low one-way clutch	AT-328
			7. High clutch	AT-317
			8. Brake band	AT-333

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Down Shift	Failure to change from D_3 to 2_2 when changing lever into 2 position. AT-252	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Overrun clutch solenoid valve	AT-188
			4. Shift solenoid valve B	AT-178
			5. Shift solenoid valve A	AT-174
			6. Control valve assembly	AT-272
			7. Manual control linkage adjustment	AT-275
		OFF vehicle	8. Brake band	AT-333
			9. Overrun clutch	AT-320
	Does not change from 1_2 to 1_1 in 1 position.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			3. Shift solenoid valve A	AT-174
			4. Control valve assembly	AT-272
			5. Overrun clutch solenoid valve	AT-188
		OFF vehicle	6. Overrun clutch	AT-320
			7. Low & reverse brake	AT-324
No Up Shift	Failure to change gear from D_1 to D_2.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Manual control linkage adjustment	AT-275
			3. Shift solenoid valve A	AT-174
			4. Control valve assembly	AT-272
			5. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
		OFF vehicle	6. Brake band	AT-333
	Failure to change gear from D_2 to D_3.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Manual control linkage adjustment	AT-275
			3. Shift solenoid valve B	AT-178
			4. Control valve assembly	AT-272
			5. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
		OFF vehicle	6. High clutch	AT-317
			7. Brake band	AT-333

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
No Up Shift	Failure to change gear from D_3 to D_4.	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Manual control linkage adjustment	AT-275
			3. Shift solenoid valve A	AT-174
			4. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			5. A/T fluid temperature sensor	AT-111
		OFF vehicle	6. Brake band	AT-333
	A/T does not shift to D_4 when driving with overdrive control switch ON.	ON vehicle	1. Accelerator pedal position sensor (throttle position sensor)	AT-182
			2. Park/neutral position (PNP) switch adjustment	AT-275
			3. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			4. Shift solenoid valve A	AT-174
			5. Overrun clutch solenoid valve	AT-188
			6. Control valve assembly	AT-272
			7. A/T fluid temperature sensor	AT-111
			8. Line pressure solenoid valve	AT-168
		OFF vehicle	9. Brake band	AT-333
			10. Overrun clutch	AT-320
Slips/Will Not Engage	Vehicle will not run in R position (but runs in D, 2 and 1 positions). Clutch slips. Very poor acceleration. AT-229	ON vehicle	1. Manual control linkage adjustment	AT-275
			2. Line pressure test	AT-64
			3. Line pressure solenoid valve	AT-168
			4. Control valve assembly	AT-272
		OFF vehicle	5. Reverse clutch	AT-314
			6. High clutch	AT-317
			7. Forward clutch	AT-320
			8. Overrun clutch	AT-320
			9. Low & reverse brake	AT-324
	Vehicle will not run in D and 2 positions (but runs in 1 and R positions).	ON vehicle	1. Manual control linkage adjustment	AT-275
		OFF vehicle	2. Low one-way clutch	AT-328

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Vehicle will not run in D, 1, 2 positions (but runs in R position). Clutch slips. Very poor acceleration. AT-232	ON vehicle	1. Fluid level	AT-61
			2. Line pressure test	AT-64
			3. Line pressure solenoid valve	AT-168
			4. Control valve assembly	AT-272
			5. Accumulator N-D	AT-272
		OFF vehicle	6. Reverse clutch	AT-314
			7. High clutch	AT-317
			8. Forward clutch	AT-320
			9. Forward one-way clutch	AT-330
			10. Low one-way clutch	AT-328
	Clutches or brakes slip somewhat in starting.	ON vehicle	1. Fluid level	AT-61
			2. Manual control linkage adjustment	AT-275
			3. Accelerator pedal position sensor (throttle position sensor)	AT-182
			4. Line pressure test	AT-64
			5. Line pressure solenoid valve	AT-168
			6. Control valve assembly	AT-272
			7. Accumulator N-D	AT-272
		OFF vehicle	8. Forward clutch	AT-320
			9. Reverse clutch	AT-314
			10. Low & reverse brake	AT-324
			11. Oil pump	AT-297
			12. Torque converter	AT-286
	No creep at all. AT-229, 232	ON vehicle	1. Fluid level	AT-61
			2. Line pressure test	AT-64
			3. Control valve assembly	AT-272
		OFF vehicle	4. Forward clutch	AT-320
			5. Oil pump	AT-297
			6. Torque converter	AT-286
	Almost no shock or clutches slipping in change from D_1 to D_2.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Accumulator servo release	AT-272
			5. Control valve assembly	AT-272
		OFF vehicle	6. Brake band	AT-333

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Almost no shock or slipping in change from D_2 to D_3.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Control valve assembly	AT-272
		OFF vehicle	5. High clutch	AT-317
			6. Forward clutch	AT-320
	Almost no shock or slipping in change from D_3 to D_4.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Control valve assembly	AT-272
		OFF vehicle	5. High clutch	AT-317
			6. Brake band	AT-333
	Races extremely fast or slips in changing from D_4 to D_3 when depressing pedal.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
			5. Control valve assembly	AT-272
		OFF vehicle	6. High clutch	AT-317
			7. Forward clutch	AT-320
	Races extremely fast or slips in changing from D_4 to D_2 when depressing pedal.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
			5. Shift solenoid valve A	AT-174
			6. Control valve assembly	AT-272
		OFF vehicle	7. Brake band	AT-333
			8. Forward clutch	AT-320
	Races extremely fast or slips in changing from D_3 to D_2 when depressing pedal.	ON vehicle	1. Fluid level	AT-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
			5. Control valve assembly	AT-272
			6. A/T fluid temperature sensor	AT-111

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
Slips/Will Not Engage	Races extremely fast or slips in changing from D_3 to D_2 when depressing pedal.	OFF vehicle	7. Brake band	AT-333
			8. Forward clutch	AT-320
			9. High clutch	AT-317
	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-61
			2. Accelerator pedal position sensor (throttle position sensor)	AT-182
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
			5. Control valve assembly	AT-272
		OFF vehicle	6. Forward clutch	AT-320
			7. Forward one-way clutch	AT-330
			8. Low one-way clutch	AT-328
	Vehicle will not run in any position.	ON vehicle	1. Fluid level	AT-61
			2. Manual control linkage adjustment	AT-275
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
		OFF vehicle	5. Oil pump	AT-297
			6. High clutch	AT-317
			7. Brake band	AT-333
			8. Low & reverse brake	AT-324
			9. Torque converter	AT-286
			10. Parking pawl components	AT-337
NOT USED	Engine cannot be started in P and N positions. AT-223	ON vehicle	1. Ignition switch and starter	EL-16, and SC-10
			2. Manual control linkage adjustment	AT-275
			3. Park/neutral position (PNP) switch adjustment	AT-275
	Engine starts in positions other than P and N. AT-223	ON vehicle	1. Manual control linkage adjustment	AT-275
			2. Park/neutral position (PNP) switch adjustment	AT-275
	Transmission noise in P and N positions.	ON vehicle	1. Fluid level	AT-61
			2. Line pressure test	AT-64
			3. Accelerator pedal position sensor (throttle position sensor)	AT-182
			4. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			5. Engine speed signal	AT-122
		OFF vehicle	6. Oil pump	AT-297
			7. Torque converter	AT-286

Symptom Chart (Cont'd)

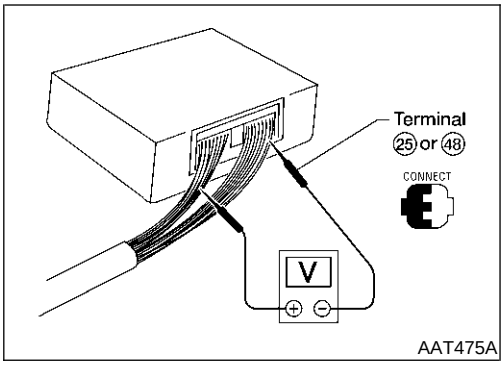
Items	Symptom	Condition	Diagnostic Item	Reference Page
NOT USED	Vehicle moves when changing into P position or parking gear does not disengage when shifted out of P position. AT-224	ON vehicle	1. Manual control linkage adjustment	AT-275
		OFF vehicle	2. Parking pawl components	AT-337
	Vehicle runs in N position. AT-225	ON vehicle	1. Manual control linkage adjustment	AT-275
		OFF vehicle	2. Forward clutch	AT-320
			3. Reverse clutch	AT-314
			4. Overrun clutch	AT-320
	Vehicle braked when shifting into R position.	ON vehicle	1. Fluid level	AT-61
			2. Manual control linkage adjustment	AT-275
			3. Line pressure test	AT-64
			4. Line pressure solenoid valve	AT-168
			5. Control valve assembly	AT-272
		OFF vehicle	6. High clutch	AT-317
			7. Brake band	AT-333
			8. Forward clutch	AT-320
			9. Overrun clutch	AT-320
	Excessive creep.	ON vehicle	1. Engine idling rpm	EC-792
	Engine stops when shifting lever into R, D, 2 and 1.	ON vehicle	1. Engine idling rpm	EC-792
			2. Torque converter clutch solenoid valve	AT-154
			3. Control valve assembly	AT-272
		OFF vehicle	4. Torque converter	AT-286
	Vehicle braked by gear change from D_1 to D_2.	ON vehicle	1. Fluid level	AT-61
		OFF vehicle	2. Reverse clutch	AT-314
			3. Low & reverse brake	AT-324
			4. High clutch	AT-317
			5. Low one-way clutch	AT-328
	Vehicle braked by gear change from D_2 to D_3.	ON vehicle	1. Fluid level	AT-61
		OFF vehicle	2. Brake band	AT-333
	Vehicle braked by gear change from D_3 to D_4.	ON vehicle	1. Fluid level	AT-61
		OFF vehicle	2. Overrun clutch	AT-320
			3. Forward one-way clutch	AT-330
			4. Reverse clutch	AT-314

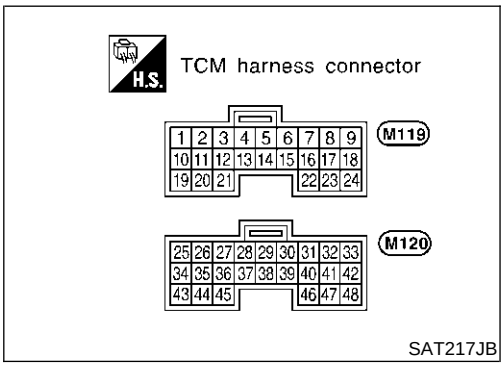
Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
NOT USED	Maximum speed not attained. Acceleration poor.	ON vehicle	1. Fluid level	AT-61
			2. Park/neutral position (PNP) switch adjustment	AT-275
			3. Shift solenoid valve A	AT-174
			4. Shift solenoid valve B	AT-178
			5. Control valve assembly	AT-272
		OFF vehicle	6. Reverse clutch	AT-314
			7. High clutch	AT-317
			8. Brake band	AT-333
			9. Low & reverse brake	AT-324
			10. Oil pump	AT-297
			11. Torque converter	AT-286
	Transmission noise in D, 2, 1 and R positions.	ON vehicle	1. Fluid level	AT-61
		ON vehicle	2. Torque converter	AT-286
	Engine brake does not operate in "1" position. AT-254	ON vehicle	1. Park/neutral position (PNP) switch adjustment	AT-275
			2. Manual control linkage adjustment	AT-275
			3. Accelerator pedal position sensor (throttle position sensor)	AT-182
			4. Vehicle speed sensor·A/T (Revolution sensor) and vehicle speed sensor·MTR	AT-117, 200
			5. Shift solenoid valve A	AT-174
			6. Control valve assembly	AT-272
			7. Overrun clutch solenoid valve	AT-188
		OFF vehicle	8. Overrun clutch	AT-320
			9. Low & reverse brake	AT-324

Symptom Chart (Cont'd)

Items	Symptom	Condition	Diagnostic Item	Reference Page
NOT USED	Transmission overheats.	ON vehicle	1. Fluid level	AT-61
			2. Engine idling rpm	EC-792
			3. Accelerator pedal position sensor (throttle position sensor)	AT-182
			4. Line pressure test	AT-64
			5. Line pressure solenoid valve	AT-168
			6. Control valve assembly	AT-272
		OFF vehicle	7. Oil pump	AT-297
			8. Reverse clutch	AT-314
			9. High clutch	AT-317
			10. Brake band	AT-333
			11. Forward clutch	AT-320
			12. Overrun clutch	AT-320
			13. Low & reverse brake	AT-324
			14. Torque converter	AT-286
	ATF shoots out during operation. White smoke emitted from exhaust pipe during operation.	ON vehicle	1. Fluid level	AT-61
		OFF vehicle	2. Reverse clutch	AT-314
			3. High clutch	AT-317
			4. Brake band	AT-333
			5. Forward clutch	AT-320
			6. Overrun clutch	AT-320
			7. Low & reverse brake	AT-324
	Offensive smell at fluid charging pipe.	ON vehicle	1. Fluid level	AT-61
		OFF vehicle	2. Torque converter	AT-286
			3. Oil pump	AT-297
			4. Reverse clutch	AT-314
			5. High clutch	AT-317
			6. Brake band	AT-333
			7. Forward clutch	AT-320
			8. Overrun clutch	AT-320
			9. Low & reverse brake	AT-324
	Engine is stopped at R, D, 2 and 1 positions.	ON vehicle	1. Fluid level	AT-61
			2. Torque converter clutch solenoid valve	AT-154
			3. Shift solenoid valve B	AT-178
			4. Shift solenoid valve A	AT-174
			5. Control valve assembly	AT-272





TCM Terminals and Reference Value

=NAAT0027

PREPARATION

NAAT0027S01

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

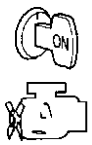
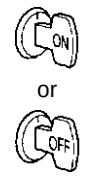
TCM HARNESS CONNECTOR TERMINAL LAYOUT

NAAT0027S02

TCM INSPECTION TABLE

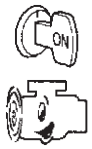
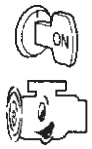
NAAT0027S03

(Data are reference values.)

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
1	GY	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
				When depressing accelerator pedal fully after warming up engine.	0V
2	BR/Y	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.	0V
3	G/OR	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock- up.	0V
5	L	CAN (high)		—	—
6	R	CAN (low)		—	—
10	W/R	Power source		When turning ignition switch to “ON”.	Battery voltage
				When turning ignition switch to “OFF”.	0V

TCM Terminals and Reference Value (Cont'd)

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
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".)	0V
12	L/R	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".)	0V
19	W/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.	0V
25	B	Ground		—	0V
26	L/Y	PNP switch "1" position		When setting selector lever to "1" position.	Battery voltage
				When setting selector lever to other positions.	0V
27	G/W	PNP switch "2" position		When setting selector lever to "2" position.	Battery voltage
				When setting selector lever to other positions.	0V
28	R/Y	Power source (Memory back-up)	 or 	When turning ignition switch to "OFF".	Battery voltage
				When turning ignition switch to "ON".	Battery voltage
29	W	Revolution sensor (Measure in AC range)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.
				When vehicle parks.	0V
30*	W	Data link connector (RX)	 or 	—	—
31*	L	Data link connector (TX)		—	—
32	P/B	Sensor power		Ignition switch "ON".	4.5 - 5.5V
				Ignition switch "OFF".	0V

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
34	L	PNP switch "D" position		When setting selector lever to "D" position.	Battery voltage
				When setting selector lever to other positions.	0V
35	Y	PNP switch "R" position		When setting selector lever to "R" position.	Battery voltage
				When setting selector lever to other positions.	0V
36	P	PNP switch "N" or "P" position		When setting selector lever to "N" or "P" position.	Battery voltage
				When setting selector lever to other positions.	0V
38	W	Turbine revolution sensor (Measure in AC range)		When engine is running at 1,000 rpm	1.2V Voltage rises gradually in response to engine speed.
39	W/B	Engine speed signal		Refer to EC-149, "ECM INSPECTION TABLE".	—
40	W/L	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 1.0V and more than 4.5V.
41	P/L	Accelerator pedal position sensor (throttle position sensor)		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: 0.5V - 0.7V Fully-open throttle: 4V
42	B	Sensor ground		—	0V
46	W/G	Transfer control unit		Refer to TF section, "Transfer Control Unit Terminals and Reference Value".	—
47	R	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	1.5V
				When ATF temperature is 80°C (176°F).	0.5V
48	B	Ground		—	0V

*: These terminals are connected to the Data link connector for CONSULT-II.

System Description

NAAT0234

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

CAN Communication Unit

NAAT0235

Go to CAN system, when selecting your car model from the following table.

Body type	Wide/Wagon			
Axle	4WD (All-mode)	4WD (Part time)	2WD	4WD (Part time)
Engine	VQ35DE			
Brake control	VDC			ABS
CAN communication unit				
ECM	X	X	X	X
TCM	X	X	X	X
Transfer control unit	X			
Steering angle sensor	X	X	X	
ABS actuator and electric unit (control unit)	X	X	X	
Combination meter	X	X	X	X
CAN communication type (Reference page)	Type 1 (EL-447)	Type 2 (EL-447)		Type 3 (EL-447)
CAN system trouble diagnosis (Reference page)	Type 1 (EL-447)	Type 2 (EL-447)		Type 3 (EL-447)

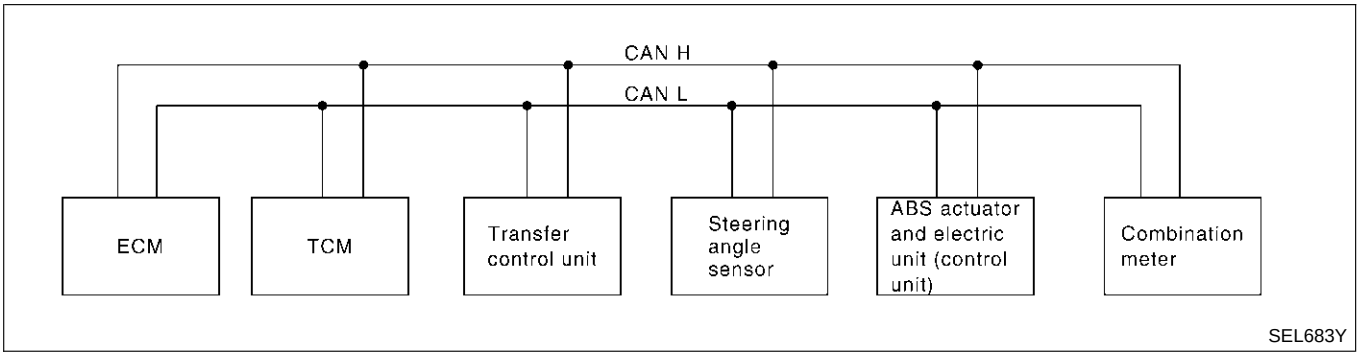
X: Applicable

TYPE 1

System Diagram

NAAT0235S01

NAAT0235S0101



Input/Output Signal Chart

NAAT0235S0102

T: Transmit R: Receive

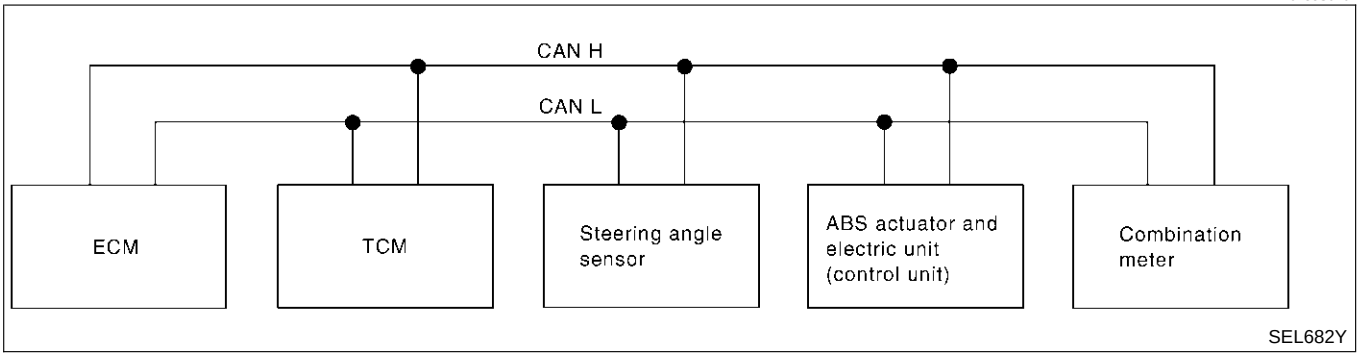
Signals	ECM	TCM	Transfer control unit	Steering angle sensor	ABS actuator and electric unit (control unit)	Combination meter
Engine speed signal	T		R		R	R
Accelerator pedal position signal	T		R		R	
Closed throttle position signal	T	R				
Wide open throttle position signal	T	R				
VDC operation signal	R		R		T	
TCS operation signal	R		R		T	
ABS operation signal	R		R		T	
Output shaft revolution signal	R	T	R			
ETC fail signal	T		R			
During shifting signal	R	T	R		R	
Steering angle sensor signal				T	R	
Wheel speed sensor signal			R		T	
Stop lamp switch signal		R				T
MIL signal	T					R
Engine coolant temperature signal	T					R
Fuel consumption signal	T					R
Vehicle speed signal					T	R
	R					T
Lock-up prohibition signal	T	R				
Lock-up signal	R	T				
Neutral range switch signal		R				T
Parking range switch signal		R				T
Overdrive control switch signal		R				T
A/C compressor feedback signal	T					R
Fuel level sensor signal	R					T
A/T position indicator signal		T				R
O/D OFF indicator signal		T				R

TYPE 2

System Diagram

NAAT0235S02

NAAT0235S0201



Input/Output Signal Chart

NAAT0235S0202

T: Transmit R: Receive

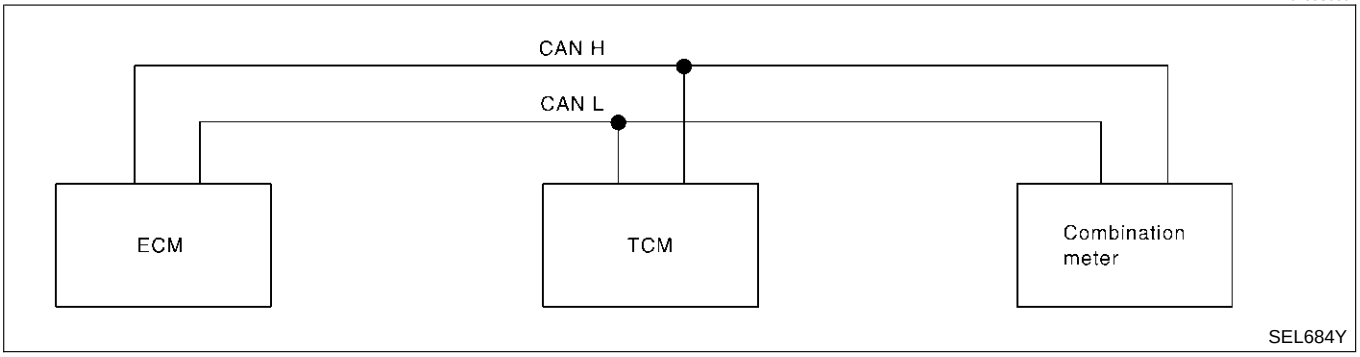
Signals	ECM	TCM	Steering angle sensor	ABS actuator and electric unit (control unit)	Combination meter
Engine speed signal	T			R	R
Accelerator pedal position signal	T			R	
Closed throttle position signal	T	R			
Wide open throttle position signal	T	R			
VDC operation signal	R			T	
TCS operation signal	R			T	
ABS operation signal	R			T	
Steering angle sensor signal			T	R	
MIL signal	T				R
Engine coolant temperature signal	T				R
Fuel consumption signal	T				R
Vehicle speed signal				T	R
	R				T
Stop lamp switch signal		R			T
Lock-up prohibition signal	T	R			
Lock-up signal	R	T			
Neutral range switch signal		R			T
Parking range switch signal		R			T
Overdrive control switch signal		R			T
A/C compressor feedback signal	T				R
Fuel level sensor signal	R				T
A/T position indicator signal		T			R
O/D OFF indicator signal		T			R

TYPE 3

NAAT0235S03

System Diagram

NAAT0235S0301



Input/Output Signal Chart

NAAT0235S0302

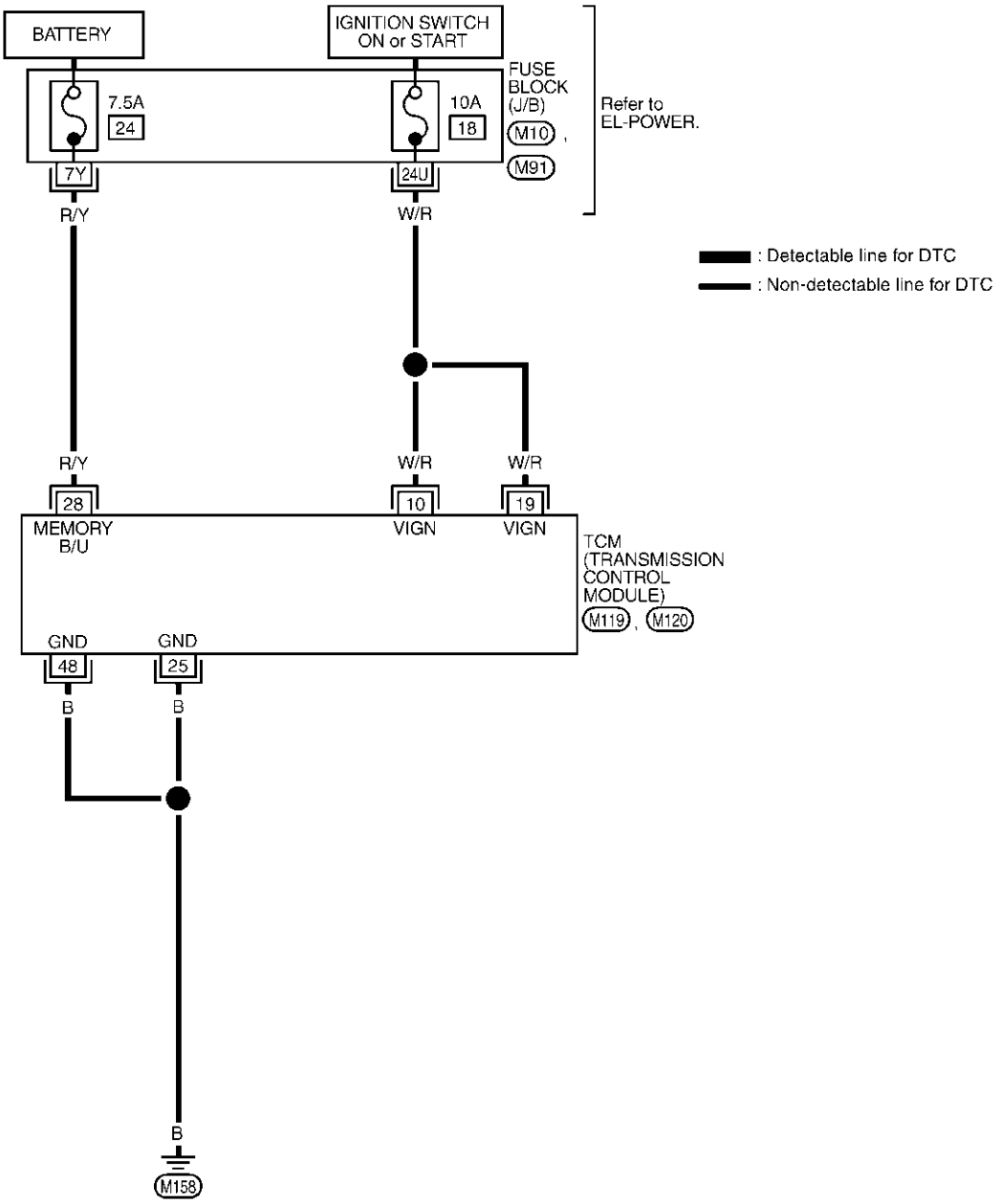
T: Transmit R: Receive

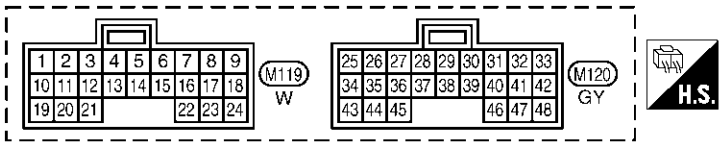
Signals	ECM	TCM	Combination meter
Engine speed signal	T		R
Closed throttle position signal	T	R	
Wide open throttle position signal	T	R	
Stop lamp switch signal		R	T
Lock-up prohibition signal	T	R	
Lock-up signal	R	T	
Neutral range switch signal		R	T
Parking range switch signal		R	T
Overdrive control switch signal		R	T
MIL signal	T		R
Engine coolant temperature signal	T		R
Fuel consumption signal	T		R
Vehicle speed signal	R		T
A/C compressor feedback signal	T		R
Fuel level sensor signal	R		T
A/T position indicator signal		T	R
O/D OFF indicator signal		T	R

Wiring Diagram — AT — MAIN

NAAT0185

AT-MAIN-01





REFER TO THE FOLLOWING.
M10, M91 -FUSE BLOCK-JUNCTION BOX (J/B)

MAT311B

TCM TERMINALS AND REFERENCE VALUE

NAAT0185S01

Remarks: Specification data are reference values.

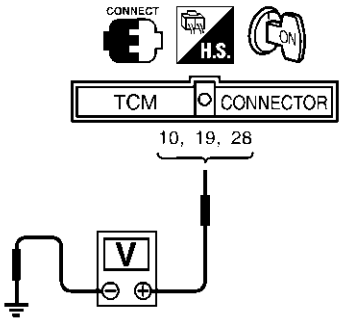
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
10	W/R	Power source	ON or OFF	When turning ignition switch to "ON".	Battery voltage
				When turning ignition switch to "OFF".	0V
19	W/R	Power source		Same as No. 10	
25	B	Ground	OFF	—	0V
28	R/Y	Power source (Memory back-up)	ON or OFF	When turning ignition switch to "OFF".	Battery voltage
				When turning ignition switch to "ON".	Battery voltage
48	B	Ground	OFF	—	0V

Diagnostic Procedure

NAAT0223

1	CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch to ON position.
   (Do not start engine.)
2. Check voltage between TCM harness connector M119, M120 terminals 10, 19, 28 and ground.



Voltage:
Battery voltage

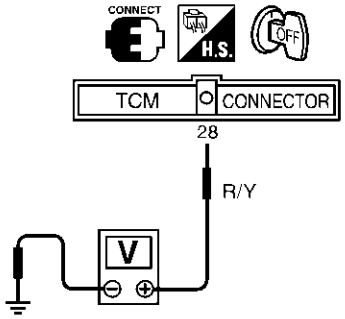
SAT611J

OK or NG

OK	▶	GO TO 2.
NG	▶	GO TO 3.

2	CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM harness connector M120 terminal 28 and ground.



Voltage:
Battery voltage

SAT612JC

OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 3.

3	DETECT MALFUNCTIONING ITEM

Check the following items:
- Harness for short or open between ignition switch and TCM harness connector M119, M120 terminals 10, 19 and 28 (Main harness)
- Ignition switch and 10A or 7.5A fuse [No. 18 or 24, located in the fuse block (J/B)]
  Refer to EL-11, "Schematic".

OK or NG

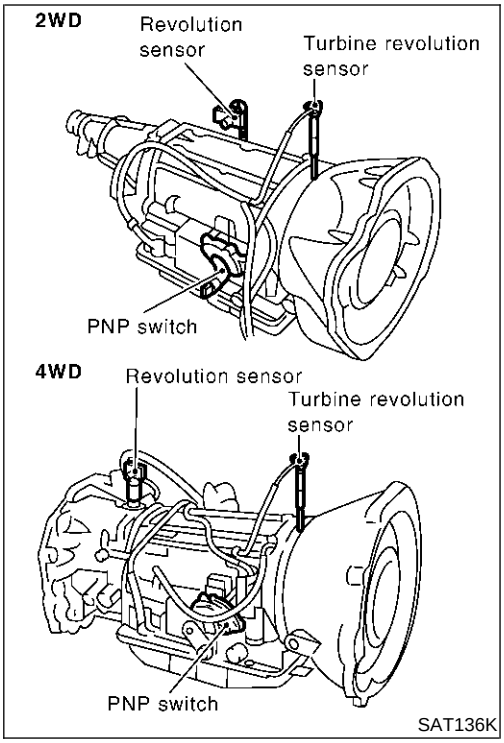
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

4	CHECK TCM GROUND CIRCUIT

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector M120 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.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.



Description

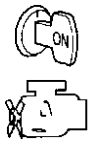
NAAT0028

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0028S02

Remarks: Specification data are reference values.

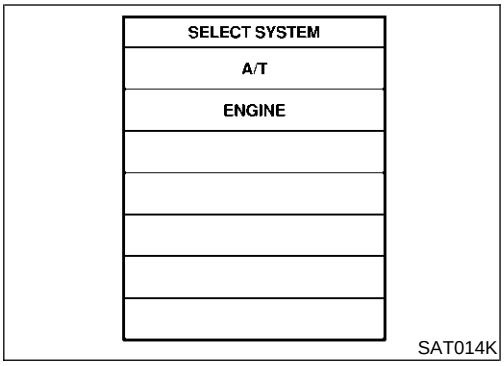
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
26	L/Y	PNP switch “1” position		When setting selector lever to “1” position.	Battery voltage
				When setting selector lever to other positions.	0V
27	G/W	PNP switch “2” position		When setting selector lever to “2” position.	Battery voltage
				When setting selector lever to other positions.	0V
34	L	PNP switch “D” position		When setting selector lever to “D” position.	Battery voltage
				When setting selector lever to other positions.	0V
35	Y	PNP switch “R” position		When setting selector lever to “R” position.	Battery voltage
				When setting selector lever to other positions.	0V
36	P	PNP switch “N” or “P” position		When setting selector lever to “N” or “P” position.	Battery voltage
				When setting selector lever to other positions.	0V

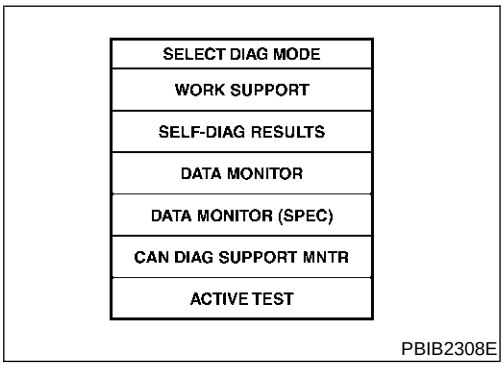
ON BOARD DIAGNOSIS LOGIC

NAAT0028S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : PNP SW/CIRC	TCM does not receive the correct voltage signal from the switch based on the gear position.	• Harness or connectors (The PNP switch circuit is open or shorted.) • PNP switch
(CST) : P0705		

Description (Cont'd)





DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0028S01

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

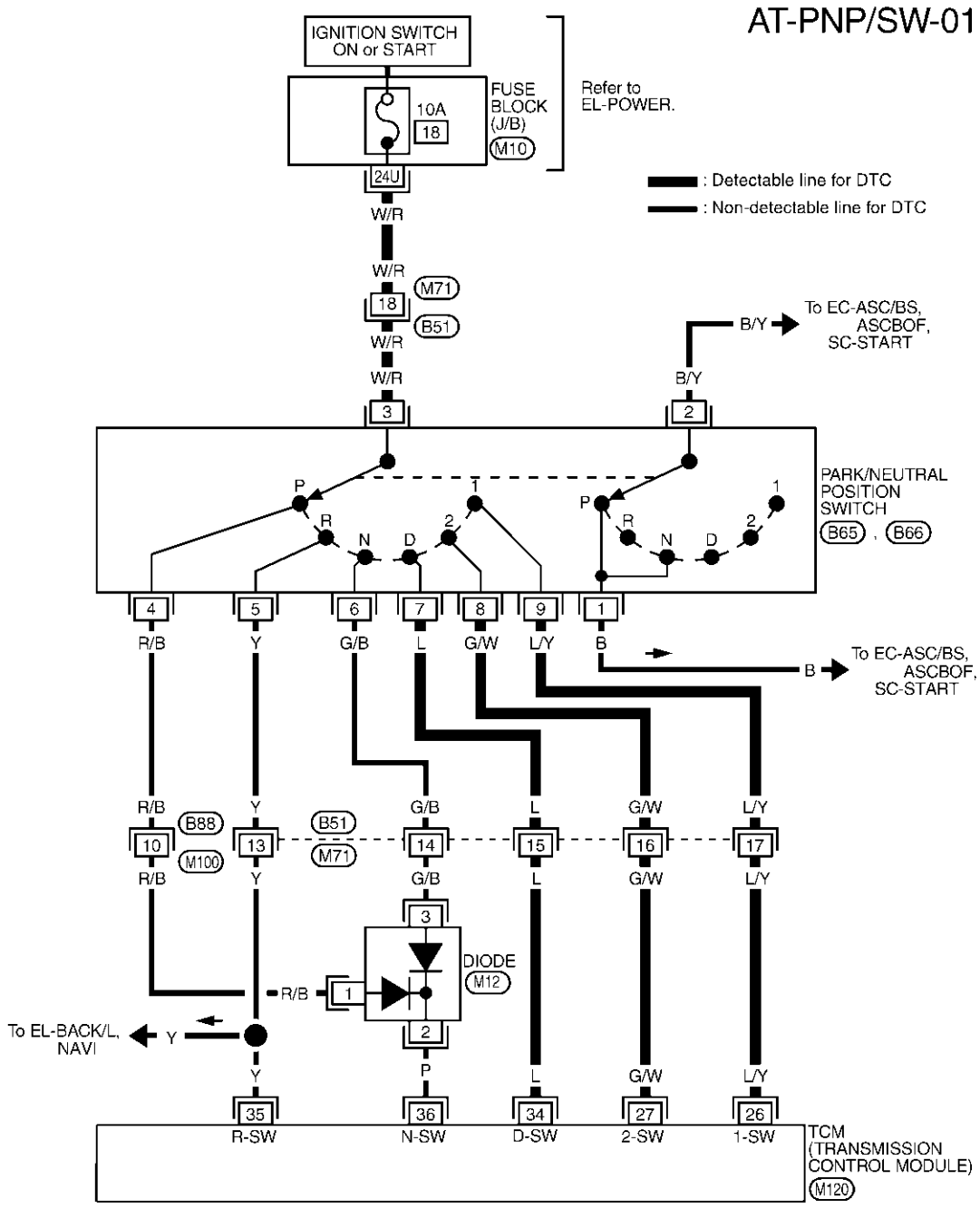
1) Turn ignition switch "ON".
2) Select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
3) Start engine and maintain the following conditions for at least 5 consecutive seconds.
   VHCL SPEED SE: 10 km/h (6 MPH) or more
   THRTL POS SEN: More than 1.3V
   Selector lever: D position (OD "ON" or "OFF")

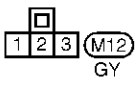
With GST

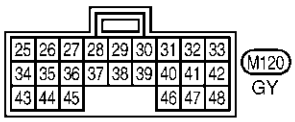
Follow the procedure "With CONSULT-II".

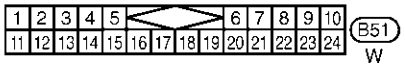
Wiring Diagram — AT — PNP/SW

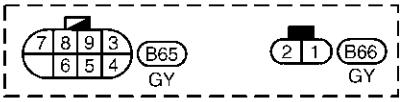
NAAT0186

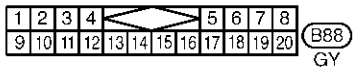












REFER TO THE FOLLOWING.
M10 -FUSE BLOCK-
JUNCTION BOX (J/B)

MAT312B

Diagnostic Procedure

NAAT0029

1	CHECK PNP SWITCH CIRCUIT (WITH CONSULT-II)

Ⓔ **With CONSULT-II**

1. Turn ignition switch to “ON” position.
   (Do not start engine.)
2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Read out “P”, “R”, “N”, “D”, “2” and “1” position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly.

DATA MONITOR	
MONITORING	
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

SAT643J

OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 3.

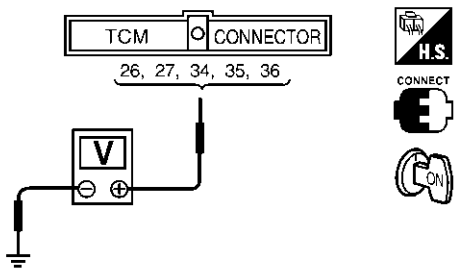
2	CHECK PNP SWITCH CIRCUIT (WITHOUT CONSULT-II)

Ⓚ **Without CONSULT-II**

1. Turn ignition switch to “ON” position.
   (Do not start engine.)
2. Check voltage between TCM harness connector M120 terminals 26, 27, 34, 35, 36 and ground while moving selector lever through each position.

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**

MTBL0205



SAT517J

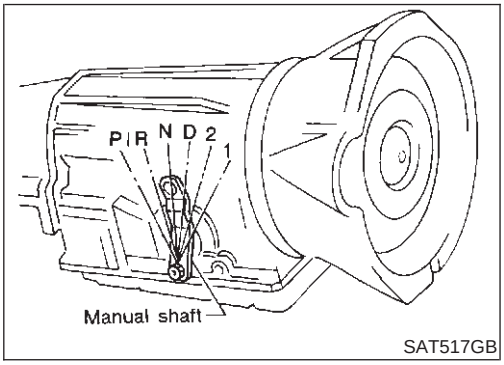
Does battery voltage exist (B) or non-existent (0)?

Yes	▶	GO TO 4.
No	▶	GO TO 3.

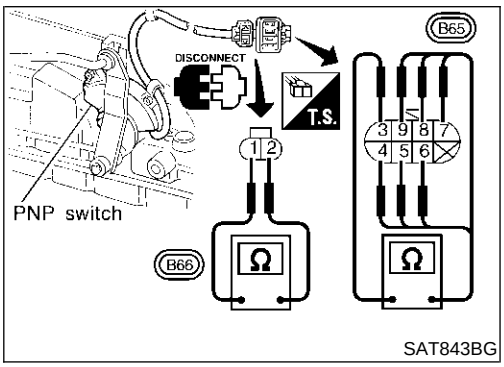
3	DETECT MALFUNCTIONING ITEM	
Check the following items: ● PNP switch Refer to "Component Inspection", AT-109. ● Harness for short or open between ignition switch and PNP switch (Main harness) ● Harness for short or open between PNP switch and TCM (Main harness) ● Diode (P, N position) ● Ignition switch and 10A fuse [No. 18, located in the fuse block (J/B)] Refer to EL-11, "Schematic".		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

4	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-106.		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

5	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.



SAT517GB



SAT843BG

Component Inspection

NAAT0030

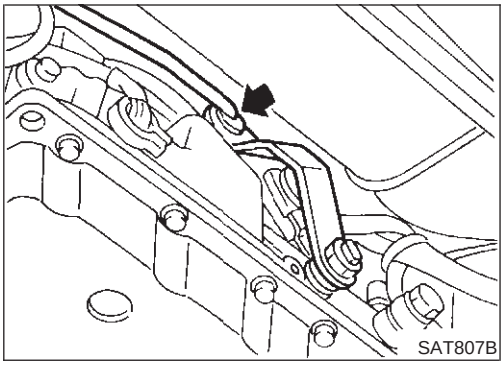
PARK/NEUTRAL POSITION SWITCH

NAAT0030S02

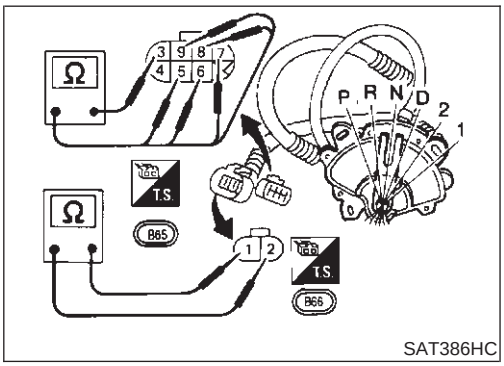
1. Check continuity between terminals 1 and 2 and between terminals 3 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

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

Component Inspection (Cont'd)

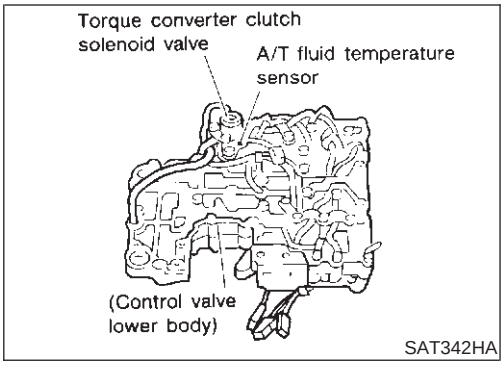

SAT807B

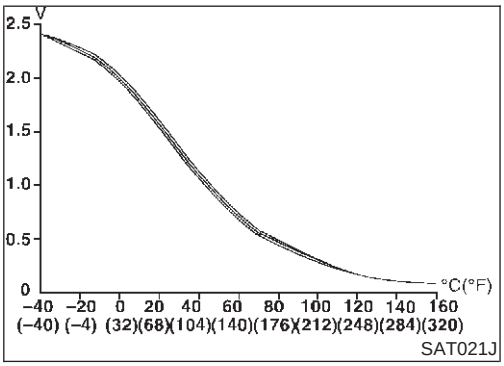
2. If NG, check again with manual control linkage disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control linkage. Refer to AT-275.



SAT386HC

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-275.
6. If NG on step 4, replace PNP switch.





Description

NAAT0031

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

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NAAT0031S04

Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0031S02

Remarks: Specification data are reference values.

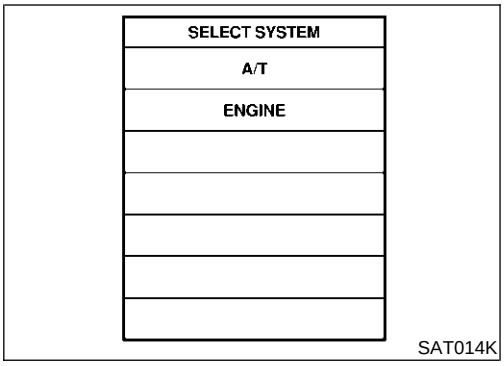
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
42	B	Throttle position sensor (Ground)		—	0V
47	R	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	1.5V
				When ATF temperature is 80°C (176°F).	0.5V

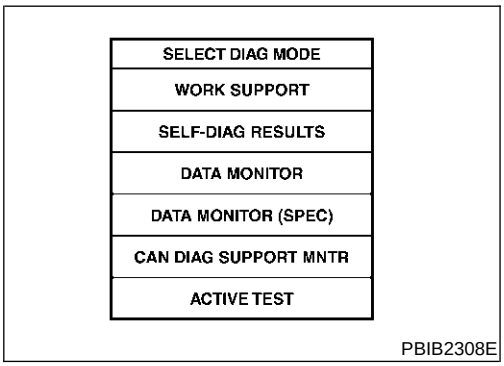
ON BOARD DIAGNOSIS LOGIC

NAAT0031S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : ATF TEMP SEN/CIRC	TCM receives an excessively low or high voltage from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • A/T fluid temperature sensor
Ⓐ : P0710		

Description (Cont'd)





DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0031S01

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

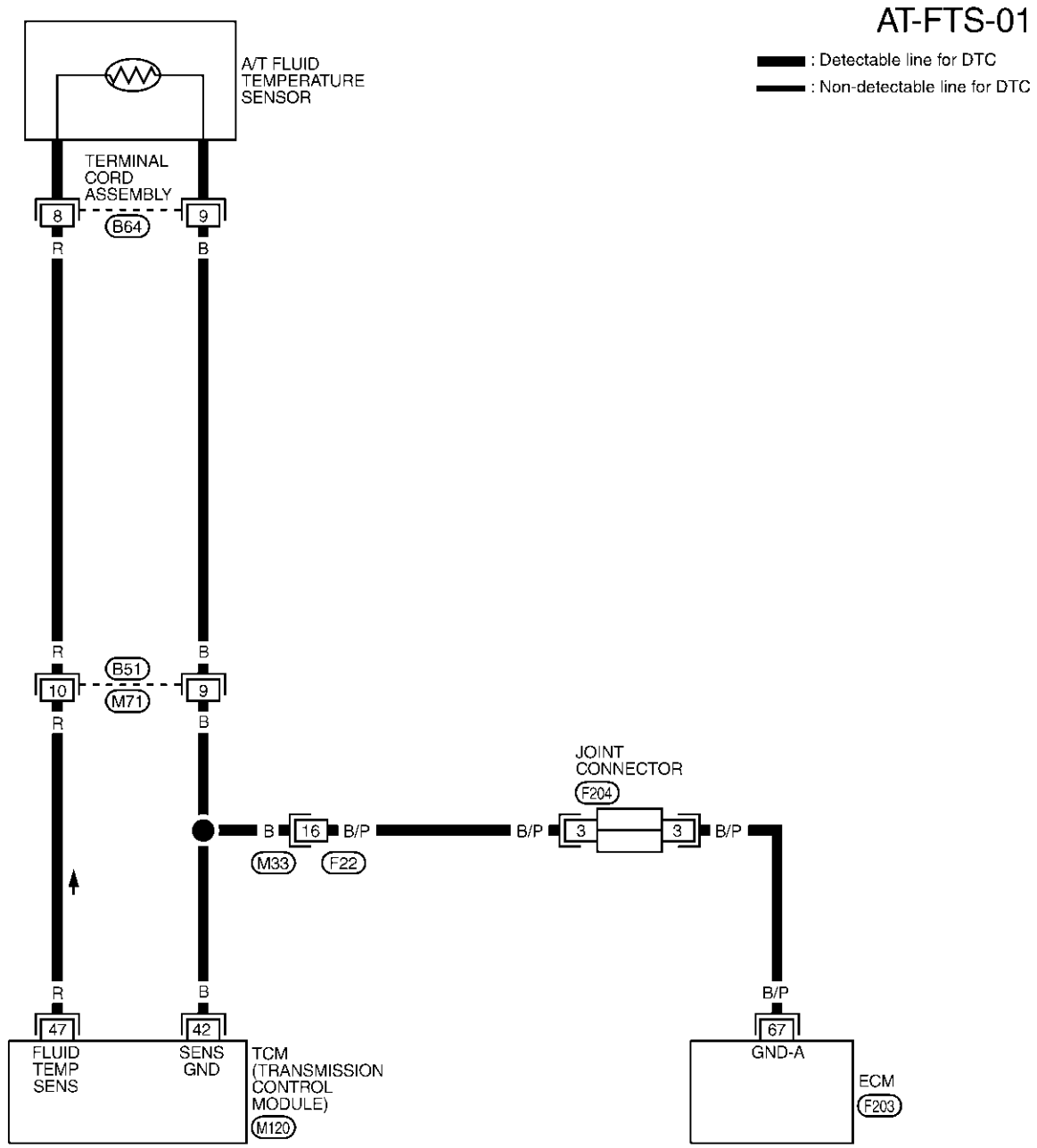
1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
2) Start engine and maintain the following conditions for at least 10 minutes (Total). (It is not necessary to maintain continuously.)
   CMPS·RPM (REF): 450 rpm or more
   VHCL SPEED SE: 10 km/h (6 MPH) or more
   THRTL POS SEN: More than 1.2V
   Selector lever: D position (OD "ON")

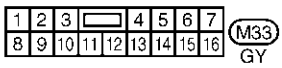
With GST

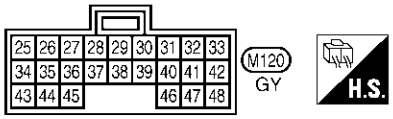
Follow the procedure "With CONSULT-II".

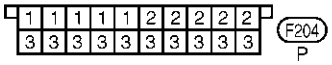
Wiring Diagram — AT — FTS

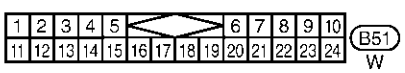
NAAT0187

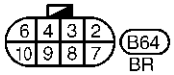












REFER TO THE FOLLOWING.
F203 -ELECTRICAL UNITS

MAT313B

Diagnostic Procedure

NAAT0032

1	INSPECTION START
Do you have CONSULT-II?	
Yes or No	
Yes ▶	GO TO 2.
No ▶	GO TO 6.

2	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

Ⓔ **With CONSULT-II**

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

Voltage:

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

Approximately 1.5V → 0.5V

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 4.
NG ▶	GO TO 3.

3	DETECT MALFUNCTIONING ITEM

Check the following item:

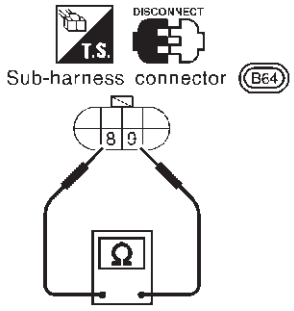
- Harness for short to ground or short to power or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM.
  Refer to EC-165, “Wiring Diagram”.

OK or NG

OK ▶	GO TO 4.
NG ▶	Repair or replace damaged parts.

4	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector on the right side of transfer assmebly.
3. Check resistance between terminals 8 and 9 when A/T is cold [20°C (68°F)].



SAT697I

Is resistance approx. 2.5 kΩ?

Yes	▶	GO TO 7.
No	▶	GO TO 5.

5	DETECT MALFUNCTIONING ITEM

1. Remove oil pan.
2. Check the following items:
- A/T fluid temperature sensor
  Refer to "Component Inspection", AT-116.
- Harness of terminal cord assembly for short or open

OK or NG

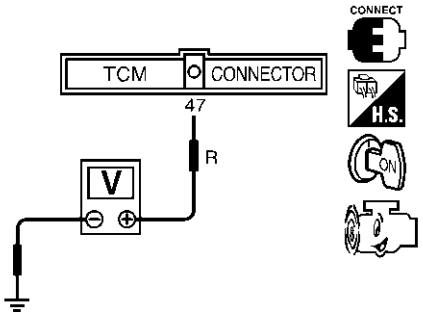
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

6	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)

Without CONSULT-II

1. Start engine.
2. Check voltage between TCM harness connector M120 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



SAT518J

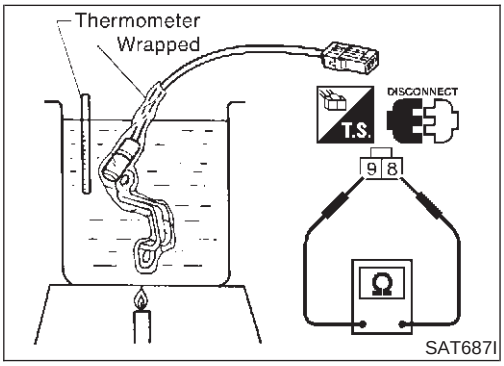
OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 3.

Diagnostic Procedure (Cont'd)

7	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-112.		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	GO TO 8.

8	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.



Component Inspection

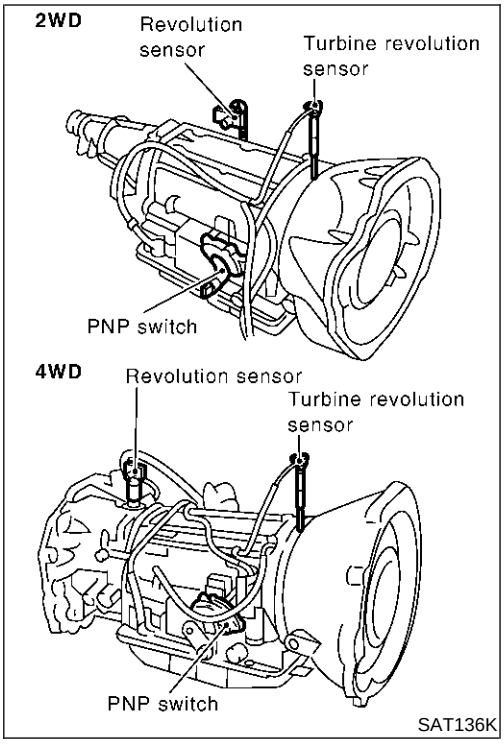
NAAT0033

A/T FLUID TEMPERATURE SENSOR

NAAT0033S01

- For removal, refer to AT-272.
- Check resistance between terminals 8 and 9 while changing temperature as shown at left.

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



Description

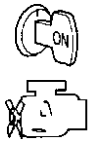
NAAT0034

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0034S02

Remarks: Specification data are reference values.

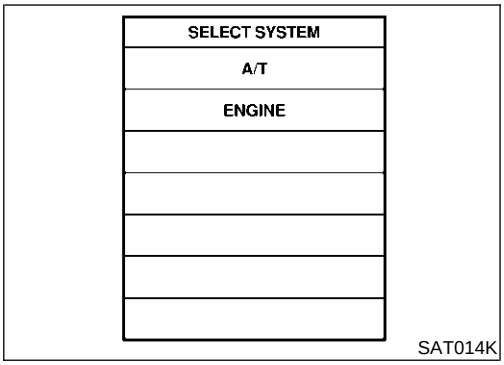
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
29	W	Revolution sensor (Measure in AC range)		When vehicle cruises at 30 km/h (19 MPH).	1V or more Voltage rises gradually in response to vehicle speed.
				When vehicle parks.	0V
42	B	Sensor ground		—	0V

ON BOARD DIAGNOSIS LOGIC

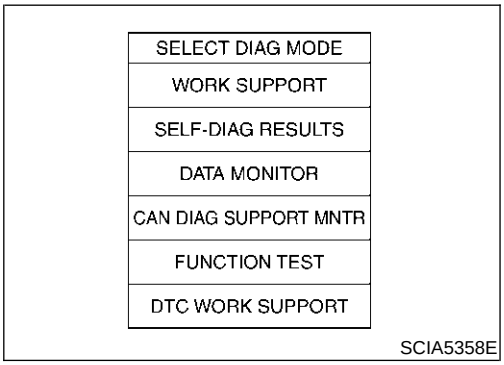
NAAT0034S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : VEH SPD SEN/CIR AT	TCM does not receive the proper voltage signal from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Revolution sensor
(CST) : P0720		

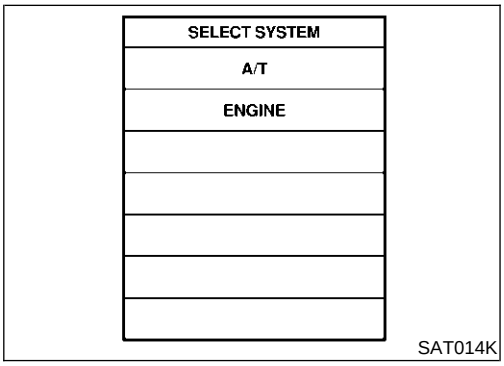
Description (Cont'd)



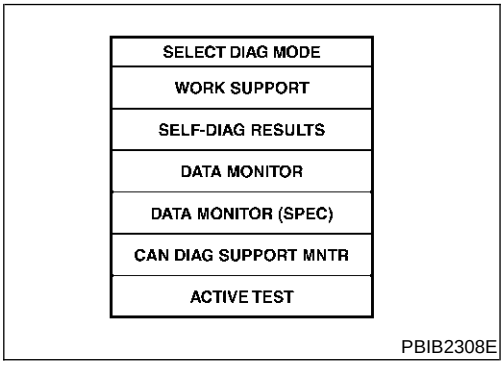
SAT014K



SCIA5358E



SAT014K



PBIB2308E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0034S01

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

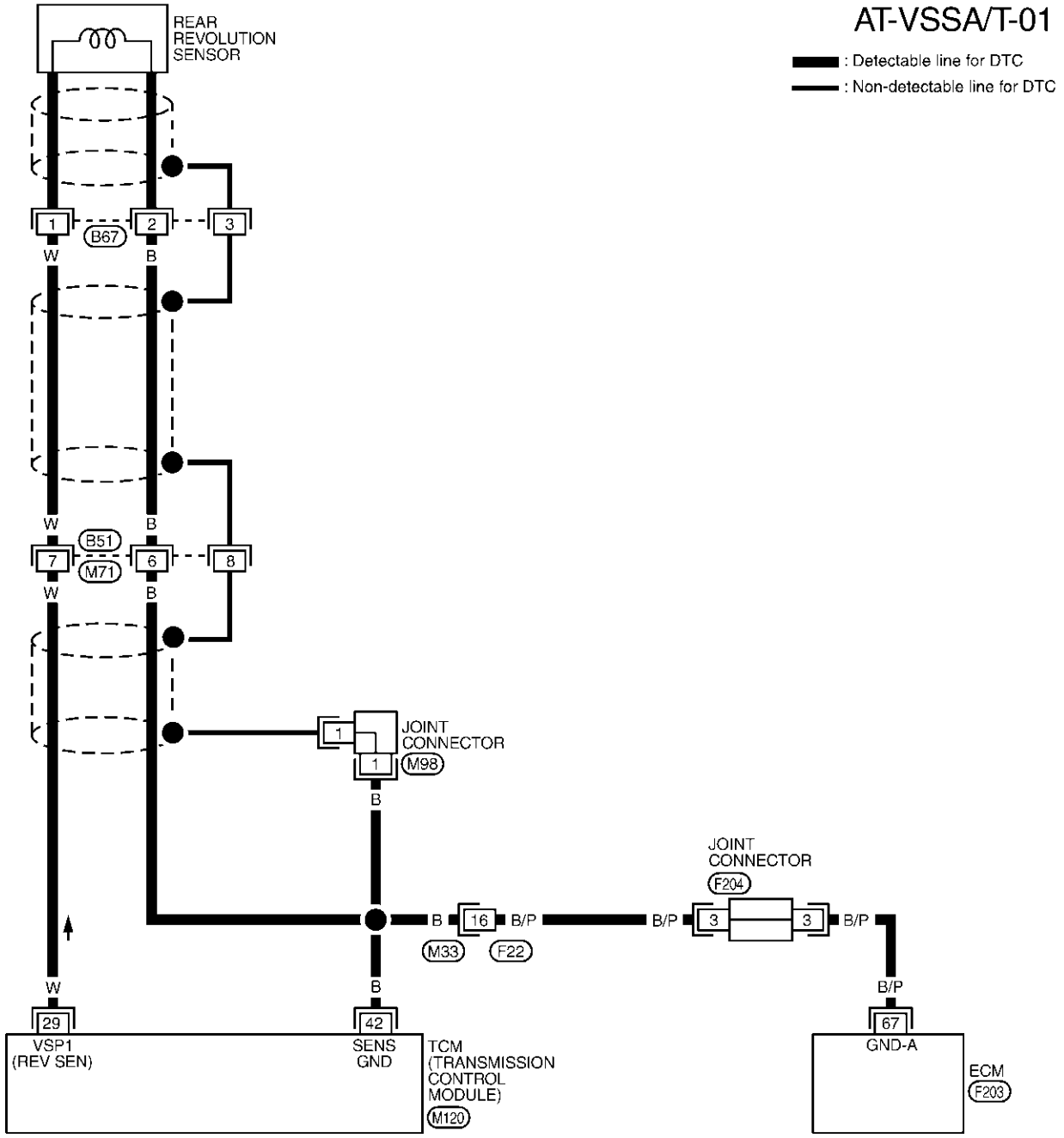
1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "A/T" with CONSULT-II.
2) Drive vehicle and check for an increase of "VHCL/S SE·MTR" value.
   If the check result is NG, go to "DIAGNOSTIC PROCEDURE", AT-203.
   If the check result is OK, go to following step.
3) Select "DATA MONITOR" 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 pattern: 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-120.
   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 pattern: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

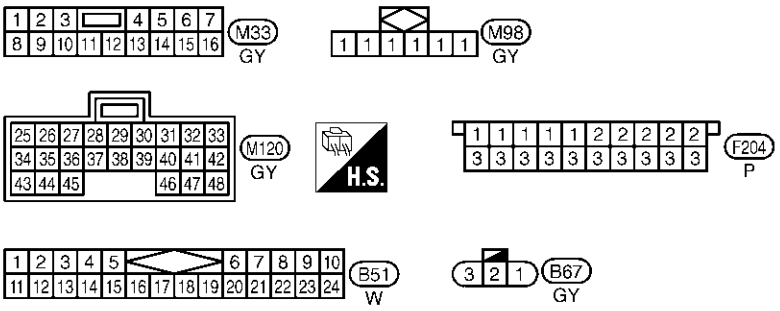
With GST

Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — VSSA/T

NAAT0188





REFER TO THE FOLLOWING.
F203 -ELECTRICAL UNITS

MAT314B

Diagnostic Procedure

NAAT0035

1	INSPECTION START
Do you have CONSULT-II?	
Yes or No	
Yes (With CONSULT-II) ▶	GO TO 2.
No (Without CONSULT-II) ▶	GO TO 5.

2	CHECK INPUT SIGNAL (WITH CONSULT-II)

Ⓔ **With CONSULT-II**
1. Start engine.
2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Read out the value of “VHCL/S SE·A/T” while driving.
   Check the value changes according to driving speed.

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 6.
NG ▶	GO TO 3.

3	CHECK REVOLUTION SENSOR
Refer to “Component Inspection”, AT-121.	
OK or NG	
OK ▶	GO TO 4.
NG ▶	Repair or replace revolution sensor.

4	DETECT MALFUNCTIONING ITEM

Check the following items:
- Harness for short or open between TCM and revolution sensor.
- Harness for short or open between revolution sensor and ECM.
- Ground circuit for ECM
  Refer to EC-165, “WIRING DIAGRAM”.

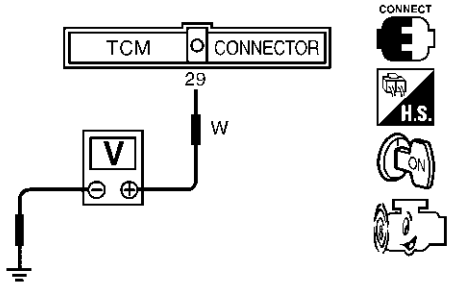
OK or NG	
OK ▶	GO TO 6.
NG ▶	Repair or replace damaged parts.

5	CHECK INPUT SIGNAL (WITHOUT CONSULT-II)

Without CONSULT-II

1. Start engine.
2. Check voltage between TCM harness connector M120 terminal 29 and ground while driving. (Measure with AC range.)

Voltage:
At 0 km/h (0 MPH):
0V
At 30 km/h (19 MPH):
1V or more
(Voltage rises gradually in response to vehicle speed.)



SAT519J

OK or NG

OK	▶	GO TO 6.
NG	▶	GO TO 3.

6	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-118.

OK or NG

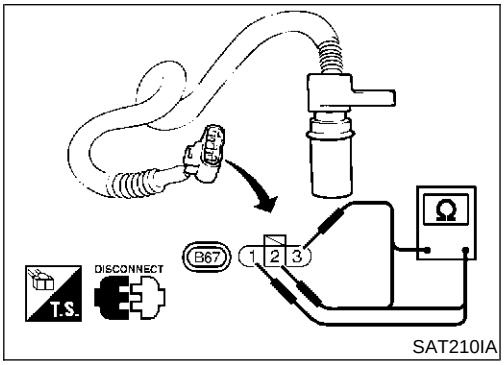
OK	▶	**INSPECTION END**
NG	▶	GO TO 7.

7	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.



SAT210IA

Component Inspection

NAAT0036

REVOLUTION SENSOR

NAAT0036S01

- For removal, refer to AT-272.
- Check resistance between terminals 1, 2 and 3.

Terminal No.		Resistance
1	2	500 - 650Ω
2	3	No continuity
1	3	No continuity

Description

NAAT0037

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0037S02

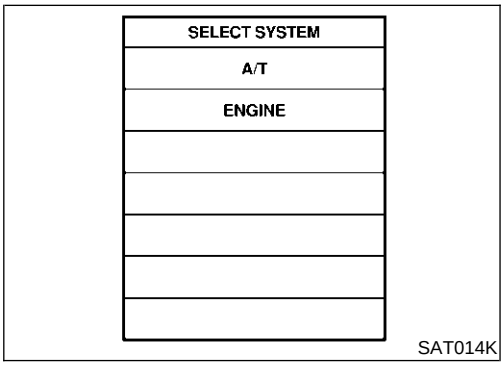
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
39	W/G	Engine speed signal		Refer to EC-149, “ECM INSPECTION TABLE”.	—

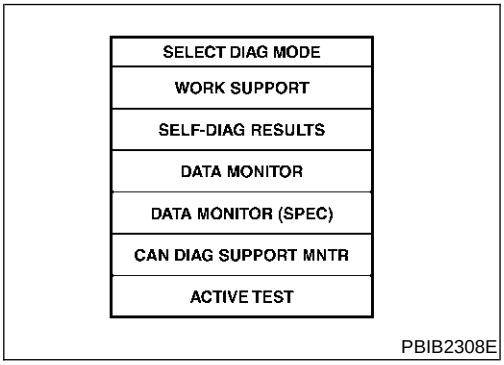
ON BOARD DIAGNOSIS LOGIC

NAAT0037S03

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



SAT014K



PBIB2308E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0037S01

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.

(E) With CONSULT-II

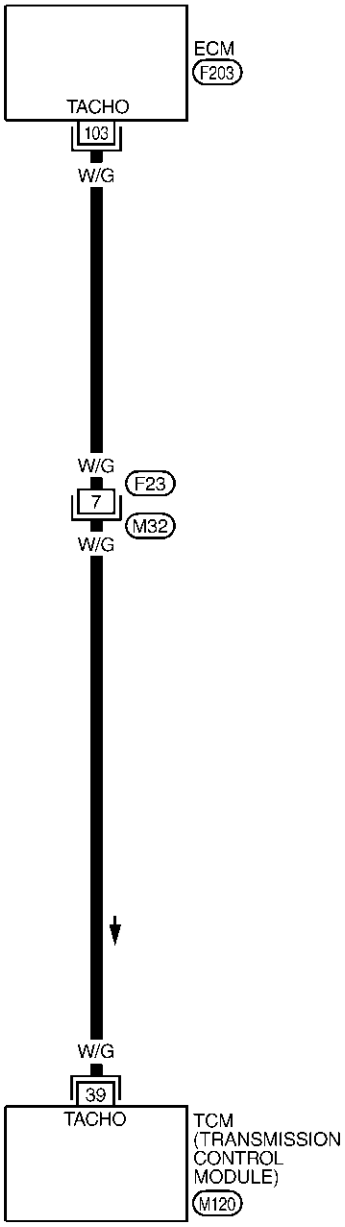
1) Turn ignition switch “ON” and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
2) Start engine and maintain the following conditions for at least 10 consecutive seconds.
   VHCL SPEED SE: 10 km/h (6 MPH) or more
   THRTL POS SEN: More than 1.2V
   Selector lever: D position (OD “ON”)

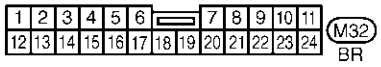
(GST) With GST

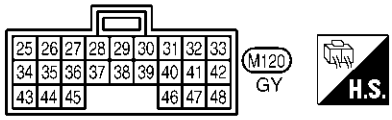
Follow the procedure “With CONSULT-II”.

Wiring Diagram — AT — ENGSS

NAAT0189







REFER TO THE FOLLOWING.
F203 - ELECTRICAL UNITS

MAT315B

Diagnostic Procedure

NAAT0038

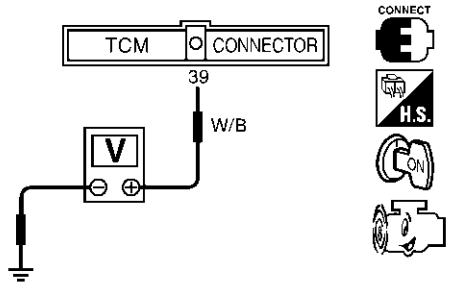
1	CHECK DTC WITH ECM	
● Check P code with CONSULT-II. Turn ignition switch “ON” and select “SELF-DIAG RESULTS” mode for “ENGINE” with CONSULT-II. Refer to EC-102, “DESCRIPTION”.		
OK or NG		
OK (With CONSULT-II)	▶	GO TO 2.
OK (Without CONSULT-II)	▶	GO TO 4.
NG	▶	Check ignition signal circuit for engine control. Refer to EC-748, “Component Description”.

2	CHECK INPUT SIGNAL (WITH CONSULT-II)	
Ⓔ **With CONSULT-II** 1. Start engine. 2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II. 3. Read out the value of “ENGINE SPEED”. Check engine speed changes according to throttle position.		
Refer to EC-149**, “ECM INSPECTION TABLE”.**		
Yes	▶	GO TO 5.
No	▶	GO TO 3.

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

3	DETECT MALFUNCTIONING ITEM	
Check the following items: ● Harness for short or open between TCM and ECM ● Resistor ● Ignition coil Refer to EC-748, “Component Description”.		
OK or NG		
OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

4	CHECK INPUT SIGNAL (WITHOUT CONSULT-II)	
⊗ **Without CONSULT-II** 1. Start engine. 2. Check voltage between TCM harness connector M120 terminal 39 and ground.  SAT520J **Refer to** EC-149**, "ECM INSPECTION TABLE".**		
Yes	▶	GO TO 5.
No	▶	GO TO 3.

5	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-122. **OK or NG**		
OK	▶	**INSPECTION END**
NG	▶	GO TO 6.

6	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.

Description

NAAT0039

- 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

NAAT0039S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
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”.)	0V
12	L/R	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”.)	0V

ON BOARD DIAGNOSIS LOGIC

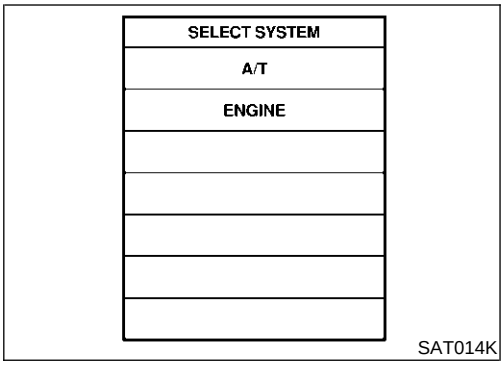
NAAT0039S03

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.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : A/T 1ST GR FNCTN	A/T cannot be shifted to the 1st gear position even if electrical circuit is good.	• Shift solenoid valve A • Shift solenoid valve B • Each clutch • Hydraulic control circuit
(CST) : P0731		



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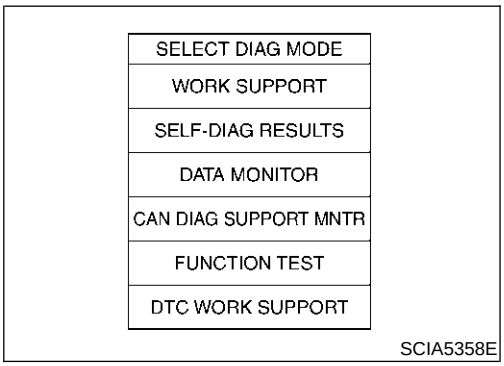

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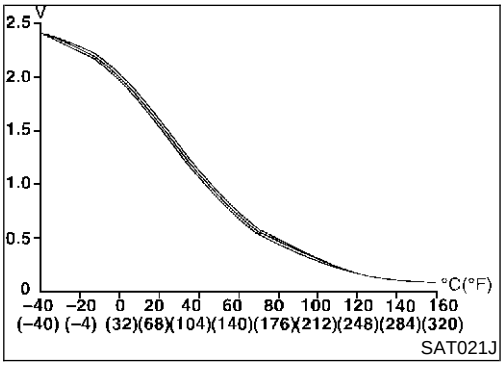


SAT021J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0039S01

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 CONDITIONS:

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 10 to 20 km/h (6 to 12 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 10 to 20 km/h (6 to 12 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-130.
   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-DIAG RESULTS" for "ENGINE". In case a 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

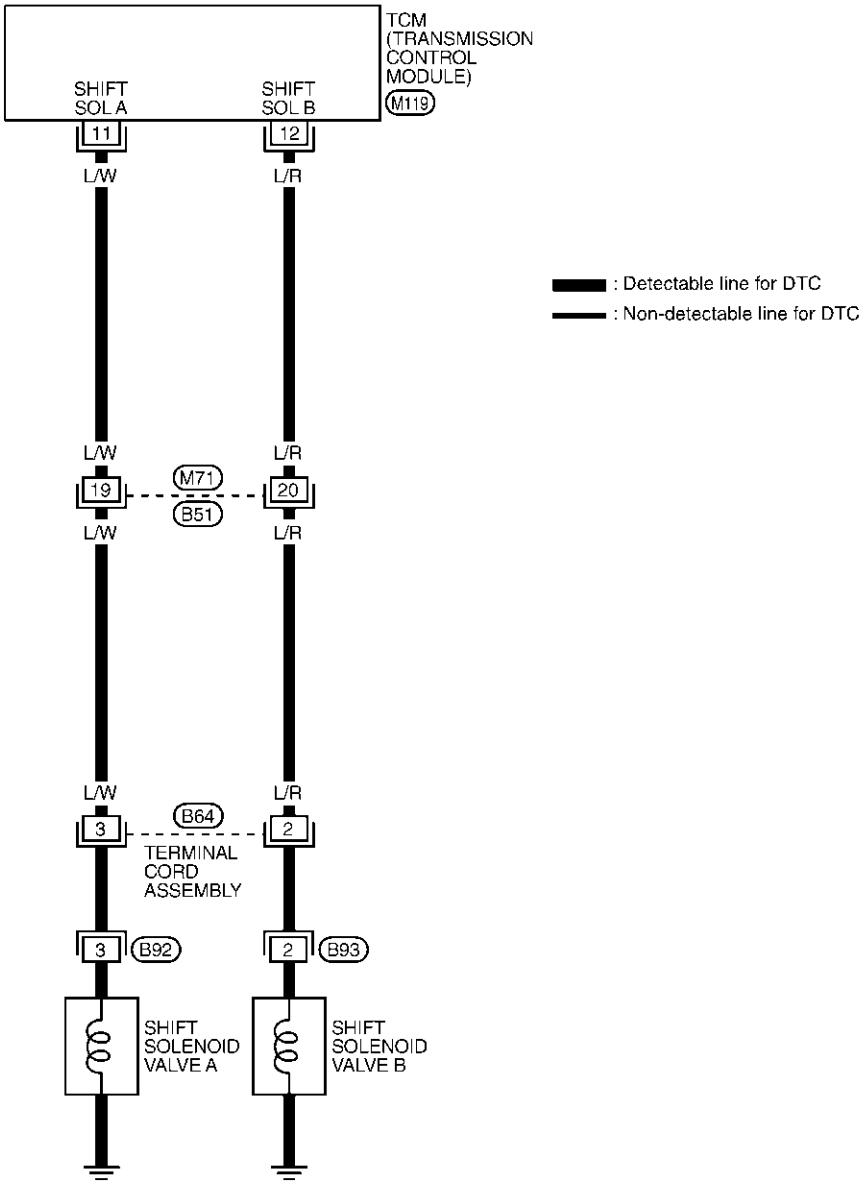
8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
Refer to "DIAGNOSTIC PROCEDURE", AT-130.
Refer to shift schedule, AT-356.

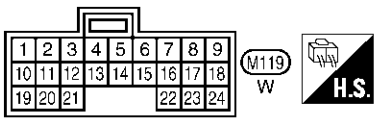
With GST
Follow the procedure "With CONSULT-II".

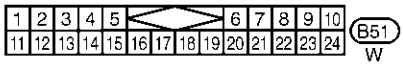
Wiring Diagram — AT — 1ST

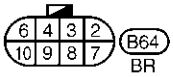
NAAT0190

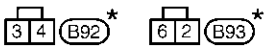
AT-1STSIG-01











★: This connector is not shown in "HARNESS LAYOUT" in EL section.

MAT731A

Diagnostic Procedure

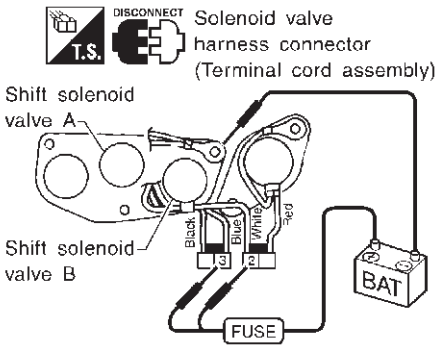
NAAT0040

1	CHECK SHIFT SOLENOID VALVE

1. Remove control valve assembly. Refer to AT-272.
2. Check shift solenoid valve operation.

- Shift solenoid valve A
- Shift solenoid valve B

Refer to “Component Inspection”, AT-131.



SAT648I

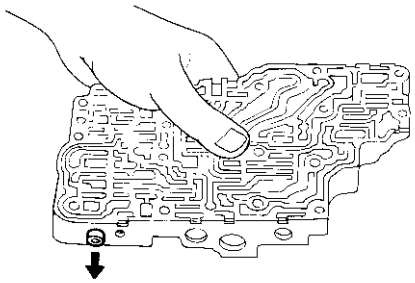
OK or NG

OK	▶	GO TO 2.
NG	▶	Repair or replace shift solenoid valve assembly.

2	CHECK CONTROL VALVE

1. Disassemble control valve assembly.
   Refer to “Control Valve Assembly”, AT-301.
2. Check to ensure that:

- 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

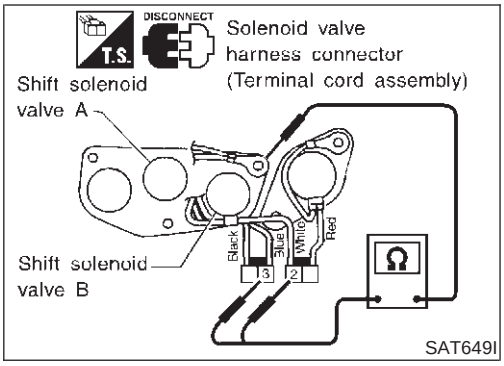
OK	▶	GO TO 3.
NG	▶	Repair control valve assembly.

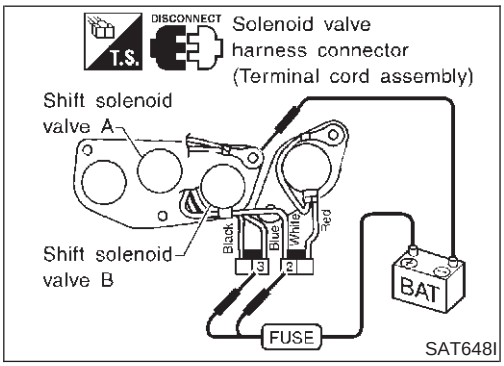
3	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-127.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Check control valve again. Repair or replace control valve assembly.





Component Inspection

=NAAT0041

SHIFT SOLENOID VALVE A AND B

NAAT0041S01

- For removal, refer to AT-272.

Resistance Check

NAAT0041S0101

- Check resistance between terminals (3 or 2) and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	3	Ground	20 - 40Ω
Shift solenoid valve B	2		

Operation Check

NAAT0041S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (3 or 2) and ground.

Description

NAAT0042

- 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

NAAT0042S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
12	L/R	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".)	0V

ON BOARD DIAGNOSIS LOGIC

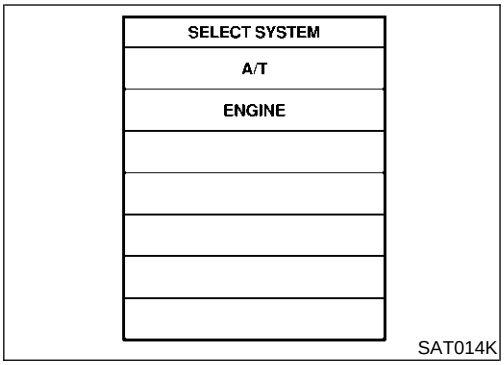
NAAT0042S03

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.

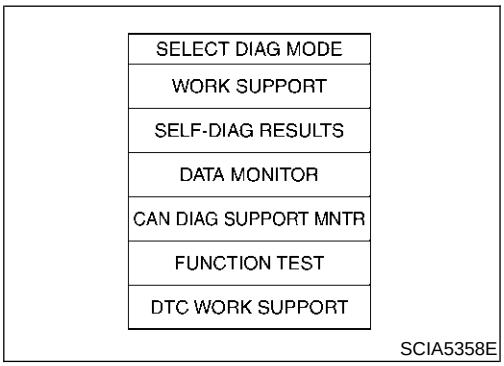
Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck open	4	3*	3	4

*: P0732 is detected.

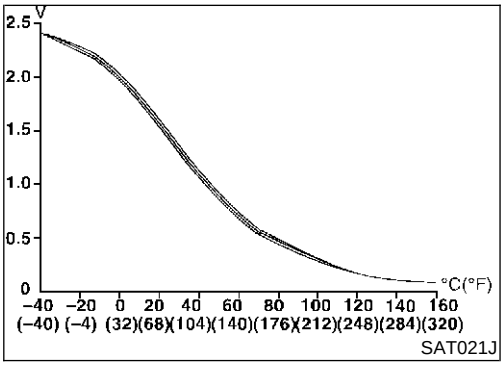
Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : A/T 2ND GR FNCTN	A/T cannot be shifted to the 2nd gear position even if electrical circuit is good.	• Shift solenoid valve B • Each clutch • Hydraulic control circuit
(OBD) : P0732		



SAT014K



SCIA5358E



SAT021J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0042S01

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 CONDITIONS:

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 25 to 30 km/h (16 to 19 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 25 to 30 km/h (16 to 19 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-136.
   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-DIAG RESULTS" 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

Description (Cont'd)

8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".) Refer to "DIAGNOSTIC PROCEDURE", AT-136. Refer to shift schedule, AT-356.

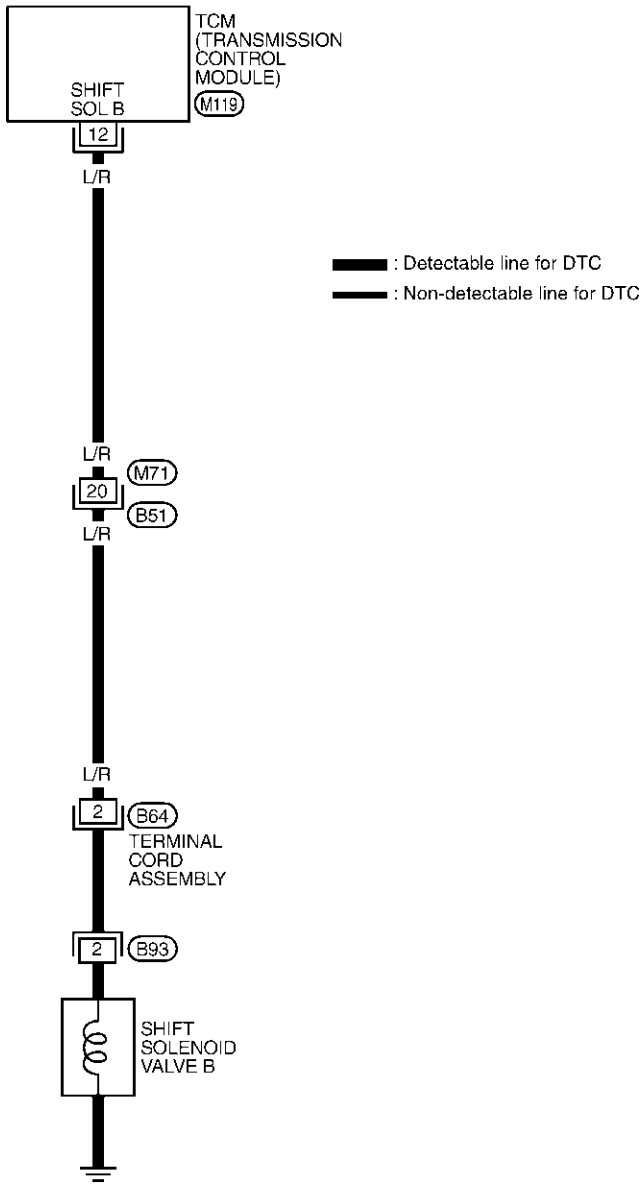
With GST

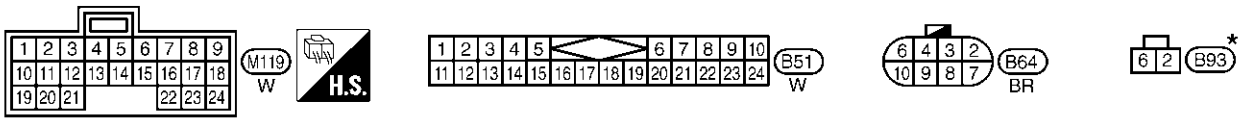
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — 2ND

NAAT0191

AT-2NDSIG-01





★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

MAT732A

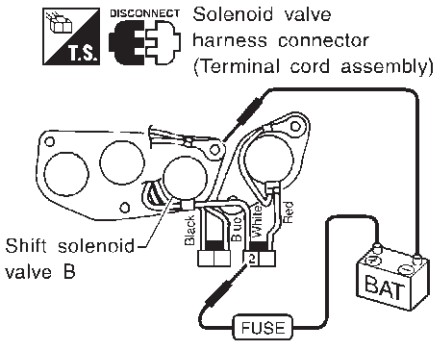
Diagnostic Procedure

NAAT0043

1	CHECK SHIFT SOLENOID VALVE

1. Remove control valve assembly. Refer to AT-272.
2. Check shift solenoid valve operation.
- Shift solenoid valve B

Refer to “Component Inspection”, AT-137.



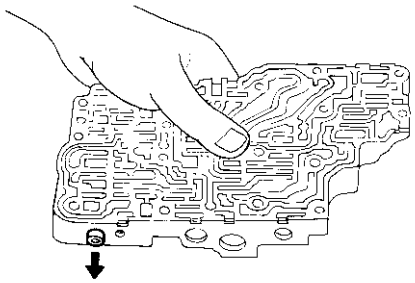
SAT650I

OK or NG

OK	▶	GO TO 2.
NG	▶	Repair or replace shift solenoid valve assembly.

2	CHECK CONTROL VALVE

1. Disassemble control valve assembly.
   Refer to “Control Valve Assembly”, AT-301.
2. Check to ensure that:
- 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

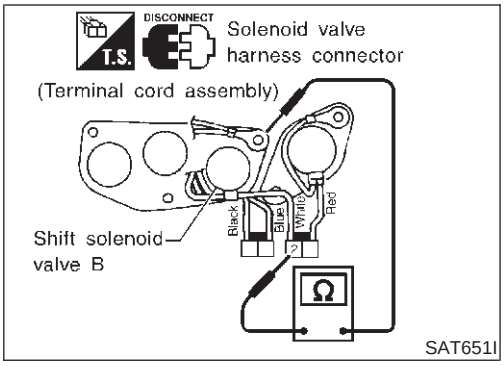
OK	▶	GO TO 3.
NG	▶	Repair control valve assembly.

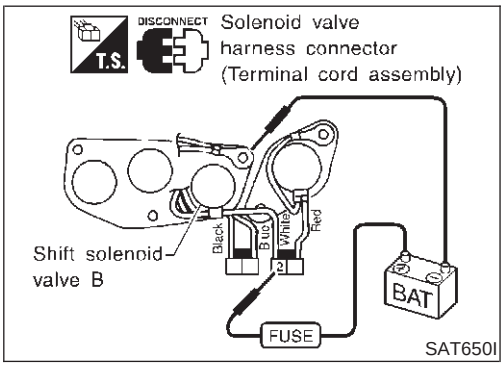
3	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-133.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Check control valve again. Repair or replace control valve assembly.





Component Inspection

NAAT0044

SHIFT SOLENOID VALVE B

NAAT0044S01

- For removal, refer to AT-272.

Resistance Check

NAAT0044S0101

- Check resistance between terminal 2 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	2	Ground	20 - 40Ω

Operation Check

NAAT0044S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 2 and ground.

Description

NAAT0045

- 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

NAAT0045S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
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".)	0V

ON BOARD DIAGNOSIS LOGIC

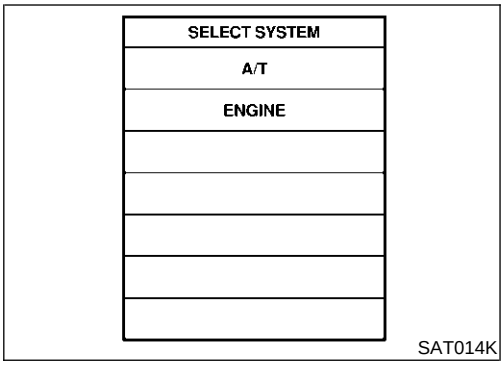
NAAT0045S03

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 (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.

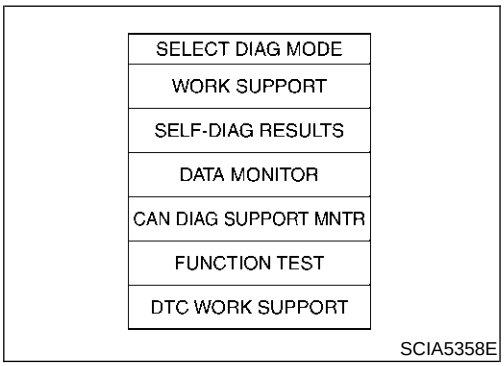
Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve A stuck closed	1	1	4*	4

*: P0733 is detected.

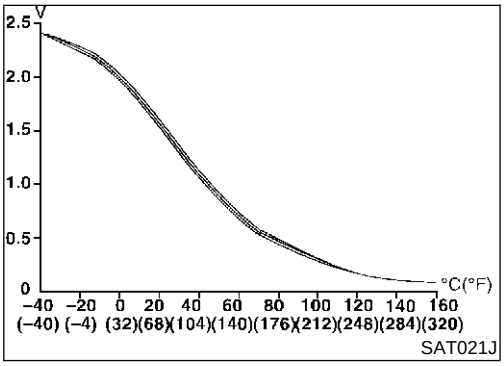
Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(F) : A/T 3RD GR FNCTN	A/T cannot be shifted to the 3rd gear position even if electrical circuit is good.	• Shift solenoid valve A • Each clutch • Hydraulic control circuit
(GST) : P0733		



SAT014K



SCIA5358E



SAT021J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0045S01

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 CONDITIONS:

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 "3RD GR FNCTN P0733" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
4) Accelerate vehicle to 35 to 45 km/h (22 to 28 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 35 to 45 km/h (22 to 28 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-142.
   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-DIAG RESULTS" 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

Description (Cont'd)

8) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".) Refer to "DIAGNOSTIC PROCEDURE", AT-142.
   Refer to shift schedule, AT-356.

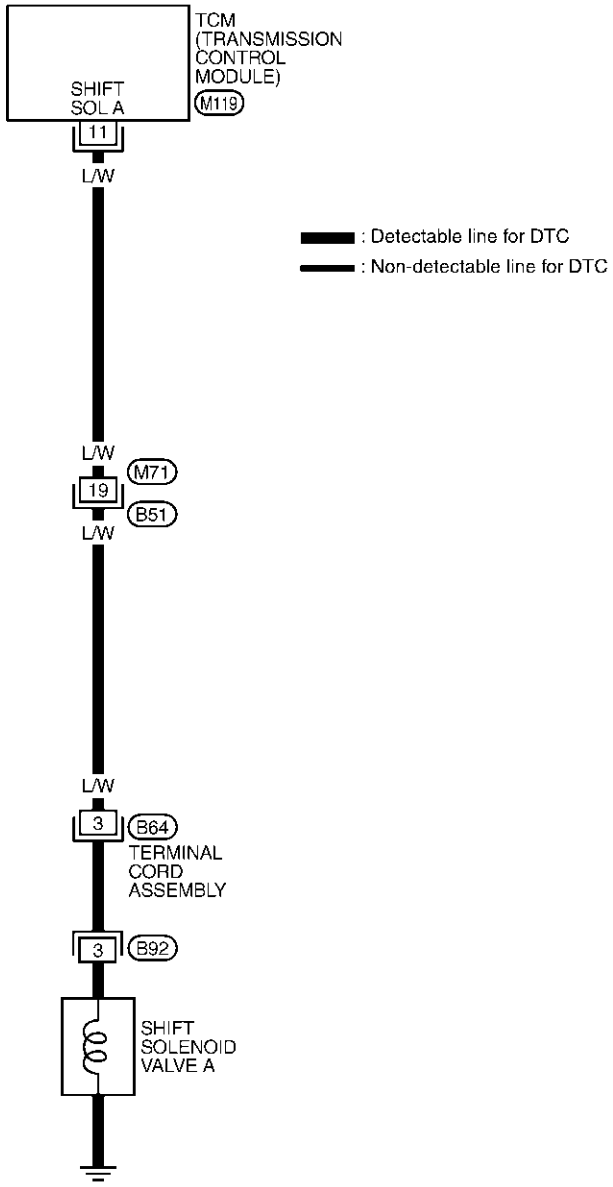
With GST

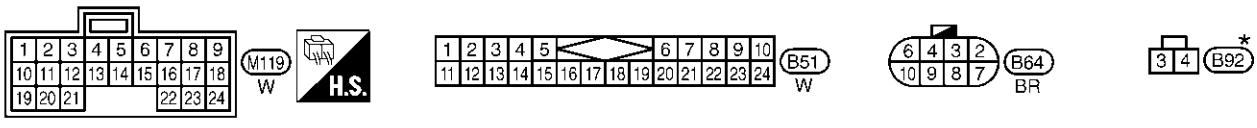
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — 3RD

NAAT0192

AT-3RDSIG-01





★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

MAT733A

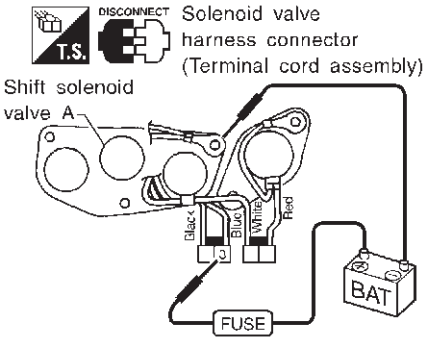
Diagnostic Procedure

NAAT0046

1	CHECK SHIFT SOLENOID VALVE

1. Remove control valve assembly. Refer to AT-272.
2. Check shift solenoid valve operation.
- Shift solenoid valve A

Refer to “Component Inspection”, AT-143.



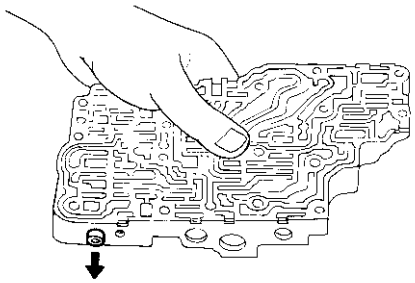
SAT653I

OK or NG

OK	▶	GO TO 2.
NG	▶	Repair or replace shift solenoid valve assembly.

2	CHECK CONTROL VALVE

1. Disassemble control valve assembly.
   Refer to “Control Valve Assembly”, AT-301.
2. Check to ensure that:
- 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

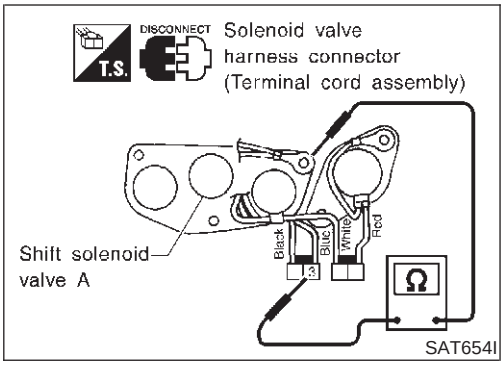
OK	▶	GO TO 3.
NG	▶	Repair control valve assembly.

3	CHECK DTC

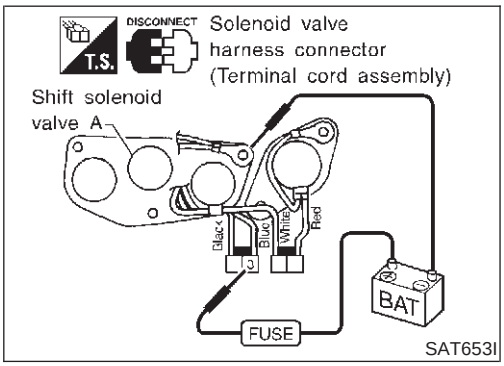
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-139.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Check control valve again. Repair or replace control valve assembly.



SAT654I



SAT653I

Component Inspection

NAAT0047

SHIFT SOLENOID VALVE A

NAAT0047S01

- For removal, refer to AT-272.

Resistance Check

NAAT0047S0101

- Check resistance between terminal 3 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	3	Ground	20 - 40Ω

Operation Check

NAAT0047S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 3 and ground.

Description

NAAT0048

- 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.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NAAT0048S04

Remarks: Specification data are reference values.

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

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

NAAT0048S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
1	GY	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
				When depressing accelerator pedal fully after warming up engine.	0V
2	BR/Y	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.	0V
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”.)	0V
12	L/R	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”.)	0V

ON BOARD DIAGNOSIS LOGIC

=NAAT0048S03

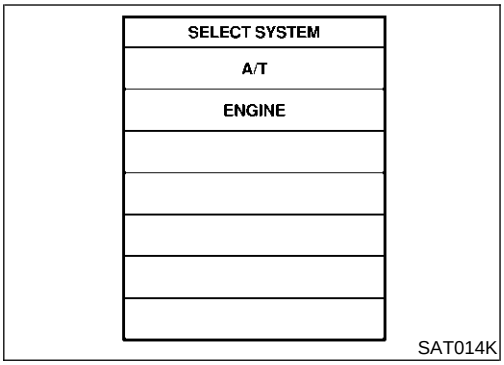
This diagnosis monitors actual gear position by checking the torque converter slip ratio calculated by TCM as follows:
Torque converter slip ratio = A x C/B
A: Output shaft revolution signal from revolution sensor
B: Engine speed signal from ECM
C: Gear ratio determined as gear position which TCM supposes
If the actual gear position is 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, line pressure solenoid valve are stuck closed and shift solenoid valve A is stuck open.

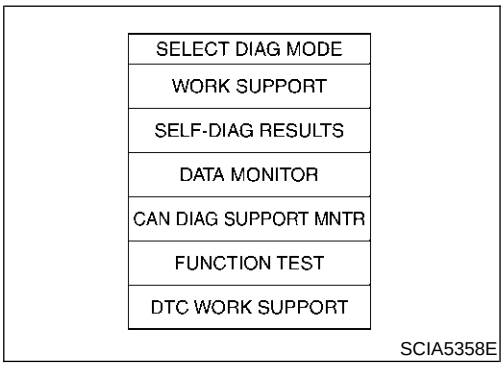
Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	1*

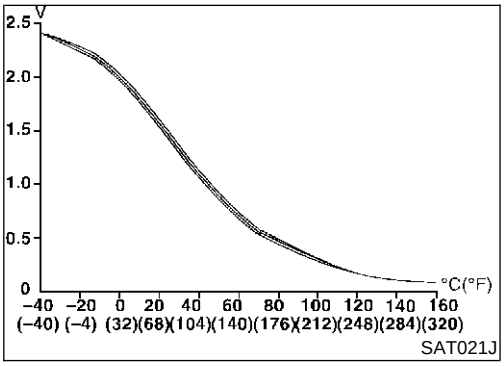
*: P0734 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : A/T 4TH GR FNCTN	A/T cannot be shifted to the 4th gear position even if electrical circuit is good.	• Shift solenoid valve A • Shift solenoid valve B • Line pressure solenoid valve • Each clutch • Hydraulic control circuit
(CST) : P0734		

Description (Cont'd)







DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0048S01

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 CONDITIONS:

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 55 to 65 km/h (34 to 40 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 55 to 65 km/h (34 to 40 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-149.
   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-DIAG RESULTS" 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.)

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-149.
Refer to shift schedule, AT-356.

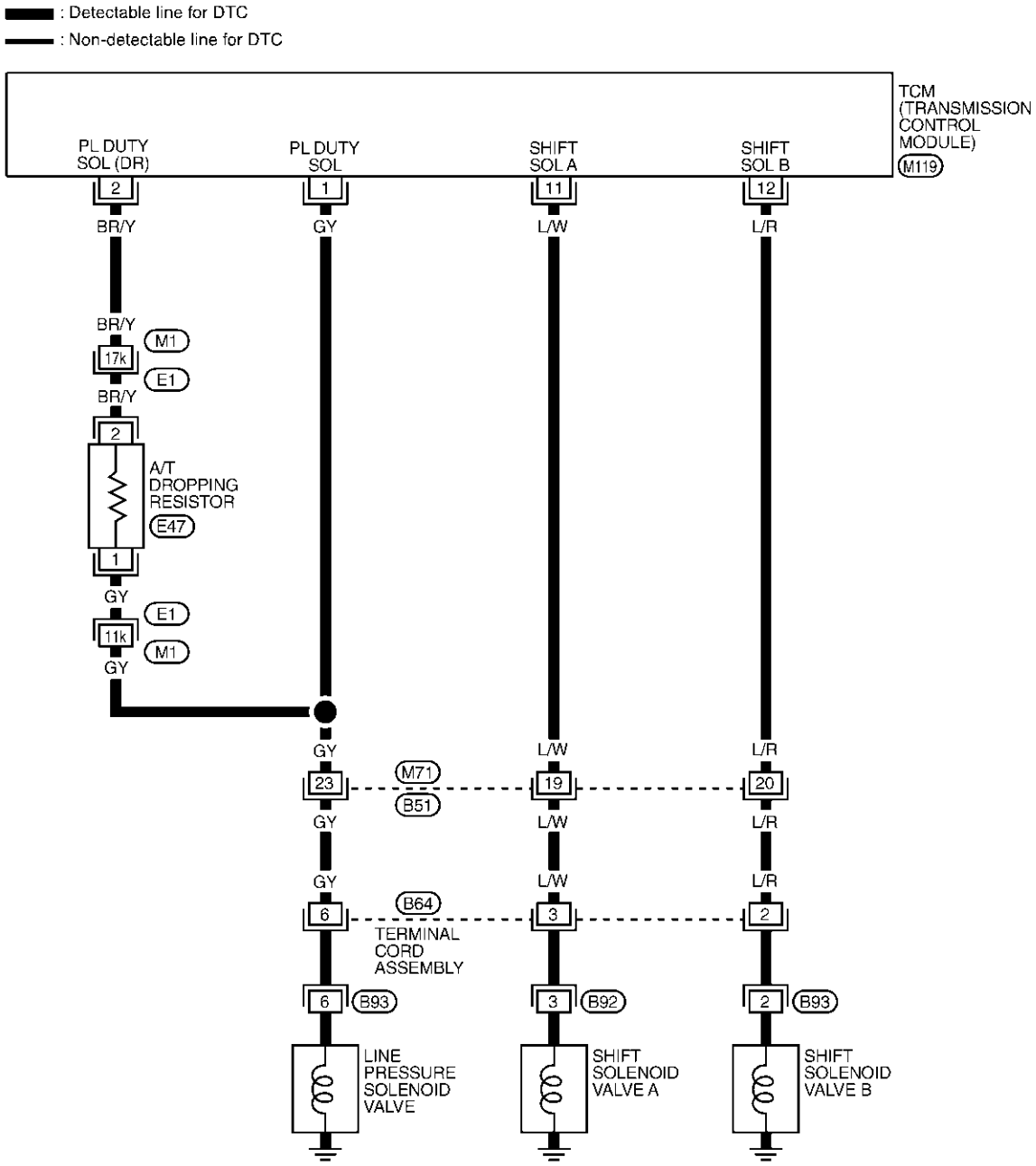
With GST

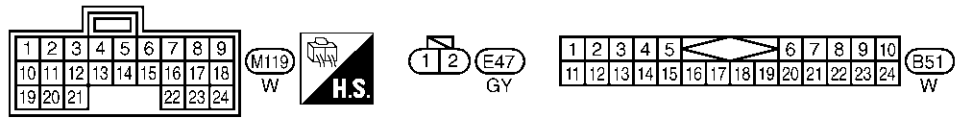
Follow the procedure "With CONSULT-II".

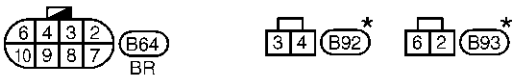
Wiring Diagram — AT — 4TH

NAAT0193

AT-4THSIG-01







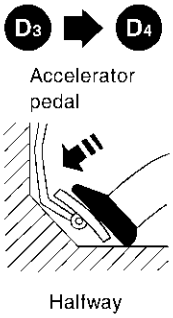
★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

REFER TO THE FOLLOWING.
E1 -SUPER MULTIPLE JUNCTION (SMJ)

MAT912A

Diagnostic Procedure

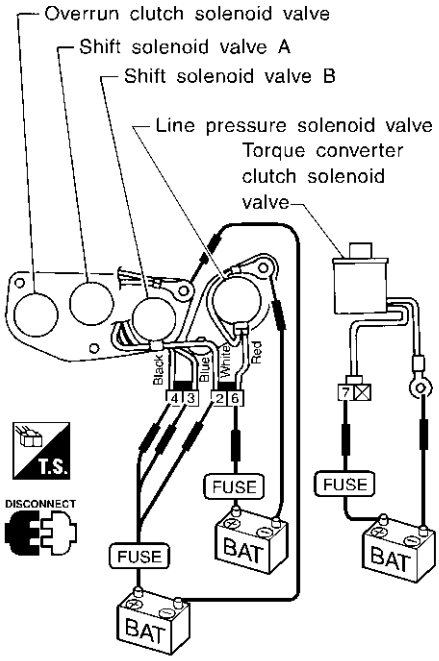
NAAT0049

1	CHECK SHIFT UP (D_3 TO D_4)	
During “Cruise test — Part 1”, AT-73. Does A/T shift from D_3 to D_4 at the specified speed?  SAT988H		
Yes or No		
Yes	▶	GO TO 9.
No	▶	GO TO 2.

2	CHECK LINE PRESSURE	
Perform line pressure test. Refer to AT-64.		
OK or NG		
OK	▶	GO TO 3.
NG	▶	GO TO 6.

3	CHECK SOLENOID VALVES

1. Remove control valve assembly. Refer to AT-272.
2. Refer to "Component Inspection", AT-153.



SAT158J

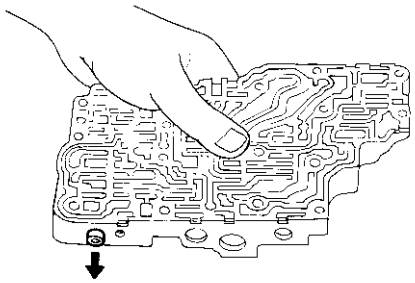
OK or NG

OK	▶	GO TO 4.
NG	▶	Replace solenoid valve assembly.

4	CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to AT-301.
2. Check to ensure that:

- 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.



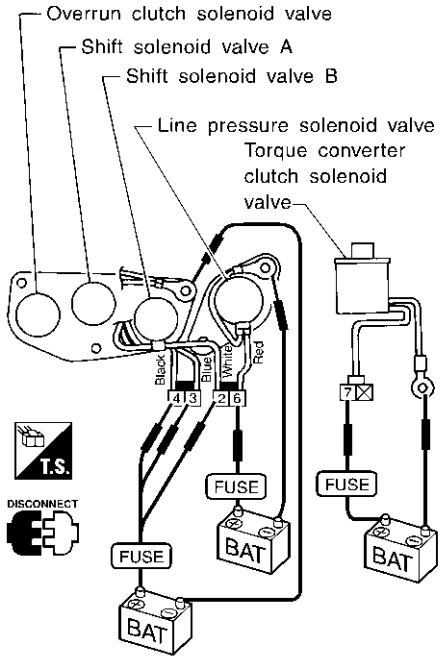
SAT367H

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair control valve.

5	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.

6	CHECK LINE PRESSURE SOLENOID VALVE	
1. Remove control valve assembly. Refer to AT-272. 2. Refer to "Component Inspection", AT-153.		



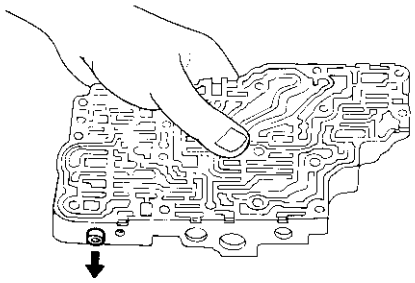
SAT158J

OK or NG

OK	▶	GO TO 7.
NG	▶	Replace solenoid valve assembly.

7	CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to AT-301.
2. Check line pressure circuit valves for sticking.
- 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?

OK or NG

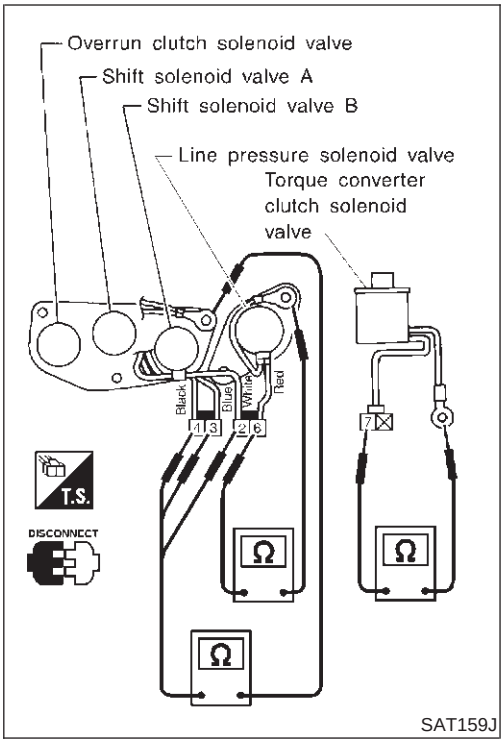
OK	▶	GO TO 9.
NG	▶	Check control valve again. Repair or replace control valve assembly.

9	CHECK DTC

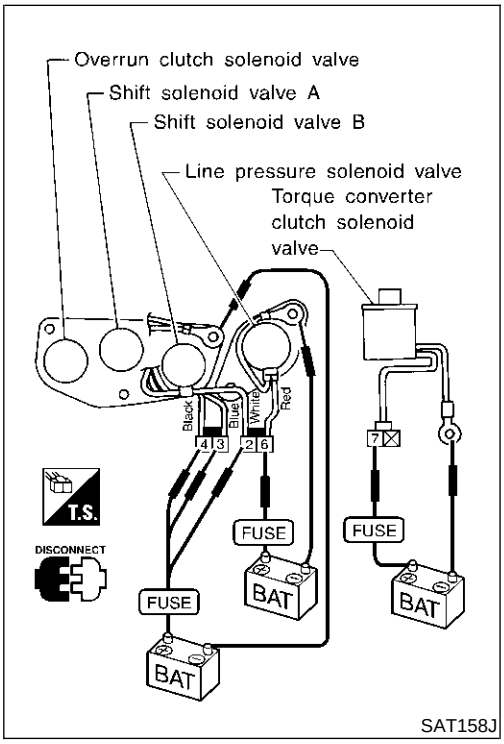
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-146.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Perform "Cruise test — Part 1" again and return to the start point of this flow chart.



SAT159J



SAT158J

Component Inspection

NAAT0050

SOLENOID VALVES

NAAT0050S01

- For removal, refer to AT-272.

Resistance Check

NAAT0050S0101

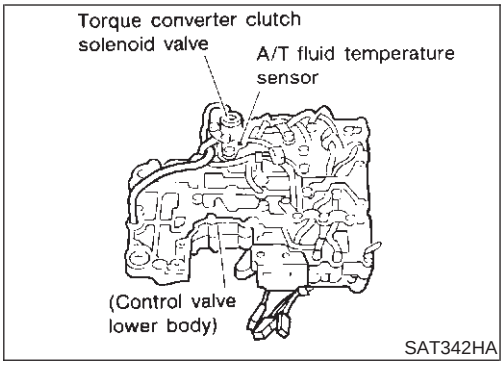
- Check resistance between terminals (3, 2 or 6) and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	3	Ground	20 - 40Ω
Shift solenoid valve B	2		
Line pressure solenoid valve	6		2.5 - 5Ω

Operation Check

NAAT0050S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (3, 2 or 6) and ground.



Description

NAAT0051

The torque converter clutch solenoid valve is activated, with the gear in "D_4", 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

NAAT0051S02

Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0051S03

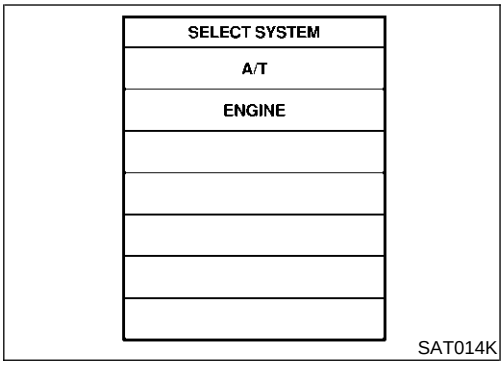
Remarks: Specification data are reference values.

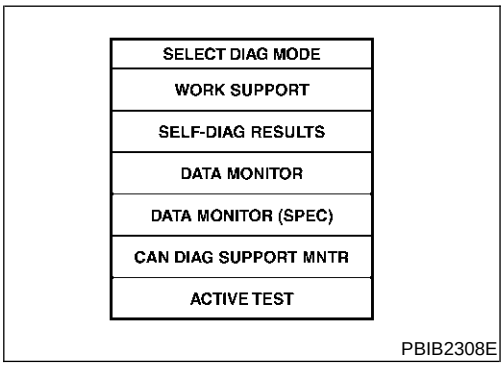
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
3	G/OR	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock-up.	0V

ON BOARD DIAGNOSIS LOGIC

NAAT0051S04

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : TCC SOLENOID/CIRC	TCM detects an improper voltage drop when it tires to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Torque converter clutch solenoid valve
(GST) : P0740		





DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0051S01

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.
3) Start engine and maintain the following conditions for at least 5 consecutive seconds.
   VHCL SPEED SE: 80 km/h (50 MPH) or more
   THROTTLE POSI: 0.5/8 - 1.0/8
   Selector lever: D position
   Driving location: Driving the vehicle uphill (increased engine load) will help maintain the driving conditions required for this test.

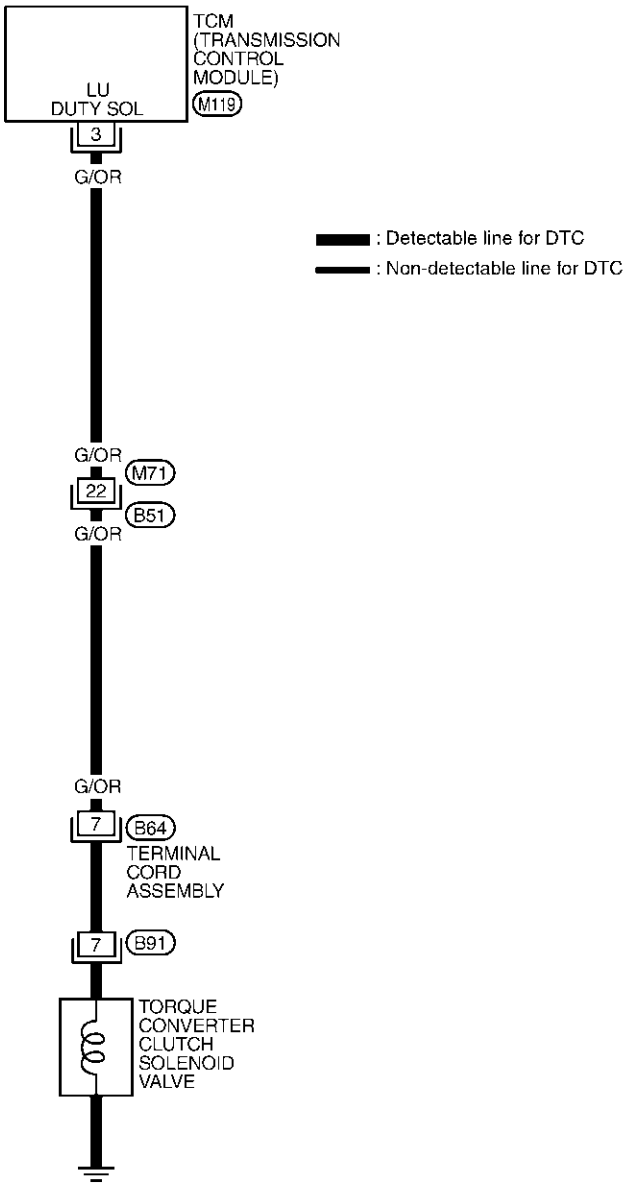
With GST

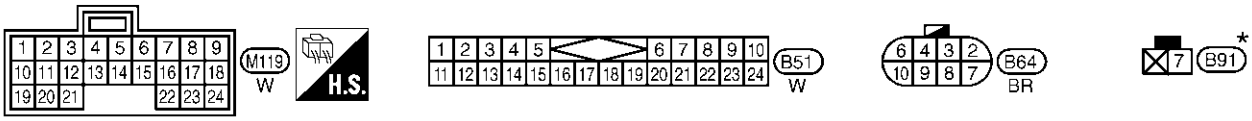
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — TCV

NAAT0194

AT-TCV-01





★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

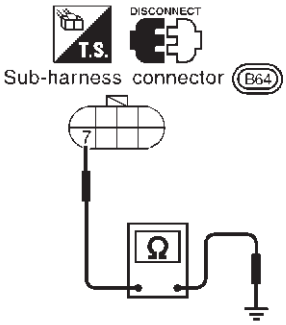
MAT735A

Diagnostic Procedure

NAAT0052

1	CHECK VALVE RESISTANCE

1. Turn ignition switch to “OFF” position.
2. Disconnect terminal cord assembly connector on the right side of transfer assembly.
3. Check resistance between terminal 7 and ground.



SAT156J

Is resistance approx. 10 - 20Ω?

Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	CHECK VALVE OPERATION

1. Remove oil pan. Refer to AT-272.
2. Check the following items:

- Torque converter clutch solenoid valve
  Refer to “Component Inspection”, AT-158.
- Harness of terminal cord assembly for short or open

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 RESISTANCE

1. Turn ignition switch to “OFF” position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal 7 and TCM harness connector terminal 3. Refer to wiring diagram — AT — TCV.
   Continuity should exist.
   If OK, check harness for short to ground and short to power.
4. 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.

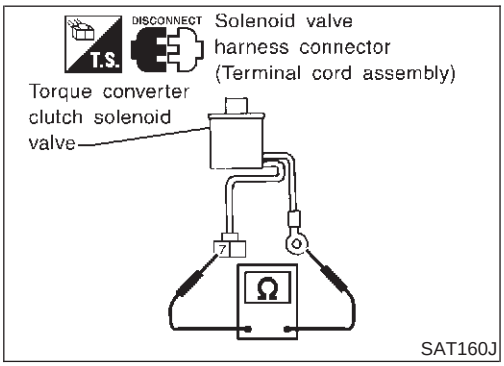
4	CHECK DTC

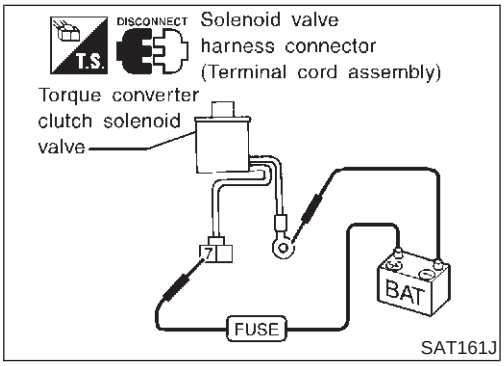
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-155.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

5	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.





Component Inspection

NAAT0053

TORQUE CONVERTER CLUTCH SOLENOID VALVE

NAAT0053S01

- For removal, refer to AT-272.

Resistance Check

NAAT0053S0101

- Check resistance between terminal 7 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Torque converter clutch solenoid valve	7	Ground	10 - 20Ω

Operation Check

NAAT0053S0102

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

Description

NAAT0054

- 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.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NAAT0054S02

Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Torque converter clutch solenoid valve duty	Lock-up “OFF” ↓ Lock-up “ON”	Approximately 4% ↓ Approximately 94%
Line pressure solenoid valve duty	Small throttle opening (Low line pressure) ↓ Large throttle opening (High line pressure)	Approximately 24% ↓ Approximately 95%

TCM TERMINALS AND REFERENCE VALUE

NAAT0054S03

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
1	GY	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
				When depressing accelerator pedal fully after warming up engine.	0V
2	BR/Y	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.	0V
3	G/OR	Torque converter clutch solenoid valve		When A/T performs lock-up.	8 - 15V
				When A/T does not perform lock- up.	0V

ON BOARD DIAGNOSIS LOGIC

NAAT0054S04

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 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

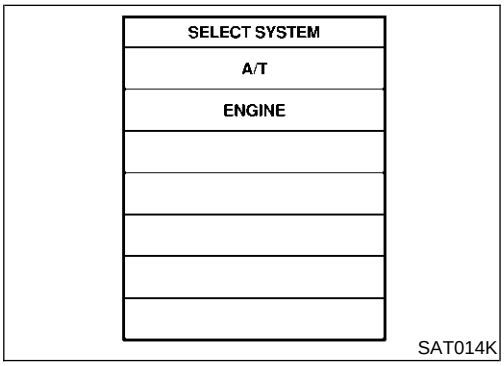
Description (Cont'd)

diagnosis malfunction.
This malfunction will be caused when shift solenoid valve B, line pressure solenoid valve and torque converter clutch solenoid valve are stuck closed.

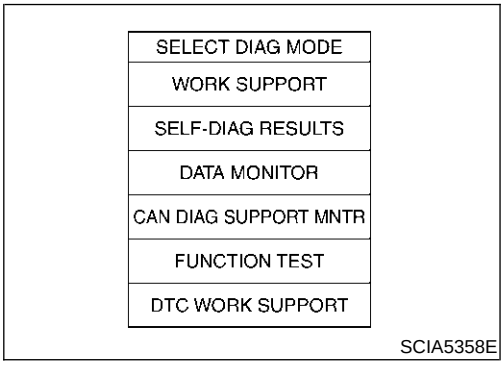
Gear position supposed by TCM	1	2	3	4
In case of gear position with no malfunctions	1	2	3	4
In case of gear position with shift solenoid valve B stuck closed	1	2	2	1*

*: P0744 is detected.

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(F) : A/T TCC S/V FNCTN	A/T cannot perform lock-up even if electrical circuit is good.	• Line pressure solenoid valve • Torque converter clutch solenoid valve • Each clutch • Hydraulic control circuit • Shift solenoid valve B
(GST) : P0744		



SAT014K



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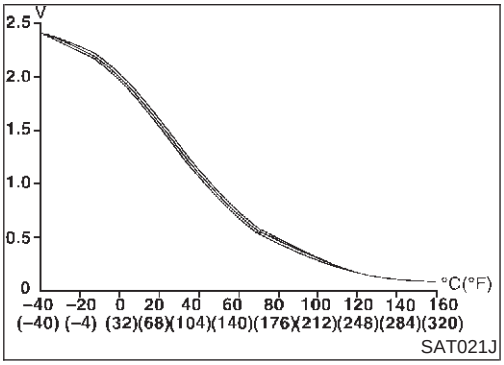


SAT021J

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0054S01

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.

(F) 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 "TCC S/V FNCTN P0744" of "DTC WORK SUPPORT" mode for "A/T" with CONSULT-II and touch "START".
4) Accelerate vehicle to more than 67 to 100 km/h (42 to 62 MPH) and maintain the following condition continuously until "TESTING" has turned to "COMPLETED". (It will take approximately 30 seconds after "TESTING" shows.)
   THROTTLE POSI: 1.0/8 - 2.0/8 (at all times during step 4)
   Selector lever: D position (OD "ON")
   TCC S/V DUTY: More than 94%
   VHCL/S SE·A/T: Constant speed of more than 67 to 100 km/h (42 to 62 MPH)

- **Check that "GEAR" shows "4".**
- **For shift schedule, refer to SDS, AT-356.**

- **If "TESTING" does not appear on CONSULT-II for a long time, select "SELF-DIAG RESULTS". In case a 1st trip DTC other than P0744 is shown, refer to applicable "TROUBLE DIAGNOSIS FOR DTC".**

5) Make sure that "OK" is displayed. (If "NG" is displayed, refer to "DIAGNOSTIC PROCEDURE".)
   Refer to "DIAGNOSTIC PROCEDURE", AT-163.
   Refer to shift schedule, AT-356.

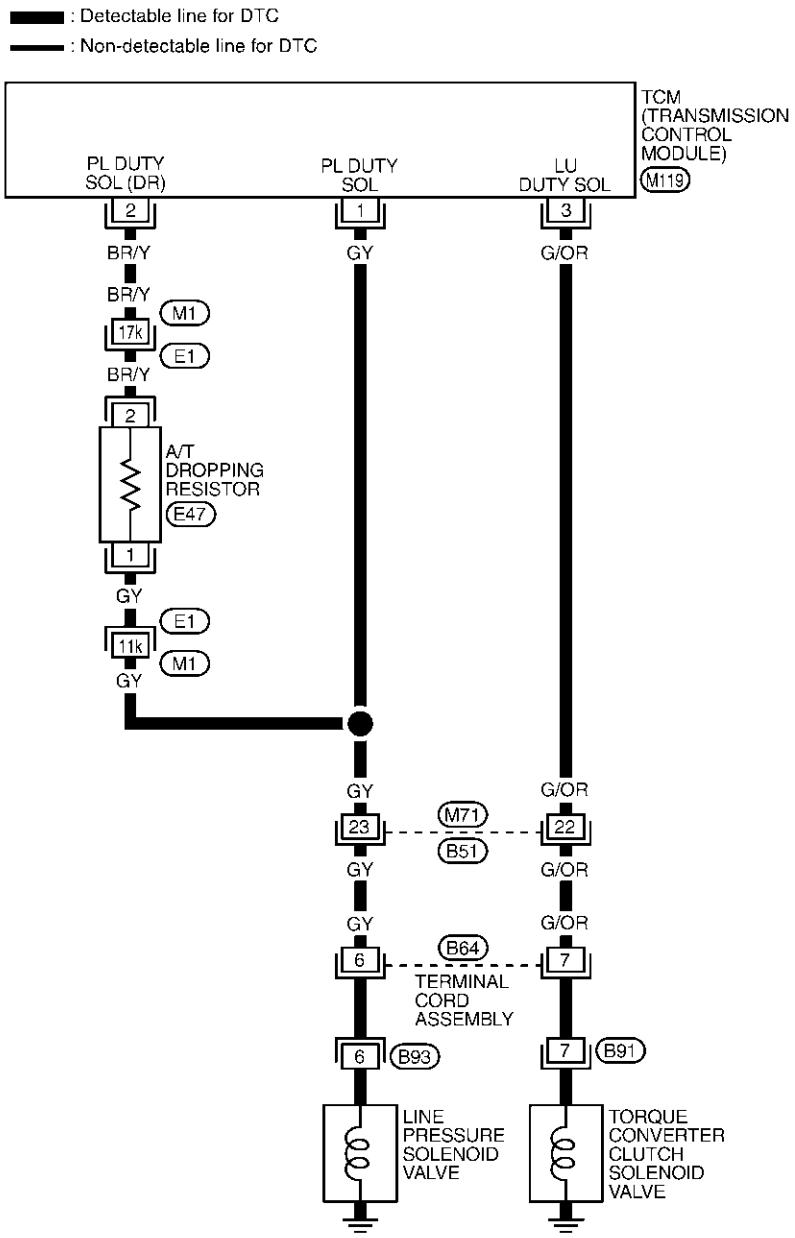
With GST

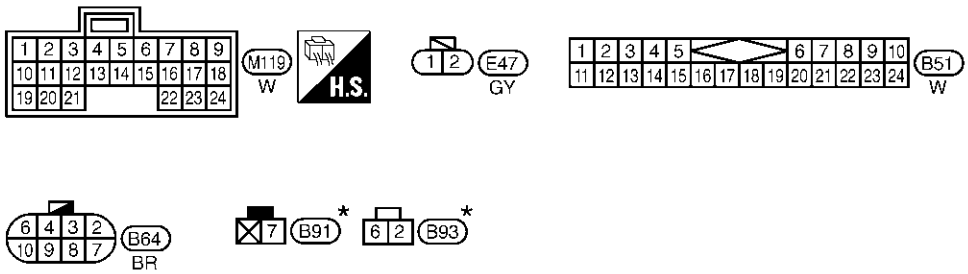
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — TCCSIG

NAAT0195

AT-TCCSIG-01





REFER TO THE FOLLOWING.
(E1) -SUPER MULTIPLE JUNCTION (SMJ)

★: This connector is not shown in "HARNESS LAYOUT" in EL section.

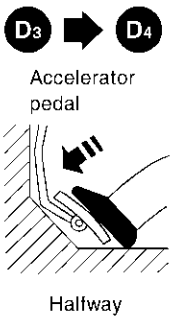
MAT913A

Diagnostic Procedure

=NAAT0055

1	CHECK SHIFT UP (D_3 TO D_4)

During “Cruise test — Part 1”, AT-73.
Does A/T shift from D_3 to D_4 at the specified speed?



SAT988H

Yes or No

Yes	▶	• GO TO 10. • And check for proper lock-up.
No	▶	GO TO 2.

2	CHECK LINE PRESSURE

Perform line pressure test. Refer to AT-64.

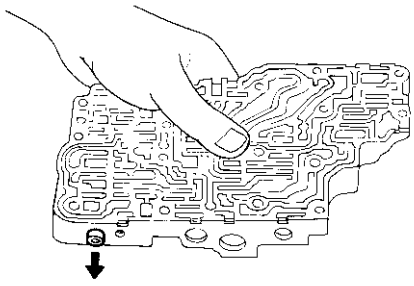
OK or NG

OK	▶	GO TO 3.
NG	▶	GO TO 6.

3	CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to AT-301.
2. Check to ensure that:

- 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

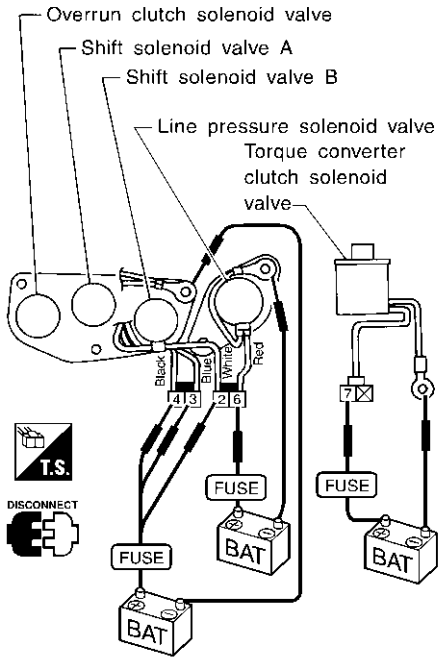
OK or NG

OK	▶	GO TO 4.
NG	▶	Repair control valve.

4	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 5.
No	▶	Check control valve again. Repair or replace control valve assembly.

5	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-160.		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	• GO TO 10. • And check for proper lock-up.

6	CHECK LINE PRESSURE SOLENOID VALVE	
1. Remove control valve assembly. Refer to AT-272. 2. Check line pressure solenoid valve operation. Refer to AT-167.		

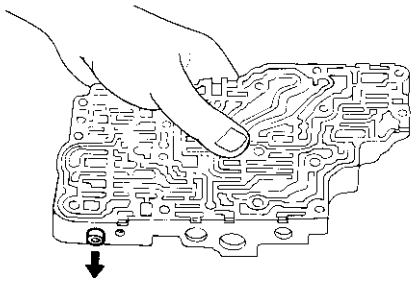


SAT158J

OK or NG		
OK	▶	GO TO 7.
NG	▶	Replace solenoid valve assembly.

7	CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to AT-301.
2. Check line pressure circuit valves for sticking.
- 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-160.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	• GO TO 10. • And check for proper lock-up.

10	CHECK LOCK-UP CONDITION

During "Cruise test — Part 1", AT-73.
Does A/T perform lock-up at the specified speed?

Yes or No

Yes	▶	Perform "Cruise test − Part 1" again and return to the start point of this flow chart.
No	▶	GO TO 11.

11	CHECK TORQUE CONVERTER CLUTCH SOLENOID VALVE

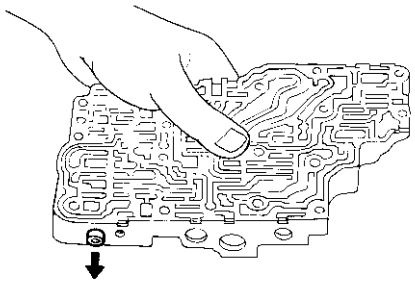
1. Remove control valve assembly. Refer to AT-272.
2. Check torque converter clutch solenoid valve operation.
   Refer to AT-167.

OK or NG

OK	▶	GO TO 12.
NG	▶	Replace solenoid valve assembly.

12	CHECK CONTROL VALVE

1. Disassemble control valve assembly. Refer to AT-301.
2. Check control valves for sticking.
- Torque converter clutch control valve
- Torque converter clutch relief valve



SAT367H

OK or NG

OK	▶	GO TO 13.
NG	▶	Repair control valve

13	CHECK LOCK-UP CONDITION

Does A/T perform lock-up at the specified speed?

Yes or No

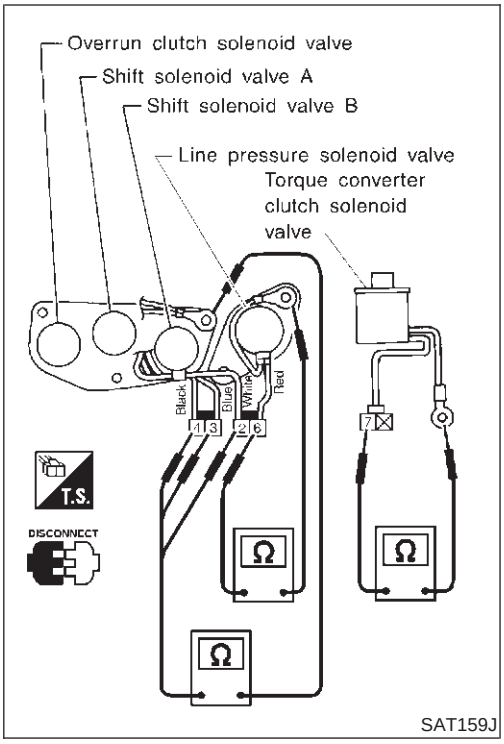
Yes	▶	GO TO 14.
No	▶	Check control valve again. Repair or replace control valve assembly.

14	CHECK DTC

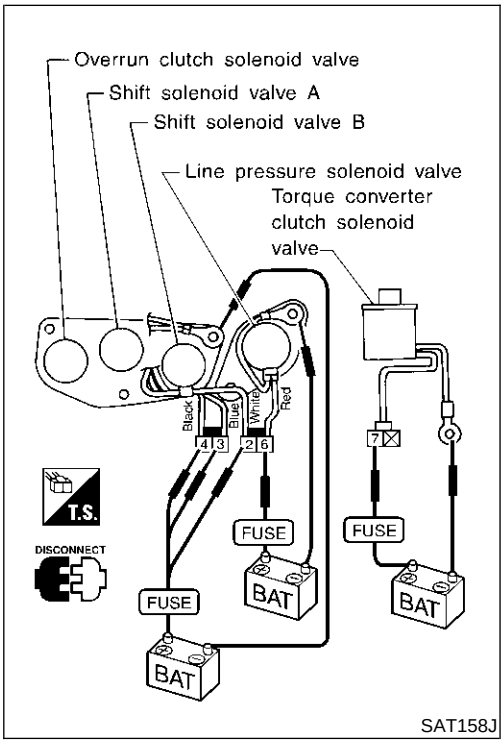
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-160.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	Perform "Cruise test — Part 1" again and return to the start point of this flow chart.



SAT159J



SAT158J

Component Inspection

NAAT0056

SOLENOID VALVES

NAAT0056S01

- For removal, refer to AT-272.

Resistance Check

NAAT0056S0101

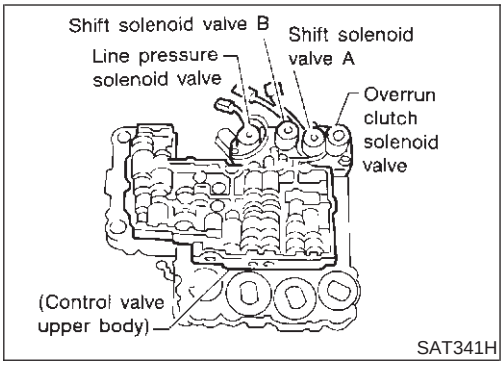
- Check resistance between terminals (6 or 7) and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	6	Ground	2.5 - 5Ω
Torque converter clutch solenoid valve	7		10 - 20Ω

Operation Check

NAAT0056S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminals (6 or 7) and ground.



Description

NAAT0057

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

NAAT0057S02

Remarks: Specification data are reference values.

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

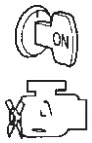
NOTE:

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

NAAT0057S03

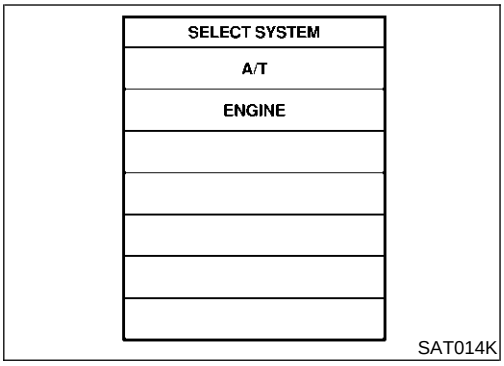
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
1	GY	Line pressure solenoid valve		When releasing accelerator pedal after warming up engine.	1.5 - 3.0V
				When depressing accelerator pedal fully after warming up engine.	0V
2	BR/Y	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.	0V

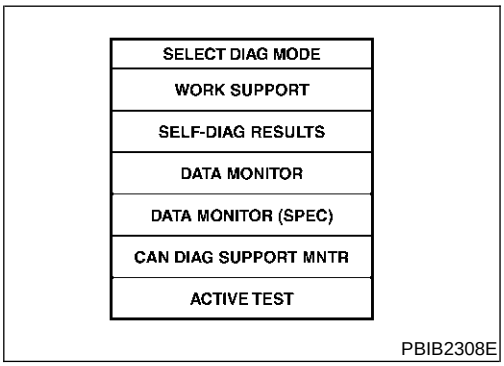
ON BOARD DIAGNOSIS LOGIC

NAAT0057S04

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : L/PRESS SOL/CIRC	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	● Harness or connectors (The solenoid circuit is open or shorted.) ● Line pressure solenoid valve
(GST) : P0745		



SAT014K



PBIB2308E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0057S01

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.

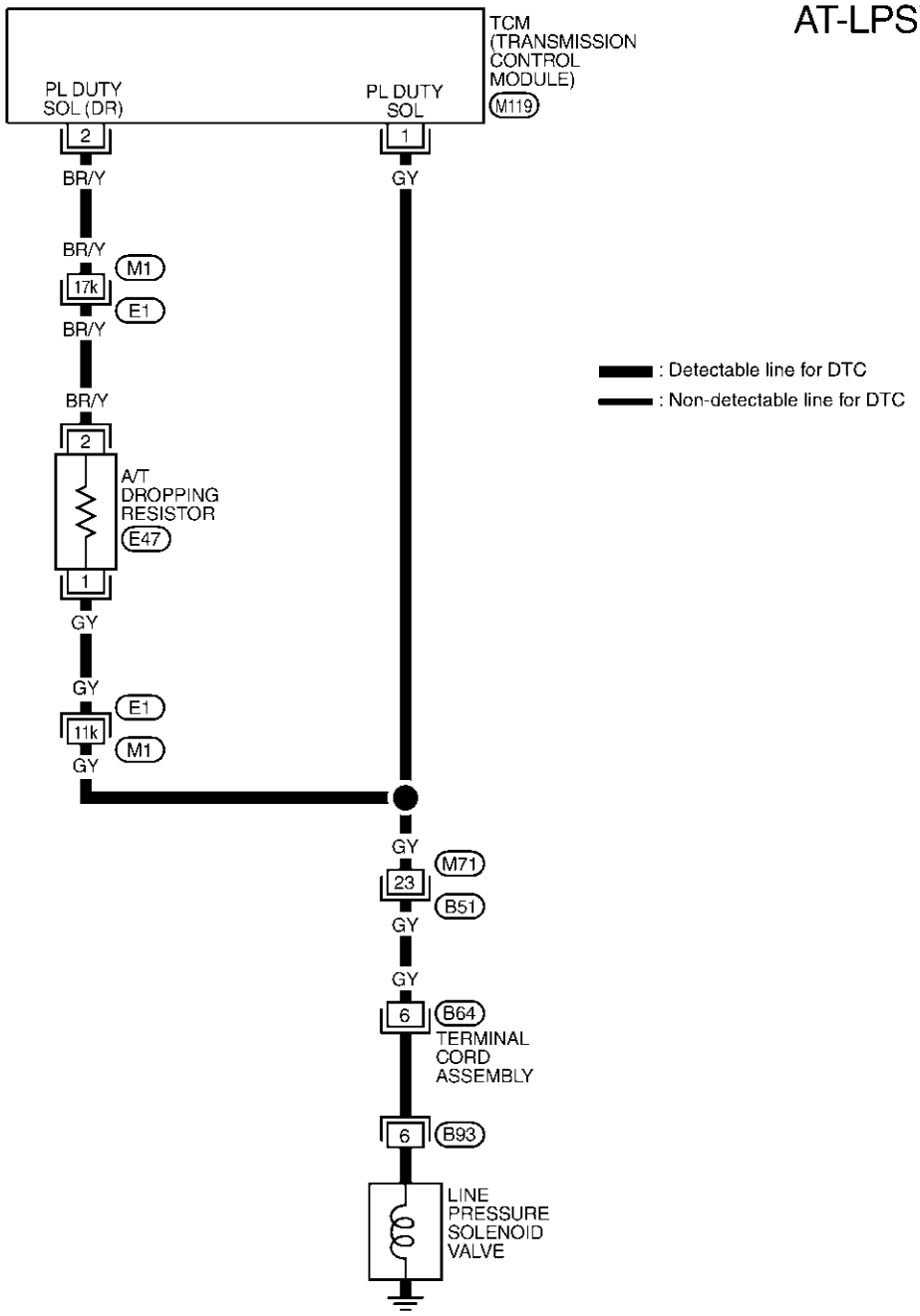
With GST

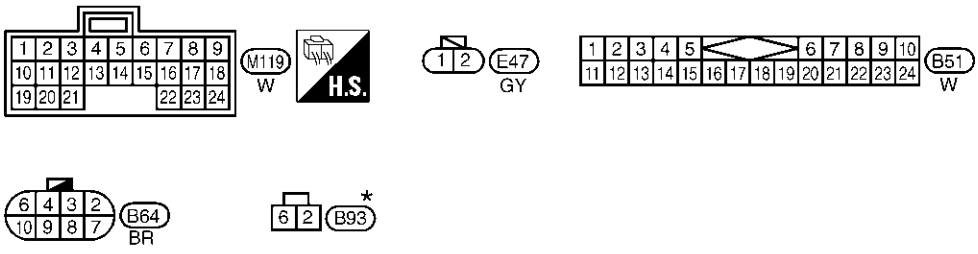
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — LPSV

NAAT0196

AT-LPSV-01





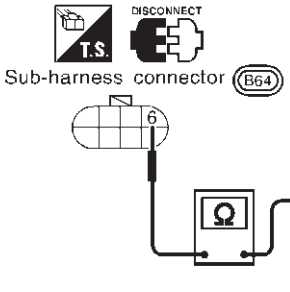
REFER TO THE FOLLOWING.
E1 -SUPER MULTIPLE JUNCTION (SMJ)

★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

MAT914A

Diagnostic Procedure

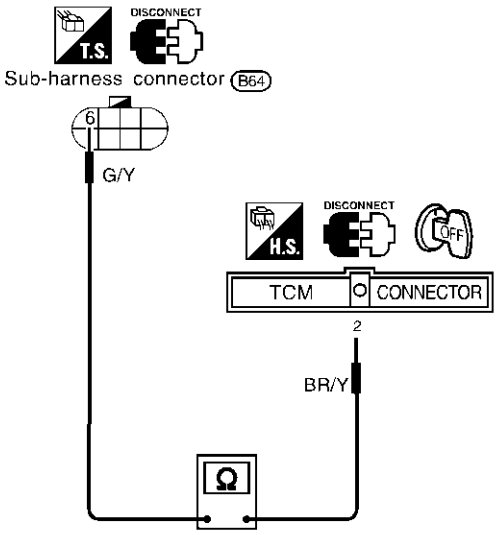
NAAT0058

1	CHECK VALVE RESISTANCE	
1. Turn ignition switch to “OFF” position. 2. Disconnect terminal cord assembly connector on the right side of transfer assembly. 3. Check resistance between terminal 6 and ground.  SAT162J **Is resistance approx. 2.5 - 5Ω?**		
Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	CHECK VALVE OPERATION	
1. Remove control valve assembly. Refer to AT-272. 2. Check the following items: ● Line pressure solenoid valve Refer to “Component Inspection”, AT-173. ● Harness of terminal cord assembly for short or open **OK or NG**		
OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

3	CHECK POWER SOURCE AND DROPPING RESISTOR CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Disconnect TCM harness connector.
3. Check resistance between sub-harness connector B64 terminal 6 and TCM harness connector M119 terminal 2.



SAT522J

Is resistance approx. 11.2 - 12.8Ω?

Yes	▶	GO TO 5.
No	▶	GO TO 4.

4	DETECT MALFUNCTIONING ITEM

Check the following items:
- Dropping resistor
  Refer to "Component Inspection", AT-173.
- Harness for short or open between TCM harness connector M119 terminal 2 and terminal cord assembly (Main harness)

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

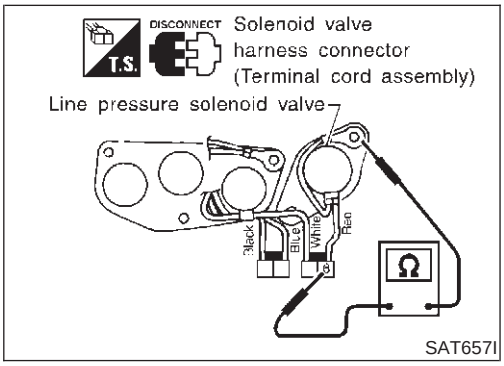
5	CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to "OFF" position.
2. Check continuity between terminal 6 and TCM harness connector M119 terminal 1. Refer to wiring diagram — AT — LPSV.
   Continuity should exist.
   If OK, check harness for short to ground or to power.
3. Reinstall any part removed.

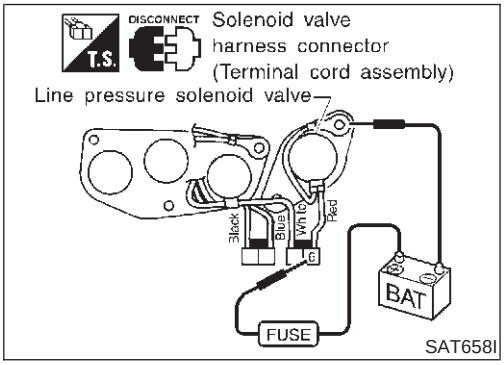
Yes	▶	GO TO 6.
No	▶	Repair or replace harness between TCM terminal 1 and terminal cord assembly.

6	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-169.		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	GO TO 7.

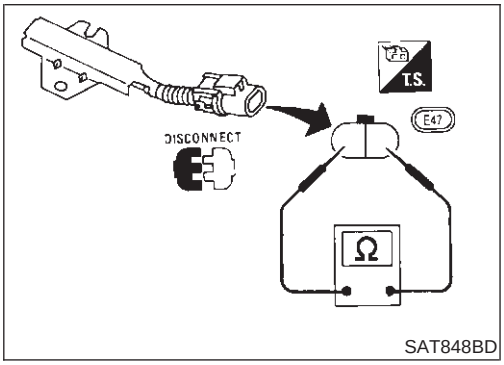
7	CHECK TCM INSPECTION	
1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	Repair or replace damaged parts.



SAT657I



SAT658I



SAT848BD

Component Inspection

LINE PRESSURE SOLENOID VALVE

NAAT0059

NAAT0059S01

- For removal, refer to AT-272.

Resistance Check

NAAT0059S0101

- Check resistance between terminal 6 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Line pressure solenoid valve	6	Ground	2.5 - 5Ω

Operation Check

NAAT0059S0102

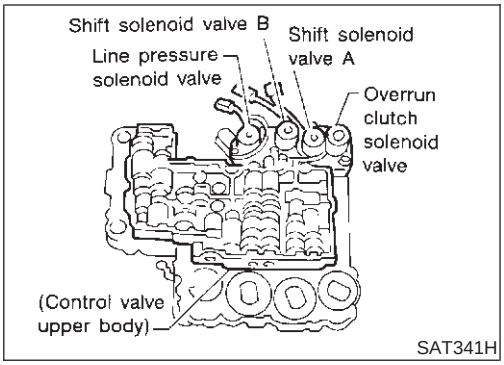
- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 6 and ground.

DROPPING RESISTOR

NAAT0059S02

- Check resistance between two terminals.

Resistance: 11.2 - 12.8Ω



SAT341H

Description

NAAT0060

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.

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

NAAT0060S02

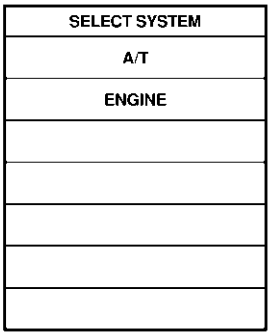
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
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”.)	0V

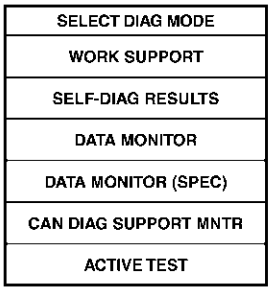
ON BOARD DIAGNOSIS LOGIC

NAAT0060S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : SFT SOL A/CIRC GST : P0750	TCM detects an improper voltage drop when it tires to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Shift solenoid valve A



SAT014K



PBIB2308E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0060S01

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”).

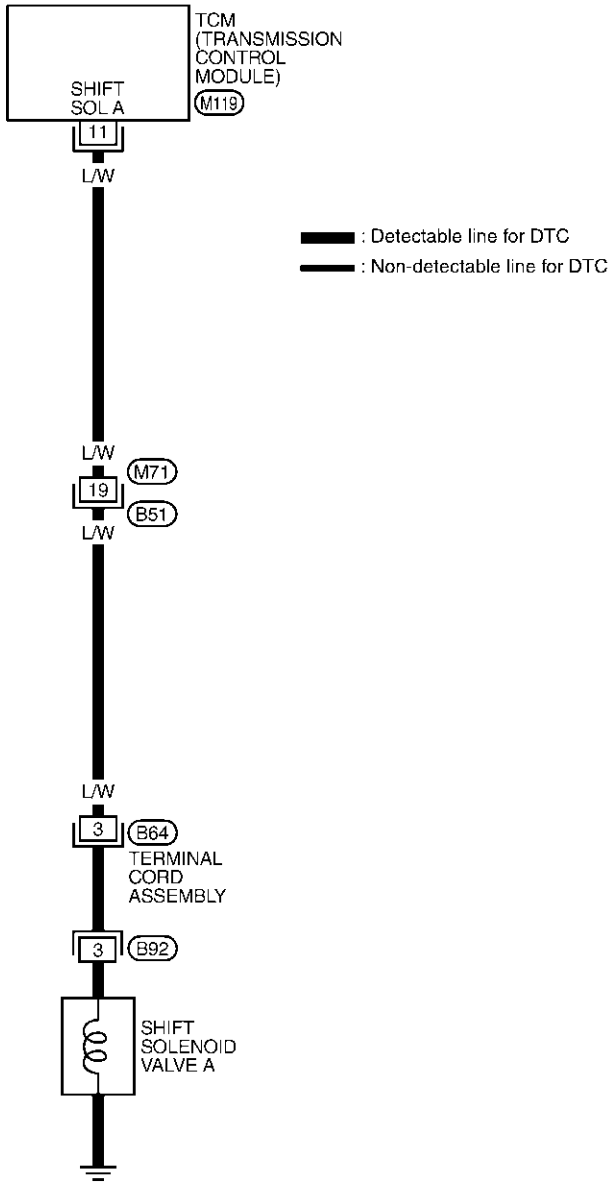
GST With GST

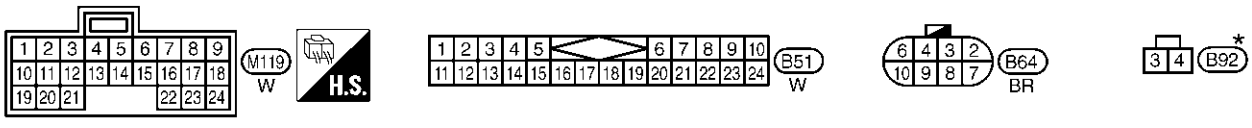
Follow the procedure “With CONSULT-II”.

Wiring Diagram — AT — SSV/A

NAAT0197

AT-SSV/A-01





★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

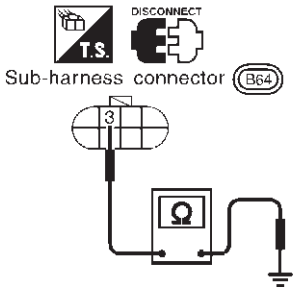
MAT738A

Diagnostic Procedure

NAAT0061

1	CHECK VALVE RESISTANCE

1. Turn ignition switch to “OFF” position.
2. Disconnect terminal cord assembly connector on the right side of transfer assembly.
3. Check resistance between terminal 3 and ground.



SAT164J

Is resistance approx. 20 - 40Ω?

Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	CHECK VALVE OPERATION

1. Remove control valve assembly.
   Refer to AT-272.
2. Check the following items:

- Shift solenoid valve A
  Refer to “Component Inspection”, AT-177.
- Harness of terminal cord assembly for short or open

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

3	CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to “OFF” position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal 3 and TCM harness connector terminal 11. Refer to wiring diagram — AT — SSV/A.
   Continuity should exist.
   If OK, check harness for short to ground and short to power.
4. 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.

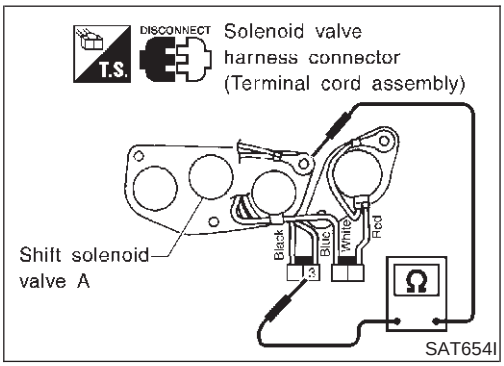
4	CHECK DTC

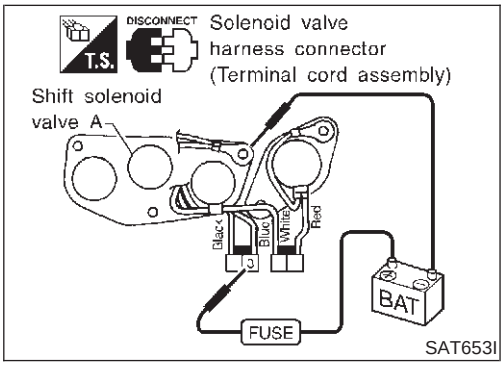
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-174.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

5	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.





Component Inspection

NAAT0062

SHIFT SOLENOID VALVE A

NAAT0062S01

- For removal, refer to AT-272.

Resistance Check

NAAT0062S0101

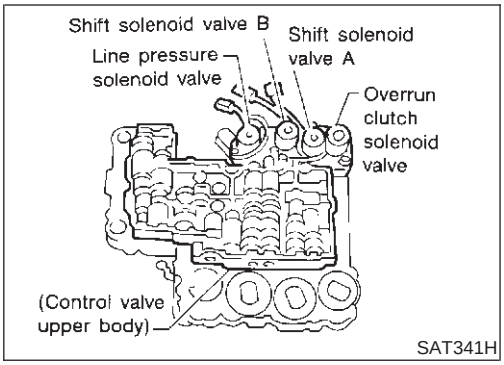
- Check resistance between terminal 3 and ground.

Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve A	3	Ground	20 - 40Ω

Operation Check

NAAT0062S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 3 and ground.



SAT341H

Description

NAAT0063

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.

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

NAAT0063S02

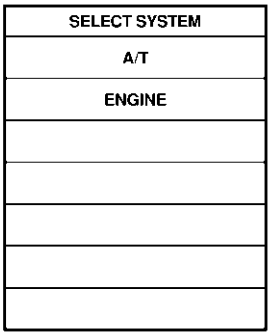
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
12	L/R	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”.)	0V

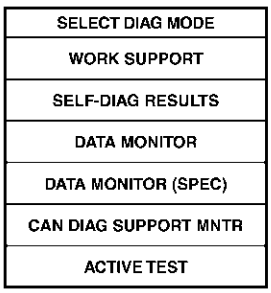
ON BOARD DIAGNOSIS LOGIC

NAAT0063S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : SFT SOL B/CIRC GST : P0755	TCM detects an improper voltage drop when it tires to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Shift solenoid valve B



SAT014K



PBIB2308E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0063S01

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) Drive vehicle in “D” position and allow the transmission to shift 1 → 2 → 3 (“GEAR”).

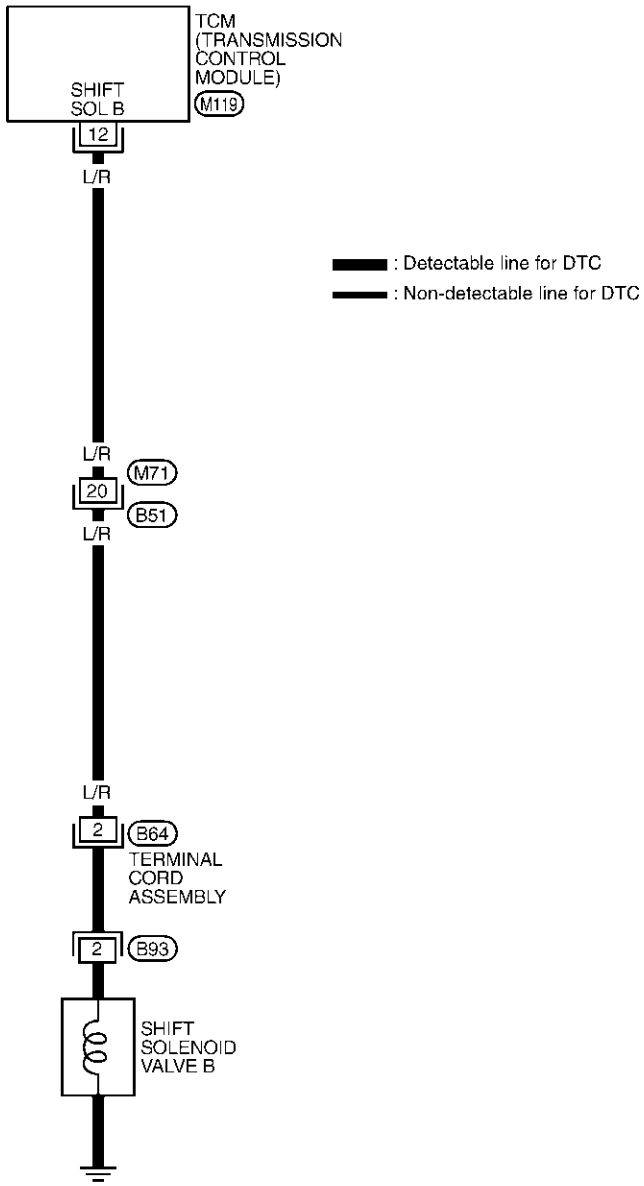
GST With GST

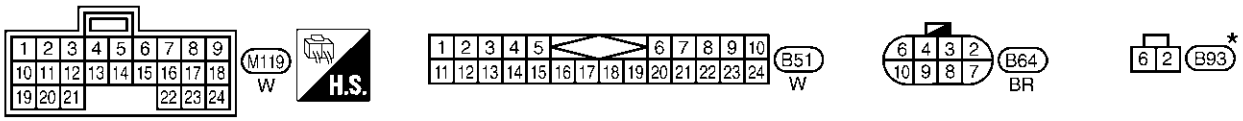
Follow the procedure “With CONSULT-II”.

Wiring Diagram — AT — SSV/B

NAAT0198

AT-SSV/B-01





★ : This connector is not shown in "HARNESS LAYOUT" in EL section.

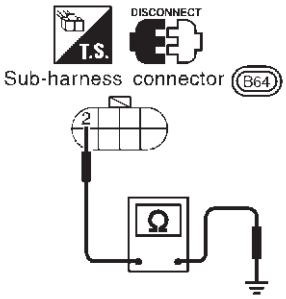
MAT739A

Diagnostic Procedure

NAAT0064

1	CHECK VALVE RESISTANCE

1. Turn ignition switch to “OFF” position.
2. Disconnect terminal cord assembly connector on the right side of transfer assembly.
3. Check resistance between terminal 2 and ground.



SAT166J

Is resistance approx. 20 - 40Ω?

Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	CHECK VALVE OPERATION

1. Remove control valve assembly.
   Refer to AT-272.
2. Check the following items:

- Shift solenoid valve B
  Refer to “Component Inspection”, AT-181.
- Harness of terminal cord assembly for short or open

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

3	CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to “OFF” position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal 2 and TCM harness connector terminal 12. Refer to wiring diagram — AT — SSV/B.
   Continuity should exist.
   If OK, check harness for short to ground and short to power.
4. Reinstall any part removed.

Is resistance approx. 0Ω?

Yes	▶	GO TO 4.
No	▶	Repair open circuit or short to ground or short to power in harness or connectors.

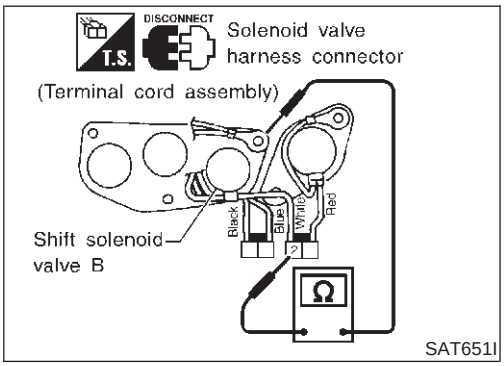
4	CHECK DTC

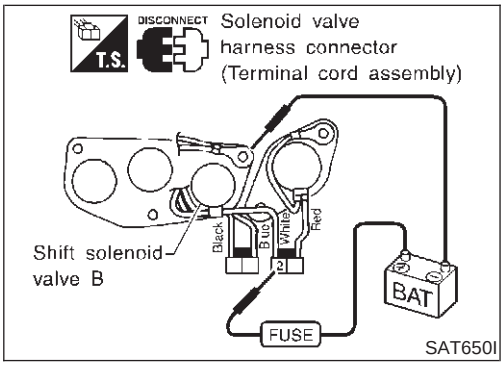
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-178.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

5	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.





Component Inspection

NAAT0065

SHIFT SOLENOID VALVE B

NAAT0065S01

- For removal, refer to AT-272.

Resistance Check

NAAT0065S0101

- Check resistance between terminal 2 and ground.

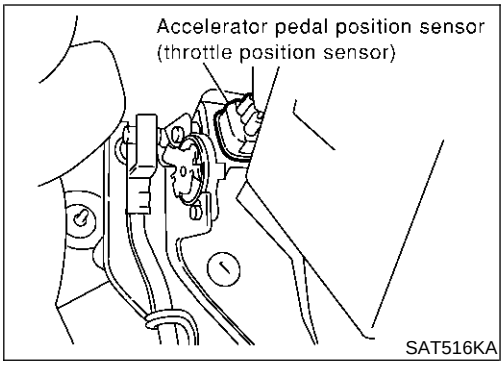
Solenoid valve	Terminal No.		Resistance (Approx.)
Shift solenoid valve B	2	Ground	20 - 40Ω

Operation Check

NAAT0065S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 2 and ground.

DTC P1705 ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)



Description

NAAT0236

The accelerator pedal position sensor is part of the system that controls throttle position. Accelerator pedal position signal is sent to the ECM. And the signal is also sent to TCM as throttle valve position signal.

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NAAT0236S01

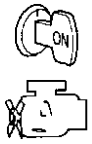
Remarks: Specification data are reference values.

Monitor item	Condition	Specification
Accelerator pedal position sensor (throttle position sensor)	Fully-closed throttle	Approximately 0.5V
	Fully-open throttle	Approximately 4V

TCM TERMINALS AND REFERENCE VALUE

NAAT0236S02

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
32	R	Sensor power		Ignition switch ON.	4.5 - 5.5V
				Ignition switch OFF.	0V
41	P/L	Accelerator pedal position sensor (throttle position sensor)		When depressing accelerator pedal slowly after warming up engine. (Voltage rises gradually in response to throttle position.)	Fully-closed throttle: 0.5V Fully-open throttle: 4V
42	B	Sensor ground	—		0V

On Board Diagnosis Logic

=NAAT0237

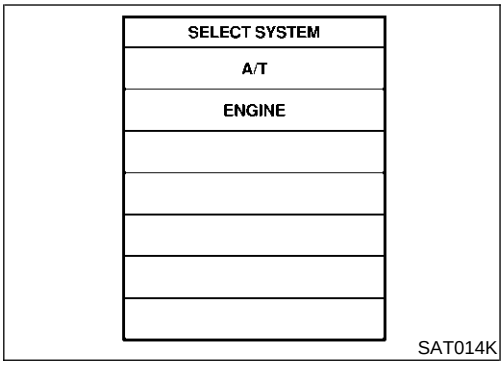
Diagnostic trouble code TP SEN/CIRC A/T with CONSULT-II or P1705 without CONSULT-II is detected when TCM receives an excessively low or high voltage from the ECM.

Possible Cause

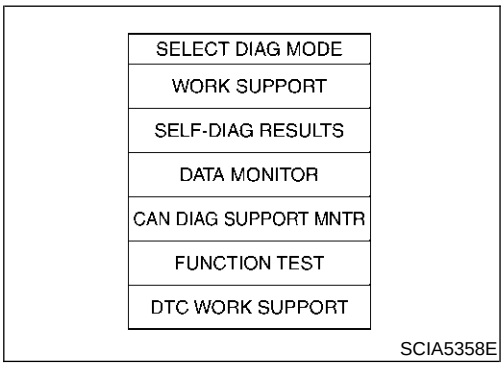
NAAT0239

Check the following items.

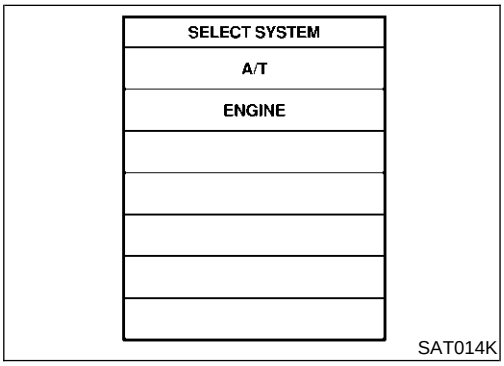
- Harness or connectors
  (The sensor circuit is open or shorted.)
- Accelerator pedal position sensor (throttle position sensor)



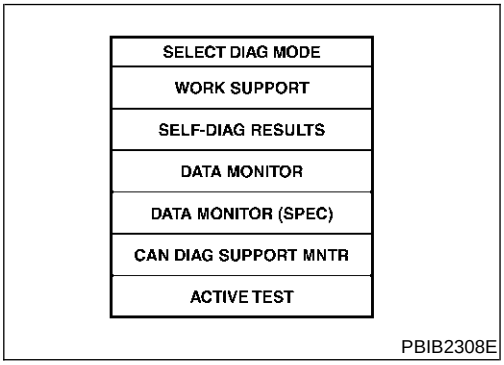
SAT014K



SCIA5358E



SAT014K



PBIB2308E

Diagnostic Trouble Code (DTC) Confirmation Procedure

NAAT0240

CAUTION:

Always drive vehicle at a safe speed.

NOTE:

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

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

WITH CONSULT-II

NAAT0240S01

1) Turn ignition switch ON and select “DATA MONITOR” mode for “A/T” with CONSULT-II.

Accelerator pedal condition	Accelerator pedal position sensor (THRTL POS SEN)
Fully released	Less than 4.7V
Partially depressed	0.1 - 4.6V
Fully depressed	1.9 - 4.6V

If the check result is NG, go to “DIAGNOSTIC PROCEDURE”, AT-224.
If the check result is OK, go to following step.

2) Turn ignition switch ON and select “DATA MONITOR” mode for “ENGINE” with CONSULT-II.
3) 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 (electric throttle control actuator): Approximately 3V or less
Selector lever: D position
If the check result is NG, go to “DIAGNOSTIC PROCEDURE”, AT-224.
If the check result is OK, go to following step.
4) 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

WITH GST

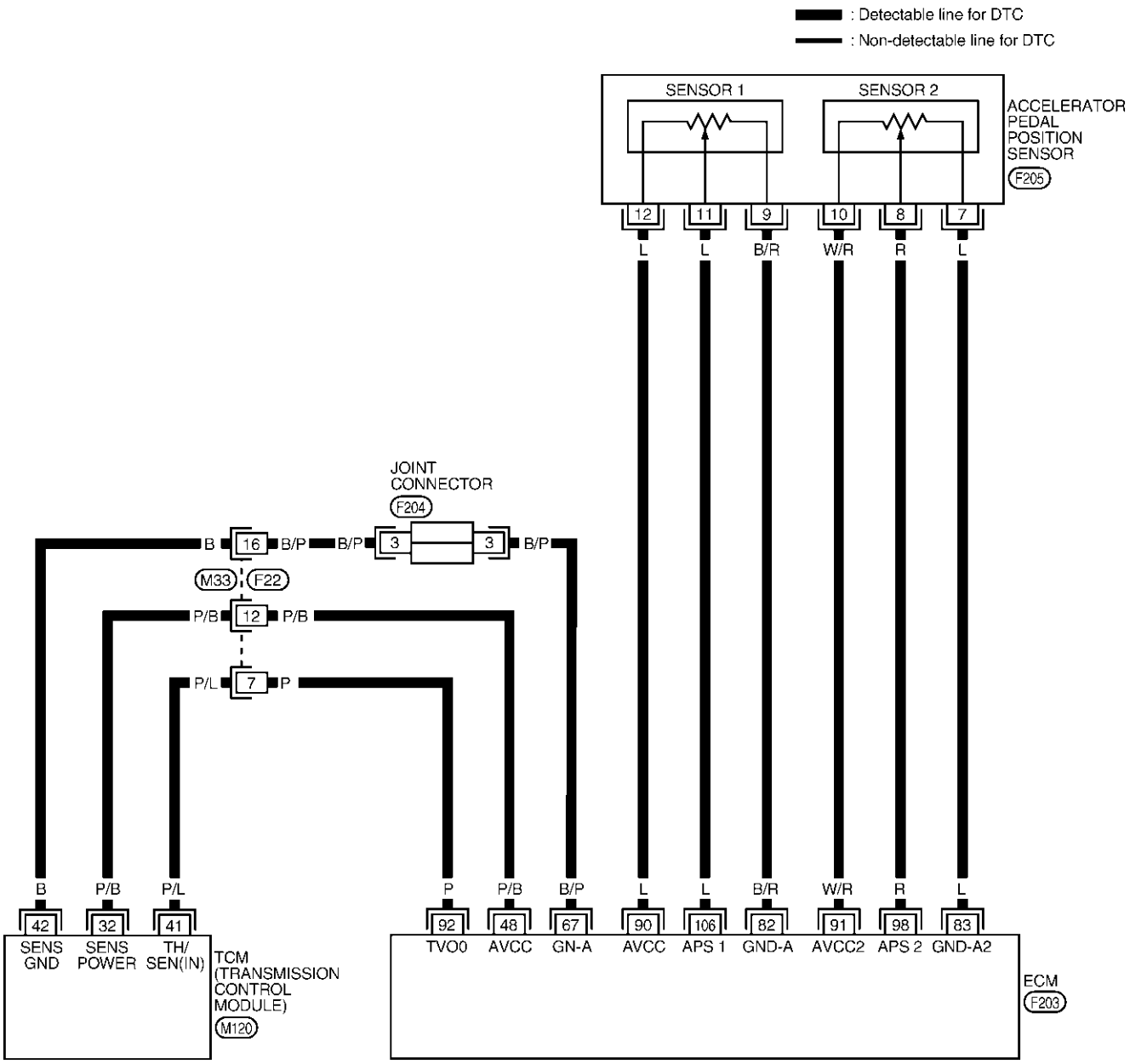
NAAT0240S02

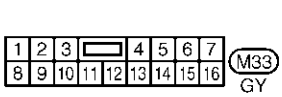
Follow the procedure “With CONSULT-II”.

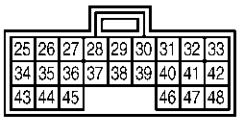
Wiring Diagram — AT — TPS

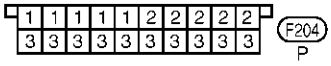
NAAT0199

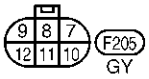
AT-TPS-01











REFER TO THE FOLLOWING.
F203 -ELECTRICAL UNITS

MAT316B

Diagnostic Procedure

NAAT0241

1	CHECK DTC WITH ECM	
● Check P code with CONSULT-II “ENGINE”. Turn ignition switch ON and select “SELF DIAGNOSTIC RESULTS” mode for “ENGINE” with CONSULT-II. Refer to EC-174, “Malfunction Indicator Lamp (MIL)”.		
OK or NG		
OK (with CONSULT-II)	▶	GO TO 2.
OK (without CONSULT-II)	▶	GO TO 3.
NG	▶	Check accelerator pedal position sensor (throttle position sensor) circuit for engine control. Refer to EC-603, “DTC P0226 APP SENSOR”.

2	CHECK INPUT SIGNAL (With CONSULT-II)	
Ⓔ **With CONSULT-II** 1. Turn ignition switch to ON position. (Do not start engine.) 2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II. 3. Read out the value of “THRTL POS SEN”. **Voltage:** **Fully-closed throttle:** **Approximately 0.5V** **Fully-open throttle:** **Approximately 4V**		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Check harness for short or open between ECM and TCM regarding accelerator pedal position sensor (throttle position sensor) circuit. (Main harness)

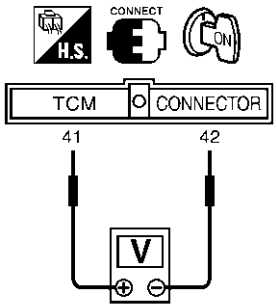
DATA MONITOR	
MONITORING	
VHCL/S SE-A/T	XXX km/h
VHCL/S SE-MTR	XXX km/h
THRTL POS SEN	XXX V
FLUID TEMP SE	XXX V
BATTERY VOLT	XXX V

SAT614J

3	CHECK INPUT SIGNAL (Without CONSULT-II)

Without CONSULT-II

1. Turn ignition switch to ON position. (Do not start engine.)
2. Check voltage between TCM harness connector M120 terminals 41 (P/L) and 42 (B) while accelerator pedal is depressed slowly.



SAT349JB

Voltage:
Fully-closed throttle valve:
Approximately 0.5V
Fully-open throttle valve:
Approximately 4V
(Voltage rises gradually in response to throttle position.)

OK or NG

OK	▶	GO TO 4.
NG	▶	Check harness for short or open between ECM and TCM regarding accelerator pedal position sensor (throttle position sensor) circuit. (Main harness)

4	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-205.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

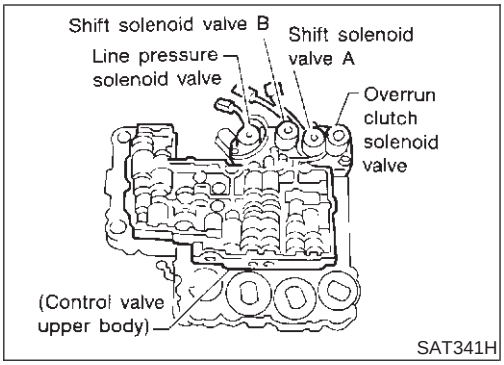
5	CHECK TCM INSPECTION

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.

Description



SAT341H

Description

NAAT0068

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0068S02

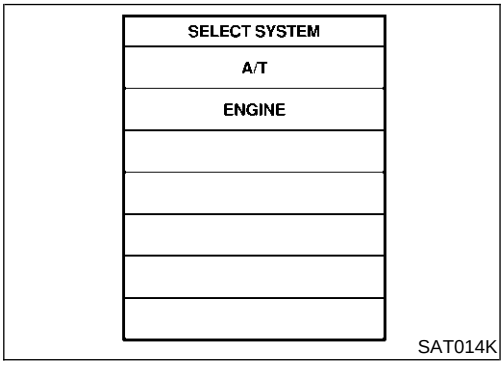
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
20	L/B	Overrun clutch solenoid valve		When overrun clutch solenoid valve operates.	Battery voltage
				When overrun clutch solenoid valve does not operate.	0V

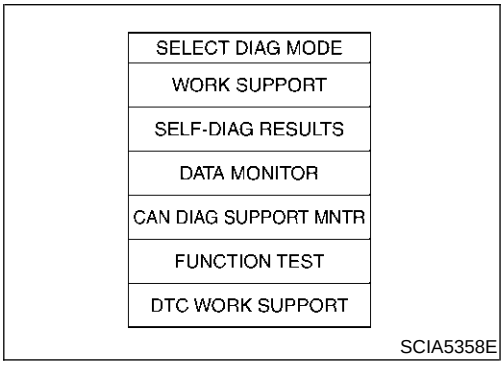
ON BOARD DIAGNOSIS LOGIC

NAAT0068S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : O/R CLTCH SOL/CIRC	TCM detects an improper voltage drop when it tries to operate the solenoid valve.	• Harness or connectors (The solenoid circuit is open or shorted.) • Overrun clutch solenoid valve
GST : P1760		



SAT014K



SCIA5358E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0068S01

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

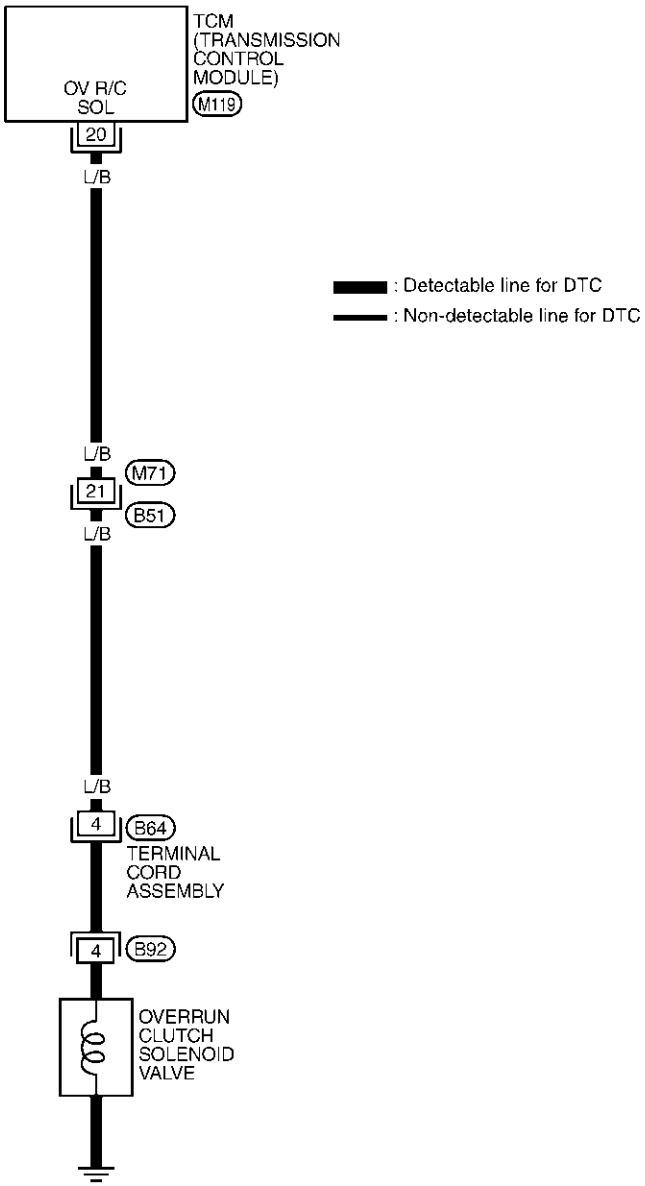
1) Turn ignition switch "ON" and select "DATA MONITOR" mode for "ENGINE" with CONSULT-II.
2) Start engine.
3) Accelerate vehicle to a speed of more than 10 km/h (6MPH) in "D" position (OD "ON").
4) Release accelerator pedal completely in "D" position (OD "OFF").

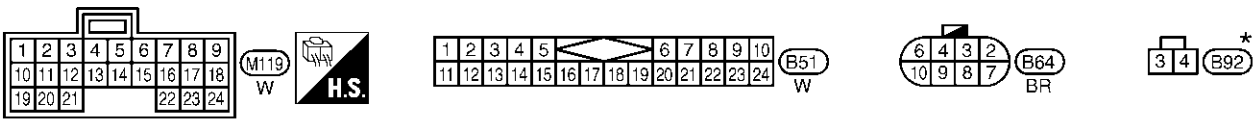
With GST
Follow the procedure "With CONSULT-II".

Wiring Diagram — AT — OVRCSV

NAAT0200

AT-OVRCSV-01





★: This connector is not shown in "HARNESS LAYOUT" in EL section.

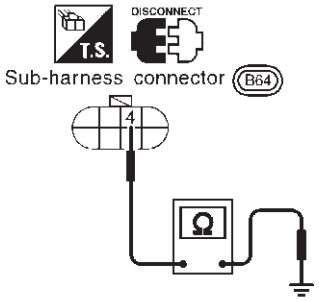
MAT741A

Diagnostic Procedure

NAAT0069

1	CHECK VALVE RESISTANCE

1. Turn ignition switch to “OFF” position.
2. Disconnect terminal cord assembly connector on the right side of transfer assembly.
3. Check resistance between terminal 4 and ground.



SAT170J

Is resistance approx. 20 - 40Ω?

Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	CHECK VALVE OPERATION

1. Remove control valve assembly.
   Refer to AT-272.
2. Check the following items:

- Overrun clutch solenoid valve
  Refer to “Component Inspection”, AT-192.
- Harness of terminal cord assembly for short or open

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

3	CHECK POWER SOURCE CIRCUIT

1. Turn ignition switch to “OFF” position.
2. Disconnect TCM harness connector.
3. Check resistance between terminal 4 and TCM harness connector terminal 20. Refer to wiring diagram — AT — OVRCSV.
   Continuity should exist.
   If OK, check harness for short to ground and short to power.
4. 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.

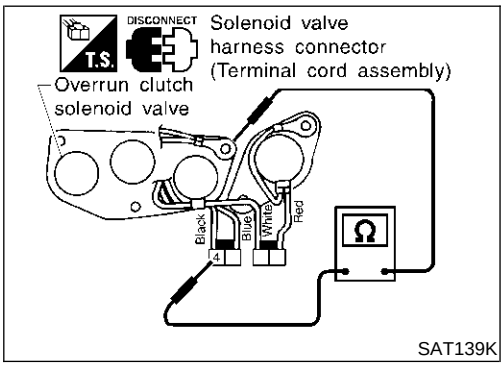
4	CHECK DTC

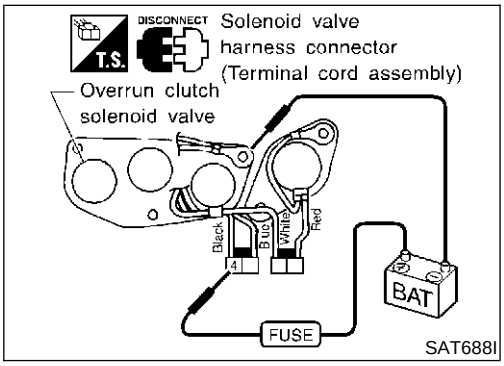
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-188.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 5.

5	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.





Component Inspection

NAAT0070

OVERRUN CLUTCH SOLENOID VALVE

NAAT0070S01

- For removal, refer to AT-272.

Resistance Check

NAAT0070S0101

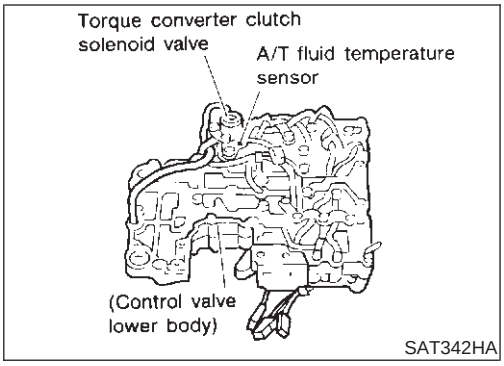
- Check resistance between terminal 4 and ground.

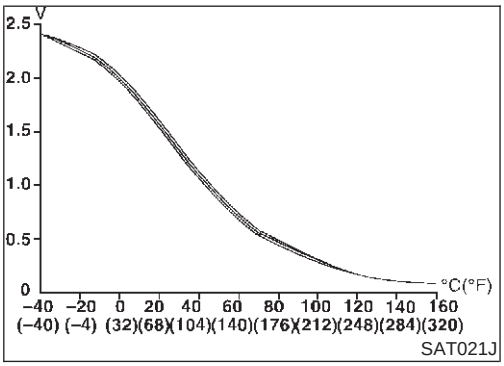
Solenoid valve	Terminal No.		Resistance (Approx.)
Overrun clutch solenoid valve	4	Ground	20 - 40Ω

Operation Check

NAAT0070S0102

- Check solenoid valve by listening for its operating sound while applying battery voltage to the terminal 4 and ground.





Description

NAAT0172

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

CONSULT-II REFERENCE VALUE IN DATA MONITOR MODE

NAAT0172S02

Remarks: Specification data are reference values.

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0172S03

Remarks: Specification data are reference values.

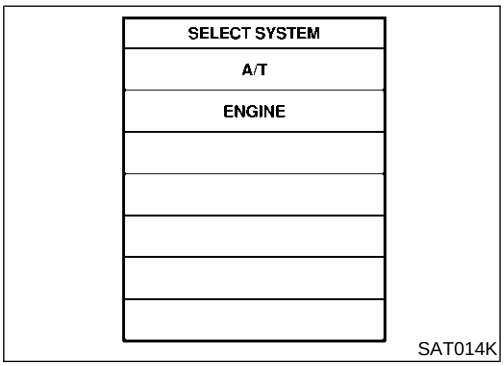
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
10	W/R	Power source		When turning ignition switch to “ON”.	Battery voltage
				When turning ignition switch to “OFF”.	0V
19	W/R	Power source	or	Same as No. 10	
28	R/Y	Power source (Memory back-up)		When turning ignition switch to “OFF”.	Battery voltage
				When turning ignition switch to “ON”.	Battery voltage
42	B	Throttle position sensor (Ground)		—	0V
47	R	A/T fluid temperature sensor		When ATF temperature is 20°C (68°F).	1.5V
				When ATF temperature is 80°C (176°F).	0.5V

Description (Cont'd)

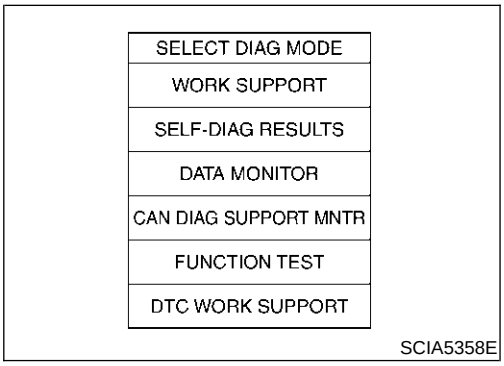
ON BOARD DIAGNOSIS LOGIC

NAAT0172S04

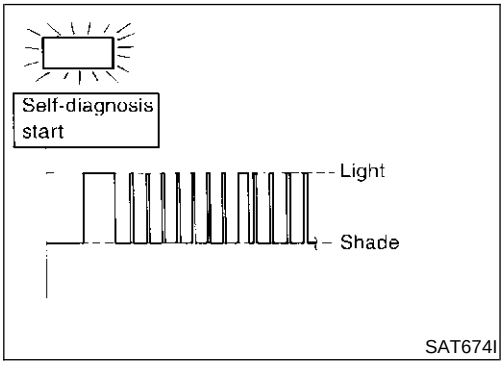
Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : BATT/FLUID TEMP SEN NO TOOLS : 8th judgement flicker	TCM receives an excessively low or high voltage from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • A/T fluid temperature sensor



SAT014K



SCIA5358E



SAT674I

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0172S01

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

Ⓔ 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" position, vehicle speed higher than 20 km/h (12 MPH).

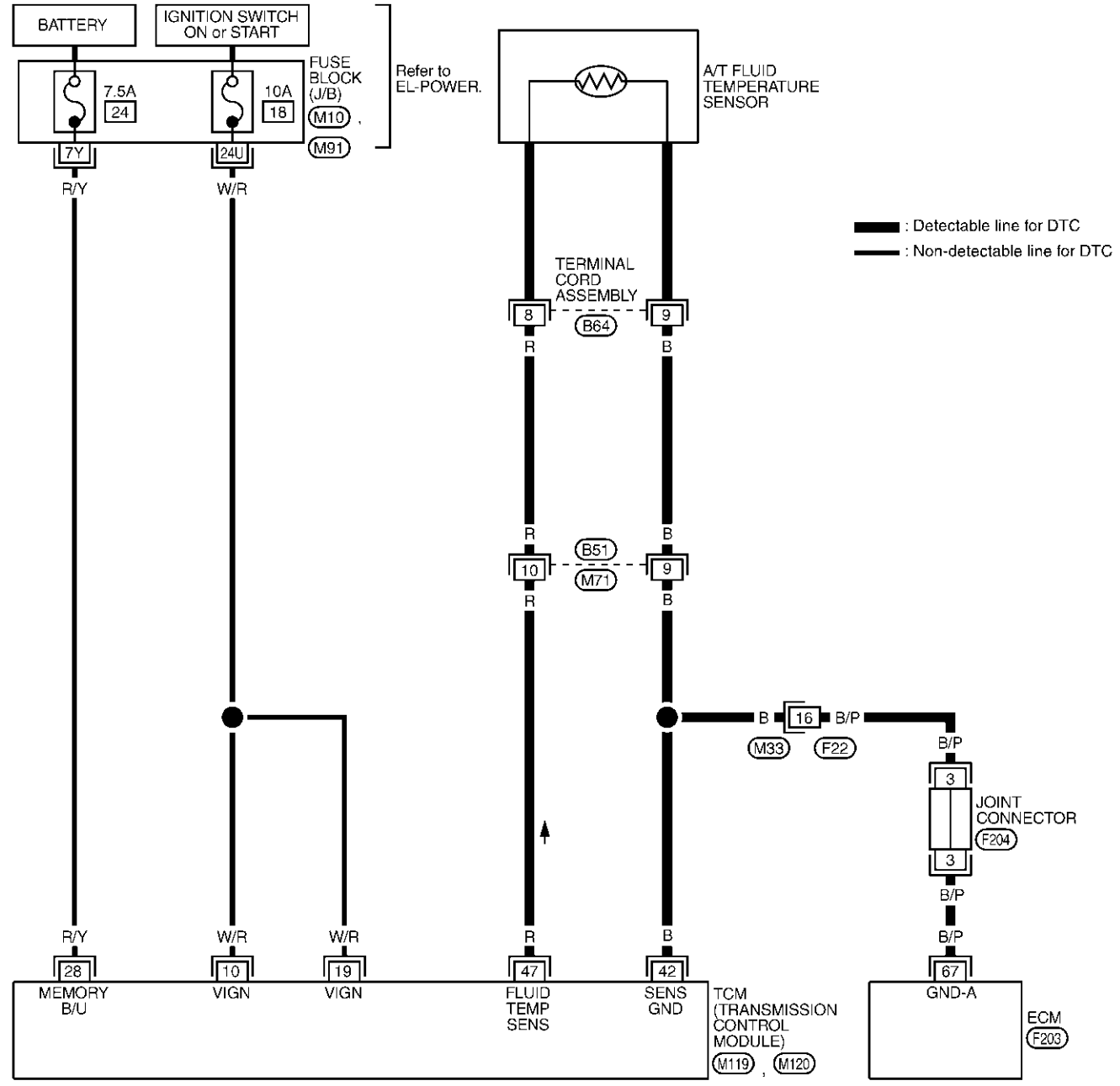
NO TOOLS No Tools

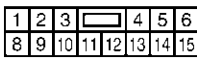
1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D" position, vehicle speed higher than 20 km/h (12 MPH).
3) Perform self-diagnosis.
   Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

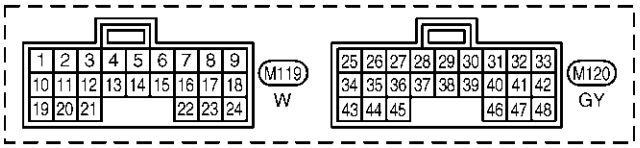
Wiring Diagram — AT — BA/FTS

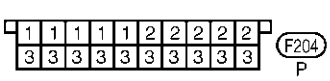
NAAT0201

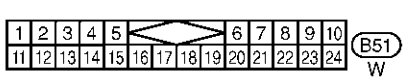
AT-BA/FTS-01

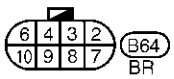












REFER TO THE FOLLOWING.

M10 , M91 - FUSE BLOCK - JUNCTION BOX (J/B)

F203 - ELECTRICAL UNITS

MAT317B

Diagnostic Procedure

NAAT0173

1	INSPECTION START
Do you have CONSULT-II?	
Yes or No	
Yes ▶	GO TO 2.
No ▶	GO TO 6.

2	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITH CONSULT-II)

Ⓔ **With CONSULT-II**

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

Voltage:

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

Approximately 1.5V → 0.5V

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 4.
NG ▶	GO TO 3.

3	DETECT MALFUNCTIONING ITEM

Check the following items:

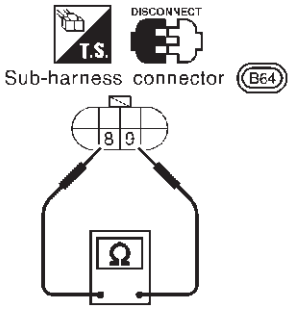
- Harness for short to ground or short to power or open between TCM, ECM and terminal cord assembly (Main harness)
- Ground circuit for ECM.
  Refer to EC-165, “Wiring Diagram”.

OK or NG

OK ▶	GO TO 4.
NG ▶	Repair or replace damaged parts.

4	CHECK A/T FLUID TEMPERATURE SENSOR WITH TERMINAL CORD ASSEMBLY

1. Turn ignition switch to "OFF" position.
2. Disconnect terminal cord assembly connector on the right side of transfer assmebly.
3. Check resistance between terminals 8 and 9 when A/T is cold [20°C (68°F)].



SAT697I

Is resistance approx. 2.5 kΩ?

Yes	▶	GO TO 7.
No	▶	GO TO 5.

5	DETECT MALFUNCTIONING ITEM

1. Remove oil pan.
2. Check the following items:
- A/T fluid temperature sensor
  Refer to "Component Inspection", AT-116.
- Harness of terminal cord assembly for short or open

OK or NG

OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

6	CHECK INPUT SIGNAL OF A/T FLUID TEMPERATURE SENSOR (WITHOUT CONSULT-II)

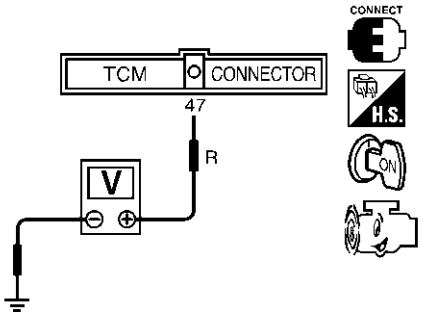
Without CONSULT-II

1. Start engine.
2. Check voltage between TCM harness connector M120 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



SAT518J

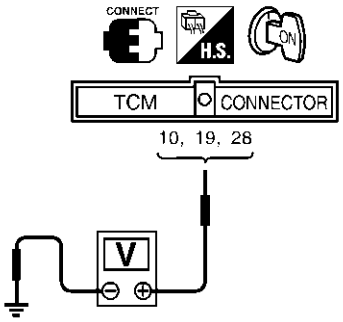
OK or NG

OK	▶	GO TO 11.
NG	▶	GO TO 3.

Diagnostic Procedure (Cont'd)

7	CHECK TCM POWER SOURCE STEP 1

1. Turn ignition switch to ON position.
   (Do not start engine.)
2. Check voltage between TCM harness connector M119, M120 terminals 10, 19, 28 and ground.



Voltage:
Battery voltage

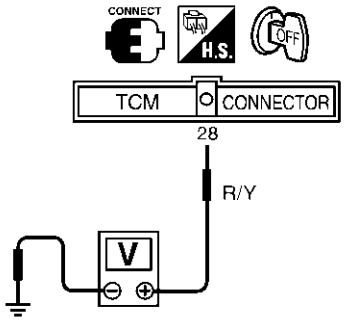
SAT611J

OK or NG

OK	▶	GO TO 8.
NG	▶	GO TO 9.

8	CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM harness connector M120 terminal 28 and ground.



Voltage:
Battery voltage

SAT612JC

OK or NG

OK	▶	GO TO 10.
NG	▶	GO TO 9.

9	DETECT MALFUNCTIONING ITEM

Check the following items:
- Harness for short or open between ignition switch and TCM terminals 10, 19 and 28 (Main harness)
- Ignition switch and 10A or 7.5A fuse [No. 18 or 24, located in the fuse block (J/B)]
  Refer to EL-11, "Schematic".

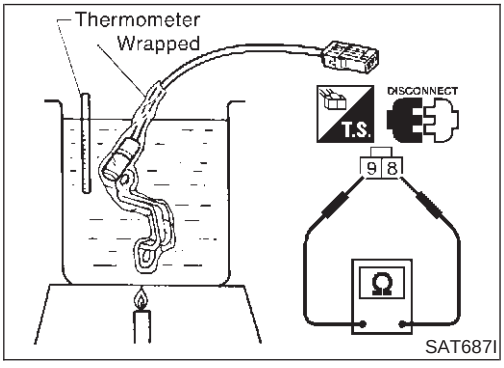
OK or NG

OK	▶	GO TO 10.
NG	▶	Repair or replace damaged parts.

10	CHECK TCM GROUND CIRCUIT	
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. **OK or NG**		
OK	▶	GO TO 11.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

11	CHECK DTC	
Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-112. **OK or NG**		
OK	▶	**INSPECTION END**
NG	▶	GO TO 12.

12	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.



Component Inspection

NAAT0174

A/T FLUID TEMPERATURE SENSOR

NAAT0174S01

- For removal, refer to AT-272.
- Check resistance between terminals 8 and 9 while changing temperature as shown at left.

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

Description

NAAT0071

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.

TCM TERMINALS AND REFERENCE VALUE

NAAT0071S02

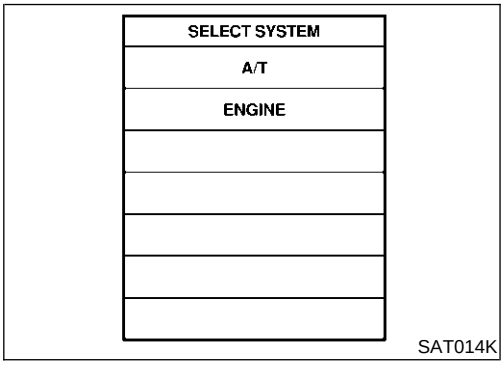
Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
40	W/L	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

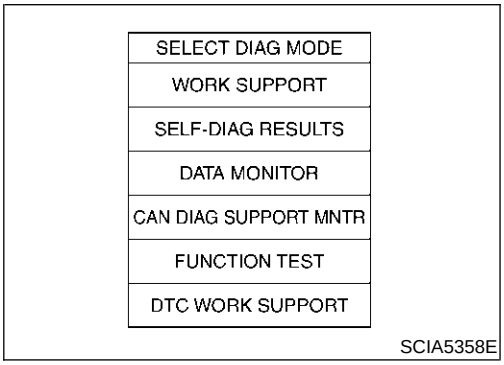
ON BOARD DIAGNOSIS LOGIC

NAAT0071S03

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : VHCL SPEED SEN·MTR	TCM does not receive the proper voltage signal from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Vehicle speed sensor
(NO TOOLS) : 2nd judgement flicker		



SAT014K



SCIA5358E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0071S01

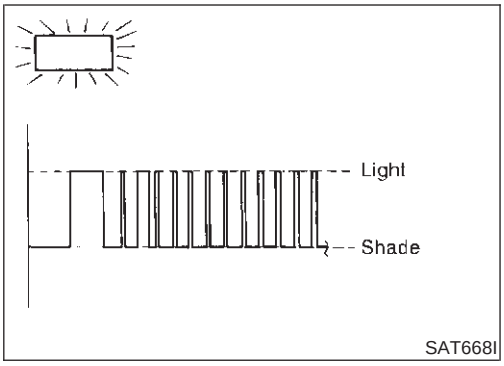
CAUTION:

- **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.

(E) 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 6 MPH).

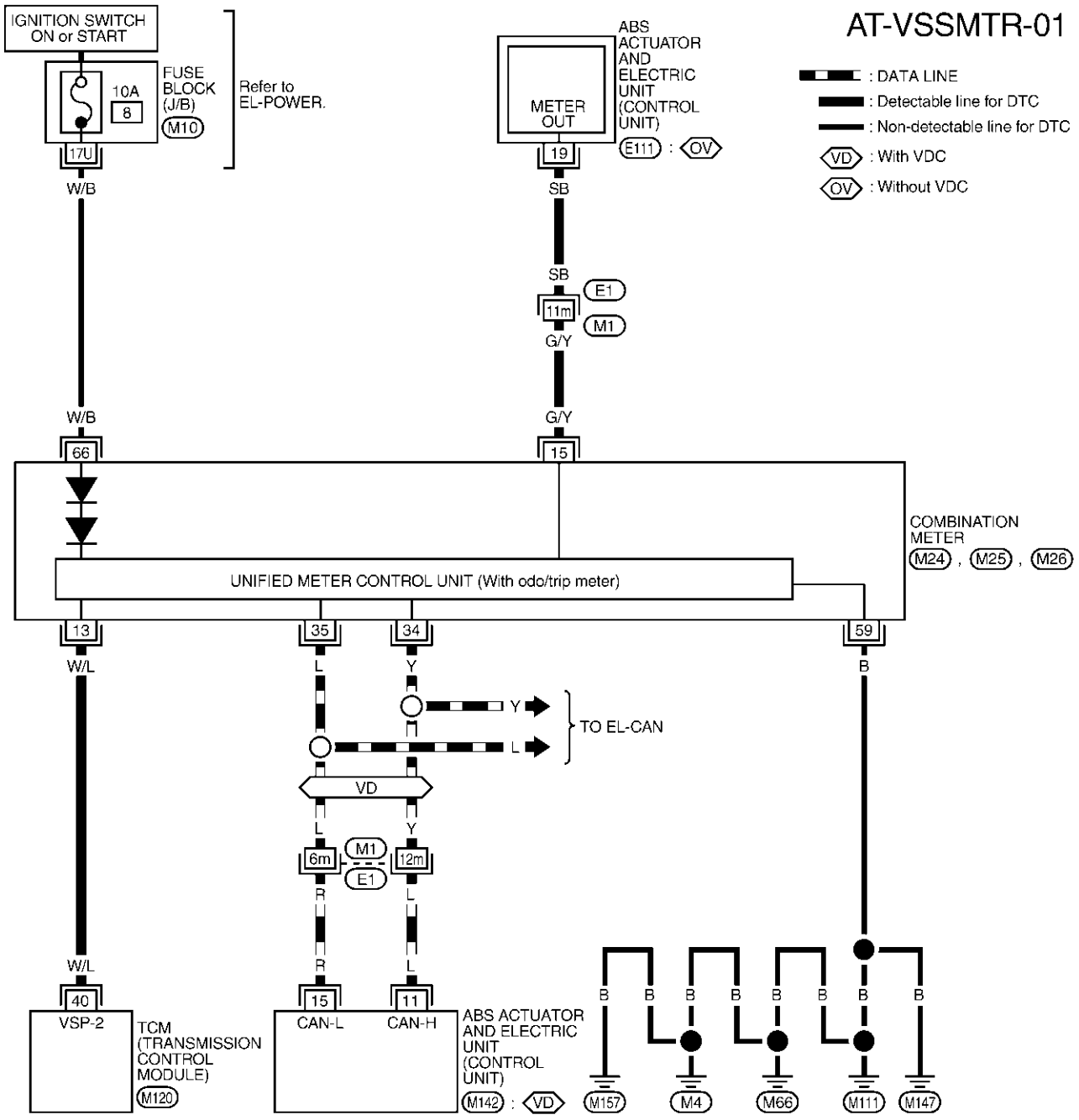


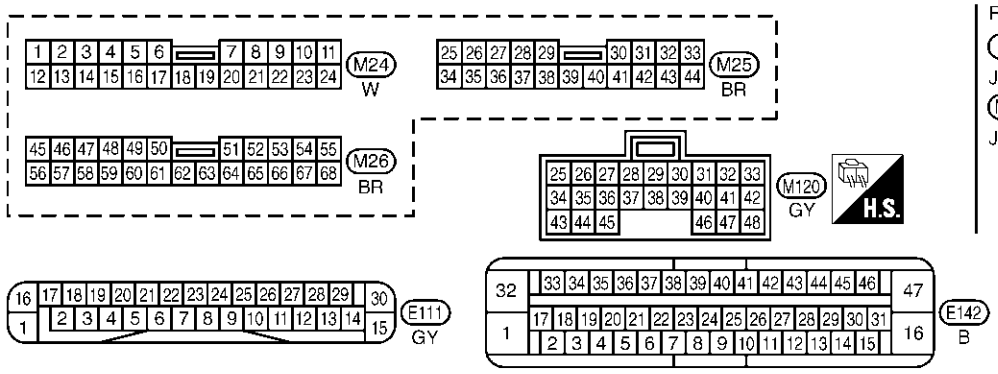
No Tools

1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D" position and vehicle speed higher than 25 km/h (16 MPH).
3) Perform self-diagnosis.
   Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

Wiring Diagram — AT — VSSMTR

NAAT0202





REFER TO THE FOLLOWING.
E1 -SUPER MULTIPLE JUNCTION (SMJ)
M10 -FUSE BLOCK-JUNCTION BOX (J/B)

MAT318B

Diagnostic Procedure

NAAT0072

1	CHECK INPUT SIGNAL.

Ⓔ **With CONSULT-II**

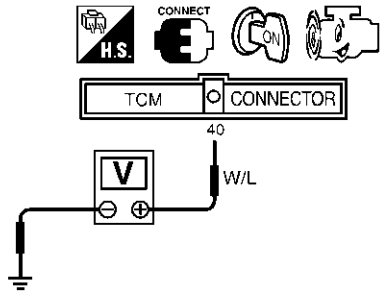
1. Start engine.
2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Read out the value of “VHCL/S SE·MTR” while driving.
   Check the value changes according to driving speed.

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

Ⓚ **Without CONSULT-II**

1. Start engine.
2. Check voltage between TCM harness connector M120 terminal 40 and ground while driving at 2 to 3 km/h (1 to 2 MPH) for 1 m (3 ft) or more.



SAT528J

Does battery voltage vary between less than 1V and more than 4.5V?

Yes	▶	GO TO 3.
No	▶	GO TO 2.

2	DETECT MALFUNCTIONING ITEM

Check the following items:

- Vehicle speed sensor and ground circuit for vehicle speed sensor
  Refer to EL-35, “Component Parts and Harness Connector Location”.
- Harness for short or open between TCM and vehicle speed sensor (Main harness)
- Harness for short or open between ABS actuator and electrical unit and combination meter

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

3	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-200.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 4.

Diagnostic Procedure (Cont'd)

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.

Description

NAAT0242

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

TCM TERMINALS AND REFERENCE VALUE

NAAT0242S01

Remarks: Specification data are reference values.

Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
5	L	CAN (high)	—	—	—
6	R	CAN (low)	—	—	—

*: This terminal is connected to the ECM.

On Board Diagnosis Logic

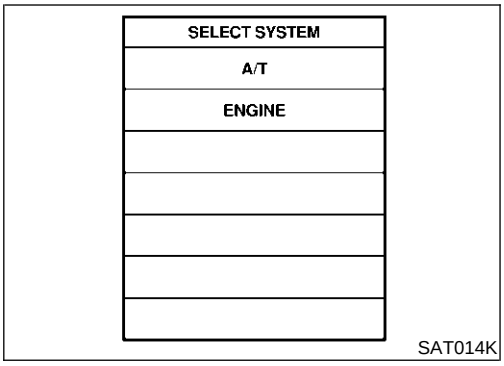
NAAT0243

Diagnostic trouble code CAN COMM CIRCUIT or U1000 with CONSULT-II or 12th judgement flicker without CONSULT-II is detected when TCM cannot communicate to other control unit.

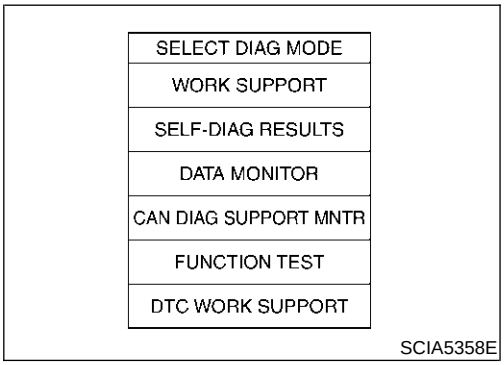
Possible Cause

NAAT0244

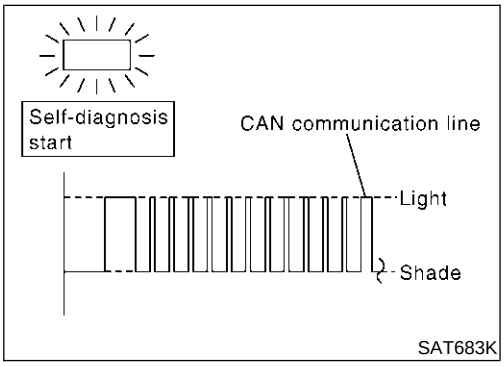
Check harness or connector.
(CAN communication line is open or shorted.)



SAT014K



SCIA5358E



SAT683K

Diagnostic Trouble Code (DTC) Confirmation Procedure

NAAT0245

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

Ⓔ WITH CONSULT-II

NAAT0245S01

1) Turn ignition switch “ON”.
2) Select “DATA MONITOR” mode for “A/T” with CONSULT-II.
3) Wait at least 6 seconds or start engine and wait for at least 6 seconds.

Ⓚ WITHOUT CONSULT-II

NAAT0245S02

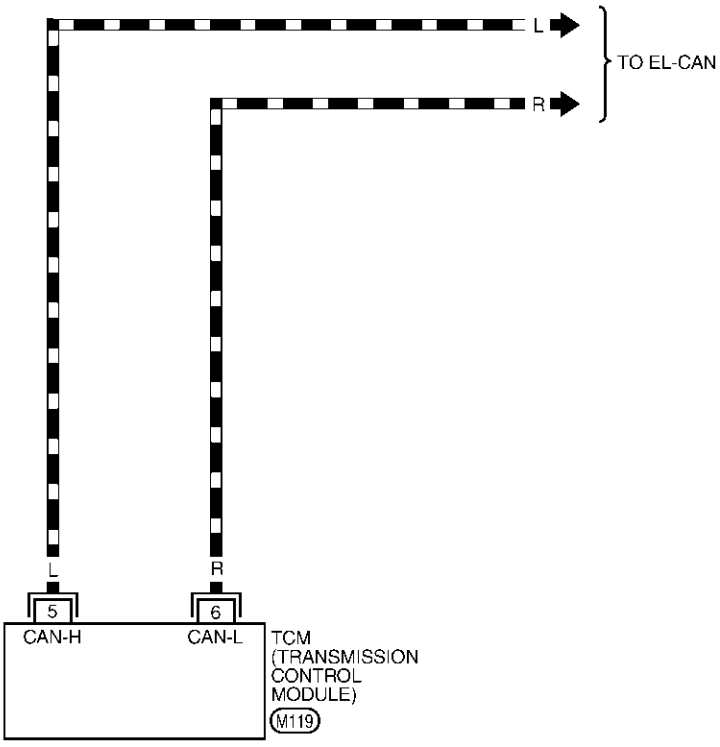
1) Turn ignition switch “ON”.
2) Wait at least 6 seconds or start engine and wait at least 6 seconds.
3) Perform self-diagnosis.
   Refer to TCM SELF-DIAGNOSTIC PROCEDURE (NO TOOLS), AT-48.

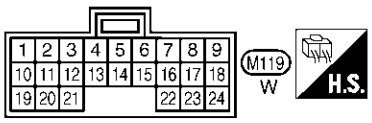
Wiring Diagram — AT — CAN

NAAT0246

AT-CAN-01

: Detectable line for DTC
: Non-detectable line for DTC
: DATA LINE





MAT320B

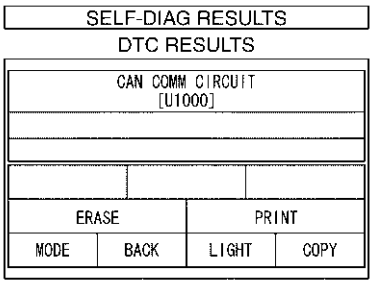
Diagnostic Procedure

NAAT0247

1	CHECK CAN COMMUNICATION CIRCUIT

Ⓔ **With CONSULT-II**

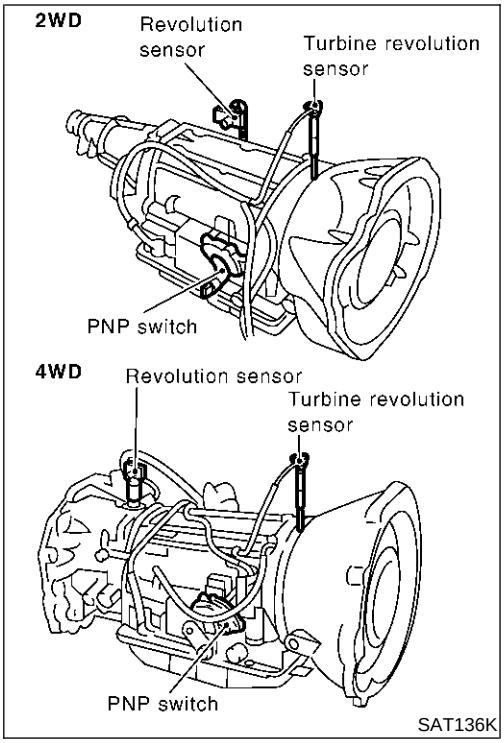
1. Turn ignition switch to “ON” position. (Do not start engine.)
2. Select “SELF-DIAG RESULTS” mode for “A/T” with CONSULT-II.
3. The “CAN COMM CIRCUIT” is detected.



PCIA0061E

Yes or No?

Yes	▶	Print out CONSULT-II screen, go to EL-447, “CAN Communication Unit”.
No	▶	INSPECTION END



Description

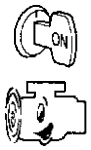
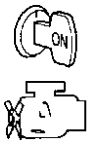
NAAT0224

The turbine revolution sensor detects input shaft rpm (revolutions per minute). It is located on the input side of the automatic transmission. The vehicle speed sensor A/T (Revolution sensor) is located on the output side of the automatic transmission. With the two sensors, input and output shaft rpms are accurately detected. The result is optimal shift timing during deceleration and improved shifting.

TCM TERMINALS AND REFERENCE VALUE

NAAT0224S01

Remarks: Specification data are reference values.

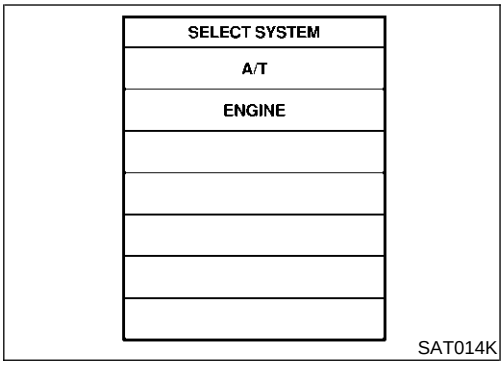
Terminal No.	Wire color	Item	Condition		Judgement standard (Approx.)
38	W	Turbine revolution sensor (Measure in AC range)		When engine is running at 1,000 rpm	1.2V Voltage rises gradually in response to engine speed.
42	B	Sensor ground		—	0V

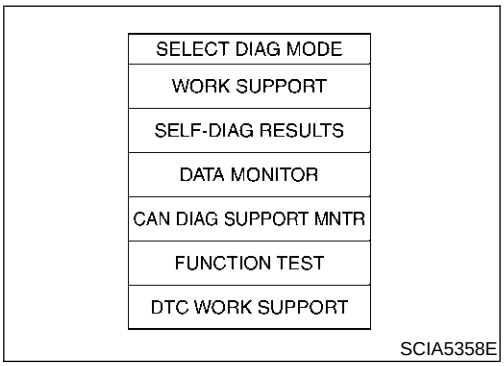
ON BOARD DIAGNOSIS LOGIC

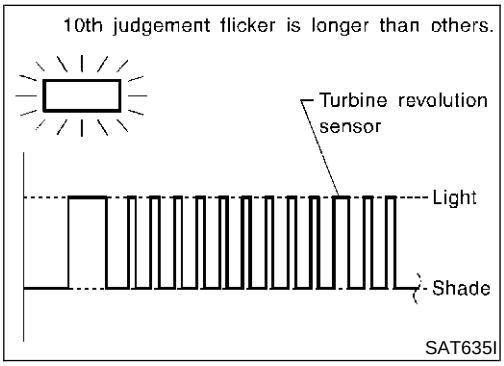
NAAT0224S02

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
(E) : TURBINE REV	TCM does not receive the proper voltage signal from the sensor.	• Harness or connectors (The sensor circuit is open or shorted.) • Turbine revolution sensor
(NO TOOLS) : 10th judgement flicker		

Description (Cont'd)







DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0224S03

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

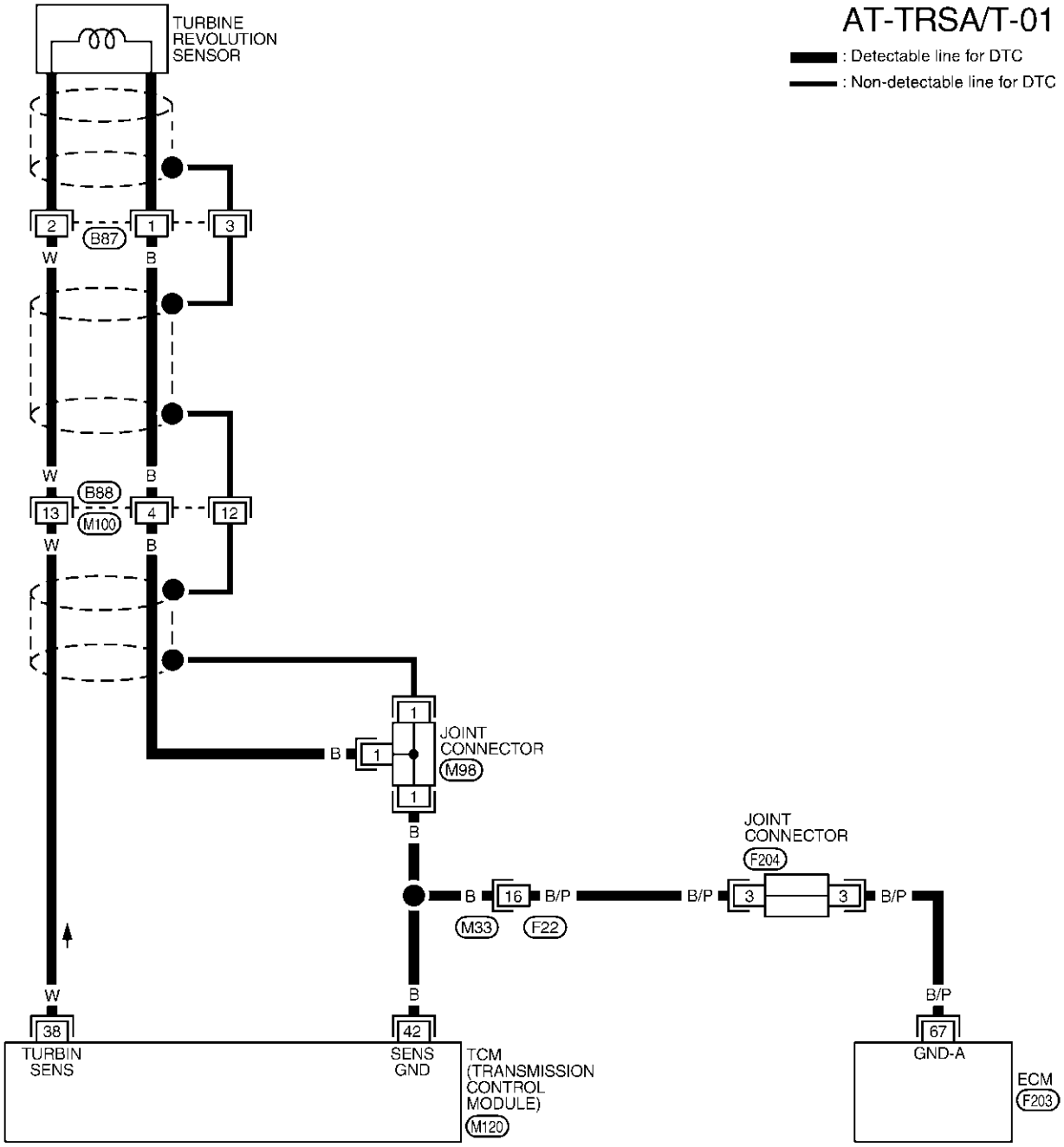
1) Start engine.
2) Select "DATA MONITOR" mode for "A/T" with CONSULT-II.
3) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1.0/8 of the full throttle position and driving for more than 5 seconds.

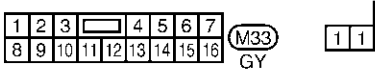
No Tools

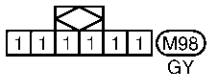
1) Start engine.
2) Drive vehicle under the following conditions:
   Selector lever in "D", vehicle speed higher than 40 km/h (25 MPH), engine speed higher than 1,500 rpm, throttle opening greater than 1/8 of the full throttle position and driving for more than 5 seconds.
3) Perform self-diagnosis.
   Refer to TCM SELF-DIAGNOSTIC PROCEDURE (No Tools), AT-48.

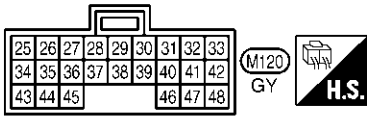
Wiring Diagram — AT — TRSA/T

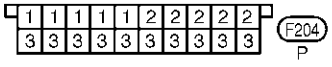
NAAT0225

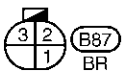


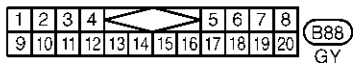












REFER TO THE FOLLOWING.
F203 - ELECTRICAL UNITS

MAT319B

Diagnostic Procedure

NAAT0226

1	CHECK INPUT SIGNAL

With CONSULT-II

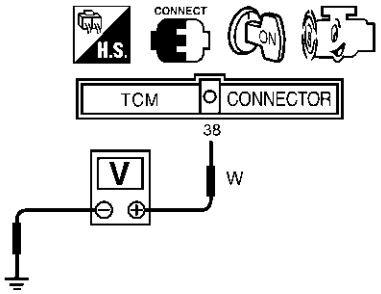
1. Start engine.
2. Select “TCM INPUT SIGNALS” in “DATA MONITOR” mode for “A/T” with CONSULT-II.
3. Read out the value of “TURBINE REV”. Check the value changes according to engine speed.

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT740J

Without CONSULT-II

1. Start engine.
2. Check voltage between TCM harness connector M120 terminal 38 and ground. (Measure in AC range.)



Approximately 1.2V
(Voltage rises gradually in response to engine speed.)

SAT140K

OK or NG

OK	▶	GO TO 3.
NG	▶	GO TO 2.

2	DETECT MALFUNCTIONING ITEM

Check harness for short or open between TCM and turbine revolution sensor.

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace damaged parts.

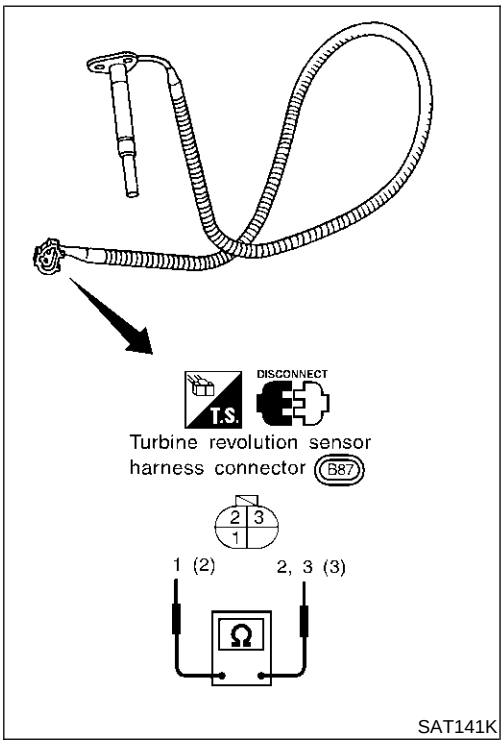
3	CHECK DTC

Perform Diagnostic Trouble Code (DTC) confirmation procedure, AT-210.

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 terminal for damage or loose connection with harness connector. **OK or NG**		
OK	▶	**INSPECTION END**
NG	▶	Repair or replace damaged parts.



Component Inspection

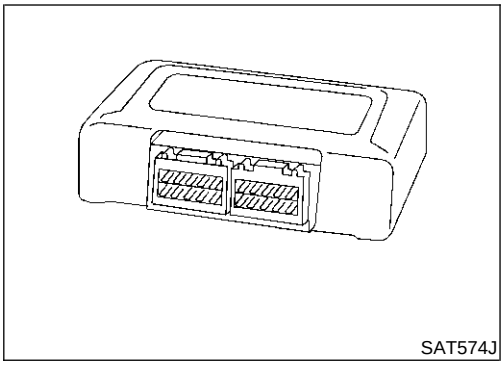
NAAT0227

TURBINE REVOLUTION SENSOR

NAAT0227S01

- Check resistance between terminals 1, 2 and 3.

Terminal No.		Resistance (Approx.)
1	2	2.4 - 2.8 kΩ
1	3	No continuity
2	3	No continuity



SAT574J

Description

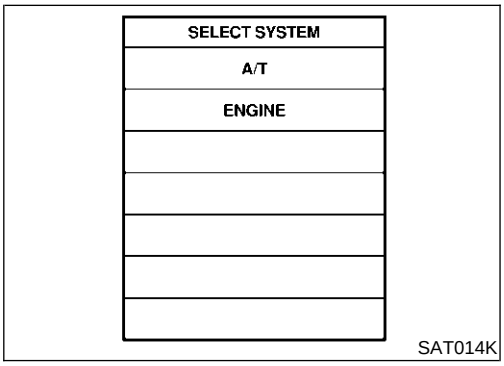
NAAT0207

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

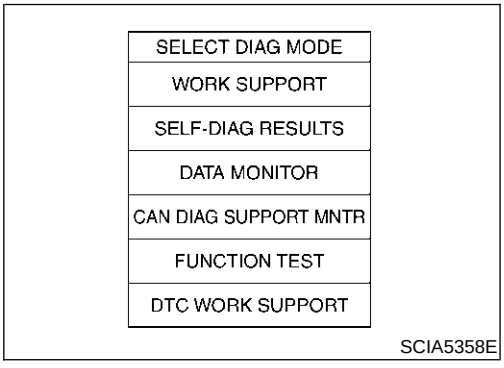
ON BOARD DIAGNOSIS LOGIC

NAAT0207S01

Diagnostic trouble code	Malfunction is detected when ...	Check item (Possible cause)
Ⓔ : CONTROL UNIT (RAM) Ⓔ : CONTROL UNIT (ROM)	TCM memory (RAM) or (ROM) is malfunctioning.	TCM



SAT014K



SCIA5358E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0207S02

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.

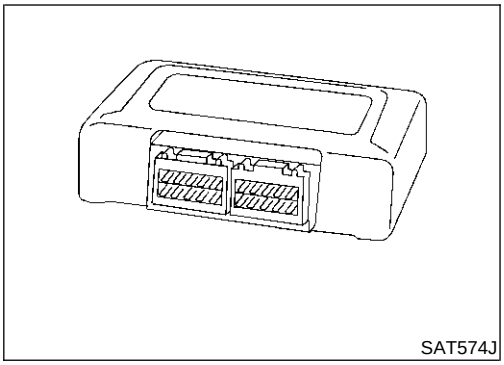
Ⓔ With CONSULT-II

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

=NAAT0208

1	CHECK DTC	
Ⓔ **With CONSULT-II** 1. Turn ignition switch “ON” and select “SELF DIAG RESULTS” mode for A/T with CONSULT-II. 2. Touch “ERASE”. PERFORM DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE. See previous page. **Is the “CONTROL UNIT (RAM) or CONTROL UNIT (ROM)” displayed again?**		
Yes	▶	Replace TCM.
No	▶	**INSPECTION END**



SAT574J

Description

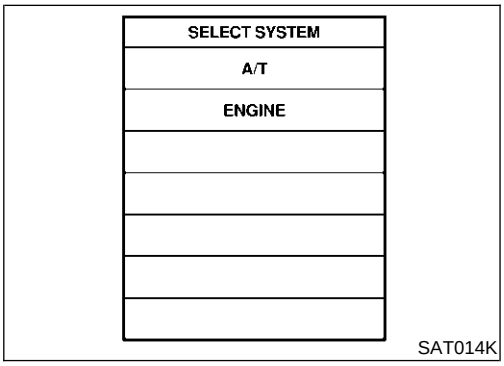
NAAT0215

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

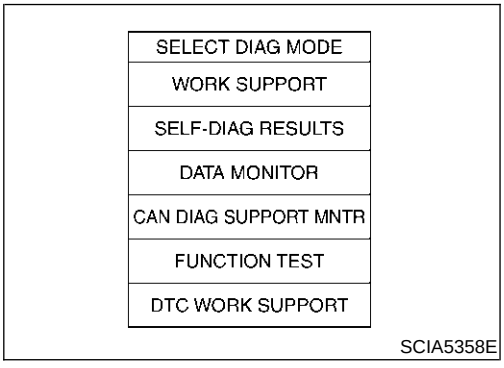
ON BOARD DIAGNOSIS LOGIC

NAAT0215S01

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



SAT014K



SCIA5358E

DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE

NAAT0215S02

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.

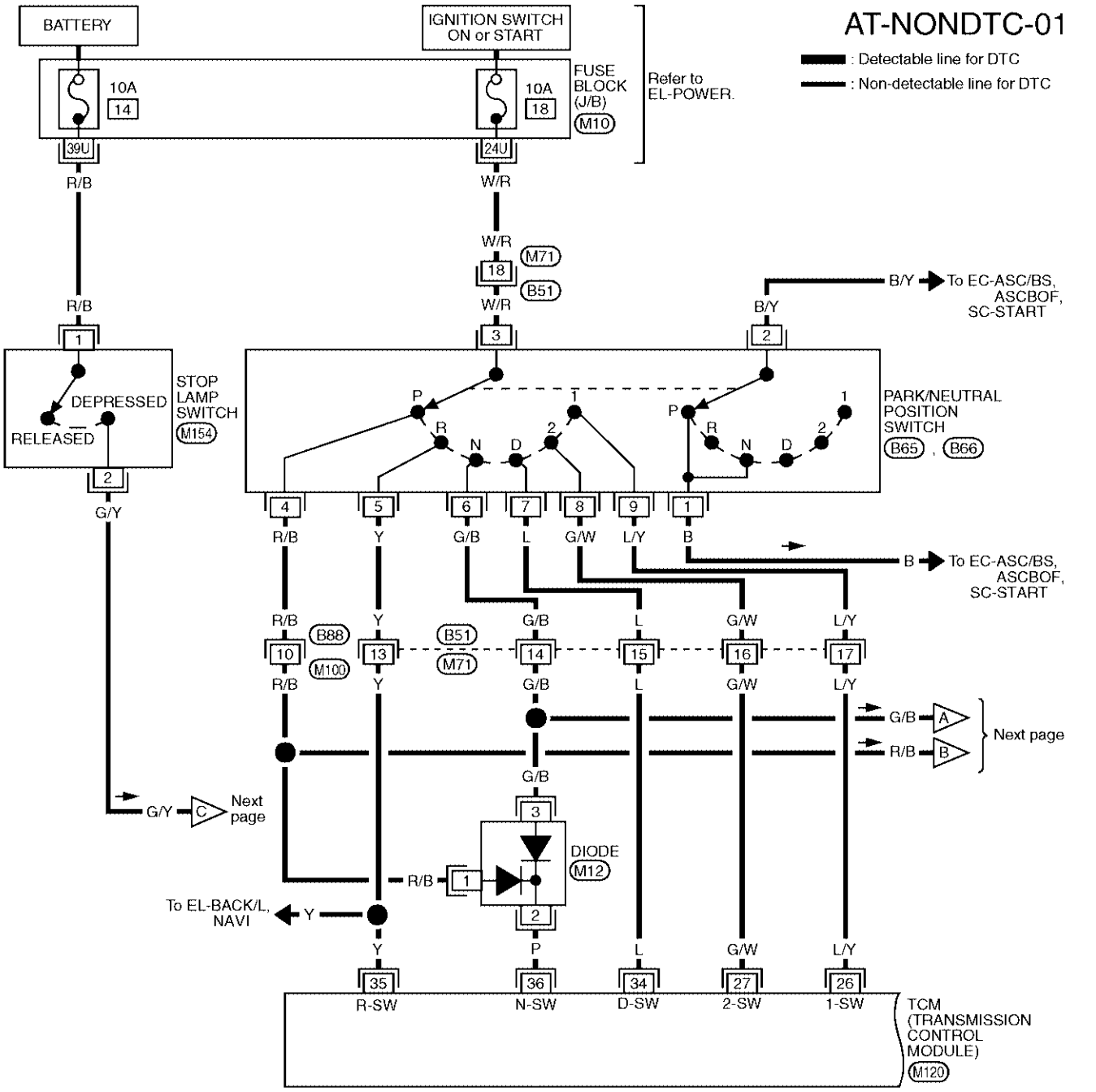
Diagnostic Procedure

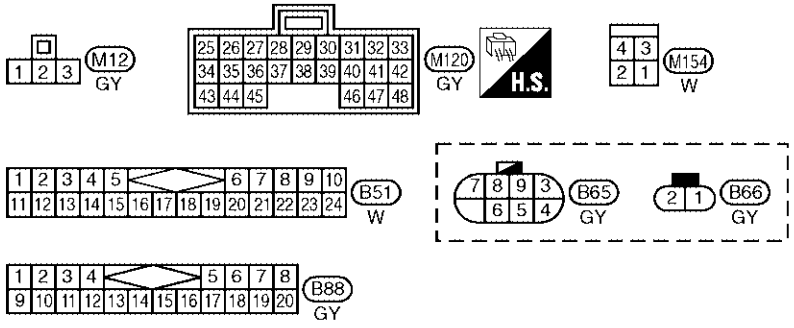
=NAAT0216

1	CHECK DTC	
Ⓔ **With CONSULT-II** 1. Turn ignition switch “ON” and select “SELF DIAG RESULTS” 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. PERFORM DIAGNOSTIC TROUBLE CODE (DTC) CONFIRMATION PROCEDURE. See previous page. **Is the “CONTROL UNIT (EEP ROM)” displayed again?**		
Yes	▶	Replace TCM.
No	▶	**INSPECTION END**

Wiring Diagram — AT — NONDTC

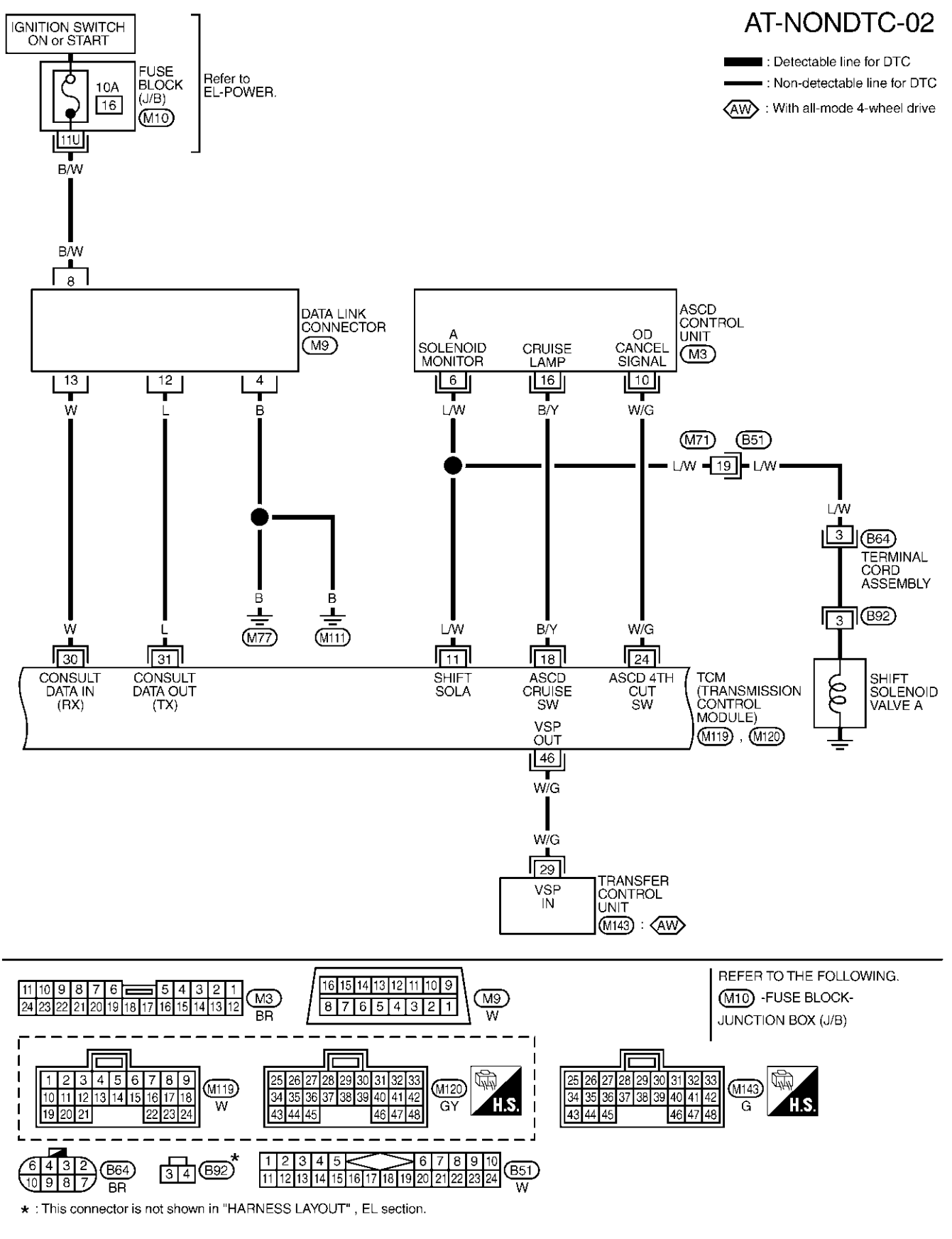
NAAT0203





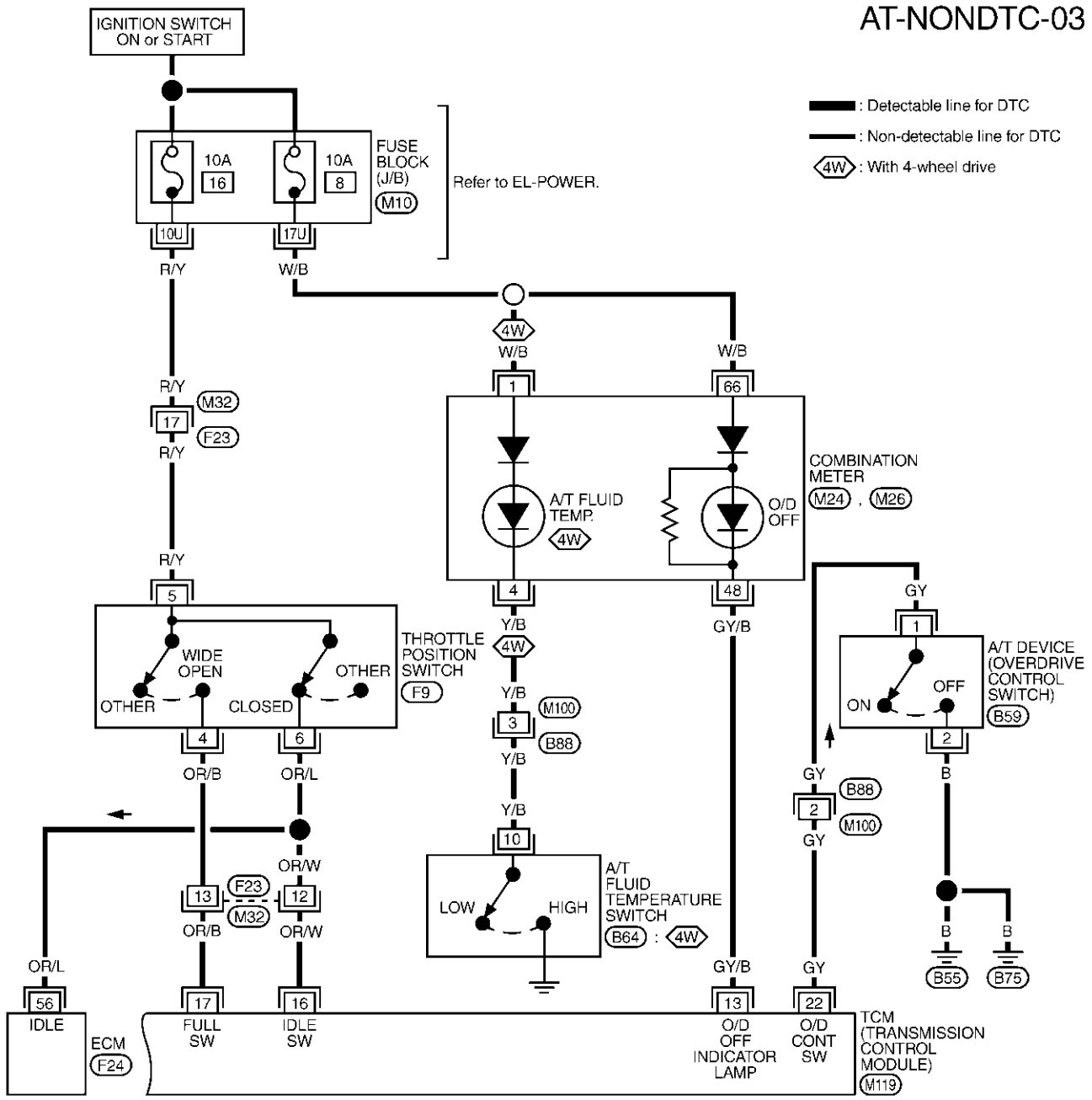
REFER TO THE FOLLOWING.
M10 -FUSE BLOCK-
JUNCTION BOX (J/B)

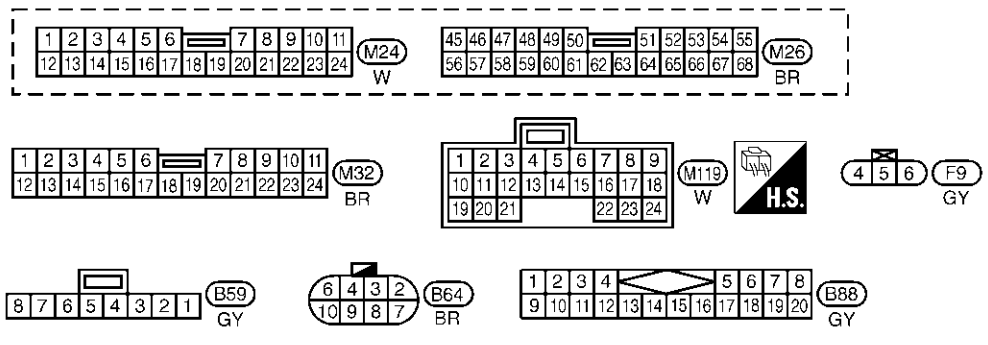
MAT321B



★ : This connector is not shown in "HARNESS LAYOUT" , EL section.

MAT241B





REFER TO THE FOLLOWING.
M10 - FUSE BLOCK - JUNCTION BOX (J/B)
F24 - ELECTRICAL UNITS

MAT229B

O/D OFF Indicator Lamp Does Not Come On

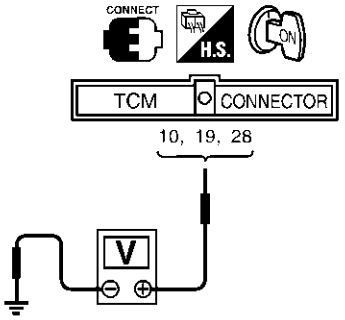
NAAT0073

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 STEP 1

1. Turn ignition switch to ON position.
   (Do not start engine.)
2. Check voltage between TCM harness connector M119, M120 terminals 10, 19, 28 and ground.



Voltage:
Battery voltage

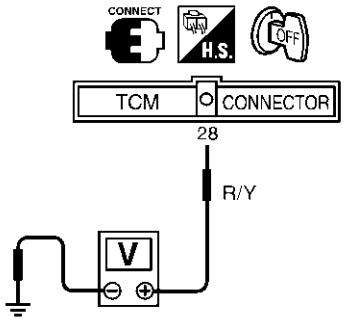
SAT611J

OK or NG

OK	▶	GO TO 2.
NG	▶	GO TO 3.

2	CHECK TCM POWER SOURCE STEP 2

1. Turn ignition switch to OFF position.
2. Check voltage between TCM harness connector M120 terminal 28 and ground.



Voltage:
Battery voltage

SAT612JC

OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 3.

3	DETECT MALFUNCTIONING ITEM

Check the following items:

- Harness for short or open between ignition switch and TCM harness connector M119, M120 terminals 10, 19 and 28 (Main harness)
- Ignition switch and 10A or 7.5A fuse [No. 18 or 24, located in the fuse block (J/B)]
  Refer to EL-11, “Schematic”.

OK or NG

OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

4	CHECK TCM GROUND CIRCUIT

1. Turn ignition switch to OFF position.
2. Disconnect TCM harness connector.
3. Check continuity between TCM harness connector M120 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.

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

5	CHECK MALFUNCTIONING ITEM

Check the following items:
- Fuse
- O/D OFF indicator lamp
- Harness for short or open between ignition switch and O/D OFF indicator lamp
- Harness for short or open between O/D OFF indicator lamp and TCM

OK or NG

Yes	▶	GO TO 6.
No	▶	Repair or replace damaged parts.

6	CHECK SYMPTOM

Check again.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 7.

7	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.

Engine Cannot Be Started In “P” and “N” Position

=NAAT0074

SYMPTOM:

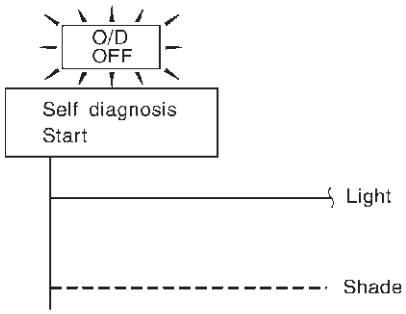
Engine cannot be started with selector lever in “P” or “N” position.

Engine cannot be started with selector lever in “P”Engine can be started with selector lever in “D”, “2”, “1” or “R” position.

1	CHECK PNP SWITCH CIRCUIT

Ⓔ **With CONSULT-II**
Does “TCM INPUT SIGNALS” in Data Monitor show damage to PNP switch circuit?

Ⓧ **Without CONSULT-II**
Does self-diagnosis show damage to PNP switch circuit?



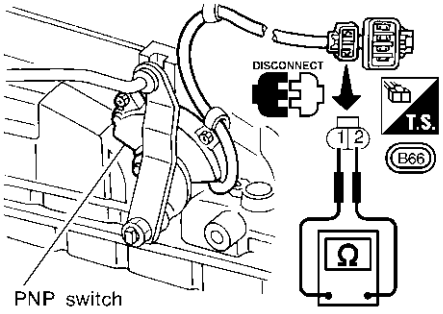
SAT367J

Yes or No

Yes	▶	Check PNP switch circuit. Refer to “DTC P0705”, AT-105.
No	▶	GO TO 2.

2	CHECK PNP SWITCH INSPECTION

Check for short or open of PNP switch 2-pin connector. Refer to “Components Inspection”, AT-109.



SAT838BB

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace PNP switch.

3	CHECK STARTING SYSTEM

Check starting system. Refer to SC-10, “System Description”.

OK or NG

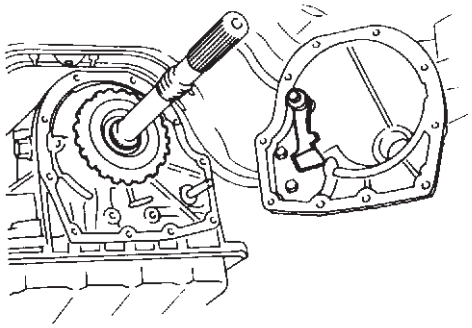
OK	▶	**INSPECTION END**
NG	▶	Repair or replace damaged parts.

In “P” Position, Vehicle Moves Forward Or Backward When Pushed

=NAAT0075

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-337.		
 SAT133B		
OK or NG		
OK	▶	**INSPECTION END**
NG	▶	Repair or replace damaged parts.

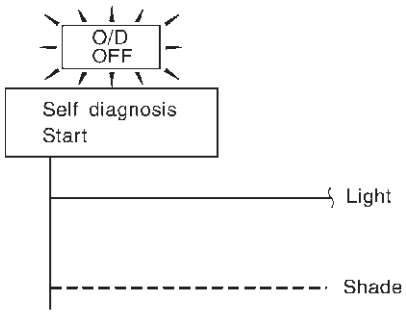
In “N” Position, Vehicle Moves

=NAAT0076

SYMPTOM:

Vehicle moves forward or backward when selecting “N” position.

1	CHECK PNP SWITCH CIRCUIT
Ⓔ **With CONSULT-II** Does “TCM INPUT SIGNALS” in Data Monitor show damage to PNP switch circuit?	
Ⓚ **Without CONSULT-II** Does self-diagnosis show damage to PNP switch circuit?	

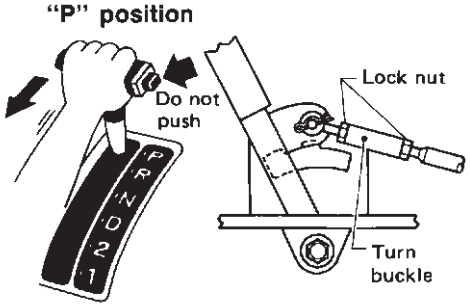


SAT367J

Yes or No

Yes	▶	Check PNP switch circuit. Refer to “DTC P0705”, AT-105.
No	▶	GO TO 2.

2	CHECK CONTROL LINKAGE
Check control linkage. Refer to AT-275.	



SAT032G

OK or NG

OK	▶	GO TO 3.
NG	▶	Adjust control linkage. Refer to AT-275.

3	CHECK A/T FLUID LEVEL

Check A/T fluid level again.

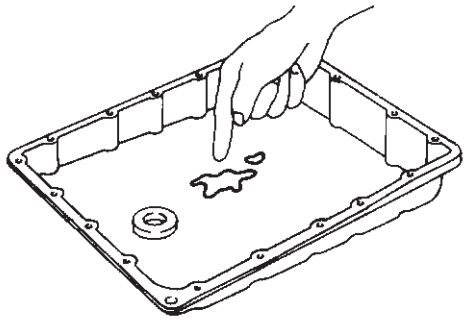
SAT638A

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: ● Forward clutch assembly ● Overrun clutch assembly ● Reverse clutch assembly

5	CHECK SYMPTOM

Check again.

OK or NG

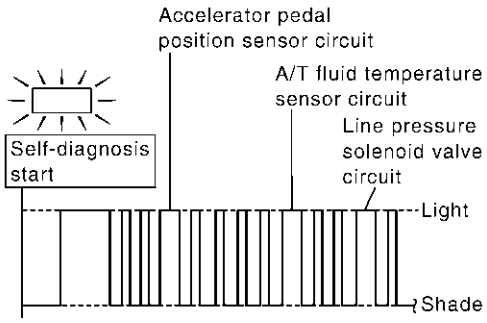
OK	▶	**INSPECTION END**
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

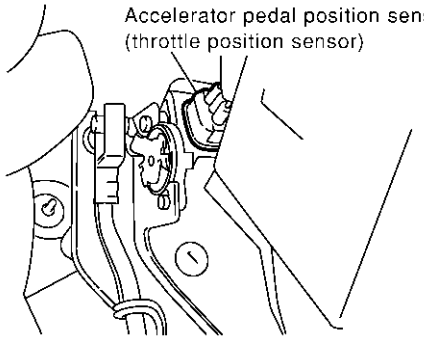
Large Shock. “N” → “R” Position

=NAAT0077

SYMPTOM:

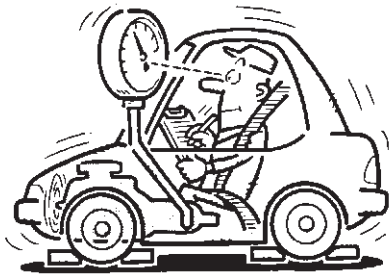
There is large shock when changing from “N” to “R” position.

1	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to A/T fluid temperature sensor, line pressure solenoid valve or accelerator pedal position sensor circuit?  SAT579IC		
Yes or No		
Yes	▶	Check damaged circuit. Refer to “DTC P0710, DTC P0745 or DTC P1705”, AT-111, 168 or 182.
No	▶	GO TO 2.

2	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)	
Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.  SAT516KA		
OK or NG		
OK	▶	GO TO 3.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

3	CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "D" position. Refer to "LINE PRESSURE TEST", AT-64.



SAT494G

OK or NG

OK	▶	GO TO 4.
NG	▶	1. Remove control valve assembly. Refer to AT-272. 2. Check the following items: ● 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	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

Vehicle Does Not Creep Backward In “R” Position

=NAAT0078

SYMPTOM:

Vehicle does not creep backward when selecting “R” position.

1	CHECK A/T FLUID LEVEL

Check A/T fluid level again.

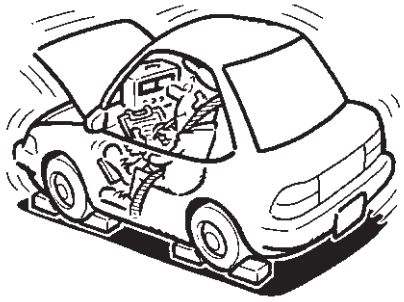
SAT638A

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 AT-356.



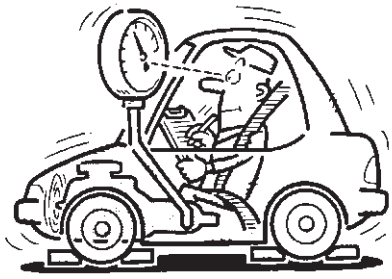
SAT493G

OK or NG

OK	▶	GO TO 3.
OK in “1” position, NG in “R” position	▶	1. Remove control valve assembly. Refer to “ON-VEHICLE SERVICE”, AT-272. 2. Check the following items: ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: ● Oil pump assembly ● Torque converter ● Reverse clutch assembly ● High clutch assembly
NG in both “1” and “R” positions	▶	GO TO 6.

3	CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "R" position. Refer to "LINE PRESSURE TEST", AT-64.



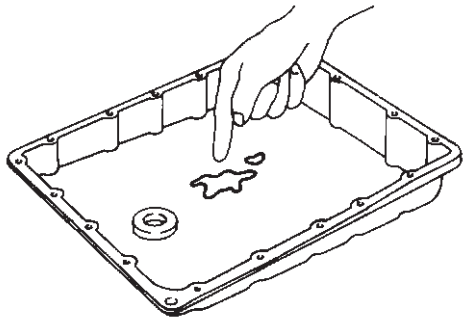
SAT494G

OK or NG

OK	▶	GO TO 4.
NG	▶	1. Remove control valve assembly. Refer to "ON-VEHICLE SERVICE", AT-272. 2. Check the following items: ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: ● Oil pump assembly

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	▶	GO TO 6.

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.

6	DETECT MALFUNCTIONING ITEM
1. Remove control valve assembly. Refer to “ON-VEHICLE SERVICE”, AT-272. 2. Check the following items: ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: ● Oil pump assembly ● Torque converter ● Reverse clutch assembly ● High clutch assembly ● Low & reverse brake assembly ● Low one-way clutch	
▶	Repair or replace damaged parts.

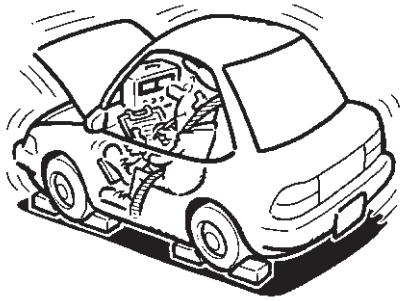
Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position

=NAAT0079

SYMPTOM:

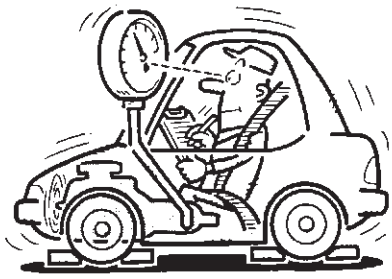
Vehicle does not creep forward when selecting “D”, “2” or “1” position.

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-61.  SAT493G **OK or NG**		
OK	▶	GO TO 3.
NG	▶	GO TO 6.

3	CHECK LINE PRESSURE

Check line pressure at idle with selector lever in "R" position.
Refer to "LINE PRESSURE TEST", AT-64.



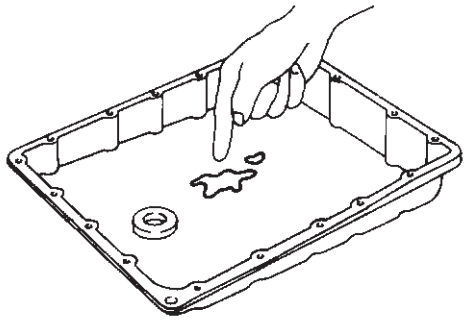
SAT494G

OK or NG

OK	▶	GO TO 4.
NG	▶	1. Remove control valve assembly. Refer to AT-272. 2. Check the following items: ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: ● Oil pump assembly

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	▶	GO TO 6.

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.

6	DETECT MALFUNCTIONING ITEM
1. Remove control valve assembly. Refer to “ON-VEHICLE SERVICE”, AT-272. 2. Check the following items: ● Valves to control line pressure (Pressure regulator valve, pressure modifier valve, pilot valve and pilot filter) ● Line pressure solenoid valve 3. Disassemble A/T. 4. Check the following items: ● Oil pump assembly ● Forward clutch assembly ● Forward one-way clutch ● Low one-way clutch ● Low & reverse brake assembly ● Torque converter	
▶	Repair or replace damaged parts.

Vehicle Cannot Be Started From D_1

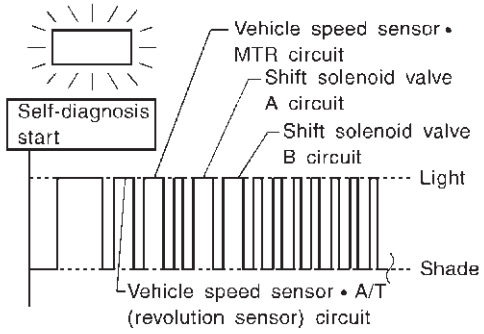
=NAAT0080

SYMPTOM:

Vehicle cannot be started from D_1 on Cruise test — Part 1.

1	CHECK SYMPTOM	
Is “Vehicle Does Not Creep Backward In “R” Position” OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to “Vehicle Does Not Creep Backward In “R” Position”, AT-229.

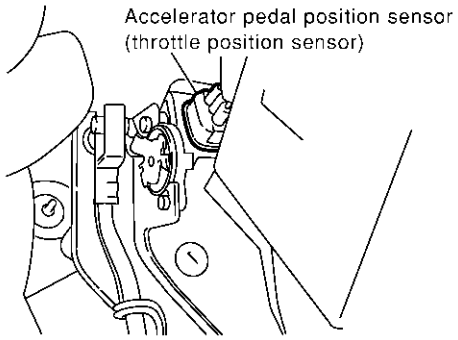
2	CHECK SELF-DIAGNOSTIC RESULTS	
Does self-diagnosis show damage to vehicle speed sensor·A/T (revolution sensor), shift solenoid valve A, B or vehicle speed sensor·MTR after cruise test?		



SAT686I

Yes or No		
Yes	▶	Check damaged circuit. Refer to “DTC P0720, DTC P0750, DTC P0755 or VEHICLE SPEED SENSOR. MTR”, AT-117, 174, 178 or 200.
No	▶	GO TO 3.

3	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)	
Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.		

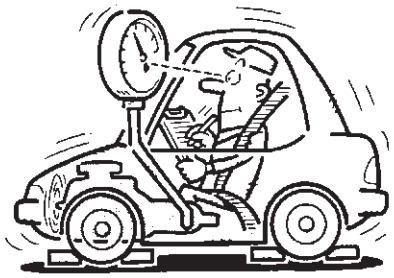


SAT516KA

OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

4	CHECK LINE PRESSURE

Check line pressure at stall point with selector lever in "D" position.
Refer to "LINE PRESSURE TEST", AT-64.



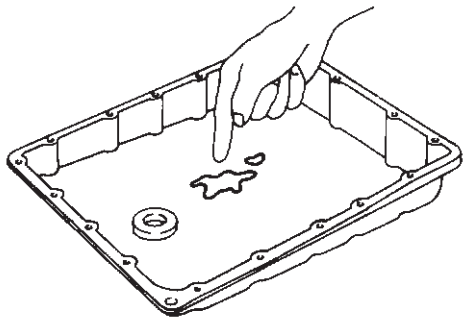
SAT494G

OK or NG

OK	▶	GO TO 5.
NG	▶	GO TO 8.

5	CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.



SAT171B

OK or NG

OK	▶	GO TO 6.
NG	▶	GO TO 8.

6	DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly.
   Refer to AT-272.
2. Check the following items:

- 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-272. 2. Check the following items: ● 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: ● 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.

A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$

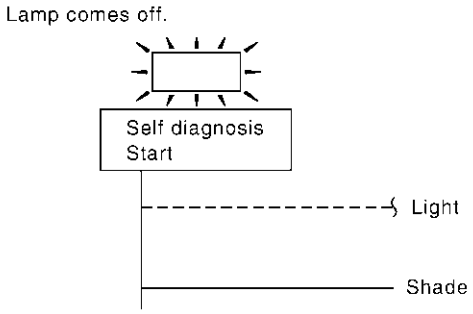
=NAAT0081

SYMPTOM:

A/T does not shift from D_1 to D_2 at the specified speed.
A/T does not shift from D_4 to D_2 when depressing accelerator pedal fully at the specified speed.

1	CHECK SYMPTOM	
Are “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1” OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1”, AT-232, 235.

2	CHECK PNP SWITCH CIRCUIT	
With CONSULT-II Does “TCM INPUT SIGNALS” in Data Monitor show damage to PNP switch circuit?		
Without CONSULT-II Does self-diagnosis show damage to PNP switch circuit?		



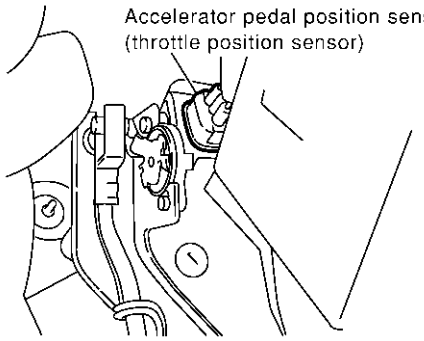
SAT705K

Yes or No		
Yes	▶	Check PNP switch circuit. Refer to “DTC P0705”, AT-105.
No	▶	GO TO 3.

3	CHECK VEHICLE SPEED SENSOR·A/T AND VEHICLE SPEED SENSOR·MTR CIRCUIT	
Check vehicle speed sensor·A/T (revolution sensor) and vehicle speed sensor·MTR circuit. Refer to “DTC P0720 and VEHICLE SPEED SENSOR·MTR”, AT-117, 200.		
OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace vehicle speed sensor·A/T (revolution sensor) and vehicle speed sensor·MTR circuits.

4	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)

Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.



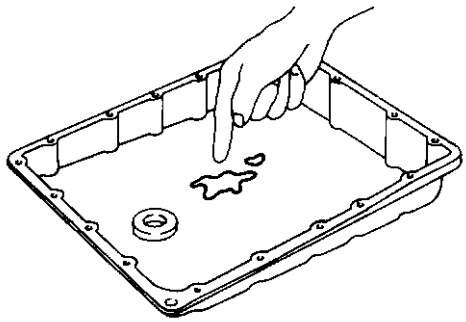
SAT516KA

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

5	CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.



SAT171B

OK or NG

OK	▶	GO TO 6.
NG	▶	GO TO 8.

6	DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to AT-272.
2. Check the following items:
- Shift valve A
- Shift solenoid valve A
- 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. Refer to AT-272. 2. Check the following items: ● Shift valve A ● Shift solenoid valve A ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: ● Servo piston assembly ● Brake band ● Oil pump assembly **OK or NG**		
OK	▶	GO TO 7.
NG	▶	Repair or replace damaged parts.

A/T Does Not Shift: $D_2 \rightarrow D_3$

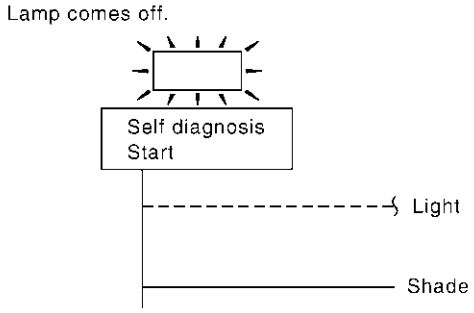
=NAAT0082

SYMPTOM:

A/T does not shift from D_2 to D_3 at the specified speed.

1	CHECK SYMPTOM	
Are “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1” OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1”, AT-232, 235.

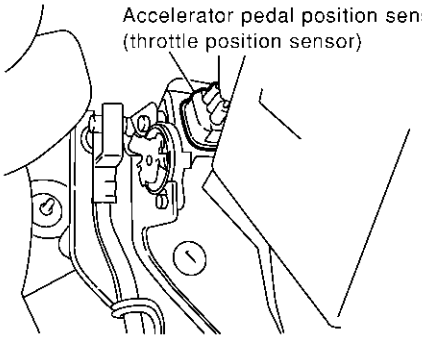
2	CHECK PNP SWITCH CIRCUIT	
Ⓔ **With CONSULT-II** Does “TCM INPUT SIGNALS” in Data Monitor show damage to PNP switch circuit?		
Ⓚ **Without CONSULT-II** Does self-diagnosis show damage to PNP switch circuit?		



SAT705K

Yes or No		
Yes	▶	Check PNP switch circuit. Refer to “DTC P0705”, AT-105.
No	▶	GO TO 3.

3	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)	
Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.		

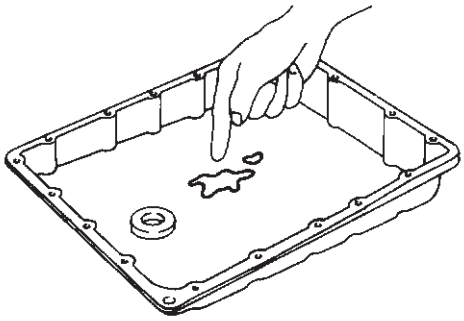


SAT516KA

OK or NG		
OK	▶	GO TO 4.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

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	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM

1. Remove control valve Assembly. Refer to AT-272.
2. Check the following items:
- Shift valve B
- Shift solenoid valve B
- 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	▶	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	
1. Remove control valve Assembly. Refer to AT-272. 2. Check the following items: ● Shift valve B ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: ● Servo piston assembly ● High clutch assembly ● Oil pump assembly		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

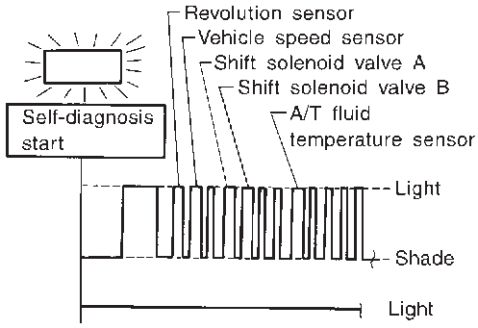
A/T Does Not Shift: $D_3 \rightarrow D_4$

=NAAT0083

SYMPTOM:

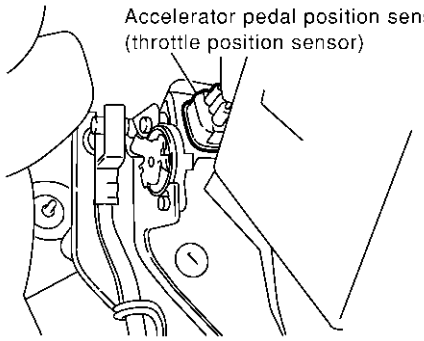
- **A/T does not shift from D_3 to D_4 at the specified speed.**
- **A/T must be warm before D_3 to D_4 shift will occur.**

1	CHECK SYMPTOM	
Are “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1” OK?		
Yes or No		
Yes	▶	GO TO 2.
No	▶	Go to “Vehicle Does Not Creep Forward In “D”, “2” Or “1” Position” and “Vehicle Cannot Be Started From D_1”, AT-232, 235.

2	CHECK SELF-DIAGNOSTIC RESULTS	
Ⓔ **With CONSULT-II** Does self-diagnosis, after cruise test, show damage to any of the following circuits? ● Inhibitor switch ● Overdrive control switch ● A/T fluid temperature sensor ● Revolution sensor ● Shift solenoid valve A or B ● Vehicle speed sensor  SAT580I		
Yes or No		
Yes	▶	Check damaged circuit. Refer to “DTC P0705, P0710, P0720, P0750, P0755 or VHCL SPEED SEN·MTR”, AT-105, 111, 117, 174, 178 or 200.
No	▶	GO TO 3.

3	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)

Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.



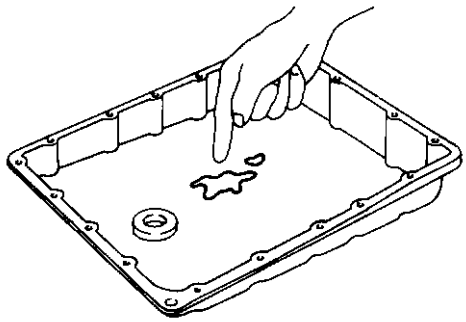
SAT516KA

OK or NG

OK	▶	GO TO 4.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

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	▶	GO TO 7.

5	DETECT MALFUNCTIONING ITEM

1. Remove control valve Assembly. Refer to AT-272.
2. Check the following items:
- Shift valve B
- Overrun clutch control valve
- Shift solenoid valve B
- 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	▶	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	
1. Remove control valve Assembly. Refer to AT-272. 2. Check the following items: ● Shift valve B ● Overrun clutch control valve ● Shift solenoid valve B ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check the following items: ● Servo piston assembly ● Brake band ● Torque converter ● Oil pump assembly		
OK or NG		
OK	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

A/T Does Not Perform Lock-up

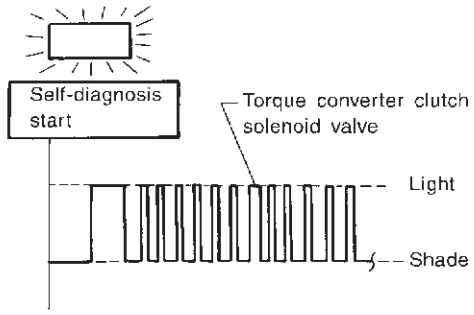
=NAAT0084

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?



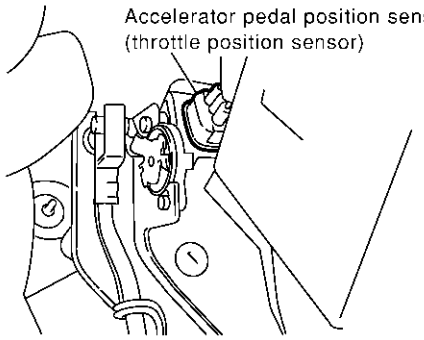
SAT581I

Yes or No

Yes	▶	Check torque converter clutch solenoid valve circuit. Refer to “DTC P0740”, AT-154.
No	▶	GO TO 2.

2	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)

Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.



SAT516KA

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

3	DETECT MALFUNCTIONING ITEM

1. Remove control valve. Refer to AT-272.
2. Check following items:

- 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.

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.

A/T Does Not Hold Lock-up Condition

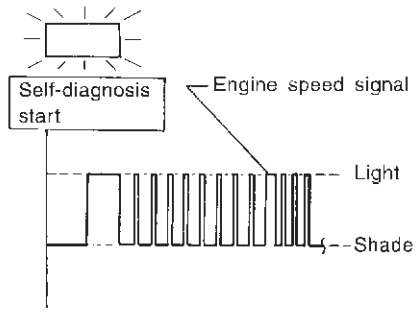
=NAAT0085

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?



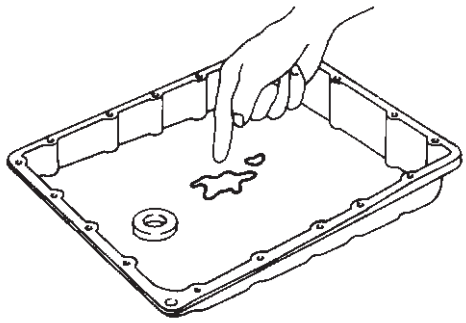
SAT582I

Yes or No

Yes	▶	Check engine speed signal circuit. Refer to “DTC P0725”, AT-122.
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-272.
2. Check the following items:
- Torque converter clutch control valve
- Pilot valve
- Pilot filter

OK or NG

OK	▶	GO TO 4.
NG	▶	Repair or replace damaged parts.

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.

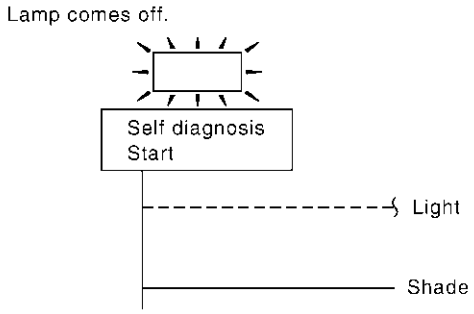
5	DETECT MALFUNCTIONING ITEM
1. Remove control valve assembly. Refer to AT-272. 2. Check the following items: ● Torque converter clutch control valve ● Pilot valve ● Pilot filter 3. Disassemble A/T. 4. Check torque converter and oil pump assembly. **OK or NG**	
OK ▶	GO TO 4.
NG ▶	Repair or replace damaged parts.

Lock-up Is Not Released

=NAAT0086

SYMPTOM:

Lock-up is not released when accelerator pedal is released.

1	CHECK ACCELERATOR PEDAL POSITION SENSOR CIRCUIT	
Ⓕ **With CONSULT-II** Does “TCM INPUT SIGNALS” in Data Monitor show damage to closed throttle position switch circuit? Ⓚ **Without CONSULT-II** Does self-diagnosis show damage to closed throttle position switch circuit?  SAT705K **Yes or No**		
Yes	▶	Check accelerator pedal position sensor circuit. Refer to “DTC P1705”, AT-182.
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.

Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)

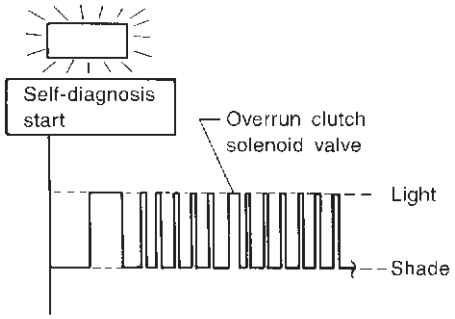
=NAAT0087

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?



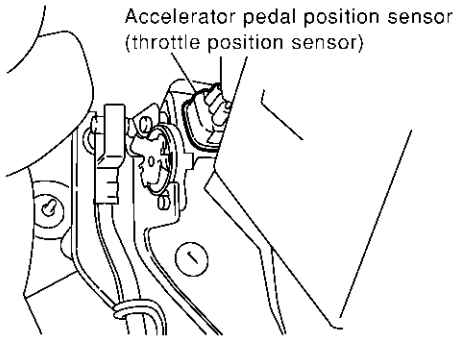
SAT583I

Yes or No

Yes	▶	Check overrun clutch solenoid valve circuit. Refer to “DTC P1760”, AT-188.
No	▶	GO TO 2.

2	CHECK ACCELERATOR PEDAL POSITION SENSOR (THROTTLE POSITION SENSOR)

Check accelerator pedal position sensor (throttle position sensor). Refer to EC section.



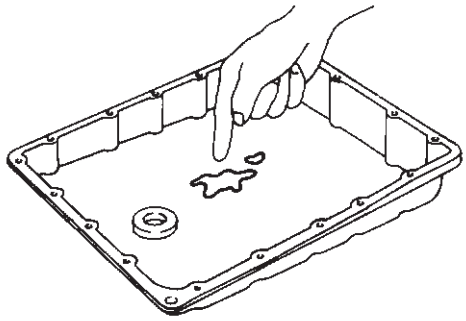
SAT516KA

OK or NG

OK	▶	GO TO 3.
NG	▶	Repair or replace accelerator pedal position sensor (throttle position sensor).

3	CHECK A/T FLUID CONDITION

1. Remove oil pan.
2. Check A/T fluid condition.



SAT171B

OK or NG

OK	▶	GO TO 4.
NG	▶	GO TO 6.

4	DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to AT-272.
2. Check the following items:
- Overrun clutch control valve
- Overrun clutch reducing valve
- Overrun clutch solenoid valve

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

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.

6	DETECT MALFUNCTIONING ITEM

1. Remove control valve assembly. Refer to AT-272.
2. Check the following items:
- Overrun clutch control valve
- Overrun clutch reducing valve
- Overrun clutch solenoid valve
3. Disassemble A/T.
4. Check the following items:
- Overrun clutch assembly
- Oil pump assembly

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

Vehicle Does Not Start From D_1

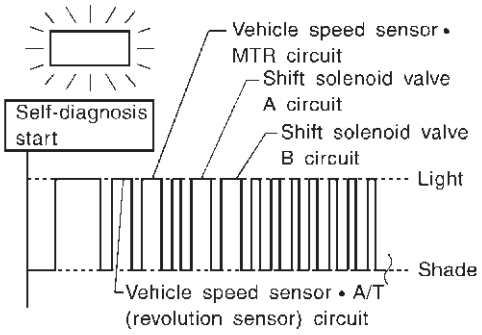
NAAT0088

SYMPTOM:

Vehicle does not start from D_1 on Cruise test — Part 2.

1	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?



SAT686I

Yes or No

Yes	▶	Check damaged circuit. Refer to “DTC P0720, P0750, P0755 or VHCL SPEED SEN·MTR”, AT-117, 174, 178 or 200.
No	▶	GO TO 2.

2	CHECK SYMPTOM

Check again.

OK or NG

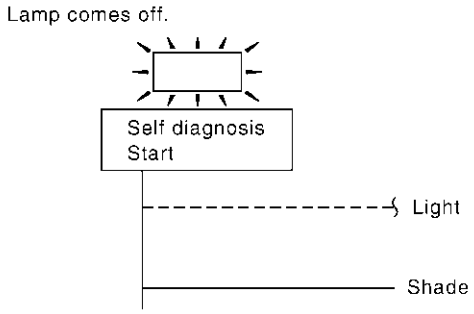
OK	▶	Go to “Vehicle Cannot Be Started From D_1”, AT-235.
NG	▶	1. Perform TCM input/output signal inspection. 2. If NG, recheck TCM pin terminals for damage or loose connection with harness connector.

A/T Does Not Shift: $D_4 \rightarrow D_3$, When Overdrive Control Switch "ON" → "OFF"

=NAAT0089

SYMPTOM:

A/T does not shift from D_4 to D_3 when changing overdrive control switch to "OFF" position.

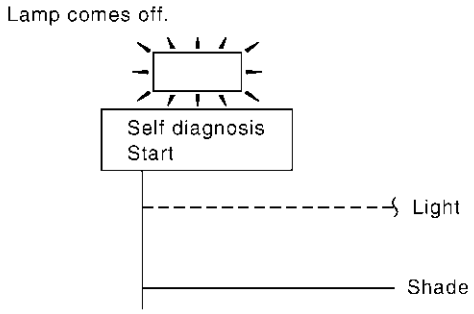
1	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT	
Ⓔ **With CONSULT-II** Does "TCM INPUT SIGNALS" in Data Monitor show damage to overdrive control switch circuit? Ⓚ **Without CONSULT-II** Does self-diagnosis show damage to overdrive control switch circuit?  SAT705K **Yes or No**		
Yes	▶	Check overdrive control switch circuit. Refer to AT-258.
No	▶	Go to "A/T Does Not Shift: $D_2 \rightarrow D_3$", AT-241.

A/T Does Not Shift: $D_3 \rightarrow 2_2$, When Selector Lever "D" $\rightarrow$ "2" Position

=NAAT0090

SYMPTOM:

A/T does not shift from D_3 to 2_2 when changing selector lever from "D" to "2" position.

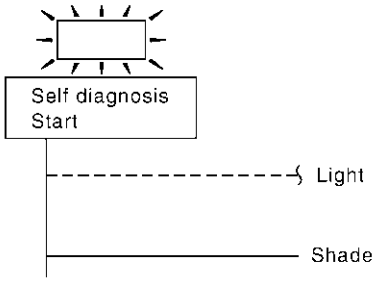
1	CHECK PNP SWITCH CIRCUIT	
With CONSULT-II Does "TCM INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit? **Without CONSULT-II** Does self-diagnosis show damage to PNP switch circuit?  SAT705K		
Yes or No		
Yes	▶	Check PNP switch circuit. Refer to "DTC P0705", AT-105.
No	▶	Go to "A/T Does Not Shift: $D_1 \rightarrow D_2$ Or Does Not Kickdown: $D_4 \rightarrow D_2$", AT-238.

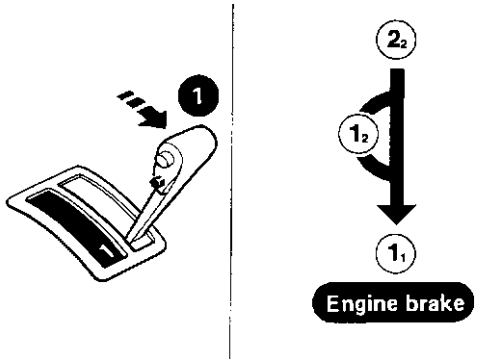
A/T Does Not Shift: $2_2 \rightarrow 1_1$, When Selector Lever "2" → "1" Position

=NAAT0091

SYMPTOM:

A/T does not shift from 2_2 to 1_1 when changing selector lever from "2" to "1" position.

1	CHECK PNP SWITCH CIRCUIT
Ⓔ **With CONSULT-II** Does "TCM INPUT SIGNALS" in Data Monitor show damage to PNP switch circuit? Ⓚ **Without CONSULT-II** Does self-diagnosis show damage to PNP switch circuit? Lamp comes off.  SAT705K	
Yes or No	
Yes ▶	Check PNP switch circuit. Refer to "DTC P0705", AT-105.
No ▶	GO TO 2.

2	CHECK SYMPTOM
Check again.  SAT778B	
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.

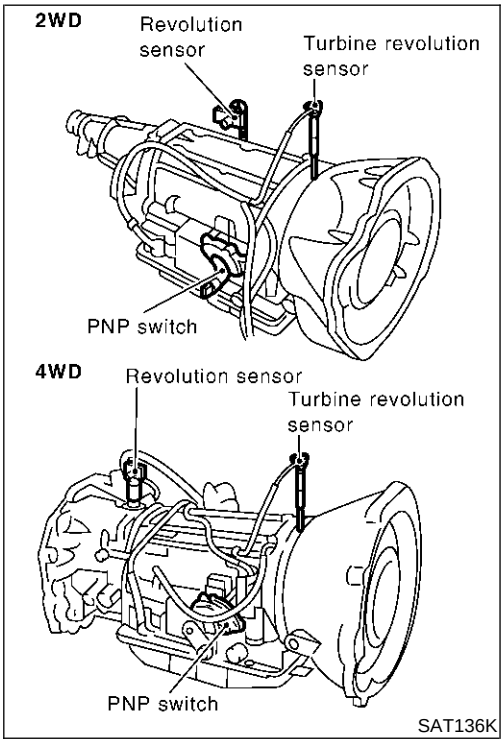
Vehicle Does Not Decelerate By Engine Brake

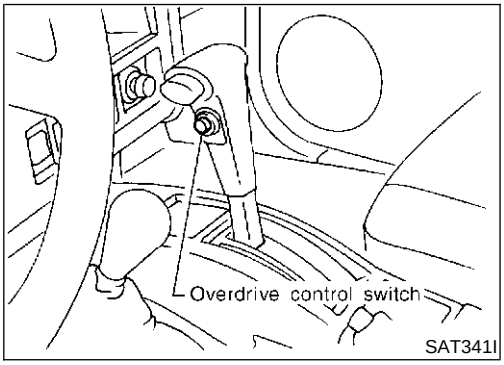
NAAT0092

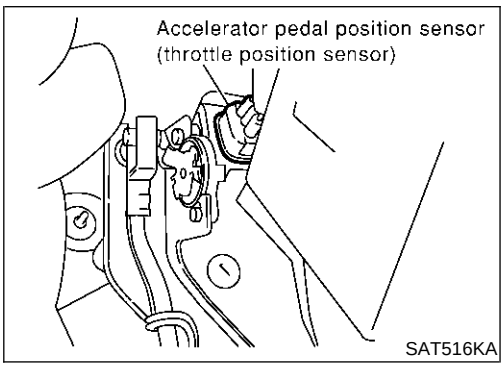
SYMPTOM:

Vehicle does not decelerate by engine brake when shifting from 2_2 (1_2) to 1_1.

1	CHECK SYMPTOM	
Is “Vehicle Does Not Creep Backward In “R” Position” OK?		
Yes or No		
Yes	▶	Go to “Engine Speed Does Not Return To Idle (Light Braking $D_4 \rightarrow D_3$)”, AT-252.
No	▶	Go to “Vehicle Does Not Creep Backward In “R” Position”, AT-229.







TCM Self-diagnosis Does Not Activate (PNP, Overdrive Control and Accelerator Pedal Position Sensor Circuit Checks)

NAAT0204

SYMPTOM:

O/D OFF indicator lamp does not come on in TCM self-diagnostic procedure even the lamp circuit is good.

DESCRIPTION

NAAT0204S01

- PNP switch
  The PNP switch assemble includes a transmission range switch. The transmission range switch detects the selector 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.
- Closed throttle position signal and wide-open throttle position signal
  ECM judges throttle opening based on a signal from accelerator pedal position sensor, and sends the signal via CAN communication to TCM.

DIAGNOSTIC PROCEDURE

=NAAT0204S03

NOTE:
The diagnostic procedure includes inspections for the overdrive control and throttle position switch circuits.

1	INSPECTION START
Do you have CONSULT-II?	
Yes or No	
Yes (With CONSULT-II) ▶	GO TO 2.
No (Without CONSULT-II) ▶	GO TO 3.

2	CHECK PNP SWITCH CIRCUIT (With CONSULT-II)

Ⓔ **With CONSULT-II**
1. Turn ignition switch to "ON" position. (Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Read out "P", "R", "N", "D", "2" and "1" position switches moving selector lever to each position. Check the signal of the selector lever position is indicated properly.

DATA MONITOR	
MONITORING	
PN POSI SW	OFF
R POSITION SW	OFF
D POSITION SW	OFF
2 POSITION SW	ON
1 POSITION SW	OFF

SAT643J

OK or NG

OK ▶	GO TO 5.
NG ▶	GO TO 4.

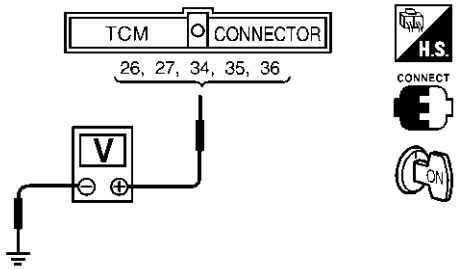
3	CHECK PNP SWITCH CIRCUIT (Without CONSULT-II)

Without CONSULT-II

1. Turn ignition switch to "ON" position.
   (Do not start engine.)
2. Check voltage between TCM harness connector M120 terminals 26, 27, 34, 35, 36 and ground while moving selector lever through each position.

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**

MTBL0205



SAT517J

Does battery voltage exist (B) or non-existent (0)?

Yes	▶	GO TO 6.
No	▶	GO TO 4.

4	DETECT MALFUNCTIONING ITEM

Check the following items:

- PNP switch
  Refer to "Component Inspection", AT-263.
- 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)

OK or NG

OK (With CONSULT-II)	▶	GO TO 5.
OK (Without CONSULT-II)	▶	GO TO 6.
NG	▶	Repair or replace damaged parts.

5	CHECK OVERDRIVE CONTROL SWITCH CIRCUIT

Ⓕ **With CONSULT-II**

1. Turn ignition switch to "ON" position.
   (Do not start engine.)
2. Select "TCM 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".)

DATA MONITOR	
MONITORING	
ENGINE SPEED	XXX rpm
TURBINE REV	XXX rpm
OVERDRIVE SW	ON
PN POSI SW	OFF
R POSITION SW	OFF

SAT645J

OK or NG

OK (With CONSULT-II)	▶	GO TO 7.
NG	▶	GO TO 6.

6	DETECT MALFUNCTIONING ITEM

Check the following items:

- Overdrive control switch
  Refer to "Component Inspection", AT-263.
- Harness for short or open between TCM and overdrive control switch (Main harness)
- Harness for short or open of ground circuit for overdrive control switch (Main harness)

OK or NG

OK (With CONSULT-II)	▶	GO TO 7.
OK (Without CONSULT-II)	▶	GO TO 8.
NG	▶	Repair or replace damaged parts.

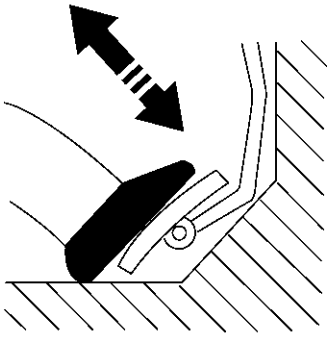
7	CHECK ACCELERATOR PEDAL POSITION SENSOR CIRCUIT (With CONSULT-II)

Ⓕ **With CONSULT-II**

1. Turn ignition switch to "ON" position.
   (Do not start engine.)
2. Select "TCM INPUT SIGNALS" in "DATA MONITOR" mode for "A/T" with CONSULT-II.
3. Apply vacuum to the throttle opener, then check the following. Refer to steps 1 and 2 of "Preparation", "TCM SELF-DIAGNOSTIC PROCEDURE (No Tools)", AT-48.
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.

Accelerator pedal condition	Data monitor	
	CLOSED THL/SW	W/O THRL/P-SW
Released	ON	OFF
Fully depressed	OFF	ON

MTBL0011



DATA MONITOR	
MONITORING	
POWERSHIFT SW	OFF
CLOSED THL/SW	OFF
W/O THRL/P-SW	OFF
HOLD SW	OFF
BRAKE SW	ON

SAT646J

OK or NG

OK	▶	GO TO 9.
NG	▶	GO TO 8.

8	DETECT MALFUNCTIONING ITEM

Check the following items:

- Accelerator pedal position sensor
- Harness for short or open between ignition switch and accelerator pedal position sensor (Main harness)
- Harness for short or open between accelerator pedal position sensor and ECM (Main harness)

OK or NG

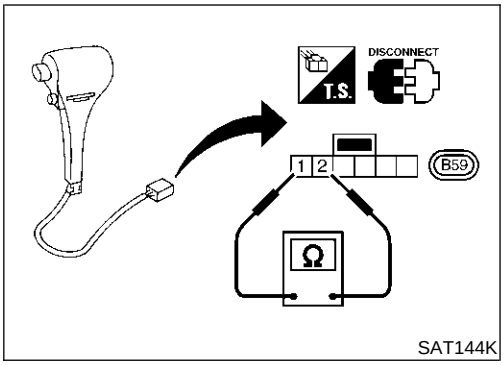
OK	▶	GO TO 9.
NG	▶	Repair or replace damaged parts.

9	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.



SAT144K

COMPONENT INSPECTION

Overdrive Control Switch

NAAT0204S04

NAAT0204S0401

- Check continuity between two terminals.

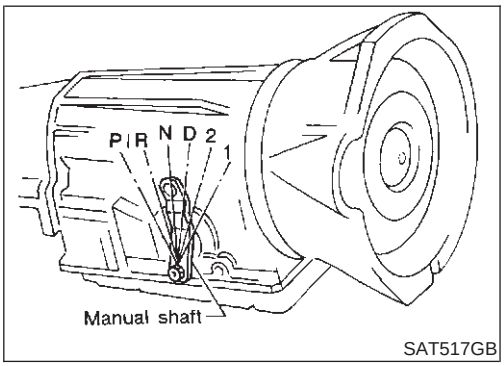
Continuity:

Switch position "ON":

No

Switch position "OFF":

Yes



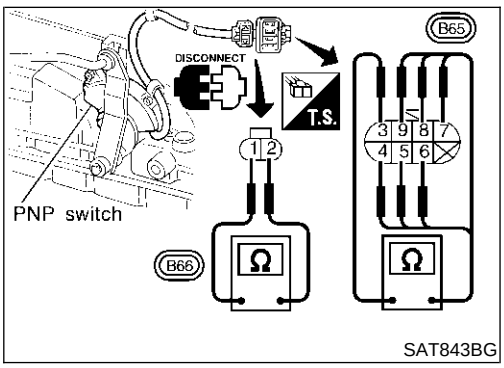
SAT517GB

Park/Neutral Position Switch

NAAT0204S0402

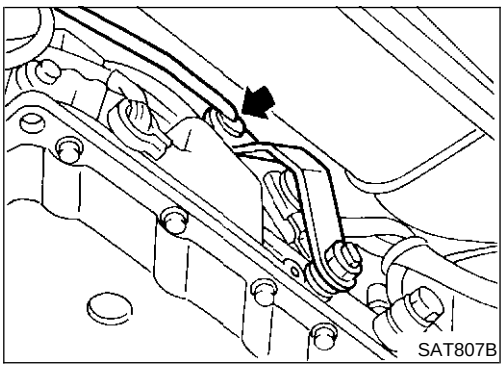
1. Check continuity between terminals 1 and 2 and between terminals 3 and 4, 5, 6, 7, 8, 9 while moving manual shaft through each position.

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

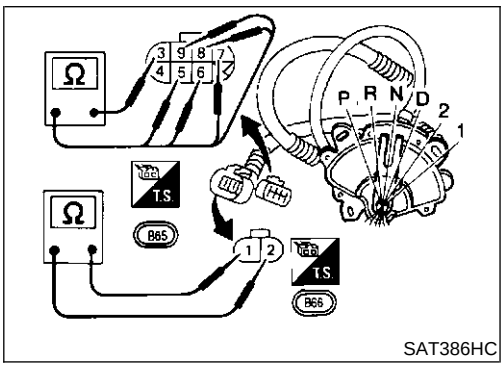


SAT843BG

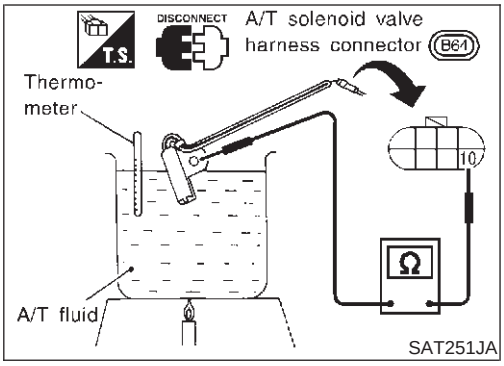
2. If NG, check again with manual control linkage disconnected from manual shaft of A/T assembly. Refer to step 1.
3. If OK on step 2, adjust manual control linkage. Refer to AT-275.


SAT807B

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-275.
6. If NG on step 4, replace PNP switch.



SAT386HC



A/T Fluid Temperature Switch

NAAT0204S0404

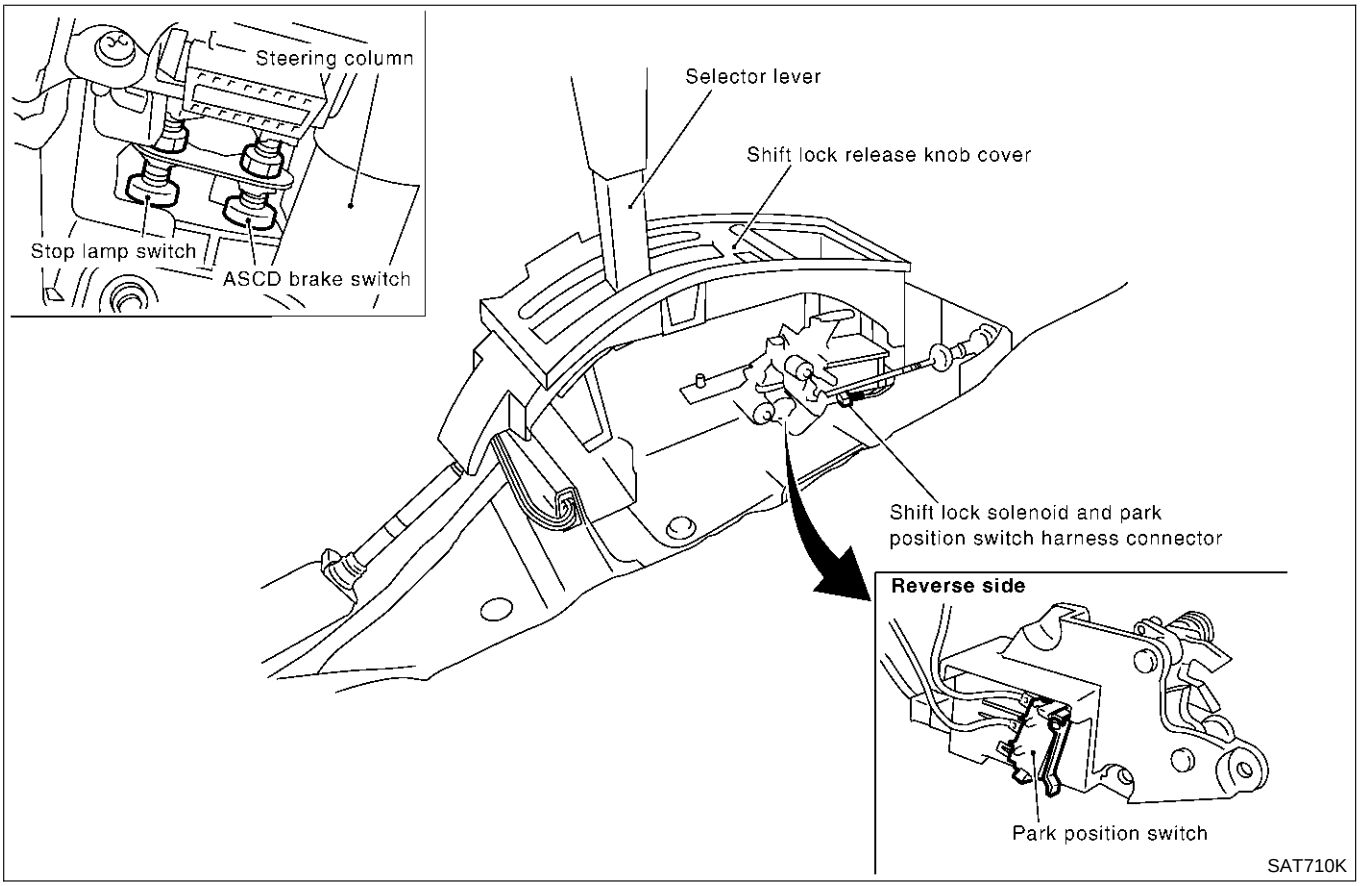
1. Make sure the A/T fluid warning lamp lights when the key is inserted and turned to "ON".
2. Make sure the A/T fluid warning lamp goes off when turning the ignition switch to "ON".
3. Check resistance between terminal 10 and ground while changing temperature as shown at left.

Temperature °C (°F)	Resistance
140 (284) or more	Yes
140 (284) or less	No

Description

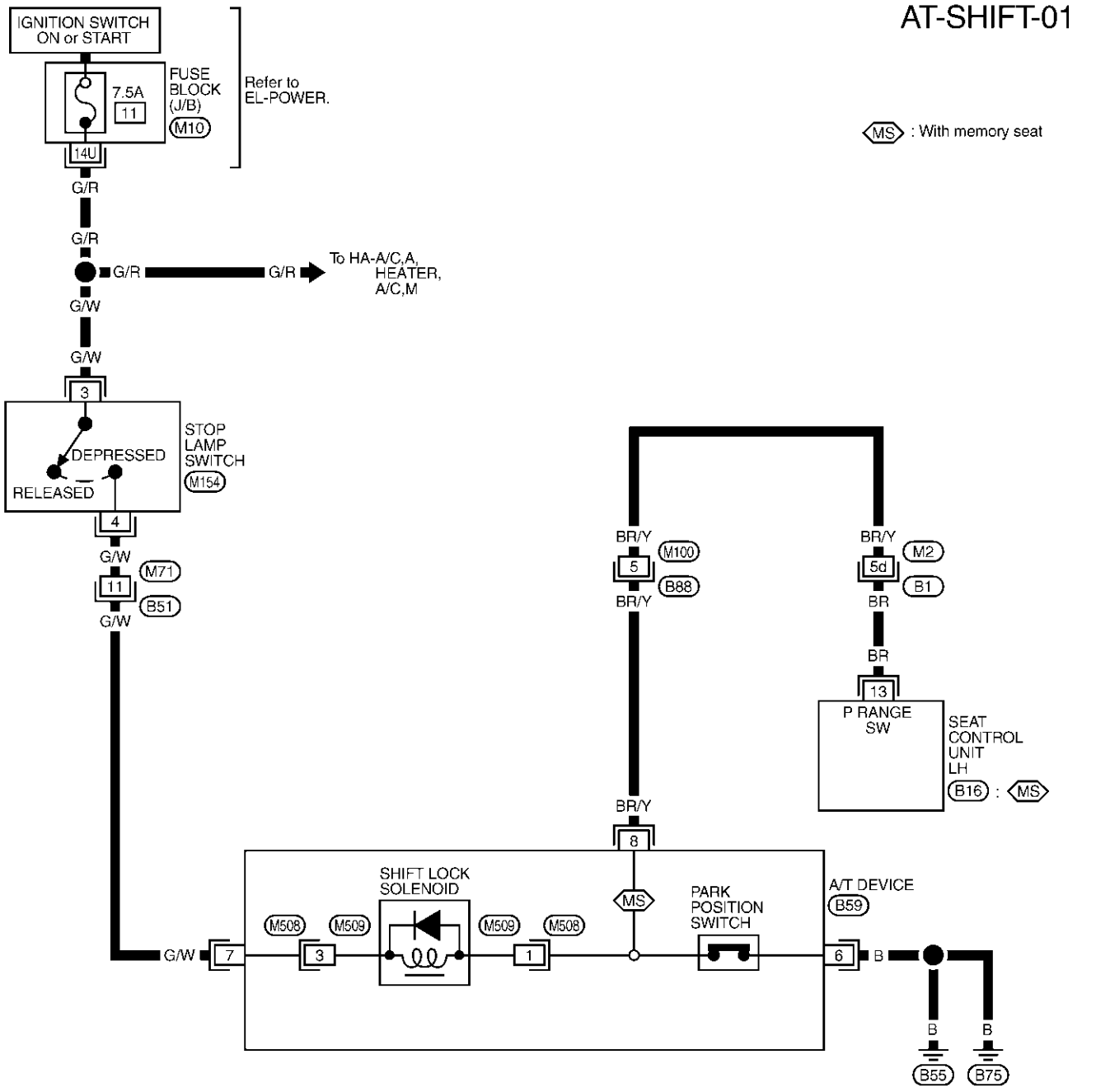
NAAT0093

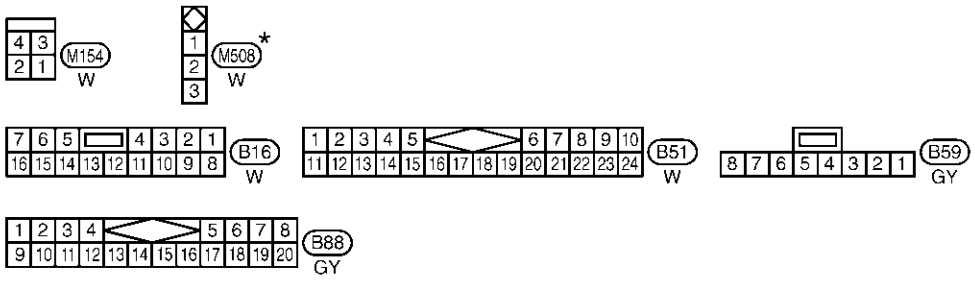
- The mechanical key interlock mechanism also operates as a shift lock:
  With the key switch turned to “ON”, the selector lever cannot be shifted from “P” (parking) to any other position unless the brake pedal is depressed.
  With the key removed, the selector lever cannot be shifted from “P” to any 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, respectively.



Wiring Diagram — SHIFT —

NAAT0094





* : This connector is not shown in "HARNESS LAYOUT", EL section.

REFER TO THE FOLLOWING.
B1 -SUPER MULTIPLE JUNCTION (SMJ)
M10 -FUSE BLOCK-JUNCTION BOX (J/B)

MAT323B

Diagnostic Procedure

NAAT0095

SYMPTOM 1:

- **Selector lever cannot be moved from “P” position with key in “ON” position and brake pedal applied.**
- **Selector lever can be moved from “P” position with key in “ON” position and brake pedal released.**
- **Selector lever can be moved from “P” position when key is removed from key cylinder.**

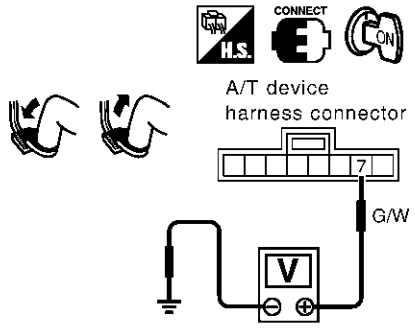
SYMPTOM 2:

Ignition key cannot be removed when selector lever is set to “P” position.

Ignition key can be removed when selector lever is set to any position except “P”.

1	CHECK KEY INTERLOCK CABLE	
Check key interlock cable for damage. **OK or NG**		
OK	▶	GO TO 2.
NG	▶	Repair key interlock cable. Refer to “Key Interlock Cable”, AT-270.

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 Manual Control Linkage Adjustment”, AT-275 and AT-275.

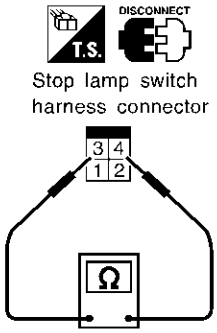
3	CHECK POWER SOURCE	
1. Turn ignition switch to ON position. (Do not start engine.) 2. Check voltage between A/T device harness terminal 7 (G/W) and ground.  SAT684KB 	Brake pedal	Voltage
---	---
Depressed	Battery voltage
Released	0V | **OK or NG**		
OK	▶	GO TO 5.
NG	▶	GO TO 4.

Diagnostic Procedure (Cont'd)

4	DETECT MALFUNCTIONING ITEM

Check the following items:
1. 7.5A fuse [No. 11, located in the fuse block (J/B)]
2. Ignition switch (Refer to EL-11, "Schematic".)
3. Harness for short or open between battery and stop lamp switch harness connector 3 (G/W)
4. Harness for short or open between stop lamp switch harness connector 4 (G/W) and A/T device harness connector 7 (G/W)
5. Diode
6. Stop lamp switch

a. Check continuity between connector terminals 3 and 4.



Condition	Continuity
When brake pedal is depressed	Yes
When brake pedal is released	No

SCIA1569E

Check stop lamp switch after adjusting brake pedal — refer to BR-13, "Adjustment".

OK or NG

OK	▶	GO TO 5.
NG	▶	Repair or replace damaged parts.

5	CHECK GROUND CIRCUIT

1. Turn ignition switch to OFF position.
2. Disconnect A/T device harness connector.
3. Check continuity between A/T device harness connector terminal 6 (B) and ground. Refer to wiring diagram — SHIFT —.

Continuity should exist.

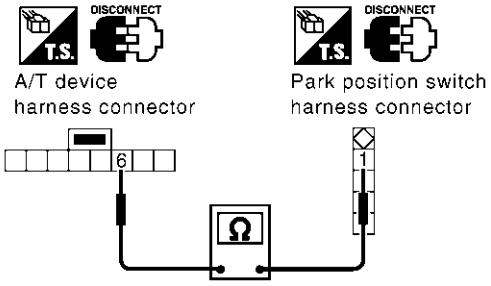
If OK, check harness for short to ground and short to power.

OK or NG

OK	▶	GO TO 6.
NG	▶	Repair open circuit or short to ground or short to power in harness or connectors.

6	CHECK PARK POSITION SWITCH

- Check continuity between A/T device harness connector B59 terminal 6 and park position switch harness connctor M508 terminal 1.



Condition	Continuity
When selector lever is set in "P" position and selector lever button is released	Yes
Except above	No

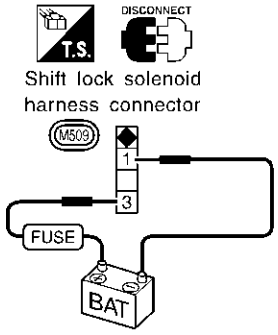
SAT713K

OK or NG

OK	▶	GO TO 7.
NG	▶	Replace park position switch.

7	CHECK SHIFT LOCK SOLENOID

- Check operation by applying battery voltage shift lock solenoid harness connctor terminals 1 and 3.



SAT762J

OK or NG

OK	▶	GO TO 8.
NG	▶	Replace shift lock solenoid.

8	CHECK SHIFT LOCK OPERATION

1. Reconnect shift lock harness connector.
2. Turn ignition switch from OFF to ON position. (Do not start engine.)
3. Recheck shift lock operation.

OK or NG

OK	▶	**INSPECTION END**
NG	▶	GO TO 9.

9	CHECK A/T DEVICE INSPECTION

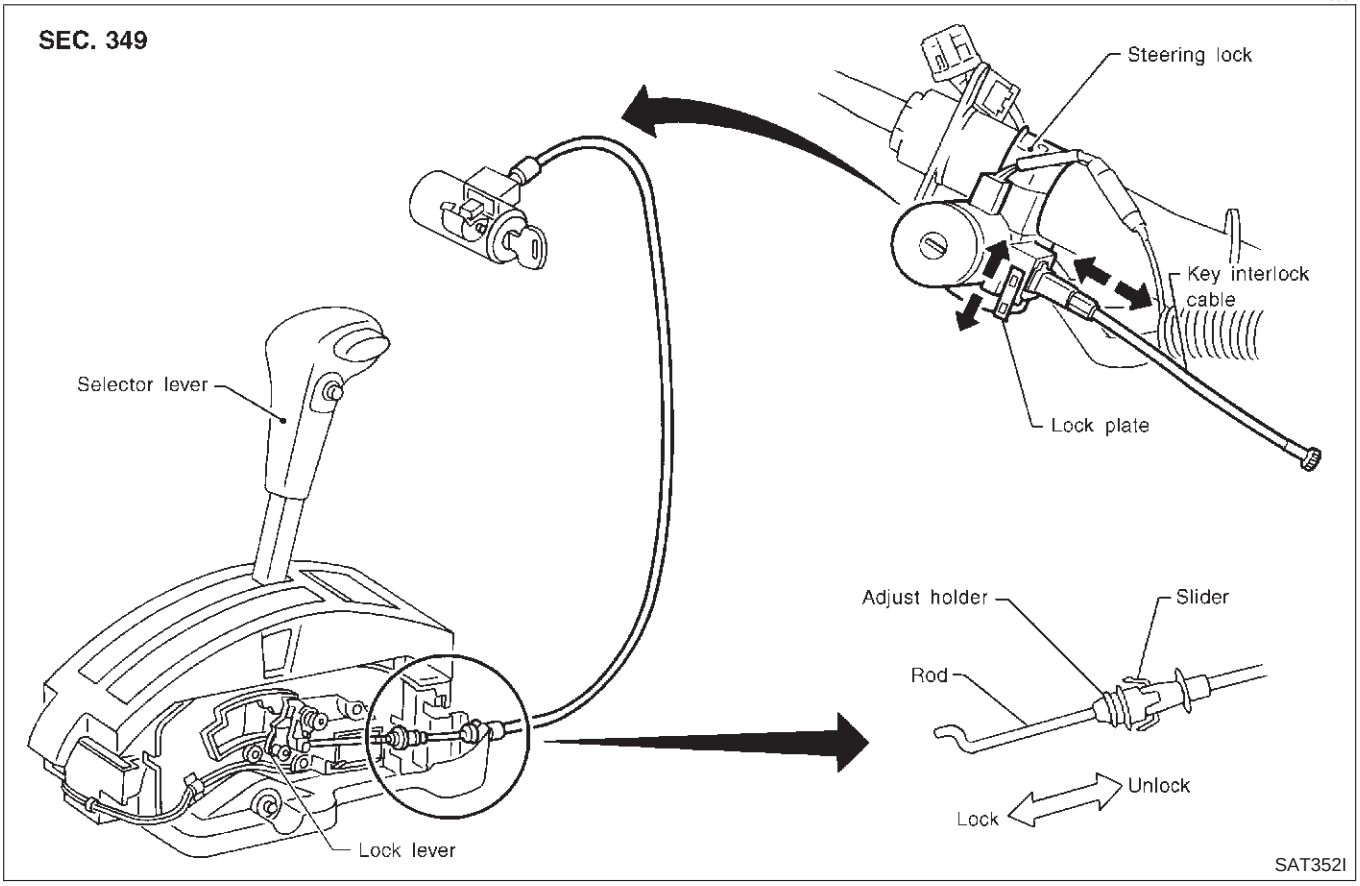
1. Perform A/T device input/output signal inspection test.
2. If NG, recheck harness connector connection.

OK or NG

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

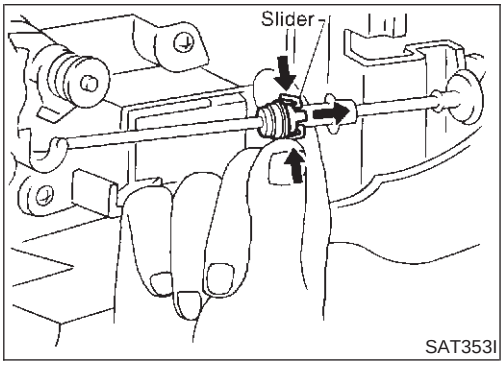
Components

NAAT0097



CAUTION:

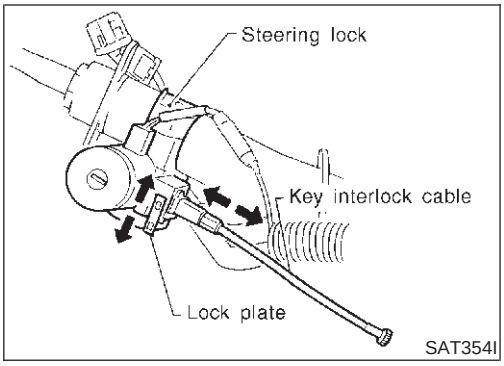
- **Install key interlock cable in such a way that it will not be damaged by sharp bends, twists or interference with adjacent parts.**
- **After installing key interlock cable to control device, make sure that casing cap and bracket are firmly secured in their positions. If casing cap can be removed with an external load of less than 39.2 N (4.0 kg, 8.8 lb), replace key interlock cable with new one.**



Removal

NAAT0098

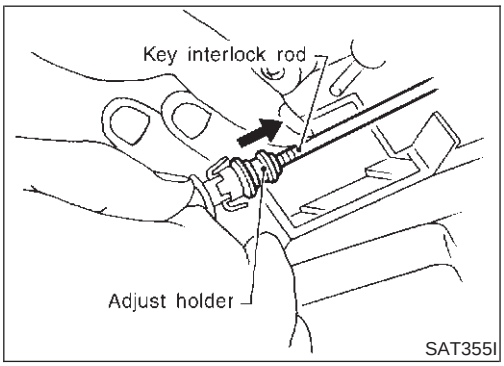
Unlock slider from adjuster holder and remove rod from cable.



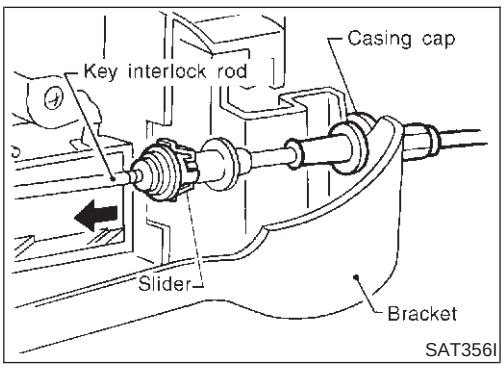
Installation

NAAT0099

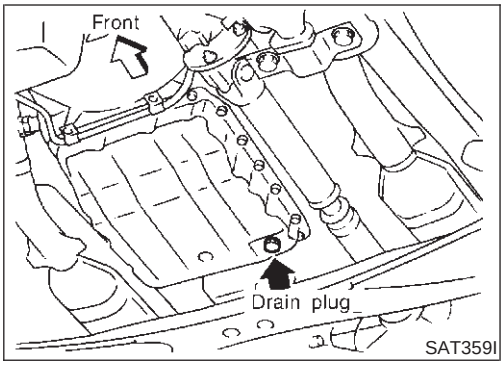
1. Set key interlock cable to steering lock assembly and install lock plate.
2. Clamp cable to steering column and fix to control cable with band.
3. Set selector lever to P position.



4. Insert interlock rod into adjuster holder.



5. Install casing cap to bracket.
6. Move slider in order to fix adjuster holder to interlock rod.



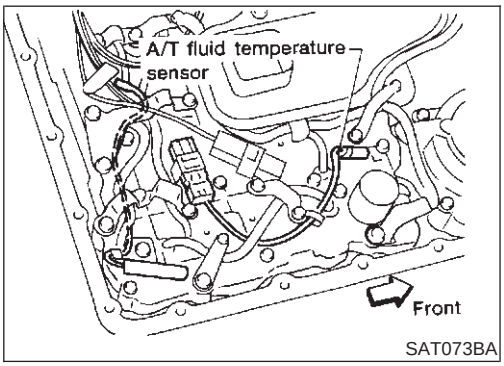
Control Valve Assembly and Accumulators

NAAT0100

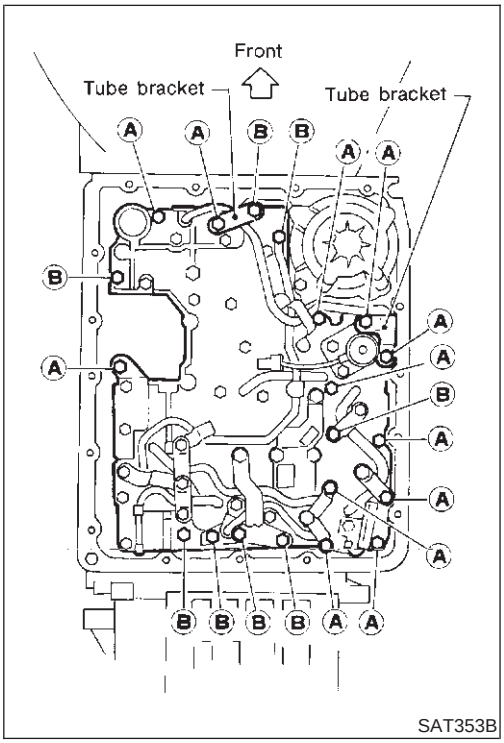
REMOVAL

NAAT0100S01

1. Remove exhaust front tube.
2. Remove oil pan and gasket and drain ATF.



3. Remove A/T fluid temperature sensor if necessary.
4. Remove oil strainer.

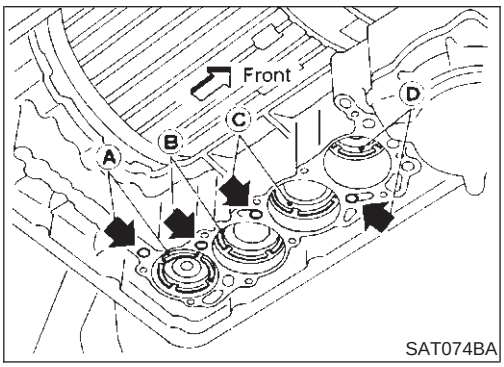


5. Remove control valve assembly by removing fixing bolts and disconnecting harness connector.

Bolt length and location

Bolt symbol	ℓ mm (in)
A	33 (1.30)
B	45 (1.77)

6. Remove solenoids and valves from valve body if necessary.
7. Remove terminal cord assembly if necessary.

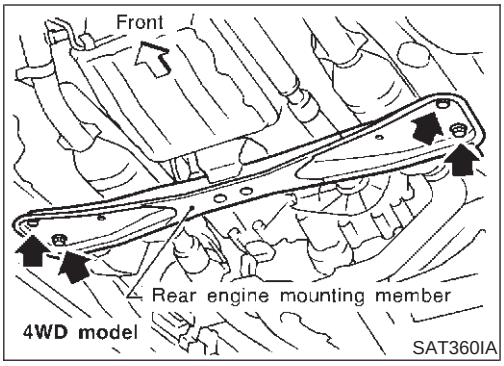


8. Remove accumulator **A, B, C** and **D** by applying compressed air if necessary.

- **Hold each piston with rag.**

9. Reinstall any part removed.

- **Always use new sealing parts.**



Revolution Sensor Replacement

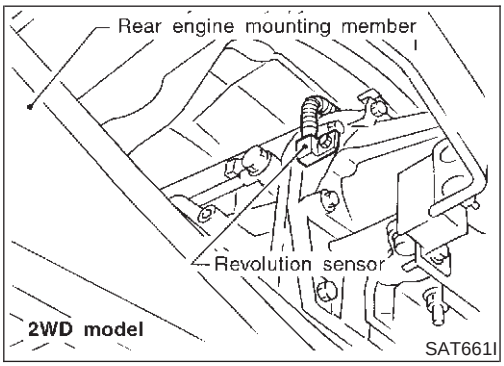
NAAT0210

— 4WD MODEL —

NAAT0210S01

1. Remove rear engine mounting member from side member while supporting A/T with transfer case with jack. Tighten rear engine mounting member to the specified torque. Refer to EM-61, “Rear Engine Mounting”.
2. Lower A/T with transfer case as much as possible.
3. Remove revolution sensor from A/T.
4. Reinstall any part removed.

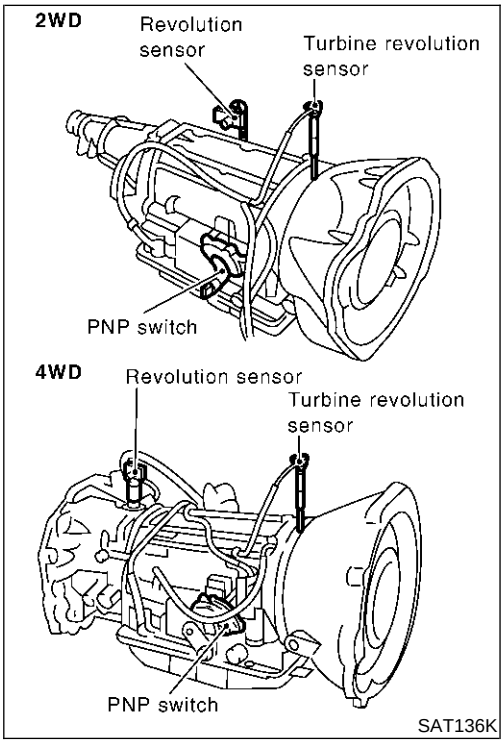
- **Always use new sealing parts.**



— 2WD MODEL —

NAAT0210S02

- Remove revolution sensor from A/T.
- **Always use new sealing parts.**

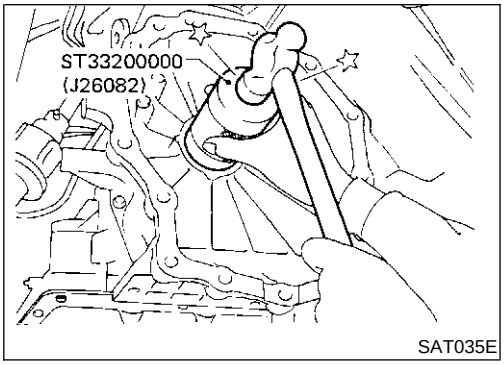


Turbine Revolution Sensor Replacement

NAAT0231

1. Remove A/T assembly, Refer to “Removal”, AT-276.
2. Remove turbine revolution sensor from A/T assembly upper side.
3. Reinstall any part removed.

- **Always use new sealing parts.**



Rear Oil Seal Replacement

NAAT0211

— 4WD MODEL —

NAAT0211S01

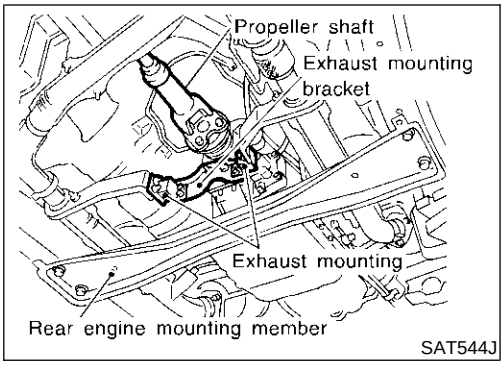
1. Remove transfer case from vehicle. Refer to TF-156, “Removal”.
2. Remove rear oil seal.

- **Do not remove oil seal unless it is to be replaced.**

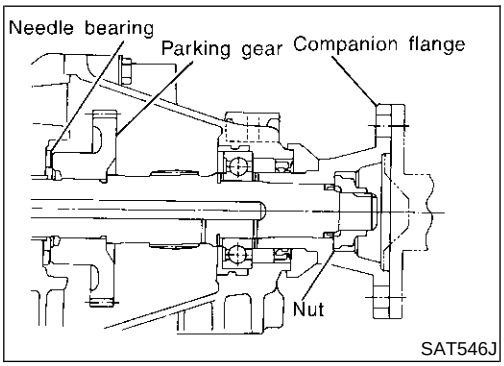
3. Install rear oil seal.

- **Apply ATF before installing.**

4. Reinstall any part removed.



SAT544J



SAT546J

Rear Oil Seal and Companion Flange Oil Seal Replacement

NAAT0212

— 2WD MODEL —

NAAT0212S01

NOTE:
Replace rear extension assembly as a single unit because it cannot be disassembled.

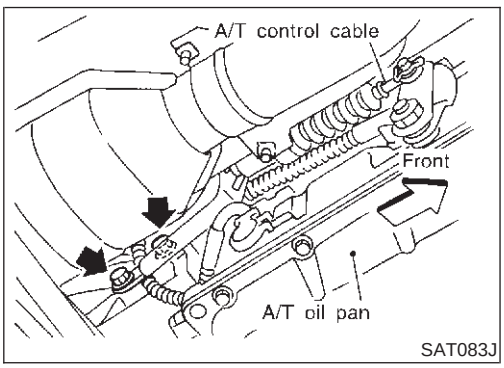
1. Remove propeller shaft. Refer to PD-5, “Components”.
2. Remove exhaust mounting and mounting bracket.
3. Disconnect revolution and speedometer sensor harness connector.
4. Support A/T assembly with a jack.
5. Remove rear engine mounting member. Tighten rear engine mounting member to the specified torque. Refer to EM-61, “Rear Engine Mounting”.
6. Remove rear extension assembly.

a. Remove parking gear and needle bearing.

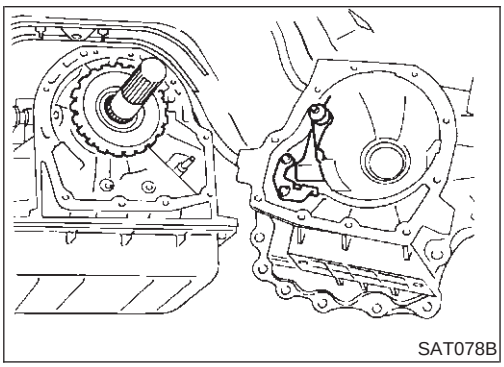
CAUTION:
Insert your hand between rear extension and transmission case. Detach rear extension assembly while holding parking gear and needle bearing by hand.

7. Reinstall any part removed.

- Always use new sealing parts.



SAT083J


SAT078B

Parking Components Inspection

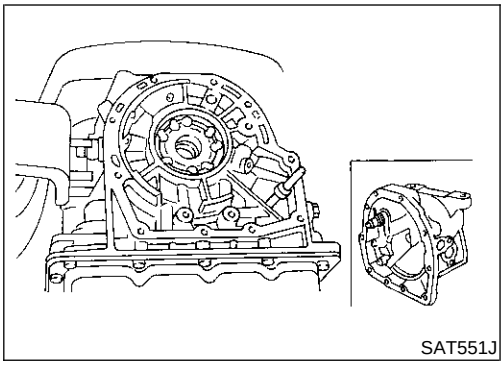
NAAT0213

— 4WD MODEL —

NAAT0213S01

1. Remove propeller shaft. Refer to PD-5, “Components”.
2. Remove transfer case from vehicle. Refer to TF-156, “Removal”.
3. Remove A/T control cable bracket from transmission case.
4. Support A/T assembly with a jack.
5. Remove adapter case from transmission case.
6. Replace parking components if necessary.
7. Reinstall any part removed.

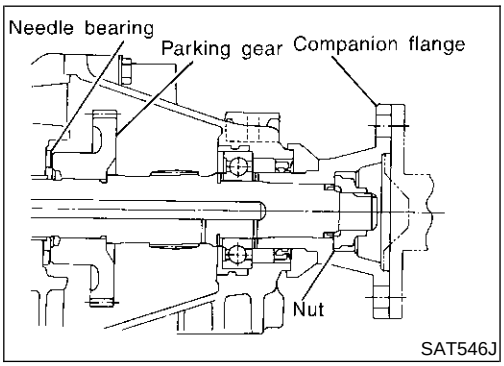
- **Always use new sealing parts.**


SAT551J

— 2WD MODEL —

NAAT0213S02

1. Remove propeller shaft from vehicle. Refer to PD-5, "Components".
2. Support A/T assembly with a jack.
3. Remove rear engine mounting member. Tighten rear engine mounting member to the specified torque. Refer to EM-61, "Rear Engine Mounting".



SAT546J

4. Remove rear extension assembly.

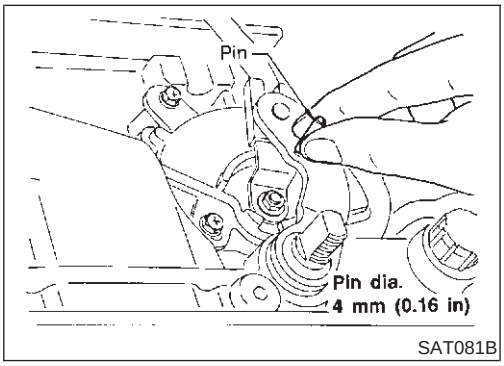
a. Remove parking gear and needle bearing.

CAUTION:

Insert your hand between rear extension and transmission case. Detach rear extension assembly while holding parking gear and needle bearing by hand.

5. Replace parking components if necessary.
6. Reinstall any part removed.

- **Always use new sealing parts.**

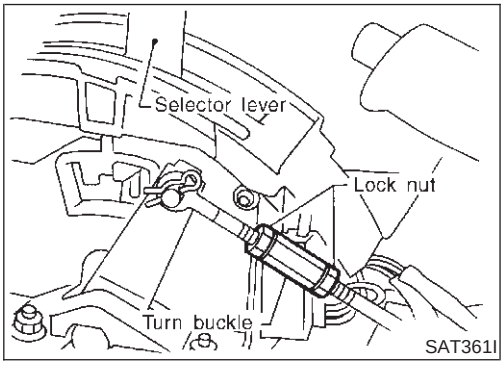


SAT081B

Park/Neutral Position Switch Adjustment

NAAT0104

1. Remove manual control linkage from manual shaft of A/T assembly.
2. Set manual shaft of A/T assembly in "N" position.
3. Loosen PNP switch fixing bolts.
4. Insert pin into adjustment holes in both PNP switch and manual shaft of A/T assembly as near vertical as possible.
5. Reinstall any part removed.
6. Check continuity of PNP switch. Refer to "Components Inspection", AT-109.



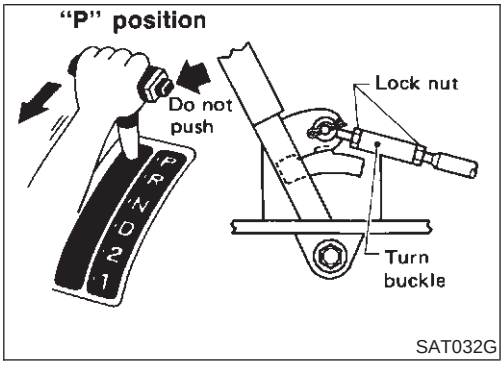
SAT361I

Manual Control Linkage Adjustment

NAAT0105

Move selector lever from "P" position to "1" position. You should be able to feel the detents in each position.
If the detents cannot be felt or the pointer indicating the position is improperly aligned, the linkage needs adjustment.

1. Place selector lever in "P" position.
2. Loosen lock nuts.



SAT032G

3. Tighten turn buckle until aligns with inner cable, pulling selector lever toward "R" position side without pushing button.
4. Back off turn buckle 1 turn and tighten lock nuts to the specified torque.

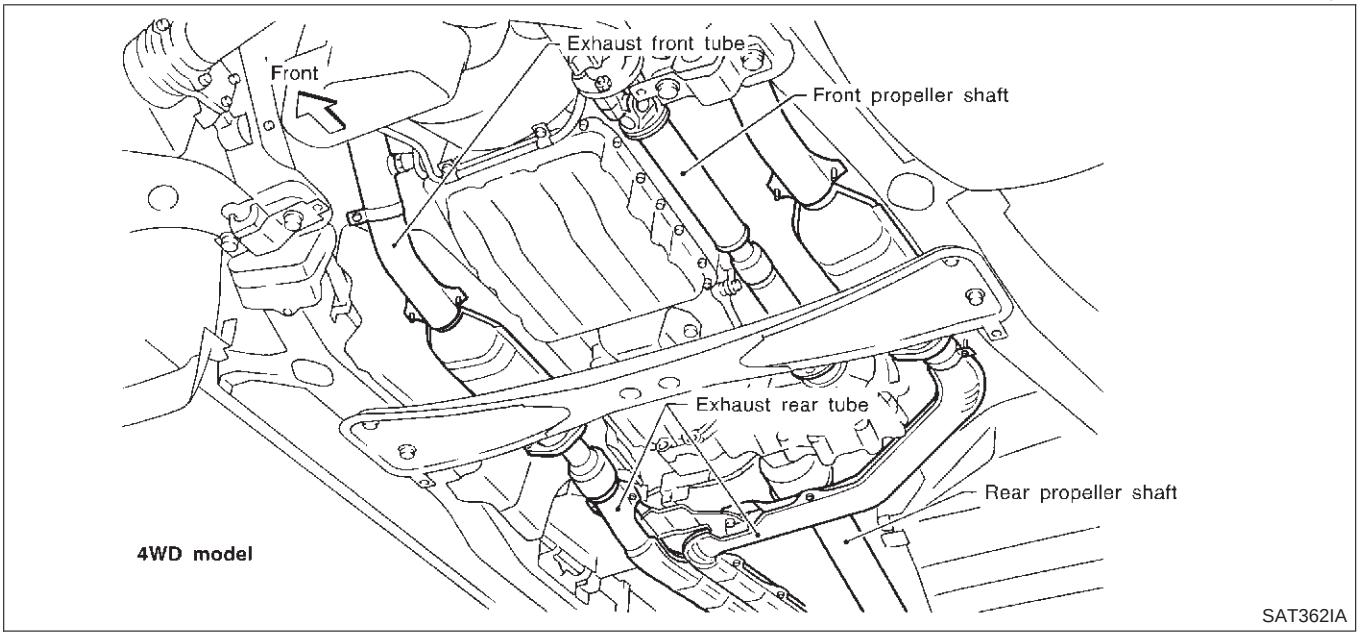
Lock nut:

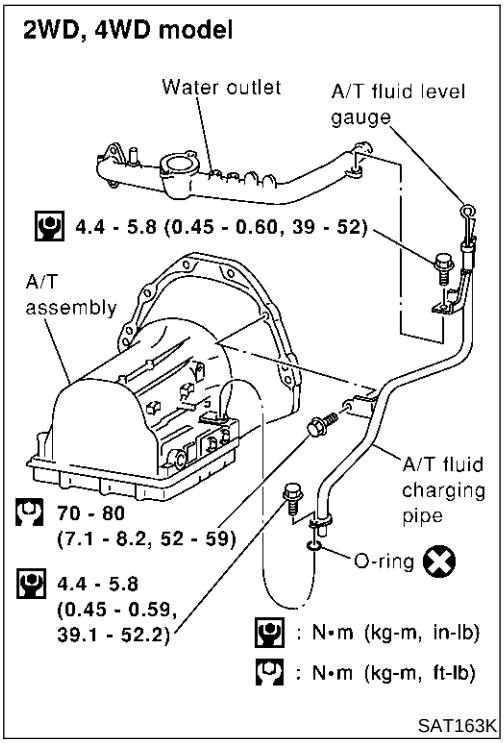
: 4.4 - 5.9 N·m (0.45 - 0.60 kg-m, 39.1 - 52.1 in-lb)

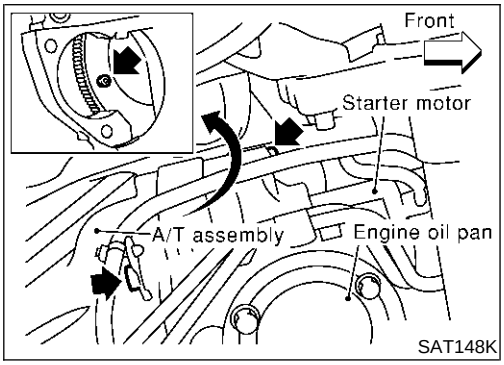
5. Move selector lever from "P" position to "1" position. Make sure that selector lever can move smoothly.

Removal

NAAT0214







CAUTION:

When removing the A/T assembly from engine, first remove the crankshaft position sensor (OBD) from the A/T assembly lower side.

Be careful not to damage sensor edge.

— 4WD MODEL —

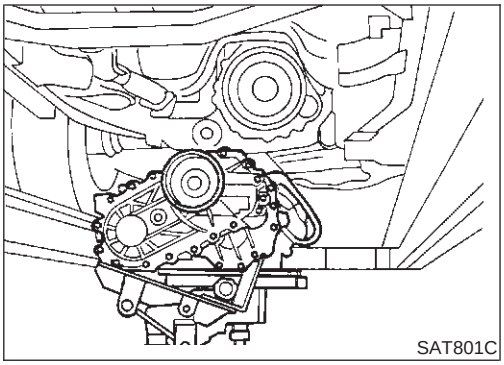
NAAT0214S01

1. Remove battery negative terminal.
2. Remove exhaust front and rear tubes.
3. Remove fluid charging pipe from A/T assembly.
4. Remove oil cooler pipe from A/T assembly.
5. Plug up openings such as the fluid charging pipe hole, etc.
6. Remove propeller shaft. Refer to PD-5, “Components”.
7. Remove transfer control linkage from transfer. Refer to TF-156, “Removal”.

- **Insert plug into rear oil seal after removing rear propeller shaft.**
- **Be careful not to damage spline, sleeve yoke and rear oil seal.**

8. Remove A/T control cable from A/T assembly.
9. Disconnect A/T solenoid, PNP switch, turbine revolution, revolution and speedometer sensor harness connectors.
10. Remove starter motor. Refer to SC-19, “Removal and Installation”.
11. Remove bolts securing torque converter to drive plate.

- **Remove the bolts by turning crankshaft.**

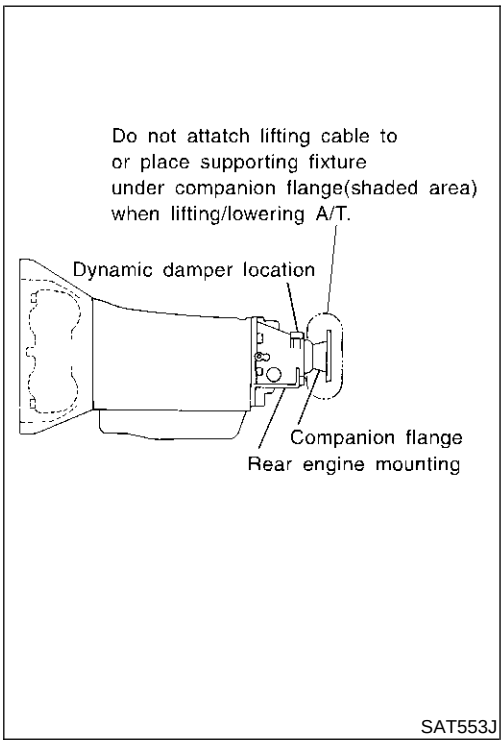


SAT801C

12. Support A/T and transfer assembly with a jack.
13. Remove rear engine mounting member from body and A/T assembly. Tighten rear engine mounting member to the specified torque. Refer to EM-61, "Rear Engine Mounting".
14. Remove bolts securing A/T assembly to engine.

- **Secure torque converter to prevent it from dropping.**
- **Secure A/T assembly to a jack.**

15. Lower A/T assembly with transfer.



SAT553J

— 2WD MODEL —

NAAT0214S02

CAUTION:

- **Do not attach lifting cable to or place supporting fixture under companion flange at rear of A/T (shown in the figure at left) when lifting/lowering A/T.**
- **Be sure to attach lifting cable to rear engine mounting or dynamic damper location when lifting/lowering A/T.**

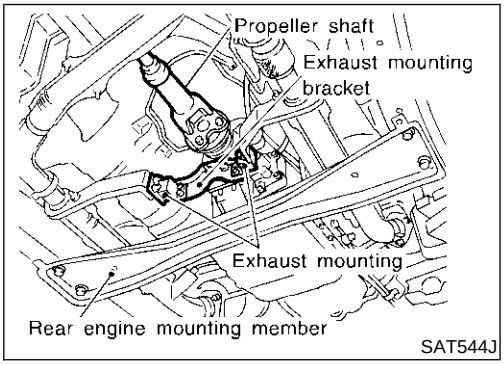
1. Remove battery negative terminal.
2. Remove exhaust front and rear tubes.
3. Remove fluid charging pipe from A/T assembly.
4. Remove oil cooler pipe from A/T assembly.
5. Plug up openings such as the fluid charging pipe hole, etc.
6. Remove propeller shaft. Refer to PD-5, "Components".
7. Remove A/T control cable from A/T assembly.
8. Disconnect A/T and speedometer sensor harness connectors.
9. Remove starter motor. Refer to SC-19, "Removal and Installation".
10. Remove gusset and rear plate cover securing engine to A/T assembly.
11. Remove bolts securing torque converter to drive plate.

- **Remove the bolts by turning crankshaft.**

12. Support A/T assembly with a jack.
13. Remove rear engine mounting member from body and A/T assembly. Tighten rear engine mounting member to the specified torque. Refer to EM-61, "Rear Engine Mounting".
14. Remove bolts securing A/T assembly to engine.
15. Pull A/T assembly backwards.

- **Secure torque converter to prevent it from dropping.**
- **Secure A/T assembly to a jack.**

16. Lower A/T assembly.



SAT544J

Installation

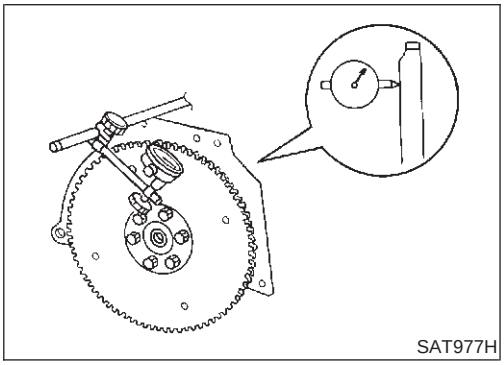
NAAT0107

- Drive plate runout

  Maximum allowable runout:

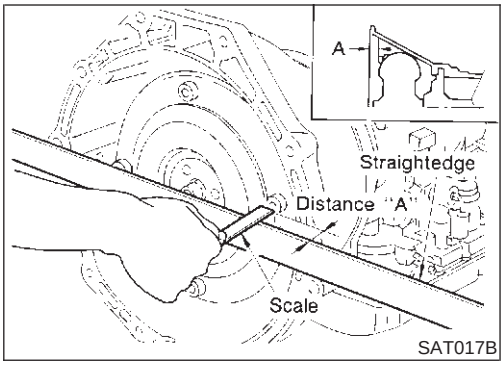
  Refer to EM-73, "FLYWHEEL/DRIVE PLATE RUNOUT".

  If this runout is out of specification, replace drive plate with ring gear.



SAT977H

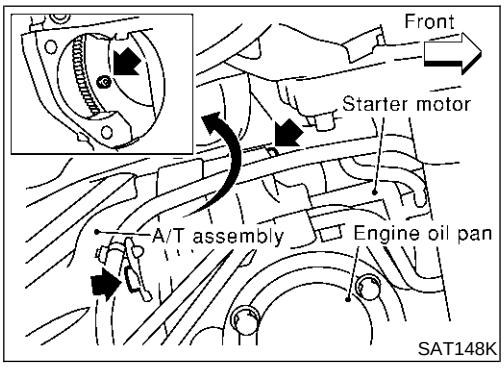
Installation (Cont'd)



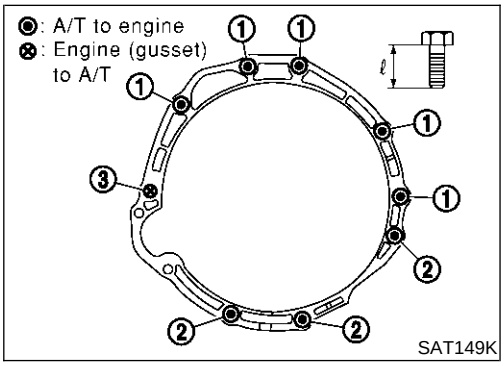
- When connecting torque converter to transmission, measure distance "A" to be certain that they are correctly assembled.

Distance "A":

25.0 mm (0.984 in) or more



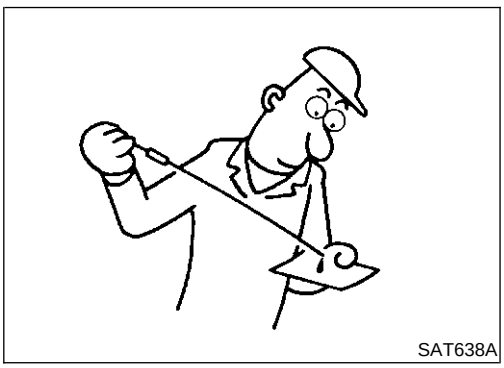
- Install converter to drive plate.
- **After converter is installed to drive plate, rotate crankshaft several turns and check to be sure that transmission rotates freely without binding.**



- Tighten bolts securing transmission.

Bolt No.	Tightening torque N·m (kg-m, ft-lb)	Bolt length "ℓ" mm (in)
1	70 - 80 (7.1 - 8.2, 52 - 59)	65 (2.56)
2	29 - 39 (3.0 - 4.0, 22 - 29)	40 (1.57)
3	70 - 80 (7.1 - 8.2, 52 - 59)	55 (2.17)

- Reinstall any part removed.

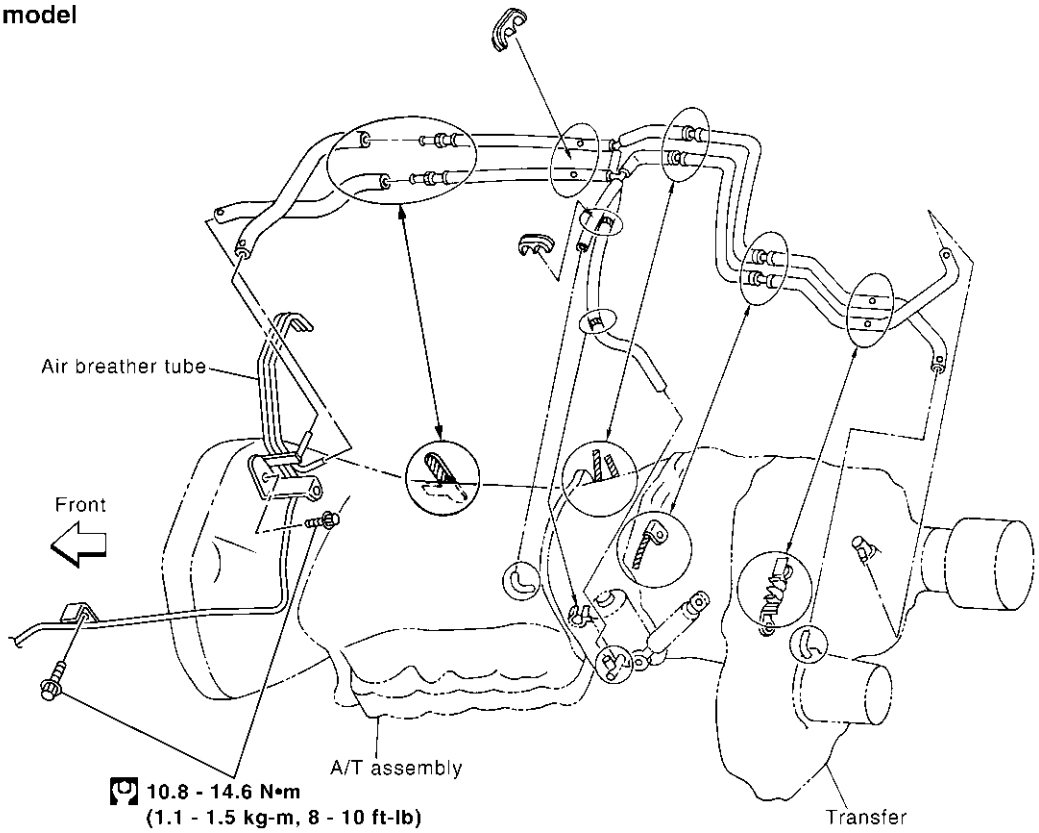


- Check fluid level in transmission.
- Move selector lever through all positions to be sure that transmission operates correctly.
  With parking brake applied, rotate engine at idling. Move selector lever through "N" to "D", to "2", to "1" and to "R" positions. A slight shock should be felt by hand gripping selector each time transmission is shifted.
- Perform road test. Refer to "ROAD TEST", AT-65.

AIR BREATHER HOSE

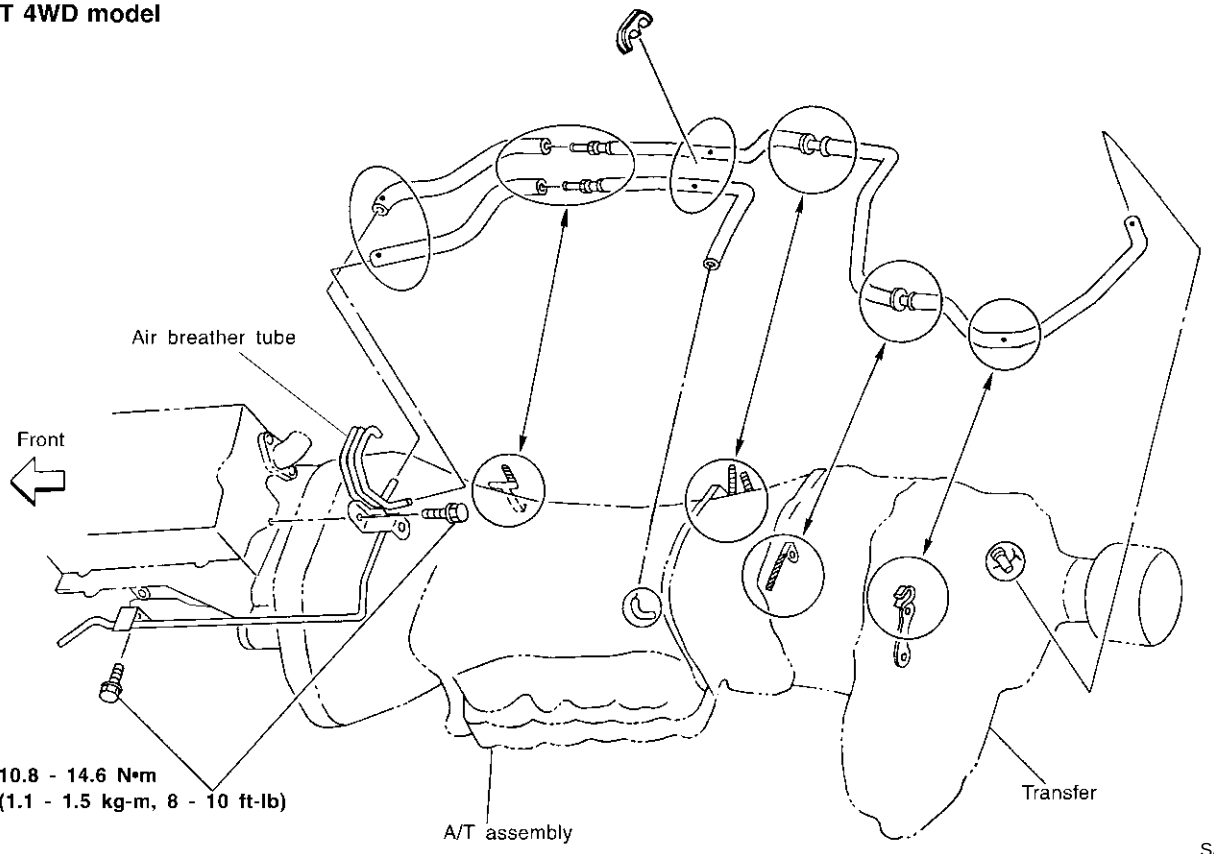
NAAT0107S01

F/T 4WD model



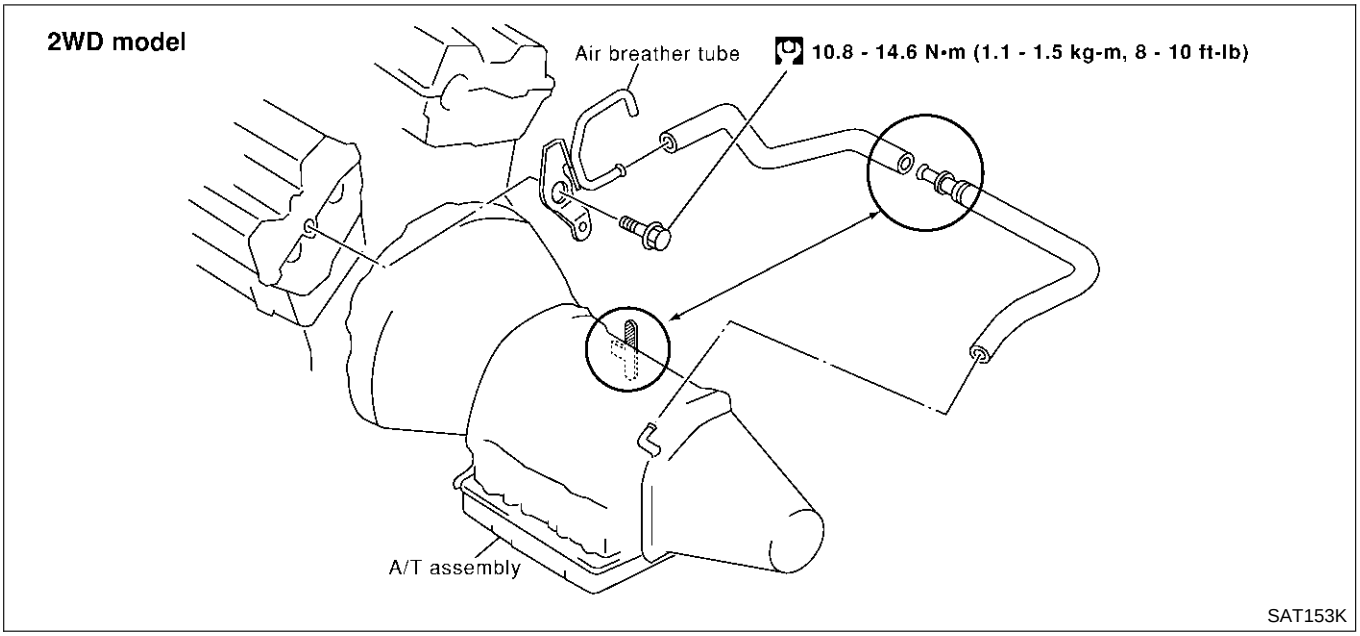
SAT662K

P/T 4WD model



SAT206KA

Installation (Cont'd)

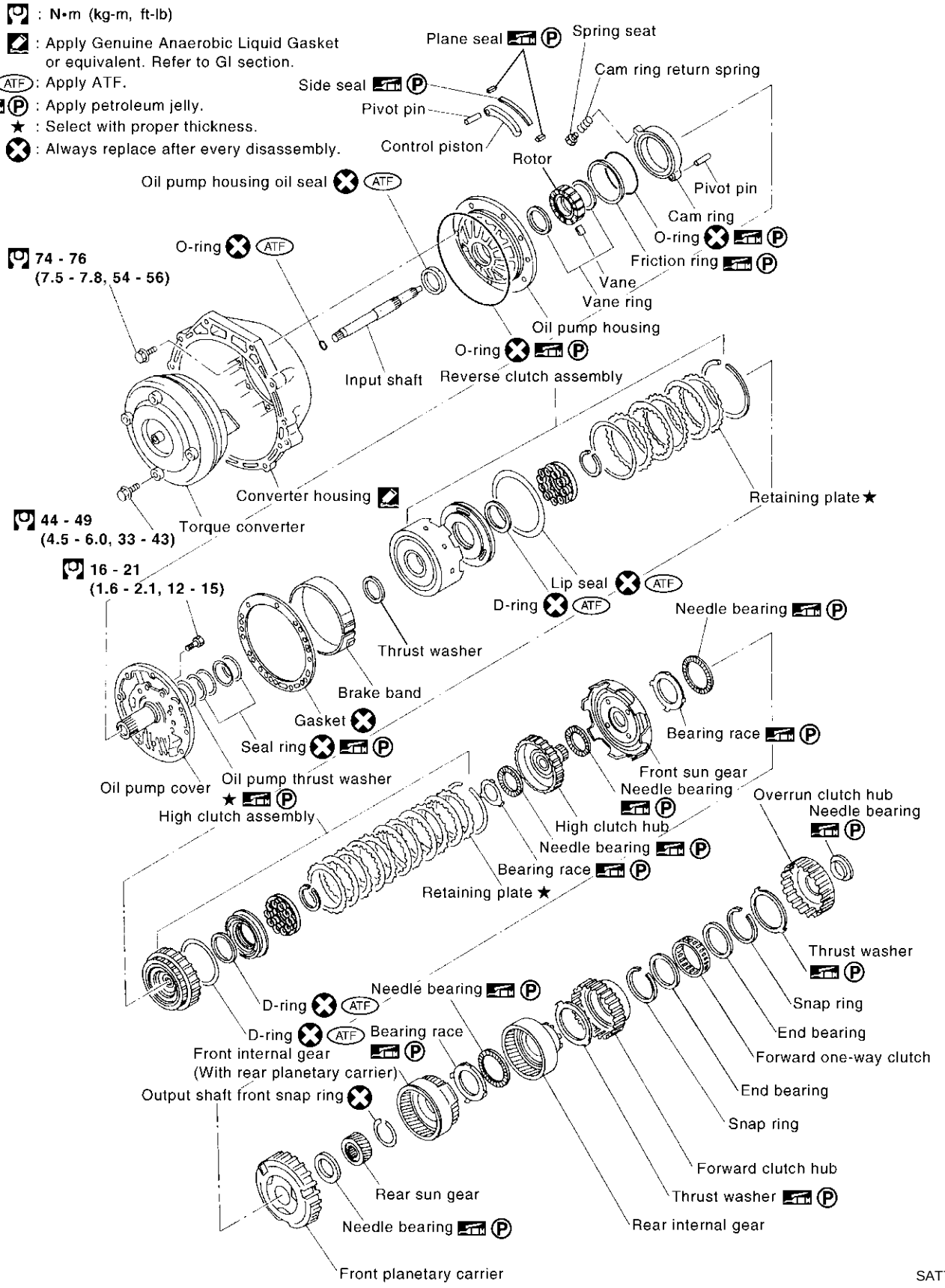


Components

NAAT0108

SEC. 311•313•315

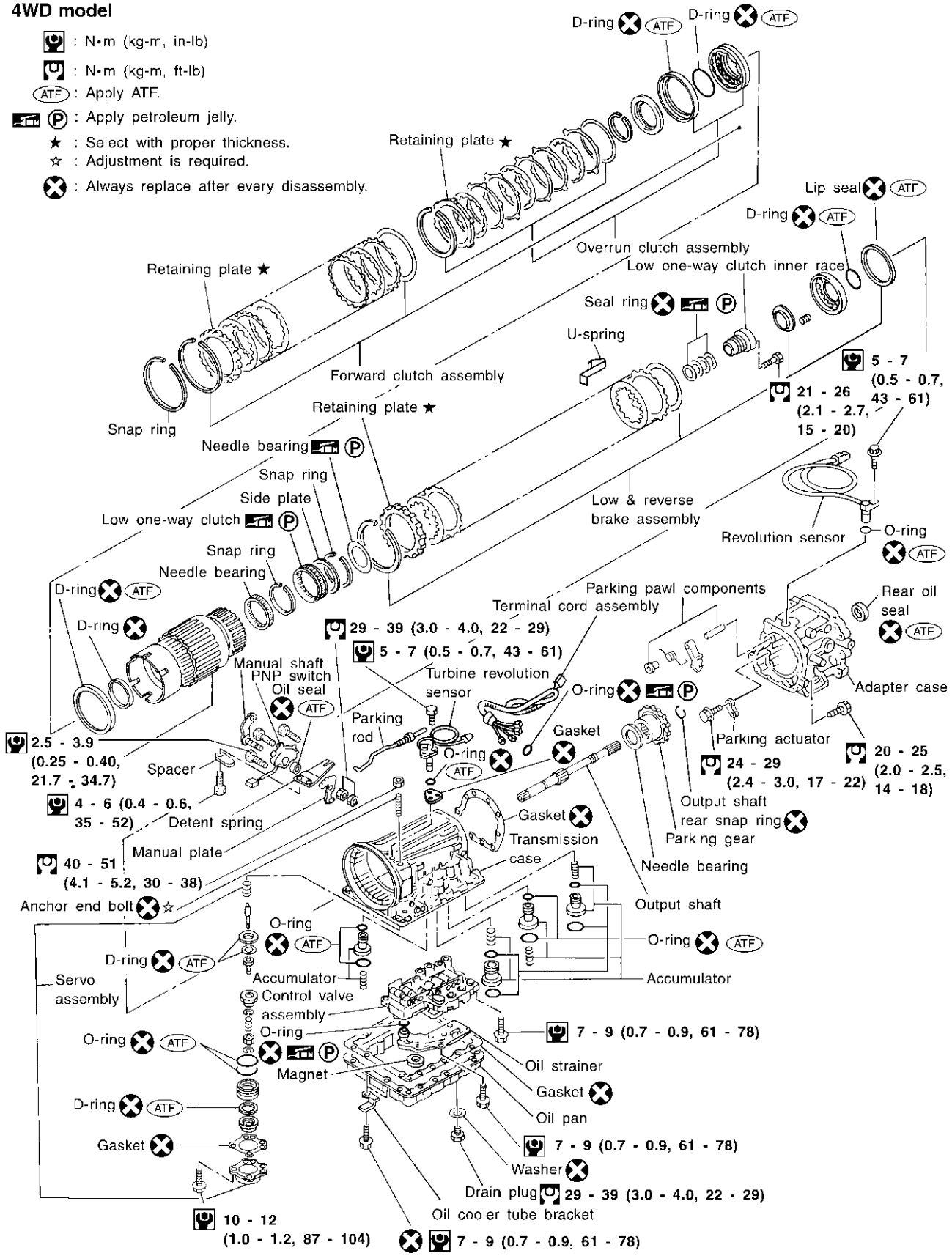
: N•m (kg-m, ft-lb)
: Apply Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI section.
ATF: Apply ATF.
P: Apply petroleum jelly.
★ : Select with proper thickness.
: Always replace after every disassembly.



SAT712K

SEC. 311•315•317
4WD model

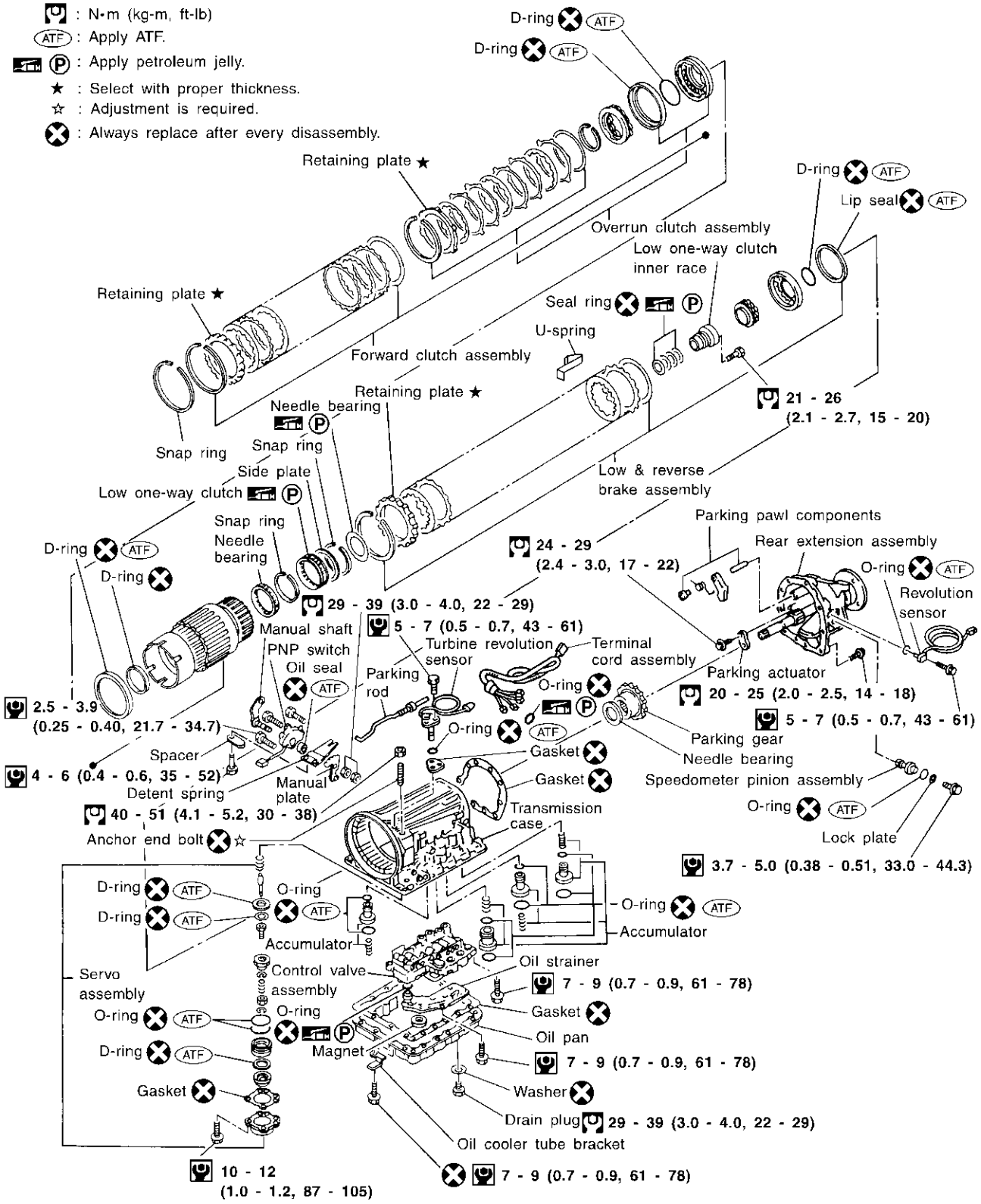
: N•m (kg-m, in-lb)
: N•m (kg-m, ft-lb)
ATF : Apply ATF.
Ⓟ : Apply petroleum jelly.
★ : Select with proper thickness.
☆ : Adjustment is required.
: Always replace after every disassembly.



SAT671KA

SEC. 311•315•317
2WD model

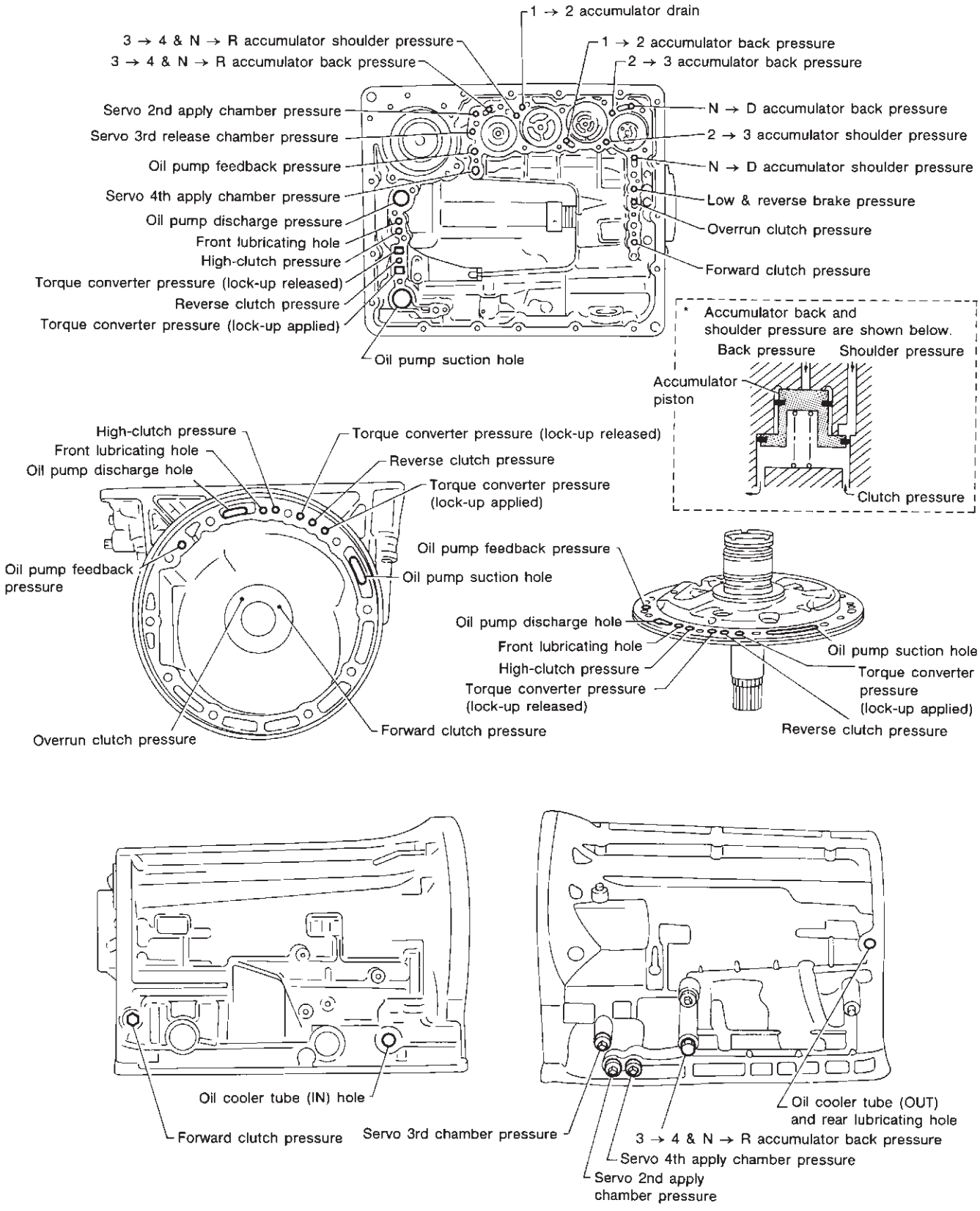
: N•m (kg-m, in-lb)
: N•m (kg-m, ft-lb)
ATF : Apply ATF.
Ⓟ : Apply petroleum jelly.
★ : Select with proper thickness.
☆ : Adjustment is required.
⊗ : Always replace after every disassembly.



SAT672KA

Oil Channel

NAAT0109



SAT185B

Locations of Needle Bearings, Thrust Washers and Snap Rings

NAAT0110

Outer diameter of snap rings

Item number	Outer diameter mm (in)
②	161.0 (6.34)
③	140.1 (5.52)
④	156.4 (6.16)
⑥	142.0 (5.59)
⑦	159.2 (6.27)

Thrust washers

Item number	Color
①	Black
⑤	White

Outer diameter of needle bearings

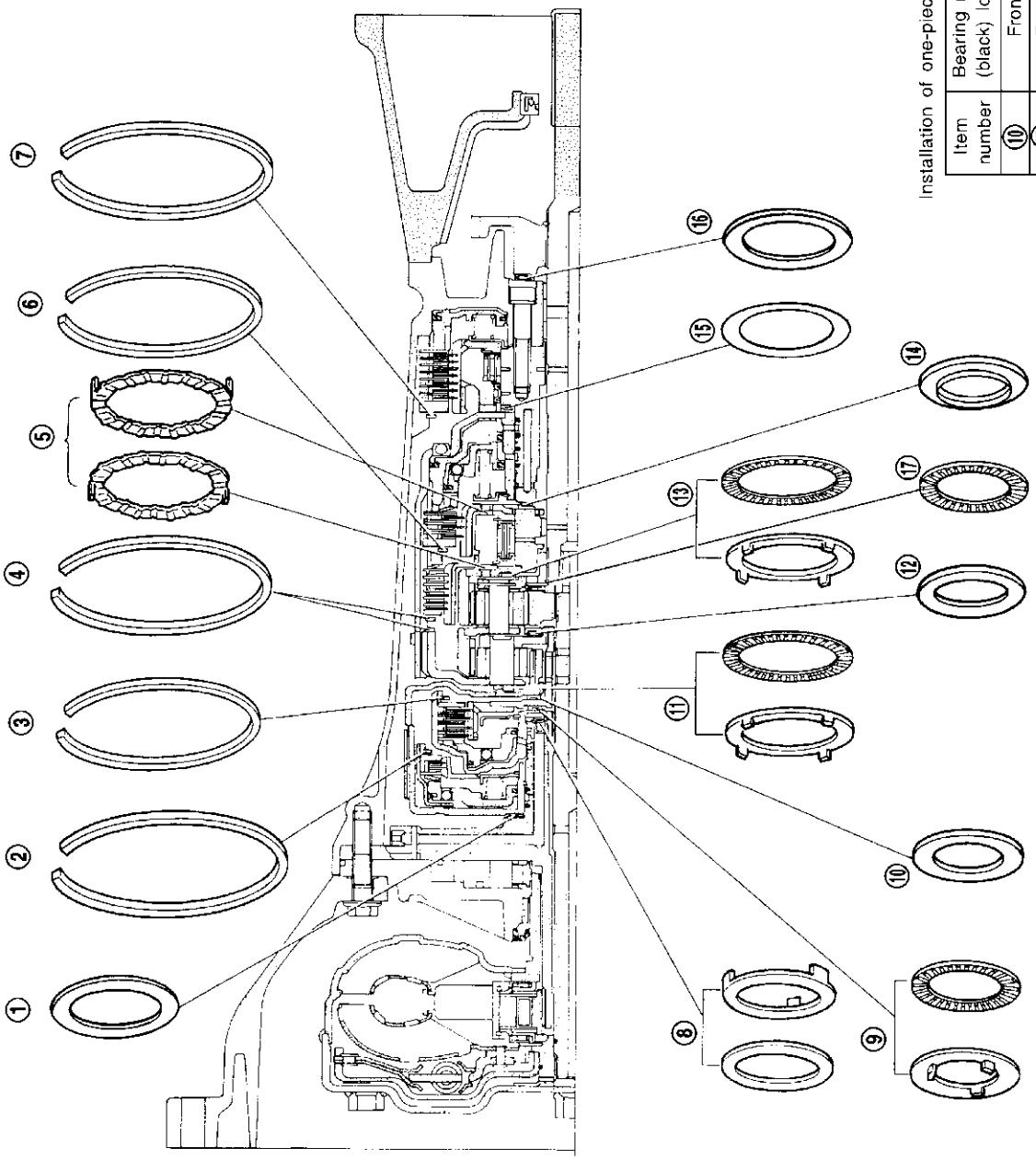
Item number	Outer diameter mm (in)
⑧	47 (1.85)
⑨	53 (2.09)
⑪	75 (2.95)
⑫	53 (2.09)
⑬	75 (2.95)
⑭	57 (2.24)
⑮	78.1 (3.075)
⑯	64 (2.52)
⑰	53 (2.09)

Inner diameter of bearing races

Item number	Outer diameter mm (in)
⑪	58.8 (2.315)
⑬	58.8 (2.315)

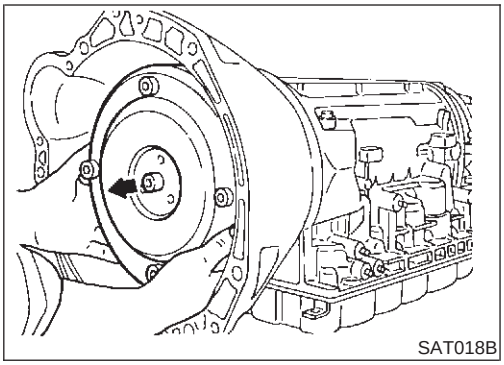
Installation of one-piece bearings

Item number	Bearing race (black) location
⑩	Front
⑫	Front
⑮	Rear side
⑯	Rear side

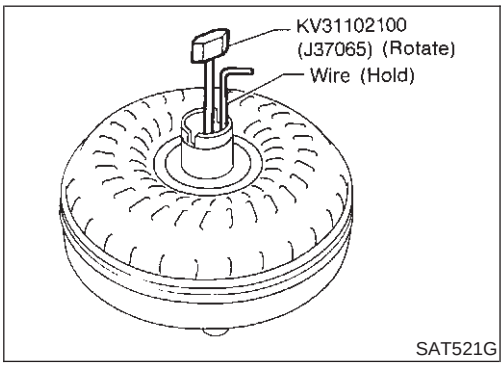


SAT140JB

DISASSEMBLY


SAT018B

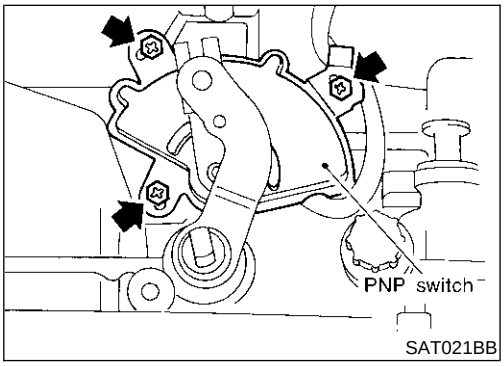
1. Drain ATF through drain plug.
2. Remove turbine revolution sensor.
3. Remove torque converter by holding it firmly and turning while pulling straight out.



SAT521G

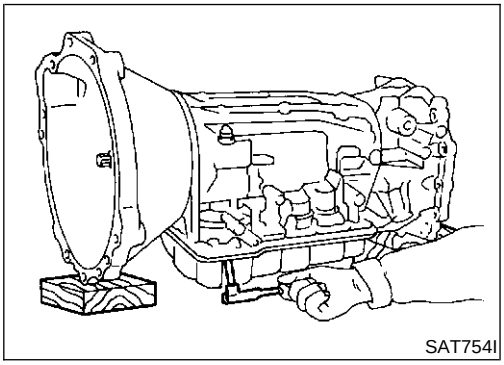
4. Check torque converter one-way clutch.

a. Insert Tool into spline of one-way clutch inner race.
b. Hook bearing support unitized with one-way clutch outer race with suitable wire.
c. Check that one-way clutch inner race rotates only clockwise with Tool while holding bearing support with wire.



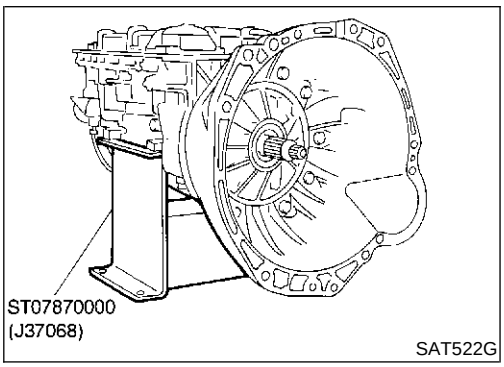
SAT021BB

5. Remove PNP switch from transmission case.


SAT754I

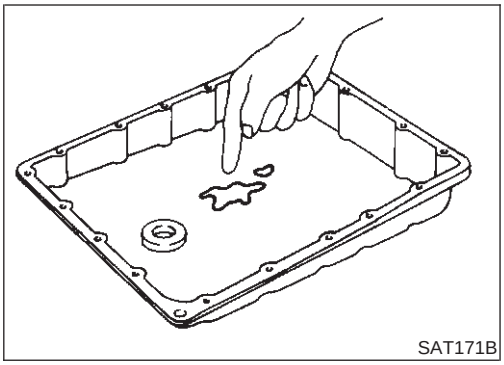
6. Remove oil pan.

- Always place oil pan straight down so that foreign particles inside will not move.

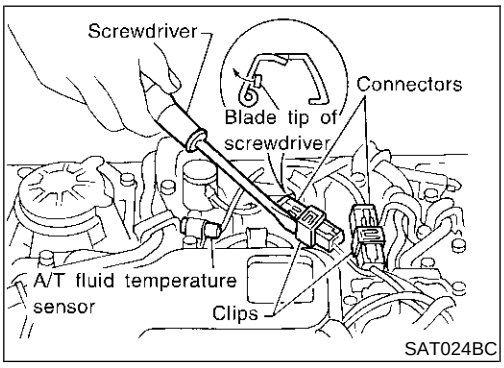


SAT522G

7. Place transmission into Tool with the control valve facing up.

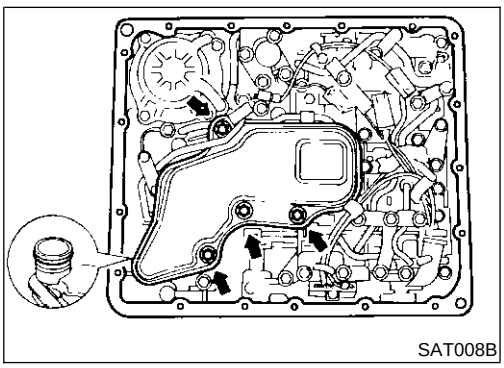

SAT171B

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-21, "REMOVAL AND INSTALLATION".**

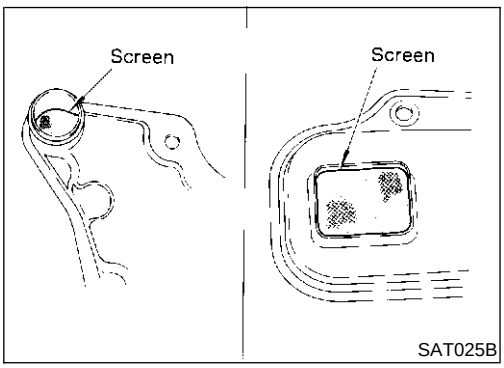


SAT024BC

9. Remove torque converter clutch solenoid valve and A/T fluid temperature sensor connectors.
- **Be careful not to damage connector.**

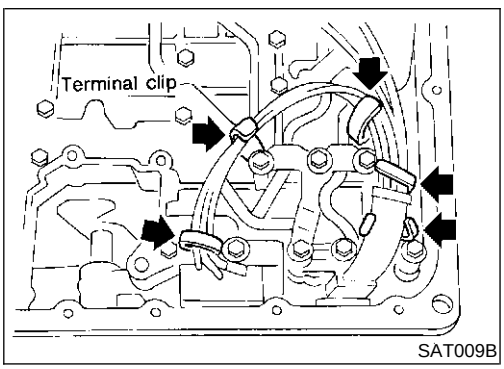

SAT008B

10. Remove oil strainer.
a. Remove oil strainer from control valve assembly. Then remove O-ring from oil strainer.



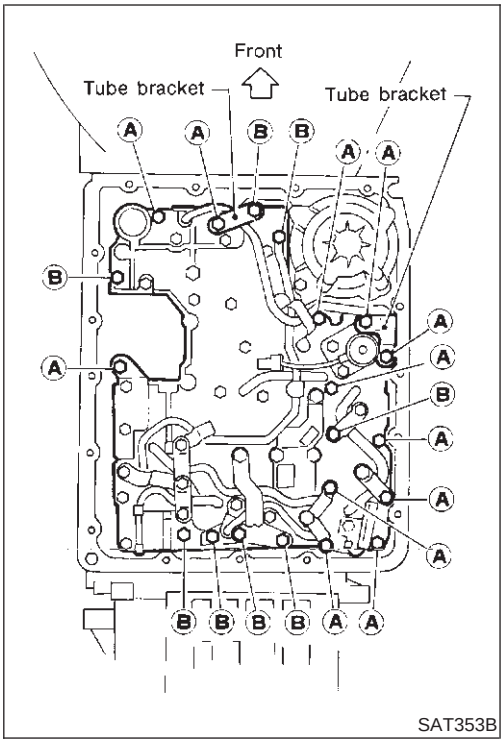
SAT025B

b. Check oil strainer screen for damage.



SAT009B

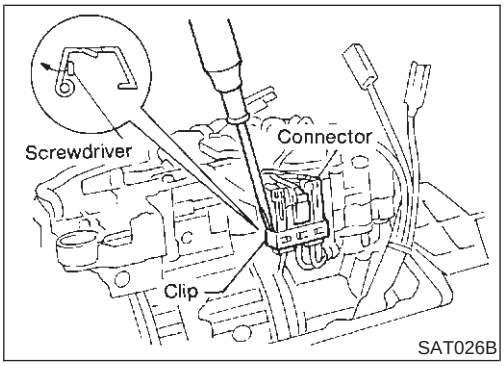
11. Remove control valve assembly.
a. Straighten terminal clips to free terminal cords then remove terminal clips.



SAT353B

b. Remove bolts A and B, and remove control valve assembly from transmission.

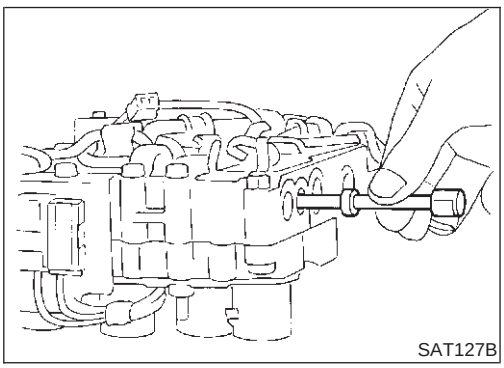
Bolt symbol	Length mm (in)
A	33 (1.30)
B	45 (1.77)



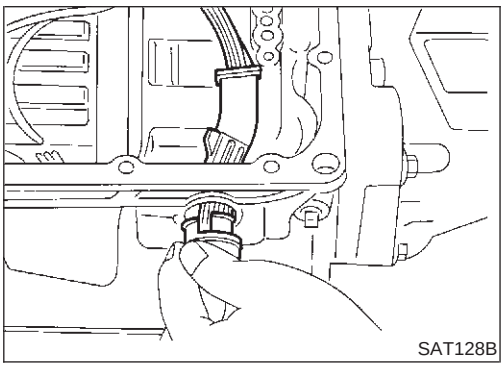
SAT026B

c. Remove solenoid connector.

- **Be careful not to damage connector.**

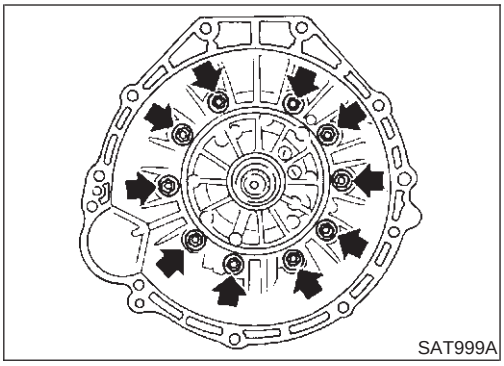

SAT127B

d. Remove manual valve from control valve assembly.

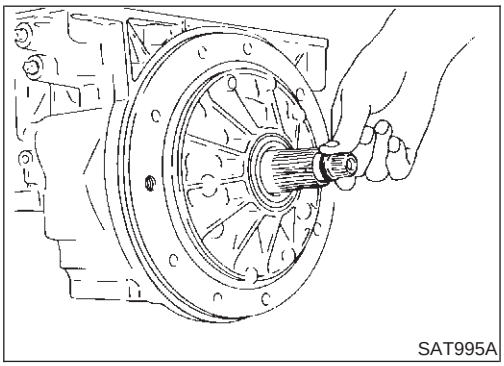

SAT128B

12. Remove terminal cord assembly from transmission case while pushing on stopper.

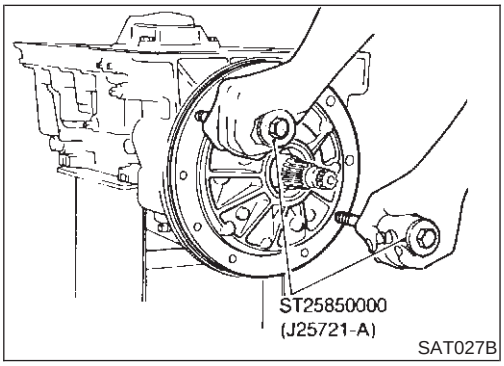
- **Be careful not to damage cord.**
- **Do not remove terminal cord assembly unless it is damaged.**


SAT999A

13. Remove converter housing from transmission case.
- **Be careful not to scratch converter housing.**


SAT995A

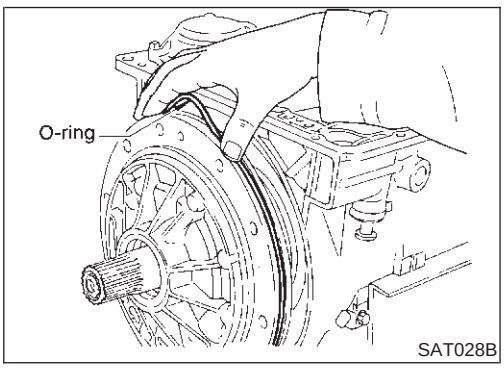
14. Remove O-ring from input shaft.



SAT027B

15. Remove oil pump assembly.

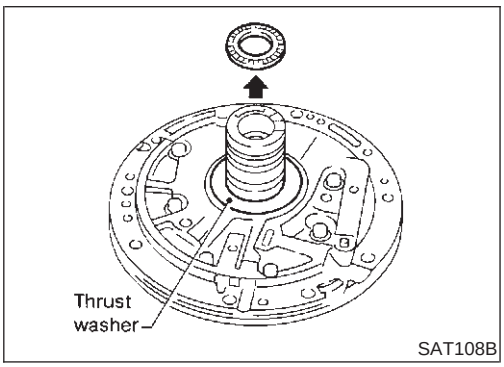
a. Attach Tool to oil pump assembly and extract it evenly from transmission case.



SAT028B

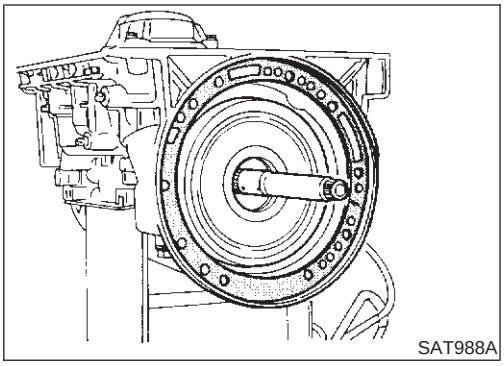
b. Remove O-ring from oil pump assembly.

c. Remove traces of sealant from oil pump housing.
- **Be careful not to scratch pump housing.**

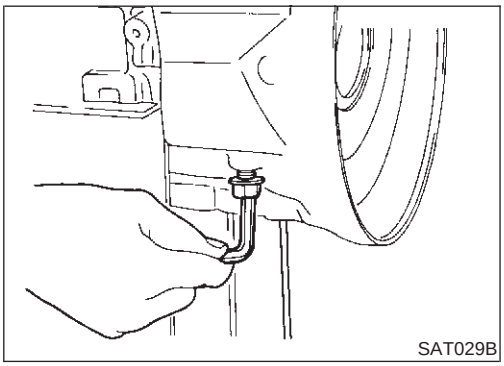


SAT108B

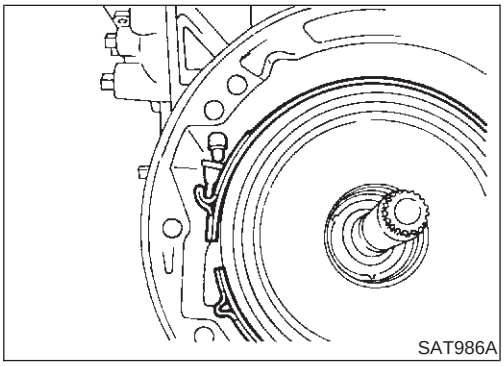
d. Remove needle bearing and thrust washer from oil pump assembly.


SAT988A

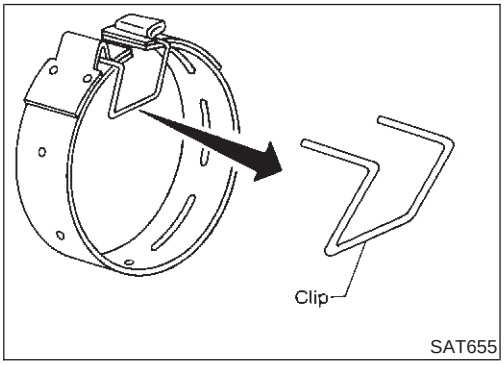
16. Remove input shaft and oil pump gasket.


SAT029B

17. Remove brake band and band strut.
a. Loosen lock nut and remove band servo anchor end pin from transmission case.

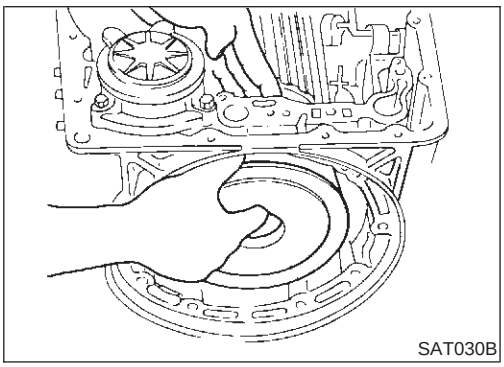

SAT986A

b. Remove brake band and band strut from transmission case.

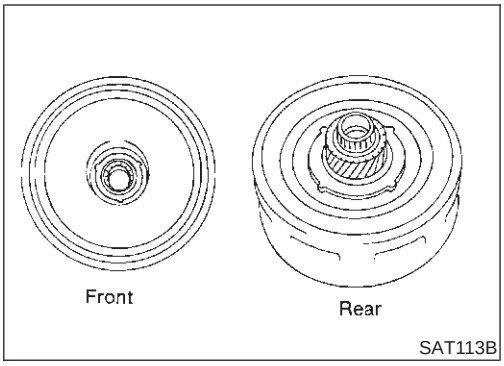


SAT655

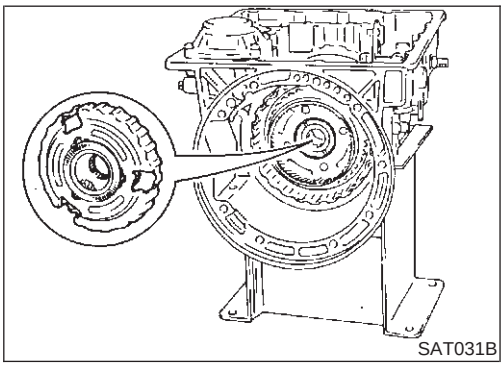
c. Hold brake band in a circular shape with clip.


SAT030B

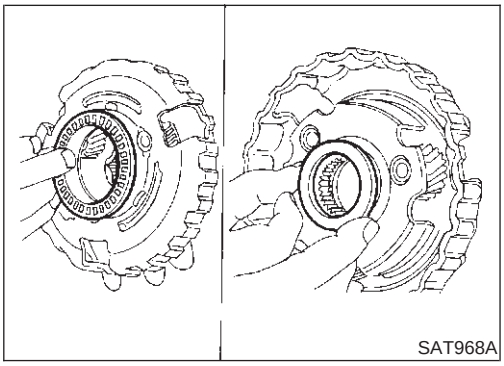
18. Remove front side clutch and gear components.
a. Remove clutch pack (reverse clutch, high clutch and front sun gear) from transmission case.



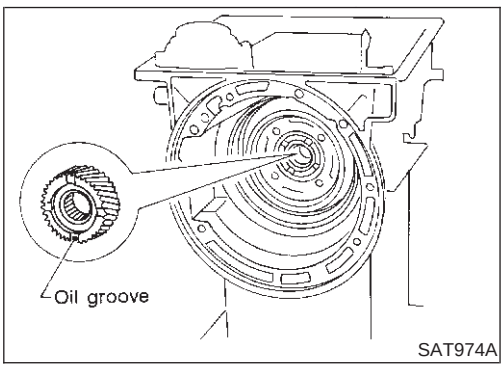
b. Remove front bearing race from clutch pack.
c. Remove rear bearing race from clutch pack.



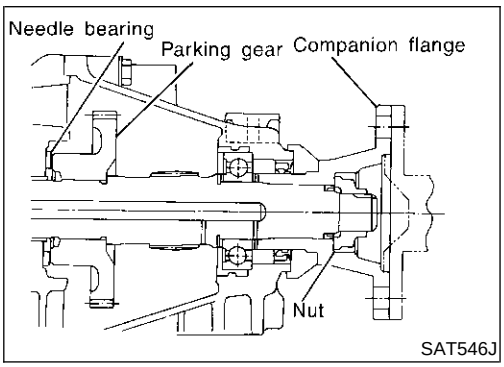
d. Remove front planetary carrier from transmission case.



e. Remove front needle bearing from front planetary carrier.
f. Remove rear bearing from front planetary carrier.



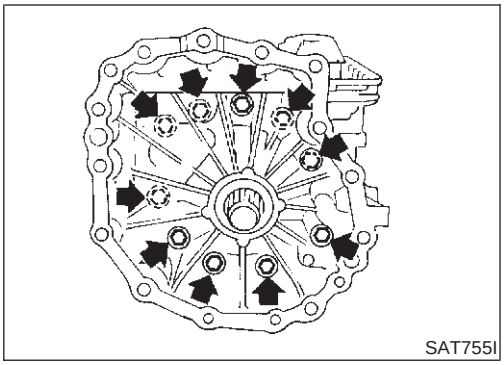
g. Remove rear sun gear from transmission case.



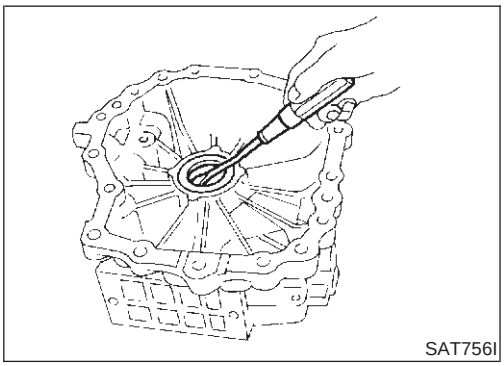
19. Remove rear extension assembly (2WD model only).
a. Remove rear extension assembly.
b. Remove parking gear and needle bearing.

CAUTION:
Insert your hand between rear extension and transmission case. Detach rear extension assembly while holding parking gear and needle bearing by hand.

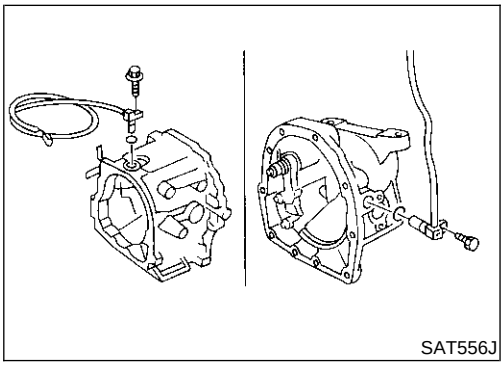
c. Remove rear extension gasket.


SAT755I

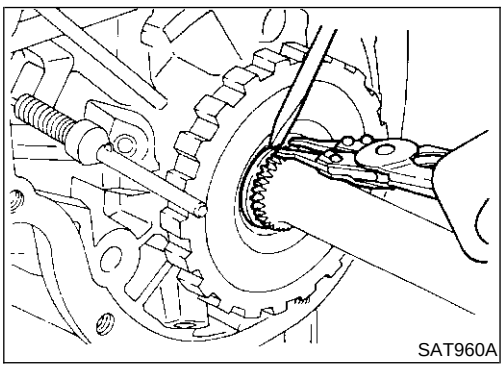
20. Remove adapter case (4WD model only).
a. Remove adapter case from transmission case.
b. Remove adapter case gasket from transmission case.


SAT756I

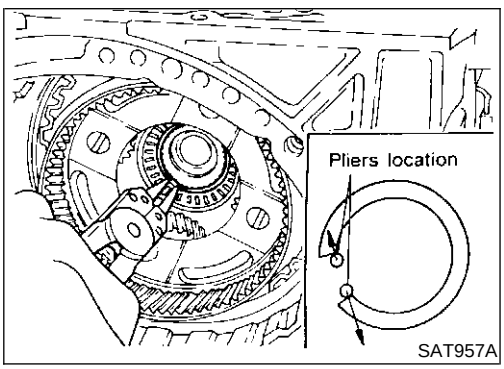
c. Remove oil seal from adapter case.
- **Be careful not to scratch adapter case.**
- **Do not remove oil seal unless it is to be replaced.**


SAT556J

21. Remove revolution sensor from rear extension or adapter case.
a. Remove O-ring from revolution sensor.


SAT960A

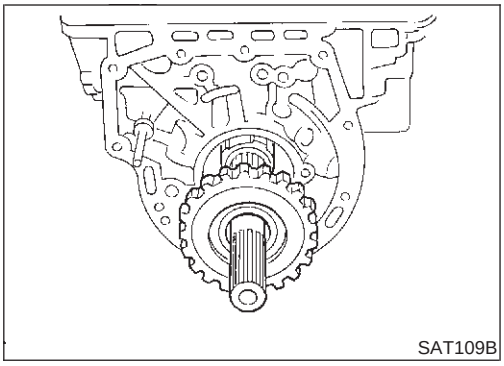
22. Remove output shaft and parking gear (4WD model only).
a. Remove rear snap ring from output shaft.



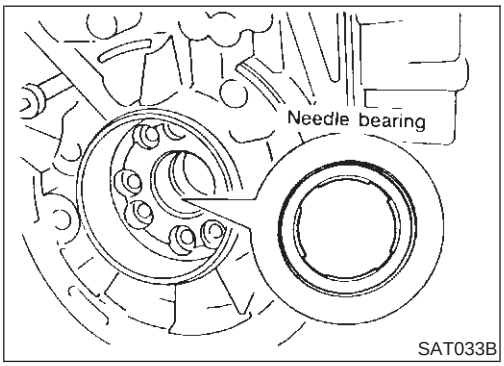
SAT957A

b. Slowly push output shaft all the way forward.
- **Do not use excessive force.**

c. Remove snap ring from output shaft.

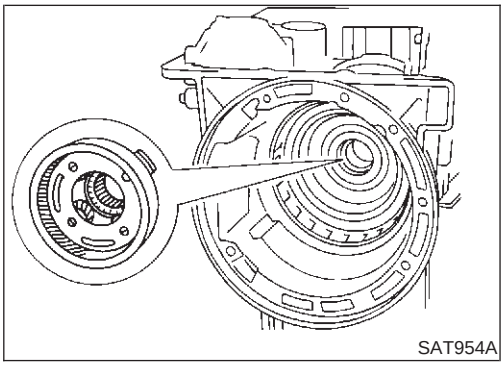

SAT109B

d. Remove output shaft and parking gear as a unit from transmission case.
e. Remove parking gear from output shaft.

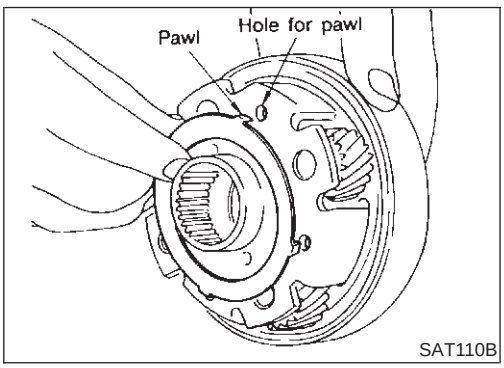


SAT033B

f. Remove needle bearing from transmission case.

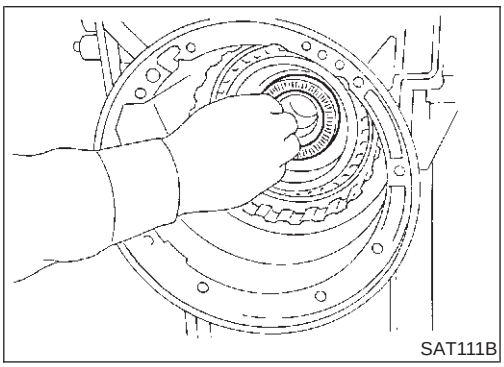

SAT954A

23. Remove rear side clutch and gear components.
a. Remove front internal gear.

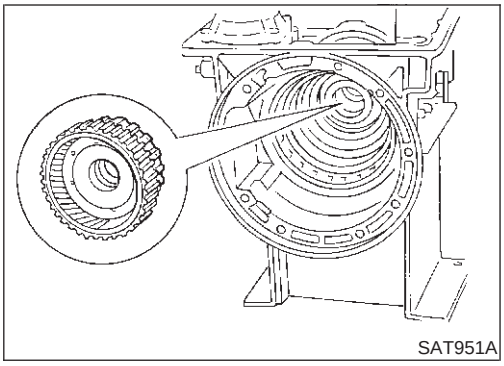


SAT110B

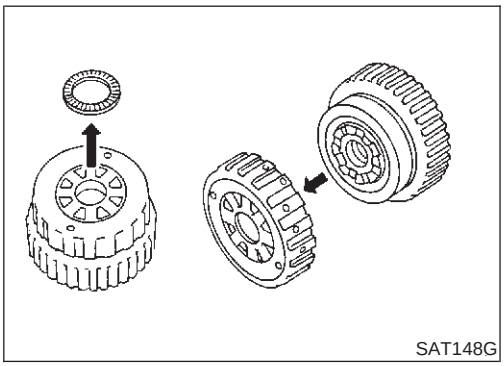
b. Remove bearing race from front internal gear.


SAT111B

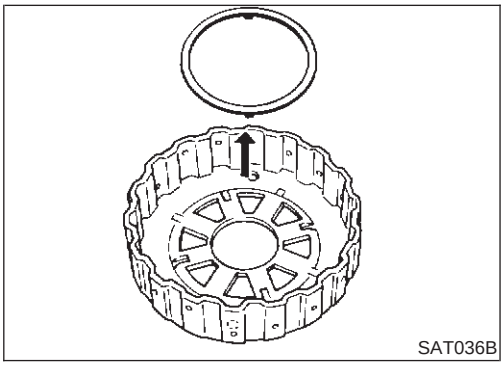
c. Remove needle bearing from rear internal gear.


SAT951A

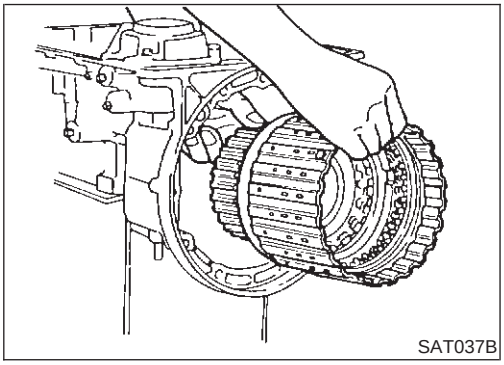
d. Remove rear internal gear, forward clutch hub and overrun clutch hub as a set from transmission case.


SAT148G

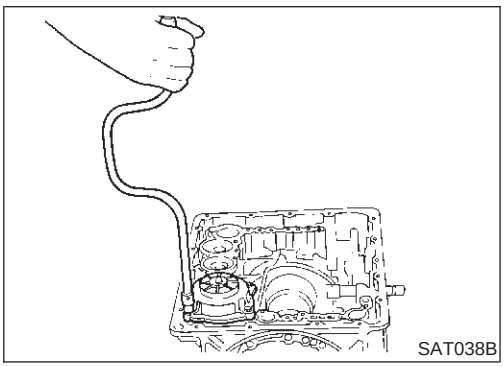
e. Remove needle bearing from overrun clutch hub.
f. Remove overrun clutch hub from rear internal gear and forward clutch hub.


SAT036B

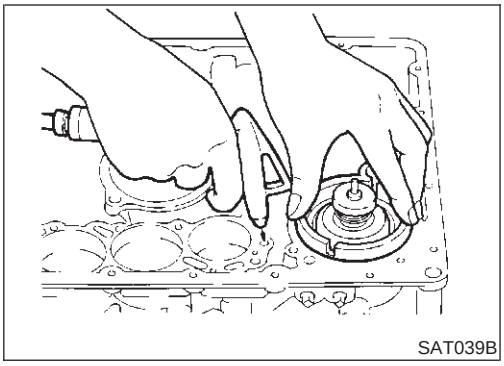
g. Remove thrust washer from overrun clutch hub.


SAT037B

h. Remove forward clutch assembly from transmission case.

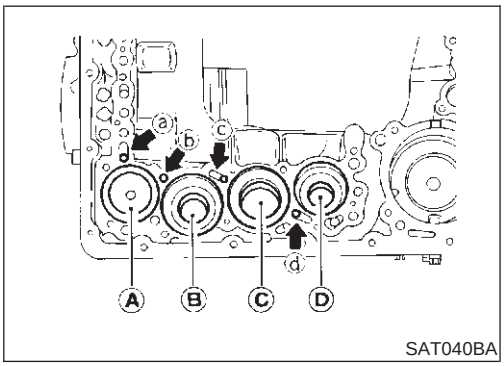

SAT038B

24. Remove band servo and accumulator components.
a. Remove band servo retainer from transmission case.


SAT039B

b. Apply compressed air to oil hole until band servo piston comes out of transmission case.
- **Hold piston with a rag and gradually direct air to oil hole.**

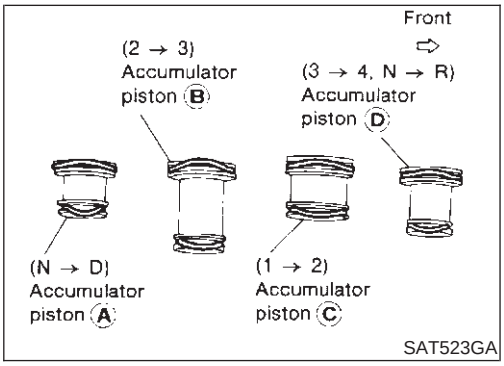
c. Remove return springs.



SAT040BA

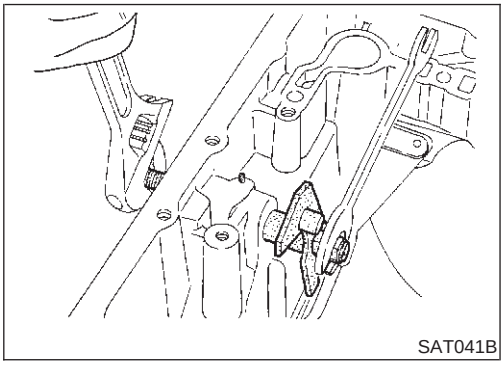
d. Remove springs from accumulator pistons B, C and D.
e. Apply compressed air to each oil hole until piston comes out.
- **Hold piston with a rag and gradually direct air to oil hole.**

Identification of accumulator pistons	A	B	C	D
Identification of oil holes	a	b	c	d

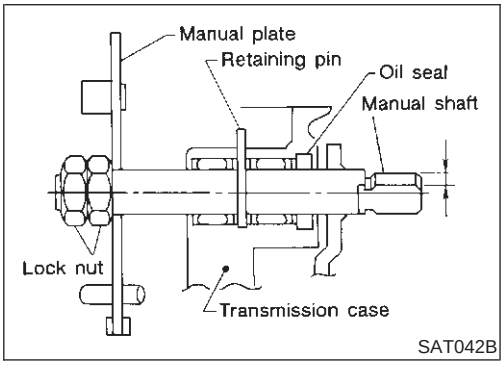


SAT523GA

f. Remove O-ring from each piston.

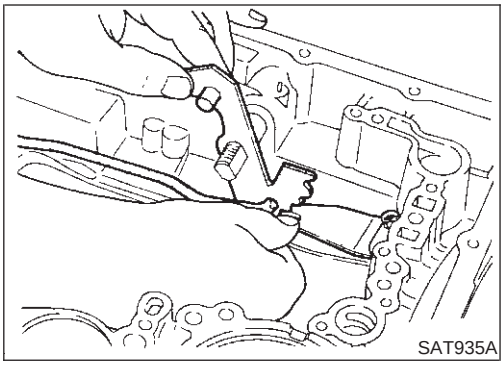

SAT041B

25. Remove manual shaft components, if necessary.
a. Hold width across flats of manual shaft (outside the transmission case) and remove lock nut from shaft.

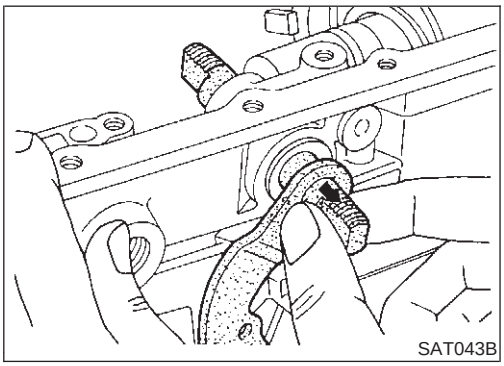


SAT042B

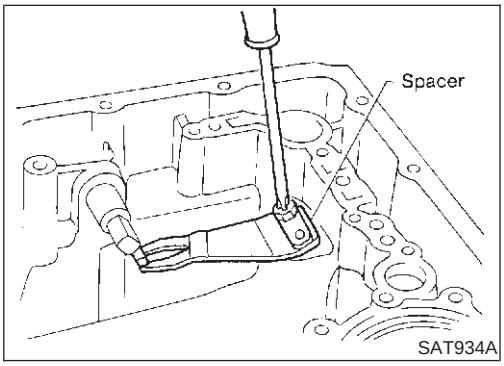
b. Remove retaining pin from transmission case.


SAT935A

c. While pushing detent spring down, remove manual plate and parking rod from transmission case.

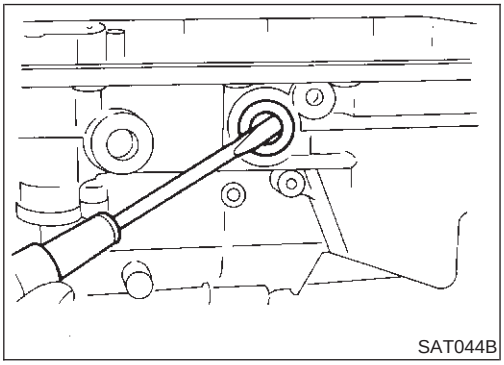

SAT043B

d. Remove manual shaft from transmission case.



SAT934A

e. Remove spacer and detent spring from transmission case.

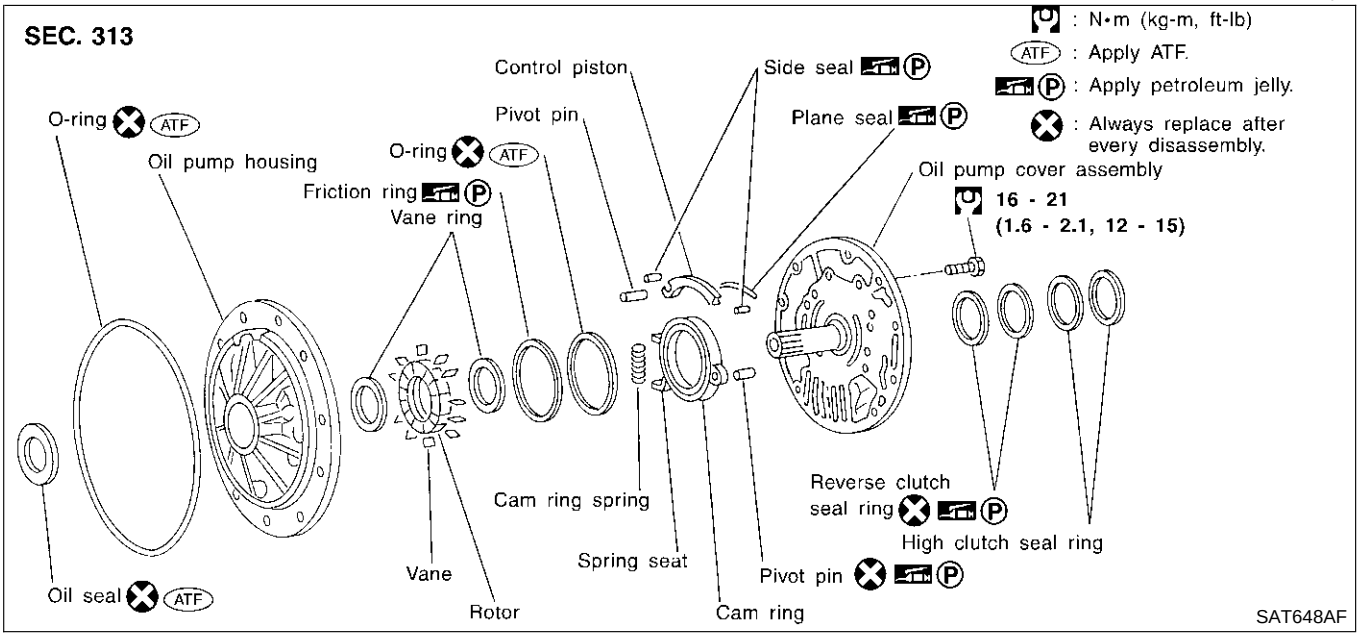

SAT044B

f. Remove oil seal from transmission case.

Oil Pump

COMPONENTS

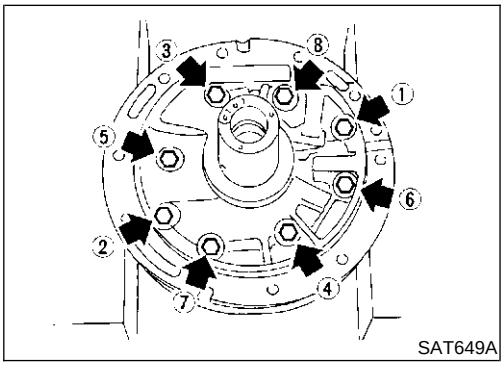
NAAT0112



DISASSEMBLY

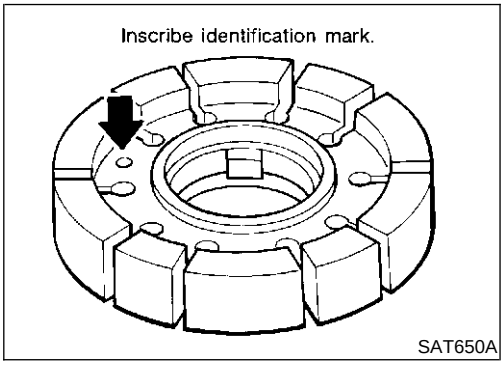
NAAT0113

1. Loosen bolts in numerical order and remove oil pump cover.



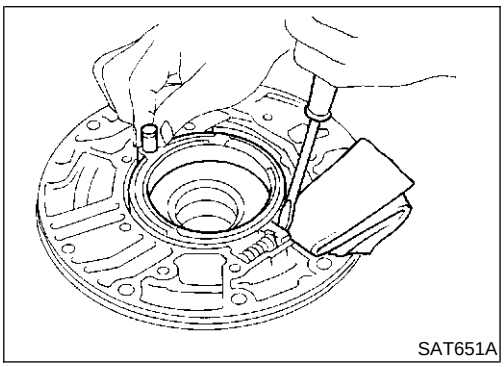
2. Remove rotor, vane rings and vanes.

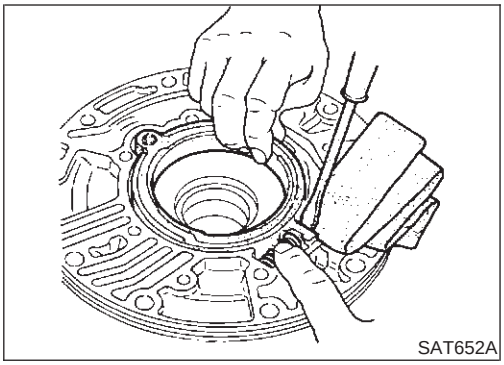
- **Inscribe a mark on back of rotor for identification of fore-aft direction when reassembling rotor. Then remove rotor.**



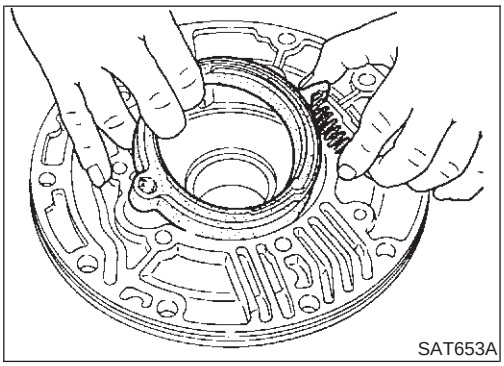
3. While pushing on cam ring remove pivot pin.

- **Be careful not to scratch oil pump housing.**

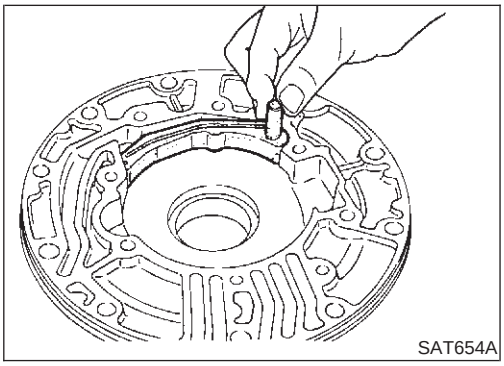



SAT652A

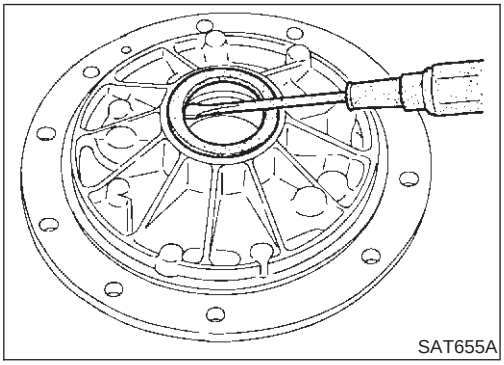
4. While holding cam ring and spring lift out cam ring spring.
- **Be careful not to damage oil pump housing.**
- **Hold cam ring spring to prevent it from jumping.**


SAT653A

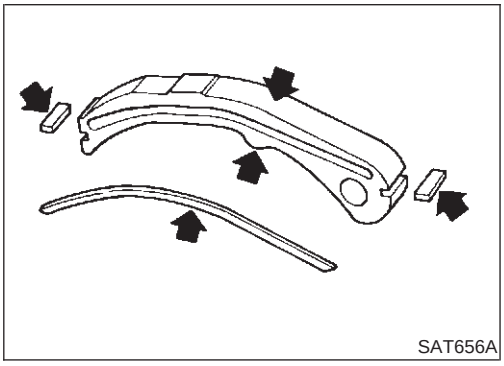
5. Remove cam ring and cam ring spring from oil pump housing.


SAT654A

6. Remove pivot pin from control piston and remove control piston assembly.


SAT655A

7. Remove oil seal from oil pump housing.
- **Be careful not to scratch oil pump housing.**


SAT656A

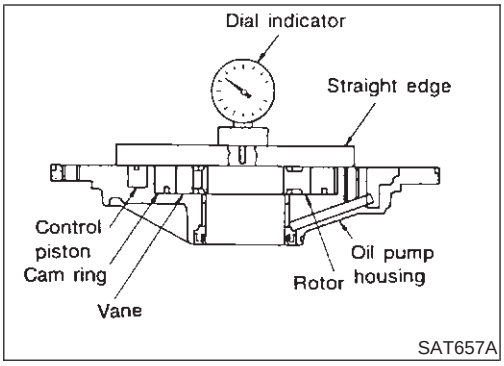
INSPECTION

NAAT0114

Oil Pump Cover, Rotor, Vanes, Control Piston, Side Seals, Cam Ring and Friction Ring

NAAT0114S01

- Check for wear or damage.



SAT657A

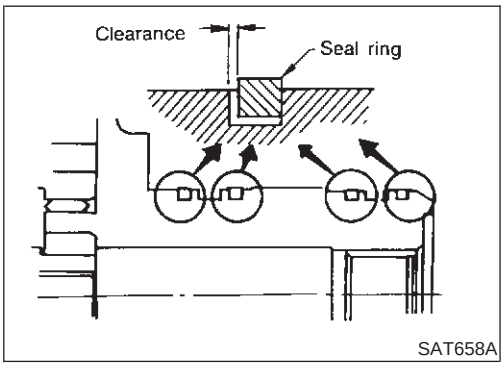
Side Clearances

NAAT0114S02

- Measure side clearances between end of oil pump housing and cam ring, rotor, vanes and control piston. Measure in at least four places along their circumferences. Maximum measured values should be within specified positions.
- **Before measurement, check that friction rings, O-ring, control piston side seals and cam ring spring are removed.**

  Standard clearance (Cam ring, rotor, vanes and control piston):

  Refer to SDS, AT-360.
- If not within standard clearance, replace oil pump assembly except oil pump cover assembly.



SAT658A

Seal Ring Clearance

NAAT0114S03

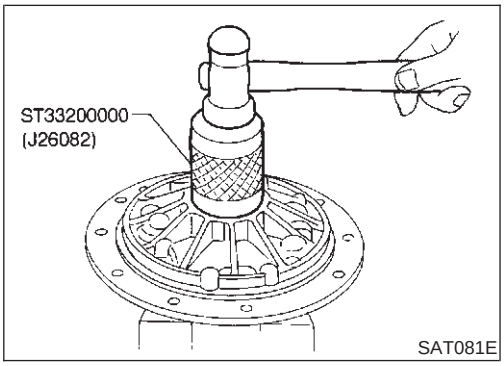
- Measure clearance between seal ring and ring groove.

  Standard clearance:

  0.10 - 0.25 mm (0.0039 - 0.0098 in)

  Wear limit:

  0.25 mm (0.0098 in)
- If not within wear limit, replace oil pump cover assembly.

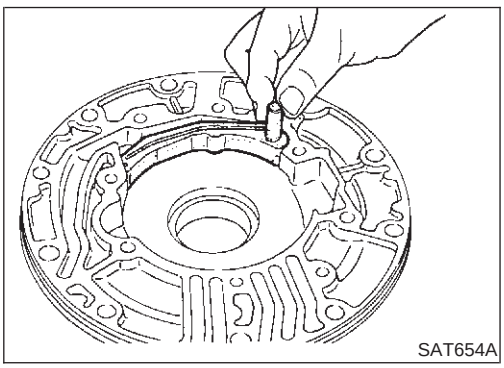


SAT081E

ASSEMBLY

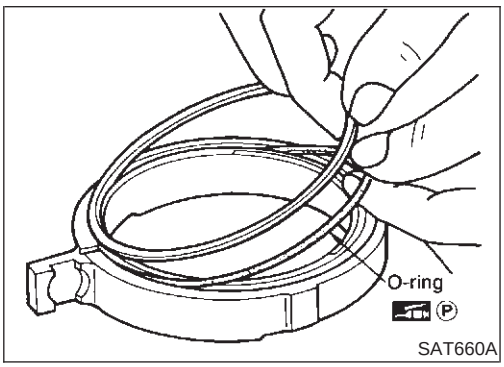
NAAT0115

1. Drive oil seal into oil pump housing.
- **Apply ATF to outer periphery and lip surface.**


SAT654A

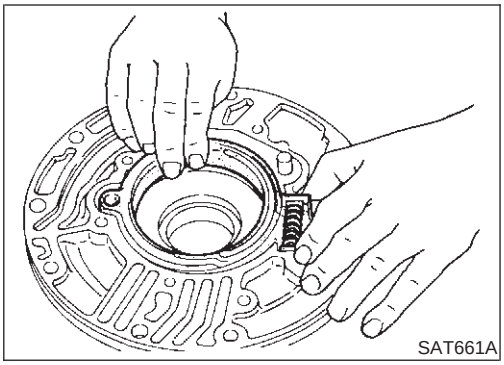
2. Install cam ring in oil pump housing by the following
a. Install side seal on control piston.
- **Pay attention to its direction — Black surface goes toward control piston.**
- **Apply petroleum jelly to side seal.**

b. Install control piston on oil pump.

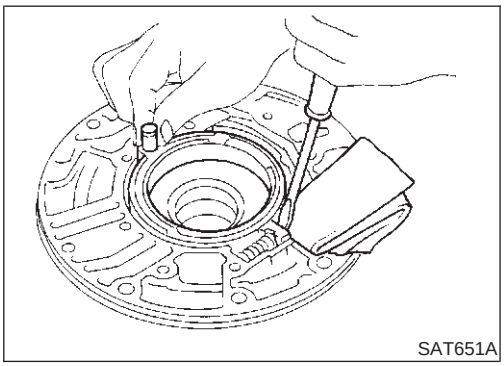


SAT660A

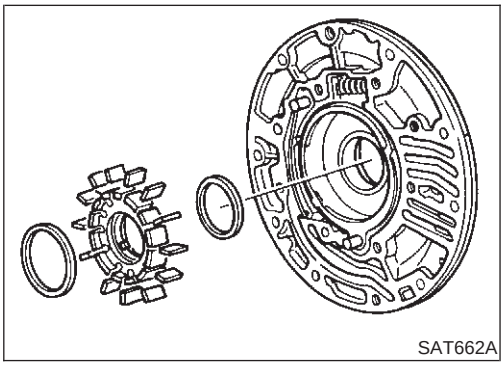
c. Install O-ring and friction ring on cam ring.
- **Apply petroleum jelly to O-ring.**


SAT661A

d. Assemble cam ring, cam ring spring and spring seat. Install spring by pushing it against pump housing.

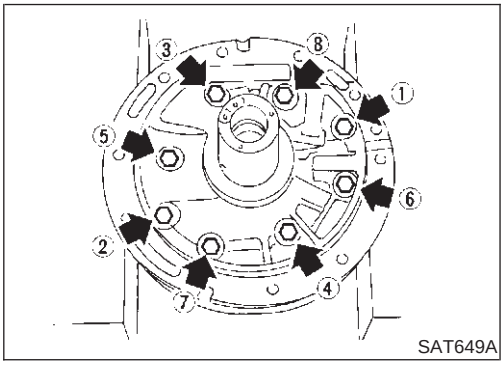

SAT651A

e. While pushing on cam ring install pivot pin.


SAT662A

3. Install rotor, vanes and vane rings.

- **Pay attention to direction of rotor.**

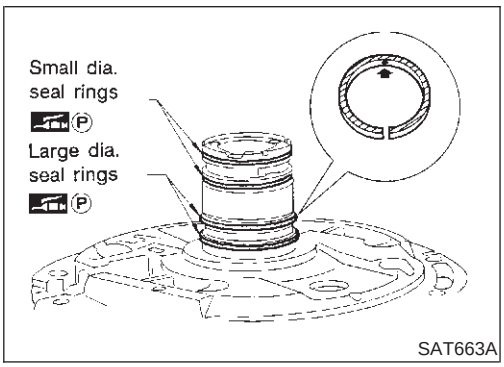


SAT649A

4. Install oil pump housing and oil pump cover.

a. Wrap masking tape around splines of oil pump cover assembly to protect seal. Position oil pump cover assembly in oil pump housing assembly, then remove masking tape.

b. Tighten bolts in a criss-cross pattern.



SAT663A

5. Install new seal rings carefully after packing ring grooves with petroleum jelly. Press rings down into jelly to a close fit.

- **Seal rings come in two different diameters. Check fit carefully in each groove.**

  Small dia. seal ring:

  No mark

  Large dia. seal ring:

  Yellow mark in area shown by arrow

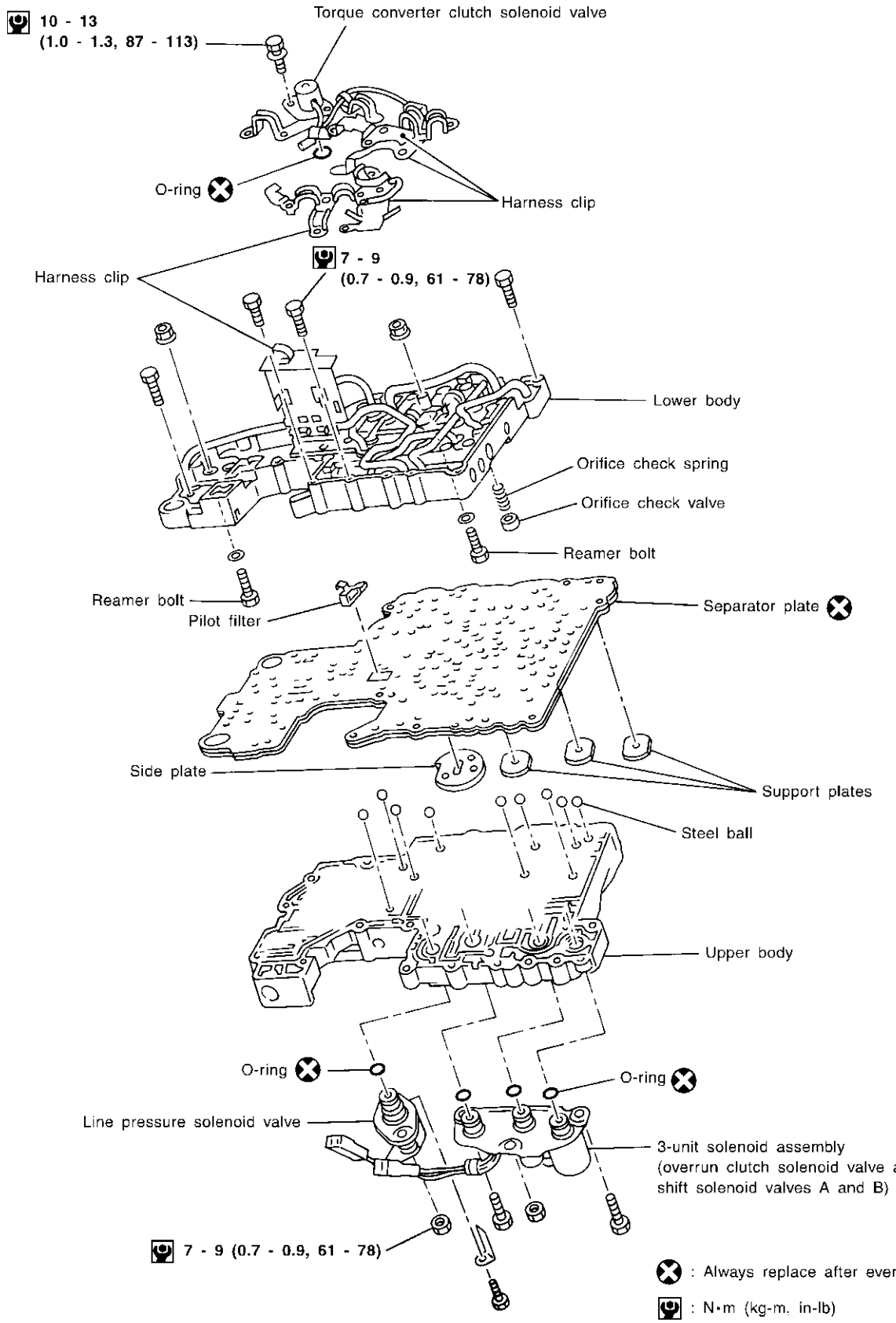
- **Do not spread gap of seal ring excessively while installing. It may deform ring.**

Control Valve Assembly

COMPONENTS

NAAT0116

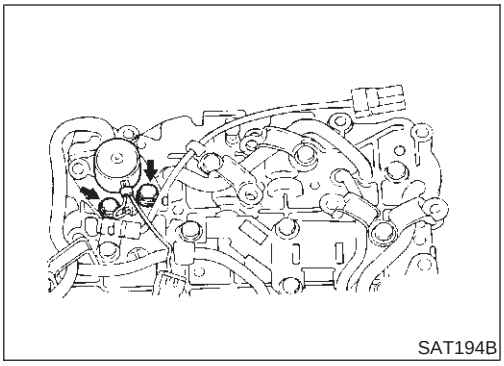
SEC. 317



SAT156KA

DISASSEMBLY

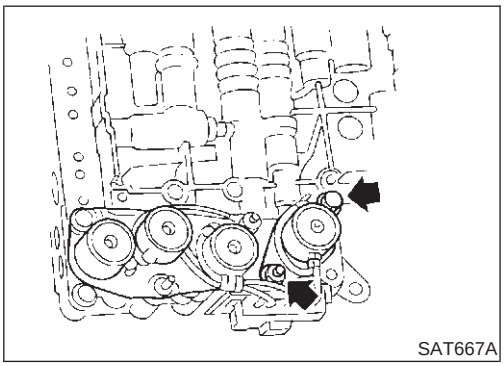
NAAT0117


SAT194B

1. Remove solenoids.

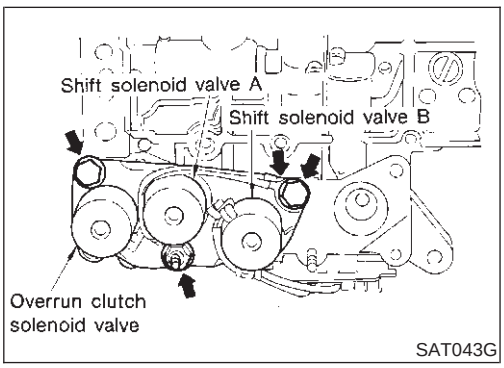
a. Remove torque converter clutch solenoid valve and side plate from lower body.

b. Remove O-ring from solenoid.


SAT667A

c. Remove line pressure solenoid valve from upper body.

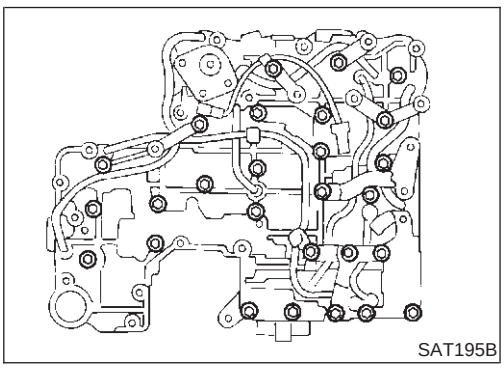
d. Remove O-ring from solenoid.



SAT043G

e. Remove 3-unit solenoid assembly from upper body.

f. Remove O-rings from solenoids.

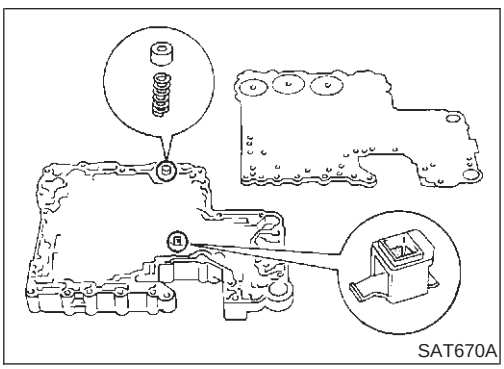

SAT195B

2. Disassemble upper and lower bodies.

a. Place upper body facedown, and remove bolts, reamer bolts and support plates.

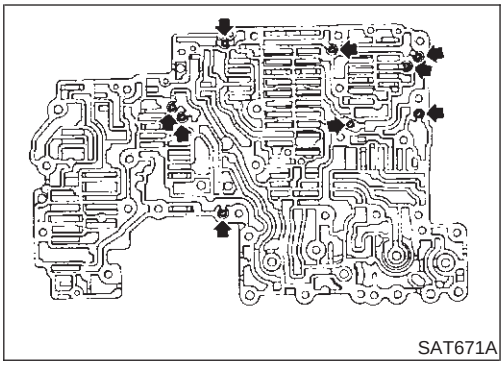
b. Remove lower body, separator plate as a unit from upper body.

- **Be careful not to drop pilot filter, orifice check valve, spring and steel balls.**


SAT670A

c. Place lower body facedown, and remove separator plate.

d. Remove pilot filter, orifice check valve and orifice check spring.


SAT671A

e. Check to see that steel balls are properly positioned in upper body. Then remove them from upper body.

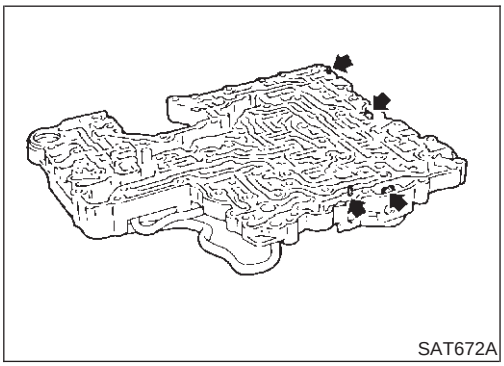
INSPECTION

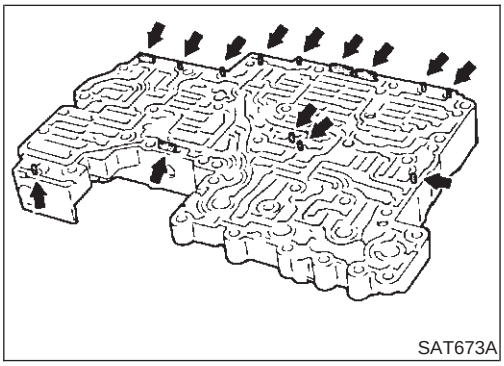
NAAT0118

Lower and Upper Bodies

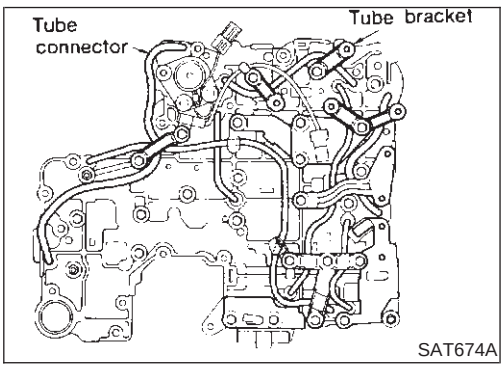
NAAT0118S01

- Check to see that there are pins and retainer plates in lower body.


SAT672A


SAT673A

- Check to see that there are pins and retainer plates in upper body.
- **Be careful not to lose these parts.**



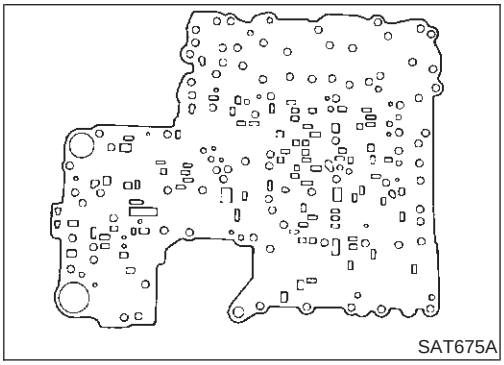
SAT674A

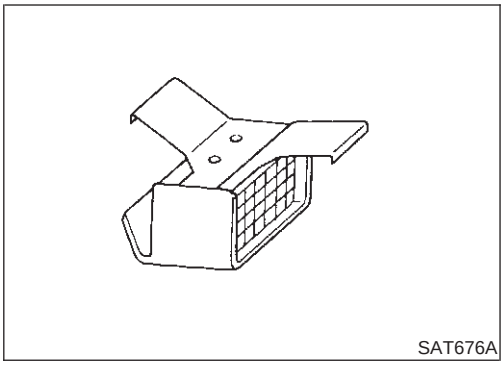
- Check to make sure that oil circuits are clean and free from damage.
- Check tube brackets and tube connectors for damage.

Separator Plate

NAAT0118S02

- Make sure that separator plate is free of damage and not deformed and oil holes are clean.

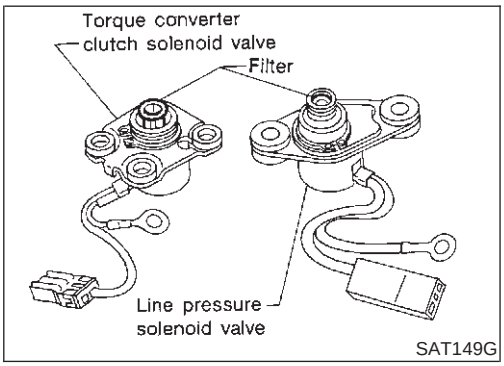

SAT675A


SAT676A

Pilot Filter

NAAT0118S03

- Check to make sure that filter is not clogged or damaged.



SAT149G

Torque Converter Clutch Solenoid Valve

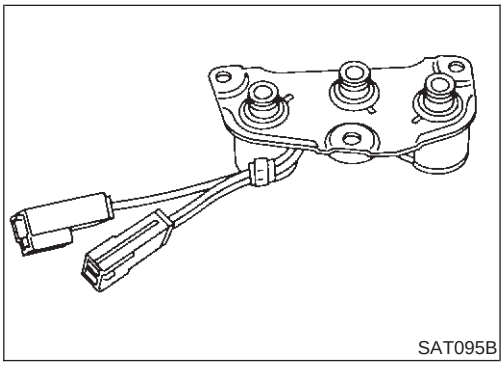
NAAT0118S04

- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-158.

Line Pressure Solenoid Valve

NAAT0118S05

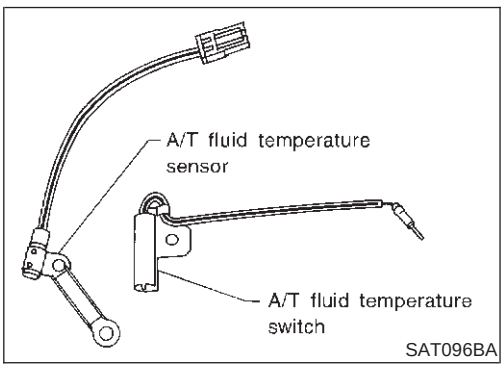
- Check that filter is not clogged or damaged.
- Measure resistance. Refer to "Component Inspection", AT-173.


SAT095B

3-Unit Solenoid Assembly (Overrun Clutch Solenoid Valve and Shift Solenoid Valves A and B)

NAAT0118S06

- Measure resistance of each solenoid. Refer to "Component Inspection", AT-177, AT-181 and AT-192.

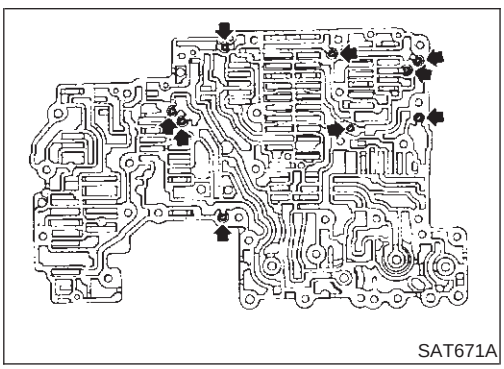


SAT096BA

A/T Fluid Temperature Sensor and Switch

NAAT0118S07

- Measure resistance. Refer to "Component Inspection", AT-116 and AT-264.

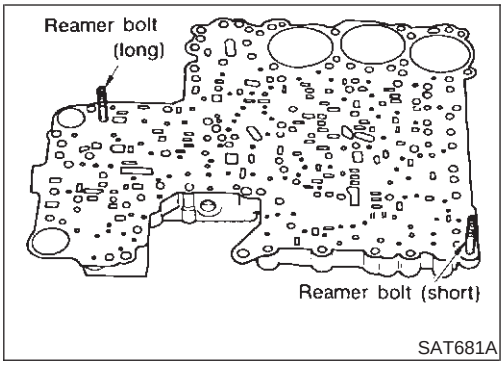

SAT671A

ASSEMBLY

NAAT0119

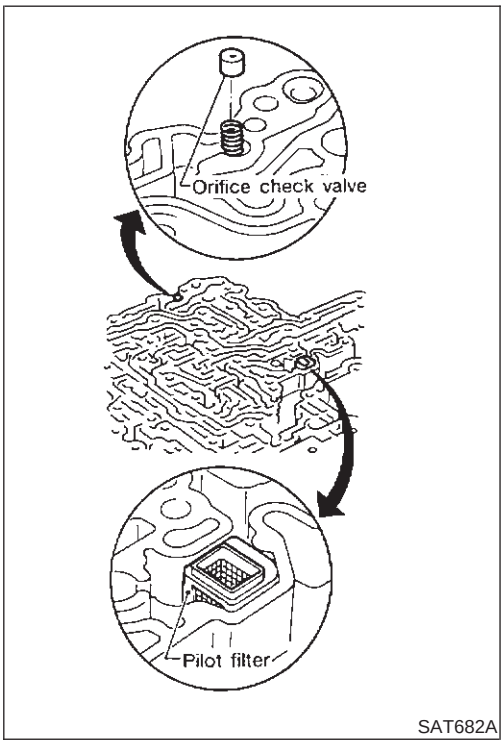
1. Install upper and lower bodies.

a. Place oil circuit of upper body face up. Install steel balls in their proper positions.



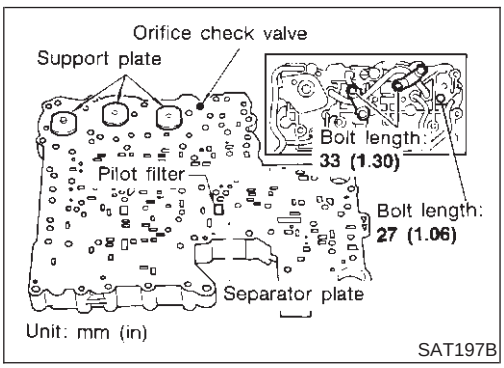
SAT681A

b. Install reamer bolts from bottom of upper body.



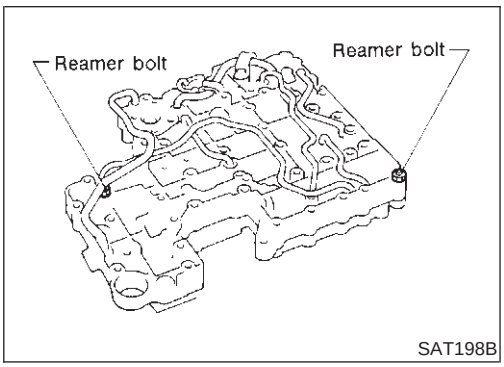
SAT682A

c. Place oil circuit of lower body face up. Install orifice check spring, orifice check valve and pilot filter.



SAT197B

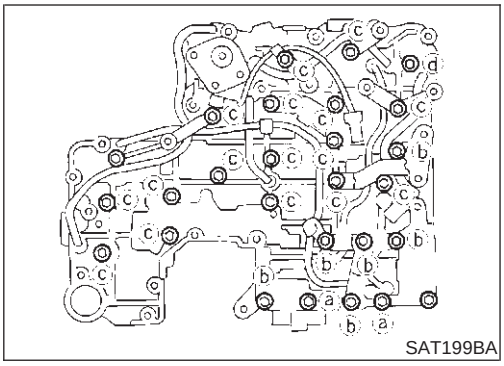
d. Install lower separator plate on lower body.
e. Install and temporarily tighten support plates, A/T fluid temperature sensor and tube brackets.



SAT198B

f. Temporarily assemble lower and upper bodies, using reamer bolt as a guide.

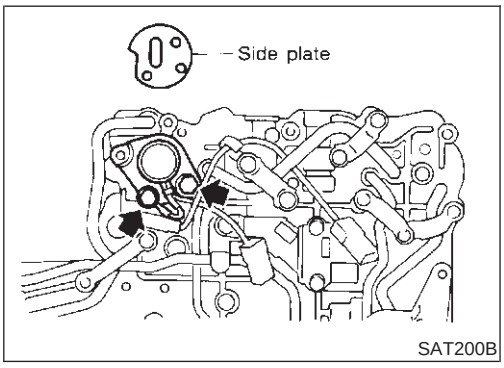
- **Be careful not to dislocate or drop steel balls, orifice check spring, orifice check valve and pilot filter.**



g. Install and temporarily tighten bolts and tube brackets in their proper locations.

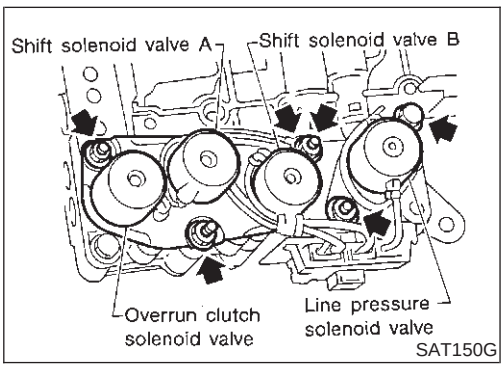
Bolt length and location:

Bolt symbol	a	b	c	d
Bolt length mm (in)	70 (2.76)	50 (1.97)	33 (1.30)	27 (1.06)



2. Install solenoids.

a. Attach O-ring and install torque converter clutch solenoid valve and side plates onto lower body.



b. Attach O-rings and install 3-unit solenoids assembly onto upper body.

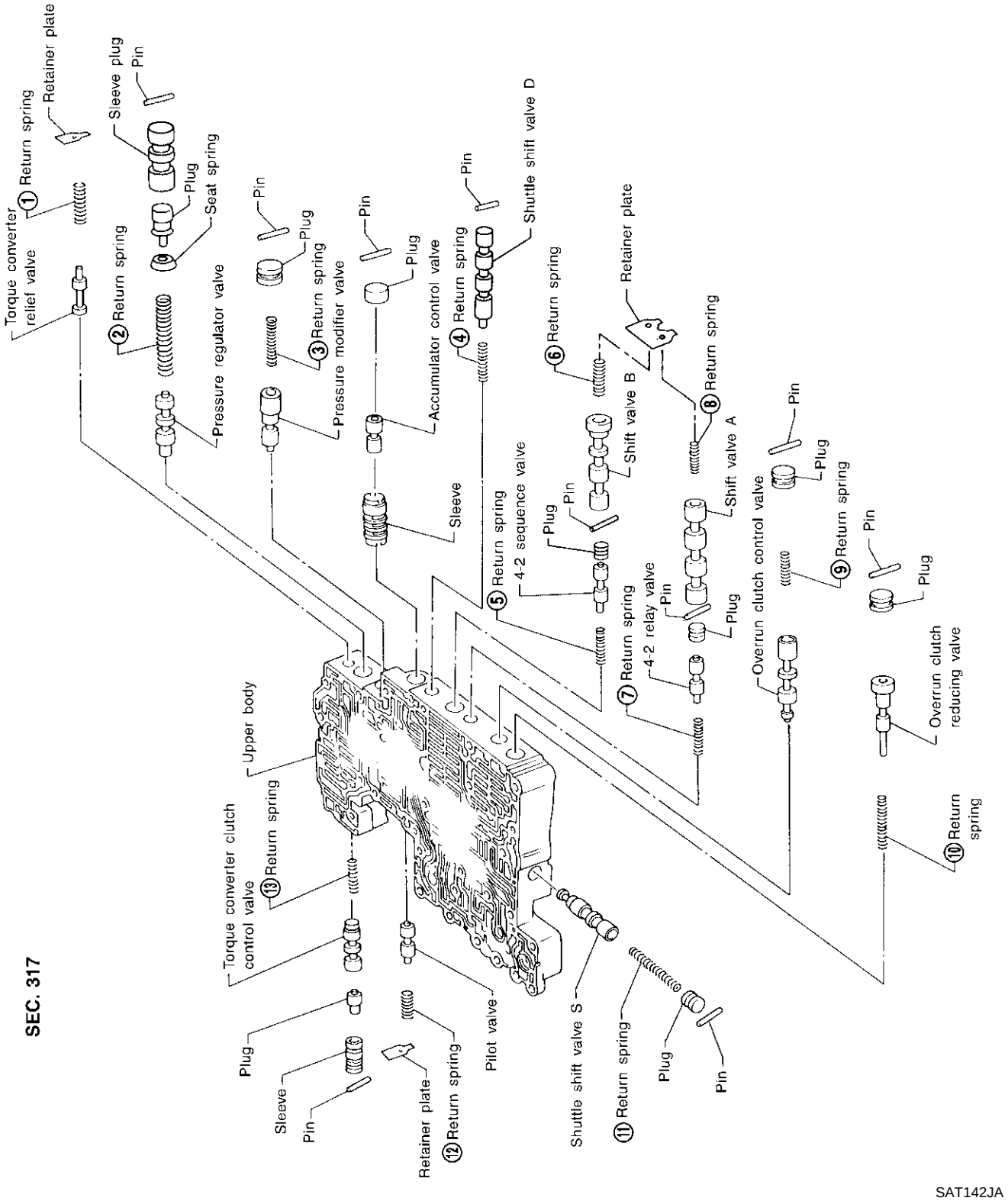
c. Attach O-ring and install line pressure solenoid valve onto upper body.

3. Tighten all bolts.

Control Valve Upper Body

COMPONENTS

NAAT0120

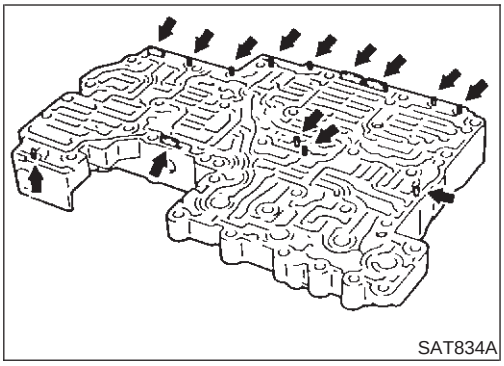


SAT142JA

Apply ATF to all components before their installation.
Numbers preceding valve springs correspond with those shown in SDS on page AT-357.

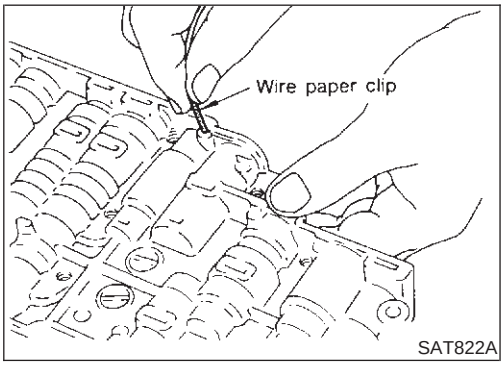
DISASSEMBLY

NAAT0121


SAT834A

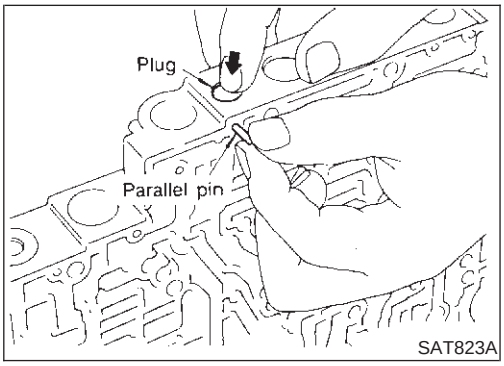
1. Remove valves at parallel pins.

- **Do not use a magnetic hand.**



SAT822A

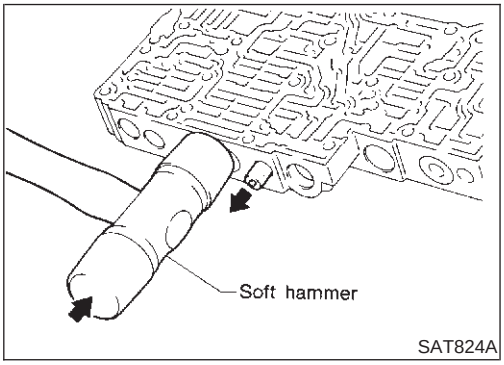
a. Use a wire paper clip to push out parallel pins.



SAT823A

b. Remove parallel pins while pressing their corresponding plugs and sleeves.

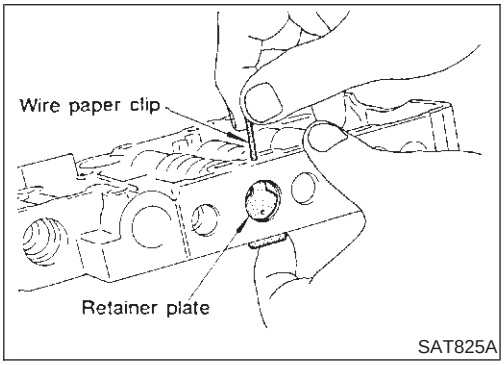
- **Remove plug slowly to prevent internal parts from jumping out.**



SAT824A

c. Place mating surface of valve facedown, and remove internal parts.

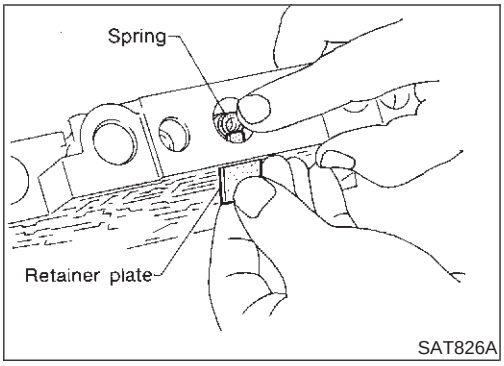
- **If a valve is hard to remove, place valve body facedown and lightly tap it with a soft hammer.**
- **Be careful not to drop or damage valves and sleeves.**



SAT825A

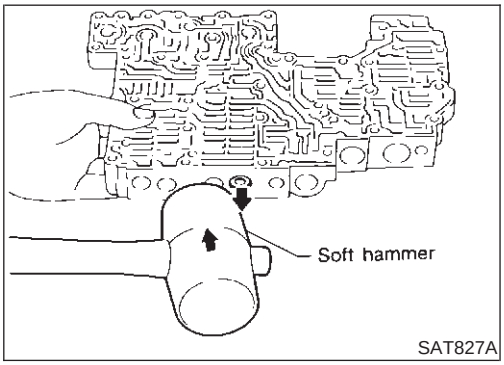
2. Remove valves at retainer plates.

a. Pry out retainer plate with wire paper clip.



SAT826A

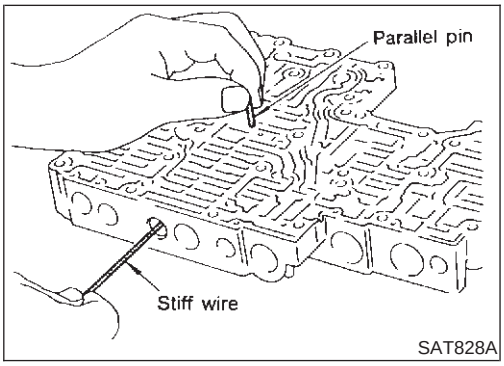
b. Remove retainer plates while holding spring.



SAT827A

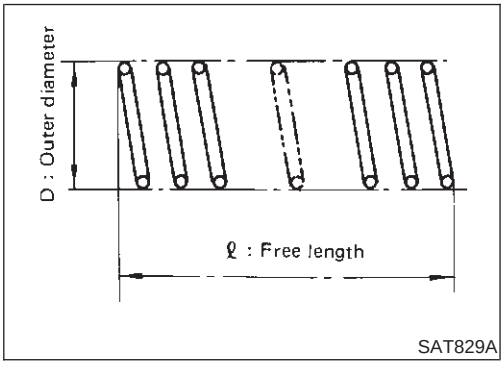
c. Place mating surface of valve facedown, and remove internal parts.

- **If a valve is hard to remove, lightly tap valve body with a soft hammer.**
- **Be careful not to drop or damage valves, sleeves, etc.**



SAT828A

- 4-2 sequence valve and relay valve are located far back in upper body. If they are hard to remove, carefully push them out using stiff wire.
- **Be careful not to scratch sliding surface of valve with wire.**



SAT829A

INSPECTION

NAAT0122

Valve Springs

NAAT0122S01

- Measure free length and outer diameter of each valve spring. Also check for damage or deformation.

  Inspection standard:

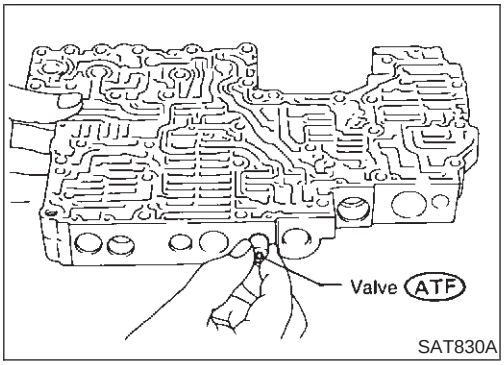
  Refer to SDS, AT-357.

- Replace valve springs if deformed or fatigued.

Control Valves

NAAT0122S02

- Check sliding surfaces of valves, sleeves and plugs.



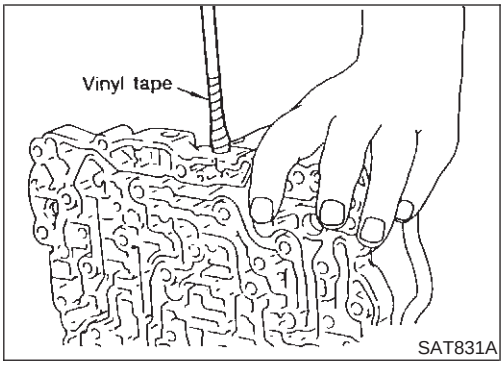
SAT830A

ASSEMBLY

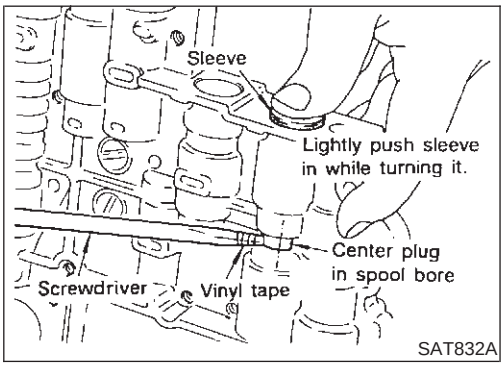
NAAT0123

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.**

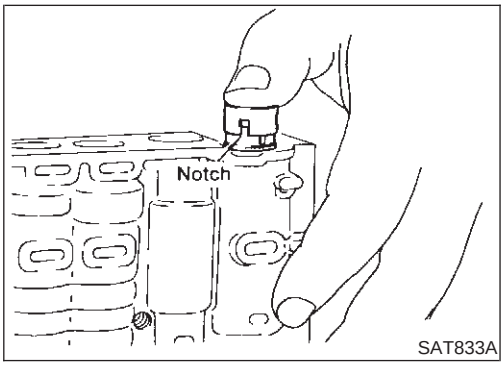


- Wrap a small screwdriver with vinyl tape and use it to insert the valves into proper position.



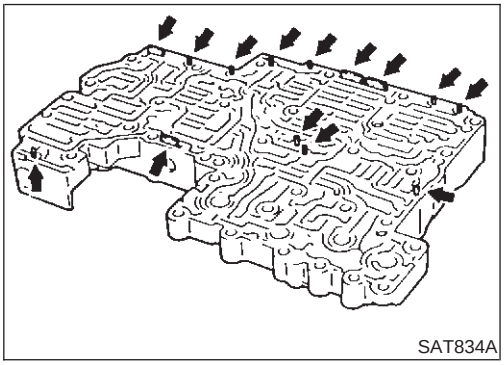
Pressure regulator valve

- If pressure regulator plug is not centered properly, sleeve cannot be inserted into bore in upper body. If this happens, use vinyl tape wrapped screwdriver to center sleeve until it can be inserted.
- Turn sleeve slightly while installing.

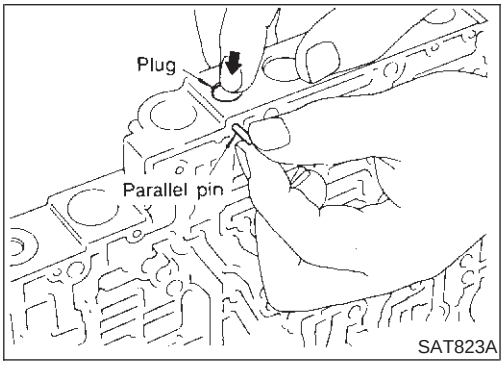


Accumulator control plug

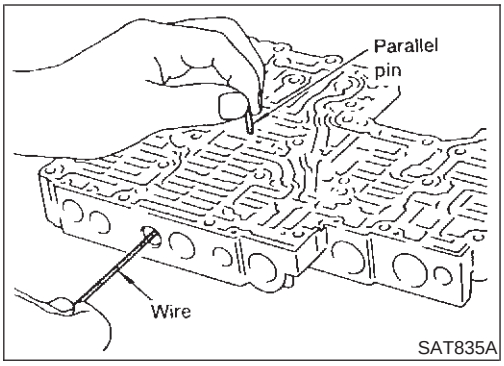
- Align protrusion of accumulator control sleeve with notch in plug.
- Align parallel pin groove in plug with parallel pin, and install accumulator control valve.



2. Install parallel pins and retainer plates.

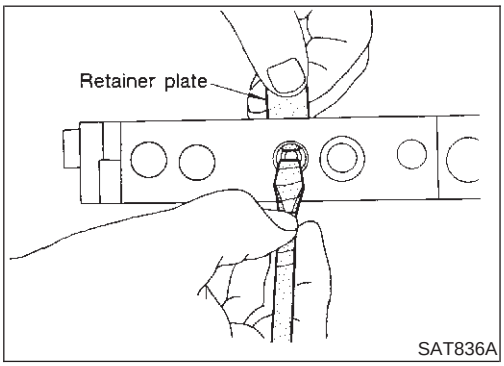


- **While pushing plug, install parallel pin.**



4-2 sequence valve and relay valve

- Push 4-2 sequence valve and relay valve with wire wrapped in vinyl tape to prevent scratching valve body. Install parallel pins.

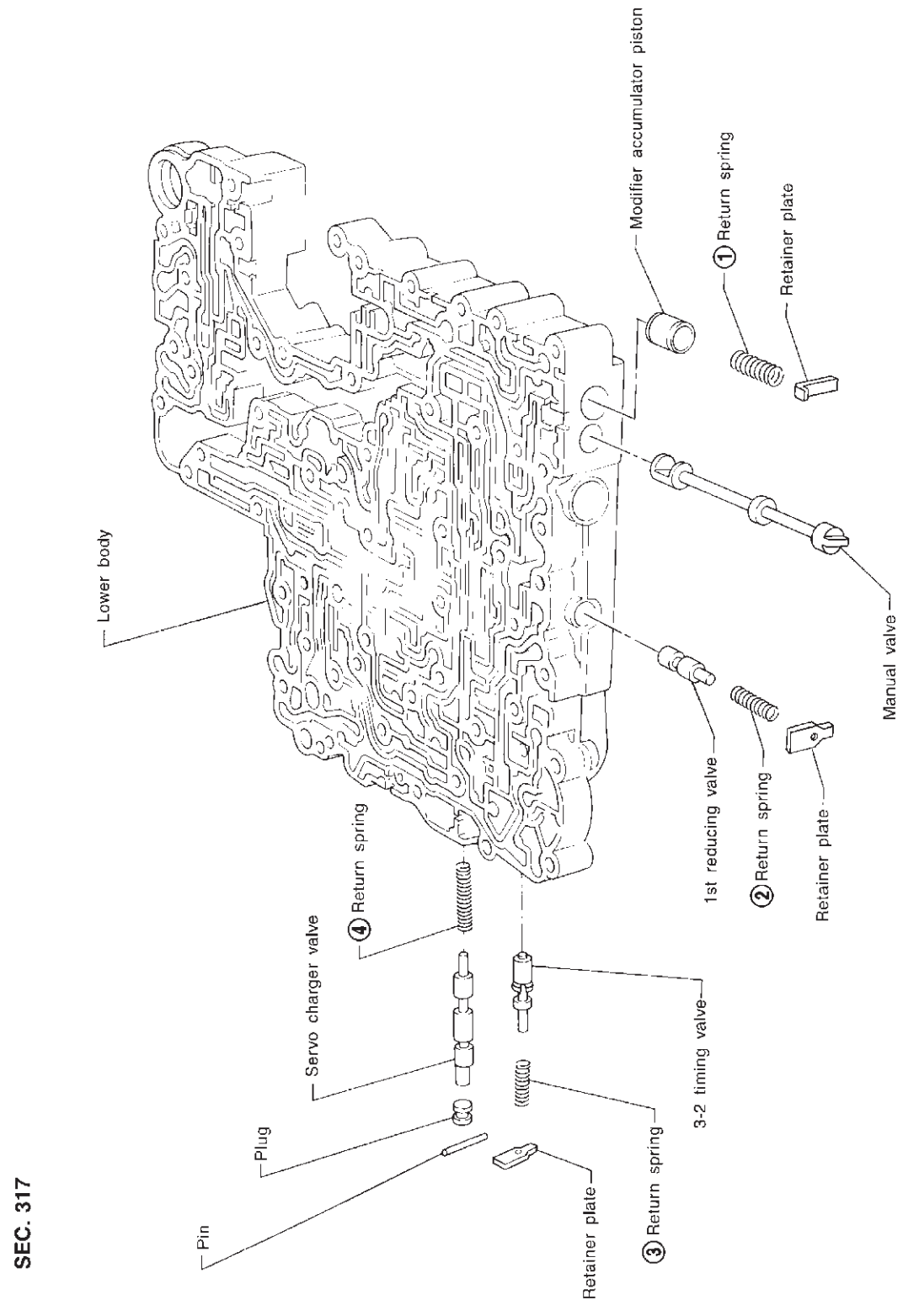


- Insert retainer plate while pushing spring.

Control Valve Lower Body

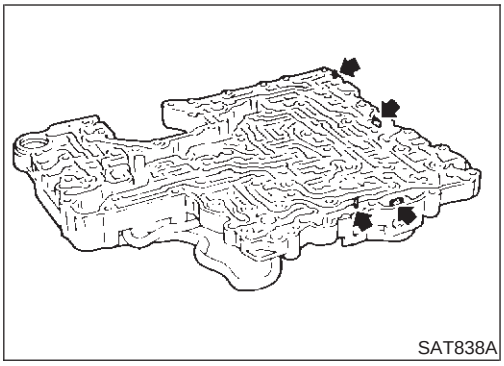
COMPONENTS

NAAT0124



SAT966I

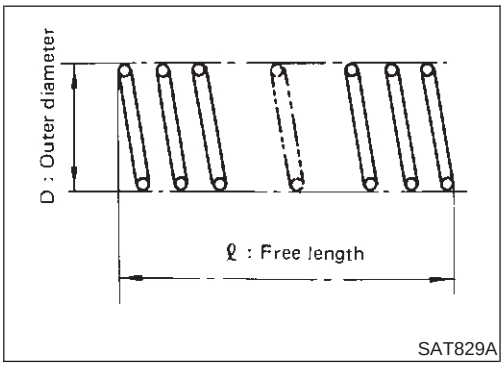
Apply ATF to all components before their installation.
Numbers preceding valve springs correspond with those shown in SDS on page AT-357.


SAT838A

DISASSEMBLY

NAAT0125

1. Remove valves at parallel pins.
2. Remove valves at retainer plates.
   For removal procedures, refer to "DISASSEMBLY" of Control Valve Upper Body.



SAT829A

INSPECTION

NAAT0126

Valve Springs

NAAT0126S01

- Check each valve spring for damage or deformation. Also measure free length and outer diameter.

  Inspection standard:

  Refer to SDS, AT-357.

- Replace valve springs if deformed or fatigued.

Control Valves

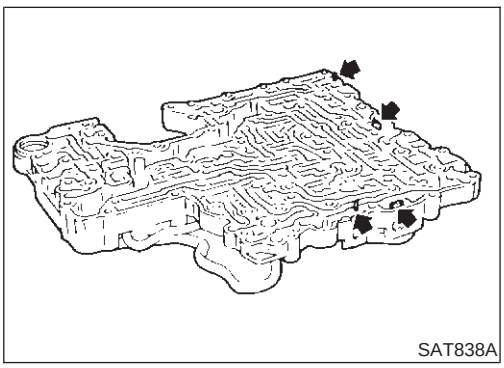
NAAT0126S02

- Check sliding surfaces of control valves, sleeves and plugs for damage.

ASSEMBLY

NAAT0127

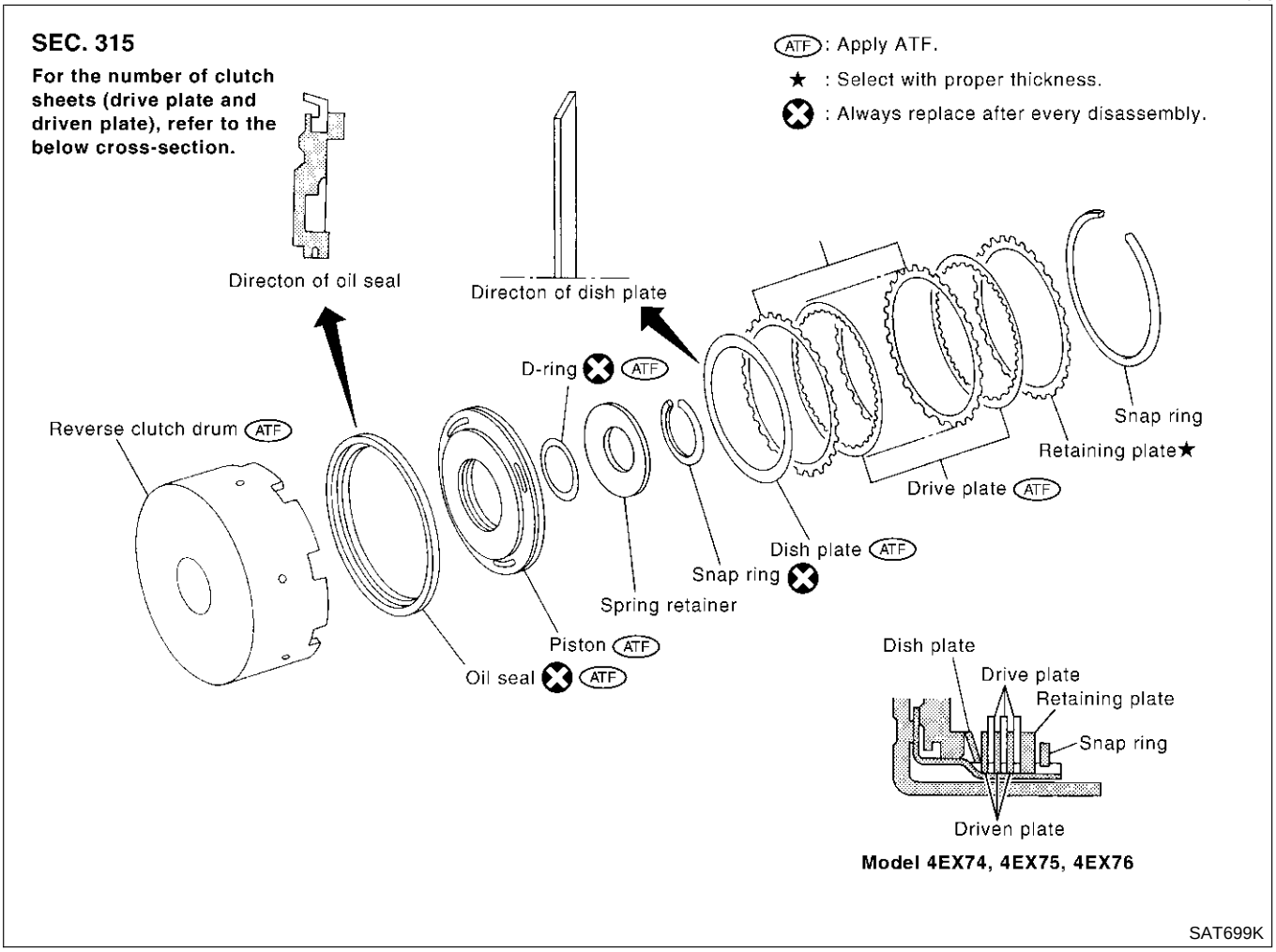
- Install control valves.
  For installation procedures, refer to "ASSEMBLY" of Control Valve Upper Body, AT-309.

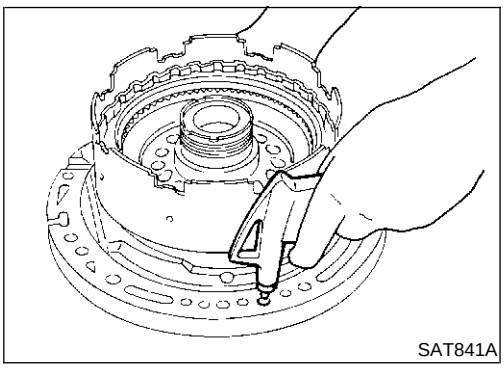

SAT838A

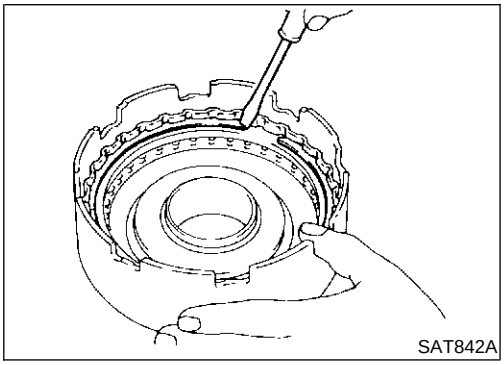
Reverse Clutch

COMPONENTS

NAAT0128







DISASSEMBLY

NAAT0129

1. Check operation of reverse clutch.

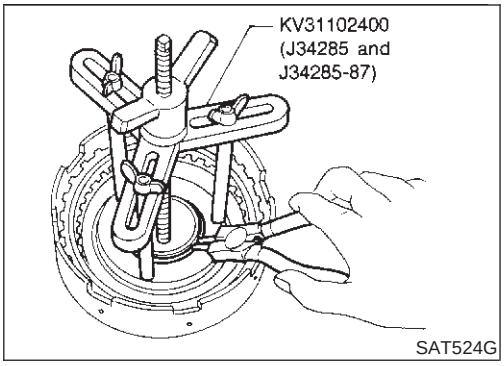
a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.

b. Check to see that retaining plate moves to snap ring.

c. If retaining plate does not contact snap ring,

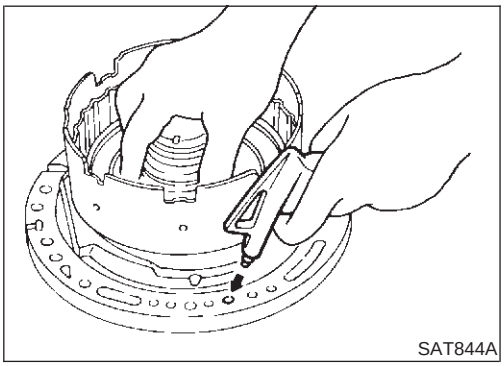
- D-ring might be damaged.
- Lip seal might be damaged.
- Fluid might be leaking past piston check ball.

2. Remove drive plates, driven plates, retaining plate, dish plate and snap ring.



SAT524G

3. Remove snap ring from clutch drum while compressing clutch springs.
- **Do not expand snap ring excessively.**
4. Remove spring retainer.


SAT844A

5. Install seal ring onto oil pump cover and install reverse clutch drum. While holding piston, gradually apply compressed air to oil hole until piston is removed.
- **Do not apply compressed air abruptly.**
6. Remove D-ring and oil seal from piston.

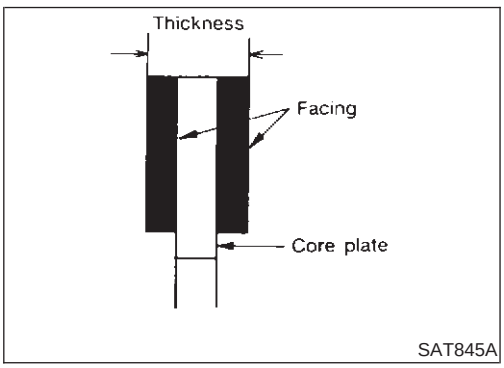
INSPECTION

NAAT0130

Reverse Clutch Snap Ring and Spring Retainer

NAAT0130S01

- Check for deformation, fatigue or damage.



SAT845A

Reverse Clutch Drive Plates

NAAT0130S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

Standard value: 1.90 - 2.05 mm (0.0748 - 0.0807 in)

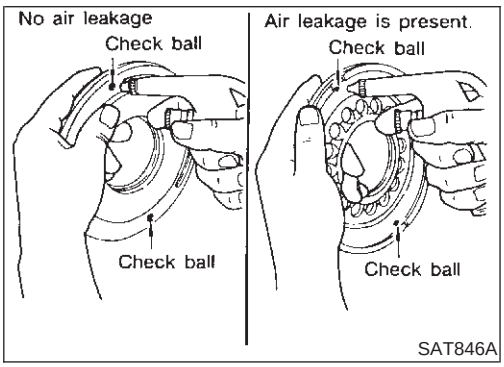
Wear limit: 1.80 mm (0.0709 in)

- If not within wear limit, replace.

Reverse Clutch Dish Plate

NAAT0130S04

- Check for deformation or damage.



SAT846A

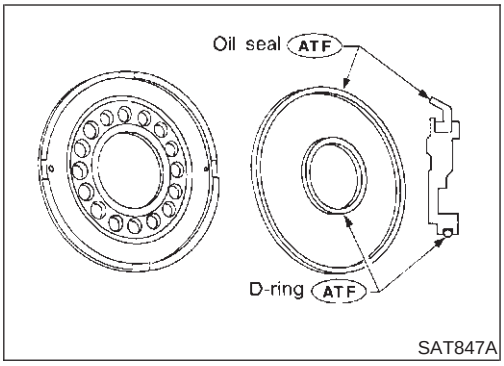
Reverse Clutch Piston

NAAT0130S05

- Shake piston to assure that balls are not seized.
- Apply compressed air to check ball oil hole opposite the return spring. Make sure there is no air leakage.
- Also apply compressed air to oil hole on return spring side to assure that air leaks past ball.

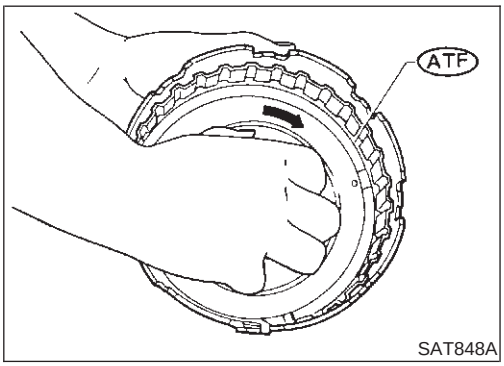
ASSEMBLY

NAAT0131



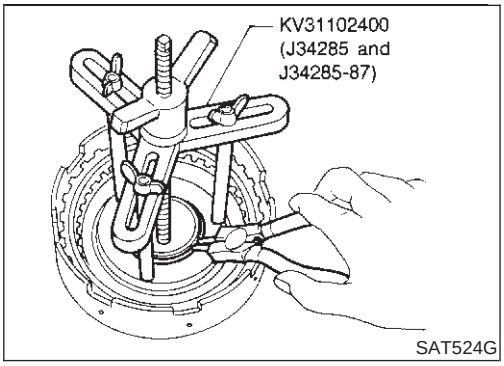
SAT847A

1. Install D-ring and oil seal on piston.
- **Apply ATF to both parts.**



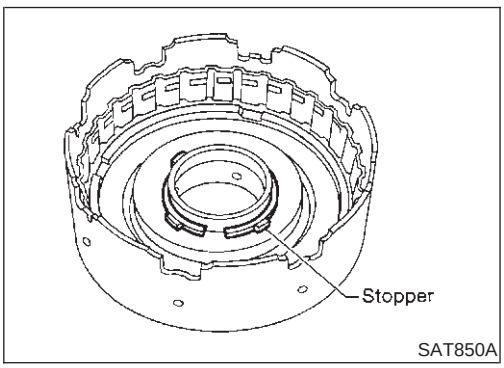
SAT848A

2. Install piston assembly by turning it slowly and evenly.
- **Apply ATF to inner surface of drum.**
3. Install spring retainer.



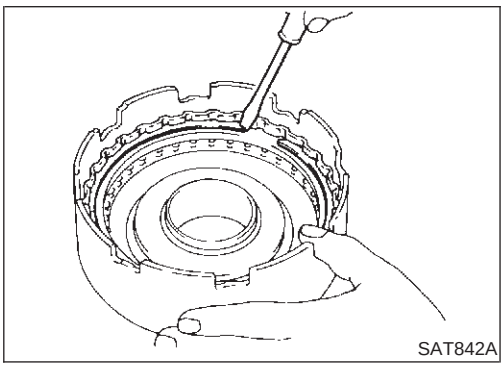
SAT524G

4. Install snap ring while compressing clutch springs.

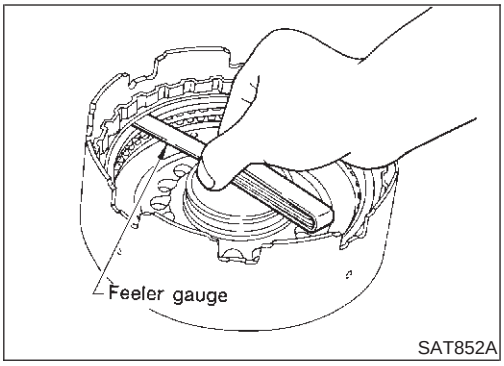


SAT850A

- **Do not align snap ring gap with spring retainer stopper.**


SAT842A

5. Install drive plates, driven plates, retaining plate and dish plate.
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

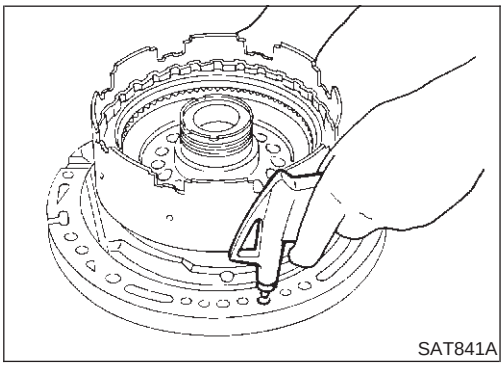
0.5 - 0.8 mm (0.020 - 0.031 in)

Allowable limit

1.2 mm (0.047 in)

Retaining plate:

Refer to SDS, AT-358.



8. Check operation of reverse clutch.
Refer to "DISASSEMBLY" of Reverse Clutch, AT-314.

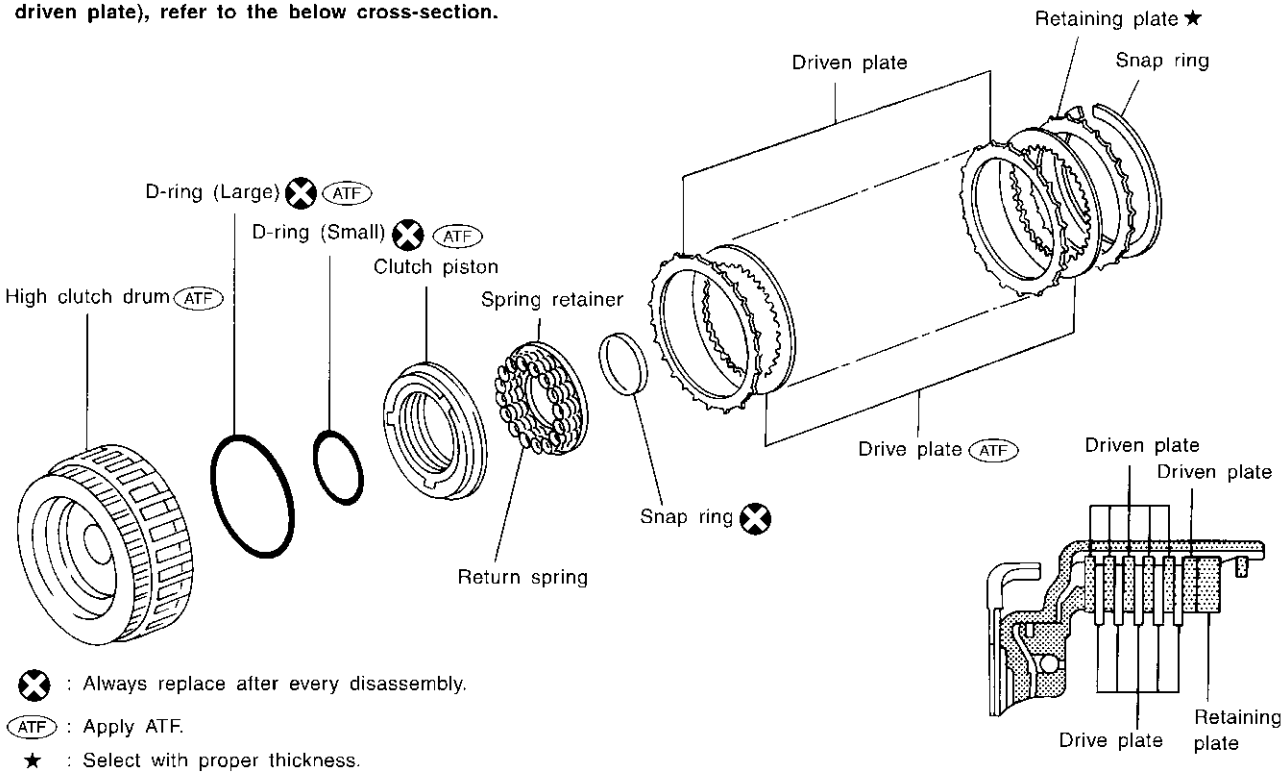
High Clutch

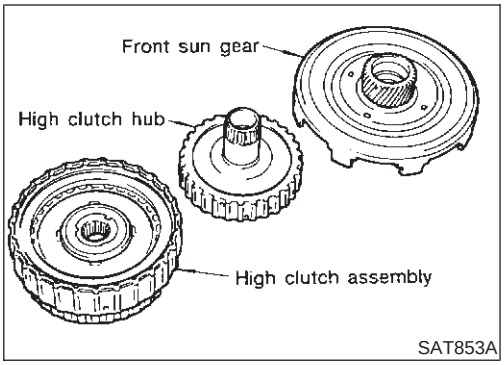
COMPONENTS

NAAT0132

SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.



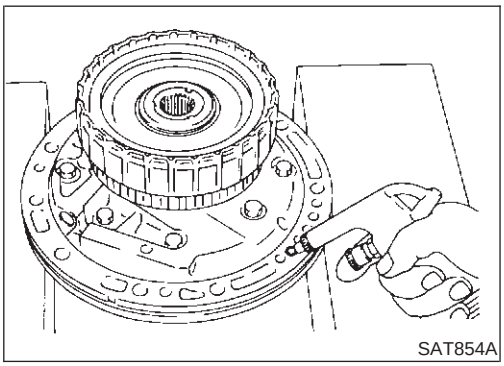


SAT853A

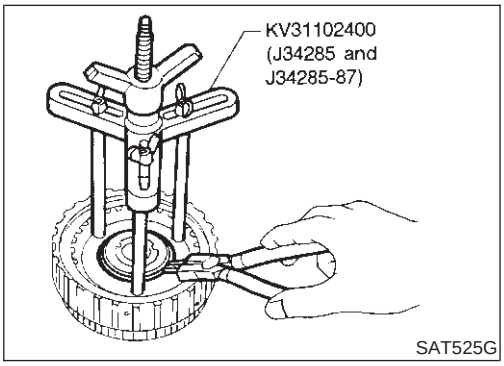
DISASSEMBLY AND ASSEMBLY

NAAT0133

Service procedures for high clutch are essentially the same as those for reverse clutch, with the following exception:

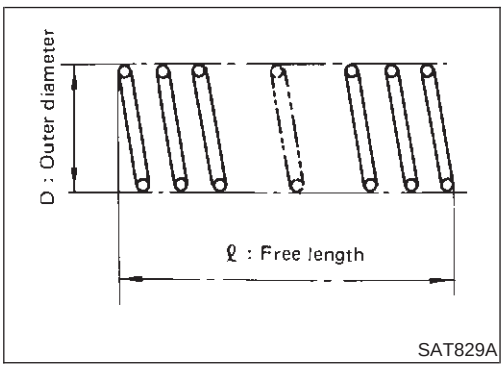

SAT854A

- Check of high clutch operation



SAT525G

- Removal and installation of return spring

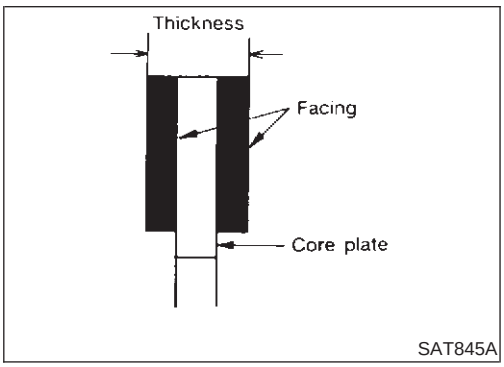


SAT829A

- Inspection of high clutch return springs

  Inspection standard:

  Refer to SDS, AT-357.



SAT845A

- Inspection of high clutch drive plate

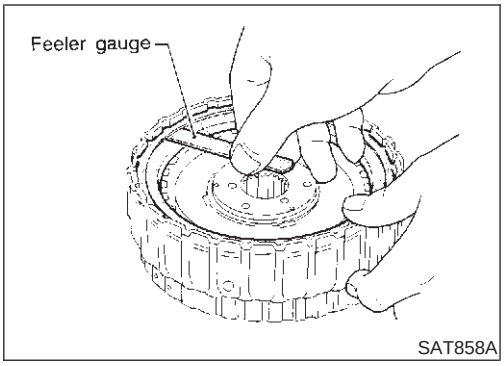
  Thickness of drive plate:

  Standard

  1.52 - 1.67 mm (0.0598 - 0.0657 in)

  Wear limit

  1.40 mm (0.0551 in)



- Measurement of clearance between retaining plate and snap ring

  Specified clearance:

  Standard

  1.8 - 2.2 mm (0.071 - 0.087 in)

  Allowable limit

  3.2 mm (0.126 in)

  Retaining plate:

  Refer to SDS, AT-358.

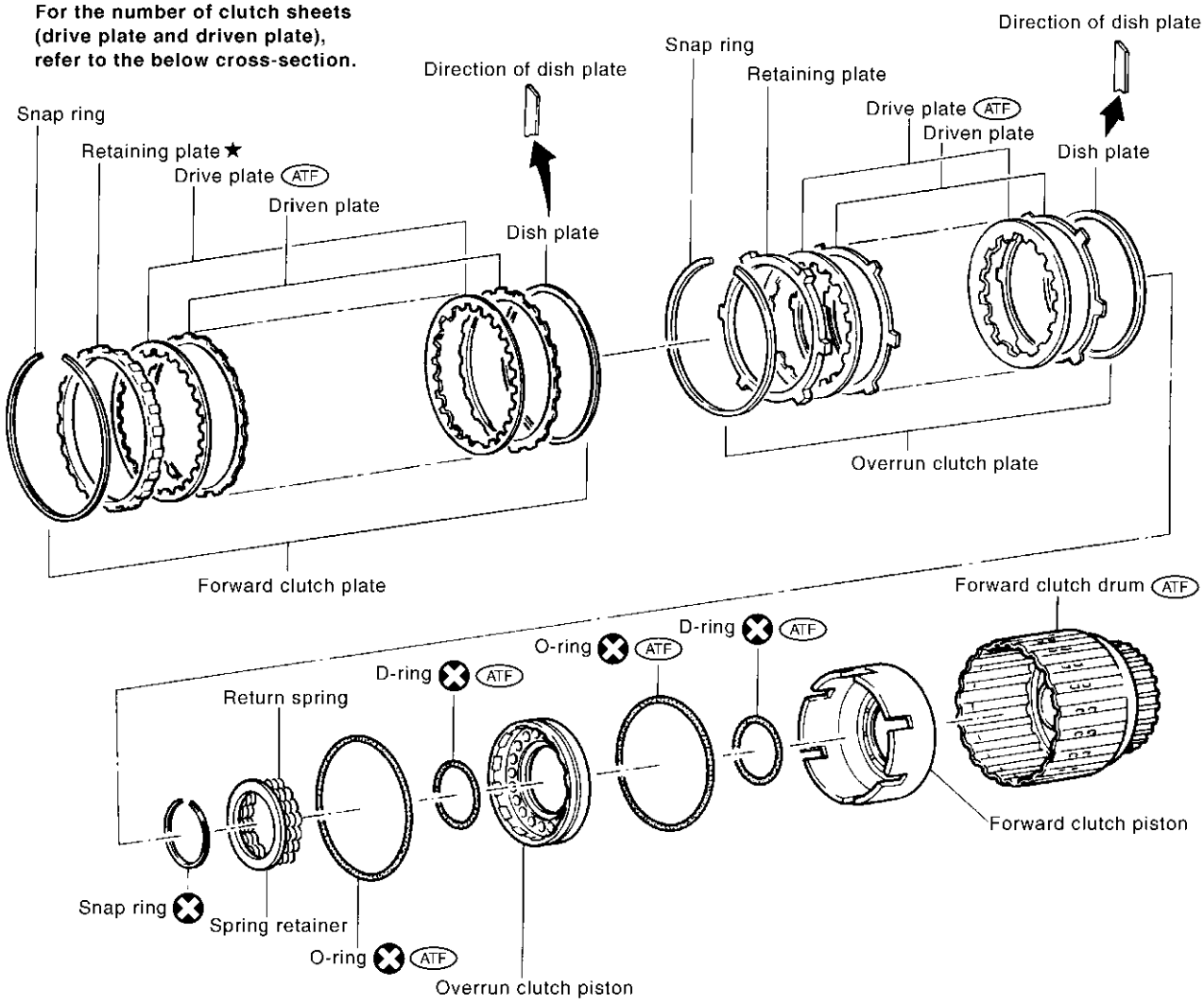
Forward and Overrun Clutches

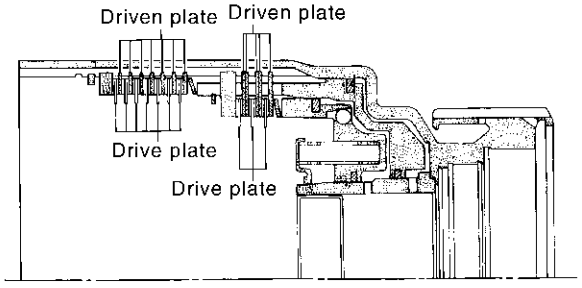
COMPONENTS

NAAT0134

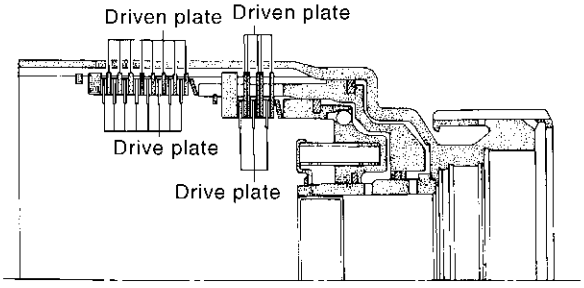
SEC. 315

For the number of clutch sheets (drive plate and driven plate), refer to the below cross-section.





Model 4EX74 (2WD)



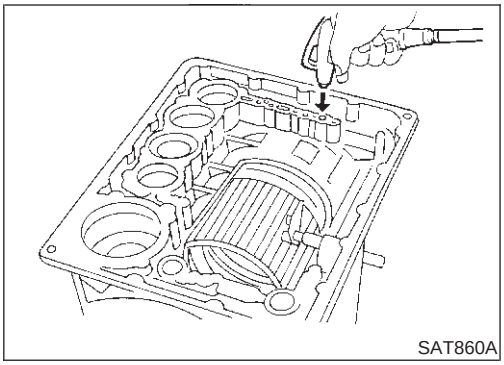
Model 4EX75, 4EX76 (4WD)

(ATF) : Apply ATF.

★ : Select with proper thickness.

⊗ : Always replace after every disassembly.

SAT711K

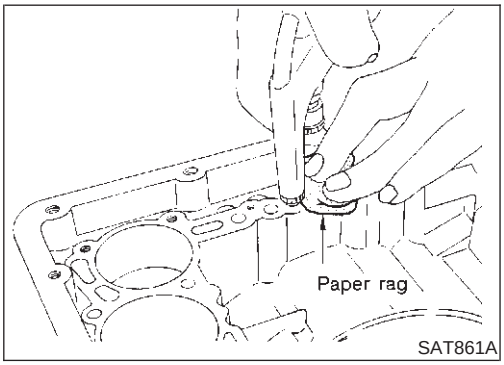

SAT860A

DISASSEMBLY AND ASSEMBLY

NAAT0135

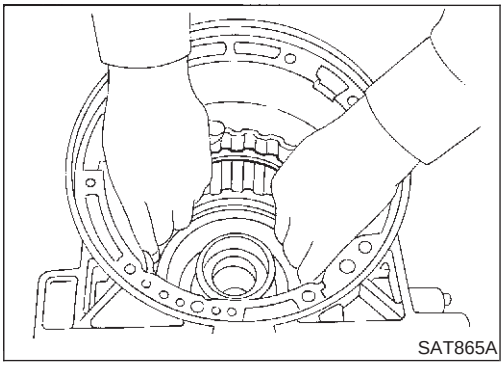
Forward and overrun clutches are serviced essentially the same way as reverse clutch is serviced. However, note the following exceptions.

- Check of forward clutch operation

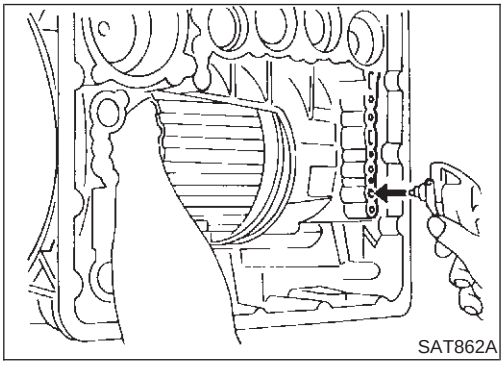


SAT861A

- Check of overrun clutch operation

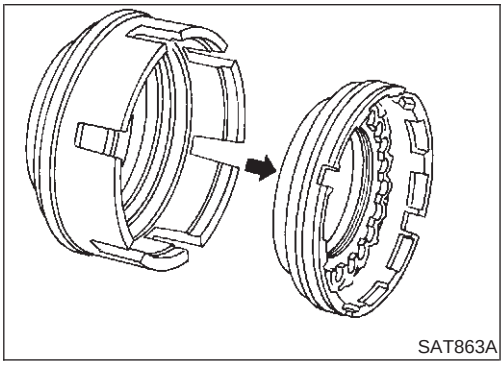

SAT865A

- Removal of forward clutch drum
  Remove forward clutch drum from transmission case by holding snap ring.

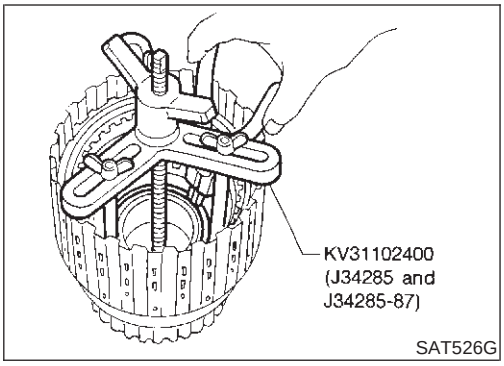

SAT862A

- Removal of forward clutch and overrun clutch pistons

a) While holding overrun clutch piston, gradually apply compressed air to oil hole.

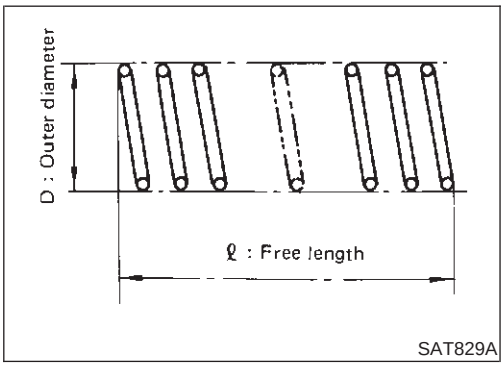

SAT863A

b) Remove overrun clutch from forward clutch.



SAT526G

- Removal and installation of return springs

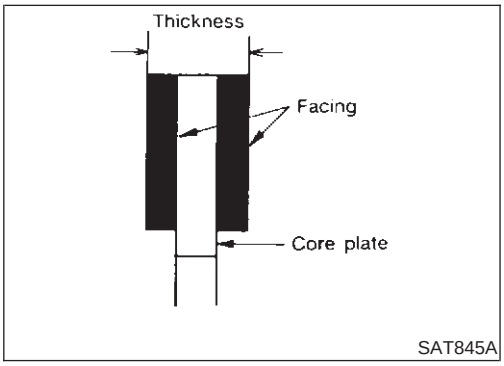


SAT829A

- Inspection of forward clutch and overrun clutch return springs

Inspection standard:

Refer to SDS, AT-357.



SAT845A

- Inspection of forward clutch drive plates

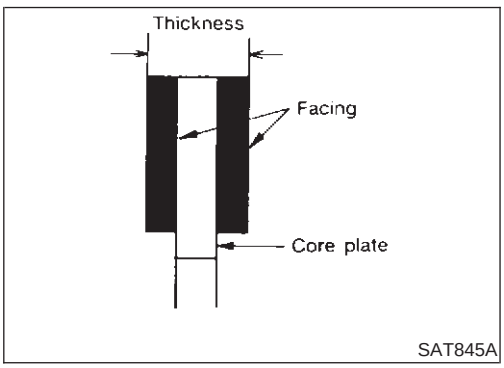
Thickness of drive plate:

Standard

1.52 - 1.67 mm (0.0598 - 0.0657 in)

Wear limit

1.40 mm (0.0551 in)



SAT845A

- Inspection of overrun clutch drive plates

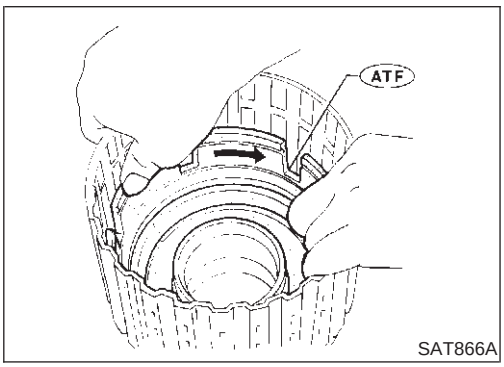
Thickness of drive plate:

Standard

1.90 - 2.05 mm (0.0748 - 0.0807 in)

Wear limit

1.80 mm (0.0709 in)

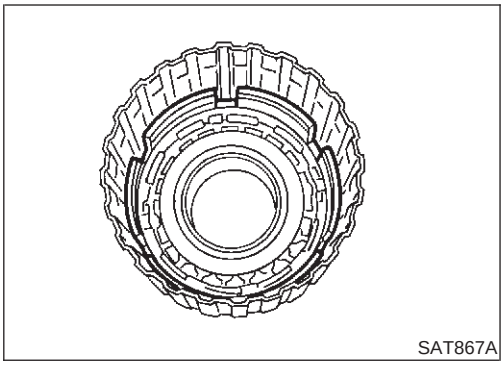


SAT866A

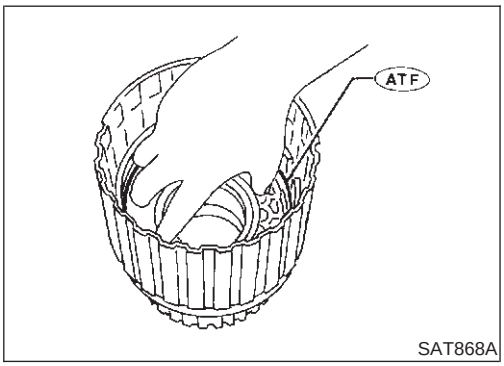
- Installation of forward clutch piston and overrun clutch piston

a) Install forward clutch piston by turning it slowly and evenly.

- **Apply ATF to inner surface of clutch drum.**

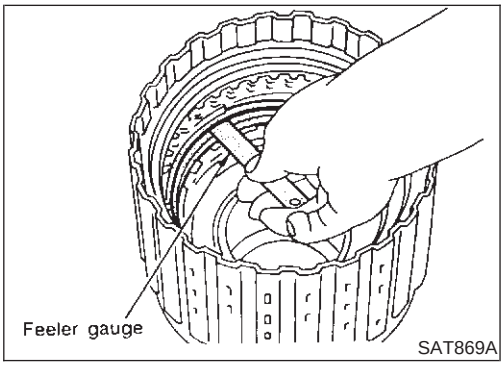

SAT867A

- **Align notch in forward clutch piston with groove in forward clutch drum.**



SAT868A

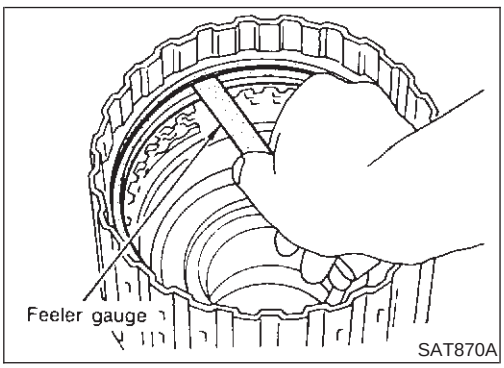
b) Install overrun clutch by turning it slowly and evenly.
- **Apply ATF to inner surface of forward clutch piston.**



SAT869A

- Measurement of clearance between retaining plate and snap ring of overrun clutch

Specified clearance:
Standard
1.0 - 1.4 mm (0.039 - 0.055 in)
Allowable limit
2.0 mm (0.079 in)
Retaining plate:
Refer to SDS, AT-359.



SAT870A

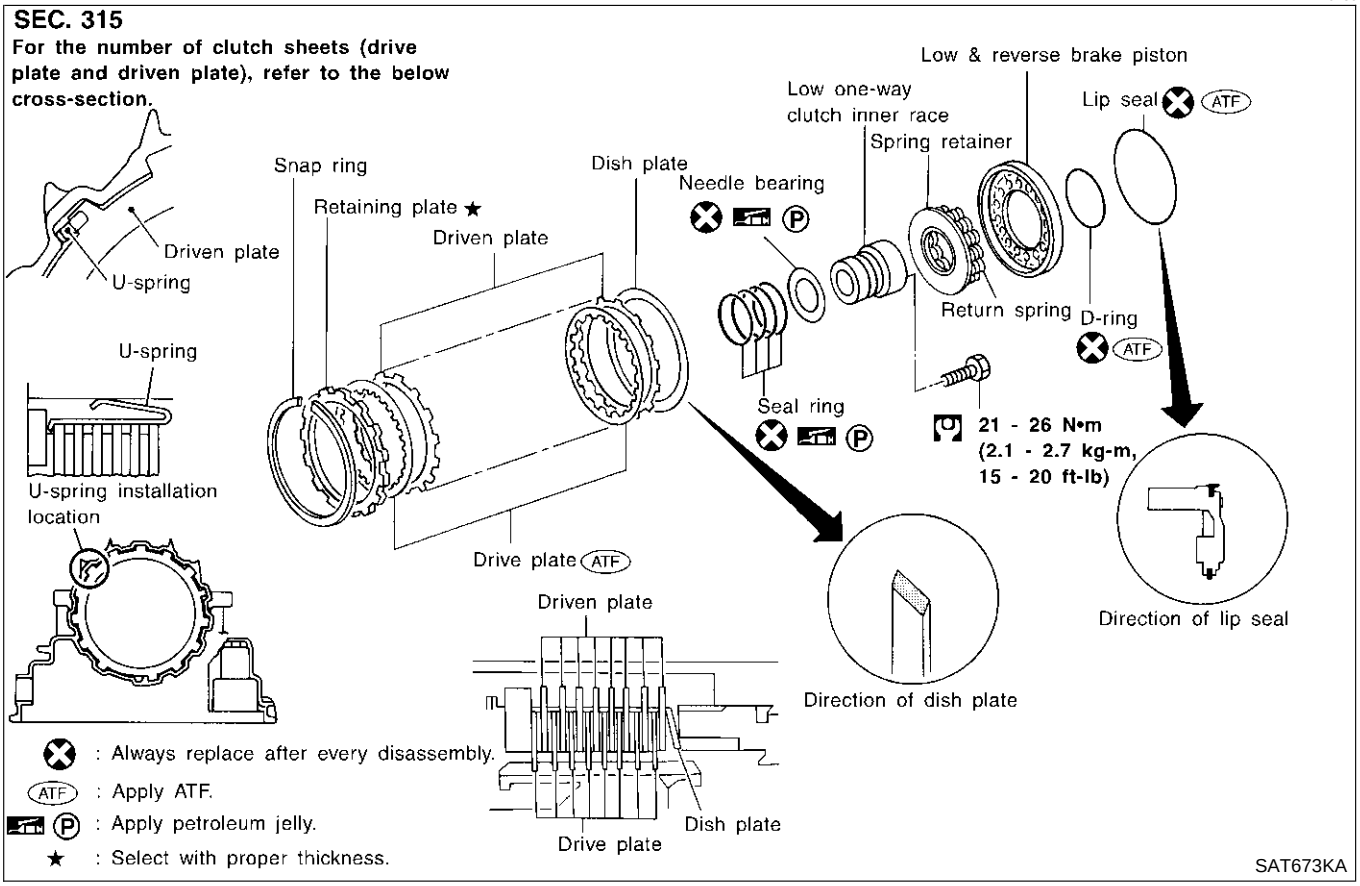
- Measurement of clearance between retaining plate and snap ring of forward clutch

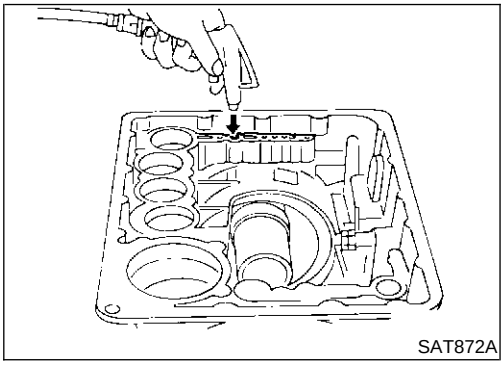
Specified clearance:
Standard
0.35 - 0.75 mm (0.0138 - 0.0295 in)
Allowable limit
Model 4EX16, 4EX79 (2WD)
2.15 mm (0.0846 in)
Model 4EX17, 4EX23, 4EX80, 4EX81 (4WD)
2.35 mm (0.0925 in)
Retaining plate:
Refer to SDS, AT-359.

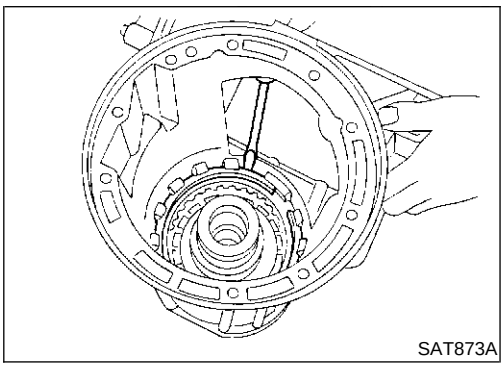
Low & Reverse Brake

COMPONENTS

NAAT0136







DISASSEMBLY

NAAT0137

1. Check operation of low and reverse brake.

a. Install seal ring onto oil pump cover and install reverse clutch. Apply compressed air to oil hole.

b. Check to see that retaining plate moves to snap ring.

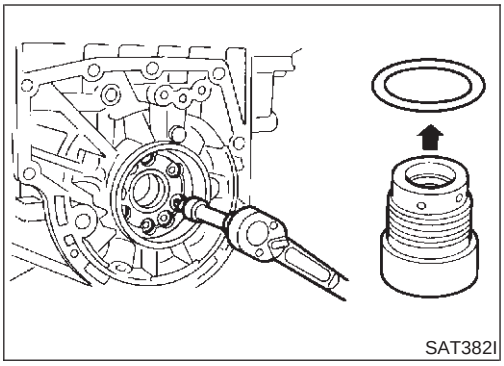
c. If retaining plate does not contact snap ring,

- D-ring might be damaged.
- Oil seal might be damaged.
- Fluid might be leaking past piston check ball.

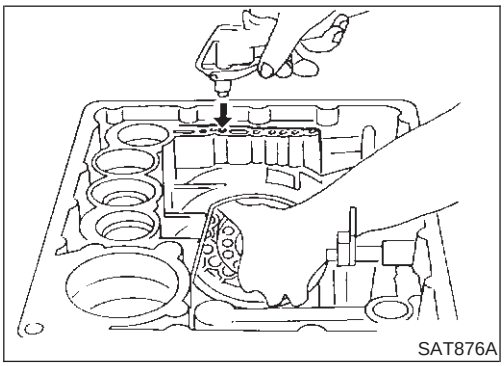
2. Remove snap ring, and then remove retaining plate, low and reverse brake drive plates, driven plates, dish plate and U-spring.

NOTE:

- U-spring can be set only at the installation position shown in component figure.
- U-spring is removed when the front driven plate is removed.


SAT382I

3. Remove low one-way clutch inner race, spring retainer and return spring from transmission case.
4. Remove seal rings from low one-way clutch inner race.
5. Remove needle bearing from low one-way clutch inner race.


SAT876A

6. Remove low and reverse brake piston using compressed air.
7. Remove oil seal and D-ring from piston.

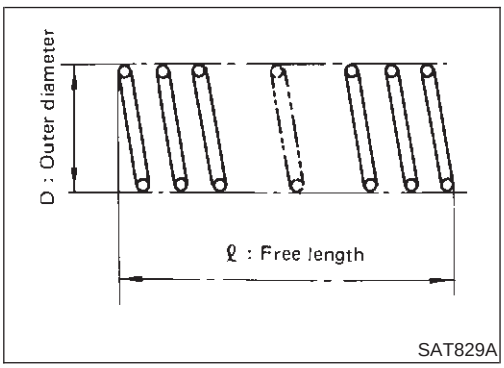
INSPECTION

NAAT0138

Low and Reverse Brake Snap Ring and Spring Retainer

NAAT0138S01

- Check for deformation, or damage.



SAT829A

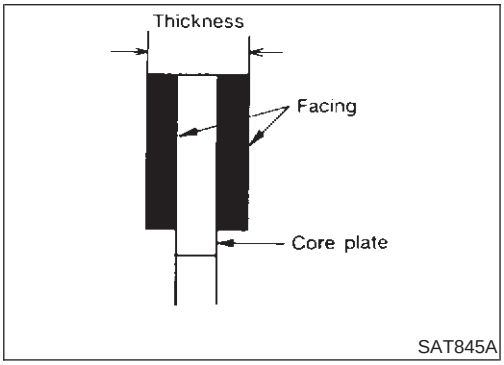
Low and Reverse Brake Return Springs

NAAT0138S02

- Check for deformation or damage. Also measure free length and outside diameter.

Inspection standard:

Refer to SDS, AT-357.



SAT845A

Low and Reverse Brake Drive Plates

NAAT0138S03

- Check facing for burns, cracks or damage.
- Measure thickness of facing.

Thickness of drive plate:

Standard value

Model 4EX16, 4EX79 (2WD)

1.90 - 2.05 mm (0.075 - 0.081 in)

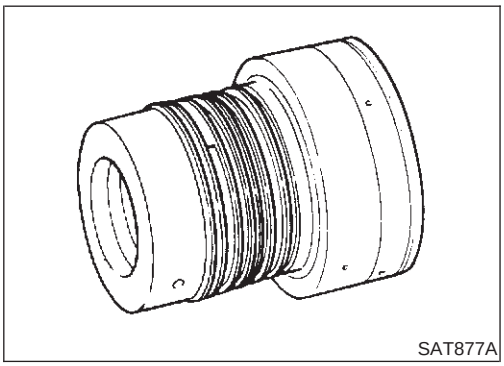
Model 4EX17, 4EX23, 4EX80, 4EX81 (4WD)

1.52 - 1.67 mm (0.0598 - 0.0657 in)

Wear limit

1.40 mm (0.0551 in)

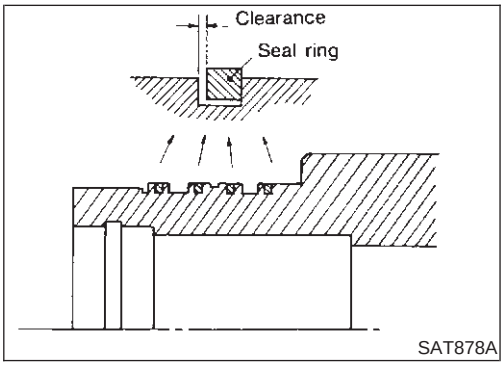
- If not within wear limit, replace.


SAT877A

Low One-way Clutch Inner Race

NAAT0138S04

- Check frictional surface of inner race for wear or damage.



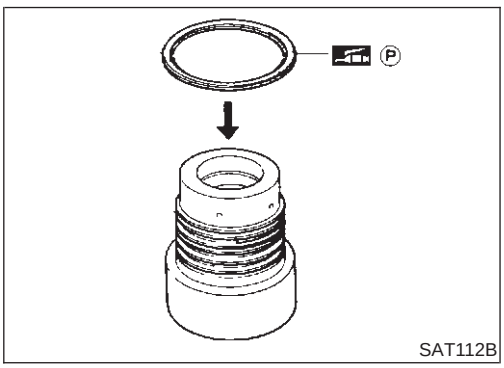
SAT878A

- Install a new seal rings onto low one-way clutch inner race.
- **Be careful not to expand seal ring gap excessively.**
- Measure seal ring-to-groove clearance.

  Inspection standard:

  Standard value: 0.10 - 0.25 mm (0.0039 - 0.0098 in)

  Allowable limit: 0.25 mm (0.0098 in)
- If not within allowable limit, replace low one-way clutch inner race.



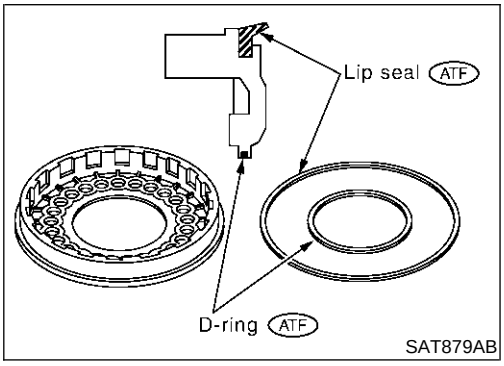
SAT112B

ASSEMBLY

NAAT0139

1. Install needle bearing onto one-way clutch inner race.

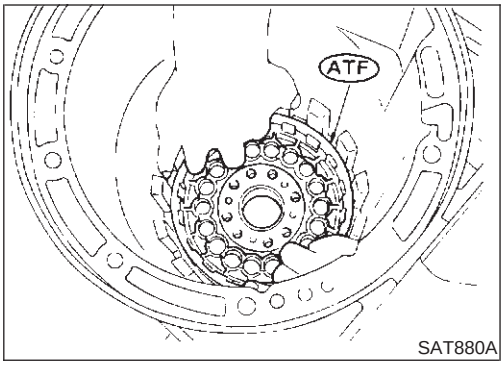
- **Pay attention to its direction — Black surface goes to rear side.**
- **Apply petroleum jelly to needle bearing.**



SAT879AB

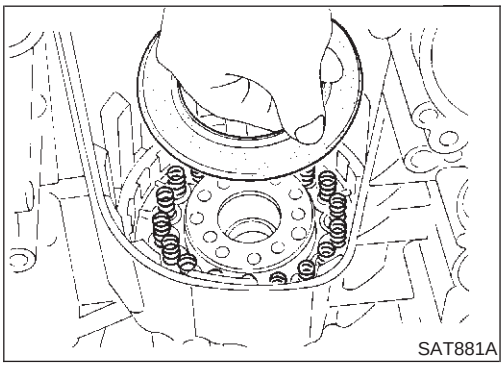
2. Install lip seal and D-ring onto piston.

- **Apply ATF to oil seal and D-ring.**

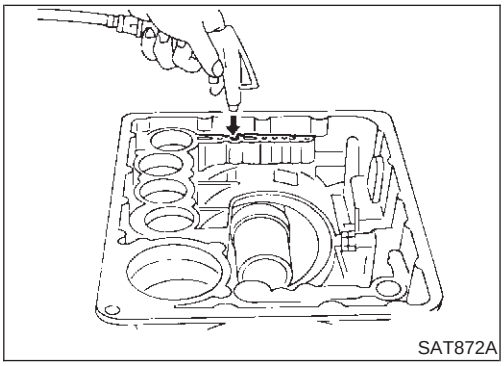


SAT880A

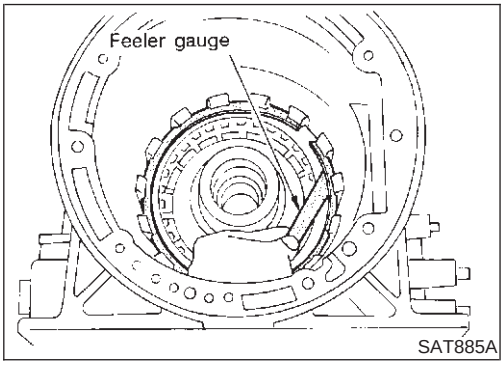
3. Install piston by rotating it slowly and evenly.
- **Apply ATF to inner surface of transmission case.**


SAT881A

4. Install return springs, spring retainer and low one-way clutch inner race onto transmission case.
5. Install dish plate, low and reverse brake drive plates, driven plates and U-spring, and then retaining plate.
6. Install snap ring on transmission case.


SAT872A

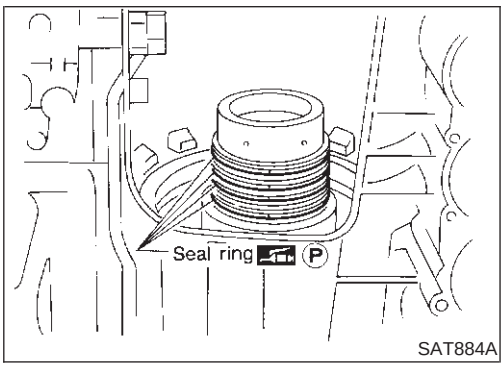
7. Check operation of low and reverse brake clutch piston. Refer to "DISASSEMBLY", AT-324.



SAT885A

8. Measure clearance between retaining plate and snap ring. If not within allowable limit, select proper retaining plate.

Specified clearance:
Standard
0.8 - 1.1 mm (0.031 - 0.043 in)
Allowable limit
2.7 mm (0.106 in)
Retaining plate:
Refer to SDS, AT-360.



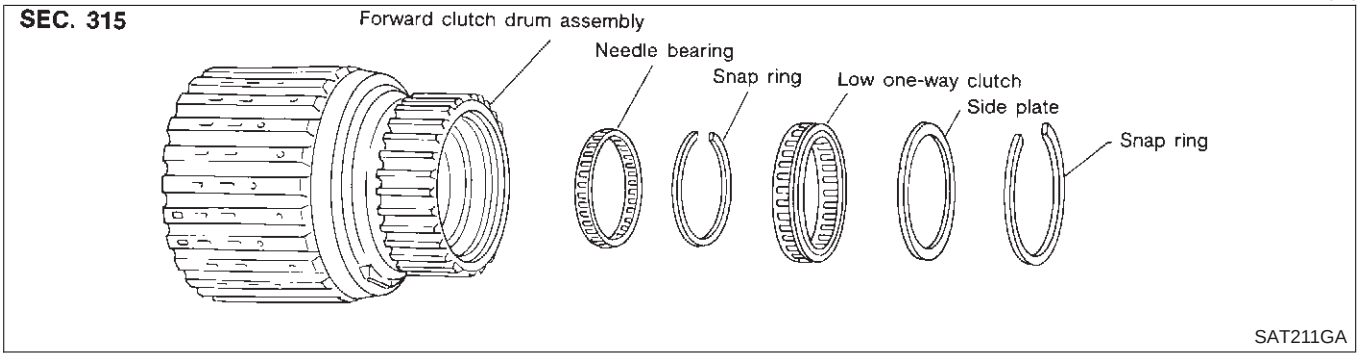
SAT884A

9. Install low one-way clutch inner race seal ring.
- **Apply petroleum jelly to seal ring.**
- **Make sure seal rings are pressed firmly into place and held by petroleum jelly.**

Forward Clutch Drum Assembly

COMPONENTS

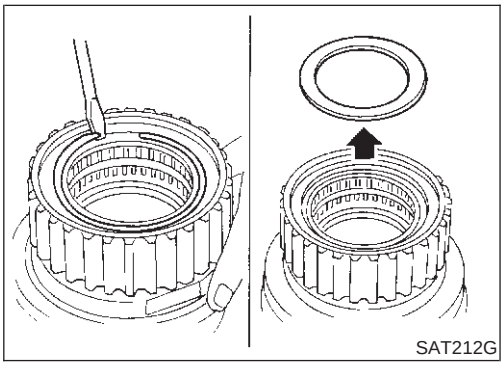
NAAT0140



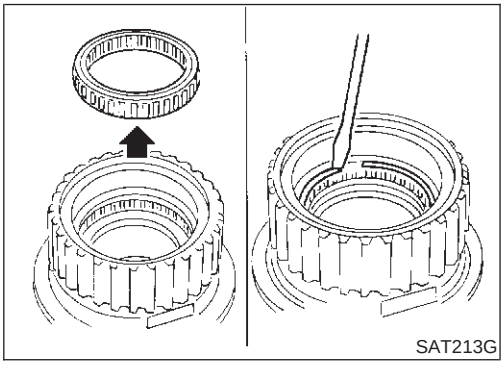
DISASSEMBLY

NAAT0141

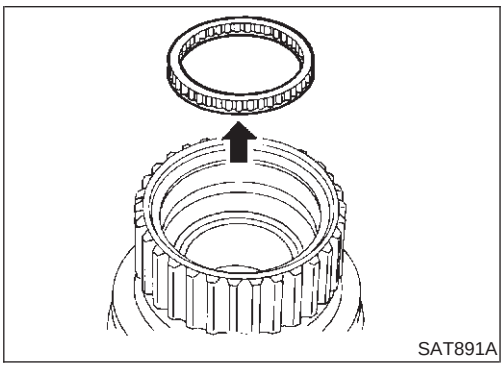
1. Remove snap ring from forward clutch drum.
2. Remove side plate from forward clutch drum.

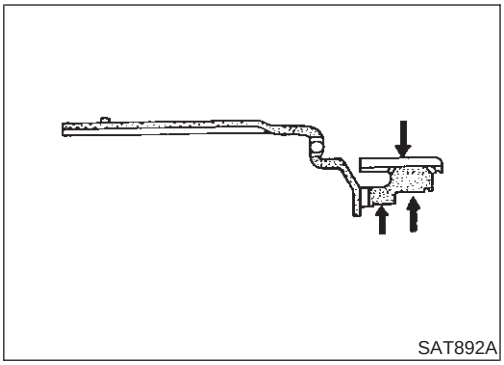


3. Remove low one-way clutch from forward clutch drum.
4. Remove snap ring from forward clutch drum.



5. Remove needle bearing from forward clutch drum.




SAT892A

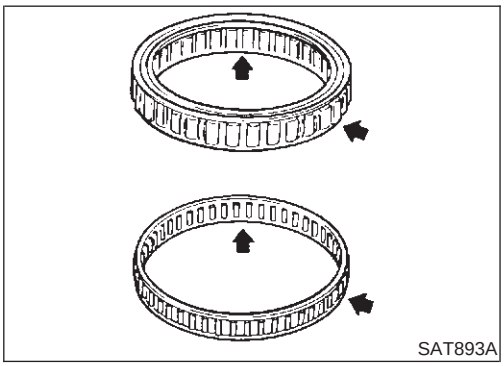
INSPECTION

NAAT0142

Forward Clutch Drum

NAAT0142S01

- Check spline portion for wear or damage.
- Check frictional surfaces of low one-way clutch and needle bearing for wear or damage.


SAT893A

Needle Bearing and Low One-way Clutch

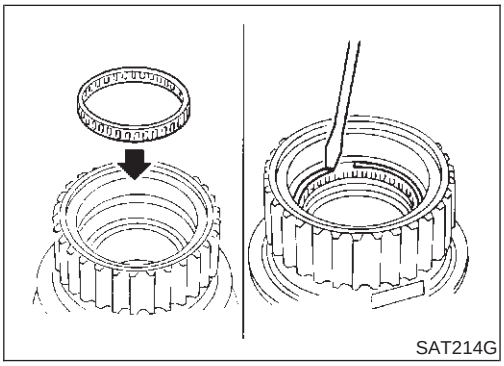
NAAT0142S02

- Check frictional surface for wear or damage.

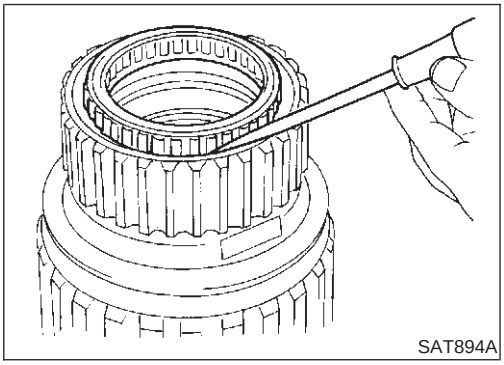
ASSEMBLY

NAAT0143

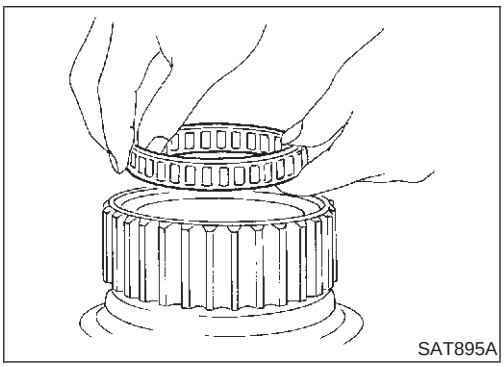
1. Install needle bearing in forward clutch drum.
2. Install snap ring onto forward clutch drum.

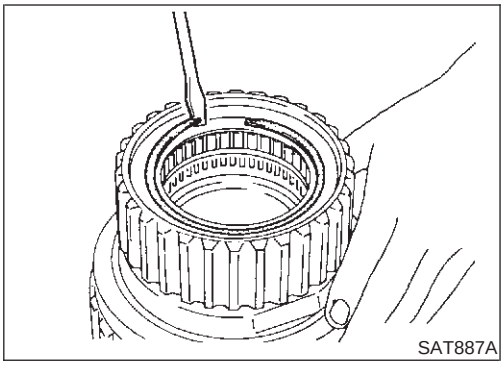

SAT214G

3. Install low one-way clutch onto forward clutch drum by pushing the roller in evenly.


SAT894A

- **Install low one-way clutch with flange facing rearward.**


SAT895A

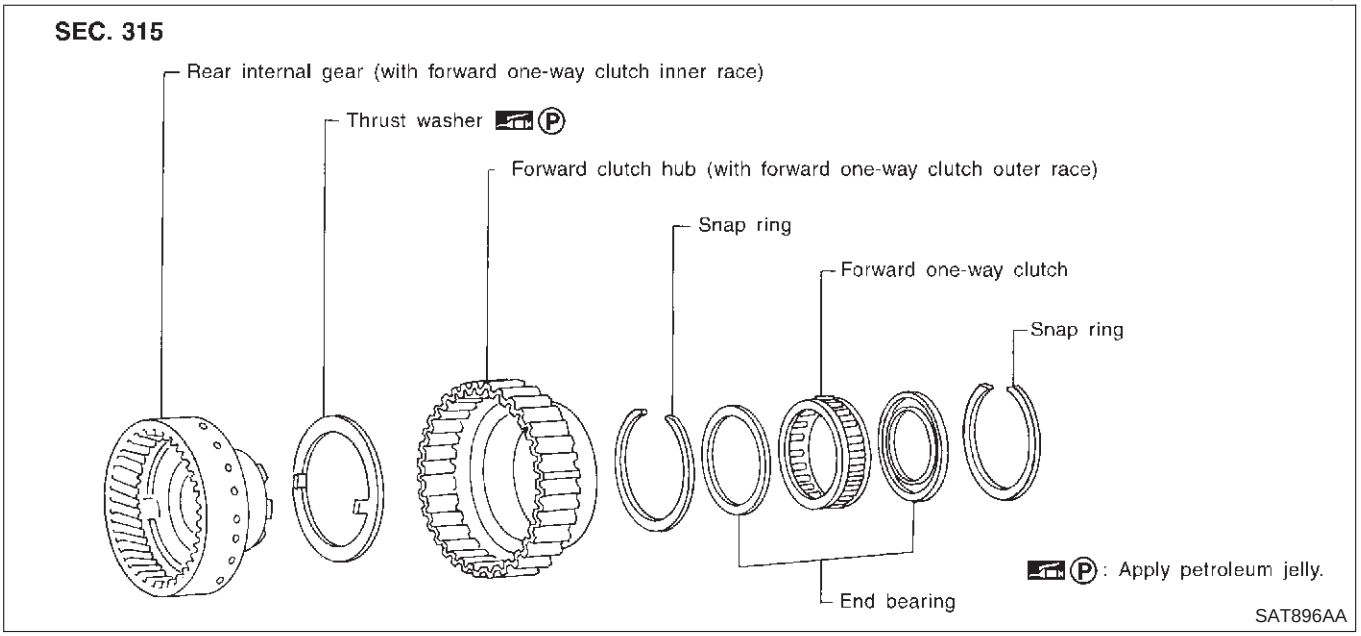

SAT887A

4. Install side plate onto forward clutch drum.
5. Install snap ring onto forward clutch drum.

Rear Internal Gear and Forward Clutch Hub

COMPONENTS

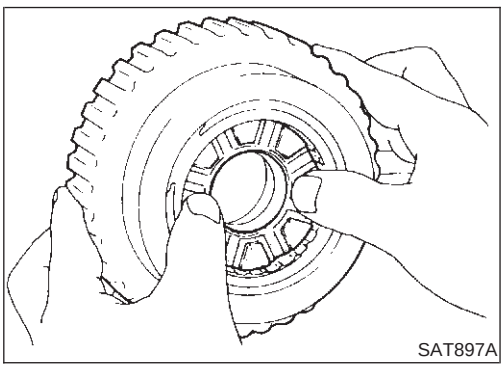
NAAT0144



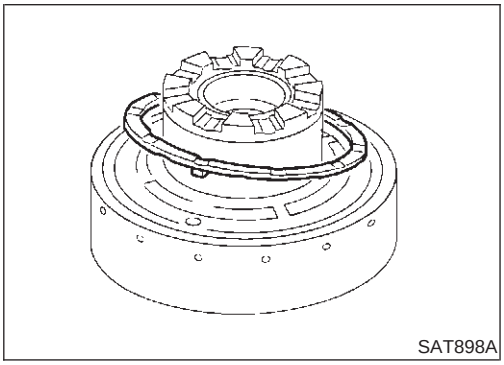
DISASSEMBLY

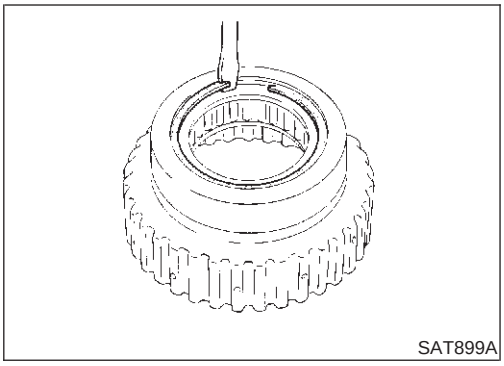
NAAT0145

1. Remove rear internal gear by pushing forward clutch hub forward.

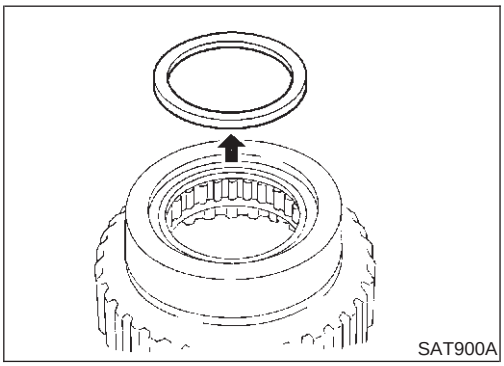

SAT897A

2. Remove thrust washer from rear internal gear.

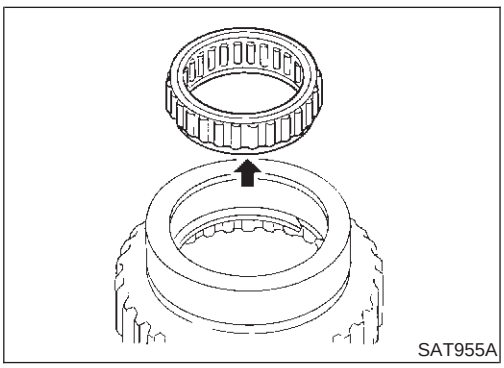

SAT898A


SAT899A

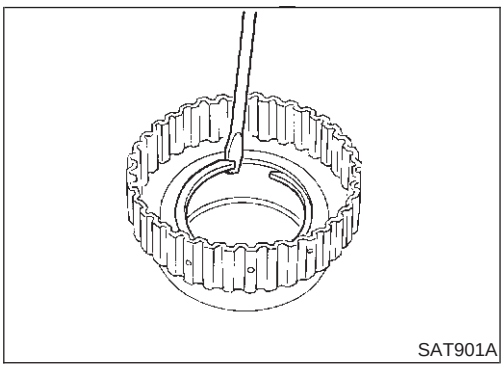
3. Remove snap ring from forward clutch hub.


SAT900A

4. Remove end bearing.


SAT955A

5. Remove forward one-way clutch and end bearing as a unit from forward clutch hub.


SAT901A

6. Remove snap ring from forward clutch hub.

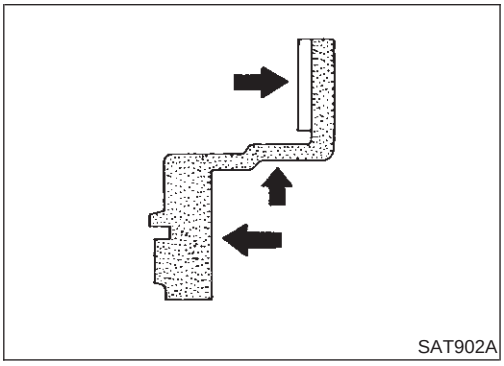
INSPECTION

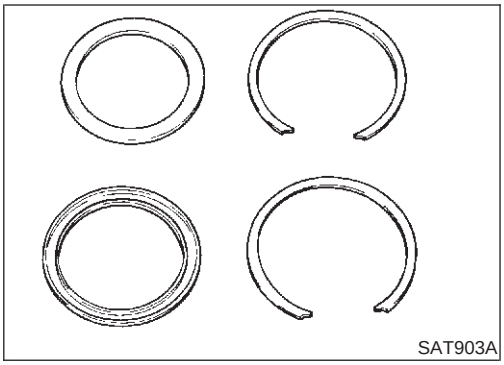
NAAT0146

Rear Internal Gear and Forward Clutch Hub

NAAT0146S01

- Check gear for excessive wear, chips or cracks.
- Check frictional surfaces of forward one-way clutch and thrust washer for wear or damage.
- Check spline for wear or damage.

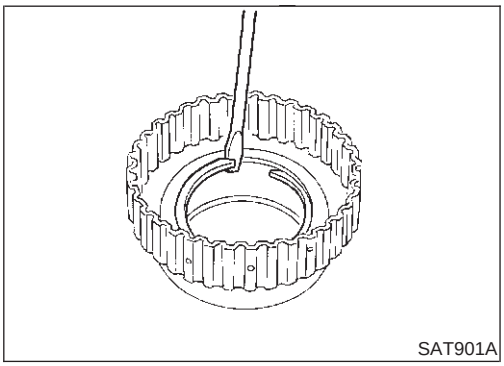

SAT902A


SAT903A

Snap Ring and End Bearing

NAAT0146S02

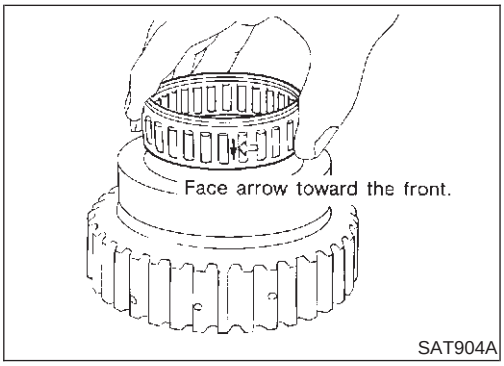
- Check for deformation or damage.


SAT901A

ASSEMBLY

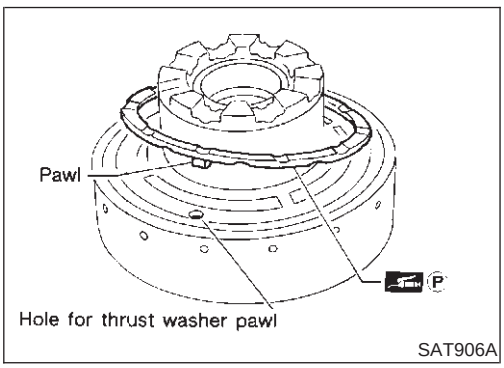
NAAT0147

1. Install snap ring onto forward clutch hub.
2. Install end bearing.



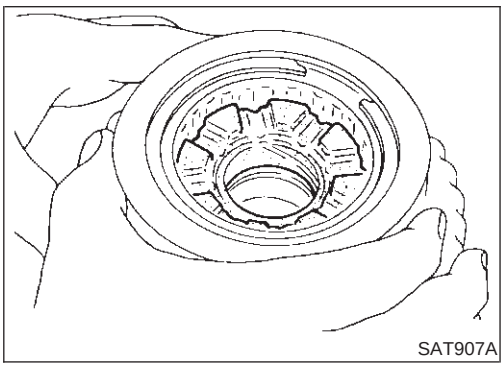
SAT904A

3. Install forward one-way clutch onto clutch hub.
- **Install forward one-way clutch with flange facing rearward.**
4. Install end bearing.
5. Install snap ring onto forward clutch hub.

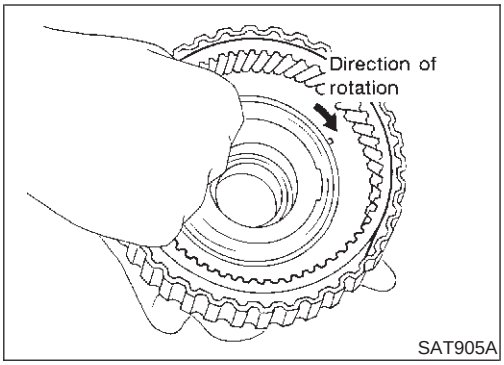


SAT906A

6. Install thrust washer onto rear internal gear.
- **Apply petroleum jelly to thrust washer.**
- **Securely insert pawls of thrust washer into holes in rear internal gear.**


SAT907A

7. Position forward clutch hub in rear internal gear.

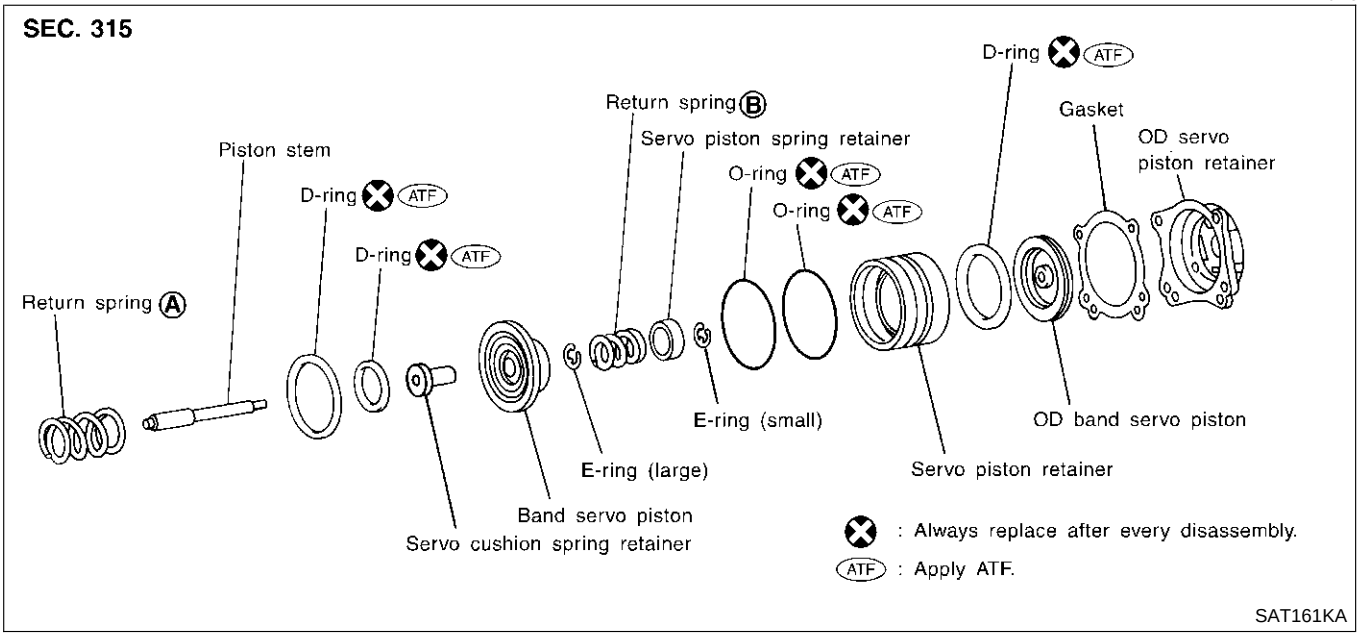


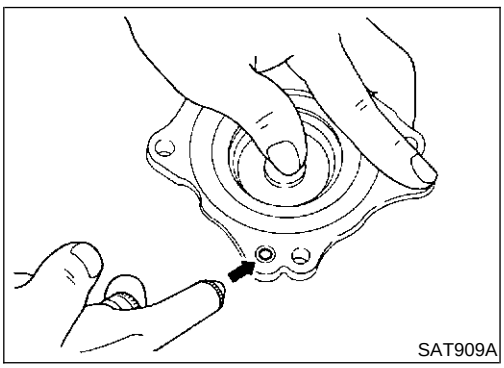
8. After installing, check to assure that forward clutch hub rotates clockwise.

Band Servo Piston Assembly

COMPONENTS

NAAT0148

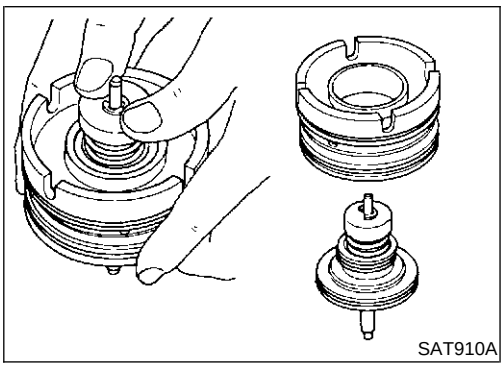




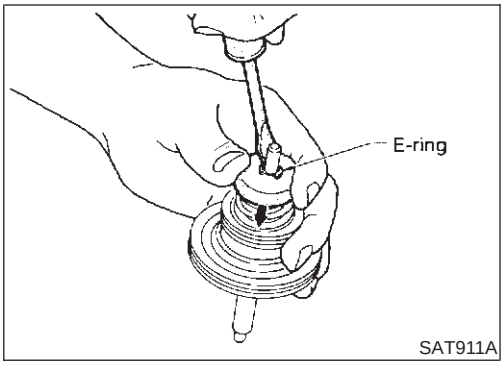
DISASSEMBLY

NAAT0149

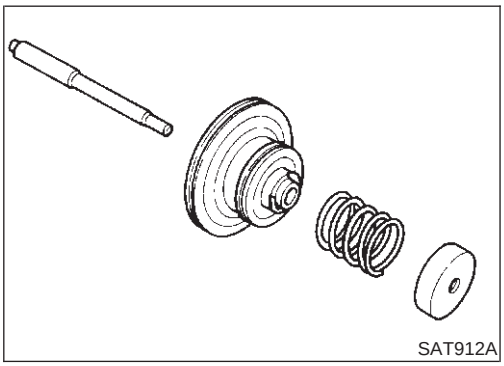
1. Block one oil hole in OD servo piston retainer and the center hole in OD band servo piston.
2. Apply compressed air to the other oil hole in piston retainer to remove OD band servo piston from retainer.
3. Remove D-ring from OD band servo piston.



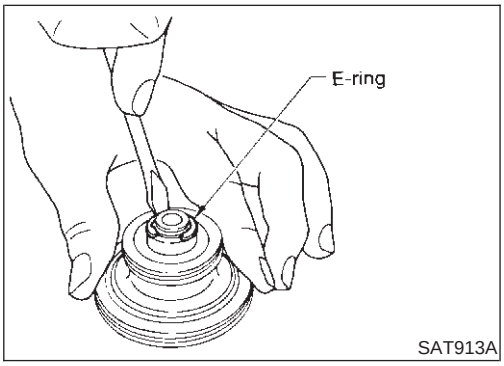
4. Remove band servo piston assembly from servo piston retainer by pushing it forward.



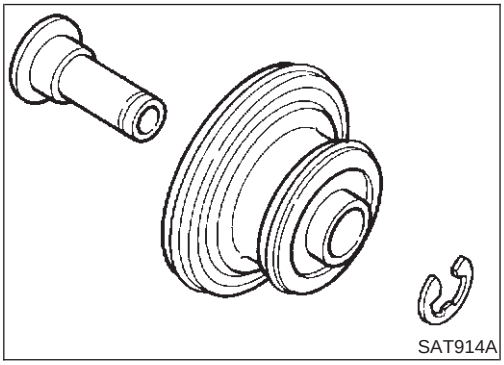
5. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, remove E-ring.



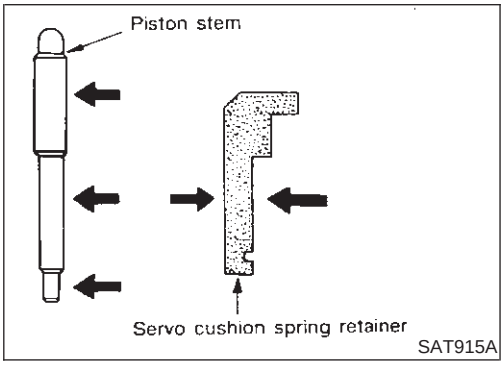
6. Remove servo piston spring retainer, return spring C and piston stem from band servo piston.



7. Remove E-ring from band servo piston.



8. Remove servo cushion spring retainer from band servo piston.
9. Remove D-rings from band servo piston.
10. Remove O-rings from servo piston retainer.



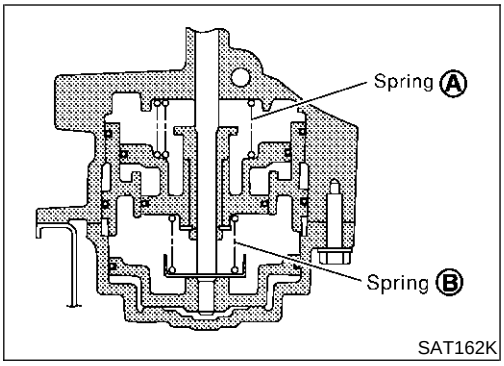
INSPECTION

NAAT0150

Pistons, Retainers and Piston Stem

NAAT0150S01

- Check frictional surfaces for abnormal wear or damage.



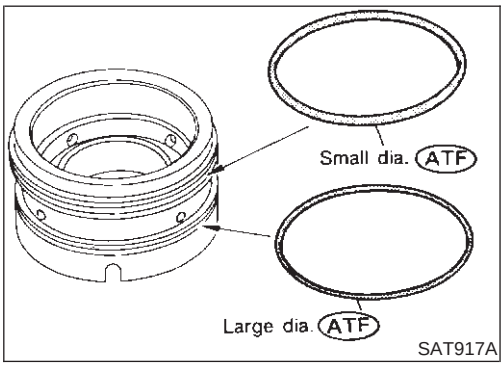
SAT162K

Return Springs

NAAT0150S02

- Check for deformation or damage. Measure free length and outer diameter.

Inspection standard:
Refer to SDS, AT-357.

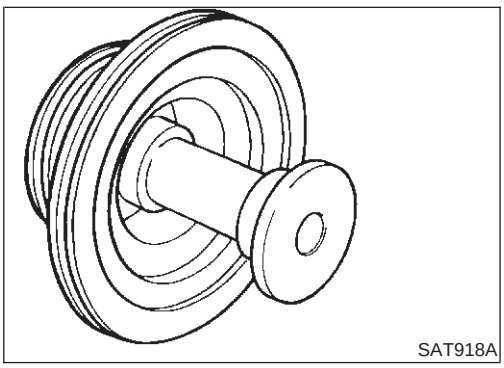


SAT917A

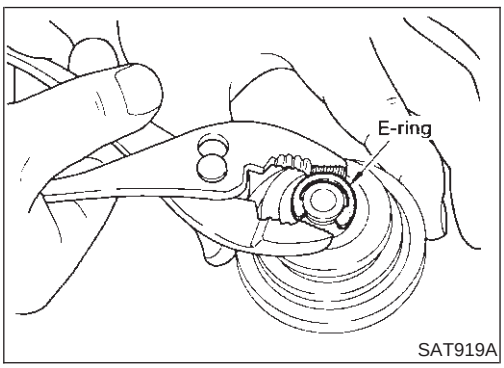
ASSEMBLY

NAAT0151

1. Install O-rings onto servo piston retainer.
- **Apply ATF to O-rings.**
- **Pay attention to position of each O-ring.**

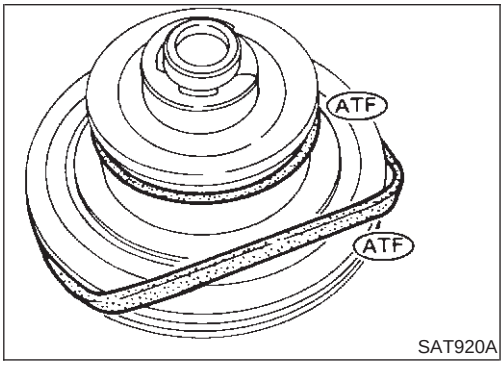

SAT918A

2. Install servo cushion spring retainer onto band servo piston.



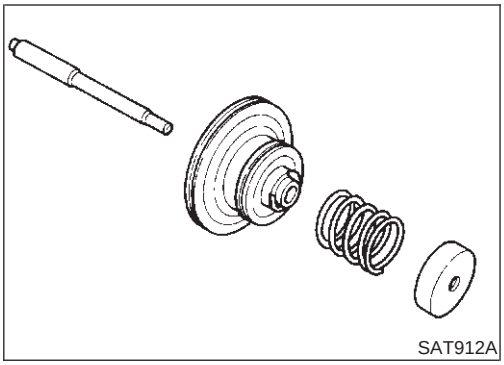
SAT919A

3. Install E-ring onto servo cushion spring retainer.

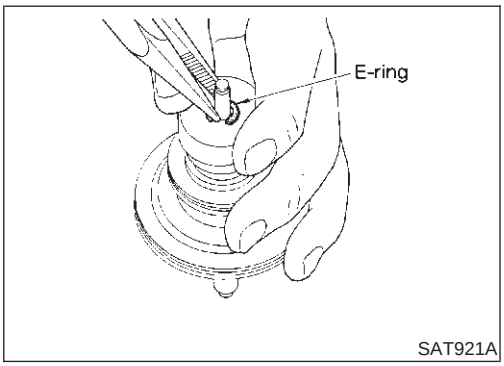


SAT920A

4. Install D-rings onto band servo piston.
- **Apply ATF to D-rings.**

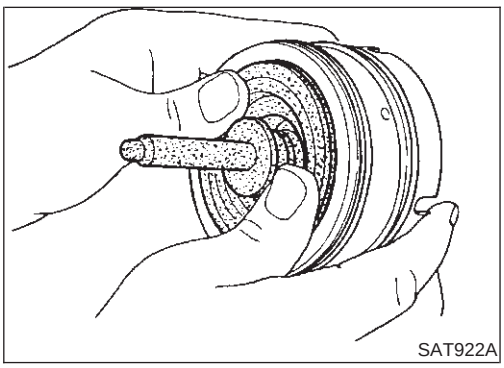

SAT912A

5. Install servo piston spring retainer, return spring C and piston stem onto band servo piston.

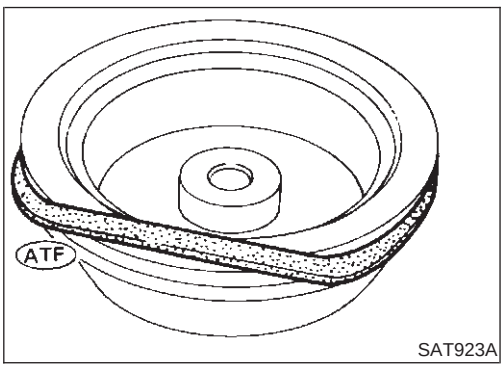


SAT921A

6. Place piston stem end on a wooden block. While pushing servo piston spring retainer down, install E-ring.

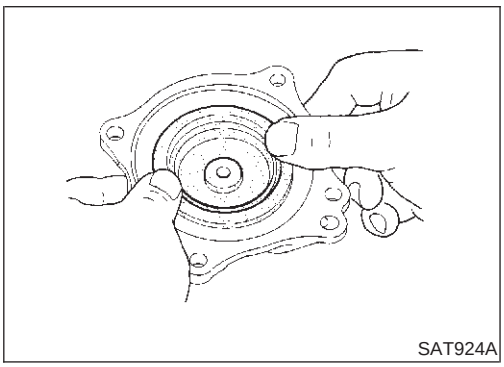

SAT922A

7. Install band servo piston assembly onto servo piston retainer by pushing it inward.



SAT923A

8. Install D-ring on OD band servo piston.
- **Apply ATF to D-ring.**

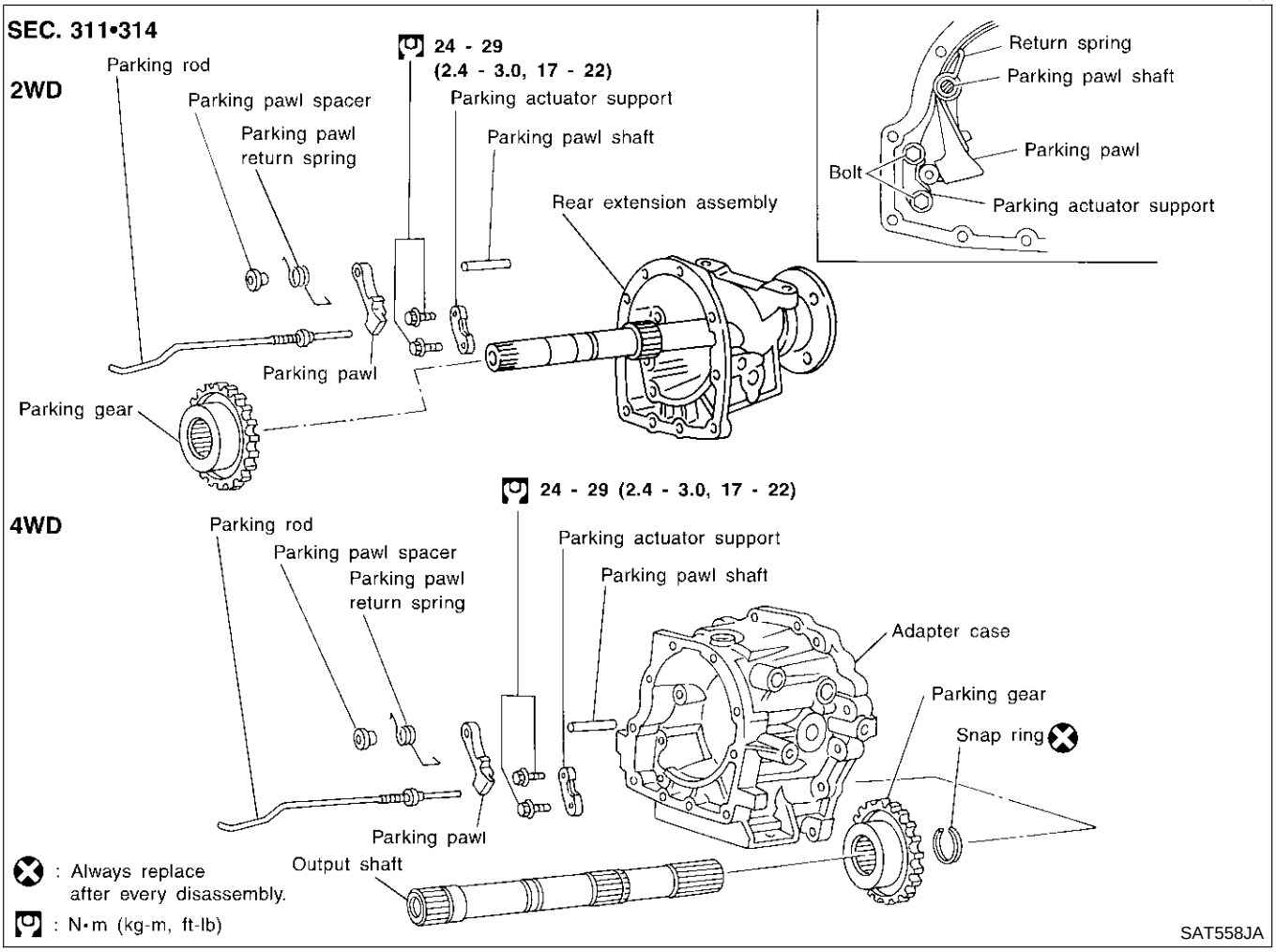

SAT924A

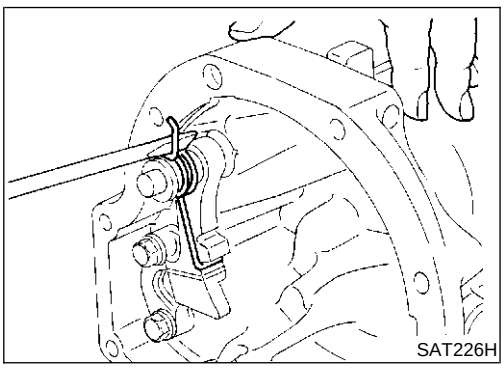
9. Install OD band servo piston onto servo piston retainer by pushing it inward.

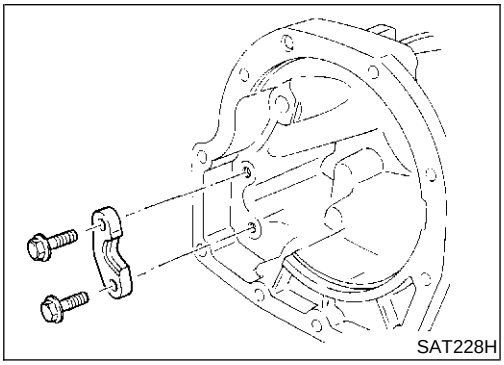
Parking Pawl Components

COMPONENTS

NAAT0152



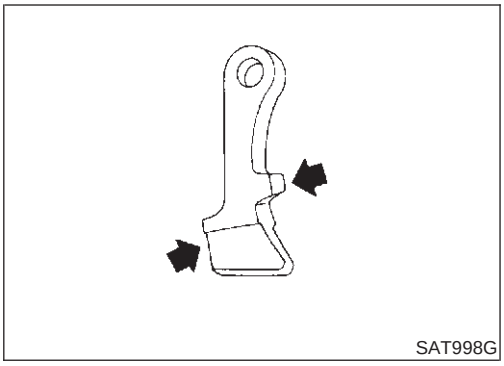




DISASSEMBLY

NAAT0153

1. Slide return spring to the front of adapter case flange.
2. Remove return spring, parking pawl spacer and parking pawl from adapter case.
3. Remove parking pawl shaft from adapter case.
4. Remove parking actuator support from adapter case.


SAT998G

INSPECTION

NAAT0209

Parking Pawl and Parking Actuator Support

NAAT0209S01

- Check contact surface of parking rod for wear.

Rear Extension Assembly (2WD model only)

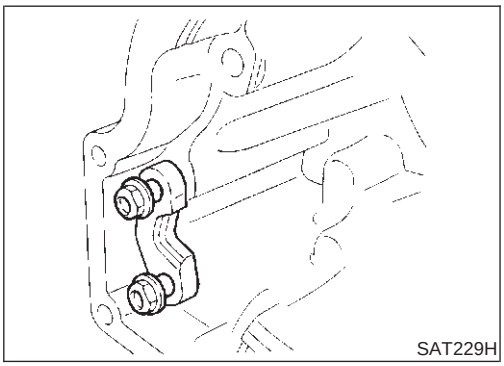
NAAT0209S02

- Check for free play between companion flange and output shaft.
- Make sure bearings roll freely and are free from noise, cracks, pitting or wear.
- Check contact surface of output shaft for wear.

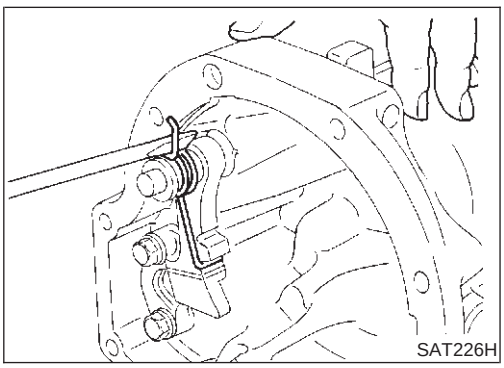
ASSEMBLY

NAAT0154

1. Install parking actuator support onto adapter case.
2. Insert parking pawl shaft into adapter case.
3. Install return spring, pawl spacer and parking pawl onto parking pawl shaft.

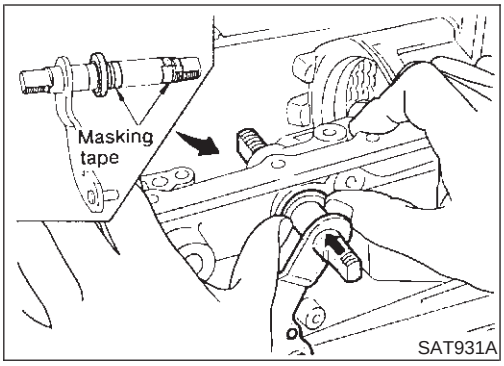

SAT229H

4. Bend return spring upward and install it onto adapter case.


SAT226H

Assembly (1)

NAAT0155



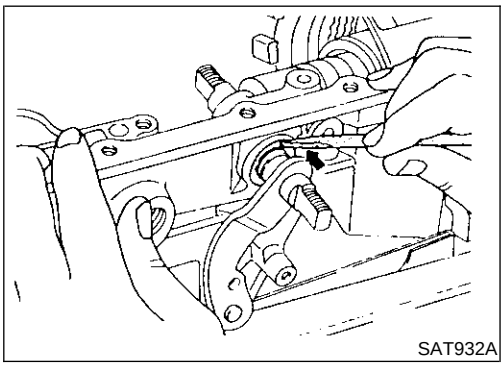
1. Install manual shaft components.

a. Install oil seal onto manual shaft.

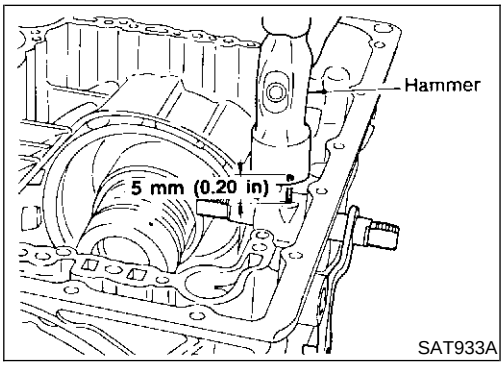
- **Apply ATF to oil seal.**
- **Wrap threads of manual shaft with masking tape.**

b. Insert manual shaft and oil seal as a unit into transmission case.

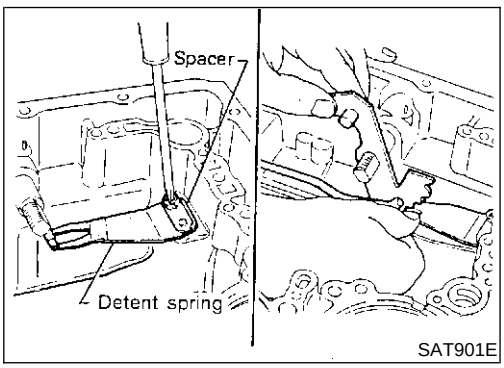
c. Remove masking tape.



d. Push oil seal evenly and install it onto transmission case.

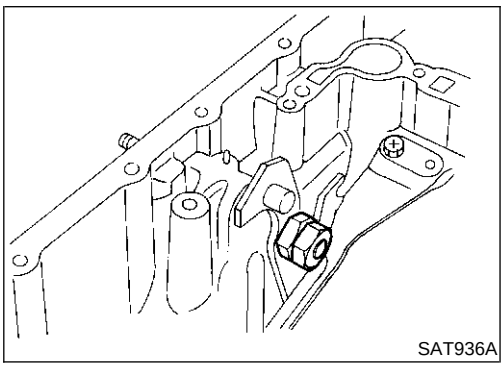


e. Align groove in shaft with retaining pin hole, then retaining pin into position as shown in figure at left.



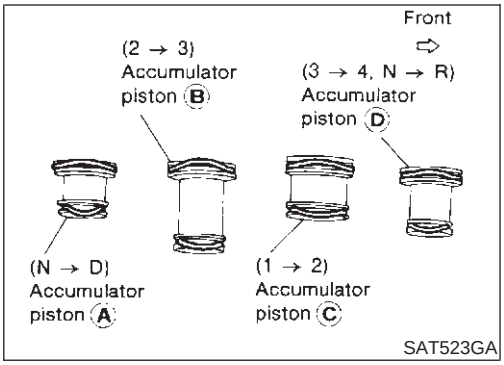
f. Install detent spring and spacer.

g. While pushing detent spring down, install manual plate onto manual shaft.



h. Install lock nuts onto manual shaft.

Assembly (1) (Cont'd)

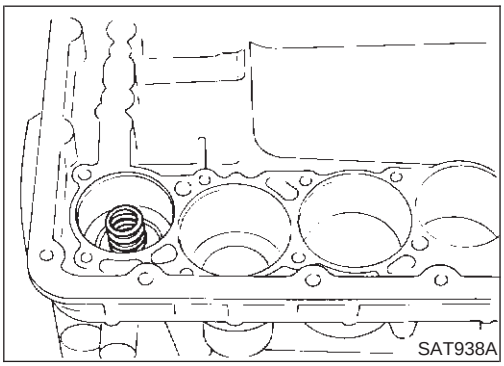


2. Install accumulator piston.
a. Install O-rings onto accumulator piston.
- **Apply ATF to O-rings.**

Accumulator piston O-rings

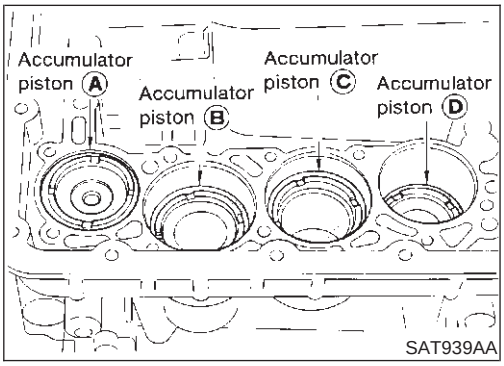
Unit: mm (in)

Accumulator	A	B	C	D
Small diameter end	29 (1.14)	32 (1.26)	45 (1.77)	29 (1.14)
Large diameter end	45 (1.77)	50 (1.97)	50 (1.97)	45 (1.77)

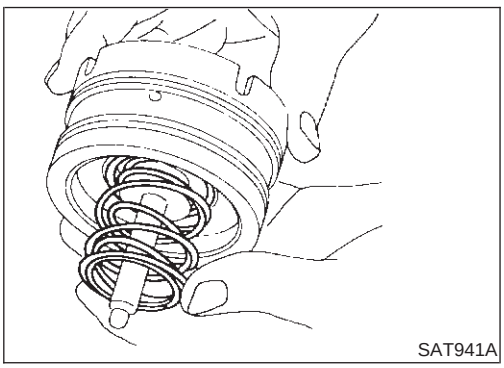


b. Install return spring for accumulator A onto transmission case.

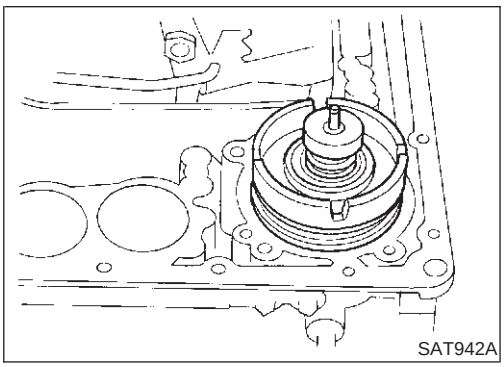
Free length of return spring:
Refer to SDS, AT-357.



c. Install accumulator pistons A, B, C and D.
- **Apply ATF to transmission case.**

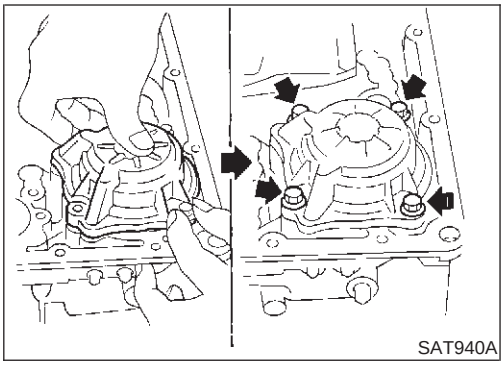


3. Install band servo piston.
a. Install return springs onto servo piston.

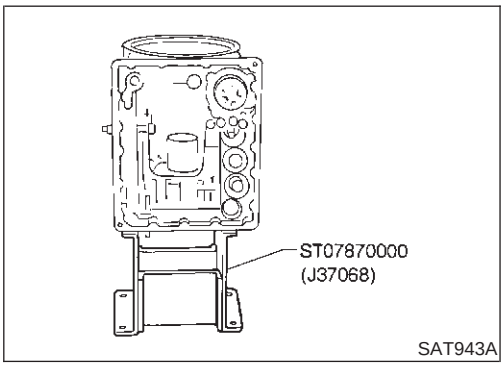


b. Install band servo piston onto transmission case.
- **Apply ATF to O-ring of band servo piston and transmission case.**

c. Install gasket for band servo onto transmission case.


SAT940A

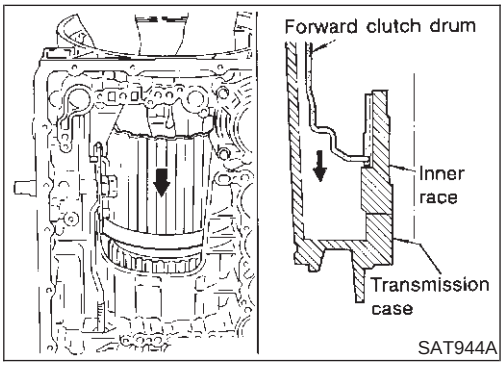
d. Install band servo retainer onto transmission case.



SAT943A

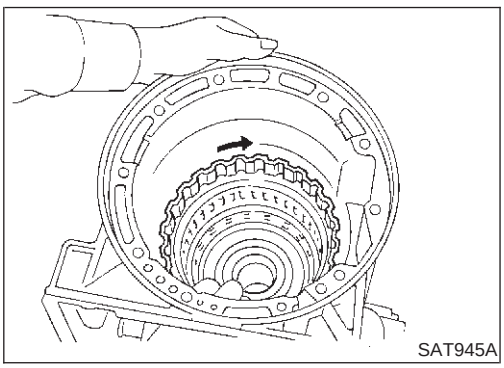
4. Install rear side clutch and gear components.

a. Place transmission case in vertical position.

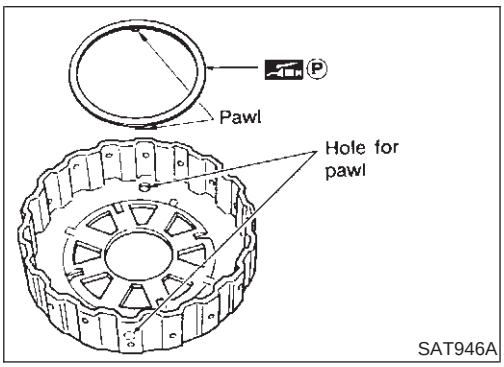


SAT944A

b. Slightly lift forward clutch drum assembly. Then slowly rotate it clockwise until its hub passes fully over clutch inner race inside transmission case.


SAT945A

c. Check to be sure that rotation direction of forward clutch assembly is correct.

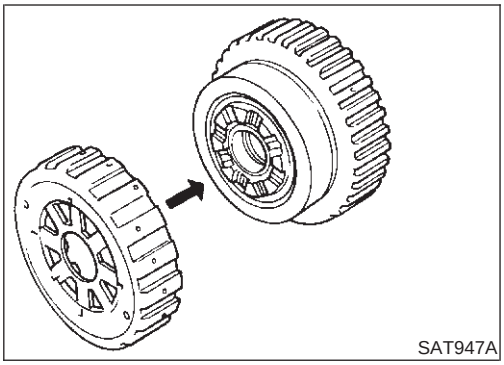


SAT946A

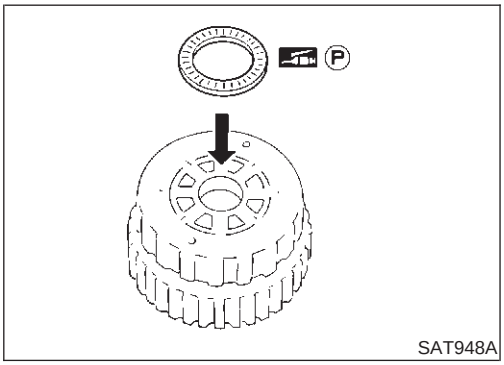
d. Install thrust washer onto front of overrun clutch hub.

- **Apply petroleum jelly to the thrust washer.**
- **Insert pawls of thrust washer securely into holes in overrun clutch hub.**

Assembly (1) (Cont'd)

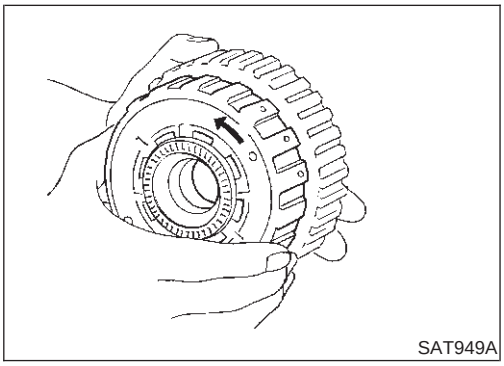

SAT947A

e. Install overrun clutch hub onto rear internal gear assembly.

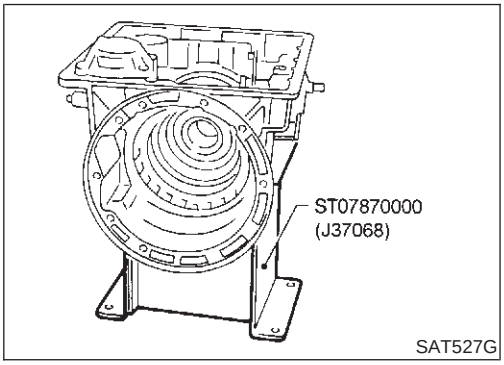


SAT948A

f. Install needle bearing onto rear of overrun clutch hub.
- **Apply petroleum jelly to needle bearing.**

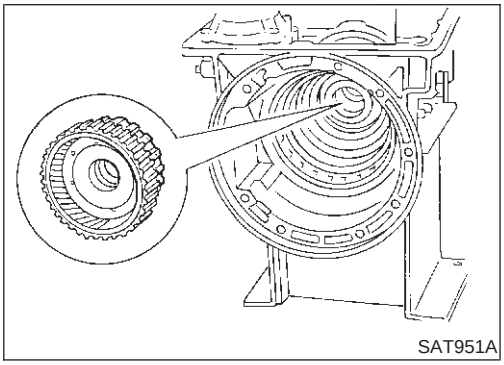

SAT949A

g. Check that overrun clutch hub rotates as shown while holding forward clutch hub.

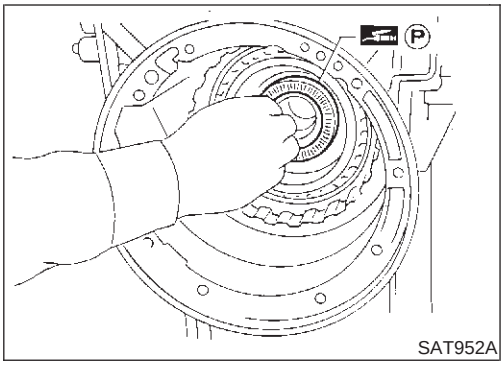


SAT527G

h. Place transmission case into horizontal position.

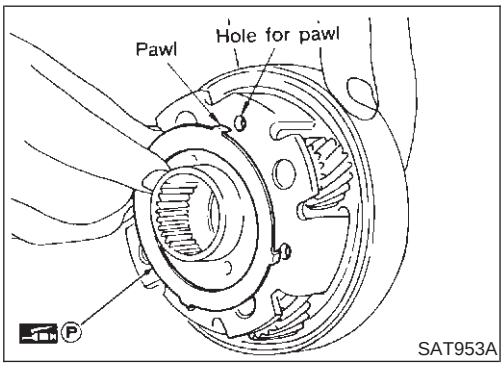

SAT951A

i. Install rear internal gear, forward clutch hub and overrun clutch hub as a unit onto transmission case.



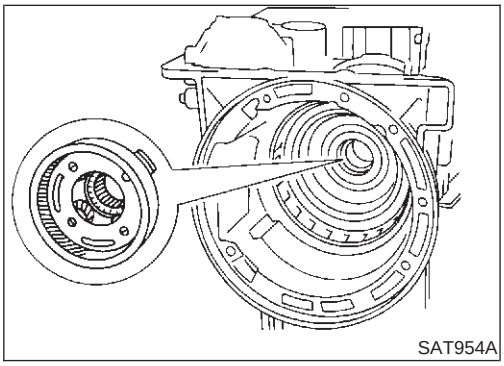
SAT952A

j. Install needle bearing onto rear internal gear.
- **Apply petroleum jelly to needle bearing.**

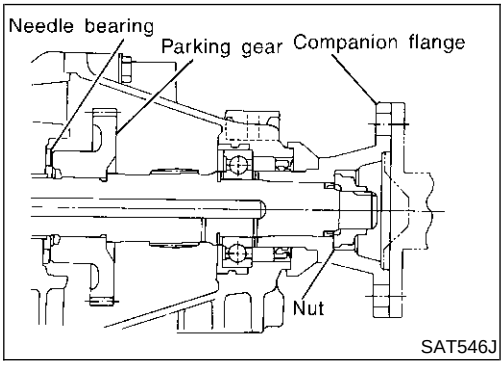


SAT953A

k. Install bearing race onto rear of front internal gear.
- **Apply petroleum jelly to bearing race.**
- **Securely engage pawls of bearing race with holes in front internal gear.**

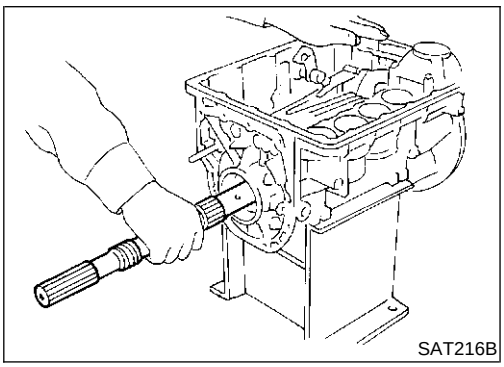

SAT954A

l. Install front internal gear on transmission case.



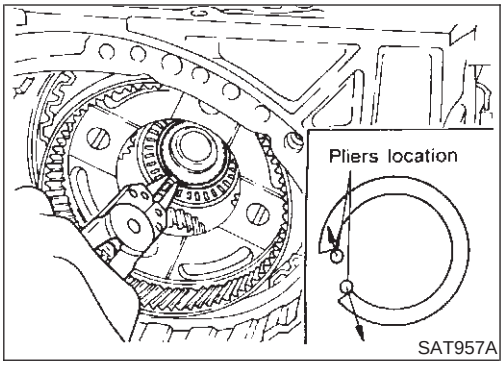
SAT546J

5. Install rear extension assembly on transmission case (2WD model only).
a. Install revolution sensor on rear extension.
b. Install rear extension gasket on transmission case.
c. Install parking rod on transmission case.
d. Install parking gear and needle bearing.
- **Insert rear extension assembly into place while holding parking gear and needle bearing by hand.**


SAT216B

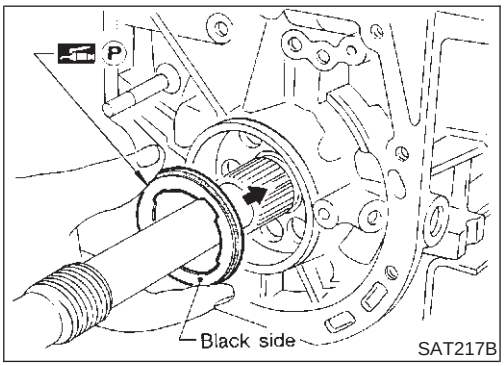
6. Install output shaft and parking gear (4WD model only).
a. Insert output shaft from rear of transmission case while slightly lifting front internal gear.
- **Do not force output shaft against front of transmission case.**

Assembly (1) (Cont'd)



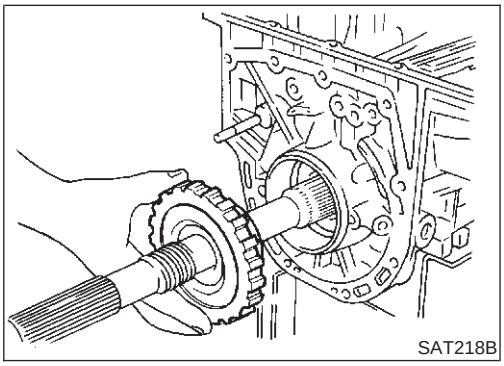
b. Carefully push output shaft against front of transmission case. Install snap ring on front of output shaft.

- **Check to be sure output shaft cannot be removed in rear direction.**

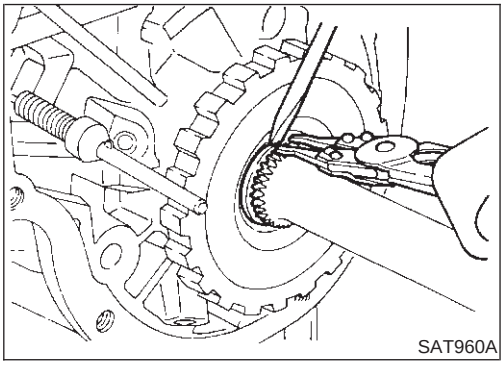


c. Install needle bearing on transmission case.

- **Pay attention to its direction — Black side goes to rear.**
- **Apply petroleum jelly to needle bearing.**

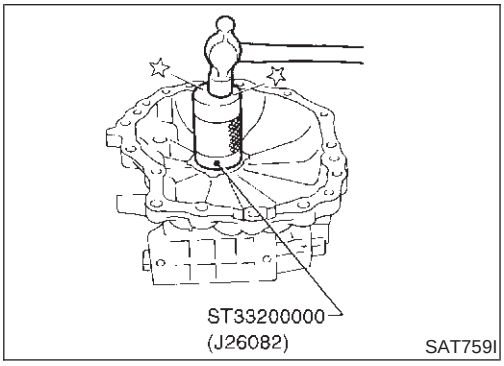


d. Install parking gear on transmission case.



e. Install snap ring on rear of output shaft.

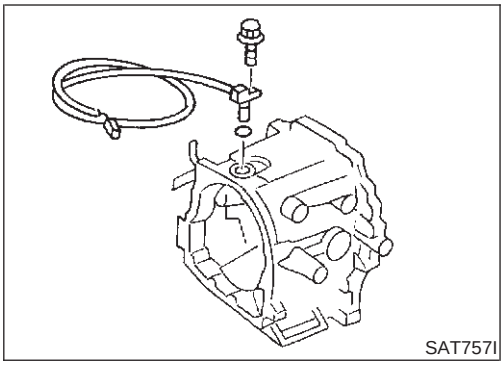
- **Check to be sure output shaft cannot be removed in forward direction.**



7. Install adapter case (4WD model only).

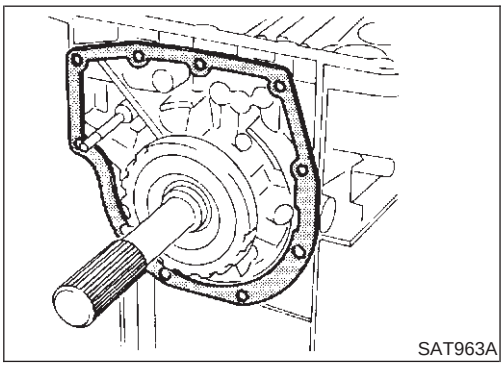
a. Install oil seal on adapter case.

- **Apply ATF to oil seal.**

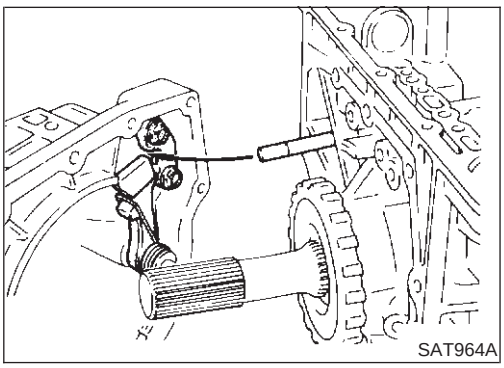

SAT757I

b. Install O-ring on revolution sensor.
- **Apply ATF to O-ring.**

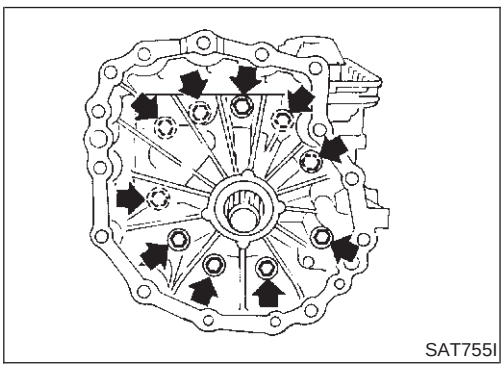
c. Install revolution sensor on adapter case.


SAT963A

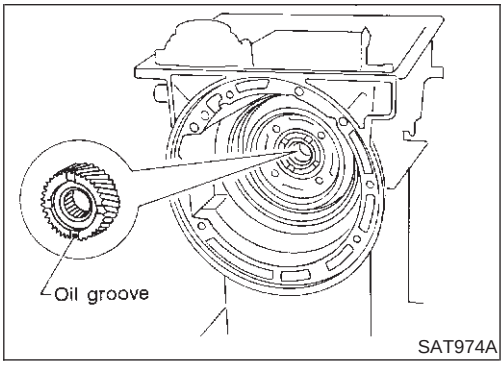
d. Install adapter case gasket on transmission case.


SAT964A

e. Install parking rod on transmission case.


SAT755I

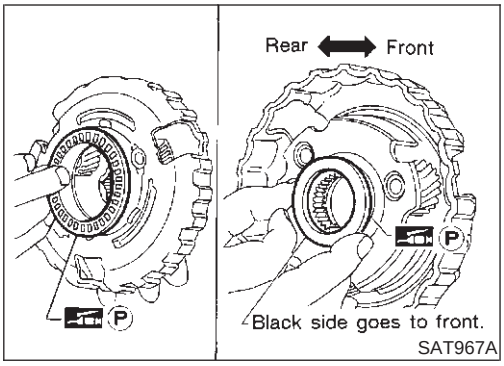
f. Install adapter case on transmission case.



SAT974A

8. Install front side clutch and gear components.

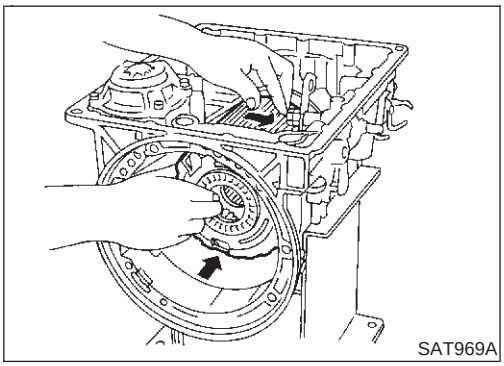
a. Install rear sun gear on transmission case.
- **Pay attention to its direction.**



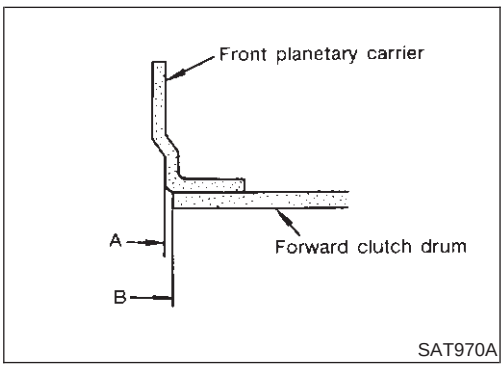
SAT967A

b. Make sure needle bearing is on front of front planetary carrier.
- **Apply petroleum jelly to needle bearing.**

c. Make sure needle bearing is on rear of front planetary carrier.
- **Apply petroleum jelly to bearing.**
- **Pay attention to its direction — Black side goes to front.**

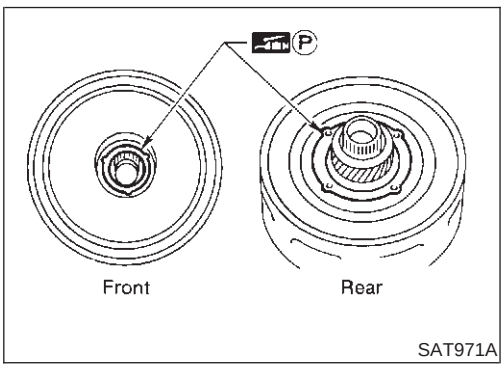

SAT969A

d. While rotating forward clutch drum clockwise, install front planetary carrier on forward clutch drum.



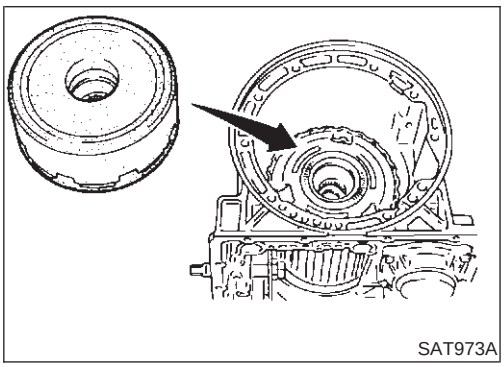
SAT970A

- **Check that portion A of front planetary carrier protrudes approximately 2 mm (0.08 in) beyond portion B of forward clutch assembly.**



SAT971A

e. Make sure bearing races are on front and rear of clutch pack.
- **Apply petroleum jelly to bearing races.**
- **Securely engage pawls of bearing races with holes in clutch pack.**


SAT973A

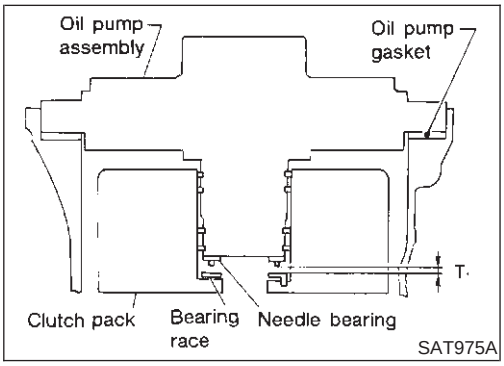
f. Install clutch pack into transmission case.

Adjustment

=NAAT0156

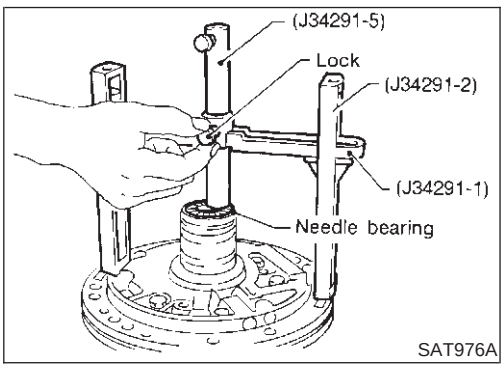
When any parts listed in the following table are replaced, total end play or reverse clutch end play must be adjusted.

Part name	Total end play	Reverse clutch end play
Transmission case	●	●
Low one-way clutch inner race	●	●
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	—	●

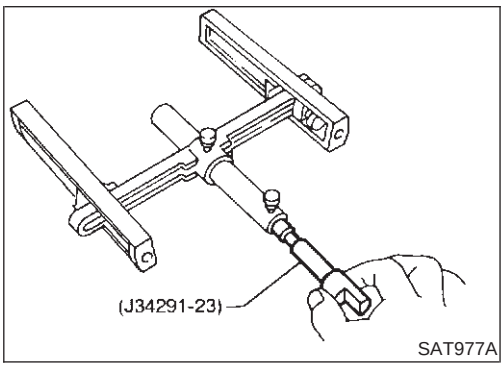


1. Adjust total end play.

Total end play "T_1":
0.25 - 0.55 mm (0.0098 - 0.0217 in)

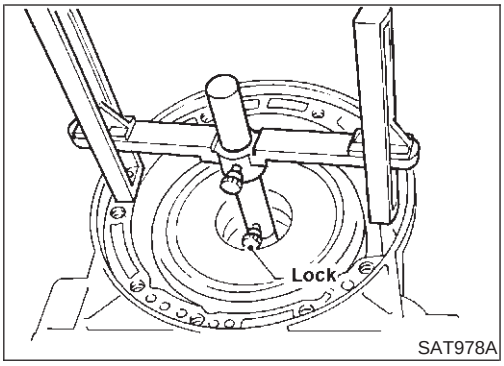


a. With needle bearing installed, place J34291-1 (bridge), J34291-2 (legs) and the J34291-5 (gauging cylinder) onto oil pump. The long ends of legs should be placed firmly on machined surface of oil pump assembly. The gauging cylinder should rest on top of the needle bearing. Lock gauging cylinder in place with set screw.

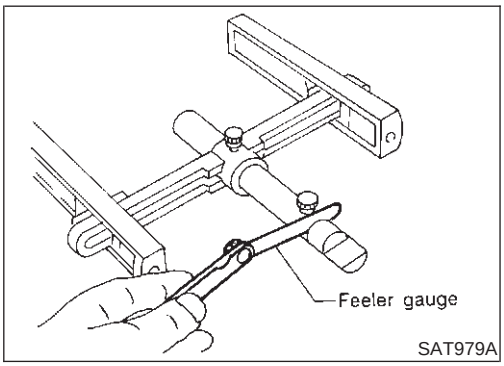


b. Install J34291-23 (gauging plunger) into gauging cylinder.

Adjustment (Cont'd)



c. Install original bearing race inside reverse clutch drum. Place shim selecting gauge with its legs on machined surface of transmission case (no gasket). Allow gauging plunger to rest on bearing race. Lock gauging plunger in place with set screw.



d. Remove Tool and use feeler gauge to measure gap between gauging cylinder and gauging plunger. This measurement should give exact total end play.

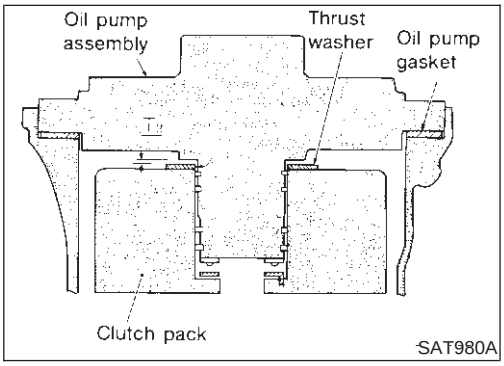
Total end play "T_1":

0.25 - 0.55 mm (0.0098 - 0.0217 in)

- If end play is out of specification, decrease or increase thickness of oil pump cover bearing race as necessary.

Available oil pump cover bearing race:

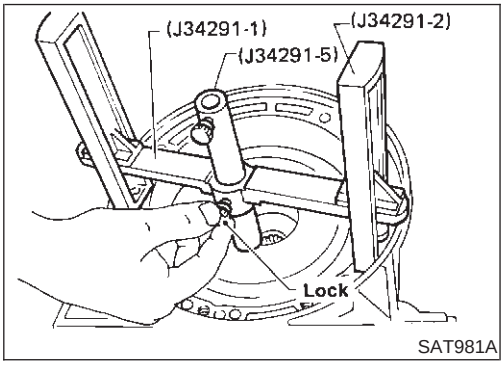
Refer to SDS, AT-360.



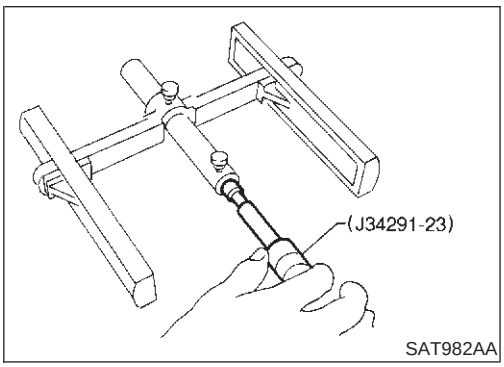
2. Adjust reverse clutch drum end play.

Reverse clutch drum end play "T_2":

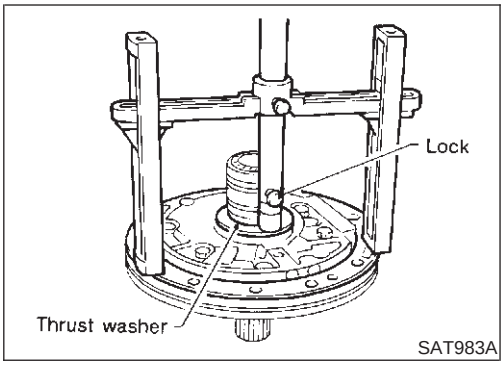
0.55 - 0.90 mm (0.0217 - 0.0354 in)



a. Place J34291-1 (bridge), J34291-2 (legs) and J34291-5 (gauging cylinder) on machined surface of transmission case (no gasket). Allow gauging cylinder to rest on front thrust surface of reverse clutch drum. Lock cylinder in place with set screw.

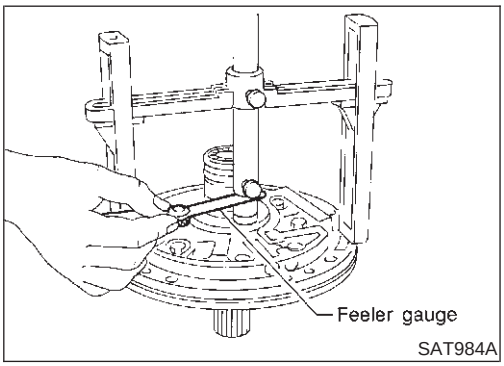


b. Install J34291-23 (gauging plunger) into gauging cylinder.



SAT983A

c. Install original thrust washer on oil pump. Place shim setting gauge legs onto machined surface of oil pump assembly. Allow gauging plunger to rest on thrust washer. Lock plunger in place with set screw.



SAT984A

d. Use feeler gauge to measure gap between gauging plunger and gauging cylinder. This measurement should give you exact reverse clutch drum end play.

Reverse clutch drum end play "T_2":
0.55 - 0.90 mm (0.0217 - 0.0354 in)

- If end play is out of specification, decrease or increase thickness of oil pump thrust washer as necessary.

Available oil pump thrust washer:
Refer to SDS, AT-361.

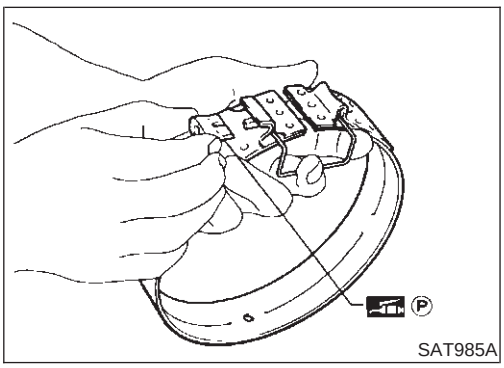
Assembly (2)

NAAT0157

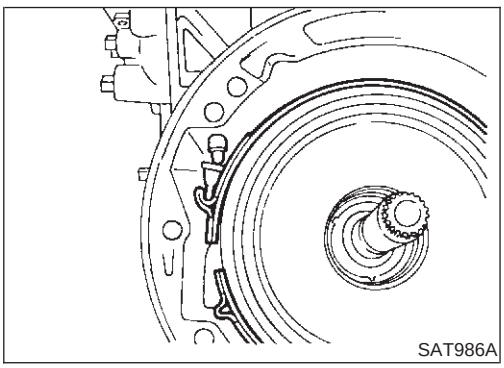
1. Install brake band and band strut.

a. Install band strut on brake band.

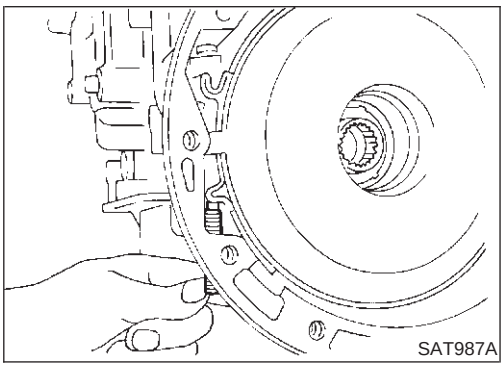
- **Apply petroleum jelly to band strut.**


SAT985A

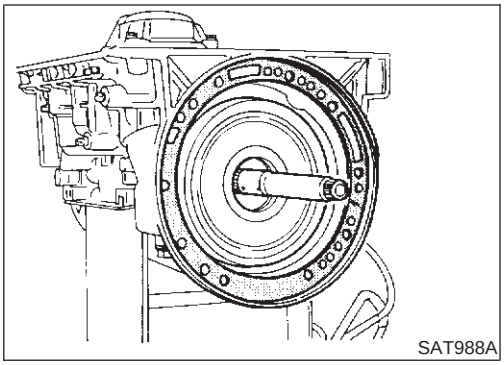
b. Place brake band on periphery of reverse clutch drum, and insert band strut into end of band servo piston stem.


SAT986A

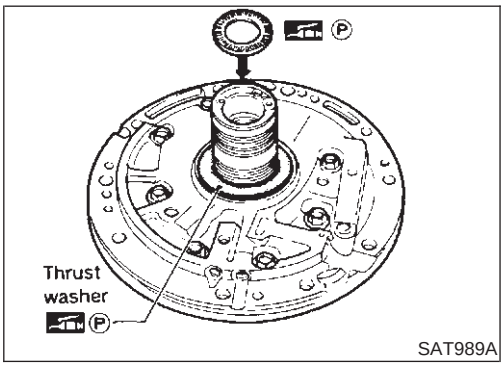
c. Install anchor end bolt on transmission case. Then, tighten anchor end bolt just enough so that reverse clutch drum (clutch pack) will not tilt forward.


SAT987A

Assembly (2) (Cont'd)

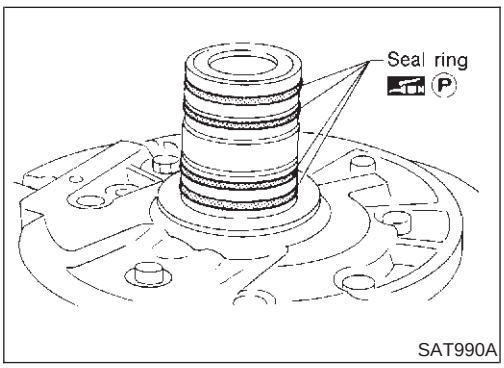

SAT988A

2. Install input shaft on transmission case.
- **Pay attention to its direction — O-ring groove side is front.**
3. Install gasket on transmission case.



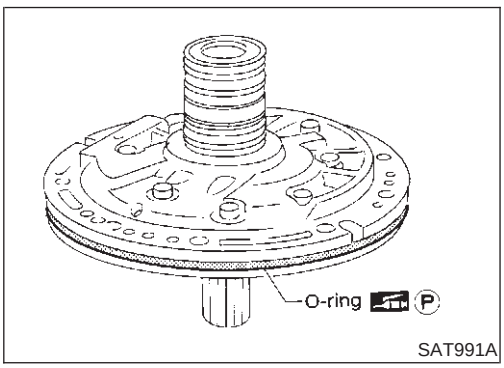
SAT989A

4. Install oil pump assembly.
a. Install needle bearing on oil pump assembly.
- **Apply petroleum jelly to the needle bearing.**
b. Install selected thrust washer on oil pump assembly.
- **Apply petroleum jelly to thrust washer.**



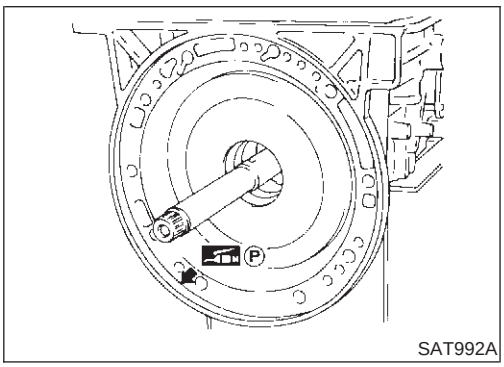
SAT990A

c. Carefully install seal rings into grooves and press them into the petroleum jelly so that they are a tight fit.

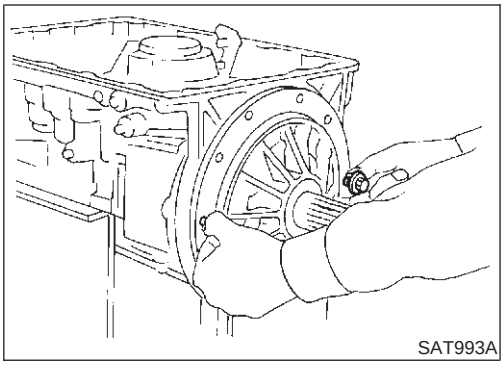


SAT991A

d. Install O-ring on oil pump assembly.
- **Apply petroleum jelly to O-ring.**


SAT992A

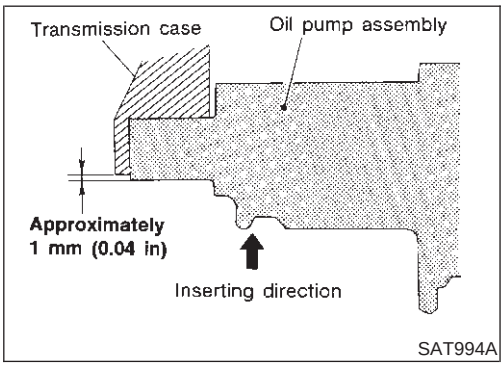
e. Apply petroleum jelly to mating surface of transmission case and oil pump assembly.



SAT993A

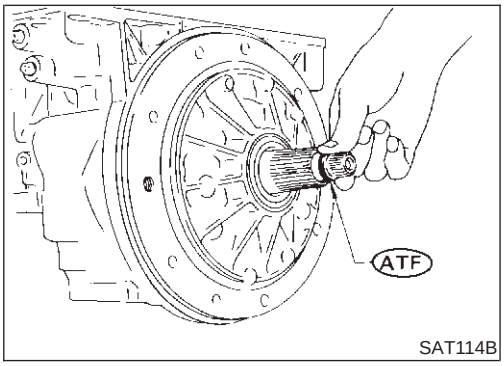
f. Install oil pump assembly.

- **Install two converter housing securing bolts in bolt holes in oil pump assembly as guides.**



SAT994A

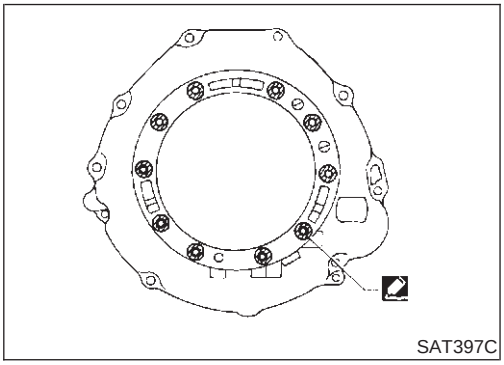
- **Insert oil pump assembly to the specified position in transmission, as shown at left.**



SAT114B

5. Install O-ring on input shaft.

- **Apply ATF to O-rings.**

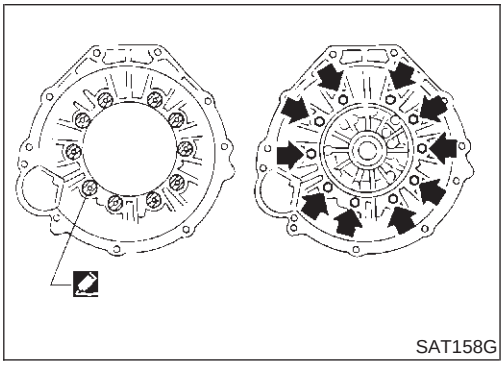


SAT397C

6. Install converter housing.

a. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI section.) to outer periphery of bolt holes in converter housing.

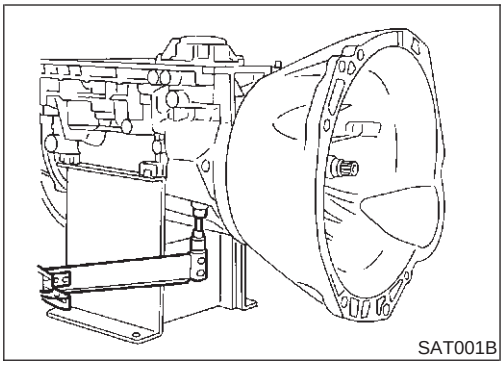
- **Do not apply too much sealant.**



SAT158G

b. Apply recommended sealant (Genuine Anaerobic Liquid Gasket or equivalent. Refer to GI section.) to seating surfaces of bolts that secure front of converter housing.

c. Install converter housing on transmission case.


SAT001B

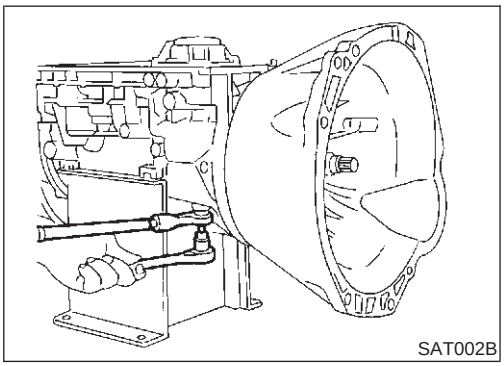
7. Install turbine revolution sensor.
8. Adjust brake band.

a. Tighten anchor end bolt to specified torque.

Anchor end bolt:

: 4 - 6 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)

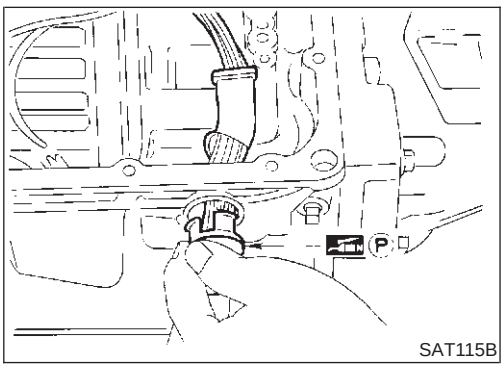
b. Back off anchor end bolt two and a half turns.


SAT002B

c. While holding anchor end bolt, tighten lock nut.

Ancher end bolt nut:

: 41 - 50 N·m (4.1 - 5.2 kg-m, 30 - 37 ft-lb)



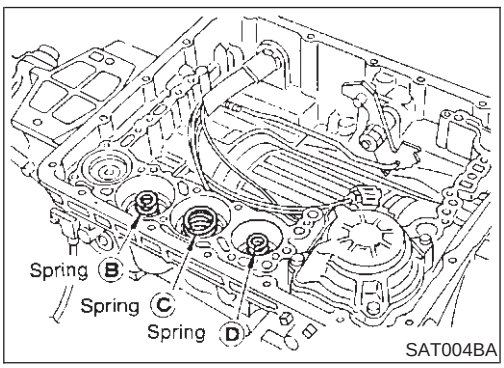
SAT115B

9. Install terminal cord assembly.

a. Install O-ring on terminal cord assembly.

- **Apply petroleum jelly to O-ring.**

b. Compress terminal cord assembly stopper and install terminal cord assembly on transmission case.



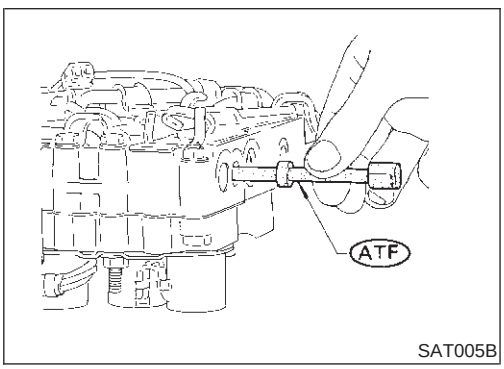
SAT004BA

10. Install control valve assembly.

a. Install accumulator piston return springs B, C and D.

Free length of return springs:

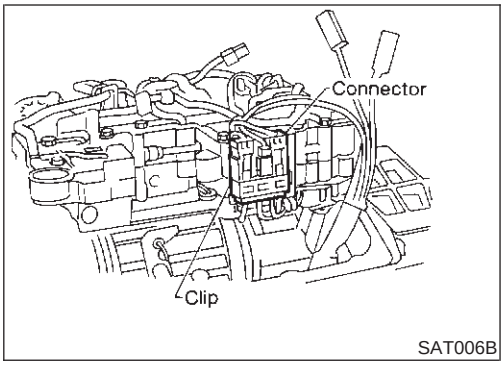
Refer to SDS, AT-357.



SAT005B

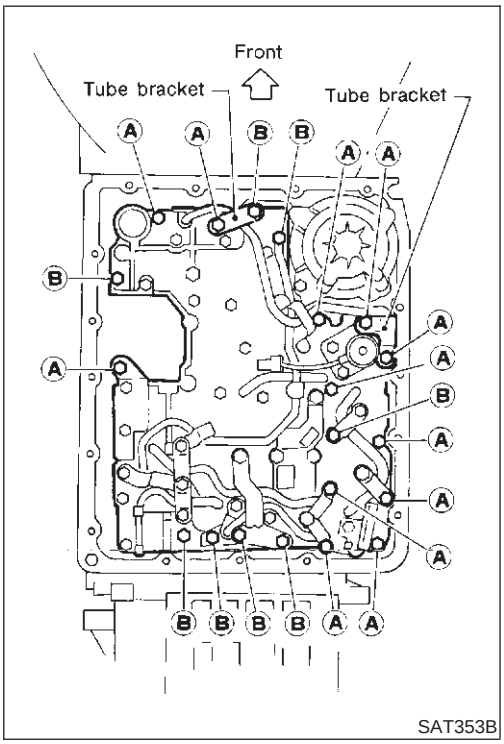
b. Install manual valve on control valve.

- **Apply ATF to manual valve.**



SAT006B

c. Place control valve assembly on transmission case. Connect solenoid connector for upper body.
d. Install connector clip.

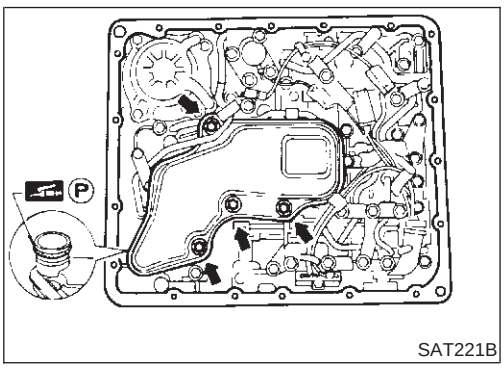


SAT353B

e. Install control valve assembly on transmission case.
f. Install connector tube brackets and tighten bolts A and B.

- **Check that terminal assembly does not catch.**

Bolt symbol	ℓ mm (in)
A	33 (1.30)
B	45 (1.77)

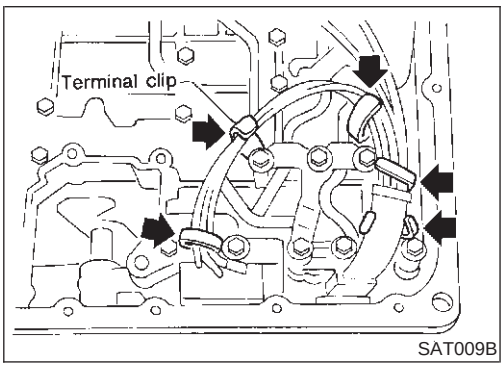


SAT221B

g. Install O-ring on oil strainer.

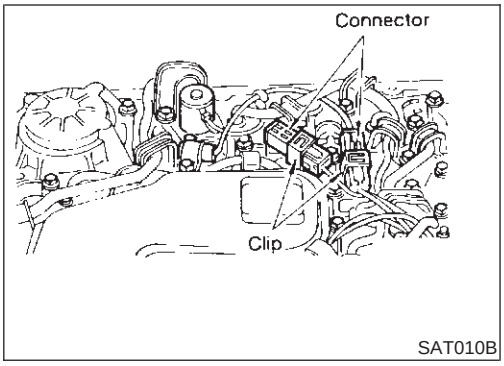
- **Apply petroleum jelly to O-ring.**

h. Install oil strainer on control valve.

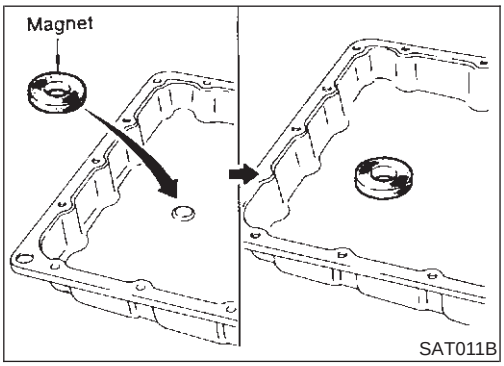


SAT009B

i. Securely fasten terminal harness with clips.

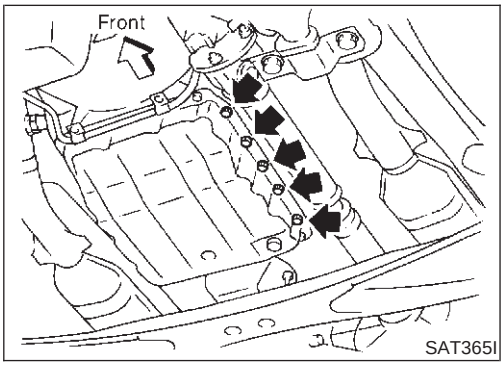


j. Install torque converter clutch solenoid valve and A/T fluid temperature sensor connectors.



11. Install oil pan.

a. Attach a magnet to oil pan.

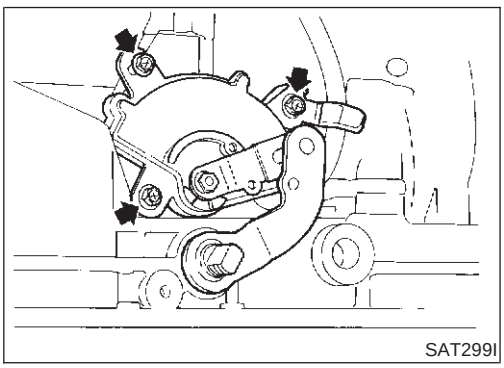


b. Install new oil pan gasket on transmission case.

c. Install oil pan and bracket on transmission case.

- **Always replace oil pan bolts as they are self-sealing bolts.**
- **Before installing bolts, remove traces of sealant and oil from mating surface and thread holes.**
- **Tighten four bolts in a criss-cross pattern to prevent dislocation of gasket.**

d. Tighten drain plug.

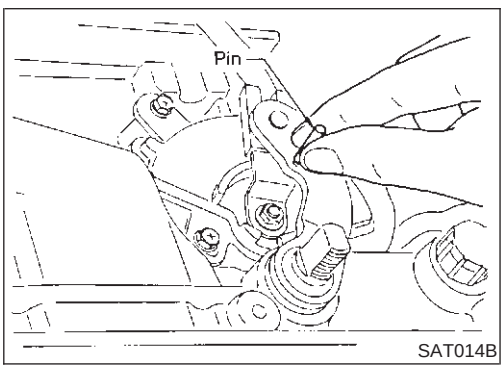


12. Install PNP switch.

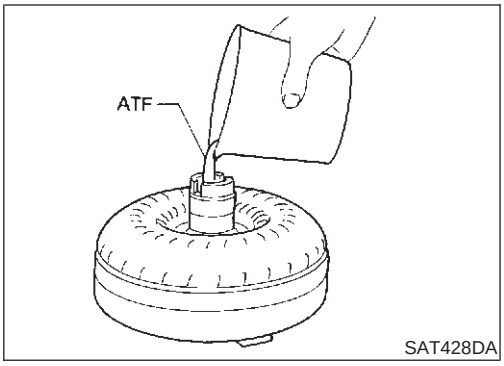
a. Check that manual shaft is in "1" position.

b. Temporarily install PNP switch on manual shaft.

c. Move manual shaft to "N".



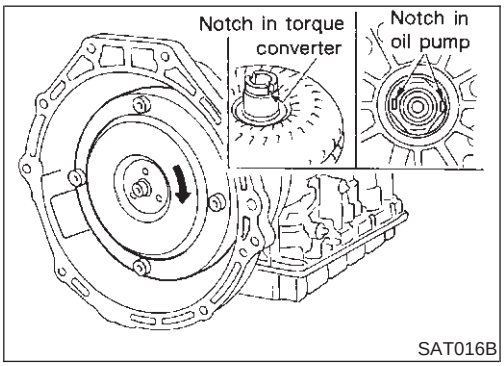
d. Tighten bolts while inserting 4.0 mm (0.157 in) dia. pin vertically into locating holes in PNP switch and manual shaft.



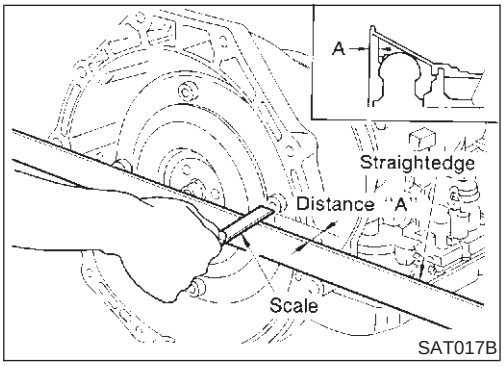
13. Install torque converter.

a. Pour ATF into torque converter.

- **Approximately 2 liters (2-1/8 US qt, 1-3/4 Imp qt) of fluid are 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 and oil pump.



c. Measure distance A to check that torque converter is in proper position.

Distance "A":

25.0 mm (0.984 in) or more

General Specifications

NAAT0160

Applied model		VQ35DE engine	
		2WD	4WD
Automatic transmission model		RE4R01A	
Transmission model code number		4EX74	4EX75, 4EX76
Stall torque ratio		2.0 : 1	
Transmission gear ratio	1st	2.785	
	2nd	1.545	
	Top	1.000	
	OD	0.694	
	Reverse	2.272	
Recommended fluid		Nissan Matic “D” (Continental U.S. and Alaska) or Genuine Nissan Automatic Transmission Fluid (Canada)*1	
Fluid capacity		8.5ℓ (9 US qt, 7-1/2 Imp qt)	

*1: Refer to MA-12, “Fluids and Lubricants”.

Shift Schedule

NAAT0178

VEHICLE SPEED WHEN SHIFTING GEARS THROTTLE POSITION

NAAT0178S01

Throttle position	Vehicle speed km/h (MPH)						
	$D_1 \rightarrow D_2$	$D_2 \rightarrow D_3$	$D_3 \rightarrow D_4$	$D_4 \rightarrow D_3$	$D_3 \rightarrow D_2$	$D_2 \rightarrow D_1$	$1_2 \rightarrow 1_1$
Full throttle	55 - 59 (34 - 37)	105 - 113 (65 - 70)	174 - 184 (108 - 114)	170 - 180 (106 - 112)	102 - 110 (63 - 68)	43 - 47 (27 - 29)	43 - 47 (27 - 29)
Half throttle	37 - 41 (23 - 25)	71 - 79 (44 - 49)	129 - 139 (80 - 86)	81 - 91 (50 - 57)	33 - 41 (21 - 25)	12 - 16 (7 - 10)	43 - 47 (27 - 29)

VEHICLE SPEED WHEN PERFORMING AND RELEASING LOCK-UP

NAAT0178S02

Throttle position	Overdrive control switch [Shift position]	Vehicle speed km/h (MPH)	
		Lock-up “ON”	Lock-up “OFF”
Full throttle	ON [D_4]	174 - 184 (108 - 114)	170 - 180 (106 - 112)
	OFF [D_3]	104 - 114 (65 - 71)	101 - 111 (63 - 69)
Half throttle	ON [D_4]	151 - 161 (94 - 100)	106 - 116 (66 - 72)
	OFF [D_3]	85 - 95 (53 - 59)	82 - 92 (51 - 57)

Stall Revolution

NAAT0163

Stall revolution rpm	2,440 - 2,640

Line Pressure

NAAT0164

Engine speed rpm	Line pressure kPa (kg/cm^2, psi)	
	D, 2 and 1 positions	R position
Idle	422 - 461 (4.3 - 4.7, 61 - 67)	667 - 706 (6.8 - 7.2, 97 - 102)
Stall	1,020 - 1,098 (10.4 - 11.2, 148 - 159)	1,422 - 1,500 (14.5 - 15.3, 206 - 218)

Return Springs

NAAT0165

Unit: mm (in)

Parts				Item		
				Part No.*	Free length	Outer diameter
Control valve	Upper body	1	Torque converter relief valve spring	31742-41X23	38.0 (1.496)	9.0 (0.354)
		2	Pressure regulator valve spring	31742-41X24	44.02 (1.7331)	14.0 (0.551)
		3	Pressure modifier valve spring	31742-41X19	31.95 (1.2579)	6.8 (0.268)
		—	Accumulator control valve spring	—	—	—
		4	Shuttle shift valve D spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		5	4-2 sequence valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		6	Shift valve B spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		7	4-2 relay valve spring	31756-41X00	29.1 (1.146)	6.95 (0.2736)
		8	Shift valve A spring	31762-41X01	25.0 (0.984)	7.0 (0.276)
		9	Overrun clutch control valve spring	31762-41X03	23.6 (0.929)	7.0 (0.276)
		10	Overrun clutch reducing valve spring	31742-41X14	38.9 (1.531)	7.0 (0.276)
		11	Shuttle shift valve S spring	31762-41X04	51.0 (2.008)	5.65 (0.2224)
		12	Pilot valve spring	31742-41X13	25.7 (1.012)	9.0 (0.354)
		13	Torque converter clutch control valve spring	31742-41X22	18.5 (0.728)	13.0 (0.512)
	Lower body	1	Modifier accumulator piston spring	31742-27X70	31.4 (1.236)	9.8 (0.386)
		2	1st reducing valve spring	31756-60X00	29.5 (1.161)	7.0 (0.276)
		3	3-2 timing valve spring	31742-41X06	23.0 (0.906)	6.7 (0.264)
		4	Servo charger valve spring	31742-41X06	23.0 (0.906)	6.7 (0.264)
Reverse clutch			—	31505-41X07	—	—
High clutch			10 pcs	31521-41X03 (Assembly)	24.2 (0.9528)	11.6 (0.457)
Forward clutch (Overrun clutch)			20 pcs	31521-41X04 (Assembly)	35.77 (1.4083)	9.7 (0.382)
Low & reverse brake			18 pcs	31655-41X00 (Assembly)	22.3 (0.878)	11.2 (0.441)
Band servo			Spring A	31605-4AX03	45.6 (1.795)	34.3 (1.350)
			Spring B	31605-41X01	29.7 (1.169)	27.6 (1.087)
Accumulator			Accumulator A	31605-41X02	43.0 (1.693)	18.0 (0.709)
			Accumulator B	31605-41X14	47.6 (1.874)	26.5 (1.043)
			Accumulator C	31605-41X09	45.0 (1.772)	29.3 (1.154)
			Accumulator D	31605-41X06	58.4 (2.299)	17.3 (0.681)

*: Always check with the Parts Department for the latest parts information.

Accumulator O-ring

NAAT0166

Accumulator	Diameter mm (in)			
	A	B	C	D
Small diameter end	29 (1.14)	32 (1.26)	45 (1.77)	29 (1.14)
Large diameter end	45 (1.77)	50 (1.97)	50 (1.97)	45 (1.77)

Clutches and Brakes

NAAT0167

REVERSE CLUTCH

NAAT0167S01

Code number		4EX74	4EX75, 4EX76
Number of drive plates		3	
Number of driven plates		3	
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	1.80 (0.0709)	
Clearance mm (in)	Standard	0.5 - 0.8 (0.020 - 0.031)	
	Allowable limit	1.2 (0.047)	
Thickness of retaining plate		Thickness mm (in)	Part number*
		4.6 (0.181) 4.8 (0.189) 5.0 (0.197) 5.2 (0.205) 5.4 (0.213)	31537-42X20 31537-42X21 31537-42X22 31537-42X23 31537-42X24

*: Always check with the Parts Department for the latest parts information.

HIGH CLUTCH

NAAT0167S02

Code number		4EX74	4EX75, 4EX76
Number of drive plates		5	
Number of driven plates		6	
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)	
	Wear limit	1.40 (0.0551)	
Clearance mm (in)	Standard	1.8 - 2.2 (0.071 - 0.087)	
	Allowable limit	3.2 (0.126)	
Thickness of retaining plate		Thickness mm (in)	Part number*
		4.0 (0.157) 4.2 (0.165) 4.4 (0.173) 4.6 (0.181) 4.8 (0.189) 5.0 (0.197)	31537-41X63 31537-41X64 31537-41X65 31537-41X66 31537-41X67 31537-41X68

*: Always check with the Parts Department for the latest parts information.

FORWARD CLUTCH

NAAT0167S03

Code number		4EX74		4EX75, 4EX76	
Number of drive plates		7		8	
Number of driven plates		7		8	
Thickness of drive plate mm (in)	Standard	1.52 - 1.67 (0.0598 - 0.0657)			
	Wear limit	1.40 (0.0551)			
Clearance mm (in)	Standard	0.35 - 0.75 (0.0138 - 0.0295)			
	Allowable limit	2.15 (0.0846)		2.35 (0.0925)	
Thickness of retaining plate		Thickness mm (in)	Part number*	Thickness mm (in)	Part number*
		4.6 (0.181) 4.8 (0.189) 5.0 (0.197) 5.2 (0.205) 5.4 (0.213) 5.6 (0.220)	31537-42X13 31537-42X14 31537-42X15 31537-4AX00 31537-4AX01 31537-4AX02	4.2 (0.165) 4.4 (0.173) 4.6 (0.181) 4.8 (0.189) 5.0 (0.197) 5.2 (0.205) 5.4 (0.213)	31537-42X11 31537-42X12 31537-42X13 31537-42X14 31537-42X15 31537-4AX00 31537-4AX01

*: Always check with the Parts Department for the latest parts information.

OVERRUN CLUTCH

NAAT0167S04

Code number		4EX74	4EX75, 4EX76
Number of drive plates		3	
Number of driven plates		5	
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	
	Wear limit	1.80 (0.0709)	
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*
		4.2 (0.165) 4.4 (0.173) 4.6 (0.181) 4.8 (0.189) 5.0 (0.197)	31537-41X80 31537-41X81 31537-41X82 31537-41X83 31537-41X84

*: Always check with the Parts Department for the latest parts information.

Clutches and Brakes (Cont'd)

LOW & REVERSE BRAKE

NAAT0167S05

Code number		4EX74	4EX75, 4EX76
Number of drive plates		8	
Number of driven plates		8	
Thickness of drive plate mm (in)	Standard	1.90 - 2.05 (0.0748 - 0.0807)	1.52 - 1.67 (0.0598 - 0.0657)
	Wear limit	1.40 (0.0551)	
Clearance mm (in)	Standard	0.8 - 1.1 (0.031 - 0.043)	
	Allowable limit	2.7 (0.106)	
Thickness of retaining plate		Thickness mm (in)	Part number*
		7.6 (0.299)	31667-41X07
		7.8 (0.307)	31667-41X08
		8.0 (0.315)	31667-41X00
		8.2 (0.323)	31667-41X01
		8.4 (0.331)	31667-41X02
		8.6 (0.339)	31667-41X03
		8.8 (0.346)	31667-41X04
		9.0 (0.354)	31667-41X05
		9.2 (0.362)	31667-41X06
		9.4 (0.370)	31667-41X09
		9.6 (0.378)	31667-41X10

*: Always check with the Parts Department for the latest parts information.

BRAKE BAND

NAAT0167S06

Anchor end bolt nut tightening torque	40 - 51 N·m (4.1 - 5.2 kg-m, 30 - 38 ft-lb)
Anchor end bolt tightening torque	4 - 6 N·m (0.4 - 0.6 kg-m, 35 - 52 in-lb)
Number of returning revolution for anchor end bolt	2.5

Oil Pump and Low One-way Clutch

NAAT0168

Unit: mm (in)

Oil pump clearance	Cam ring — oil pump housing	Standard	0.01 - 0.024 (0.0004 - 0.0009)
	Rotor, vanes and control piston — oil pump housing	Standard	0.03 - 0.044 (0.0012 - 0.0017)
Seal ring clearance		Standard	0.10 - 0.25 (0.0039 - 0.0098)
		Allowable limit	0.25 (0.0098)

Total End Play

NAAT0169

Total end play "T_1"	0.25 - 0.55 mm (0.0098 - 0.0217 in)	
Thickness of oil pump cover bearing race	Thickness mm (in)	Part number*
	0.8 (0.031)	31435-41X01
	1.0 (0.039)	31435-41X02
	1.2 (0.047)	31435-41X03
	1.4 (0.055)	31435-41X04
	1.6 (0.063)	31435-41X05
	1.8 (0.071)	31435-41X06
	2.0 (0.079)	31435-41X07

*: Always check with the Parts Department for the latest parts information.

Reverse Clutch Drum End Play

NAAT0170

Reverse clutch drum end play "T_2"	0.55 - 0.90 mm (0.0217 - 0.0354 in)	
Thickness of oil pump thrust washer	Thickness mm (in)	Part number*
	0.9 (0.035)	31528-21X01
	1.1 (0.043)	31528-21X02
	1.3 (0.051)	31528-21X03
	1.5 (0.059)	31528-21X04
	1.7 (0.067)	31528-21X05
	1.9 (0.075)	31528-21X06

*: Always check with the Parts Department for the latest parts information.

Removal and Installation

NAAT0171

Manual control linkage	Number of returning revolutions for lock nut	2
	Lock nut tightening torque	4.4 - 5.9 N·m (0.45 - 0.60 kg-m, 39.1 - 52.1 in-lb)
Distance between end of converter housing and torque converter		25.0 mm (0.984 in) or more

Shift Solenoid Valves

NAAT0217

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)

Solenoid Valves

NAAT0218

Solenoid valves	Resistance (Approx.) Ω	Terminal No.
Shift solenoid valve A	20 - 40	3
Shift solenoid valve B	20 - 40	2
Overrun clutch solenoid valve	20 - 40	4
Line pressure solenoid valve	2.5 - 5	6
Torque converter clutch solenoid valve	10 - 20	7

A/T Fluid Temperature Sensor

NAAT0219

Remarks: Specification data are reference values.

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

Turbine Revolution Sensor

NAAT0232

Terminal No.		Resistance
1	2	2.4 - 2.8 kΩ
2	3	No continuity
1	3	No continuity

Revolution Sensor

NAAT0220

Terminal No.		Resistance
1	2	500 - 650Ω
2	3	No continuity
1	3	No continuity

Dropping Resistor

NAAT0221

Resistance	11.2 - 12.8Ω