

2003 MY for Shift Solenoid "C" Performance (Shift Solenoid Valve S3) Monitor (P0761)

2003 MY for Pressure Control Solenoid "C" Performance (Shift Solenoid Valve SL3) Monitor (P0761)

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MONITOR STRATEGY

Required sensors/Components	Main	Shift solenoid valve No.3
	Sub	None
Frequency of operation	Continuous	
Duration	3 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
3UZ-FE	Condition (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	–
	Neutral start switch circuit	Not circuit malfunction	
	Shift solenoid "A" (S1) circuit	Not circuit malfunction	
	Shift solenoid "B" (S2) circuit	Not circuit malfunction	
	Shift solenoid "C" (S3) circuit	Not circuit malfunction	
	Shift solenoid "D" (S4) circuit	Not circuit malfunction	
	ECT sensor circuit	Not circuit malfunction	
	OFF malfunction (A)		
	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)	–

Component T/M Outputs – Solenoid

3UZ-FE	OFF malfunction (B)		
	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)		
	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)		
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	ON malfunction (A)		
	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)		
	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)		
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
2JZ-GE	Condition (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	—
	Neutral start switch circuit	Not circuit malfunction	
	Shift solenoid "A" (S1) circuit	Not circuit malfunction	
	Shift solenoid "B" (S2) circuit	Not circuit malfunction	
	Shift solenoid "C" (S3) circuit	Not circuit malfunction	
	Shift solenoid "D" (S4) circuit	Not circuit malfunction	
	ECT sensor circuit	Not circuit malfunction	

2JZ-GE	OFF malfunction (A)		
	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)		
	ECM selected gear	1st	
	Vehicle speed	20 km/h (12 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)		
	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)		
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	
	ON malfunction (A)		
	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)		
	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)		
	Current ECM selected gear	5th	
	Last ECM selected gear	4th	

TYPICAL MALFUNCTION THRESHOLDS

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