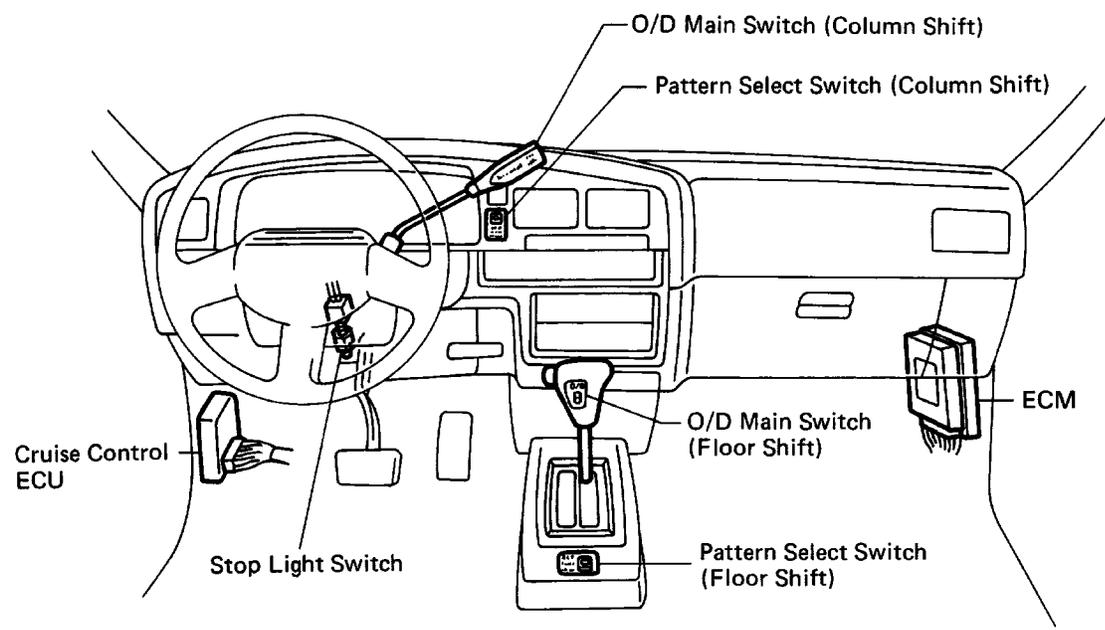
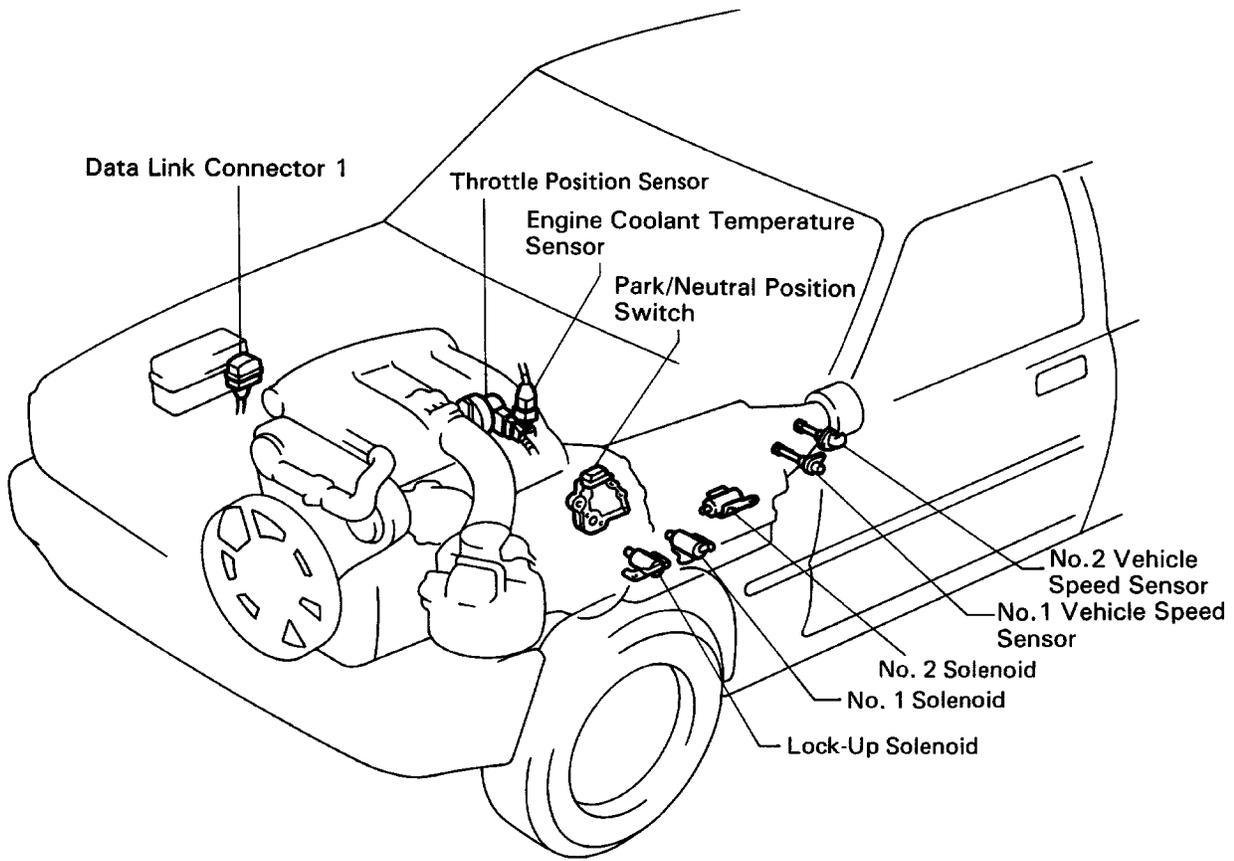
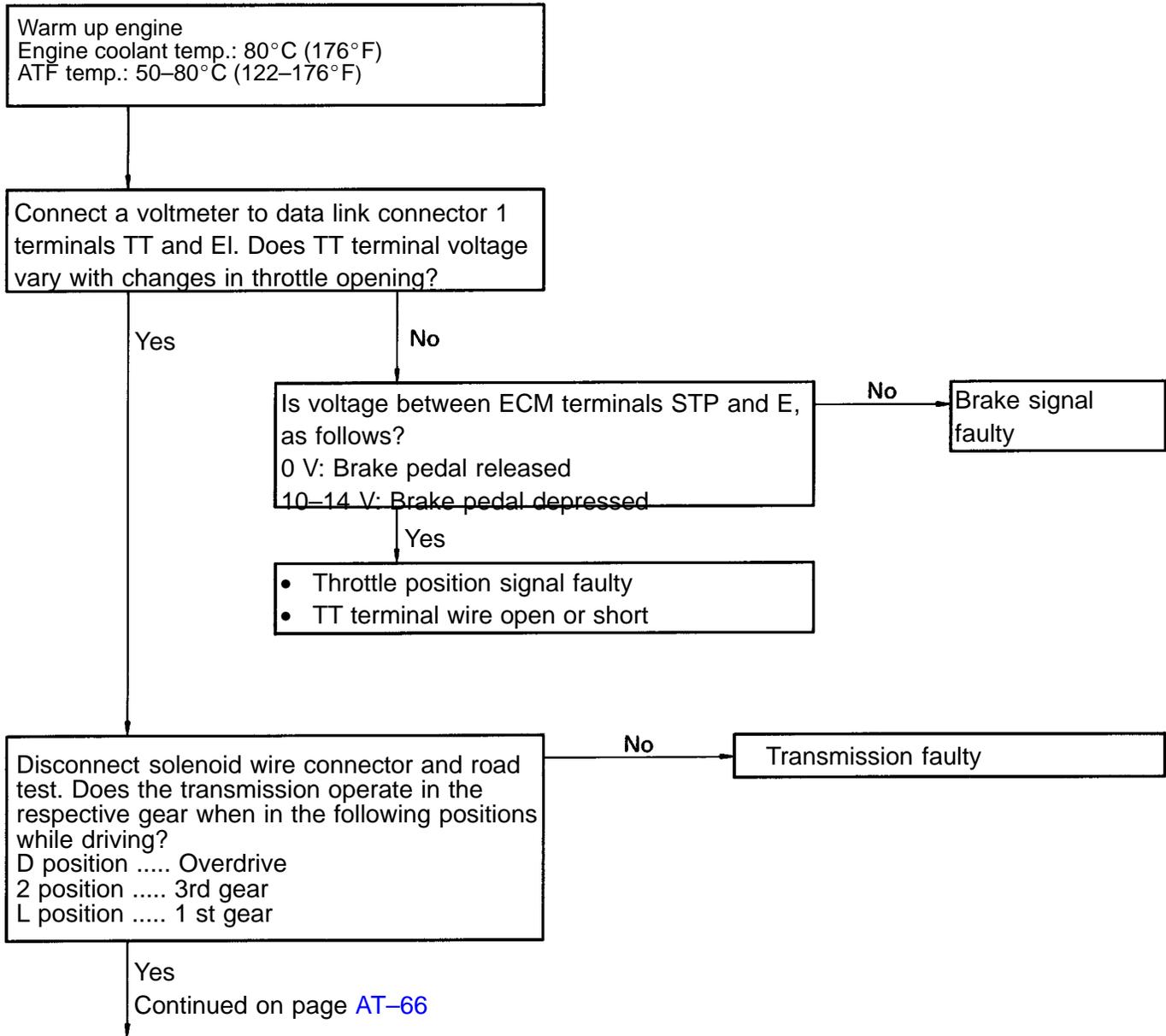


ELECTRONIC CONTROL COMPONENTS

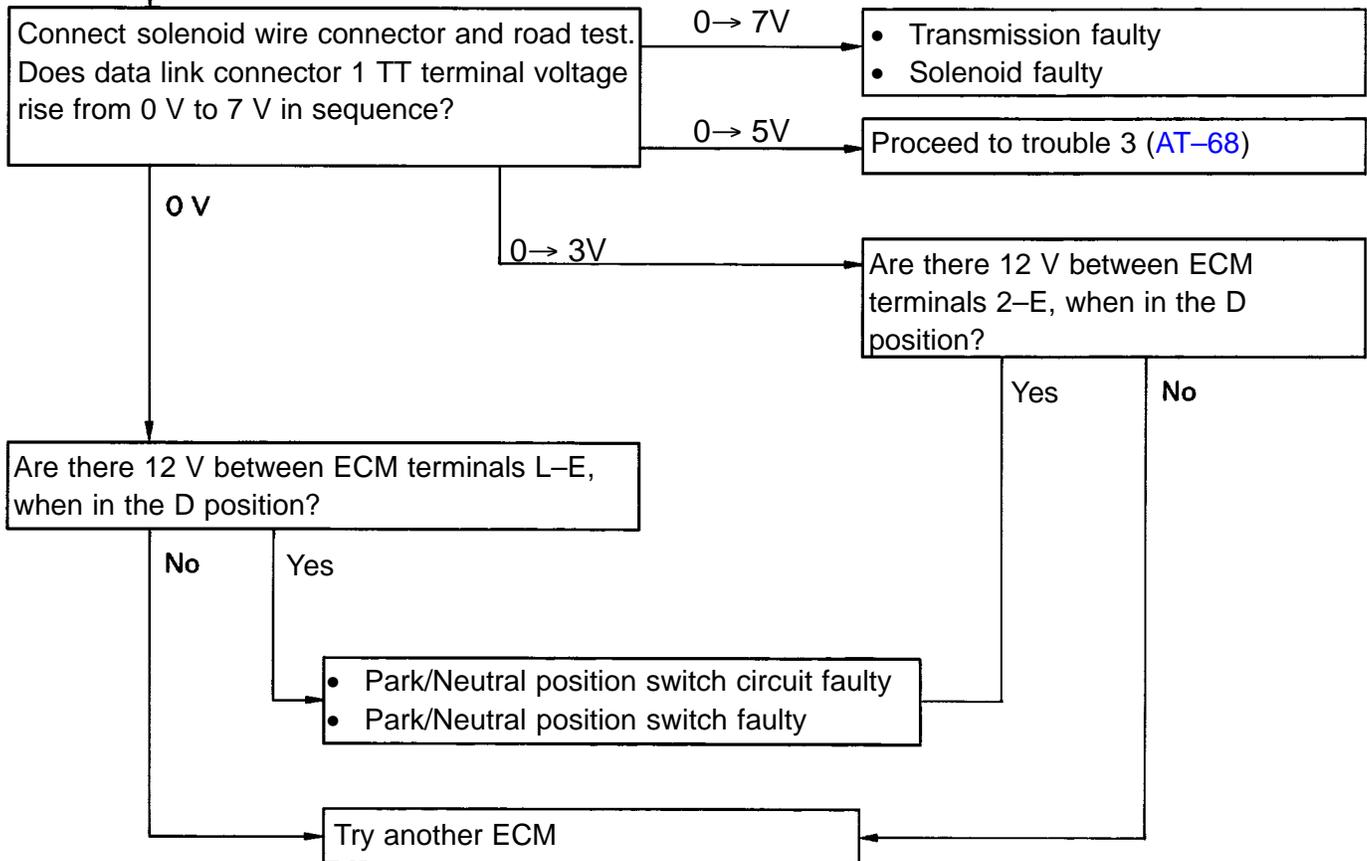


TROUBLESHOOTING FLOW-CHART

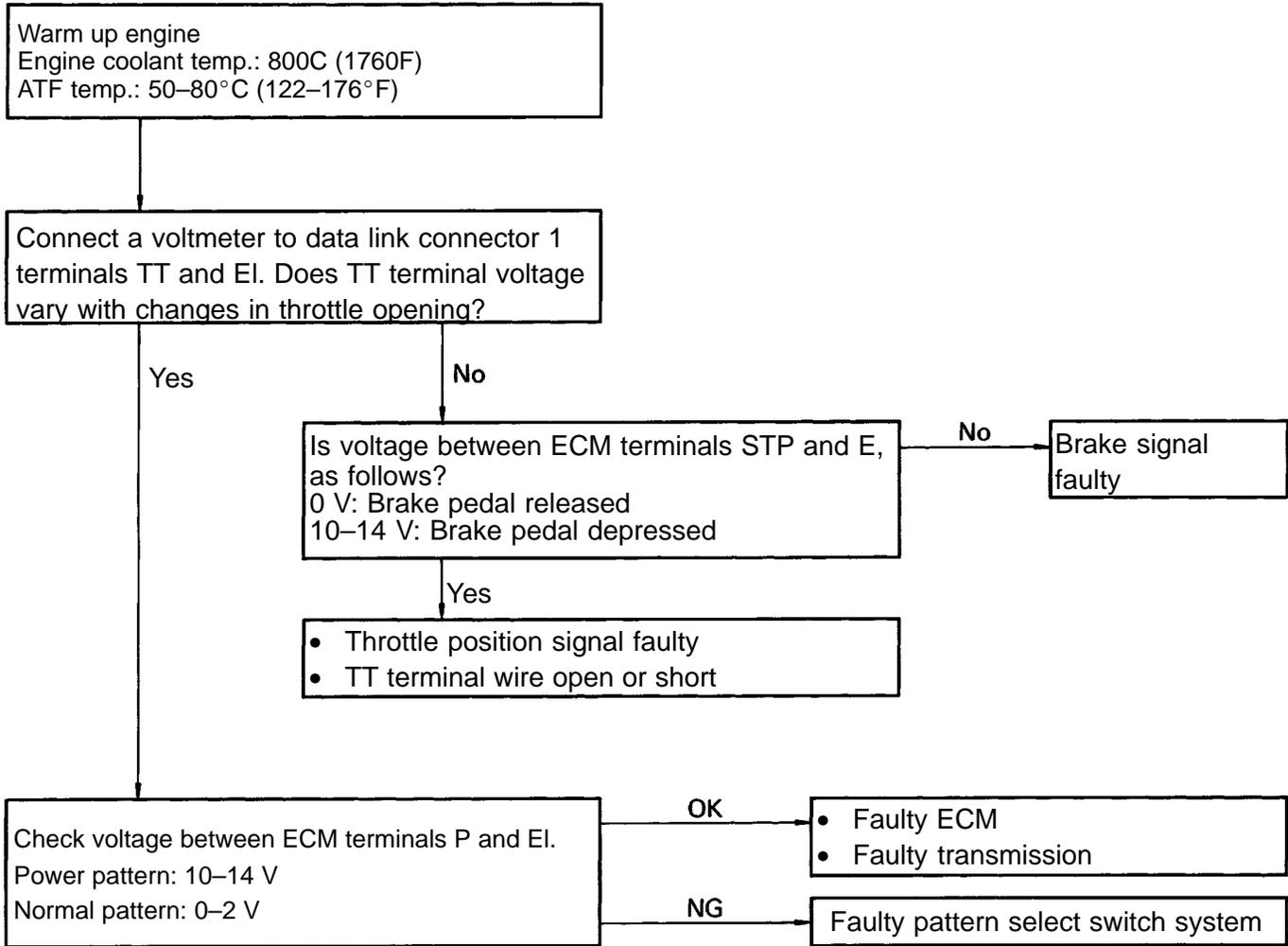
Trouble No. 1 No Shifting



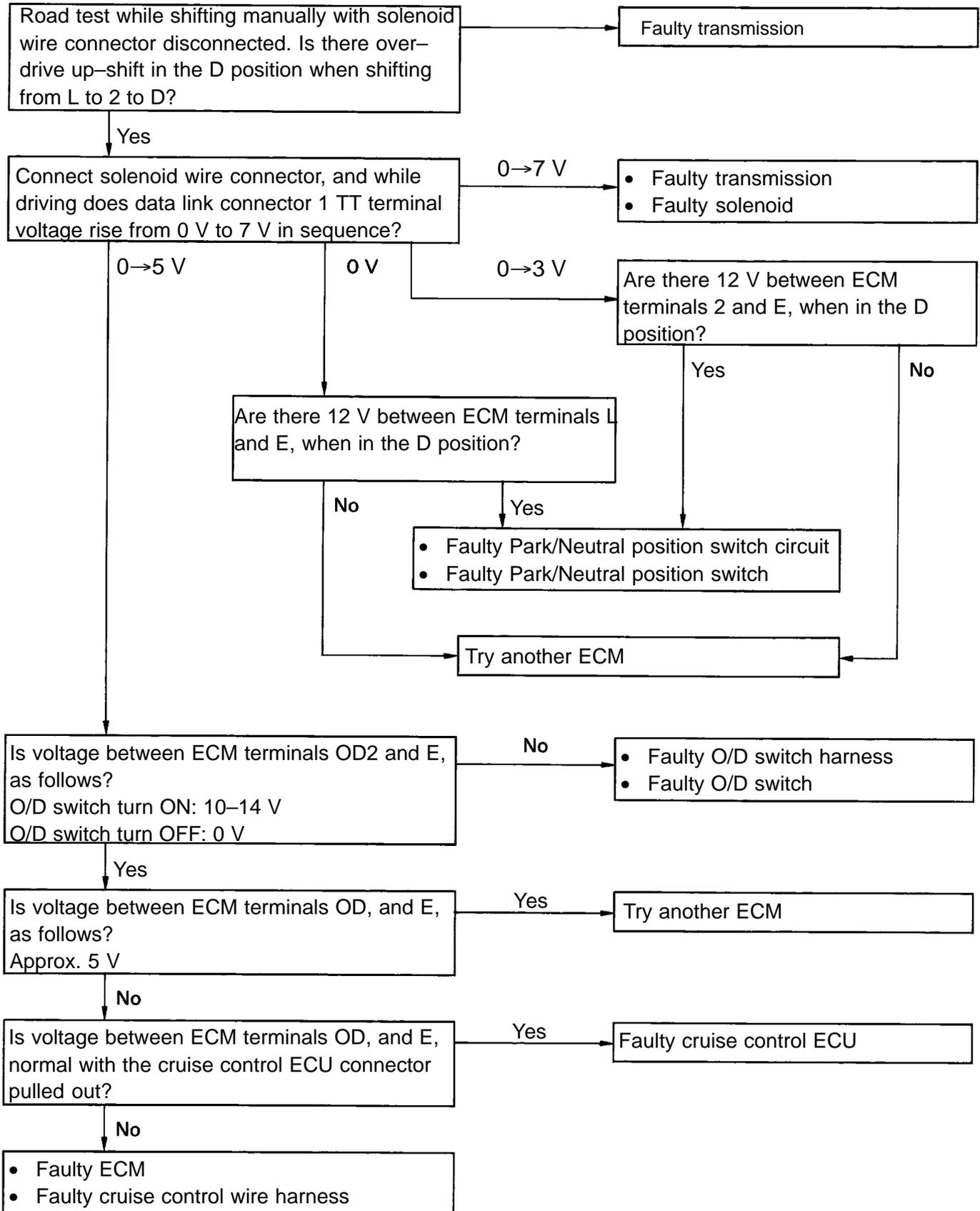
Continued from page [AT-65](#)



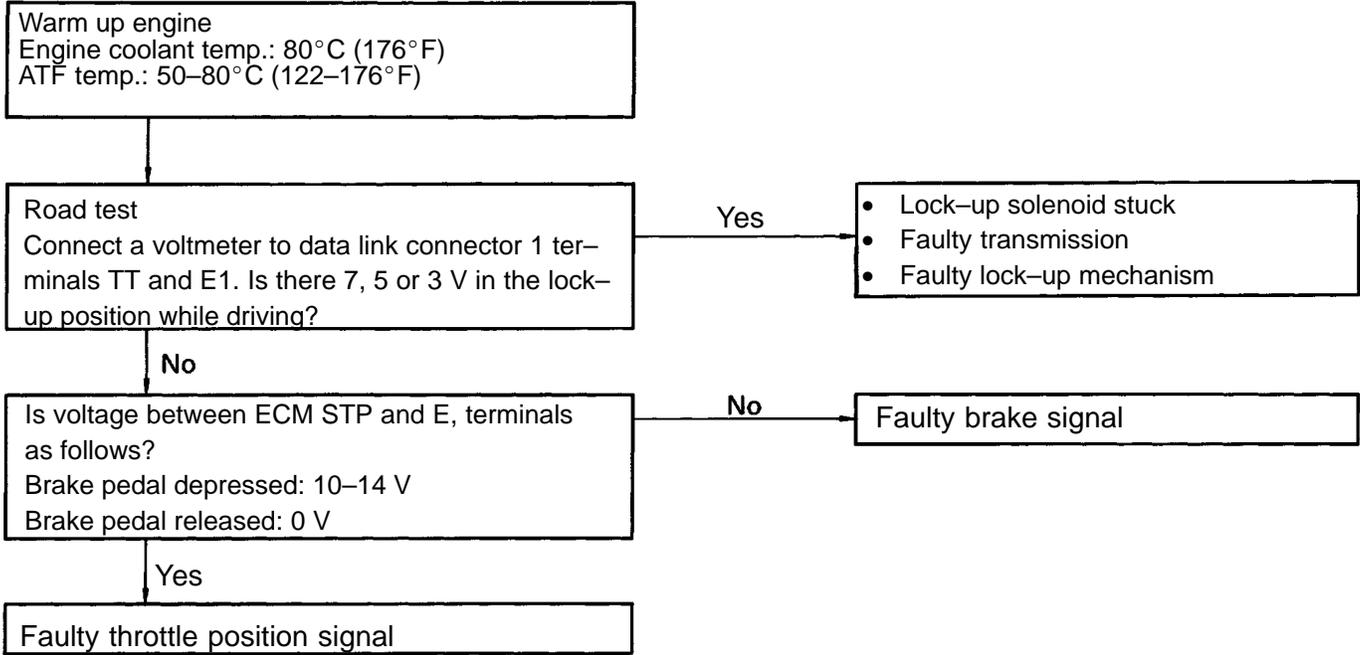
Trouble No.2 Shift point too high or too low

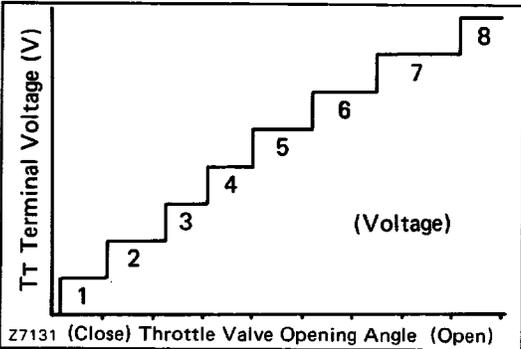
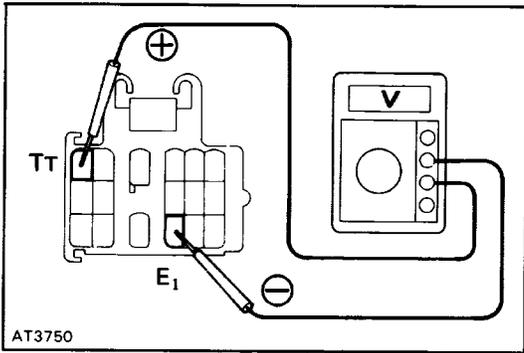


Trouble No.3 No up-shift to overdrive (After warm-up)



Trouble No.4 No lock-up (After warm-up)





INSPECTION OF TT TERMINAL VOLTAGE

1. INSPECT THROTTLE POSITION SENSOR SIGNAL

- (a) Turn the ignition switch to ON. Do not start the engine.
- (b) Connect a voltmeter to data link connector 1 terminals TT and E1.

(c) While slowly depressing the accelerator pedal, check that TT terminal voltage rises in sequence. If the voltage does not change in proportion to the throttle opening angle, there is a malfunction in the throttle position sensor or circuit.

2. INSPECT BRAKE SIGNAL

- (a) Depress the accelerator pedal until the TT terminal indicates 8V.
- (b) Depress the brake pedal and check the voltage reading from the TT terminal.
 - Brake pedal depressed 0 v
 - Brake pedal released 8 V

If not as indicated, there is a malfunction in either the stop light switch or circuit.

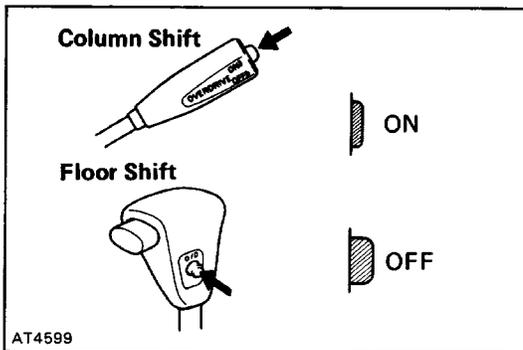
3. INSPECT EACH UP-SHIFT POSITION

- (a) Warm up the engine.
 - Engine coolant temperature: 80 ° C (176 ° F)**
- (b) Turn the O/D switch to "ON".
- (c) Place the pattern select switch in "Normal" and the shift lever into the D position.
- (d) During a road test (above 10 km/h or 6 mph) check that voltage at the TT terminal is as indicated below for each up-shift position.

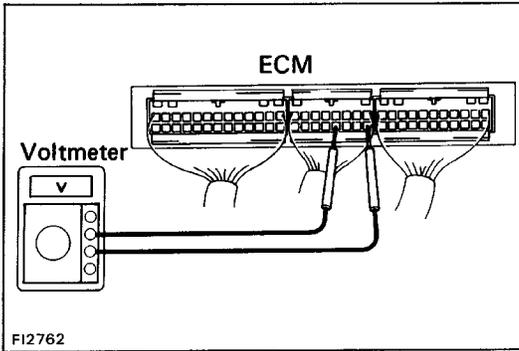
If the voltage rises from 0 v to 7 v in the sequence shown, the control system is okay.

The chart on the left shows the voltmeter reading and corresponding gears.

HINT: Determine the gear position by a light shock or change in engine RPM when shifting. The lock-up clutch will turn ON only infrequently during normal 2nd and 3rd gear operation. To trigger this action, press the accelerator pedal to 50% or more of its stroke. At less than 50%, the voltage may change in the sequence 2 V-4 v-6 v-7V.



T _T Terminal (V)	Gear Position
0	1st
2	2nd
3	2nd Lock-up
4	3rd
5	3rd Lock-up
6	O/D
7	O/D Lock-up

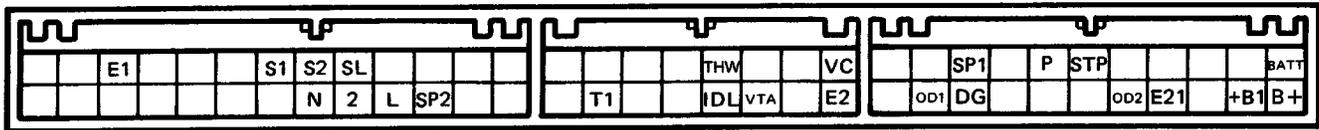


INSPECTION OF ELECTRONIC CONTROL COMPONENTS

1. INSPECT VOLTAGE OF ECM CONNECTOR

- (a) Remove the cowl side trim of passenger side.
- (b) Turn on the ignition switch.
- (c) Measure the voltage at each terminal.

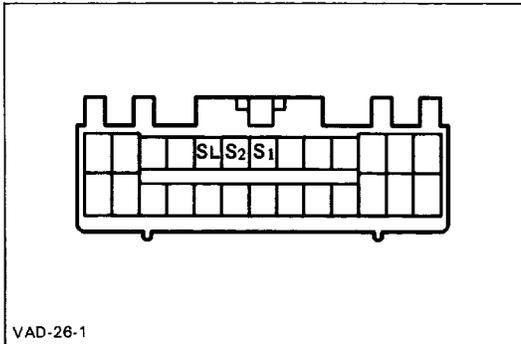
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Terminal	Measuring condition	Voltage (V)	
S ₁ - E ₁	—	10 - 14	
S ₂ , S _L - E ₁	—	0	
P - E ₁	PWR pattern	10 - 14	
	NORM pattern	0 - 2	
STP - E ₁	Brake pedal is depressed	10 - 14	
	Brake pedal is released	0	
THW - E ₂ (E ₂₁)	Engine coolant temp. 80(°C) (176°F)	0.1 - 1.0	
IDL - E ₂ (E ₂₁)	Throttle valve fully closed	0	
	Throttle valve open	10 - 14	
VTA - E ₂ (E ₂₁)	Throttle valve fully closed	0.1 - 1.0	
	Throttle valve fully open	3 - 5	
VC - E ₂ (E ₂₁)	—	4 - 6	
OD ₁ - E ₁	—	5	
OD ₂ - E ₁	O/D main switch turned ON	10 - 14	
	O/D main switch turned OFF	0	
SP ₁ - E ₁	Cruise control main switch OFF	Standing still	0 or 5
		Vehicle moving	2 - 3
SP ₂ - E ₁	Standing still	0 or 5	
	Vehicle moving	2 - 3	

Terminal	Measuring condition	Voltage (V)
N - E ₁	N position	10 - 14
	Except N position	0 - 2
2 - E ₁	2 position	10 - 14
	Except 2 position	0 - 2
L - E ₁	L position	10 - 14
	Except L position	0 - 2
B+ (+B ₁) - E ₁	--	10 - 14
BATT - E ₁	--	10 - 14

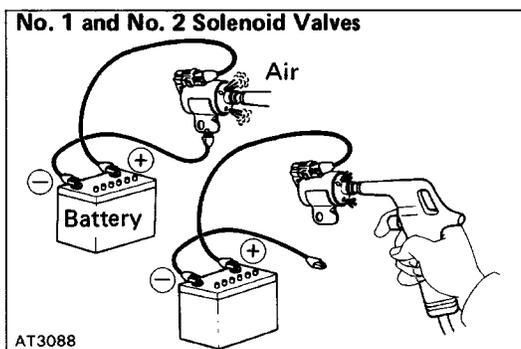


2. INSPECT SOLENOID

- Disconnect the connector from ECM.
- Measure the resistance between S, S2, SL and ground.

Resistance: 11-15Ω

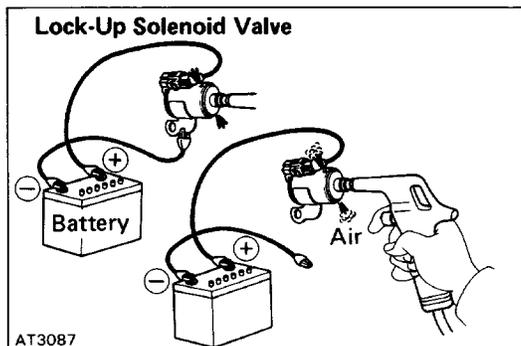
- Apply battery positive voltage to each terminal.
Check that an operation noise can be heard from the solenoid.



3. CHECK SOLENOID SEALS

If there is foreign material in the solenoid valve, there will be no fluid control even with solenoid operation.

- Check No.1 and No.2 solenoid valves.
Check that the solenoid valves do not leak when low-pressure compressed air is applied.
When supply battery positive voltage to the solenoids, check that the solenoid valves open.



- Check the lock-up solenoid valve.
 - Applying 490 kPa (5 kgf/cm², 71 psi) of compressed air, check that the solenoid valve opens.
 - When supply battery positive voltage to the solenoid, check that the solenoid valve does not leak the air.

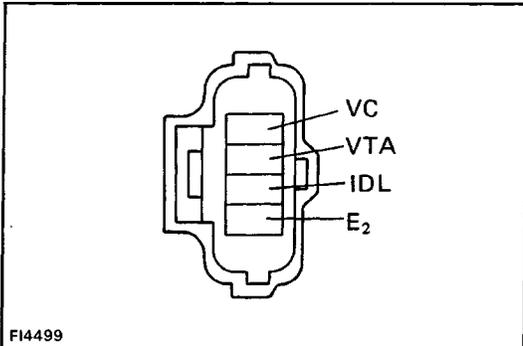
If a malfunction is found during voltage inspection (step 1.), inspect the components listed below.

4. INSPECT PARK/NEUTRAL POSITION SWITCH

(See page AT-83)

5. INSPECT THROTTLE POSITION SENSOR

Using an ohmmeter, check the resistance between each terminal.

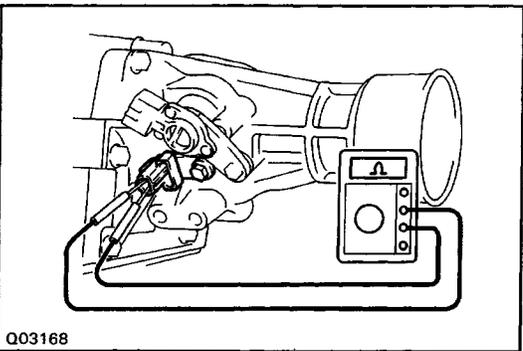


Terminal	Throttle valve condition	Resistance (kΩ)
IDL – E ₂	Fully closed	Less than 2.3
	Open	Infinity
VC – E ₂	–	3.9 – 9.0
VTA – E ₂	Fully closed	0.47 – 6.1
	Fully open	3.1 – 12.1

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6. INSPECT NO.2 VEHICLE SPEED SENSOR

- (a) Jack up the rear wheel on one side.
- (b) Connect an ohmmeter between the terminals.
- (c) Spin the wheel and check that the meter needle deflects from 0Ω to ∞Ω.



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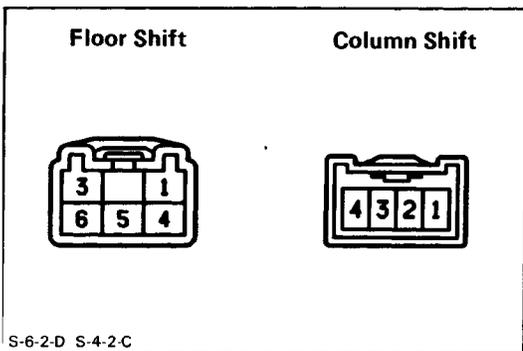
7. INSPECT NO.1 VEHICLE SPEED SENSOR

(See step 6. on page AT-73)

8. INSPECT PATTERN SELECT SWITCH

Using an ohmmeter, check the continuity of terminals for each switch position.

HINT: As there are diodes inside, be careful of the tester probe polarity.

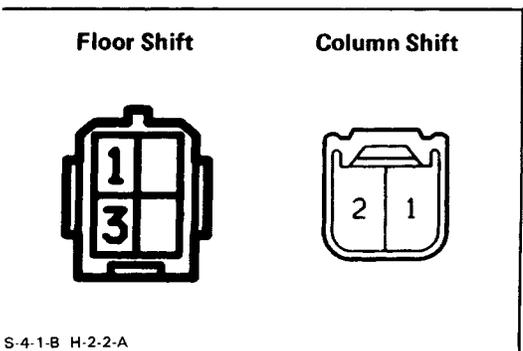


S-6-2-D S-4-2-C

Terminal	Floor shift		Column shift	
	4	6	2	3
Pattern				
PW R	○	○	○	○
NORM				

9. INSPECT O/D SWITCH

Using an ohmmeter, check the continuity of the terminals for each switch position.



S-4-1-B H-2-2-A

Terminal	1	3(2)
SW position		
ON		
OFF	○	○

10. INSPECT ENGINE COOLANT TEMPERATURE SENSOR

(See page FI-200)