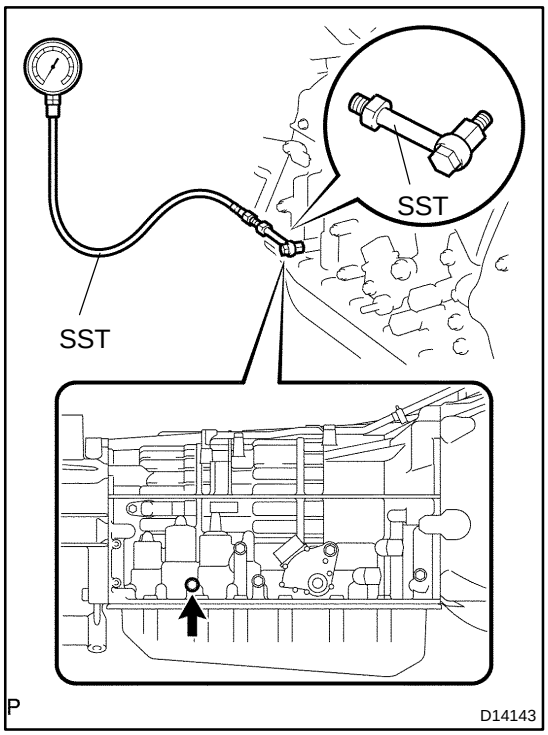
DIDUV−01



HYDRAULIC TEST

1. PERFORM HYDRAULIC TEST

Measure the line pressure.

NOTICE:

- **Perform the test at the normal operating ATF (Automatic Transmission Fluid) temperature: 50 to 80°C (122 to 176°F).**
- **The line pressure test should always be carried out in pairs. One technician should observe the conditions of wheels or wheel stoppers outside the vehicle while the other is performing the test.**
- **Be careful to prevent SST hose from interfering with the exhaust pipe.**
- **This check must be conducted after checking and adjusting engine.**
- **Perform under condition that A/C is OFF.**
- **When conducting stall test, do not continue more than 10 seconds.**

(1) Warm up the ATF (Automatic Transmission Fluid).
(2) Lift the vehicle up.
(3) Remove the test plug on the transmission case center right side and connect SST.

SST 09992−00095 (09992−00231, 09992−00271)

(4) Fully apply the parking brake and chock the 4 wheels.
(5) Start the engine and check idling speed.
(6) Keep your left foot pressing firmly on the brake pedal and shift into D position.
(7) Measure the line pressure when the engine is idling.
(8) Depress the accelerator pedal all the way down. Quickly read the highest line pressure when engine speed reaches stall speed.
(9) In the same manner, do the test in R position.

Specified line pressure:

Condition	D position kPa (kgf / cm^2, psi)	R position kPa (kgf / cm^2, psi)
Idling	363 to 423 kPa (3.7 to 4.3 kgf/cm^2, 53 to 61 psi)	484 to 564 kPa (4.9 to 5.8 kgf/cm^2, 70 to 82 psi)
Stall test	1,282 to 1,381 kPa (13.1 to 14.1 kgf/cm^2, 186 to 200 psi)	1,218 to 1,338 kPa (12.4 to 13.6 kgf/cm^2, 177 to 194 psi)

Evaluation

Problem	Possible cause
Measured values are higher than specified in all positions	• Shift solenoid valve (SLT) defective • Regulator valve defective
Measured values are lower than specified in all positions	• Shift solenoid valve (SLT) defective • Regulator valve defective • Oil pump defective
Pressure is low in the D position only	• D position circuit fluid leak • Clutch No.1 (C_1) defective
Pressure is low in the R position only	• R position circuit fluid leak • Clutch No.3 (C_3) defective • Brake No.4 (B_4) defective