0527M–17

PROBLEM SYMPTOMS TABLE

HINT:

If a normal code is displayed during the DTC check but the trouble still occurs, check the circuits for each symptom in the order given in the charts on the following pages and proceed to the page given for trouble-shooting.

The Matrix Chart is divided into 3 chapters.

- If the instruction ”Proceed to next circuit inspection shown on matrix chart” is given in the flow chart for each circuit, proceed to the circuit with the next highest number in the table to continue the check.
- If the trouble still occurs even though there are no abnormalities in any of the other circuits, then check and replace the ECM.

CHAPTER 1: ELECTRONIC CIRCUIT MATRIX CHART

HINT:

*1: When the circuit on which mark *1 is attached is a malfunction, DTC could be output (See page 05–373).

Symptom	Suspect Area	See page
No up–shift (A particular gear, from 1st to 3rd gear, is not up–shifted)	ECM	01–30
No up–shift (3rd → O/D)	1. O/D main switch circuit 2. ECM	05–443 01–30
No down–shift (O/D → 3rd)	1. O/D main switch circuit 2. ECM	05–443 01–30
No down–shift (A particular gear, from 3rd to 1st gear, is not down–shifted)	ECM	01–30
No lock–up or No lock–up off	1. Stop light switch circuit *1 2. Engine coolant temp. sensor circuit *1 3. Throttle position sensor circuit *1 4. ECM	05–411 05–34 05–34 01–30
Shift point too high or too low	ECM	01–30
Up shift to 2nd while in L position	ECM	01–30
Up–shift to 3rd while in 2 position	ECM	01–30
Up–shift to O/D from 3rd while O/D main switch is OFF	1. O/D main switch circuit 2. ECM	05–443 01–30
Up–shift to O/D from 3rd while engine is cold	ECM	01–30
Harsh engagement (N → D)	ECM	01–30
Harsh engagement (Lock–up)	ECM	01–30
Harsh engagement (Any driving position)	ECM	01–30
Poor acceleration	ECM	01–30
Engine stalls when starting off or stopping	ECM	01–30
No kick–down	ECM	01–30
Malfunction in shifting	1. Park/neutral position switch circuit *1 2. ECM	05–398 01–30

Chapter 2: On–vehicle Repair
(★: U340E, U341E AUTOMATIC TRANSAXLE Repair Manual Pub. No. RM735U)

Symptom	Suspect Area	See page
Vehicle does not move in any forward position and reverse position	1. Manual valve 2. Valve body assy (Primary regulator valve) 3. Valve body assy (Secondary regulator valve) 4. Off–vehicle repair matrix chart	★ 40–24 40–24 –
Vehicle does not move in R position	1. Manual valve 2. Off–vehicle repair matrix chart	★ –
No up–shift (1st → 2nd)	1. Valve body assy (1–2 shift valve) 2. Off–vehicle repair matrix chart	40–24 –
No up–shift (2nd → 3rd)	1. Valve body assy (2–3 shift valve) 2. Off–vehicle repair matrix chart	40–24 –
No up–shift (3rd → O/D)	1. Valve body assy (3–4 shift valve) 2. Off–vehicle repair matrix chart	40–24 –
No down–shift (O/D → 3rd)	Valve body assy (3–4 shift valve)	40–24
No down–shift (3rd → 2nd)	Valve body assy (2–3 shift valve)	40–24
No down–shift (2nd → 1st)	Valve body assy (1–2 shift valve)	40–24
No lock–up or No lock–up off	1. Valve body assy (Lock–up relay valve) 2. Valve body assy (Lock–up control valve) 3. Valve body assy (Solenoid relay valve) 4. Valve body assy (Solenoid modulator valve) 5. Off–vehicle repair matrix chart	40–24 40–24 40–24 40–24 –
Harsh engagement (N → D)	1. Valve body assy (C_1 accumulator) 2. Valve body assy (Accumulator control valve) 3. Off–vehicle repair matrix chart	40–24 40–24 –
Harsh engagement (N → R)	1. C_3 accumulator 2. Valve body assy (Accumulator control valve) 3. Valve body assy (Reverse control valve) 4. Off–vehicle repair matrix chart	★ 40–24 40–24 –
Harsh engagement (Lock–up)	1. Valve body assy (Lock–up relay valve) 2. Valve body assy (Accumulator control valve) 3. Valve body assy (Lock–up control valve) 4. Off–vehicle repair matrix chart	40–24 40–24 40–24 –
Harsh engagement (1st → 2nd)	1. B_2 accumulator 2. Valve body assy (Accumulator control valve)	★ 40–24
Harsh engagement (2nd → 3rd)	1. C_2 accumulator 2. Valve body assy (Accumulator control valve)	★ 40–24
Harsh engagement (3rd → O/D)	1. Valve body assy (B_1 accumulator) 2. Valve body assy (Accumulator control valve) 3. Valve body assy (3–4 shift timing valve)	40–24 40–24 40–24
Harsh engagement (O/D → 3)	1. Valve body assy (3–4 shift timing valve) 2. Valve body assy (4–3 shift timing valve)	40–24 40–24
Harsh engagement (D, 2, L position)	Valve body assy (Coast relay valve)	40–24
Slip or shudder (Forward and reverse)	1. Valve body assy (Oil strainer) 2. Off–vehicle repair matrix chart	40–24 –
No engine braking (1st: L position)	1. Valve body assy (Reverse control valve) 2. Off–vehicle repair matrix chart	40–24 –
No engine braking (2nd: 2 position)	Valve body assy (3–4 shift valve)	40–24

No kick–down	1. Valve body assy (1–2 shift valve) 2. Valve body assy (2–3 shift valve) 3. Valve body assy (3–4 shift valve)	40–24 40–24 40–24
Poor acceleration	Valve body assy (SLT damper)	40–24

Chapter 3: Off–vehicle Repair
(★: U340E, U341E AUTOMATIC TRANSAXLE Repair Manual Pub. No. RM735U)

Symptom	Suspect Area	See page
Vehicle does not move in any forward position and reverse position	1. Planetary gear unit 2. Forward clutch 3. One–way clutch No. 2 4. Reverse Clutch 5. 1st and reverse brake	★ ★ ★ ★ ★
Vehicle does not move in R position	1. Planetary gear unit 2. Reverse Clutch 3. 1st and reverse brake	★ ★ ★
No up–shift (1st → 2nd)	1. 2nd brake 2. One–way clutch No. 1	★ ★
No up–shift (2nd → 3rd)	Direct clutch	★
No up–shift (3rd → O/D)	O/D and 2nd brake	★
No lock–up or No lock–up off	Torque converter clutch	40–21
Harsh engagement (N → D)	1. Forward clutch 2. One–way clutch No. 2	★ ★
Harsh engagement (N → R)	1. Reverse clutch 2. 1st and reverse brake	★ ★
Harsh engagement (Lock–up)	Torque converter clutch	40–21
Harsh engagement (1st → 2nd)	1. 2nd brake 2. One–way clutch No. 1	★ ★
Harsh engagement (2nd → 3rd)	Direct clutch	★
Harsh engagement (3rd → O/D)	O/D and 2nd brake	★
Slip or shudder (Forward position)	1. Torque converter clutch 2. Forward clutch 3. Direct clutch 4. O/D and 2nd brake 5. 2nd brake 6. One–way clutch No. 1 7. One–way clutch No. 2	40–21 ★ ★ ★ ★ ★ ★
Slip or shudder (Reverse position)	1. Reverse clutch 2. 1st and reverse brake	★ ★
Slip or shudder (1st)	One–way clutch No. 2	★
Slip or shudder (2nd)	1. 2nd brake 2. One–way clutch No. 1	★ ★
Slip or shudder (3rd)	Direct clutch	★
Slip or shudder (O/D)	O/D and 2nd brake	★
No engine braking (1st: L position)	1st and reverse brake	★
No engine braking (2nd: 2 position)	O/D and 2nd brake	★
Poor acceleration (All position)	Torque converter clutch	40–21
Large shift shock or engine stalls when starting off or stopping	Torque converter clutch	40–21