

AUTOMATIC TRANSMISSION

DIAGNOSIS CHART NO. 1

Faults	Causes Due To Transmission Auxiliaries	Causes Of Electrical Origin	Causes Of Hydraulic Origin	Causes Of Mechanical Origin
Engine Stalls Uneven idling	2, 3, 4, 13			
Creep In "N"	10		19	31
Excessive Creep In "D"	2, 4		27	
Slip When Moving Off In "D" Or "R"			1, 12, 19, 35, 27	
Slip When Moving Off In "D"				32
Slip During Gear Changing			12, 35, 19	
Grabs On Moving Off	2, 4		27	
Grabs During Gear Changing	5	18	12, 13,19,35,36	
Incorrect Gear Changing Speeds	4, 5, 6, 17	8, 16,17, 34, 18		
No Drive In Any Ratio	1, 10		19	22, 23, 24, 25, 26, 27
No Drive In 1st And 2nd "Automatic"				31
No Drive In 2nd Or 3rd				29
No Drive in 3rd. No eng. Braking In "R"				28
No Drive In Reverse				30
No Drive In 1st Auto But Drive In 1st Gear "Hold"				32
No 1st Automatic		8, 16, 18	19	32
No 2nd Automatic		8, 16, 18	19	
No 3rd Automatic		8, 16, 18	19	
No 1st Gear "Hold" No 2nd Gear "Hold"	10	8, 16, 37, 18	19	
Remains In 1st Auto		8, 16, 37, 18	19	
Remains In 3rd		7, 8, 16, 18	19	
Some Ratios Unobtainable And Selector Level Abnormal	10			33
"Park" Facility Not Working	10			33
Starter Not Working	10	8, 37		
Smoke From Exhaust	13			

DIAGNOSIS CHART NO. 2

CHECK LIST

1	●	Fluid Level
2	●	Idle Speed
3	●	Engine Ignition System
4	●	Accelerator Control
5	●	Governor Cable
6	●	Microswitch Adjustment
7	●	Fuses
8	●	Harnesses, Wiring, Plugs, Sockets, Grounds
9	●	Computer Setting
10	●	Selector Lever Adjustment
12	●	Fluid Pressure Setting
13	■	Vacuum Leaks
16	■	Governor/Computer
17	■	Microswitch
18	■	Solenoid Shift Valves
19	■	Valve Body
20	■	Pressure Regulator
21	■	Starter Switch
22	▲	Fluid Pump
23	▲	Fluid Pump Shaft
24	▲	Turbine Shaft
25	▲	Final Drive
26	▲	Converter Driving Plate
27	▲	Converter
28	▲	Clutch C1
29	▲	Clutch C2
30	▲	Brake B1
31	▲	Brake B2
32	▲	Roller Clutch
33	▲	Manual Control Valve
34	■	Charging System Voltage
35	■	Vacuum Modulator
36	■	Pick-Up Screen
37	■	Multifunction Switch

- Adjustment on installed transmission
- Overhaul on installed transmission
- ▲ Overhaul on removed or dismantled transmission

AUTOMATIC TRANSMISSION MAINTENANCE AND ADJUSTMENT

CHECKING AND ADDING TRANSMISSION FLUID

- Place vehicle on level ground and apply parking brake.
- With the selector lever in the PARK position, start the engine and run long enough to achieve operating temperature (coolant fans begin to cycle - A/C off).
- Check the fluid level with the transmission selector in the PARK position and the engine running at idle. The fluid level on the dipstick should be at the HOT
- If additional fluid is required, add sufficient fluid through the filler tube to bring the level to the proper mark on the dipstick. Do not overfill the transmission.

