DI6RH–01

PROBLEM SYMPTOMS TABLE

If a normal code is displayed during the diagnostic trouble code 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 troubleshooting.

The Matrix Chart is divided into 3 chapters.

Chapter 1: Electronic circuit matrix chart

Chapter 2: On–vehicle repair matrix chart

Chapter 3: Off–vehicle repair matrix chart

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 Engine and ECT ECU.

Chapter 1: Electronic circuit matrix chart

Symptom	Suspect Area	See page
No up–shift (A particular gear, from 1st to 3rd gear, is not up–shifted)	1. Neutral start switch circuit 2. Engine and ECT ECU	DI–46 IN–30
No up–shift (3rd → O/D)	1. O/D main switch circuit 2. O/D cancel signal circuit 3. Engine and ECT ECU	DI–52 DI–57 IN–30
No down–shift (O/D → 3rd)	Engine and ECT ECU	IN–30
No down–shift (A particular gear, from 3rd to 1st gear, is not down–shifted)	1. Neutral start switch circuit 2. Engine and ECT ECU	DI–46 IN–30
No lock–up or No lock–up off	1. Stop light switch circuit 2. Engine and ECT ECU	DI–49 IN–30
Shift point too high or too low	Engine and ECT ECU	IN–30
Up–shift to 2nd while in L range	Engine and ECT ECU	IN–30
Up–shift to 3rd while in 2 range	Engine and ECT ECU	IN–30
Up–shift to O/D from 3rd while O/D main switch is OFF	1. O/D main switch circuit 2. Engine and ECT ECU	DI–52 IN–30
Up–shift to O/D from 3rd while engine is cold	Engine and ECT ECU	IN–30
Harsh engagement (N → D)	Engine and ECT ECU	IN–30
Harsh engagement (Lock–up)	Engine and ECT ECU	IN–30
Harsh engagement (Any driving range)	Engine and ECT ECU	IN–30
Poor acceleration	Engine and ECT ECU	IN–30
Engine stalls when starting off or stopping	Engine and ECT ECU	IN–30
No E–shift system	1. E–shift main switch circuit 2. Transmission shift switch circuit 3. Engine and ECT ECU	DI–64 DI–60 IN–30

Chapter 2: On–vehicle repair
(★: U240E automatic transaxle repair manual Pub. No. RM740U)

Symptom	Suspect Area	See page
Vehicle does not move in any forward range and reverse range	1. Manual valve 2. Primary regulator valve 3. Off–vehicle repair matrix chart	★ ★ –
Vehicle does not move in R range	Off–vehicle repair matrix chart	–
No up–shift (1st → 2nd)	1. 1–2 shift valve 2. Off–vehicle repair matrix chart	★ –
No up–shift (2nd → 3rd)	1. 2–3 shift valve 2. Off–vehicle repair matrix chart	★ –
No up–shift (3rd → O/D)	1. 3–4 shift valve 2. Off–vehicle repair matrix chart	★ –
No down–shift (O/D → 3rd)	3–4 shift valve	★
No down–shift (3rd → 2nd)	2–3 shift valve	★
No down–shift (2nd → 1st)	1–2 shift valve	★
No lock–up or No lock–up off	1. Lock–up relay valve 2. Off–vehicle repair matrix chart	★ –
Harsh engagement (N → D)	1. C_1 accumulator 2. Off–vehicle repair matrix chart	★ –
Harsh engagement (N → R)	1. C_2 accumulator 2. Off–vehicle repair matrix chart	★
Harsh engagement (Lock–up)	1. Lock–up relay valve 2. Off–vehicle repair matrix chart	★ –
Harsh engagement (2nd → 3rd)	C_2 accumulator	★
Harsh engagement (3rd → O/D)	B_0 accumulator	★
Harsh engagement (O/D → 3rd)	1. C_0 accumulator 2. B_0 accumulator	★ ★
Slip or shudder (Forward and reverse)	1. Oil strainer 2. Off–vehicle repair matrix chart	★ –
No engine braking (1st: L range)	Off–vehicle repair matrix chart	–
No engine braking (2nd: 2 range)	Off–vehicle repair matrix chart	–
No kick–down	1. 1–2 shift valve 2. 2–3 shift valve 3. 3–4 shift valve	★ ★ ★

Chapter 3: Off–vehicle repair
(★: U240E automatic transaxle repair manual Pub. No. RM740U)

Symptom	Suspect Area	See page
Vehicle does not move in any forward range and reverse range	1. Front and rear planetary gear 2. U/D planetary gear 3. U/D one–way clutch (F_2) 4. Forward clutch (C_1) 5. U/D brake (B_3)	★ ★ ★ ★ ★
Vehicle does not move in R range	1. Front and rear planetary gear unit 2. U/D planetary gear unit 3. Direct clutch (C_2) 4. U/D brake (C_3) 5. 1st & reverse brake (B_2)	★ ★ ★ ★ ★
No up–shift (1st → 2nd)	1. No. 1 one–way clutch (F_1) 2. 2nd brake (B_1)	★ ★
No up–shift (2nd → 3rd)	Direct clutch (C_2)	★
No up–shift (3rd → O/D)	U/D clutch (C_3)	★
No lock–up or No lock–up off	Torque converter	AX–36
Harsh engagement (N → D)	1. Forward clutch (C_1) 2. U/D one–way clutch (F_2) 3. No. 1 one–way clutch (F_1)	★ ★ ★
Harsh engagement (N → R)	1. Direct clutch (C_2) 2. 1st & reverse brake (B_2)	★ ★
Harsh engagement (Lock–up)	Torque converter	AX–36
Slip or shudder (Forward position: After warm–up)	1. Torque converter 2. Forward clutch (C_1) 3. Direct clutch (C_2) 4. U/D brake (C_3) 5. No. 1 one–way clutch (F_1) 6. U/D one–way clutch (F_2)	AX–36 ★ ★ ★ ★ ★
Slip or shudder (R range)	1. Direct clutch (C_2) 2. 1st & reverse brake (B_2)	★ ★
Slip or shudder (1st)	No. 1 one–way clutch (F_1)	★
Slip or shudder (2nd)	1. U/D one–way clutch (F_2) 2. 2nd brake (B_1)	★ ★
Slip or shudder (3rd)	Direct clutch (C_2)	★
Slip or shudder (O/D)	U/D clutch (C_3)	★
No engine braking (1st – 3rd: D range)	U/D brake (B_3)	★
No engine braking (1st: L range)	1st & reverse brake (B_2)	★
No engine braking (2nd: 2 range)	2nd brake (B_1)	★
Poor acceleration (All range)	1. Torque converter 2. U/D planetary gear	AX–36 ★
Poor acceleration (O/D)	1. U/D clutch (C_3) 2. U/D planetary gear	★ ★
Large shift shock or engine stalls when starting off or stopping	Torque converter	AX–36