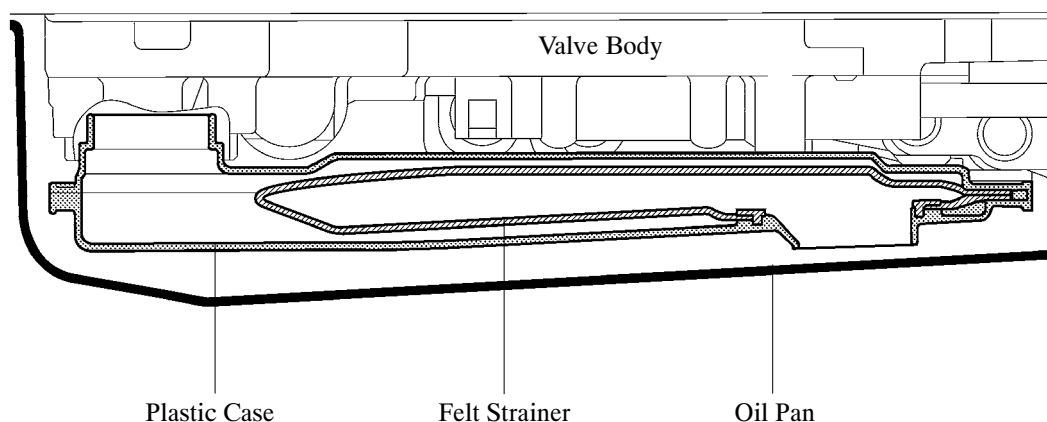


■ OIL STRAINER

A felt type oil strainer (in a plastic case) is used because it weighs less, offers excellent debris capturing ability, and is more reliable. This oil strainer is maintenance-free.

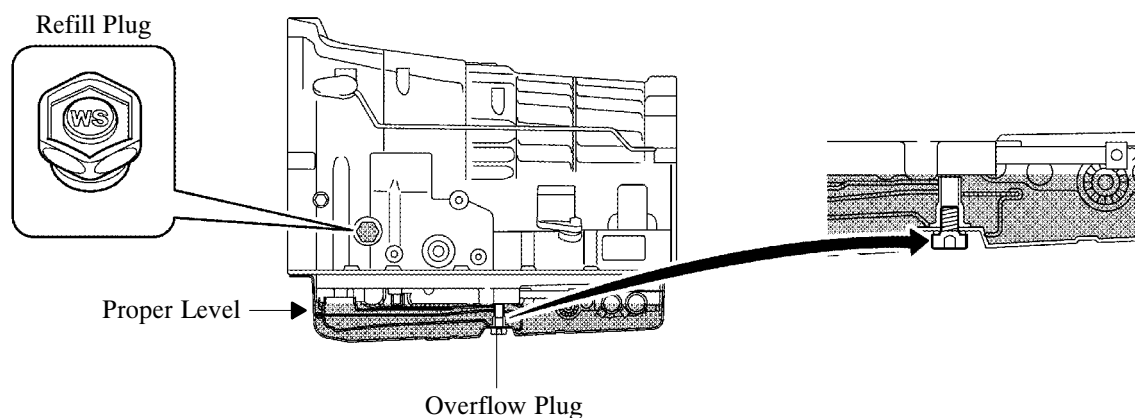


0140CH138Y

■ ATF FILLING PROCEDURES

The ATF filling procedure is changed in order to improve the accuracy of the ATF level when the transmission is being repaired or replaced. As a result, the oil filler tube and the oil level gauge used for a conventional automatic transmission are discontinued, eliminating the need to inspect the fluid level as a part of routine maintenance.

- This filling procedure uses a refill plug, overflow plug, ATF temperature sensor, and shift indicator light “D”.



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Service Tip**ATF Filling procedure using SST (09843-18040)**

When a large amount of ATF needs to be filled (i. e. after removal and installation of oil pan or torque converter), perform the procedure from step 1.

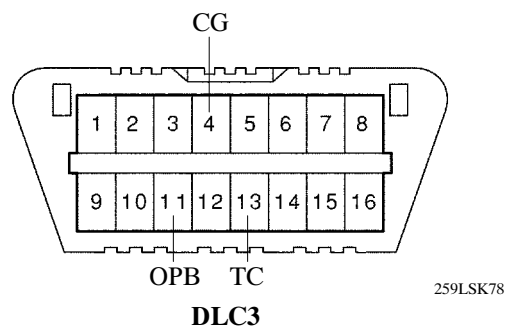
When a small amount of ATF is required (i. e. removal and installation of oil cooler tube, repair of a minor oil leak), perform the procedure from step 7.

- 1) Raise the vehicle while keeping it level.
- 2) Remove the refill plug and overflow plug.
- 3) Fill the transmission with WS type ATF from the refill plug hole until it overflows from the overflow plug hole.
 - The fluid used to fill the transmission should be ATF WS.
- 4) Install the overflow plug.
- 5) Add the specified amount of ATF (specified amount is determined by the procedure that was performed) and install the refill plug.

Example:

Procedure	Liters (US qts, Imp.qts)
Removal and installation of transmission oil pan (including oil drainage)	1.0 (1.06, 0.88)
Removal and installation of transmission valve body	2.2 (2.33, 1.94)
Replacement of torque converter	3.7 (3.91, 3.26)

- 6) Lower the vehicle.
- 7) Use the SST (09843-18040) to short the TC, OPB, and CG terminals of the DLC3 connector:
- 8) Start the engine and allow it to idle.
 - A/C switch must be turned off.
- 9) Move the shift lever from the P position to the S mode position and slowly select each gear S1 - S6. Then move the shift lever back to the P position.
- 10) Move the shift lever to the D position, and quickly move then back and forth between N and D (at least once every 1.5 seconds) for at least six seconds. This will activate the oil temperature detection mode.



Standard: The shift position indicator light “D” will remain illuminated for 2 seconds and then go off.

- 11) Return the shift lever to the P position and disconnect the TC terminal.
 - Do not disconnect the SST from terminals OPB and CG of DLC3 until the procedure is finished.
- 12) Idle the engine to raise the transmission fluid temperature.
- 13) Immediately after the shift position indicator light “D” light turns on, lift the vehicle up.
 - The shift position indicator light “D” will indicate the ATF temperature according to the following table. (Insert table here)

ATF Temp.	Less than Optimal Temp.	Optimal Temp.	More than Optimal Temp.
Shift Position Indicator Light “D”	OFF	ON	Blinking

(Continued)

- 14) Remove the overflow plug and adjust oil quantity.
 - If the ATF overflows, go to step 17, and if the ATF does not overflow, go to step 15.
- 15) Remove the refill plug.
- 16) Fill ATF to the refill plug hole until it flows out from the overflow plug hole.
- 17) When the ATF flow slows to a trickle, install the overflow plug through the new gasket.
- 18) Install the refill plug (only if the refill plug has been removed).
- 19) Lower the vehicle down.
- 20) Turn the ignition switch OFF to stop the engine.

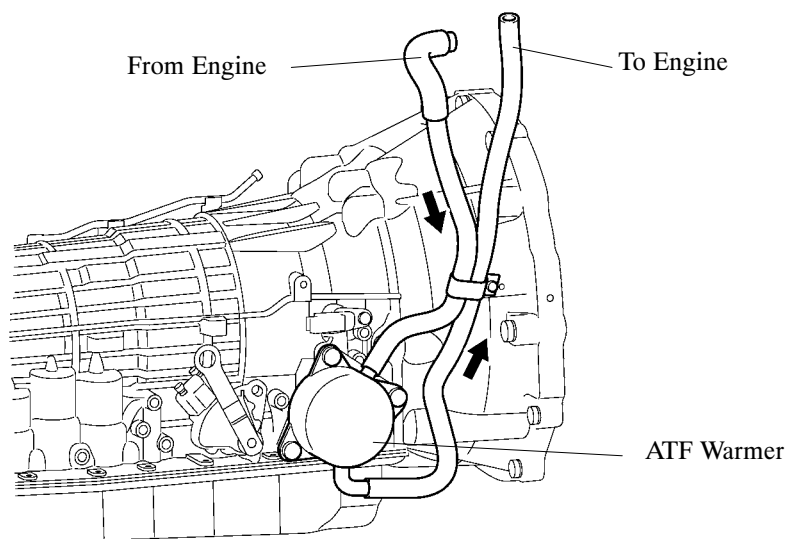
For details about the ATF Filling procedures, see the LEXUS IS250 Repair Manual (Pub. No. RM0150E).

■ ATF WARMER

1. General

An ATF warmer is used for the purpose of warming up the ATF quickly and to set the ATF temperature higher. As a result, fuel economy has been improved.

► Layout of Component ◀



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2. Operation

3) During warm-up

The engine coolant flows directly from the engine to the ATF warmer in order to warm up the ATF quickly even before the engine thermostat opens. Consequently, the friction losses of the automatic transmission are quickly reduced, thus improving fuel economy.

4) After warm-up

The engine coolant that flows through the ATF warmer will help to limit the ATF temperature increase.