

2000 MY for Shift Solenoid "C" Performance (Shift Solenoid Valve S3) Monitor (P0760)

2000 MY for Pressure Control Solenoid "C" Performance (Shift Solenoid Valve SL3) Monitor (P0760)

To return to monitor description, see page [Cm-288](#).

MONITOR STRATEGY

Required sensors/Components	Main	Shift solenoid valve No.3
	Sub	None
Frequency of operation	Continuous	
Duration	Less than 10 sec.	
MIL operation	2 driving cycles	
Sequence of operation	None	

TYPICAL ENABLING CONDITIONS

Item	Specification	
	Minimum	Maximum
The monitor will run whenever the following DTCs are not present.		
See page In-39		

Engine family	Item	Specification	
		Minimum	Maximum
1UZ-FE	OFF malfunction (A)		
	Engine coolant temperature	40 °C (104 °F) or more	–
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS Control	0° CA or more	–
	ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	–
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	–
	OFF malfunction (B)		
	Engine coolant temperature	40 °C (104 °F) or more	–
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	–
	ECM selected gear	1st	
	Vehicle speed	2 km/h (1 mph) or more	Less than 40 km/h (25 mph)
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	–

1UZ-FE	OFF malfunction (C)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	OFF malfunction (D)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	ON malfunction (A)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Time after shifting "N" to "D"	4 sec. or more	—
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	ECM selected gear	5th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	ON malfunction (B)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Time after shifting "N" to "D"	4 sec. or more	—
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	ON malfunction (C)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	

Component T/M Outputs – Solenoid

2JZ-GE	OFF malfunction (A)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	OFF malfunction (B)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	ECM selected gear	1st	
	Vehicle speed	2 km/h (1 mph) or more	Less than 40 km/h (25 mph)
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	OFF malfunction (C)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—
	OFF malfunction (D)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	ON malfunction (A)		
	Engine coolant temperature	40 °C (104 °F) or more	—
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	—
	ECM selected gear	5th	
	Vehicle speed	2 km/h (1 mph) or more	—
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	—

2JZ-GE	ON malfunction (B)		
	Engine coolant temperature	40 °C (104 °F) or more	–
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	–
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	Vehicle speed	2 km/h (1 mph) or more	–
	Throttle valve opening angle	6.5 % or more at engine speed 2,000 rpm (condition vary with engine speed)	–
	ON malfunction (C)		
	Engine coolant temperature	40 °C (104 °F) or more	–
	Transmission range	"D"	
	Spark advance from Max. retard timing by KCS control	0° CA or more	–
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	

TYPICAL MALFUNCTION THRESHOLDS

Engine family	Detection criteria	Threshold
All models	[OFF malfunction]	
	Following conditions met OFF malfunction (A) and OFF malfunction (B) and OFF malfunction (C) and OFF malfunction (D).	
	It is necessary 2 judgements/driving cycle 1st judgement; temporary flag ON 2nd judgement; pending fault code ON	
	OFF malfunction (A)	
	Input speed/Output speed (NC0/NO)	$0.00 \leq NC0/NO \leq 0.20$
	OFF malfunction (B)	
	Input speed/Output speed (NC0/NO)	$3.14 \leq NC0/NO \leq 7.34$
	OFF malfunction (C)	
	Input speed/Output speed (NC0/NO)	Not change as follows $0.93 \leq NC0/NO \leq 1.07$ ↓ $0.00 \leq NC0/NO \leq 0.20$
	OFF malfunction (D)	
	Output record from ECM for 4th → 5th upshifting	Recorded
	[ON malfunction]	
	Following conditions met ON malfunction (A) and ON malfunction (B) and ON malfunction (C).	
	It is necessary 2 judgements/driving cycle 1st judgement; temporary flag ON 2nd judgement; pending fault code ON	
	ON malfunction (A)	
	Input speed/Output speed (NC0/NO)	$0.93 \leq NC0/NO \leq 1.07$
	ON malfunction (B)	
	Input speed/Output speed (NC0/NO)	Not change as follows $0.93 \leq NC0/NO \leq 1.07$ ↓ $0.00 \leq NC0/NO \leq 0.20$
	ON malfunction (C)	
	Output record from ECM for 4th → 5th upshifting	Recorded